

Divisions affected: Hendreds & Harwell

CABINET MEMBER FOR ENVIRONMENT – 25 MARCH 2021

UPTON – CHILTON ROAD, STATION ROAD AND A417 LONDON ROAD: PROPOSED TRAFFIC MANAGEMENT MEASURES, SPEED LIMIT AND TOUCAN CROSSING

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for the Environment is **RECOMMENDED** to approve the following as advertised:

Chilton Road

- a) **30mph Speed Limit** – from its current terminal point, to the junction with Hagbourne Hill, replacing in the whole existing 40mph speed limit as a result.
- b) **Banned Turning movements** from Hagbourne Hill into Chilton Road from both directions, supported by No entry signs at the junction for vehicles approaching from the west.
- c) **Traffic Calming Chicane** (to be wide enough to accommodate non-standard cycles & wheelchairs) to be located on Chilton Road approx. 5 metres from Hagbourne Hill.
- d) **Gate feature** (with 1.5-metre-wide cycle bypass) to be located approx. 240 metres west of London Road.
- e) **Raised table** approximately 6 metres long, sited approximately 80 metres west of London Road

A417 London Road

- f) a **Toucan Crossing** (controlled crossing for use by pedestrians & pedal cycles) to be located on London Road approx. 12 metres South of Chilton Road

Station Road

- g) **Raised table** approximately 14.5 metres long, sited at its junction with London Road

Executive summary

2. This report presents responses received to the statutory consultation on the proposals outlined in paragraph 1. Chilton Road is a missing link in an otherwise traffic-free or low traffic cycle route from Didcot to Harwell Campus and is part of the National Cycle Network (NCN) Route 544. The scheme is being developed and led by Sustrans in collaboration with Oxfordshire County Council.
3. Government funding was made available to councils during the covid-19 pandemic and provided an opportunity to 'fast-track' the closure of Chilton Road to vehicular traffic on a temporary basis. The closure has been in place since 19th August 2020 and has been delivered by a Temporary Traffic Regulation order (TTRO) which will remain in place for 18 months.
4. Sustrans conducted a comprehensive review of the entire National Cycle Network (NCN), which resulted in the Paths for Everyone¹ report in 2018. Chilton Road was identified as a 'very poor' section of the NCN due to high vehicles speeds and flows. As a result, Sustrans secured Department for Transport (DfT) funding to make the Chilton Road route safer for walking and cycling. Therefore, this scheme is to deliver that and make use of the DfT funding granted for this purpose.
5. 227 responses were received to this consultation which is a significant number. There are significantly more people supporting the scheme than objecting to it. A number of objections and concerns raised about the various elements of the scheme are addressed in the responses and objections section below.

Financial Implications

6. Funding for the delivery of the proposals has been provided by the Department for Transport and has been awarded to Sustrans. Oxfordshire County Council has contributed £22,875 towards the design of the scheme.

Equality and Inclusion Implications

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

Sustainability Implications

8. The proposals would help facilitate the safe movement of pedestrians and cyclists.
9. Oxfordshire County Council (OCC) declared a climate emergency in April 2019. [The Climate Action Framework](#) describes how OCC will operate at net-

¹ Sustrans' Paths for Everyone report: <https://www.sustrans.org.uk/about-us/paths-for-everyone/>

CMDE8

zero carbon by 2030 and enable Oxfordshire to become net-zero carbon by 2050. As stated in OCC's Climate Action [Declaration](#) we will take Climate Action in Oxfordshire by reprioritising road space for low carbon travel and therefore this scheme fully supports OCC's response to the climate emergency.

Consultation

10. The formal consultation was carried out between 20th January and 19th February 2021. A notice was published in the Oxfordshire Herald newspaper and an email was sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Vale of White Horse District Council, Upton Parish Council and the local County Councillor. Public notices were placed on site, and letters were also sent directly to approximately 40 properties in the immediate vicinity of the proposals.
11. 227 responses were received during the course of the consultation, those that were received via the online consultation are summarised in the table below:

Proposal	Object	Support	Concerns	No objection / opinion	Total
30mph Speed Limit (Chilton Rd)	17	156	11	9	196
Banned Turning Movements (from Hagbourne Hill)	24	154	8	7	196
Traffic Calming Chicane (Chilton Rd)	21	153	9	11	196
Gate Feature (Chilton Rd)	23	151	8	11	196
Toucan Crossing (A417 London Rd)	16	159	10	10	196
Raised Table Traffic Calming (Chilton Rd & Station Rd)	27	120	25	22	196

- *Some of the responses summarised above may have been reclassified in Annex 2 upon consideration of the written comments submitted.*

12. As shown from the online responses there has been a lot of support for the scheme. Between 61% and 81% of respondents supported each element of the scheme proposal. Between 13% and 27% of respondents objected to or had concerns with elements of the scheme proposals. The raised table element had the lowest support at 61% and the introduction of the Toucan crossing, across the London Rd, with the highest support at 81%.
13. Additionally, a further 31 responses were received via email directly, and these comprised of 10 in support, 19 objecting or raising concerns, and 2 with no objection or opinion.
14. All of the responses are recorded in **Annex 2**, and copies of the full responses are available for inspection by County Councillors.

Response to objections and other comments (OCC response in italics)

Main Stakeholders

15. **Thames Valley Police** are supportive of the scheme, however they did note that the gate must be visible during darkness. There are several comments from other respondents, including HarBUG and Cycling UK, about visibility of the structures which will be used to physically close the road. *This will be looked as part of detailed design to ensure that the gate and traffic chicane can be seen by non-motorised users when it is dark.*
16. **Upton Parish Council** have objected to the raised tables and consider them not necessary. *72% of the online responses support or have no objection/opinion. Therefore, on balance officers recommend the raised tables should remain as part of the scheme.*
17. Upton Parish Council also objected to the raised table on the basis that the additional street lighting would be unwelcome. There were a number of objections and concerns over the proposed street lighting for the Toucan crossing and raised table. *Officers appreciate that the parish of Upton has a no lighting policy. However, raised tables are required to be lit as per 'The Highways (Road Humps) Regulations 1999'. Toucan Crossings require a good level of street lighting to ensure that users are visible to drivers as per DfT guidance. Therefore, if the Toucan crossing and raised table were to be approved, as per officer recommendation, then lighting will be required.*
18. Upton Parish Council voiced concerns over the condition of Hagbourne Hill and the recent accidents. A couple of individuals also objected or had concerns over the recent accidents. *Remedial works have recently been carried out along this part of Hagbourne Hill following the accidents.*
19. Upton Parish Council request that the speed limit must also apply to all users including cyclists. *The 30mph speed limit will apply to all users of Chilton Road including cyclists and those exempt from the motor vehicle prohibition such as farm vehicles.*
20. Upton Parish Council voiced concerns over the increase in cycle traffic through the village and in particular at the pinch point of the embankment off ramp at Chapel Furlong. It was suggested that the cycle route is rerouted away from houses if possible. This was also echoed by several individual respondents. *The current National Cycle Network Route 544 is signed through Chapel Furlong, Fieldside and Station Road. There are no plans to re-route the NCN 544 as part of this project. Sustrans will monitor the route after implementation and engage with local residents about potential future improvements required if cycle traffic at this location becomes problematic.*
21. Upton Parish Council welcomes the gate feature however notes that there are concerns about the design of gate and its potential challenges. Several individuals, as well as the Local MP, had concerns with the gate feature and the inconvenience this may cause for farmers. *A key will be given to the local*

farmers, the parish council and Oxfordshire County Council Highways Department, which can be used to unlock the gate. In times when access is required multiple times within the same day, for example at harvest time, the gate could be left open for convenience.

22. **Chilton Parish Council** have concerns that the road closure will lead to an increase in traffic along Hagbourne Hill and that this will make it more difficult for non-motorised users to cross where Chilton Road meets Hagbourne Hill. They also state there is a lack of a safe crossing. A number of individuals have also objected or have concerns about cyclists and pedestrians crossing Hagbourne Hill and asked whether a controlled crossing could be provided. *The option of a controlled crossing of the junction of Chilton Road and Hagbourne Hill was explored during the design process. It was felt to be inappropriate in the location due to the requirement for street lighting in an Area of Outstanding Natural Beauty (AONB), the rural setting, limited sightlines at the brow of Hagbourne Hill for the safe operation of a crossing including when traffic is queuing at a red signal and no footways in this location. An uncontrolled crossing is therefore proposed here. Measures to reduce traffic speeds through and enhance the safety of this junction are proposed as follows: rumble strips, carriageway narrowing, safe waiting areas for crossing pedestrians and cycles and cycle activated warning signs.*

23. Chilton Parish Council also asks why the report does not consider the use of Lynch Way, again other individuals, including the Local MP, have asked the same question. *Early on in the process Lynch Way option was considered. It was discounted due to the fact this would require the NCN 544 to be re-routed. This would result in the NCN being longer and indirect, therefore making it a less desirable and attractive route for non-motorised users. From Upton to Harwell Campus (Newbury Road), the current distance is 2.9km on Chilton Road, while the Lynch Way route would be 4.6km. It would also be a more expensive undertaking due to the lengthy re-surfacing required, as well as requiring land owner permissions and potentially sensitive ecological mitigation work.*

24. **Harwell Parish Council** support the proposals but request an amendment to the Order to reduce the speed limit of the A4185 to 40mph or 30mph ideally. *The order does not cover the A4185 as it is some distance from Chilton Road. Therefore, this is outside the scope of the scheme.*

25. **Vale of White Horse District Council** has no objections to the scheme.

26. **The Local County Councillor** is supportive of the scheme; however, he has concerns about the stature of Hagbourne Hill and the recent accidents. The local councillor also suggests that the road needs widening and possibly straightening and that even though the failed edge was recently fixed he expects it will soon fail again. Around 10 individuals objected or had concerns with Hagbourne Hill being inadequate and needing improving. *The funding is awarded from government for the improvement of the NCN and therefore any changes to Hagbourne Hill fall outside the scope of the funding.*

27. **The Local MP** has concerns over the increase in speed of traffic through the village since the temporary closure. A number of individuals also objected or had concerns with an increase in traffic and vehicles speeds along the A417. *It is envisaged the introduction of the Toucan crossing and associated lights will act as a speed deterrent.*
28. The Local MP has concerns over the impact on the local pub. This was also noted by a couple of individuals. *However, officers do not believe the road closure will have an impact on the Upton village pub and officers received no response from the pub owners themselves to raise concerns. The closure of Chilton Road does not affect access to the A417, London Road, and in turn to the village pub which is accessed directly from London Road.*

Other Stakeholders

29. **The British Horse Society (BHS)** has objected to the Toucan crossing on the basis a Pegasus Crossing should be provided. This was echoed by a Horse Rider/BHS Access Volunteer. *Officers are still recommending that a Toucan crossing is approved. Having been given examples from the BHS as to what type of crossing they are suggesting in their response and as part of the detailed design phase, the design team will look to see if this could be accommodated within the available space. If it is identified that there is enough room to deliver a Pegasus crossing and there is sufficient budget to deliver it, then it will be put forward for consideration through a TRO. Officers have concerns that there isn't enough space on eastern side of the A417 to safely house a horse whilst waiting at a crossing as there is only 2.5m width of footway. The BHS have responded to us that horses are about 3 metres in length and therefore this is more than the space we have to accommodate them. As covered above the design team will look at this in more detail.*
30. The British Horse Society also objected to the proposed width of the cycle bypass and cattle grids. A number of individuals also objected or had concerns over the width of the gate, cycle bypass and the cattle grids. *This will be looked at as part of detailed design, but officers envisage that there will be no issues with the width allowed for non-motorised users as it will be designed following the relevant design guidance.*
31. The British Horse Society have noted that there are no indications of what signage will be installed to communicate that horse traffic is not prohibited on Chilton Road. This was echoed by a Horse Rider/BHS Access Volunteer. *Signage will be looked at as part of detailed design, but it is expected a standard no through route for motor vehicles sign will be installed – which still allows other users to use it, as well as additional signs encouraging its use for non-motorised users.*
32. **Harwell Campus Bicycle Users Group (HarBUG)** are fully in support of the scheme and have been campaigning for the closure to vehicular traffic for many years. They have made some suggestions such as installing street lighting and reflectors on the gate and traffic calming chicane. *This has been addressed in paragraph 15.*

33. **Cycling UK** supports the scheme however have a couple of concerns regarding whether the raised tables on Chilton Road will cause a drainage issues for neighbouring frontages. They also ask the question of what maintenance plans will there be to ensure the road is swept clear of debris. *Detailed design will consider the raised tables impact on the network, such as drainage. Road sweeping is a district council function. We will make them aware of the scheme when it is delivered.*
34. **Chair of Cycling UK Wantage** supports the scheme and states that is a valuable link in making cycle commuting practicable and safe between Didcot and Harwell Campus as well as enhancing options for leisure cycling.
35. **Hagbournes and Upton Group for Sustainability (HUGS)** support the scheme, however they recommend that suitable provisions are made during any construction work. They also note that the embankment beside the ramp down to Chapel Furlong is particularly rich in Chalk Flora and they would not support any engineering that would affect the existing bank. *How the scheme is delivered/constructed will be considered as part of detailed design work. Chapel Furlong is not part of the scheme so no proposed changes to existing bank.*

Businesses and Local Farmers

36. A business response has objected to all parts of the scheme except the Toucan crossing on the basis that closing the road is not necessary and suggest that a speed camera is installed if speeds are too high. *The scheme is not only aiming to reduce traffic speeds. The issue being addressed is cycles and pedestrians (using an otherwise traffic-free route (NCN 544)) sharing Chilton Road with fast-moving vehicles. A lack of safety from vehicles is regularly cited as a significant barrier to people cycling. Options were explored to provide dedicated space for pedestrians and cycles on Chilton Road, while retaining through vehicle access, however there was not sufficient space to do this safely. As vehicles have a short alternative route via Hagbourne Hill, closing Chilton Road is felt to be the best option.*
37. Another business has concerns regarding the gate feature and has objected to banned turning movements because they consider turning left from Hagbourne Hill Farm onto to Hagbourne Hill to be extremely dangerous. *Farm vehicle tracking has been undertaken as part of the scheme design in addition to a Stage One Road Safety Audit. Further Safety Audits will be undertaken as part of detailed design. Cycle activated signs on the Chilton Road and on the byway are being investigated to alert drivers that cyclists are approaching, and signs could also theoretically pick up vehicles such as farm vehicles exiting Hagbourne Hill Farm.*
38. A business who has identified themselves as a local farmer has objected to the traffic calming chicane, gate feature, and raised table. They also have concerns over the Toucan crossing. They state that it is imperative Chilton Road stays open to all traffic to access fields off Chilton Road. They also raise concerns on the increase of traffic on Hagbourne Hill, coupled with vehicles

not needing to slow down to turn into Chilton Road, will lead to more accidents. *Farm vehicles will still be able to access Chilton Road from the A417 London Road via the Gate feature. See paragraph 21 for response regarding the gate feature. The closure of Chilton Road is not expected to increase trips along the full length of Hagbourne Hill, it will divert those trips that used Chilton Road to use the section of Hagbourne Hill north of Chilton Road; the section to the south of Chilton Road should have negligible change in trip rates. As mentioned in paragraph 26 any changes to Hagbourne Hill fall outside the scope of this scheme.*

39. A business owner with offices and stores based at Hagbourne Hill Farm notes that since the temporary closure exiting from Hagbourne Hill Farm onto Hagbourne Hill is now easier. Furthermore, they state that some of their staff are now cycling to work. They raised one concern for the raised tables, however they did not provide any reason for it.
40. A local farmer has concerns around an increase in traffic and cyclists/pedestrians crossing Hagbourne Hill. *This has been addressed in paragraph 22.* They also note that the proposed 30mph limit is not necessary when the road is going to be closed. This was also echoed by several individuals. *The 30mph is limit still recommended as there will be vehicular access so this is to make it as safe as possible for non-motorised users and interaction with these vehicles .*They have similar comments to other businesses around vehicles turning out of Hagbourne Hill Farm onto Hagbourne Hill. *This has been addressed in paragraph 36.* Furthermore, they request that the gate is far enough back from London Road to hold large vehicles, the gate is wide enough, and that it can be left open during busy times of the year. *The gate is 240 metres west of the junction with London road and therefore is large enough for farm vehicles to wait whilst opening the gates. Farmers will be consulted during detailed design regarding the required width of the gate to allow access. Queries regarding the gate are addressed in paragraph 21.*
41. A local farmer has made a number of observations including a perceived increase in the volume and speed of traffic on Hagbourne Hill due to traffic not needing to slow down to turn into Chilton Road, in their opinion leading to the recent accidents and creating a dangerous crossing point. A number of individuals objected or had concerns that traffic volume and speed has increased since the road closure as Chilton Road has a calming effect. The local farmer notes that exiting their property on Hagbourne Hill is now more difficult and dangerous. *This is covered in paragraph 37; road safety audits will be undertaken as part of the scheme process.* Furthermore, they also note that Hagbourne Hill is inadequate for its current use. *This has been addressed in paragraph 18 and 26.* They have similar comments around vehicles turning out of Hagbourne Hill Farm onto Hagbourne Hill. *This has been addressed in paragraph 37 and will be considered more in detailed design.* They also ask why a cycle path and walkway alongside Chilton Road has not been considered and if the landowner to the north of Chilton Road has been approached to purchase their land. *An off-road option was considered in the design process however, the costs of buying the land and then implementing a cycle scheme would greatly exceed the funding available. Moreover, it would*

still leave the section from London Road past the homes on Chilton Road with high traffic flows and no safe cycling provision. They also express concerns around the suitability of village roads for cyclists such as Chapel Furlong. This has been addressed in paragraph 20.

42. A resident commented from a working farm perspective and objected to all parts of the scheme except the Toucan crossing. They object on the basis that following improvements to Hagbourne Hill and Chilton Interchange traffic on Hagbourne Hill has increased in speed and volume leading to recent accidents. This is covered in paragraph 37; road safety audits will be undertaken as part of the scheme process. They also raise concern around the increased risk of fly tipping. *With the gate and traffic chicane being located at either end of the Chilton Road it offers more surveillance from passing traffic.* Furthermore, they suggest one-way traffic would be more realistic. This was echoed by 1 other individual. *One-way traffic with two-way cycle track was considered as one of the options as outlined in the Sustrans report. It was concluded that a full road closure would provide the most significant improvement in safety for walking and cycling therefore offers the greatest chance of modal shift.*

Other common points that have been raised

Toucan crossing and raised table

43. A number of individuals have objected or have concerns regarding the potential noise/air pollution from vehicles stopping at the crossing and the noise level of the crossing alert. Individuals also share the same concerns for the raised tables. *Raised tables are regularly installed across Oxfordshire and whilst there are usually noise increases associated with them this is not to an unacceptable level and therefore, officers do not see this a major issue here. In terms of air pollution Upton is an open village and therefore the slowing of vehicles associated with raised tables and the Toucan crossing officers don't see the scheme significantly affecting air pollution. If more people are encouraged to cycle and car trips are reduced this will improve air quality.*
44. A number of individuals raised objections/concerns on the potential hazard the raised tables will have to cyclists and some suggesting the slope or raised tables should be reduced. *This will be looked at as part of detailed design but is not generally an issue elsewhere. Raised tables are common features on cycle routes elsewhere.*

Signage

45. A number of individuals also commented that the road markings and signs are excessive. *Road markings and signage will be looked at as part of detailed design and comments will be taken into account.*
46. Another individual was concerned that the signage will decrease visibility and another individual was unclear if the kerb build out will result in poor visibility splays. *A stage one road safety audit and large vehicle tracking has been undertaken and more will be undertaken as part of detailed design.*

Gate Feature

47. A couple of residents have requested that a turning area is provided in front of the gate to provide an area of refuse/service vehicles to turn around and not use any of the residential driveways. *This will be looked at as part of detailed design.*

Traffic Chicane

48. Several individuals had concerns around the impact of the traffic chicane on cyclists entering at speed from Hagbourne Hill and restricting cyclists. *The Traffic Chicane is set back 5 metres from the junction to allow cyclists to navigate it. We will consider this further at detailed design*

BILL COTTON

Corporate Director, Environment and Place

Annexes

Annex 1: 'Sustrans' report providing detailed background
Annex 2-4: Consultation plans
Annex 6 Consultation responses

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March 2021

Chilton Road: Improving conditions for walking and cycling

May 2020

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1. Introduction

This report makes the case to improve walking and cycling conditions on Chilton Road, Upton, Oxfordshire by reducing traffic speeds and flows.

It starts by presenting context and background information about Chilton Road, before presenting analysis of traffic data. It then presents the case for reducing traffic on Chilton Road and then the case for improving walking and cycling conditions.

The report then summarises three design options considered by Oxfordshire County Council (OCC) to improve walking and cycling conditions, before presenting the preferred option in more detail.

2. Context and background

Chilton Road is an important link in the local walking and cycling network

Chilton Road is a country lane near Upton, south of Didcot, Oxfordshire. National Cycle Network (NCN) Route 544 uses it to connect Didcot (5km north) to Harwell Campus (3km west) and beyond to Wantage (9km west of Harwell Campus). Route 544 either side of Chilton Road offers people a safe, pleasant, direct and traffic-free walking or cycling experience.



Route 544 follows a former railway line between Didcot and Upton



Route 544 uses farm tracks west of Chilton Road to Harwell Campus

However, Chilton Road itself is busy with rat-running traffic travelling at speed and there is no provision for safe walking and cycling along this 1km stretch of road. It is the poorest section of Route 544, suppressing usage and the potential for more people to walk and cycle for everyday and leisure trips.



NCN audit results showing Chilton Road as 'very poor'

Sustrans conducted a comprehensive review of the entire National Cycle Network, which resulted in our Paths for Everyone report in 2018¹. The screenshot above comes from this report, which identified Chilton Road as a 'very poor' section of the NCN because of the high traffic speeds and flows. The traffic-free sections either side were rated as 'good'.

Sustrans identified Chilton Road as a priority section of NCN in need of improvement – an 'activation project'² – for which Department for Transport (DfT) funding was secured in April 2019. The purpose of this funding is to reduce traffic speeds and flows on Chilton Road and improve the safety of the junctions at each end (i.e. at London Road and Hagbourne Hill).

¹ Paths for Everyone report: www.sustrans.org.uk/about-us/paths-for-everyone/

² Paths for Everyone: England South Action Plan: (<https://www.sustrans.org.uk/media/3718/3718.pdf>)

New slip roads were added to the A34 a few years ago. At this time, there were proposals to close Chilton Road to through traffic. Eventually a compromise was reached to keep the road open to traffic, but provide a priority give way chicane where the homes begin on Chilton Road in an effort to slow downhill traffic. Experience from site visits and users of the road indicate that the chicane does not have much of an impact of vehicles speeds or driver behaviour – with many drivers not respecting the priority of uphill traffic. Moreover, the chicane does little to provide a safe environment for walking and cycling along the length of Chilton Road.



Current priority give way chicane on Chilton Road

3. Traffic analysis

Traffic speeds and flows are high for a country lane

Two-way vehicle flows on Chilton Road total approximately 3,000 on a weekday. The most recent data captured – across a week in January 2020 – shows that between 7am-7pm, the average weekday total is 3,085. The table below shows how this has increased over recent years; note the increase in traffic after the A34 slip roads were constructed between 2014 and 2017. This increase in traffic has also been reported anecdotally by local residents and stakeholders.

Date	Two-way total (7am-7pm, weekday)
April 2014	2,363
July 2017	3,028
January 2020	3,085

From the January 2020 data, 89% of traffic is cars, with 8% being two-axle large vehicles (e.g. Luton vans) and 1% pedal cycles.

Traffic speeds were also analysed in January 2020. The speed limit on Chilton Road is 40 mph. The 85% speed was reported as 42.9mph, the mean speed 37.5mph, with 30% of vehicles recorded exceeding the speed limit. This shows relatively poor compliance with the current speed limit.

Current cycling flows are low on the road, despite it being signed as the NCN. January 2020 data showed a weekday average of 32 cyclists, with 20 for weekend days (indicating that many current cyclists are commuters). However, January is not the most inviting of times to cycle. Data from a route user intercept survey conducted in September 2019 showed an average of 77 cyclists per weekday. Cycling flows are low due to the high traffic speeds and flows. Anecdotally, local residents say that cyclists have declined over recent years in response to increasing traffic volumes.

Design guidance

Highways England publishes guidance on how to provide for cycles depending on the speed and flow of traffic³ from which the table below comes. It recommends that for 40mph roads, cycles should be separated from general traffic by a cycle track.

Table E/1.1 Minimum provision for cycle routes

Speed limit (mph)	Motor traffic flow (AADT-Average annual daily traffic)	Minimum provision for cycle routes
40 and over	All flows	Cycle tracks (excluding stepped cycle tracks)
30	>5,000	Cycle tracks
	0-5,000	Cycle lanes
20	>5000	Cycle tracks
	2,500-5,000	Cycle lanes
	<2500	Quiet streets

Sustrans' 'quiet-way' standard for on-road sections of the NCN, developed in the Paths for Everyone report⁴ states that rural roads with a 40 mph speed limit are acceptable if daily traffic flow is less than 1,000. So the flows of over 3,000 are too high, in addition to the vehicles exceeding the speed limit.

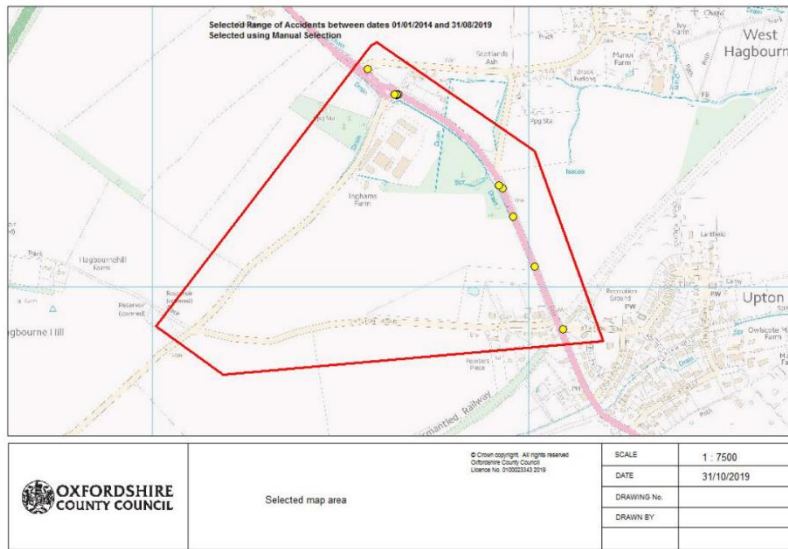
In summary, the recorded traffic flows and speeds are too high for a safe cycling and walking route. Both must be reduced to improve conditions for people on foot and on cycles.

³ CD 195 Designing for Cycle Traffic, Highways England

⁴ p. 31, Paths for Everyone: www.sustrans.org.uk/about-us/paths-for-everyone/

Collisions

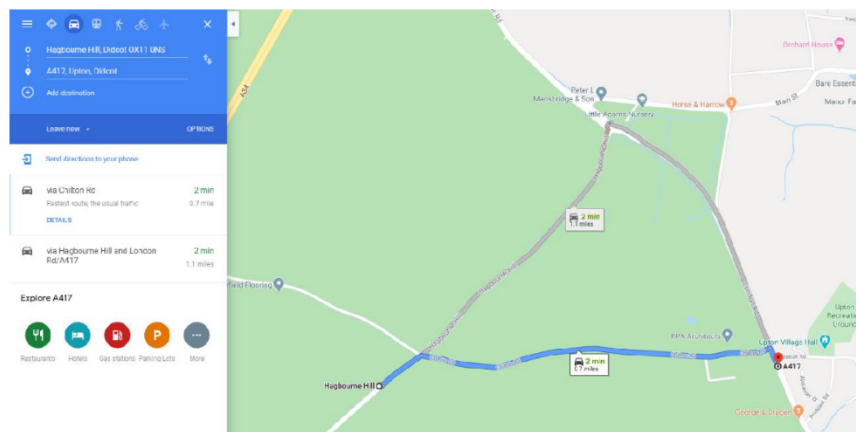
There were no recorded traffic collisions which resulted in slight, serious or fatal injury in a five year period (2014-2019) on Chilton Road. Oxfordshire County Council data recorded 10 collisions reported to the Police along London Road in the near vicinity to Chilton Road – all resulting in slight injury. Note that the three recorded at Hagbourne Hill junction all happened before it was upgraded to a roundabout. The map below, provided by OCC, shows the location of these collisions.



4. The case for reducing traffic on Chilton Road

If Chilton Road did not exist, there would be no case for building it

Chilton Road is not an essential link for vehicles in the local road network because there is a high capacity link which already provides vehicles with the same movement in a safer and equally quick way. Chilton Road is, however, a road which appears convenient to drivers when looking at a map. The screenshot below shows Google map driving directions from Upton to the crest of Hagbourne Hill.



Driving directions between Upton and Hagbourne Hill (Google maps, accessed April 2020)

It shows two options:

- 1 Take Chilton Road – 0.7 miles, 2 minutes driving time
- 2 Take London Road and Hagbourne Hill – 1.1 miles, 2 minutes driving time

While Chilton Road is shorter, it isn't any quicker for drivers. This is because London Road, Hagbourne Hill and their junctions are designed for higher speeds and smoother vehicle flows, with 60 and 50 mph speed limits respectively. Crucially, the junction between the two roads is a roundabout (upgraded recently), which enables more vehicles to flow through it more easily. The junctions at each end of Chilton Road give

way to the main roads, causing traffic to queue at busy times and inviting potentially dangerous behaviour from gap-seeking drivers when joining the main roads.

If Chilton Road did not exist, drivers would not notice the time penalty to their journey, as well as using roads that are better-engineered and therefore safer for vehicles at speed.

Moreover, research into traffic reduction schemes shows that concerns about traffic problems on surrounding roads are usually far less serious than predicted⁵. After an initial period of adjustment, a portion of traffic 'evaporates' through a variety of factors, such as re-routing, changing the time of journey or changing mode. The portion which evaporates varies based on local context; evidence from 70 international case studies (mostly urban but some rural) showed an average figure of 10-20% of the traffic that was previously using the closed road could not be found in the surrounding area afterwards⁶.

⁵ *Reclaiming city streets for people*. 2004. European Commission

⁶ Cairns, Atkins and Goodwin, 2002, 'Disappearing traffic? The story so far.' *Municipal Engineer*, p.13-22

5. The case for improving walking and cycling conditions on Chilton Road

A strategic link between Harwell Campus and Didcot

Didcot to Harwell Campus is a key link to connect a local employment site with a sizable town and transport hub. Around 6,000 people work at Harwell Campus⁷, nearly 27,000 people live in Didcot⁸ and Didcot Parkway station has over 3m passengers per year⁹.

Oxfordshire County Council recognise this important link for active travel. Their Local Transport Plan (2015-2031) includes a cycling strategy to improve connections in the Science Vale area of key employment sites, including Harwell Campus, Milton Park and Culham Science Centre¹⁰. The connection from Didcot to Harwell Campus is a key strategic link in this network, shown in the diagram below from the Science Vale Cycling Strategy.

⁷ <https://www.harwellcampus.com/>

⁸ Census 2011

⁹ Station Usage Estimates, Entries and Exits, 2018-19, Office of Rail and Road

¹⁰ Science Vale Cycling Strategy, Oxfordshire County Council



Comparison with a successful traffic-free route

Route users don't find Chilton Road safe to cycle or walk along

As previously described, current walking and cycling numbers are low on Chilton Road, with 70 cyclists and 30 pedestrians counted per weekday when surveyed in September 2019. That same survey – commissioned by Sustrans to provide baseline monitoring of this route – interviewed 54 current route users about their views on Route 544 on Chilton Road. Findings from these interviews illustrate some key issues:

- When asked if they would recommend this route to a friend, on a scale of 0 (very unlikely) to 10 (very likely), the two highest scoring categories were:
 - + 37% responded 8 (likely)
 - + 20% responded 0 (very unlikely)
- When asked if the route feels safe, opinion was split:
 - + 43% strongly agreed or agreed
 - + 43% strongly disagreed or disagreed
- Among cyclists, 92% described themselves as experienced, regular cyclists

Comparison with the same survey (run in September 2018) on the Bristol to Bath railway path¹¹ – an exemplary Sustrans traffic-free route – highlights how route users answer on a high quality walking and cycling route:

- Would they recommend this route to a friend?
 - + 76% of respondents responded 10 (very likely to recommend to a friend)
 - + No respondent replied with less than a 4 to this question
- Does the route feel safe?
 - + 89% strongly agreed or agreed
 - + 3% strongly disagreed or disagreed
- A greater proportion of cyclists – 29% – described themselves as new, returning or occasional cyclists, while 71% were experienced, regular cyclists.

¹¹ <http://www.bristolbathrailwaypath.org.uk/home.shtml>

Forecasting potential demand

Suppressed demand for 400 weekday and 160 weekend cycle trips

It is difficult to accurately forecast potential demand that is currently suppressed along this route as there are many factors involved, e.g. weather, linked trips, caring responsibilities, storage facilities for cycles at home or work.

One of the main sources of data for forecasting demand is the 2011 Census Journey to Work (JtW) data, which is the most recent available and doesn't take account of recent developments, e.g. A34 slip roads and expansion at Harwell Campus. Moreover, the JtW data is not granular enough to identify commuters between Didcot and Harwell – origin-destination data is published by quite large geographic areas (Middle Layer Super Output MSOA areas).

To develop a reasonable picture of potential demand should conditions on Chilton Road be significantly improved for walking and cycling, there are two sources to estimate commuting and leisure demand. First, potential demand from Harwell Campus employees as the principal employment destination served by NCN544; second, counted cyclists on a nearby traffic-free route – the Phoenix Trail – to benchmark potential leisure trips.

Harwell Campus conducted a travel survey of employees in 2018¹², which revealed:

- Didcot is the largest home postcode of Harwell Campus employees:
 - + 23% Didcot
 - + 15% Wantage
 - + 15% Abingdon
 - + 13% Oxford
- It takes 56% of respondents half an hour or less to currently get to work
- 2.5% cycle currently, 81% drive

¹² Kindly shared with us by Harwell Bicycle User Group

- 31% of respondents would consider cycling
- When asked what might encourage them to cycle to Campus:
 - + More dedicated cycle paths to/from Campus
 - + Safer, better lit cycle routes
 - + Improved safety measures at road junctions

Assuming c.6,000 employees at Harwell Campus, of which 23% live in the Didcot area and 31% of whom would consider cycling. $6000 \times 0.23 \times 0.31 = 428$ potential weekday cycling return commuting trips from Didcot to Harwell Campus.

The Phoenix Trail is a traffic-free greenway between Princes Risborough and Thame¹³. It is ideal for leisure trips, confirmed by count data which is higher on weekends. The average weekend day total for cyclists in 2017 was 165 and in 2018 150, although these figures have significant seasonality – as high as 270 in summer and as low as 40 in winter.

Thus it would be reasonable to forecast that weekday cycle trips could reach c.400 per day, made up of modal shift by Harwell Campus employees plus other journey purposes such as weekday leisure trips or shopping trips by local residents. While weekend cycle trips of c.160 also seems reasonable, with seasonal variation.

Local residents cannot currently cross London Road safely

Forecasting future use by pedestrians is harder still to estimate, and would depend on the type of infrastructure proposed on Chilton Road. Given Chilton Road's location, it is not realistic to predict many people walking to work using Route 544. However, an improved environment for walking and cycling could open this road to more local leisure trips for enjoyment, health and wellbeing.

At a more local level still, the provision of a formal pedestrian crossing of London Road from Chilton Road (where there is none currently) could have a big impact on the *quality* of provision for residents of Upton – and Chilton Road in particular – although it would not have a big impact on the *quantity* of trips on foot.

¹³ <https://www.sustrans.org.uk/find-a-route-on-the-national-cycle-network/phoenix-trail-princes-risborough-to-thame/>

6. Design options

This report has so far set out the current conditions and the case for reducing traffic flows and speeds on Chilton Road to allow an improved environment for walking and cycling.

Sustrans developed three design options to improve walking and cycling conditions on Chilton Road for OCC to consider¹⁴. Following discussions with OCC Option 2: Full Closure was the preferred option on the basis that it provides the greatest positive impact for walking and cycling.

- 1 One-way general traffic with two-way cycle track
- 2 **Full closure – preferred option**
- 3 Two-way cycle street 'Quiet Lane'

This section summarises the two design options which were considered but not taken forward and presents the preferred option in more detail, including concept design drawings.

Junction details

The junctions of Chilton Road with London Road and with Hagbourne Hill are for the most part consistent across all three options. To avoid repetition, they are described once below.

Junction of Chilton Road / London Road / Station Road

A 3m wide shared use path is proposed at the north east corner of Station Road and London Road, leading to a proposed Toucan crossing of London Road. The proposed shared use path will continue on the south side of Chilton Road until users re-join the carriageway.

¹⁴ The three design options underwent a Stage One Road Safety Audit (RSA), in accordance with General Principles and Scheme Governance General Information (GG 119). The road safety audit team were independent of the design team. The options presented in this report have been modified in light of the recommendations made in the Stage One RSA.

Hagbourne Hill and Chilton Road Junction

Junction narrowing and an uncontrolled crossing facility across Hagbourne Hill at the junction with Chilton Road. Rumble strips and cycle activated warning signs are proposed on the approach on Hagbourne Hill, which will encourage vehicles to slow as they approach the crossing.

Option 1: One-way general traffic with two-way cycle track

Option 1 proposes closing Chilton Road to eastbound vehicle traffic entering from Hagbourne Hill, to maintain one-way westbound vehicle flow and to add a two-way segregated cycle track on the northern side of the road. Two-way vehicle movement will be permitted for farm vehicle access and for residents of Chilton Road only.

Pull-out gaps are provided at regular intervals to allow westbound traffic to pass contraflow farm vehicles safely.

Option 3: Two-way cycle street 'Quiet Lane'

Option 3 proposes maintaining two-way vehicle traffic on Chilton Road, while adding frequent speed control measures to make Chilton Road into a Quiet Lane¹⁵. The speed limit must be reduced to 20 mph along the entire length of Chilton Road because legislation requires street lighting where speed humps are installed on a 30mph road¹⁶.

A Dutch-style cycle street with advisory cycle lanes to narrow the effective carriageway is suggested to give cyclists priority as there is not enough road width to use segregated cycle tracks while maintaining two-way vehicle movement.

¹⁵ The Quiet Lanes And Home Zones (England) Regulations 2006
http://www.legislation.gov.uk/uksi/2006/2082/pdfs/uksiem_20062082_en.pdf

¹⁶ The Highways (Road Humps) Regulations 1999
http://www.legislation.gov.uk/uksi/1999/1025/pdfs/uksi_19991025_en.pdf

Preferred option: Full closure

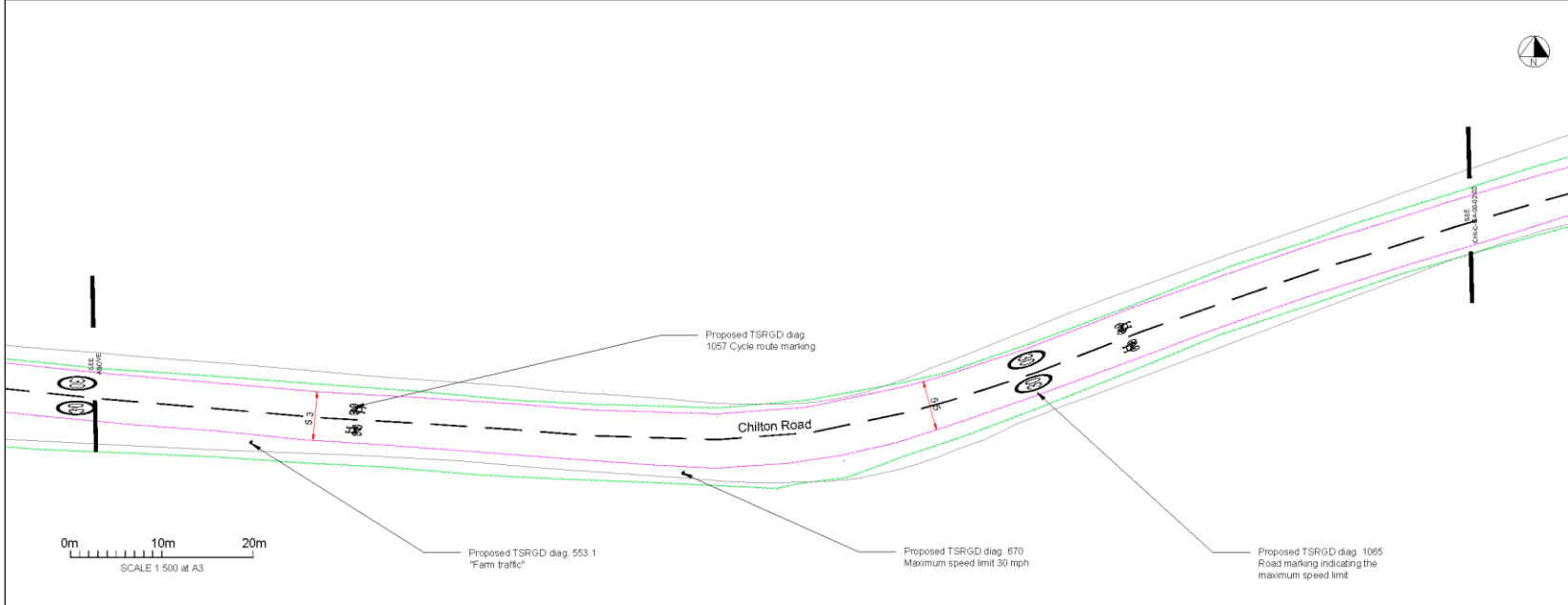
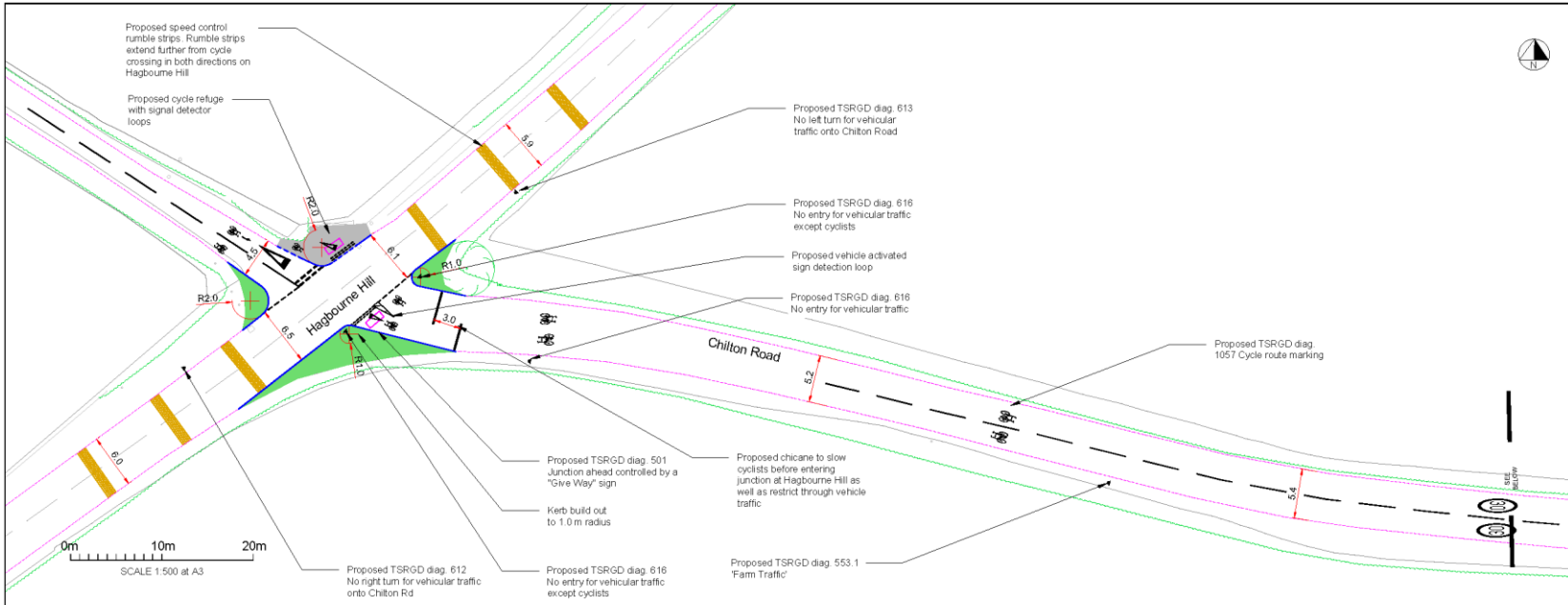
The preferred option proposes a full closure of Chilton Road to through vehicle traffic in both directions. This will be achieved with an access control in the form of a chicane on Chilton Road installed 5m east of the Hagbourne Hill junction. Cycle movement is maintained in both directions, however cyclists will have to slow as they navigate the chicane near the junction. The chicane will be wide enough to accommodate non-standard cycles and wheelchairs. Only farm vehicles and residents will be permitted access to Chilton Road – access only to and from London Road.

In the location of the current traffic calming chicane and island near the residential area near London Road, it is proposed that the island is replaced with a gate and 1.5m cycle bypass.

It is proposed that the speed limit is lowered to 30 miles per hour on Chilton Road.

Summary of design options	1: One-way with two-way cycle track	2. Full closure	3. Two-way 'Quiet Lane'	Commentary
Improvement in walking and cycling conditions	✓✓	✓✓✓	✓	Option 2 gives the most significant improvement in safety for walking and cycling and therefore offers the greatest chance of modal shift.
Road safety	✓✓	✓✓✓	✓	No option was deemed unsafe by the Road Safety Audit, but there is a greater risk of vehicles coming into conflict in Options 1 and 3.
Physical traffic calming required	Yes	No	Yes	Some form of physical traffic calming measure, e.g. speed humps, is necessary to slow through vehicles which currently travel over 40mph.
Ease of construction	✓	✓✓✓	✓✓	Option 2 requires the least physical infrastructure.
Cost estimates (inc. 20% contingency)	£202,000	£154,000	£179,000	Option 2 is cheapest as it requires least physical infrastructure.
Deterrent to anti-social behaviour (e.g. fly tipping, travellers)	✓✓✓	✓✓	✓✓✓	Options 1 and 3 retain active use of the road for through vehicles, while Option 2 has the option of a gate at the eastern end of Chilton Road.
Ease of maintenance	✓✓	✓✓	✓	Option 3 includes painted cycle lanes, Option 1 has kerbs and bollards, while Option 2 has gates with keys.
Emergency access in case of blockage of Hagbourne Hill	✓✓	✓	✓✓✓	Option 3 retains through vehicle movements in both directions, although slowed by speed humps. Option 1 retains only westbound through vehicle movement. Option 2 prevents all through movement, but barriers could be modified.

CMDE8



Key:

- Proposed resurfacing of verge
- Proposed planting / SUDs
- Proposed vehicle activated sign detector loop
- Proposed dropped kerb
- Proposed kerb
- Existing kerb
- Proposed white line marking
- Existing line markings
- Proposed speed control rumble strips
- Proposed chicane
- Proposed sign post and sign
- Existing tree

- Notes**
1. Vehicle Activated signs (VAS) proposed at the cycle refuges to the east and west of Hagbourne Hill on Chilton Rd.
 - 1.1. VAS are activated when a cyclist stops over the detection loop
 - 1.2. VAS sign to be set positioned 90 metres from junction
 - 1.3. The digital signs located on Hagbourne Hill will display a warning message to oncoming vehicles as they approach the junction
 - 1.4. The message will indicate for cyclists to slow down and warn that cyclists are crossing ahead
 2. Improve cycle crossing facilities at junction
 3. Tighten geometry to reduce vehicle turning speeds
 4. Introduce speed limit of 30 mph on Chilton Road
 5. 80th percentile speed is 43.5 mph on Chilton Road
 6. A road closure completely mitigates the danger of collision between vehicles traveling at high speeds and vulnerable road users such as cyclists and pedestrians

- General Notes**
1. All dimensions in metres, unless otherwise noted.
 2. Do not scale off plans.
 3. Dimensions will be checked by the contractor prior to commencing work. Any discrepancy shall be reported immediately to Sustrans.
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 5. Coordinates based on OJ grid.
 6. Levels based on OJ datum (A199).
 7. This drawing is to be read in conjunction with all other relevant drawings and specifications.
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 9. The quality of services is based on the information provided by other parties of the line of design and is for guidance only. It is the responsibility of the Client and Contractor to verify the exact location of any services before commencing works on site.
 10. All proposed works must be undertaken in accordance with Chapter 8 and 9 of the Traffic Signs Manual, Section 4 on Road Signs and Road Works Code of Practice 2013 and any other relevant legislation.
 11. These drawings have been produced under the CDM 2015 Regulations. The client is directed to their duties under Regulation 4 of CDM 2015.
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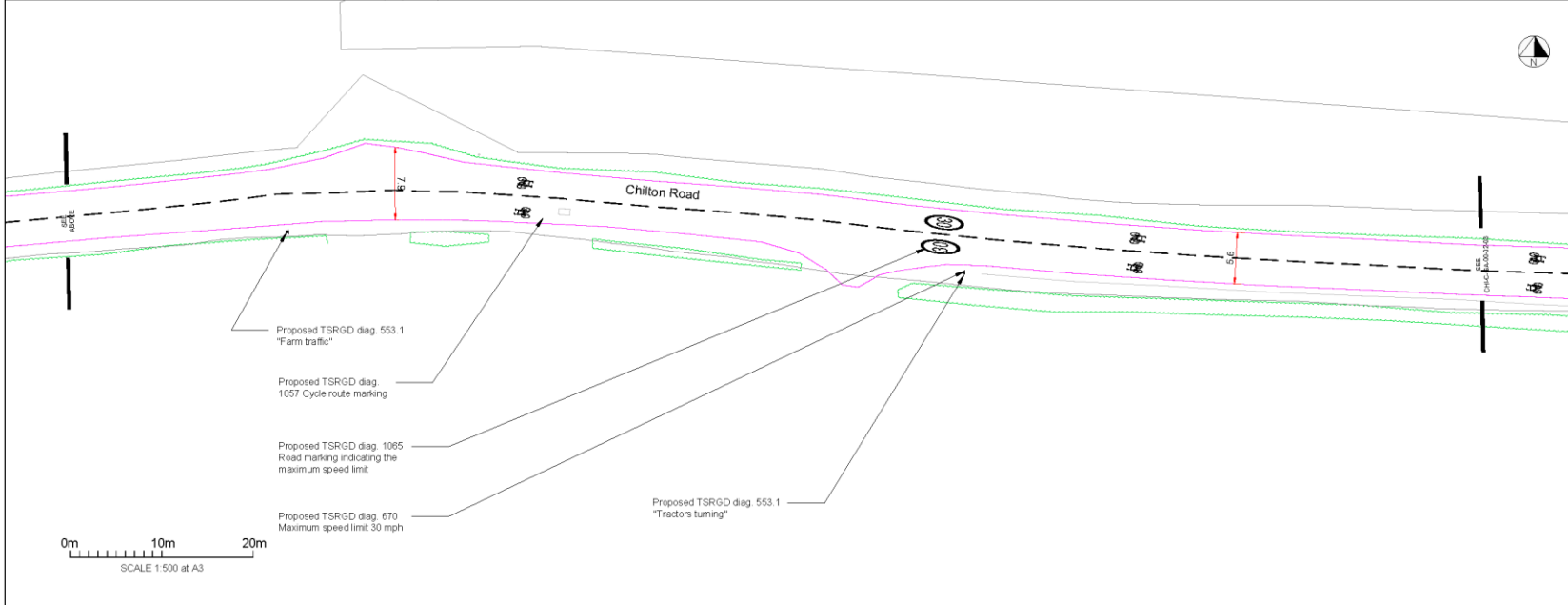
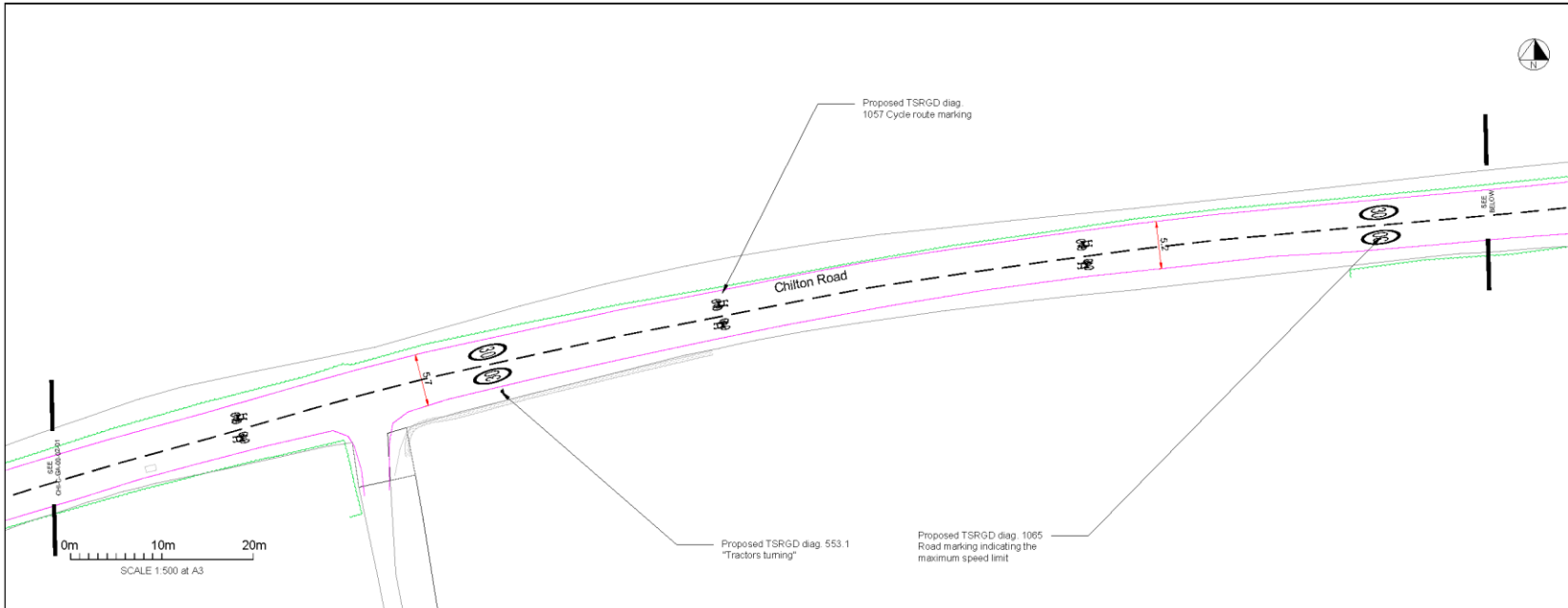
Project: Traffic Reduction on Chilton Rd

Title: Option 2 Full closure to vehicles Sheet 1 of 4

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Status: **CONCEPT**

Drawing No: CHI-C-GA-00-02-01	Revision: -
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Key:

	Existing kerb
	Proposed white line marking
	Proposed sign and post

- Notes:**
- 85th percentile speed is 43.5 mph on Chilton Road
 - A road closure completely mitigates the danger of collision between vehicles travelling at high speeds and vulnerable road users such as cyclists and pedestrians

- General Notes:**
- All dimensions in metres, unless otherwise noted.
 - Do not scale off plans.
 - Construction to be checked by the contractor prior to commencement of work. Any discrepancy shall be reported immediately to Sustrans.
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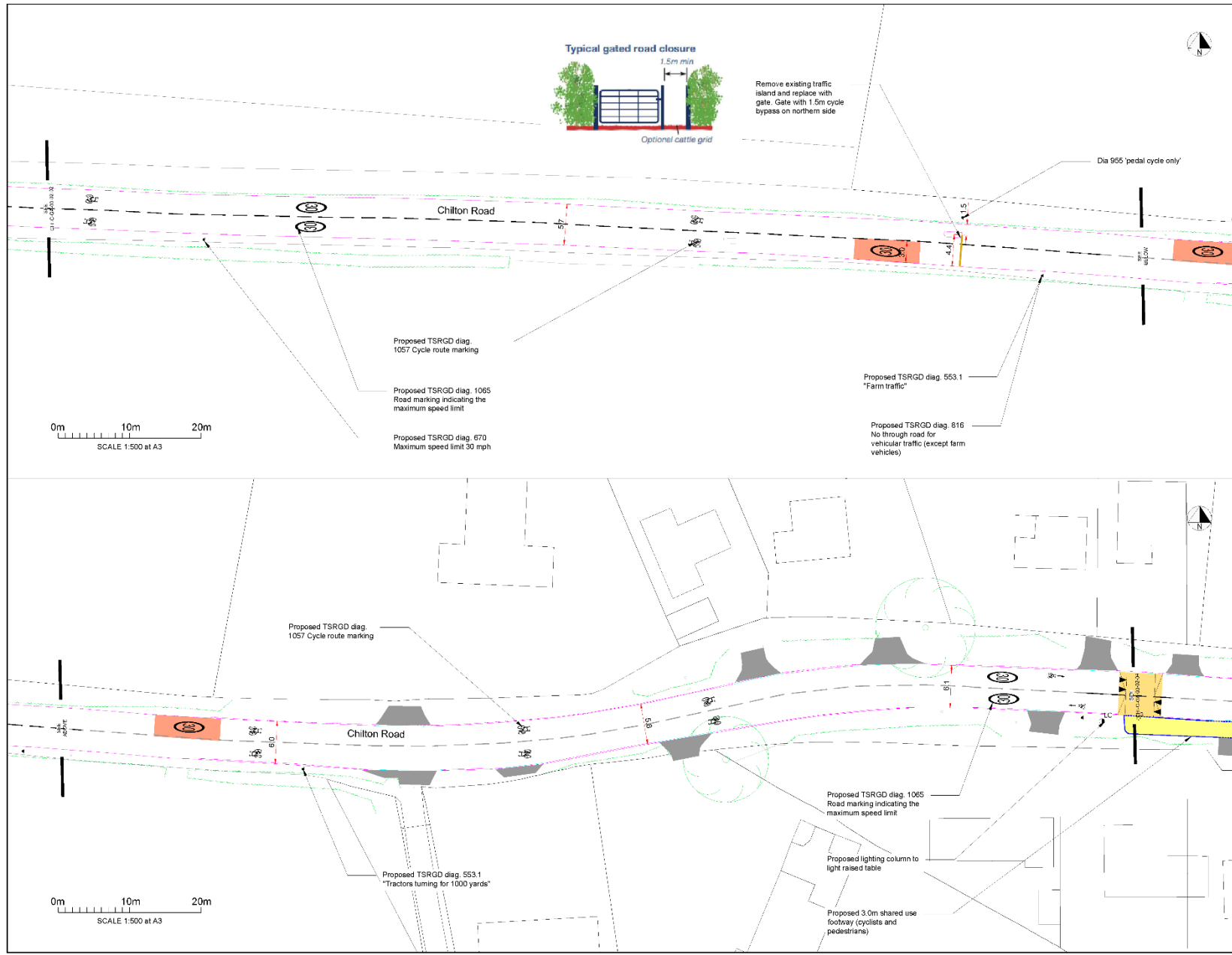
Title:
**Option 2
 Full closure to vehicles
 Sheet 2 of 4**

Drawn:	Check:	Appr:	Date:	Scale at A3:
SK	JG	OG	20/04/2020	1:500

Status:
CONCEPT

Drawing No:	Revision:
CHI-C-GA-00-02-02	-

CMDE8



- Key:**
- Existing vehicle crossover
 - Proposed red surfacing
 - Proposed shared use path
 - Raised table
 - Proposed dropped kerb
 - Proposed kerb
 - Existing kerb
 - Proposed white line marking
 - Existing line markings
 - Proposed gate with cycle bypass
 - Proposed sign post and sign
 - Proposed lighting column

- Notes:**
1. 85th percentile speed is 43.5 mph on Chilton Road
 2. A road closure completely mitigates the danger of collision between vehicles travelling at high speeds with vulnerable road users such as cyclists and pedestrians

- General Notes**
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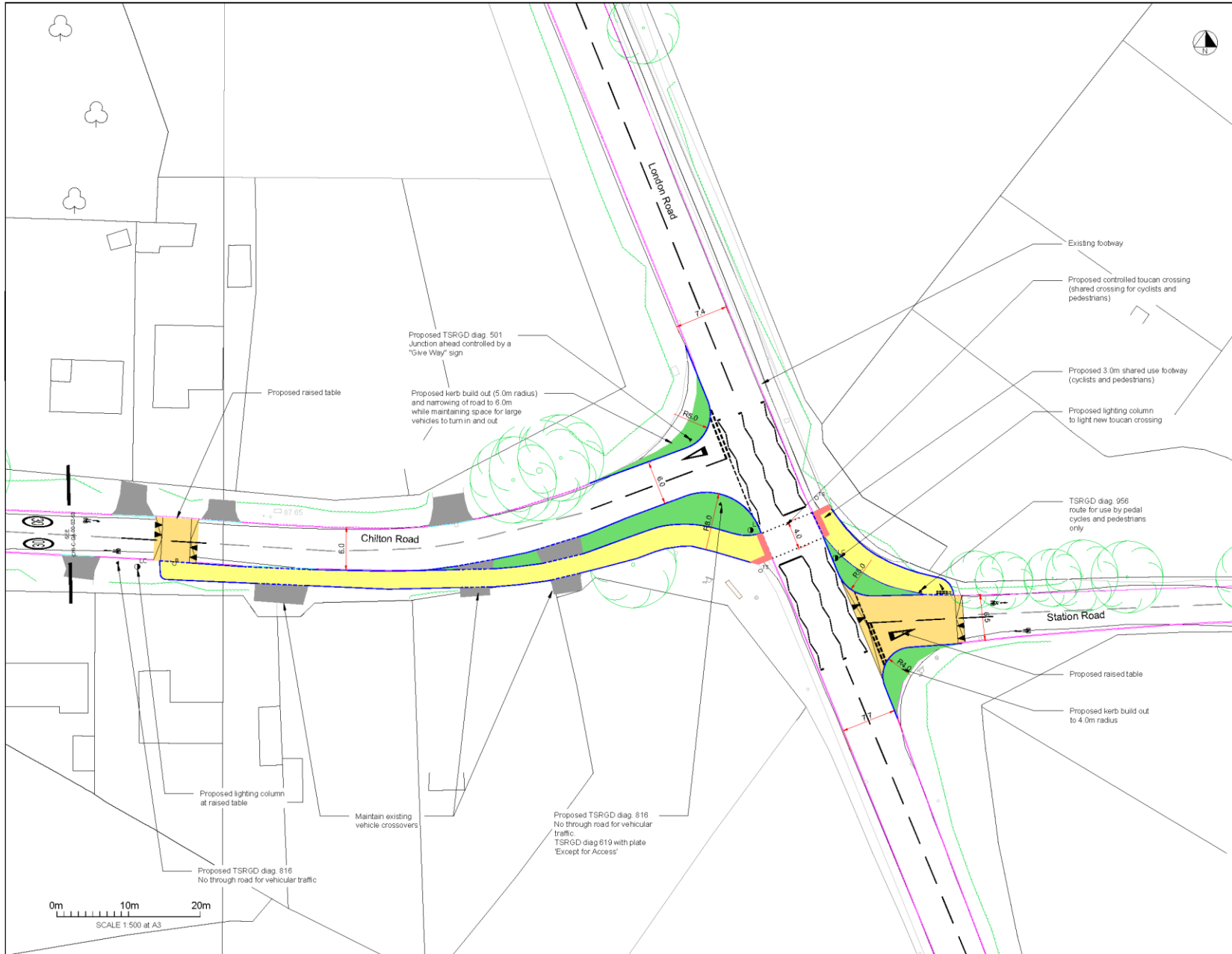
Title: Option 2 Full closure to vehicles Sheet 3 of 4

Drawn: SK	Check: JG	Appr: OG	Date: 20/04/2020	Scale at A3: 1:500
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Status: **CONCEPT**

Drawing No: CHI-C-GA-00-02-03	Revision: -
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CMDE8



- Key:**
- Existing vehicle crossover
 - Proposed controlled crossing tactile paving
 - Proposed shared use path
 - Proposed landscaping / SUDs
 - Raised Table
 - Proposed dropped kerb
 - Proposed kerb
 - Existing kerb
 - Proposed white line marking
 - Existing line markings
 - Proposed bollard
 - Proposed sign post and sign
 - Proposed lighting column
 - Existing bench
 - Existing tree

- Notes:**
1. Tighten geometry on London Road junction with Chilton Road and Station Road to reduce vehicle turning speeds
 2. Introduce toucan crossing to improve level of service for cyclists and pedestrians
 3. Introduce 30 mph speed limit on Chilton Road
 4. 85th percentile speed is 43.5 mph on Chilton Road
 5. A road closure completely mitigates the danger of collision between vehicles travelling at high speeds and vulnerable road users such as cyclists and pedestrians

- General Notes:**
1. All dimensions in metres, unless otherwise noted.
 2. Do not scale off plan.
 3. Dimensions are to be checked by the contractor prior to commencing work. Any discrepancy shall be reported immediately to Sustrans.
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 5. Coordinates based on O/S grid.
 6. Levels based on O/S elevations.
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 9. The location of services is based on the information provided by other parties of the line of design and is for guidance only. It is the responsibility of the Client and Contractor to verify the exact location of any services before commencing works on site.
 10. Temporary traffic works must be undertaken in accordance with Chapter 8 of the Traffic Signs Manual.
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Project:
Traffic Reduction on Chilton Road

Title:
**Option 2
Full closure to vehicles
Sheet 4 of 4**

Drawn:	Check:	Appr:	Date:	Scale at A3:
SK	JG	OG	20/04/2020	1:500

Status: **CONCEPT**

Drawing No:	Revision:
CHI-C-GA-00-02-04	-

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>No objection - In principle I do not object providing the proposed measures are all implemented as described.</p> <p>For instance I would not wish to see the 30 mph speed limit along Chilton road extended if the road closure aspect was removed. With regards to the Toucan crossing can I assume that the necessary speed monitoring has already taken place and that it supports such a crossing at this location. The design fully complies with current guidelines.</p> <p>In relation to the Gate feature part way along Chilton Road. This must be highly visible during darkness in order to avoid a cyclist from hitting it. I am aware of a small number of incidents where riders unfamiliar with a location have failed to see a gate/barrier, resulting in serious injury or death. The Gate feature I recognise as an important fixture to help self-enforce the restriction on this road.</p>
(2) Upton Parish Council	<p>Raised Table Traffic Calming - Object</p> <p>A 30mph speed limit for the whole of Chilton Road is supported, even though for the most part there will be no traffic. However, the speed limit must apply to all wheeled vehicles including bicycles.</p> <p>Banning turning movements from Hagbourne Hill will stop accidents occurring at this junction.</p> <p>Traffic calming is welcome regardless of who is using the road. This should help protect walkers & riders.</p> <p>A gate feature is welcome, although there are concerns about the design & that some may see this as a challenge, rather than an access/safety feature.</p> <p>Raised platforms in Chilton & Station Roads relating to the Toucan crossing on the A417 - these are not considered necessary nor beneficial in any way, together with additional street lighting, which would be unwelcome in a dark rural area.</p> <p>Other concerns raised:-</p> <p>The condition of Hagbourne Hill (north) & it's unsuitability to carrying increased traffic.</p> <p>Increased cycle traffic through the village of Upton - this is already causing problem with walkers, particularly at the pinch point of the embankment off ramp at Chapel Furlong. The cycle route should be rerouted away from houses if at all possible.</p>

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(3) Chilton Parish Council	<p>Concerns - The top of Hagbourne Hill is a serious problem area, the interchange at the top has not been adequately considered. Hagbourne Hill is a fast road and with the closure of the Chilton Road there will be an increase in traffic, which will make it more difficult to cross easily. There is a lack of a safe crossing for cyclists and pedestrians and the traffic calming chicane at the junction will not provide this.</p> <p>None of the 3 proposals in the report adequately addresses this issue, also the report does not consider the use of the Lynch Way as an option and it should have been.</p>
(4) Harwell Parish Council	<p>Support – regarding the A4185, could an amendment to the Order be considered to reduce the speed limit down in line with what is proposed for other local roads in the Order, eg to 30 mph ideally but if not, to 40 mph?</p> <p><i>(Concerns were also raised regarding the local speed limits order - which although outside of this consultation will be reviewed by Officers of the Traffic & road Safety Team.)</i></p>
(5) Vale of White Horse District Council	<p>No objection</p>
(6) Local County Cllr (Hendreds and Harwell Division)	<p>Support – I am in support of the works as described.</p> <p>However, I am noting here, my concern about the stature of Hagbourne Hill from the new roundabout to the top of the Hill, (which crosses the exit from Chilton Road). As this road is planned to take GWP and Valley Park Growth, I believe this piece of road is not fit for purpose.</p> <p>The road is not wide enough for the HGVs and Farm vehicles. There have been two serious accidents on this stretch, one fatal.</p> <p>The large vehicles fall off the side of the road, creating gullies on either side which cars can get stuck in. The failed edge was recently fixed, but I expect it will soon have gullies on either side again.</p> <p>It needs widening and, if possible, straightening.</p>

CMDE8

	<p>The poor road means that many vehicles still use the A417 via Rowstock and this will continue and cause more issues at Rowstock, which the Hagbourne Hill route was meant to fix.</p>
<p>(7) Local MP (Wantage)</p>	<p>Concerns - The residents of Upton (who have been in touch) firstly objected to the temporary closure of this road which was brought in under Covid-19 measures. They have been trying to get this temporary measure lifted only to then be informed by the Council that they intended the measure to be permanent and introduced a four-week consultation. Again, as I am sure you are aware, they believe this is a very short time for the consultation to be carried out during a lockdown with no possibility of a public meeting to discuss the proposals. A number of villagers feel excluded by not being able to attend meetings due to the lack of the necessary technology.</p> <p>I understand that the consultation is considering one option only put forward by Sustrans. Some of the residents feel that the consultation is a token gesture as no other options are being put forward and is in effect a done deal. I should be grateful to know why no other options are being considered.</p> <p>An alternative option suggested by one resident “utilising the existing Lynch Way track – as mentioned in Harwell Campus Cycle Club (Harbug) would elevate the need to close the Chilton Road part of the N544 cycle and walkers route that crosses the A417 and the busy Hagbourne Road”.</p> <p>The concerns are the increase in the speed of traffic through the village since the temporary closure; the impact a permanent closure will have on the village as a whole as well as on the ability of farmers to enter their fields with their large machinery (combines etc) and the loss of trade to the George and Dragon Pub, which they believe will lead to the pub becoming unviable and therefore a valuable amenity to the village having to close permanently.</p> <p>I should be grateful for your confirmation that all the villagers’ representations will be given equal weight during the consultation and for your comments on the particular questions and concerns raised above.</p>
<p><i>[A1. Online Objections & Concerns]</i></p>	
<p>(8) Resident (East Hagbourne)</p>	<p>30mph Speed Limit - Object Banned Turning Movements - Concerns Traffic Calming Chicane - Concerns</p>

CMDE8

	<p>I cycle Hagbourne to Harwell Oxford regularly and Chilton Hill is by far the worst section. As shown in your consultation papers, it makes very little difference to traffic and only would only have a perceived effect on people coming from Reading way (if driving from West Hagbourne it is already MUCH quicker to go up Hagbourne hill than to turn at the pub in WH to go up Chilton Road..</p> <p>This would be a HUGE improvement to the local cycling network.</p>
(9) Resident (Abingdon)	<p>30mph Speed Limit - Object Raised Table Traffic Calming - Concerns</p> <p>I would definitely cycle to work more, if no cars were allowed on Chilton Road.</p>
(10) Resident (Blewbury)	<p>30mph Speed Limit - Object Banned Turning Movements - Object Traffic Calming Chicane - Object Gate Feature - Object Toucan Crossing - Object Raised Table Traffic Calming - Object</p> <p>There is a perfectly well established cycle route from Upton to Chilton already, that goes underneath the A34 at a Chilton.</p> <p>Creating any change to the road as planned will result in more deaths, more environmental damage, and a drastic waste in public funding.</p> <p>Deaths will occur as cyclists will cross with ease and confidence, but the occasional driver will be speeding, as this road has always been open. There will be the unfortunate opportunity for a road accident here.</p> <p>Environmental damage will occur due to the extra mileage driven by each car. They will also break and accelerate more at the roundabout. As well as increase pollution by driving up the hill from the roundabout. A hill which otherwise is avoided if the previous road layout is unchanged.</p>

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	<p>There is a serious waste in public funding, as a route already exists along byways and the old railway from Upton to Chilton. It takes less time to travel and passing through an underpass at Chilton to Harwell.</p> <p>This pre-existing route is also more pleasant to cycle on, with more greenery. But more importantly it avoids a hill which the proposed route would go over at the water treatment plant. This will make the existing route easier and more likely to be adopted by cyclists, as it provides less of a challenge.</p>
(11) Resident (Blewbury)	<p>30mph Speed Limit - Object Banned Turning Movements - Object Traffic Calming Chicane - Object Gate Feature - Object Toucan Crossing - Object Raised Table Traffic Calming - Object</p> <p>There is absolutely no need for these restrictions. The decision to use Covid legislation to stop use of this road by vehicles is both disproportionate and probably illegal. The act was not meant to be used to promote cycling! These proposed measures are simply anti car use without any evidence to support the need for them.</p>
(12) Business (Brightwell cum Sotwell)	<p>30mph Speed Limit - Object Banned Turning Movements - Object Traffic Calming Chicane - Object Gate Feature - Object Raised Table Traffic Calming - Object</p> <p>Closing Chilton Road to vehicular traffic is not necessary and we object to this closure. It is already one of the safer roads in the area to cycle. A traffic calming measure was installed a few years ago that helped and we would have supported, however closing the road is causing unnecessary inconvenience to motorists.</p> <p>It is a residential road and so is already clear to drivers to drive with more care at 30mph.</p> <p>If OCC has evidence to suggest drivers are driving too quickly along Chilton Road then install a speed camera to change behaviour, don't close the road. Far better economically.</p>

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	<p>By closing this road vehicles are forced to take a longer route to the A34 which makes no sense resulting in greater emissions.</p> <p>Many Sustrans cycle routes share roads with vehicles already. They do not need to be exclusively for cycles/pedestrians.</p> <p>Poor use of public funds.</p> <p>Inadequate publicity for such a drastic act. There are no signs telling motorists why Chilton Road is currently closed to vehicular traffic. We had assumed it was temporary to allow works for utility providers until a friend alerted our business to the intention of OCC.</p>
(13) Resident (Wantage)	<p>30mph Speed Limit - Object Banned Turning Movements - Object Traffic Calming Chicane - Object Gate Feature - Object</p> <p>This project is a total waste of money. You are disadvantaging 3000 existing road users for a hypothetical 400 cyclists and walkers.</p> <p>I know you want to save the planet but this will have no effect and be a complete and utter waste of money time and resources which could in the current environment be better spent elsewhere.</p> <p>If you do go ahead and effectively close the road, why waste money on the 30mph limit? There will be so little traffic that it won't be necessary. It's just a vanity project.</p>
(14) Resident (Chilton)	<p>30mph Speed Limit - Object Banned Turning Movements - Object Traffic Calming Chicane - Object Gate Feature - Object</p> <p>The cycle crossing on Hagbourne Hill is in a dangerous location, with a steep gradient on the road it crosses. There is an alternative route for cyclists from Upton to Chilton via the Lynch Way (junction with A417 close to the George and</p>

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	<p>Dragon pub) and Dene Hollow into Chilton village. This avoids the gradients on Hagbourne Hill and there is an existing Pegasus crossing at the foot of Hagbourne Hill in Chilton to give access to the cycling route to Harwell Campus and Wantage.</p> <p>Hagbourne Hill is unsuitable for heavy traffic, because of the gradients and the narrow carriageway (as narrow as 5.9 metres on the Sustrans diagram with the consultation, ref CHI-C-GA-00-02-01). This is despite being a road with no weight or width limits so is used by heavy goods vehicles.</p> <p>A more suitable route for traffic using the new Harwell Link Road (B4493) to go to Harwell Campus or the A34 junction at Chilton is via the A417 to Rowstock and the A4185 to Harwell Campus and Chilton. This is using A roads of suitable width for heavy traffic, rather than the narrow and steep Hagbourne Hill.</p> <p>Hagbourne Hill is a glorious entry to the North Wessex Downs Area of Outstanding Natural Beauty, and should be designated as a 'quiet lane' with a 20mph speed limit for enjoyment by pedestrians, cyclists and horse riders as well as light motorised traffic.</p> <p>Our County Councillor, Mike Fox-Davies, has said that Hagbourne Hill is 'not fit for purpose'. In 2008 Halcrow Group produced a 'Chilton Link Initial Route Assessment' for Oxfordshire County Council which examined online improvement along the existing route and an offline improvement close to the A34.</p> <p>The assessment concluded: "In comparing the online and offline options it is evident that the offline option is significantly less environmentally damaging than the online solution, because of the very much reduced amount of earthworks and associated scarring of the landscape. Therefore the offline option is the preferred indicative route."</p> <p>Instead of that the northbound slips roads at Chilton were proposed as a solution with all traffic from Didcot to Harwell Campus being expected to use the A4130 to Milton Interchange and the A34 to Chilton. The simpler improvements to Hagbourne Hill were then added with no environmental impact assessment. This policy has now proved to be ineffective, and the route over Hagbourne Hill should be downgraded to use by traffic more suitable to its topography and status in the AONB.</p>
(15) Resident (West Hagbourne)	<p>30mph Speed Limit - Object Banned Turning Movements - Object Traffic Calming Chicane - Object</p>

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	<p>Raised Table Traffic Calming - Object</p> <p>I live very locally to the proposed closure and exercise in the form of walking, running and cycling are my main hobbies. Since the road has been temporarily closed it has been so much safer to access the cycle route through to Hagbourne Hill. Previously, although there was a 40mph speed limit, this was often ignored and accessing it for recreation was just not a safe option.</p> <p>I travelled this route approximately 8 times since the temporary closure and the amount of people who are using it has increased hugely. I have also noticed that there are families with pushchairs now using it to access Hagbourne Hill farm bridleway and young children on bikes and scooters.</p>
(16) Resident (Upton)	<p>30mph Speed Limit - Object Banned Turning Movements - Object Gate Feature - Object Toucan Crossing - Object Raised Table Traffic Calming - Object</p> <p>I think the whole scheme is unnecessary and ill conceived. No consideration has been given to the farmers having access to their land on the south side of Chilton Road. It will be a serious problem manoeuvring their huge machinery, ie bales, corn cart, having to open and close gates hundreds of times a day. We are a rural community with farming at the heart of the village. The enormous cost (£154k)* for the benefit of 10 cyclists per day cannot be justified. Your statistics state there have been no accidents in the last 4 years. It is very strange that within a few days of Chilton Road closing there was a fatality on Hagbourne Hill and also a second serious accident involving 2 cars, one turning over, in the same location. It was thought that this had been a subsequence of the closure of Chilton Road.</p> <p>There was NO consultation with the Parish Council or villagers that this road was going to be closed. We woke up one morning to find it barriered off and would be closed for 18 months. Normally there is prior warning that 'this road is going to be closed'. No such thing. Why did it need to be closed for this length of time.</p> <p>I cannot think of any other situation in Oxfordshire where a road has been closed at a drop of a hat for such petty reasons</p> <p>* this could be better spent on filling the pot holes in the area.</p>
(17) Resident (Upton)	<p>30mph Speed Limit - Object Traffic Calming Chicane - Object</p>

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	<p>Toucan Crossing - Object</p> <p>Living in the village for many years it is vastly apparent that many road users have blatant disregard for speed limits and the surroundings.</p> <p>The current measures have been a blessing and keep traffic from using the village as a rat run up to Harwell and A34. This village particularly has a huge amount of walkers and cyclists all year round, and the recreation park is a huge draw, Station Road and Chilton Rd have long been accidents waiting to happen. Its nice to see action being sought on one area before an accident or worse happened.</p>
(18) Resident (Wantage)	<p>30mph Speed Limit - Object Traffic Calming Chicane - Object Raised Table Traffic Calming - Object</p> <p>I strongly support the proposal to FULLY CLOSE Chilton rd to motor traffic.</p> <p>Speaking as a driver, the temporary/test closure did not affect my journeys in the area at all.</p> <p>Speaking as a cyclist, having the road as a temporary cycleway during 2020 has been fantastic! I'm nervous of busy rural roads; this cycleway opened up many journey possibilities to the East of me, and has been a critical part of several trips I've taken this year. Please make it permanent.</p>
(19) Resident (Didcot)	<p>30mph Speed Limit - Object Toucan Crossing - Concerns</p> <p>I regularly, at least 2-3 times a week in the present circumstances, cycle on the Chilton Road link as part of cycle route 544.</p> <p>I am course in favour of the development and the permanent closure to motorised vehicles along the Chilton Road, and so many of the proposals seem sensible. A couple of things stood out that maybe should be considered.</p> <p>The proposed toucan crossing needs to be as close as possible to the Chilton Road and Station Road junctions, essentially in-between those so it actually gets used properly. I have never measured the distance but I am hoping the 12m south of the Chilton road junction is between, if not, it should be. I would also ask you to consider a zebra instead</p>

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	<p>of the toucan crossing.</p> <p>The issue I objected to was extending the 30mph speed limit to the Hagbourne hill round about. I don't think this is the best solution and needlessly impact drivers. What should happen is that along part of that section of the A417 to the junction to West Hagbourne village, the path needs to be expanded so that both pedestrians and cycles can use it. The verge appears wide enough to do that in 90% of that stretch. This will save any cyclists coming from that direction having to cycle on the main road section.</p>
(20) Resident (Upton)	<p>30mph Speed Limit - Object Raised Table Traffic Calming - Object</p> <p>I TOTALLY SUPPORT the closure of Chilton Road to give the following benefits Improved quality of life for road residents Improved road safety (replacing right turns into busy roads with use of Hagbourne Hill roundabout) Improved safety for cyclists and pedestrians using Chilton Road Improved safety & easier access for farm vehicles using Chilton Road (esp. during harvest) Wider community benefit by the provision of a safe cycle way to Harwell Lab. site and beyond.</p> <p>The features I have objected to are, in my view, not required as they target traffic which will be non-existent and so are a waste of resources. The raised platforms also present a hazard to cyclists. If Chilton Road is to be restored to a rural lane then street furniture and like features should be minimised.</p>
(21) Resident (Didcot)	<p>30mph Speed Limit - Object</p> <p>As a runner and cyclist I use this Chilton Rd to get to and from work and the proposals I have supported would make this a much safer journey to work. I do not support the 30mph limit option as, being a remote location, would be ignored by vehicles as they always used this road as a short cut when it was previously open and had little regard for the limit then.</p>
(22) Resident (Appleford)	<p>30mph Speed Limit - Object</p> <p>As a regular user of NCN 544 as a cyclist I strongly support the permanent closure of the Chilton Road to motor traffic along the stretch of this road past the housing from the Upton end.</p>

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	<p>The temporary closure has been a godsend to both cyclists and walkers to allow safe traffic free passage from Upton to Hagbourne Hill and beyond.</p>
<p>(23) Resident (Harwell)</p>	<p>30mph Speed Limit - Object</p> <p>Currently the Chilton Road is closed to through traffic. If I understand the proposal correctly, it will become a one way street. The route works much better for walking/cycling with the road closed to through traffic. The current measures should stay in place. Traffic should continue to be routed via the A417 and Hagbourne Hill.</p> <p>Chilton road is a steep hill for cyclists to climb and this is done more safely in the absence of vehicular traffic.</p> <p>If the road must be opened then only a left turn should be allowed at the junction with Hagbourne Hill as visibility at this junction is poor and any traffic wanting to turn right would most likely to use the A417 Additionally, make the road a 20mph zone to further discourage traffic if it must be reopened to traffic</p>
<p>(24) Resident (Wantage)</p>	<p>30mph Speed Limit - Object</p> <p>As a cyclist living in Wantage this is a route I regularly use for commuting and pleasure.</p> <p>A completely traffic free cycle route would be a fantastic addition to the local infrastructure, allowing families, young and old, and individuals access to a safe, environmentally conscious and healthier life style. I strongly support HarBUG's position in supporting the Full Closure option with signalised crossing of the A415 London Road.</p>
<p>(25) Resident (Blewbury)</p>	<p>Banned Turning Movements - Object Traffic Calming Chicane - Concerns Gate Feature - Concerns Toucan Crossing - Concerns Raised Table Traffic Calming - Object</p> <p>Yet more waste of money this road is very sparsely used by walkers or cyclists and is bad for the environment as cars who do use it frequently now have to travel much farther money would be far better spent fixing the roads</p>

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(26) Resident (Chilton)	<p>Banned Turning Movements - Object Traffic Calming Chicane - Concerns Gate Feature - Object Toucan Crossing - Concerns Raised Table Traffic Calming - Concerns</p> <p>I object to this road closure proposal. By shutting Chilton Road you are making Hagbourne Hill even busier instead of dispersing traffic. The speed limit is currently 50mph on Hagbourne Hill and I feel it is a terrible mistake to make this a cycle crossing due to the fast flow of cars and the potential for accidents. This road is only going to get busier due to the increased number of households from Didcot accessing the A34 and therefore it is just waiting for more accidents. There are also many cycle routes already in place to access Harwell Campus which include the Holloway, Lynch way and the Winnaway. I'm not sure why cyclists feel they can't share the road with other road users however if this is the case why hasn't a cycle route alongside the Chilton Road been discussed? A perfect example is the cycle way in Radley- this route could be parallel to the road. I would urge you to reconsider this proposal.</p>
(27) Resident (East Hagbourne)	<p>Banned Turning Movements - Object Gate Feature - Object</p> <p>There is a vast increase of traffic using Hagbourne hill already., travelling at excessive speed coming over the hill from Chilton There have already been 2 accidents, including 1 fatality. Queues will form at certain times Farmers will have great difficulty moving vehicles into their fields, almost impossible</p>
(28) Resident (West hagbourne)	<p>Banned Turning Movements - Object</p> <p>Since the temporary closure of Chilton Road the speed of traffic coming over Hagbourne Hill from Chilton has increased noticeably -to dangerous levels -as there is no traffic turning right into Chilton Road to slow it down. There has already been one accident -leading to a fatality -caused by speed.</p>

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	<p>Also -once "normal " life resumes there will be a huge increase in traffic on Hagbourne Hill --and the road is not good enough to take this. Having Chilton Road as an option reduces the volume considerably Crossing the road from the Icknield Way to Chilton Road is now very dangerous indeed due to the speed of traffic The closure of Chilton Road will impact on the need to access fields with agricultural machinery</p>
<p>(29) Resident (West Hagbourne)</p>	<p>Banned Turning Movements - Object Traffic Calming Chicane - Object Gate Feature - Object Raised Table Traffic Calming - Object</p> <p>There are a number of reasons to objecting the current proposals from my point of view, the main one being the difficulties caused at the junction of Chilton Road and the cycle route which is also access to my home. Following the recent improvements to the Hagbourne Hill to Chilton village road and the new entrances/ exits for A34 the speed and volume of the traffic has increased somewhat (accidents already including sadly a fatality) making it very difficult when trying to join the carriageway by car let alone pedestrians/cyclists/family groups trying to cross to Chilton Road. My understanding from drawings that there will be an increase of signage thus potentially obscuring the visibility further, which currently is an issue. I am also aware that traffic is not to full capacity due to the pandemic so this is only going to increase in volume as time goes on thereby adding to the problem. Also from a working farm prospective the option of a total closure will cause considerable difficulties both with access to farmland for machinery throughout the year let alone busy harvests and with maintenance of hedgerows etc. Chilton Road is used by us in order to reduce difficulties with larger loads e.g straw lorries, corn trailers avoiding crossing lanes/obstructing by turning left down Hagbourne Hill. After safety issues another worry (expensive too if occurs on our property!) is the increased risk of traveller encampments and fly tipping (which has increased greatly in recent months). I understand the need to encourage cycle and other means of pedestrianisation so strongly feel that the option to have Chilton Road as a one-way traffic route is a more realistic solution to suit all groups who are impacted by the decision being made. Having had discussions with a council member and Sustrans I asked if a similar situation of a road being permanently closed to traffic in the past few years, in Oxfordshire could be shown as an example of how it might appear now but no response as yet?</p>
<p>(30) Resident (Upton)</p>	<p>Banned Turning Movements - Object Traffic Calming Chicane - Object</p>

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Gate Feature - Object
Toucan Crossing - Object
Raised Table Traffic Calming - Object

Closing the Chilton Road to vehicular traffic some three thousand a day with no reported accidents is not logical as only a few cyclists a day less than 5 in the winter use it and around 30 cyclists a day in the summer months
Two crossings in the N544 route to the Harwell Campus would be required firstly at the top of Hagbourne Hill (no mention to how this is to be affected within OCC documentation)!
To have a Toucan crossing at the station / chilton road A417 will not serve to slow traffic through Upton - their is clear vision to all drivers - no reported accidents it is therefore a safe road to cross!

In the winter of 1962/63 Hagbourn hill was closed for 6/8 weeks due to ice and snow the Chilton road was invaluable for workers to the Harwell Campus

Covid 19 will be over within the next year,
Home office working will greatly reduce road traffic,main office times will be short
To a few hours a week!

Missing link this statement is untrue other parts of the N544 route uses roadways in Ginge on its route to Wantage

Traffic calming is required to Upton Village A417
walkers,cyclists,horses cross from Prospect Road to the Lynch way track (a byway)
Persons have to listen for traffic - an increase to electric vehicles that are silent!

Average speed cameras through the village might slow the traffic -

What survey has been carried out to the effect on our very Local pub to a Chilton road closure- any much needed lunchtime trade would be greatly diminished has this at all been a consideration - lunchtime meals from the Harwell Campus are phoned through and ready for when persons arrive
Sustrans for communities might have the answer!

Upton people welcome all visitors cyclists and walkers to make use of the scenic downs - however the village should not be allowed to be over run to such use!

Sustrans grant to upgrade the by way - Lynch Way Track! Would be I believe money better used and only one busy road crossing not two

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Hagbourn Hill two bad accidents since the Chilton Road has been closed one fatal
Open up the Chilton Road

From the N/W of Didcot a new road has been built finishing at the Kingswell Hotel on the A417 alongside this new road is new cycle track which leads to nowhere, what are the proposals for the extension to this cycle track! is this also to be a future cycle route to Chilton and the Harwell Campus.

Should this be the intention then why is the quiet village of Upton to be used as a conduit for possibly hundreds of cyclists and many walkers from the expanded Garden town of Didcot

Upton village welcomes cyclists and walkers however the scheme takes in no impact assessment to the future use should the Sustrans scheme at all go ahead

Due to Covid the village has not been able to hold meaningful meetings or able to canvass in the normal way 17 houses in the Chilton Road is only one tenth of the houses in the village as 170

The Chilton Road is a medieval cartway between two villages - between two villages
And are interconnected with relations

Why close a local community route used by 3000 vehicles per day with no reported accidents over the last ten years

It proves that both vehicles and cyclists can interact with safety

By utilising the Lynch way track there is a safe way to cross the A34 at Chilton village

Thus not having any sort of cycle walker crossing at the top of Chilton Hill.

The Lynch way track is a cycle route to the Harwell Campus as mentioned in the Harwell Campus cycle club (Harbug)
should they have two routes from Upton Village

This route has only one road crossing A417

Public money would be better spent on this existing route for the very few cyclists

Additional Speed measures through the Upton Village A417 is a thought

I strongly object to any proposals by Sustrans and the OCC on the above grounds

And with no reported accidents in the last ten years to the Chilton Road it must

Provide a safe passage for walkers ,cyclists,and motorists

The Farmers are in uproar - gates will not be workable - farm implements have got massive

Some traffic restrictions might effect vehicles - weight limits - no thoroughfare to A 34

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	<p>I object to the closure of the Chilton Road on the above basis. The village requires the Chilton Road open</p>
<p>(31) Resident (Blewbury)</p>	<p>Banned Turning Movements - Object Traffic Calming Chicane - Object Gate Feature - Object Toucan Crossing - Object Raised Table Traffic Calming - Object</p> <p>The use of emergency legislation used to close this road goes beyond the intended use of emergency legislation and d fails t9 provide full clarity and openness to all users. This in my view is a miss use of the legislation. OCC has failed to provide any cost benefit or any Documentation or evidence to support this road closure, in fact a recent study of movement suggest that it would benefit a maximum of SIX people and would disrupt over 200 cars which my make use of car sharing etc. The additional impact on extra emissions made from longer stop start journeys has not been taken into account.</p> <p>I will also copy this response to the local MP as I do believe that OCC is mis using emergency legislation to rail road this change through.</p>
<p>(323) Resident (Blewbury)</p>	<p>Banned Turning Movements - Object Traffic Calming Chicane - Object Gate Feature - Object Toucan Crossing - Object Raised Table Traffic Calming - Object</p> <ol style="list-style-type: none"> 1. The road going up Hagbourne Hill is too narrow for the amount of traffic it carries, especially now that the new Harwell link road is open. The lorries and heavy traffic are churning up the sides of the road and making the road surface hazardous. 2. The road going up and down Hagbourne Hill contains hazardous bends making the passing of lorries and heavy traffic on a narrow carriageway very dangerous. 3. Hagbourne Hill road is not fit for purpose. Chilton Road always took traffic from Blewbury and the A417 to relieve the traffic on Hagbourne Hill Road. 4. The toucan crossing is on the main A417 road and traffic building up at a stop will mean cause accidents for

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	<p>oncoming traffic as the road from both directions is obscured by the hill.</p> <p>5. The toucan crossing will prevent emergency vehicles from getting through on the narrow section of the A417 through Upton.</p> <p>6. The toucan crossing will become a major hazard for the smooth flow of traffic through Upton.</p> <p>7. Although Chilton Road is a temporary cycle route, cyclists still use Hagbourne Hill causing major tailbacks and slow traffic.</p> <p>8 Hagbourne Hill has already been the scene of one fatality due to the road being unfit for purpose. The installation of bollards on the bend is not enough to make the road safe for all traffic users.</p>
<p>(33) Resident (Upton)</p>	<p>Banned Turning Movements - Object Traffic Calming Chicane - Object</p> <p>We are objecting to the proposals on traffic and pedestrian safety grounds. Since the Chilton Road has been closed to vehicles we have seen a significant increase in speed of traffic on the A417 through Upton and on the top of Hagbourne Hill because there is no reason for vehicles to slow down to allow traffic to turn onto the Chilton Road from either direction. We also have concerns about the speed in which some cyclists leave the current Sustrans route at Chapel Furlong and proceed through a residential area on Fieldside without due care and attention to residents who often don't hear them coming and are expected to get out of their way.</p>
<p>(34) Business (West Hagbourne)</p>	<p>Banned Turning Movements - Object Gate Feature - Concerns</p> <p>Little consideration is given to farm traffic having to turn out onto Hagbourne Hill, with no possible access to travel down the road from Chilton.</p> <p>Turning sharp left onto the hill from Hagbourne Hill Farm, with a combine harvester, tractor with loaded trailer or large farm vehicle is extremely dangerous.</p> <p>Is there any way that this can be put in for consideration?</p>
<p>(35) Resident (Upton)</p>	<p>Banned Turning Movements - Object Gate Feature - Object</p>

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	<p>I am concerned that the pedestrian/cyclist crossing at the top of Chilton Road has not been carefully considered. Visibility is poor for vehicle drivers using the hill road, and the pedestrians/cyclists trying to cross.</p> <p>The road up the hill is increasingly busy - ironically because of the closure of Chilton Road. The closure of the junction from Hagbourne Hill into Chilton Road has removed the need for many vehicles to slow - traffic speeds have increased on the road. There have been two serious accidents on Hagbourne Hill, one fatal, since Chilton Road has been closed.</p> <p>The road up the hill is not adequate for current traffic use - the damage to the edges is obvious proof of this - and it will be exacerbated once lockdown is over. The edge damage that is more evident than has ever been before and is clear evidence that traffic use is increasing, the Harwell "bypass" and new A34 junction at Chilton have had a significant affect on traffic. Plans for Didcot include 15,000 new homes, and 20,000 new jobs - undoubtedly more traffic.</p> <p>The proposal expects that pedestrians, cyclists and other wheeled users will cross all this traffic. Seems crazy to me to be encouraging use of this dangerous junction when a traffic-free option is available - the Lynchway - which links Upton to miles of footpaths and byways - which is far more suitable especially for leisure users. The Science Vale Cycle network has recently been launched which caters for business users.</p> <p>There has been insufficient opportunity for locals to have their say on this - the emergency Covid legislation has been used as a way of pushing through this project which has been vociferously supported by a small group of Chilton Road residents.</p> <p>There has been insufficient thought about traffic joining the Hagbourne Hill road from Hagbourne Hill Farm. Not easy even when Chilton Road was open, but at least traffic slowing to turn right down that road allowed an opportunity for large vehicles to get out from the farm. Pulling large agricultural vehicles out into fast moving traffic on that junction will be dangerous.</p> <p>I think that the junction at the top of Chilton Road is an accident waiting to happen.</p>
<p>(36) Resident (Upton)</p>	<p>Banned Turning Movements - Object Gate Feature - Object Toucan Crossing - Object</p>

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	<p>Lowering the speed limit on children road and speed restrictions on the A417 to reduce speeding traffic throughout the village.</p>
<p>(37) Resident (Blewbury)</p>	<p>Banned Turning Movements - Object Gate Feature - Object</p> <p>Have no qualms at all when it comes to managing traffic, and forcing road users to slow down in a village environment. I acknowledge that vehicles do go far too fast through Upton. Disagree wholeheartedly, however, with vehicular traffic being banned from using Chilton Road.</p> <p>Roads in rural environments are few and far between, and are literal lifelines to other towns and villages. As the recent tragic events show on Hagbourne Hill (due to excessive speed), cars turning into Chilton Road actually had a traffic calming effect, by slowing other road users down. I actually predict a further Toucan crossing will need to be introduced on Hagbourne Hill, due to increased speed of traffic there, you are only moving the issue literally further upstream. Urban environments and new roads have the capacity to accommodate other road users, such as cyclists, who seem to have far too much influence over current policy. If the whole point of closing Chilton Road for the benefit of the few, not the many, why not make use of e.g. existing infrastructure, such as the disused railway, or Lynch Way? The distance that cyclists would cover is comparable, and if anything, not as physically demanding. Likewise, by making use of Lynch Way, there are fewer crossing points across major roads, and an existing underpass that was built specifically for the benefit of cyclists.</p> <p>By removing natural desire lines, such as the Chilton Road for people wanting to go to Chilton/A34, and encouraging them to continue down the A417/Hagbourne Road, are you not encouraging more CO2 emissions? I can't justify that it is a longer journey, as it only adds 120 seconds onto the route. As it stands, fewer cyclists are using Chilton Road, because the lack of vehicular traffic has meant that there are more decomposing leaves/detritus and mud on the road, rendering it unsafe.</p> <p>The proposed costs associated with this closure is not reflective of the actual true costs now, is it? There are the costs related to the actual TTRO of Chilton Road, the ongoing cost of maintaining said closure (physical infrastructure, and staff reinstating items displaced by inclement weather), emergency work to Hagbourne Hill following the fatality - the list goes on.</p> <p>Has any independent (not Sustrans, HarBUG, or OCC) traffic monitoring been carried out before this consultation? i.e. how many cars use the Chilton Road, how many bicycles? If so, is it a reflective dataset across workdays/weekends, different seasons? Or are OCC simply abusing emergency powers granted to them by central government intended for urban environments?</p>

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<p>(38) Resident (Harwell)</p>	<p>Banned Turning Movements - Object Raised Table Traffic Calming - Object</p> <p>Chilton Road is a most useful route when Hagbourne Hill itself is closed or dangerous due to ice. Preventing traffic from using Chilton Road would increase the risk of accidents on Hagbourne Hill during these conditions. I support all of the other proposals except for the raised table as these provide little benefit in slowing traffic beyond the measures also proposed while increasing the risk of serious damage to low-slung vehicles. The proposed measures are sufficient, in my opinion, also to make the route more attractive to cyclists.</p>
<p>(39) Resident (Harwell)</p>	<p>Banned Turning Movements - Object</p> <p>Whilst we are very supportive of this new cycle route and its infrastructure, we do have a concern that this plan does pose several questions for us as residents along the A417. We believe more traffic is finding its way along the Reading Rd as a result of the temporary closure. Therefore it is important now that the A417 receives a thorough review in connection with this new proposal in order to reduce the impact on the quality of life and safety which the current traffic has on the residents and users of the Reading Rd in Harwell. Has the effect of the proposal been recently surveyed along the A417?</p> <p>Our main issue is with Schedule 2 of the paper, which is a summary of the speed limit review for the local area and this includes Harwell and the local villages. Under Schedule 2(d) there are no changes proposed for the Reading Rd. We have requested several times over the past year on the grounds of safety for a review of the 40mph length of road. It runs parallel to the recreation ground and encourages vehicles to increase their speed on this stretch. We believe that this is yet another missed opportunity to improve the safety of Harwell residents along the A417.</p>
<p>(40) Resident (Didcot)</p>	<p>30mph Speed Limit - Concerns Banned Turning Movements - Concerns Gate Feature - Concerns Toucan Crossing - Concerns</p> <p>I am cycling that way almost every day. I commute to work from Didcot to Harwell Campus. I take my daughter with me she goes to the nursery next to my work. She is 3 year old and she loves cycling with me in her little trailer.</p>

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	<p>Before the closure of Chilton Road, I didn't feel safe on Chilton Road. It is a very narrow and winding road. Drivers don't always have the patience to wait till they see what is behind a corner. I witnessed many very dangerous situations when an overtaking car nearly crashed with a car coming from the other direction.</p> <p>I don't think the proposed measure are going to stop the drivers from overtaking cyclist in the last minute, without seeing far enough.</p> <p>I think the road should remain closed. There is a different route that the cars can use. If it is possible to close the road for 18 months why is it not possible to do it forever?</p>
(41) Resident (Upton)	<p>30mph Speed Limit - Concerns Banned Turning Movements - Concerns Toucan Crossing - Object Raised Table Traffic Calming - Object</p> <ol style="list-style-type: none"> 1. My concerns regarding the 30mp speed limit on Chilton Road are that it is A. Un-enforceable and B. A waste of time since I expect the road to remain closed to vehicular traffic. 2. My concerns about banning turning movements from Hagbourne Hill centre around usage of long vehicles by farmers. They live and work here and they need to be able to go about their normal business. 3. I object to the Toucan crossing because the design includes two street lights. There are no street lights in Upton and we should be allowed to keep it like that so we can enjoy dark skies with minimal light pollution. Also, this crossing does nothing for motorists living in Upton. 4. I object to the raised tables for traffic calming on Chilton Rd and Station Rd. Installing them is totally missing the point. The traffic that needs calming is not on those roads. It's the traffic on the A417 that is the problem. There are few if any vehicles that are travelling at the speed limit of 30mph on the A417 when they get to Chilton Road from the Harwell direction. Installing a speed camera on the A417 at the start of the 30mph limit would make the junctions of the A417 and Station Rd/Chilton Rd much safer for both pedestrians and motorists. 5. Closing Chilton road has increased the speed of traffic on the A417 (since there is now very little slowing for turning traffic) and the only way to slow it is to install speed cameras.
(42) Resident (Blewbury)	<p>30mph Speed Limit - Concerns Banned Turning Movements - Object Traffic Calming Chicane - Object</p>

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	<p>Gate Feature - Object Toucan Crossing - Object Raised Table Traffic Calming - Object</p> <p>Having been an a strong user of sustrans routes across the county there are frequently road links that are far more perilous to cycle than this short link hill which already has traffic calming measures. I point to the route through Sutton Courtney which has far more difficult busy roads to navigate. Or through Radley. I just cannot see how this is a justifiable use of funds. Better would be to create links to these routes from villages like Blewbury to Upton. When both access roads were available it diluted the weight of traffic from the east and west accessing A34 now it has created a pinch point. Whilst I am a cyclist the numbers of cyclists using the sustrsn route just does not justify the significant extra pressure on harboured hill (resulting in 2 fatal accidents already)</p>
<p>(43) Resident (Didcot)</p>	<p>30mph Speed Limit - Concerns Traffic Calming Chicane - Concerns Raised Table Traffic Calming - Concerns</p> <p>To provide a safe cycle route from Didcot to Harwell Oxford campus. A better solution would be complete closure of Chilton road to motor vehicles, and failing that one-way motor vehicle access with dedicated cycle lanes in place.</p>
<p>(44) Resident (Harwell)</p>	<p>30mph Speed Limit - Concerns Traffic Calming Chicane - Concerns Raised Table Traffic Calming - Concerns</p> <p>I use Chilton Rd regularly as a cyclist. It is part of my regular leisure route around the villages surrounding Didcot. It can be very daunting cycling down Chilton Rd with cars coming speeding past and it is hard to cross the A417 to continue on the NCN route. I am also a car driver and can't see the need for cars to drive on Chilton Rd when there is a better alternative which is well designed and takes the same time. Which is why I support total closure. This road is simply not needed for cars and very useful for cyclists if it can be made safe for them.</p>

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<p>(45) Resident (Blewbury)</p>	<p>30mph Speed Limit - Concerns Traffic Calming Chicane - Object Raised Table Traffic Calming - Object</p> <p>I have always supported the idea of closing Chilton Road to through traffic. The junction with Hagbourne Hill is dangerous both for vehicles coming up the hill when vehicles do not pull away rapidly and for those breasting the hill from Chilton who may find traffic queueing to turn right. Traffic calming measures and a nuisance to residents and speed limits are generally ineffective. A Toucan crossing would be nice but I imagine street lights would be necessary for that to be put in place.</p>
<p>(46) Resident (Upton)</p>	<p>30mph Speed Limit - Concerns Traffic Calming Chicane - Object Raised Table Traffic Calming - Object</p> <p>There is no need for the 30mph limit in Chilton Road as it will not be possible to exceed that speed at the lower end and there will be no traffic at the top end. No traffic calming is needed in Chilton Road as it will only effect 10 properties and none of them can get up to 30mph in the short distance. No traffic calming is needed in Station Road as no vehicle can exceed 5mph at that point. A more sensible route for the cycleway must be found at the bottom of Chilton Road. Catherine Brown</p>
<p>(47) Resident (Upton)</p>	<p>30mph Speed Limit - Concerns Raised Table Traffic Calming - Concerns</p> <p>The benefit for cyclists walkers and runners is huge and there can be no sustainable counter-argument when OCC has already invested in improvements to Hagbourne Hill and the construction of a roundabout at its junction with the A417 in order to provide a perfectly viable alternative route for cars and lorries. Without the proposed closure cyclists will continue to be at risk as they clearly have been for many years with vehicles passing them with no safety margin on what is in effect a narrow and winding lane. The temporary closed has shown just how valuable the lack of vehicular traffic is to so many and it has been a pleasure to see so many people of all ages able to use this part of the National Cycle Route for cycling, walking and running in safety.</p>

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(48) Resident (Milton)	<p>30mph Speed Limit - Concerns Raised Table Traffic Calming - Concerns</p> <p>Cars will often ignore a 30mph speed limit, do not give cyclists enough space and significantly increase stress levels for those cycling. There are insufficient cycle routes available in the country at present where often cyclists need to make a concession in order to continue on a route, and this is the ideal opportunity to create a better cycle network for this and future generations.</p> <p>A full road closure will be in the best interests of ensuring a traffic free route to ensure walkers, prams and cyclists have the ability to travel along this route safely</p> <p>As such I fully support a full closure of the road to all motorised traffic with a signal controlled crossing of the A417.</p>
(49) Resident (Upton)	<p>30mph Speed Limit - Concerns</p> <p>I believe Chilton rd should be closed to through traffic to allow a safe path for walkers and cyclists linking the cycleway and footpath from Harwell, through Upton to Didcot. A speed limit should be in place for residents on Chilton Rd.</p> <p>I also believe the speed limit on Hagbourne Hill should be reduced to 40mph and there be a speed warning sign/camera to deter people from speeding</p>
(50) Resident (Abingdon)	<p>30mph Speed Limit - Concerns</p> <p>It is important that cycle routes are continuous. This stretch of road is like a missing link in a very good cycle route so I believe that everything must be done to make it cycle-safe.</p>
(51) Resident (Upton)	<p>Toucan Crossing - Concerns Raised Table Traffic Calming - Object</p> <p>The positioning of a toucan crossing between station road and Chilton road will likely make exiting station road right</p>

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onto London road northbound during peak times very challenging for residents - it was already difficult to exit onto the A417 during typical pre-pandemic traffic patterns during peak morning and evenings, and with the addition of a toucan crossing in use at these times it is likely to exacerbate the difficulty in exiting the village via station road in a vehicle. It should be noted that the station road egress to London road is the safest exit point from the village with better visibility splays than the Prospect road or High street exits, and thus is the preferred exit route. It is unclear whether decisions have been based on anticipated post pandemic traffic patterns given measurements have ostensibly taken place during national lockdown periods. Locating the crossing to the North of Chilton road may make it more reasonable for both vehicle and other users, albeit I accept may make it less desirable to pedestrians or cyclists if they have to walk an extra 10-20 feet to the crossing. I have concerns given that owner vehicle use is likely to remain a high priority for village residents, and I do not wish to see those users unfairly disadvantaged - the public transport provision to the village is poor and in decline, and not usable to most residents of working age given the poor time schedule and lack of service after 5pm. Additionally it is unlikely that most residents will be able to adjust to transport via cycle or walking to work, with many residents requiring a vehicle to get to other parts of the region in all weathers - vehicle use is going to remain high, to assume otherwise would be naïve I fear - and those users should not be unfairly targeted. It is also unclear how loud the toucan crossing alert to support users with disabilities would be, and whether or not that would negatively impact residents in the immediate vicinity.

The addition of a raised table at station road will increase noise and pollution for nearby residents, increase wear on residents vehicles, and will not materially adjust speeds significantly in this immediate locale anyway, given the need to give way at this junction - it is in my experience a slow speed section anyway. I cannot see a strong argument for the table here, but if you can articulate why you think it would be beneficial in the consultation documents I would be grateful.

It is unclear if the kerb build out and landscaping will result in poorer visibility splays - again the vegetation in this stretch of road is not often well tended, with reduced council control of overgrowth especially through the spring and summer months, and this may result in the proposed changes making this exit more dangerous for users. I would like confidence that this has been considered.

I accept that the village is bisected by the A417 and that there is poor provision to safely cross, given the nature of the road through the village - and that the siting of any crossing is going to be challenging.

Additionally, this closure of Chilton Road (I point out that it is a welcome one from my perspective) has resulted in increased vehicle movements on Hagbourne Hill, but there has been a failure to ensure that road is safe and adequate for use; large dangerous gullies have formed either side of the carriageway where inadequate drainage, kerbing, and controls have been in place, resulting in multiple serious accidents on this stretch of road. The increase

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	<p>in the use of this road should have been expected, but it would appear that inadequate provision to make it a safe route for vehicle users has been undertaken. I would like to see a focus on improving this highway, widening it where appropriate, ensuring that erosion does not become a significant problem either side of the carriageway, and ensuring it is correctly sized and scoped to take the volume of traffic that has relocated from Chilton road and the predicted increase in traffic volumes with the expansion of Hagbourne, Didcot, and other residential areas.</p>
(52) Resident (Blewbury)	<p>Banned Turning Movements - Object Traffic Calming Chicane - Object Gate Feature - Object Toucan Crossing - Object Raised Table Traffic Calming - Object</p> <p>I am a very keen cyclist living in Blewbury. My parents are also active cyclists in their 70's/80's. I also regularly drive up to London via the A34 to avoid Pangbourne etc.</p> <p>This proposal is a total waste of money and not necessary in comparison to many other cycling schemes you should be looking at. It is also totally unsustainable in a time when we aim to reduce fuel emissions by re routing traffic a far greater distance down and then up a hill. Currently to get to the Upton Cycle Path or the cycle path to East Hendred, you have to cycle along the A417 slightly up hill and typically in to the wind. When cycling with children or my parents it is pretty terrifying. When we arrive in Upton and get to the left turn up the Chilton Road it is always a huge relief. This is not a dangerous stretch of road for cyclists. It is narrow and so not easy for cars to go fast. The areas of concern are Blewbury to Upton and currently as a road cyclist to get to West Isley etc and the other side of the A34, the only option unless you are prepared to go via Wantage or along the A417 and up the Streatley hill is to cycle c. 1m along the A34. This should be a priority. There is not enough cycling traffic and benefit for cyclists that justifies the cost and increase in journey times and fuel for vehicles. There are many alternative necessary cycling schemes that should take priority.</p> <p>This consultation has also been snuck in when people are not travelling to work and therefore not aware necessarily of the consultation. There is no sign on either end of the temporarily closed road advertising this consultation. It will be passing many people by without any knowledge. We can't even meet in the pubs to hear what's going on. It should not be snuck through without more people knowing about it. There has recently been an expensive consultation which has already resulted in traffic calming along this route. Why does this need to be revisited at public expense. There is also another existing route to Harrell if cyclists don't want to use this route.</p>

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<p>(53) Resident (Blewbury)</p>	<p>Gate Feature - Concerns Raised Table Traffic Calming - Concerns</p> <p>Very, very strong support for the project! I'm an occasional driver, and daily cyclist, to Harwell Campus or beyond. As a driver, I am perfectly content with the small diversion and welcome the removal of traffic-related hazards with the junction of Hagbourne Hill. The plan showed no traffic accidents at that spot, but I have personally witnessed the aftermath of many!! As a regular, experienced cyclist, the temporary closure has made an enormous difference to my daily commute. I used to struggle on the very rough track up the hill from the George and Dragon pub daily because I found Chilton road far too scary, particularly the junction at the top because of the menacing traffic competing to turn or not. Forced to use it sometimes because the track was risky at night, in gales, and in heavy rain. Now, the closed Chilton Road is always the better option. The current chicane at Upton was worse than doing nothing, with conflict between traffic and cyclists going uphill, and trouble using it cycling downhill because of accumulation of natural debris and hedge growth that side. It annoyed all road users who met oncoming traffic there, whether they respect speed limits or not.</p> <p>CONCERN: The proposed new gate at this point would be far better swapping sides - the present cycle bit is right against the hedge, and much debris always collects there. (I always avoided it and used the road, in my turn, for this reason). The south-western side would be much better, because it is open and the surface naturally drains and clears. Concern: I am not a fan of 'raised tables' - a lot of cost and trouble to construct, leads to additional maintenance problems, mild annoyance (at best), and no real purpose.</p>
<p>(54) Resident (Didcot)</p>	<p>Banned Turning Movements - Concerns Traffic Calming Chicane - Concerns Gate Feature - Concerns</p> <p>I have been commuting by bicycle between Didcot and the Harwell Campus all year round for over 10 years and use Chilton Road as part of my commute route. I am an experienced and confident rider and was quite comfortable using Chilton Road alongside motorised traffic before its temporary partial closure in mid-2020.</p> <p>I have 2 comments regarding the proposed scheme - which have been informed by my experiences using Chilton Road over the past 6 months - concerning keeping the carriageway clear.</p> <p>1. Previously, the motorised traffic would help to break up and disperse mud from farm traffic, decomposing leaf litter,</p>

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	<p>etc. from the road surface. This now no longer happens.</p> <p>2. Similarly, if the road is affected by snow and ice, access for snow clearing and gritting is impaired. While the proposed gate will make it easy for a gritter to go westbound up the hill there is no room for it to turn at the top.</p>
(55) Resident (Harwell)	<p>30mph Speed Limit - Concerns</p> <p>The A417 is in desperate need of speed cameras and traffic slowing structures. We seem to be forgotten as part of Harwell village and the road is now very busy and traffic goes very fast. It is dangerous to cross and all types of vehicles speed along as a continuation of the new Hagbourne roundabout. We should be included and not isolated from traffic calming suggestions that are intended for the rest of the village.</p>
(56) Resident (Upton)	<p>Banned Turning Movements - Concerns Traffic Calming Chicane - Concerns Gate Feature - Concerns Toucan Crossing - Concerns Raised Table Traffic Calming - Concerns</p> <p>I am not against the proposal in principle. However if the road on Hagbourne Hill is compromised (there have been at least 2 major accidents here recently that involved closing the road for a considerable period of time) there is very little local access to the A34, necessitating a detour through Rowstock & past the Harwell Campus.</p>
(57) Resident (Upton)	<p>Banned Turning Movements - Concerns Gate Feature - Concerns Raised Table Traffic Calming - Concerns</p> <p>I understand and agree with the need to reduce the speed of traffic on Chilton road to protect the safety of other road users (cyclists, pedestrians). However, since the closure of Chilton Road access from Hagbourne Hill, it is my perception that this has led to traffic travelling through Upton north to south on the A417 London Road even faster than previously.</p> <p>The dogleg junction of Chilton Road and Station Road seemed to act as a de facto traffic calming measure for traffic travelling through the village on the A417. Traffic tends to speed through Upton at significantly greater speeds than</p>

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	<p>30mph particularly north to south from the Hagbourne Hill roundabout presenting a danger to pedestrians crossing London Road near the George and Dragon which has limited visibility.</p> <p>London Road is now even more dangerous and I am very concerned that it is only a matter of time before there is a fatal accident involving a speeding traffic and pedestrians.</p> <p>The only way to avoid this is to include a toucan crossing on London Road as proposed. To my mind, this a far greater safety concern than the junction of Chilton Road and Hagbourne Hill. If Chilton Road is to be closed, which I understand and support in principle, then this must be coupled with a toucan crossing on London Road, otherwise the risk to pedestrians is heightened.</p> <p>Regarding traffic calming tables on Chilton Road and Station Road, I agree with the Chilton Road option as significant volumes of traffic used Chilton Road prior to its temporary closure. Station Road has nothing like the volume of Chilton Road and I'm not sure what this would add but have no objections in principle.</p>
(58) Resident (Upton)	<p>Banned Turning Movements - Concerns Gate Feature - Object Toucan Crossing - Object Raised Table Traffic Calming - Concerns</p> <p>In principle I have no objections to Chilton Road being closed to through traffic however I think it's a problem for the farmer who cannot turn onto Hagbourne Hill with a trailer as it's too tight a turn. Maybe a gate could be installed that the farmer has a key for to enable him to access the road when needed.</p> <p>Also I have considerable concerns about lighting for the crossing and ramps. Upton is a rural village with no street lighting as is normal in the country and we have no wish for the light pollution these lights will cause. If you cannot have a crossing without lights then I would rather do without the crossing. The A417 is not that busy a road that people and cyclists can't wait their turn to cross.</p>
(59) Resident (Chilton)	<p>Banned Turning Movements - Concerns</p> <p>I am a local resident and until the COVID-19 restrictions was a daily user of Chilton Road as a car commuter. Now I use Hagbourne Hill infrequently for essential journeys and do occasionally cycle along it for exercise. I am a frequent</p>

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cyclist in and around the Chilton area, both on- and off-road.

Overall I support and endorse the principle of closing Chilton Road to vehicular traffic and enabling a cycle-friendly route along it. As a motorist the required detour to avoid it is not an issue - there have been some recent serious accidents along Hagbourne Hill due to its design which one might be able to attribute to additional traffic, or users who might previously have used Chilton Road, but I believe these were fundamental issues with the design of the highway and have recently been addressed.

My main concern - and it is a significant one - is the safety of cyclists or other users crossing Hagbourne Hill at the junction with Chilton Road. At this point Hagbourne Hill has a 50 mph speed limit and the junction is sited near the brow of a hill, affording reduced visibility of the junction when approaching from the west. Visibility from the east is adequate although hedging meaning it is compromised to some extent.

There exists then an interaction between relatively fast-moving vehicles on Hagbourne Hill and slow-moving cyclists emerging from Chilton Road. It is likely that all cyclists will have to stop at this junction to check for traffic and will therefore all be moving off from a standstill to emerge from the junction. If heading north this is a slight uphill departure and follows a slight climb to arrive there, meaning possible tiredness or fatigue, adding to the slow acceleration.

The next issue is where cyclists go from the Chilton Road junction. If heading to work at the Harwell Science campus there is a choice of going straight across the junction and continuing on NCN 544, the Icknield Way. However, as indicated in the Sustrans report (and incorrectly illustrated I might add!), this leads to an unsurfaced track which, although reasonably cyclable, is not appropriate for all users. It is, in part, seriously potholed and in wet weather becomes muddy and retains surface water in large puddles. This will be off-putting for some cyclists, due perhaps to the type of bicycle that they ride or their desire to avoid getting wet or dirty. Therefore some cyclists turn onto Hagbourne Hill towards Chilton. This stretch of road is arguably more risky than Chilton Road ever was, being faster, more heavily-used and used by traffic up to full-sized LGVs. If heading east, from Chilton towards Upton, there is an upwards incline which slows cyclists significantly and causes a build-up of traffic behind them with the impatience and close-passing this invariably leads to. Given that Hagbourne Hill has recently been upgraded to accommodate heavier traffic as a consequence of the new slip roads at Chilton, the improved junction with the A417 and significant housing developments in Didcot, this road is not a good route for cyclists during commuting times.

I suggest that there is more need for a controlled crossing at the Hagbourne Hill junction than there is at the London Road end - speed reduction measures will not be enough - plus there is a need to improve the surface along the Icknield Way byway from Hagbourne Hill to Harwell campus, to encourage its use instead of Hagbourne Hill itself - indeed steps to positively discourage use of Hagbourne Hill should also be considered.

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	<p>So whilst I support and endorse the principle of closing Chilton Road and improving its use for cycling, I suggest that it doesn't go far enough and potentially introduces dangerous clash-points at the Hagbourne Hill and Chilton Road junction and along Hagbourne Hill.</p>
<p>(60) Resident (Didcot)</p>	<p>Banned Turning Movements - Concerns</p> <p>All the above will improve walking and cycling safety on the road but neither will make it safe for cyclists. The major danger point for me (as a cyclist) is the Chilton Road & Hagbourne Hill crossing. There is poor visibility in both directions of Hagbourne Hill - cars suddenly show up from behind a curve / slope giving the cyclist little time to cross. As such, a cyclist will spend some time at the top of Chilton Road waiting for the Hagbourne Hill to be fully clear. As such we need a Raised Table Traffic Calming for Hagbourne Hill (and ideally 30mph speed limit on it).</p> <p>Why not make it one-way on the (currently closed) section instead with proper separation of road and shared bike lane / footpath. If not, please forbid the turning from Chilton Road, not into Chilton Road. Crossing Hagbourne Hill takes some time for a cyclist, as traffic on Hagbourne is always busy and the cyclist needs more time to cross than a car to turn. As such motorists are behaving rudely, hastening a cyclist or simply forcing their way in front of them to make a turn.</p>
<p>(61) Resident (Didcot)</p>	<p>Traffic Calming Chicane - Object Raised Table Traffic Calming - Object</p> <p>I'm glad to see the proposal recognises the current concrete block arrangement is too tight for cyclists. My main concerns are that nothing is proposed for the junction of Chilton Road and Hagbourne Hill which is the most dangerous part.</p> <p>Also further along route 544 east Hagbourne Hill Farm over the A34 Bridge this restricted byway is regularly being used by heavy goods vehicles and vans travelling to the reservoir site rather than using the Hagbourne Hill entrance this is very dangerous and damages the already poor surface. Clear signage needs to be put at the Harwell laboratory end stating restricted byway no vehicular traffic. There is limited opportunity to pass cyclists safely.</p>
<p>(62) Resident (Harwell)</p>	<p>30mph Speed Limit - Concerns</p>

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	<p>We live on the Reading Road and are very concerned about the state of the road and the amount of traffic. The plans for Chilton Road are excellent but need to be backed up by changes here, especially with making all of Reading Road, from the Rowstock roundabout to the end of Harwell, a 30mph zone. The 40 mph limit is regularly exceeded and, as the pavement is narrow and poorly maintained, walking along it is unpleasant and potentially dangerous. The alterations to Chilton Road are an ideal time to look at other issues in the area.</p>
(63) Resident (Harwell)	<p>Traffic Calming Chicane - Concerns Gate Feature - Concerns</p> <p>I fully support the closure of this route to through traffic as this is one of the nastiest parts of the route to/from Harwell Campus.</p> <p>I have concerned over the chicane at the top of Chilton Road, in particular the proximity to the junction. The stated aim of slowing cyclists approaching Hagbourne Hill is already achieved by the gradient. For cyclists heading the other way, they are starting to head down Hagbourne Hill and are usually making the right turn into Chilton Road at a reasonable pace, especially with impatient motorists behind you. Having chicane gates that close to the junction poses a risk to these cyclists. The chicane should be further from the junction, or replaced with a gate and cycle bypasses to allow avoidance. Whatever is used will need to be well indicated by reflective/fluorescent markings as this route is well used in the dark of winter by commuting cyclists.</p> <p>The gate at the edge of Upton should have a 1.5m cycle bypass on either side to avoid conflict between cyclists heading up and downhill. There is ample space for this.</p>
(64) Resident (Upton)	<p>Traffic Calming Chicane - Concerns Raised Table Traffic Calming - Concerns</p> <p>As a resident of Upton, regular walker and cyclist I wish to add my support for permanently designating Chilton Road for use by cyclists and walkers only (+ access from the A417 for Chilton Road residents). I also fully support a safe crossing (the proposed toucan crossing) over the A417 and would favour also having one of these at the Hagbourne Hill junction. I have some concerns about any traffic calming measures such as "sleeping policemen" which can cause injury to cyclists and walkers and/or low sprung motor vehicles. As a driver living east of the A417 I would also like clarification about the exact location of the proposed toucan crossing to ensure that it facilitates rather than impeding turning right out of Station Road onto the A417, which is already difficult at busy times.</p>

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<p>(65) Resident (Didcot)</p>	<p>Traffic Calming Chicane - Concerns</p> <p>The proposals will address a key missing link in what is otherwise a traffic-free route from Didcot to the Harwell Campus. I believe that having motor vehicles on Chilton Road is problematic for cyclists, partly because of the temptation for drivers to go too fast when driving downhill, and partly because of the temptation to pass cyclists in the vicinity of the bend near the top of the hill, where visibility is more restricted.</p> <p>The temporary closure also creates a useful pedestrian route. Since it came into force, I have used it myself on walks/runs (as part of a loop from Didcot via Upton and Harwell) and have also noticed an increase of other people using it on foot also. I believe that this advantage would be lost if the temporary closure were to come to an end.</p> <p>It is worth pointing out that the actual additional time that the diversion would cost motor vehicles travelling between e.g. Chilton and Blewbury would be negligible. By my measurements from aerial photography, the distance between the junctions at opposite ends of Chilton Road is approx 1620 metres via the diversion route (50mph speed limit), or approx 980 metres via the direct route (it seems 740m of this is 40mph limit and the rest 30mph limit). Hypothetically for a vehicle travelling at the speed limit this would equate to a saving of only 13 seconds (59 seconds vs 72 seconds). Even this slight saving is offset by the facts that: (a) the diversion route entails making one turn (at the roundabout) instead of two (one at each end of Chilton Road), and (b) the creation of the traffic-free route on Chilton Road makes it more likely that cyclists will choose this route, so drivers using Hagbourne Hill will be less likely to have to slow down for cyclists.</p> <p>I support all aspects of the proposal, except that I have concerns about the proposed chicane near the Chilton Road end. Cyclists turning right from Hagbourne Hill into Chilton Road may sometimes come under pressure from following vehicles to clear the junction reasonably promptly, and it could be problematic if they have to slow down more than would otherwise be necessary, in order to negotiate a chicane immediately after the junction. How much of an issue this is would depend on the exact design and positioning, but this should be taken into consideration.</p>
<p>(66) Resident (Upton)</p>	<p>Raised Table Traffic Calming - Concerns</p> <p>I live on Alexander Close in Upton and my garden backs onto London Road, close to Chilton Road. I am fully supportive of the proposal to close Chilton Road to traffic other than cycles and pedestrians. Having said this I have a concern about whether a raised traffic table would create additional road noise. The noise from London Road is already intrusive so adding to this would be far from ideal for residents close to it.</p>

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<p>(67) Resident (Upton)</p>	<p>Traffic Calming Chicane - Object Gate Feature - Object Toucan Crossing - Concerns</p> <p>I do not agree with the proposed closure of Chilton Road to vehicular access, this road has acted for years as a relief road to traffic coming from the London road (Blewbury & beyond) so I agree to the 30mph speed limit.</p> <p>I fully support banning the turning movements (from Hagbourne Hill) since the new road layout on Hagbourne Hill was introduced it has made this junction area far less safe when turning into Chilton road due to the increase in vehicle movement & excessive speed to which they travel.</p> <p>I fully object to any traffic calming or gate features, as it has not proved it worth since being installed, it induces increase speed levels and make its purpose totally unsafe!</p> <p>Should Chilton Road be closed, I find it unbelievable and have great safety concerns that there is no Toucan crossing proposed for the Foot /Cycle traffic crossing Hagbourne Hill (route 544) with its present speed limit and increased volume of traffic, yet a Toucan crossing is being proposed on the A417 London Road in a 30mph limited area with similar traffic numbers recorded!! Unbelievable!!</p>
<p>(68) Business (Coscote)</p>	<p>Traffic Calming Chicane - Object Gate Feature - Object Toucan Crossing - Concerns Raised Table Traffic Calming - Object</p> <p>As a local farmer needing to access the fields off the Chilton Road with large farm machinery and trailers it is imperative to me that this road is kept open to all traffic.</p> <p>The concentration of traffic on Hagbourne Hill has already had dyer consequences and the amount of money spent on that stretch has only exacerbated the situation.</p> <p>Traffic approaching from Chilton see no need to slow down for traffic turning right on to Chilton road, this mentality will only continue and there will be more accidents on Hagbourne Hill if this road is closed.</p>

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(69) Resident (Upton)	<p>Traffic Calming Chicane - Object Toucan Crossing - Object Raised Table Traffic Calming - Object</p> <p>I strongly support improvement of the cycle route between Upton and Harwell Campus. Before the temporary road closure it was dangerous for both cyclists and pedestrians to use and there was no good alternative route to this short link.</p> <p>I strongly object to the proposed traffic calming in both Station road and Chiltern Road. Both are quiet roads already, without any need for such measures that would be an abject waste of money and needlessly discomfort cyclists, drivers and bus passengers. Further, any such measures are creeping urbanization of a designated small rural village and would significantly degrade the rural environment that we enjoy.</p> <p>I also object to the proposed Toucan crossing, it is just not particularly difficult to cross the road safely at this place so that the money could be spent better elsewhere. This is not a town centre environment and such a crossing is not appropriate nor needed. It would be as much of a white elephant as the little unused pedestrian/equestrian one you installed recently in Chilton.</p> <p>Please spend the money saved by improving the cycle route between Upton and Blewbury which would help avoid cycling along the very dangerous road. Also by improving the now busy and dangerously narrow winding road up to Hagbourne Hill.</p>
(70) Resident (Upton)	<p>Toucan Crossing - Object Raised Table Traffic Calming - Object</p> <p>The proposal to close Chilton Road transfers a significant risk to hagbourne hill road. The change effectively doubles the traffic volumes to hagbourne hill. Since the temporary closure there has already been a fatal crash on hagbourne hill. It makes absolutely no sense to close the road and then transfer the risk to another location. The proposed touchan crossing is out of keeping with a village location as there are no street lights in Upton. Also the proposed location is to close to the junctions at station road and Chilton Road. If it is deemed necessary it should be moved</p>

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	<p>further down the road towards Harwell direction and continue the cycle track on the other side of the road. Local farmers oppose the closure of the road and full closure is not the best option. It is my view that a one way car and two way cycle track is the best option which balances health and safety and does not over burden hagbourne hill which is a dangerous road. An alternative to a touchan crossing should be considered.</p>
<p>(71) Group/Organisation (British Horse Society)</p>	<p>Gate Feature - Object Toucan Crossing - Object</p> <p>The British Horse Society (the Society) considers that this proposal is flawed. Horse traffic (ridden and driven) on this public highway (a tarmacked road) has not been considered by either Oxfordshire County Council or their advisors Sustrans. Should this not be addressed satisfactorily, surely the proposed measures constitute obstructions on the public highway to lawful road users? We hope Oxfordshire County Council will correct this oversight and liaise with the Society before construction commences so that satisfactory solutions can be reached.</p> <p>The Society supports the proposal for a Traffic Regulation Order to prohibit motor vehicles on this minor public road. It accepts that the order itself does not prohibit horse traffic, whether ridden or driven. However, the accompanying design shows no awareness of horse traffic which will presumably continue to be legally allowed to use the road but may be physically prevented or discouraged from using the road by the proposed measures.</p> <p>If the Council should modify the Traffic Regulation Order to prohibit horses on Chilton Rd, then it should bear in mind that horse traffic would have to use the A417 and Hagbourne Hill to reach restricted byway 243/15/10. The Society considers that extremely dangerous.</p> <p>The Chilton Rd links the rural village of Upton, with its quiet lanes and rights of way, with restricted byway 243/15/10 which then crosses the A4185 at the Harwell campus to access the extensive network of public rights of way in Hendred parish and beyond to the Ridgeway. It should be noted that this restricted byway is NOT just a farm track as stated in the Sustrans report but a public highway. Once motor traffic is prohibited on Chilton Rd, this route will become more attractive to horse riders and horse drawn carriage drivers, as it should for cyclists and pedestrians. However, the infrastructure installed to support the motor traffic-free route has to be suitable for equestrian use. Please can you let us know what measures will be taken to i) accommodate horse traffic and ii) communicate this to the public with appropriate signage.</p> <p>The issues of concern are as follows: Gaps: the plans show a 1.5 metre gap along the route with possible cattle grids. 1.5 metre gaps are acceptable for the ridden horse but are the minimum width. They do not accommodate the driven horse (ie. horse drawn carriages). The Society's recommendation for driven horses is 1.8 metres. Horses, ridden or driven, cannot traverse cattle grids. So, if</p>

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1.5 metre gaps with cattle grids are installed, as suggested in the plan, these will constitute obstructions on the public highway.

Signage: there is no indication of what signage will be installed to communicate that horse traffic is not prohibited on Chilton Rd. We note that during the temporary restriction, the signage said that only cyclists were allowed on Chilton Rd. We raised this with Sustrans who recognised this as an oversight. However, disappointingly, the Sustrans report makes no mention of horse traffic even though they are now supposedly representing horse traffic through their 'Paths for Everyone' project published in 2018.

Toucan crossing on the A417: Toucan crossings do not accommodate the ridden horse. A Pegasus crossing is required for the ridden horse. We suggest a simplified Pegasus design as is being installed by other local authorities where horse traffic numbers are not high. This involves a post about 2 metres away from the carriageway (to avoid the horse being close to passing traffic), a press button at about 2 metres in height (to allow the horse rider to reach the button) and traffic lights which include a horse as well as pedestrian & cyclist (to warn motorists that horses may be using the crossing). Please contact the Society for examples.

If a Toucan crossing is installed, this could mean that equestrian traffic will cross the A417 while there is a green light for motor traffic. This is a very dangerous situation. The Society has had to explain this situation to Oxfordshire County Council Highways Dept before because the Council has installed a Toucan crossing on the A4185 at the Harwell Campus where horses cross the road at the restricted byway 243/15/10 to bridleway 243/19/10 crossing. We suspect that the Council, would be legally liable should an accident involving a horse occur here because it has not catered for all the traffic legally entitled to use the road. As the Council is proposing another Toucan crossing on the A417, lessons do not appear to have been learned.

In conclusion, the Society is deeply disappointed, and rather shocked, that equestrian needs have not been considered at all in this proposal. It has made representations to Sustrans several times over the last year about the need to accommodate equestrian traffic in this project, clearly to no avail. This is the third time recently where we have had to make representations to Oxfordshire County Council on the need to include horses in schemes in this area but the Council is writing and designing horses out of the countryside. This contrasts with Highways England who recognise horses as legal road users and cater for them in their Design Manuals for Roads & Bridges. If these issues remain unresolved, we will be seeking representation at the relevant Cabinet Meeting. We are also taking these matters up further with Oxfordshire County Council.

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<p>(72) Resident (Upton)</p>	<p>Toucan Crossing - Concerns Raised Table Traffic Calming - Object</p> <p>The temporary measures have created a pleasant and safe route in Chilton Road. I fully support this being made permanent.</p> <p>I have concerns about a Toucan crossing on the A417 - traffic lights are in my opinion unnecessary as visibility for people crossing the road is adequate and traffic is not heavy for most of the day. I note that no lights are proposed on Hagbourne Hill where visibility is less good.</p> <p>I object to the raised table in Station Road. This is unnecessary. In addition, hitting a bump while turning, which would be inevitable when entering Station Road from the A417, can be dangerous especially for bicycles and motor cycles</p>
<p>(73) Resident (Didcot)</p>	<p>Toucan Crossing - Concerns</p> <p>I have been commuting from Didcot to the Harwell Campus by bike on a daily basis for the past 5 years. Over the years, I had several near misses on the Chilton Rd due to reckless overtaking by car drivers. Also, the crossing on Hagbourne Hill caused several incidences of road rage by car drivers when trying to go straight while cars tried to turn left at the top of the hill. Since the road closure my commute is now significantly safer and I would now recommend this route to inexperienced cyclists who consider to start commute between Didcot and the Harwell Campus. I consider the Toucan Crossing nice to have, but not essential.</p>
<p>(74) Resident (Upton)</p>	<p>Toucan Crossing - Object</p> <p>A toucan crossing will make turning right out of Station Road more difficult. The community have chosen not to have street lighting in the village.</p>
<p>(75) Resident (East Hendred)</p>	<p>Raised Table Traffic Calming - Concerns</p> <p>I am a local cyclist and Chilton Road has been the most unpleasant part of a largely great route from my village to Didcot. The temporary closure has felt much better to use and I'd strongly welcome it being made permanent and the</p>

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	<p>crossing for London Road.</p> <p>I have ticked concerns for the raised tables, but just to highlight making sure the edges are gently sloped enough to be comfortable to cycle over.</p> <p>In addition to the proposals made here I would welcome some infrastructure to help with crossing Hagbourne Hill. It has really poor sight lines and is very fast, particularly the downhill traffic.</p> <p>As well as being a cyclist myself, I'm very concerned about the climate emergency. I welcome the council's climate emergency declaration and this support of active travel as part of the solution to reducing carbon emissions. So it's great to see a scheme like this proposed, and I would support it even if it wasn't on my nearest cycle route.</p>
(76) Resident (Abingdon)	<p>Raised Table Traffic Calming - Concerns</p> <p>Improved safety and better for experience for cyclists provided by the current concrete block restrictions</p>
(77) Resident (Didcot)	<p>Raised Table Traffic Calming - Concerns</p> <p>I am a cyclist who commutes between Didcot and Harwell Campus and have used this route since summer 2017. The temporary closure has made this route feel much safer. Previously many vehicles did not abide to to 40 mph speed limit and the queuing of traffic at the junction with Hagbourne Hill made it tricky for cyclists with many motor vehicles also being impatient. I imagine less confident cyclists could be put off this sustrans route because of Chilton route when it has been open to motorised traffic. Additionally, the diversion via the roundabout at the bottom of Hagbourne Hill does not greatly extend the journey times for motorised vehicles, indeed they no longer need to queue at the junction with Hagbourne Hill due to the nature of the roundabout. I fully support these proposals and would go further to support the closure of Chilton Road to motorised traffic.</p>
(78) Resident (Didcot)	<p>Raised Table Traffic Calming - Concerns</p> <p>I commute by bicycle from Didcot to Harwell Campus via NCN544 and Chilton Road was previously the most unpleasant part of that journey, there were often drivers going way over the limit passing very close. I also occasionally use it at weekends for leisure trips. I strongly support these measures as they make my life safer and</p>

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	<p>should encourage more people to cycle and walk between Harwell Campus, Upton and Didcot.</p> <p>I do however think some of the design is a bit heavy handed and could be simpler and accessible. Having a toucan crossing of London Road will be excellent but I have accessibility concerns about the raised tables potentially toppling tricycles that are often used by people with mobility or balance related disabilities. When approaching the Chilton Road raised table from the west to join the shared use path, a tricycle user would have to turn diagonally across the slope of the table to reduce the angle of their turn, this could topple them. Could the path drop to carriageway level before here to allow a level junction and the raised table to slow motorist moved closer to London Road (or even eliminated considering there are only 14 homes on the road so less than 100 vehicle movements per day). This is also a concern at the Station Road raised table, could the table be extended further east here or have angle of the slope reduced?</p> <p>Even if the barriers of the chicane at the Hagbourne Hill end have a wide enough gap to let non-standard cycles and mobility devices through, they will still unnecessarily restrict people to go through one at a time. Why could it not be simply done by narrowing the carriageway to 3m with a bollard in the centre, there is a 4% incline up to the junction so slow cyclists down anyway.</p> <p>I also think that the amount of paint and signs proposed for Chilton Road is excessive. With access restricted to farm traffic only it won't see even a single vehicle on most days of the year, painted speed symbols, centre markings and repeater signs beyond what are legally required are just clutter.</p>
(79) Resident (Upton)	<p>Raised Table Traffic Calming - Concerns</p> <p>As residents of Chilton road we feel very strongly that the temporary closure should become permanent. This is due to the road being so much safer and quieter and also allowing for more people to walk, cycle, run and even ride horses without fear of heavy, fast traffic causing an accident. We are also very much in favour of the Toucan crossing on the A417 as have two school aged children who need to cross this busy and dangerous road to get the school bus. Currently it is too dangerous to let them cross on their own and it's almost impossible to do this in busy rush hour times. Having this crossing would be wonderful as it would allow people to cross the A417 safely.</p>
(80) Resident (Upton)	<p>Raised Table Traffic Calming - Concerns</p> <p>As a resident of Chilton Rd, Option 2 has my total support as it provides not only safety for cyclists on Route 544 but also for residents' children who have to cross a busy A road to catch school buses. A toucan crossing is essential. We</p>

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	<p>now see so many walkers, cyclists, horse riders and runners enjoying the temporary closure and the feedback we are getting is SO positive. My hope is that you make this closure permanent as it provides such a benefit to all Upton residents and for neighbouring villages too.</p>
(81) Resident (Harwell)	<p>Raised Table Traffic Calming - Concerns</p> <p>I am a keen cyclist and walker and have very much enjoyed the closure of the Chilton Road on my leisure journeys from Harwell Village. It makes getting around that area much safer - there is no footpath on the Chilton Road so previously it was very unsafe to walk along as it was a busy cut through. It will only take the cars a few more minutes to go the slightly longer route down to the roundabout and up Hagborne Hill so I think this closure should be made permanent. It will give us a safe route from Upton and the environs, to Harwell Site and Harwell Village and beyond. We are in a climate emergency and people should be enabled to travel safely by non-fossil fuelled means. Exercise is good for us and should be encouraged. Please make the closure a permanent thing.</p>
(82) Resident (Upton)	<p>Raised Table Traffic Calming - Concerns We have young children in the village and the A417 is dangerous. We also enjoy cycling as a family and with its current closure have enjoyed cycling on Chilton many times. I am now also using the route to commute to work.</p>
(83) Business (Upton)	<p>Raised Table Traffic Calming - Concerns</p> <p>Our offices and stores are based at Hagbourne Hill Farm and generate 95% of traffic exiting on to Hagbourne Hill. This includes large HGV lorries and occasional lorries with trailers which supply all the carpets for MOD. Photographic evidence available. We have no problem here and the Chilton Rd temporary closure has made it easier to exit as we only need to look 2 ways. Hopefully your proposal for rumble strips and detector loops will improve it further.</p> <p>Sherfields own all the land adjoining the north side of Chilton Rd which stretches across to Hagbourne Hill to the west and the A417 to the east . A proportion of the land is farmed, with the remainder left as habitat for wildlife. No access is required off Chilton Rd. There is only one other land owner who owns the land to the south and he needs to ensure the gate is wide enough for a combine that comes up from the A417.</p> <p>We have seen a large increase in cyclists, walkers and horse riders over the past 6 months and an increase in wildlife with no casualties.</p>

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	<p>Some of our staff are now cycling to work which keeps emissions down and cars off the road saving us fuel costs. We sincerely hope this scheme is approved as it will enhance the area and improve life for Upton residents.</p>
(84) Resident (Chilton)	<p>Raised Table Traffic Calming - Concerns</p> <p>The closure of Chilton Road to vehicles is a great development as it completes a number of traffic free walking and cycling routes. I use these perhaps 2 or 3 times per week. Walking these routes with Chilton Road open to traffic is impossible due to the lack of a pavement and the high speed of vehicles.</p>
(85) Resident (Upton)	<p>Raised Table Traffic Calming - Concerns</p> <p>Having lived in Chilton Road for the past 32 years, we have seen a huge increase in traffic volume during this time, making it unsafe for those walking and cycling. The speed of traffic in both directions on this road is also an issue, despite the 30mph signs on the residential stretch and the 40mph limit continuing up to the Hagbourne Hill junction.</p> <p>Since the temporary closure in August 2020, we have enjoyed the peace and quiet of what is now essentially a country lane, enabling walkers, cyclists, joggers and those on horseback to use it safely. There has been no fly tipping during this time and no wildlife casualties on the road.</p> <p>The proposed Toucan crossing on the A417 is essential to enable everyone to cross this increasingly busy road safely, especially at peak times when cyclists are travelling to work and children are walking to catch school buses. I therefore sincerely hope the OCC/Sustrans plans will be implemented.</p>
(86) Resident (Upton)	<p>Raised Table Traffic Calming - Concerns</p> <p>I am a resident of Chilton road and live there with my wife and two children. I feel very strongly that Chilton road should remain closed due to it being so much safer now it's traffic free. Our children are both of school age so the Toucan crossing is essential for them to safely catch their school buses. Not only that, it would give us peace of mind knowing they can cross the A417 to see friends in the village or go to the park. Something which we will not allow them to do at present for fear of an accident.</p>

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<p>(87) Resident (Upton)</p>	<p>Raised Table Traffic Calming - Concerns</p> <p>I fully support the closure of Chilton Road. I live in Upton and have observed traffic driving excessively fast (speeding) along Chilton Road, with no thought for the residents, which includes young children. I think the toucan crossing is essential for the safe crossing of all people travelling from Didcot to the Harwell campus, but in particular the residents of Upton. School age children have to cross the road to meet their school transport, and this can be in the dark during the winter months.</p> <p>Since the road has been closed I have enjoyed numerous walks/runs to include this route. I would have previously considered it too dangerous to use, as the volume of traffic was high, and included big lorries. My opinion is that the benefits of closing this road far outweigh re-opening it.</p>
<p>(88) Resident (Stanford in the Vale)</p>	<p>Concerns - A family member lives on this road and when visiting it is dangerous entering and leaving the property due to vehicle speeds</p> <p>I also help maintain the hedgerows outside her property and when doing this the traffic makes work dangerous as the majority do not follow the speed limit.</p> <p>There are other roads that better maintained and safer to use without much diversion.</p>
<p>(89) Resident (Upton)</p>	<p>Raised Table Traffic Calming - Object</p> <p>I strongly support the overall plan to close Chilton Road. The road had become a rat-run to the junction with the A34, resulting in large amounts of fast traffic using this residential road and country lane. Prior to closure, the road was too dangerous to use by either cyclists or pedestrians, despite it being on a national cycle route. Once closed it became a pleasure to use and a valuable link from the village to the off-road routes to Wantage and beyond. Wildlife has also benefitted from the removal of traffic.</p> <p>There should be no need to have a 30mph speed limit on Chilton Road once it is closed. There should not be 30mph roundels on a country lane closed to traffic. Neither should there be cycle lanes painted on the road as it should be general purpose mixed purpose route with no markings.</p> <p>I am concerned about the proposal to have raised tables on Chilton Road and Station Road. These should be unnecessary and will be irritating for vehicle drivers and dangerous for cyclists.</p>

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	<p>It should be possible to overcome any objections by the farming community. Access to fields off Chilton Road is sporadic, and entering them from the A417 end of the road should not be an issue providing a gate wide enough to accommodate a combine is used. Provision should be made for vehicles to turn round in front of the gate to avoid them trying to do so further down the road in residential driveways.</p>
<p><i>[A2. Email Objections & Concerns]</i></p>	
<p>(90) Resident (Chilton)</p>	<ol style="list-style-type: none"> 1. Firstly I would like to say that I am against the closure of the Chilton Road for a number of reasons, using the COVID pandemic as a way to temporarily close the road without a proper consultation period is unacceptable, this is driven by understandable self-interest and a publicly funded company of which the consequences of shutting the road will not effect. 2. I work at Ingham's Farm, at the bottom of Hagbourne hill, no thought has been given to either us or Hagbourne Hill farm traffic, attempting to turn out of either junction with agricultural machinery has become increasingly difficult and will only become worse when lockdown ends. 3. Closing the Chilton Road will make 4 other junctions more dangerous. Increasing traffic down Hagbourne Hill will make the junction with the Chilton Road, at both ends much faster for though traffic and give pedestrians less time to react. Not only this but the roundabout at the bottom of Hagbourne Hill will become very busy and fast and the road closure will also make the cut through from Main Street, West Hagbourne to the A417 incredibly dangerous with increased speed and flow of traffic. 4. There have been no major accidents on the Chilton Road for a number of years, this is down to the fact the road is narrow and drivers are unable to drive fast! Since the temporary closure there have been two major incidents on Hagbourne Hill due to excessive speed! 5. The number of cars on the road in South Oxfordshire will only be increasing, you only have to look at the developments in the local area, now is not the time to be closing roads! 6. The cost of the closure is eye watering, surely this money would be better spent on an isolated cycle path inside the field, this would be a much safer option, splitting traffic and cycles while keeping the road open. A fantastic example of this is from Radley to Abingdon on the Radley Road.

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	<p>7. If the road were to be shut, personally I would not want to be crossing Hagbourne Hill at the top of the Chilton Road, cars going 50mph giving you around 3 seconds to react on a blind hill.</p> <p>8. This road closure has not been thought through properly and is being driven by the people that are set to benefit the most, not the cyclists and walkers, the residents of Chilton Road!</p>
(91) Resident (Upton)	<p>On the introduction of a Toucan crossing on London Road between the junctions for Chilton Road and Station Road – our property is on Alexander Close, Upton, and our garden and back of the house are adjacent to Station Road from the junction all the way along Station Road for approx. 40 metres. We feel that stopping traffic at the junction with the Toucan crossing will mean there will be traffic queuing along our fence for long periods of time creating noise and fumes which will impact on our enjoyment of our garden. Furthermore, the lights from the traffic lights will shine into our bedroom windows as the road is higher than our property so more on a level with the first floor of the house. As there are no streetlights in the village, we would not welcome light pollution affecting our property from the traffic lights.</p> <p>On the introduction of raised table traffic calming along Station Road, again, we fell this would impact on us due to the noise it would create as vehicles go over the bumps.</p> <p>There are not many properties in/near Station Road and we feel that it would be ours that would be most affected by the implementation of the measures you are proposing, and we urge you, please, to take this into consideration.</p>
(92) Resident (Upton)	<p>I understand and agree with the need to reduce the speed of traffic on Chilton road to protect the safety of other road users (cyclists, pedestrians). However, since the closure of Chilton Road access from Hagbourne Hill, it is my perception that this has led to traffic travelling through Upton north to south on the A417 London Road even faster than previously.</p> <p>The dogleg junction of Chilton Road and Station Road seemed to act as a de facto traffic calming measure for traffic travelling through the village on the A417. Traffic tends to speed through Upton at significantly greater speeds than 30mph particularly north to south from the Hagbourne Hill roundabout presenting a danger to pedestrians crossing London Road near the George and Dragon which has limited visibility.</p> <p>London Road is now even more dangerous and I am very concerned that it is only a matter of time before there is a</p>

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	<p>fatal accident involving a speeding traffic and pedestrians.</p> <p>The only way to avoid this is to include a toucan crossing on London Road as proposed. To my mind, this a far greater safety concern than the junction of Chilton Road and Hagbourne Hill. If Chilton Road is to be closed, which I understand and support in principle, then this must be coupled with a toucan crossing on London Road, otherwise the risk to pedestrians is heightened.</p> <p>Regarding traffic calming tables on Chilton Road and Station Road, I agree with the Chilton Road option as significant volumes of traffic used Chilton Road prior to its temporary closure. Station Road has nothing like the volume of Chilton Road and I'm not sure what this would add but have no objections in principle.</p>
(93) Resident (Harwell)	<p>I note that there are no proposals in the accompanying documents to review the speed limits on the A417 within the parish of Harwell, and specifically no consideration to review the 40mph stretch east of Rowstock roundabout to the junction with Wantage Road. The new link road to Didcot has increased the volume of traffic on the A417 and exacerbated the problems of speeding (which have gone ignored for several years).</p> <p>The closure of Chilton Road to main traffic through-flow is admirable as far as it goes, but wider traffic management in this area MUST address the problem of traffic speeds on the A417. Replacing the 40mph limit by 30mph is long overdue.</p>
(94) Resident (Oxford)	<p>I object to the following proposal: your point 1, imposing a speed limit along Chilton Road: if the road is closed to all traffic except pedestrians, cyclists, residents and service vehicles (refuse collection vans, postal services), then there should not be any need for a speed limit or the expense of trying to monitor potential breaches by intrusive signs, cameras, lighting, etc.</p> <p>I am also concerned at the proposal (point 6) to place a raised table in Chilton Road, with all the accompanying lights and signs proposed, as it would create an unnecessary sudden change of surface height to be negotiated by anyone using it. Also the proposed raised table at the junction of London Road and Station Road, which could be hazardous to cyclists in icy or wet weather.</p>
(95) Resident (Upton)	<p>We are totally opposed to the closure of Chilton Road and believe it was completely undemocratic that OCC should close a main artery of the village for a small number of people without any consultation. There was no notification to</p>

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village residents, no pre warning signs alerting people that this road would be closed for 18 months. We just drove out one morning to see two council trucks unloading barriers, cones and signs. Many elderly people have said they prefer using Chilton Road to visit the facilities on Harwell site: ie hairdressers, dentists, post office and shop, and Chilton Garden Centre. We've used Chilton Road for 31 years without incurring any problems. IT MUST BE NOTED THAT UPTON IS UNSUSTAINABLE AND THERE ARE NO FACILITIES EXCEPT THE CHURCH AND THE PUB.

The landlord of the pub, in normal times, depends on lunch time trade from Harwell employees. These people will not travel to the pub now that the route is convoluted. There other hostelrys closer to their place of work.

The Sustrans report states that there have been no accidents in the past 6 years. The new route via Hagbourne Hill is extremely fast and there have been 2 major accidents since Chilton Road closed. One a fatality and the second involving 2 cars, resulting in serious injury.

Villagers demand that the decision should be deferred until post-Covid when a public meeting can be held in the village hall so that all villagers, including those without IT, could attend and have their say. Is this not democracy?

The Sustrans route bulldozes its way through the centre of Upton rendering the junction of Chapel Furlong and Fieldside totally blind . We have had two near misses here when cyclists exit Chapel Furlong on the wrong side of their path, merging onto the road at high speed, within a fraction of writing off the near side of our car. The prediction is that when times get back to normal 400 uninsured cyclists will use this route on a daily basis. This is totally unfair to the residents of Fieldside with cyclists passing within a few feet of their front door. Fieldside is the most populated road in the village and it has a large number of cars parked on the roadside, narrowing the road to a single lane. IT SHOULD BE NOTED THERE ARE NO PAVEMENTS IN UPTON FOR PEDESTRIANS TO WALK SAFELY.

Sustrans should be told to find an alternative route in preference to going through the centre of this small rural village. The Lynchway is an excellent alternative and with a minimum amount of effort and at a lot less cost (£150K) that the proposed project is estimated to be.

The proposed pedestrian crossing is on the wish list of the residents of Chilton Road, however it will result in unprecedented tail backs of traffic on the A417, where traffic formerly had the right of way, creating increased emissions whilst cars are waiting.

As it is mandatory for the crossing to be lit this goes against the wishes of villagers who voted against street lighting previously. Upton does not need a pedestrian crossing. It will only be used by a very small number of local people twice a day. It would have very little use during the day. There are no other pedestrian crossings on the A417 between Streatley and Rowstock even though residents cross this busy road.

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	<p>We believe that farmers should be given the first call on whether Chilton Road should remain closed. Their fields are on the south side of Chilton Road and their only access is off this road. They are opposed to its closure because once the road is gated they will have to get on and off their tractors to open and close the gate, each journey, hundreds of times a day transporting the corn during their busy harvest. The gate gives insufficient width, when 1.5 metres is removed from the width of the road to give free passage to cyclists, for their combines and heavy machinery to pass through to get to their field entrance. FACT - an even wider combine is on order for the future.</p> <p>WHICH SHOULD HAVE PRIORITY FARMERS PRODUCING OUR FOOD WHO HAVE USED THIS ROAD FOR HUNDREDS OF YEARS OR A FEW PEOPLE ON BIKES? IS IT COMPREHENSIBLE THAT OCC SHOULD SEE FIT TO CLOSE THIS ROAD AT A COST OF £154K TO IMPROVE A ROUTE FOR CYCLISTS AND WALKERS, WHO ARE NOT LOCAL, TO RIP THE CENTRE OF THIS LOVELY LITTLE RURAL VILLAGE APART. I CAN ASSURE OCC THAT THIS IS NOT WELCOME BY A VERY LARGE NUMBER OF VILLAGERS. WHAT AN UTTER WASTE OF PUBLIC MONEY IN THESE AUSTERE TIMES.</p>
<p>(96) Resident (Upton)</p>	<p>I would like to object to proposals in the Sustrans plan for National Cycle Route 544 for traffic changes around Upton and Chilton Road.</p> <p>There are a few reasons why this plan does not go far enough.</p> <p>The access for farmers onto their land and transport during harvest of the huge combines is not addressed properly. This is a basic failing in the plan especially since their access has already been compromised by the development of Hagbourne Hill into a fast-moving motorway access road which feeds the A34.</p> <p>The increase in two-wheeled traffic, which the plan is being putting into place to encourage, has not been assessed on how it will impact other parts of the village. The present route spills out at Chapel Furlong. Fieldside, Station Road and Prospect Road are taking up the load in a much more populous part of the village and should be looked at as part of any sustainable Sustrans route.</p> <p>More importantly, the plan does not sit with the merging of the present route into Didcot Garden Town's Garden Line. It is an exercise in building obsolescence at considerable cost.</p> <ul style="list-style-type: none"> • It makes no mention of how the autonomous vehicles will negotiate London Road (A417)

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	<ul style="list-style-type: none"> • Again, how will the Sustrans/Garden Line wind through Fieldside in the safest way. The road in the summer is used by children to play as this part of Upton already has no through traffic • The Toucan crossing will have to be ripped up again to accommodate the Garden Line plan if it is built as described in this plan, accruing even more cost. <p>As an Upton resident, I am looking forward to the Garden Line. It is another example of how Oxfordshire is taking a long-term view of development, which is fitting in a county that hosts the Science Vale.</p> <p>This plan is not future proof, not even in the short-term. For these reasons, I object to this plan and the proposals.</p>
<p>(97) Resident (Upton)</p>	<p>The Chilton Road Improving Conditions for Walking_ Cycling document describes the railway embankment section of Sustrans route as providing a safe, pleasant route for walking or cycling. I would suggest that currently due to the amount of cyclists using this route at speed, this is no longer the case. In addition, as the cyclists leave Chapel Furlong and turn into the village, a large proportion do so at speed with scant regard to their own safety and the safety of other road users, I believe this must be improved before a serious accident and increased use of the route.</p> <p>The A417 is becoming busier and busier, even during half term when due to the lockdown only essential travel is permitted. The planned Valley Park development will add to the use. Despite the speed limit of 30 mph, I estimate over 80% of the traffic is travelling in excess of 30 mph. When Upton Parish Council asked for a road crossing so that children from Chilton Road could cross London Road safely to catch their school buses, the reason given for declining this was that both the speed and the volume of traffic made it too dangerous to create a crossing point from Chilton Road to Station Road. Surely the situation has deteriorated? The traffic reduction scheme of the proposed closing Chilton Road will be insignificant if the planned housing development for 10,000 more people in Didcot goes ahead.</p> <p>I have concerns regarding the safety of Hagbourne Hill which is described as a safer alternative to Chilton Road, in its present state, despite the funds spent on it. The document mentioned in my 3rd paragraph was written before the fatal accident on Hagbourne Hill and the subsequent accident. The effect of water running down the hill has eroded the side of the tarmac and created gulleys alongside the carriageway. Despite Hagbourne Hill being closed for a week for repairs and remedial works, these appear to have been ineffective, erosion continues, and mud is often on the surface of the road. As Hagbourne Hill is now one of the recommended routes from Didcot to Harwell site, alongside its obvious use by wider vehicles, including not only farming vehicles, skip lorries but is also now on a bus route, I would assume that further degradation of the highway edges will occur. I feel the safety on this stretch of road has to be considered a priority. In the event of a road closure at Hagbourne the Lynch Way, which is a Byway is used by many. The Lynch Way is an adequate walking or cycling route to Chilton and onto Harwell Site.</p>

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	<p>I would disagree with Google that the time taken to drive from Upton to the Hagbourne Hill/Chilton Road junction is the same using either route. This is through experience, of driving it regularly since August 2020, the Chilton Road route is shorter in both time and distance. I would also suggest that the turning from London Road to the original, but now minor road to The Horse and Harrow is an accident blackspot rather than a safe option.</p> <p>Although I live on a junction with the London Road, I do not use Prospect Road to turn exit the village as visibility is limited by bends and hills, and the majority of drivers do not travel within the speed limit. The only junction I use to join the A417 is Station Road, as this has better visibility than the Prospect Road junction, although I doubt there is much difference in the speed of other vehicles.</p> <p>My opinion is that the proposed closure of Chilton Road should not be considered until a safer infrastructure for all has been created.</p>
<p>(98) Local Farmer (West Hagbourne)</p>	<ul style="list-style-type: none"> • The road closure/application has been facilitated by a single issue organisation – Sustrans – in conjunction with a vociferous, but small group of local residents who mainly live on Chilton Road. I do not think that the scheme has been considered other than in a very small scale, but what about the effects of changing traffic movements elsewhere? I do not think that the bigger effects have been considered anywhere nearly carefully enough. • Has anyone considered the effects that the development of Valley Park will have – the new residential development between Didcot and Harwell, that features over 4000 houses – that’s a similar size as the whole of Wallingford! And what will that do to the volume of traffic going up and down Hagbourne Hill? Is it really a good idea to combine that increasing volume of traffic with pedestrians/cyclists – quite possibly parents & kids – in addition to the possibly speedier commuting cyclists? The junction at the top of the hill is blind to oncoming traffic from the Chilton direction. • Discussion of reducing speed limit on Chilton Road to 30mph is pretty pointless if the road is going to be closed anyway. • But no discussion of the 50mph speed limit on Hagbourne Hill – for an increasing volume of traffic, that ironically is increasing partly because of the closure of Chilton Road. Vehicles turning into Chilton Road forced the stream of traffic to slow. • The DANGER of the junction onto Hagbourne Hill from Hagbourne Hill Farm. It has always been tricky to get onto the road, but even more so now as there is now no need for traffic to slow to turn down Chilton Road. Slowing traffic often allowed a slow moving, large agricultural vehicle out onto the carriageway. It’s an accident just waiting to happen – I can certainly see fast moving cars ploughing straight into the side of a tractor and trailer as we try to pull out on the road, which is difficult anyway because of the slope and angle. • Any gates on Chilton Road must a) be sited far enough away from the junction to allow a long vehicle to get off the

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	<p>main carriageway before stopping to open the gates and b) must be wide enough to allow the widest of vehicles to get through c) be expected to remain open during times of year when multiple journeys per day are required, there's no way that a driver will get in and out multiple times.</p> <ul style="list-style-type: none"> • The number of people using Chilton Road for walking or cycling at present, during lockdown, should not be used as a true measure of its likely future use – every footpath has been used more than usual. • The questions posed on your feedback page were heavily weighted in favour of the scheme – there was no opportunity for anyone to object to the road being closed – just seemed like the decision has already been made.
(99) Resident (Upton)	<p>My main concern if Chilton Road is closed for a change of use, is for the long term safety of foot/cycle traffic crossing the road on Hagbourne Hill (Route 544) due the excessive speed and volume of traffic which has increased greatly since its refurbishment plus new A34 access and installed roundabouts a couple of years ago, to date we have already seen one fatality on this Hagbourne Hill stretch of Road.</p> <p>If a Toucan crossing is recommended for the London road on the grounds of safety then I propose a Toucan crossing be installed on Hagbourne Hill as this in turn would firstly slow the traffic down and offer a degree of complete safety to the Cyclist/Walkers crossing this extremely dangerous part of Route 544. Which I consider more dangerous than the A417 London Road crossing.</p> <p>I conclude by wondering why the land owner on the North side of the Chilton Road who is obviously concerned for the safety/welfare of walkers and cyclist (that's why he wants the Road shut!) does not offer to donate some of his land (which is not farmed) to provide a cycle and walking route with excellent views over the Oxford Plain, so the Chilton Road could still remain open?</p>
(100) Resident (Blewbury)	<p>I would like to object to the permanent closure of Chilton Road for the following reasons:</p> <ol style="list-style-type: none"> 1. It is unnecessary: Cyclists wishing to avoid roads are free, at present, to use the Lynch Way and the A34 underpass to the west of Chilton to access Harwell Campus. This route uses existing rights of way, crosses two fewer major roads than the proposed route (see point 3 below) and is the same distance from Upton village hall to the entrance to the Diamond Light source as the proposed route. <p>Can the County Council please confirm in writing why Lynch Way/A34 underpass route was not considered and set out in writing a detailed comparison between the two options.</p>

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2. It is disproportionate: My wife and I carried out a survey on the morning of the 28th October 2020. The closure had been in place for a couple of months and Harwell commuters had been made aware of the closure through the Harwell Bicycle Users Group (HARBUG). That morning was a clear, dry, autumn day. We surveyed from 07.30-09.30am – the commuting window (a time when HARBUG quoted in your Sustrans justification, claim is a peak time of use by cyclists).

Survey findings:

- 6 cyclists used the Chilton Road.
- 200 vehicles were diverted due to the closure.

The definition of “diverted” was that a vehicle was headed westbound on the A417, passing the bottom of Chilton Road, proceeded down the hill to the new roundabout and turned left up Hagbourne Hill. Note when the weather is poor, the cyclist numbers are reduced further.

3. It is unsafe: The natural traffic calming of vehicles turning south into Chilton Road from Hagbourne Hill and left up Chilton Road from London Road, caused vehicles to slow and allowed the natural circulation of other forms of transport. The removal of Chilton Road has increased speeds which has already resulted in one fatality on the Hagbourne Hill section.

The proposed cycle route requires two additional road crossings of busy main roads:

- at the top of Hagbourne Hill – where the confluence of diverted traffic described in 2 above and that coming from Didcot pass – at peak times there are over 200 vehicles an hour going over the brow of that hill (c3.5 vehicles every minute).
- at the junction of the byway and the A4185 at the northern end of the Harwell Campus.

Both these crossings increase the likelihood of harm to all parties. It is likely that both of these crossings will, inevitably also require a Toucan crossing with associated costs and inconvenience to motorists and cyclists.

4. It is environmentally unsustainable: Over a year the diverted traffic will generate circa 300 tonnes of additional carbon dioxide. Based on additional distance travelled (by vehicles) their braking, accelerating and additional climbing.

5. It is uneconomic: The cost to make the required changes to roadways as set out in the consultation are disproportionate. Can the council please publish a full schedule of costs for the proposed works including:

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- Costs associated with the initial closure
- Ongoing costs of closure (eg bollards, concrete barriers, traffic signage)
- Remedial work to Hagbourne Hill required due to the tragic fatality after the road closure.
- Traffic calming measures, on Chilton Road, installed after the last council review that will now be redundant.
- The cost of Sustrans and Council officers time spent in carrying out this review (the second in less than seven years) to close this road to motorists.
- All the works set out in the consultation.
- Potential costs for future safety measures at the top of Hagbourne Hill and on the A4185.

Not making use of the underpass at the A34, built at considerable expense for precisely this use is a wanton waste of public money.

Additional safety measure will be required for reasons set out above – adding to the cost. Any cyclist who worries that they might not have the correct tyres for use on the Lynch Way (a substantial by way) can purchase a set of cyclocross tyres for c£10.99. That said most cyclists will already have used muddy tracks at some point on their journey. Therefore the cost at present to the six users of Chilton Road “cycleway” is £66. How can these costs ever be justified?

6. Inappropriate use of emergency legislation: To use COVID emergency legislation to enact an eighteen month closure of road for a handful of cyclists is an abuse of power. It undermines confidence in local government decision making, power and legitimacy. The Council carried out a review of Chilton Road less than ten years ago and concluded traffic calming was sufficient. It would appear that those within the council who seek to penalise motorists will not rest until they succeed.

Moreover to effect such a permanent change during a national lockdown when residents are doing what they have been told – ie not travelling is an outrage. Many motorists, who are currently working from home and not travelling, are not aware of these changes.

7. Inadequate consultation: Most of those affected by the closure are not aware of the consultation or why the road has been closed and are therefore excluded from this consultation. The majority of users of the road are from the regional area (ie not residents of Upton) and therefore not aware of the consultation.

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	<p>To seek to permanently close this road, the Council should have clearly advertised the consultation at both ends of the closed Chilton Road to passing motorists. Please note however my comments under point 6, that many normal road users would still not be aware of the closure due to their obeying government guidance and staying at home.</p>
<p>(101) Resident (Upton)</p>	<p>I totally support the continued closure of Chilton Road to all motor traffic in order to improve its use as a cycleway and a very pleasant place to walk.</p> <p>Unfortunately, I have many issues with the planned proposals which I feel have been cobbled together with a total lack of local consultation. The major faults in the plan seem to stem from two major misunderstandings.</p> <p>a) The idea that there will be lots of motor traffic still using Chilton Road in the future whereas at the top end there will be no traffic and at the bottom end there will be something less than 40 movements a day, about one every 15 minutes and all going very slowly as they will either be visiting or leaving a local property.</p> <p>b) The plan estimates that up to 800+ cycle journeys per day could be made using the cycleway whereas the future estimate should probably be about 150 per day. The error comes about because the author of the plan is of the opinion there is only one cycleway from Didcot whereas local knowledge knows that the majority of cyclist travelling from Didcot to the Harwell site every day will be using the path that goes through Harwell village.</p> <p>If you accept the above two points please look in detail at the following parts of the plan.</p> <p>1) Please can we do without all the road markings on the road and allow it to look like a pleasant country lane. We do not need any 30mph roundels at any point on the road, at the top end there will be no traffic and at the bottom end no one is likely to be able to exceed 30mph over the limited distance that is open to motor traffic. We do not need any cycle signs painted on the road. We all know there will be cyclist using the road and surely it is wide enough to avoid any collisions. We don't have signs on the path from Didcot to Upton so why put them on this section which is much wider and therefore much safer.</p> <p>2) We will need a place just below the gate for any delivery or service vehicle to safely turn. We do not want vehicles like the refuse collecting trucks having to turn in private driveways.</p> <p>3) As stated above there will be so few traffic movements at the lower end of Chilton Road that there is no need for any traffic calming or any need to use any part of the grass verges for the cycleway. The road is incorrectly shown as 6m wide whereas it is 9m wide which should be sufficient for two-way traffic and a cycleway, but, surely with so little traffic the road can be kept completely clear of lane markings and the few local vehicles in the area can safely share the existing road with the cyclists as they have been doing for the last 5 months. Please do not use any more road markings on our country road than absolutely necessary and definitely no traffic calming in Chilton Road. To use the</p>

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	<p>grass verge as shown would be extremely dangerous and must not be allowed to happen.</p> <p>4) The positioning of the Toucan crossing needs to be very carefully considered based on any future improvements for Route 544 there may be in the pipeline. If the route is to continue well into the future as it is now, then it is much safer for all concerned to move the crossing to a point south of Station Road. This would mean cyclist would stay on the existing pavement on the east side of the A417 cross to a cycleway cut into the verge on the west side of the road and stay safe to the brow of the hill at which point cyclist going into Station Road could safely cross the road. The present Toucan position will necessitate cyclist coming out of Station Road to swing across the road straight into traffic turning off the A417.</p> <p>There are already serious reservations about the safety of cyclist going through Upton village with two serious danger points. These points need to be addressed before the number of daily cyclists increases with the improvements to Chilton Road and everybody getting back to work. With the crossing in its present position, it neither satisfies the present cycle route or the obvious alternative route that could possibly be constructed to keep the cyclist completely off the village road. If the crossing was moved to the other side of Chilton Road the cycle path could be taken straight down the side of the field to go under the bridge and pick up the existing path. A site visit, preferably in the company of a local resident, is needed to fully understand the logic of both suggested alternative crossing positions.</p> <p>5) Whatever the final position of the crossing there is no need for a raised table to slowdown the traffic in Station road. It is impossible for any vehicle to be travelling in excess of 5mph whether coming out of the road or turning into it.</p> <p>Having been in regular contact with Sustrans over the last 18 months regarding the closure of Chilton Road I find it very disappointing that the final plan has been so poorly thought through and in places is just not practical. Please, please if the decision is made to keep the road closed to traffic can there be an on-site meeting between yourselves, Sustrans and a member of Upton Parish Council to make sure that the final plan is as sensible and practical as possible.</p>
(102) Resident (Upton)	<p>I wish to add my objections to this road closure. As a once keen cyclist, I actually consider this closure to make cycling far more dangerous, the cars now speed down hagbourne hill, where they used to have to slow down, because of the sharp right turn onto Chilton road.</p>
(103) Horse rider & BHS Access Volunteer	<p>This is an excellent idea for ALL vulnerable road users (including equestrians) to have more traffic free routes connecting to the rights of way systems and the countryside.</p> <p>Please be mindful that this would still be regularly used by equestrians and it being the only safe option for connecting minor roads and the Byway Open to All Traffic / Restricted Byways.</p>

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	<p>The plans show a 1.5 metre gap along the route with possible cattle grids. 1.5 metre gaps is the minimum width for horse riders. Although BHS recommends 1.8 metres. A bigger gap would be safer.</p> <p>Signage would need to be installed to indicate that horse traffic is not prohibited on Chilton Rd. At present the plan shows signage for cyclists. This would stop any conflict between users.</p> <p>The inclusion of a Toucan crossings does not accommodate horse riders. A Pegasus crossing would be required. The plans could easily be modified to accommodate this, and has been, with great success, in other parts of Oxfordshire.</p> <p>It is very disappointingly to see that equestrian have not been mentioned, included or catered for in this consultation plan. The lack of it's inclusion is blatantly discriminatory to one sector of vulnerable road user who also need safe, traffic free, riding.</p> <p>The Sustrans report also makes no mention of horse traffic in their guidance, even though they are now supposedly representing equestrians through their 'Paths for Everyone' project.</p> <p>Everyone, including equestrians, has a right to safe access to the countryside!</p>
(104) Resident (Upton)	<p>I wanted to let you know that I do not support the closure of this road to traffic nor do I think it's very suitable as a cycle/ pedestrian route that villagers like myself should be seen to be promoting.</p> <p>I should say that I have lived in Upton for many years and that my wife and i have used Chilton Road regularly without any incidents with other vehicles or other users to date.</p> <p>Yes, I have seen occasional evidence of low speed collision debris at its junction with Hagbourne Hill road over the years but have never witnessed any such incidents, and in my experience I see no justification from a safety point of view of closing it to road vehicles.</p> <p>The majority of vehicles using that road come from Blewbury direction and its closure results in all of those commuting vehicles going approximately two kilometres further each day which doesn't contribute to achieving CO2 emission reduction targets that we are all supposed to be addressing.</p> <p>So far as the proposed Toucan crossing is concerned I am not at all convinced of its need as visibility in both directions on London Road is good and usage of such a crossing could well be very low.</p> <p>The installation of one could inadvertently result in vehicle collision damage when the controlling traffic lights stop the</p>

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flow of traffic, something that doesn't happen very often now.
The station road junction is used by the majority of villagers and delivery drivers when entering or leaving the village perhaps because visibility is very much better than at the two other junctions on that side of the road.

It seems that pedestrian crossings aren't installed unless there is a good case for a them and, if travelling towards Wantage you wont come across one until you reach East Hendred - where a large new housing development was built on the opposite side of the road to the main village and usage is presumably high.

If you travel from Upton in the Blewbury direction I don't believe you will find one until you reach Pangbourne, so it seems to that both Harwell (where many cyclists commute to The Harwell Campus's via established cycleways) and Blewbury (where more people live be on both sides of the road than is the case in Upton) can safely get by without one.

However, If one was installed in Upton it might give peace of mind to some residents and provide increased protection to pedestrians and cyclists but those users who travel up Chilton Road won't find that same level of protection at the Hagbourne Hill junction.

Here, they are faced with faster moving traffic, poorer visibility from the Chilton direction especially and perhaps slightly more difficult terrain when crossing the road.

Cyclists or pedestrians emerging from Hagbourne Hill Farm may well be at more at risk as vision towards Chilton is still more difficult.

Since Chilton Road was closed, there have been two very serious accidents just below this junction, one of which was fatal and where drivers seem to have lost control of their vehicles or undertook manoeuvres that proved to be too risky. I cannot recall accidents of that severity being encountered when the Chilton Road was open to traffic.

Traffic flows suggest that many commuters use this road daily and now they are aware that Chilton Road is closed they don't have to anticipate vehicles emerging from it, or, when approaching from Chilton anticipating that vehicles may be waiting on the main road to turn into it.

My view is that pedestrians, wheelchair users and cyclists could now be at more risk than was the case when the road was open simply because traffic speeds are higher and there doesn't seem to be robust way of protecting them when they try to cross the road.

The propose rumble strips are perhaps the only way of giving them warning but I would be very anxious for people crossing that road if they were infirm, had young children with them or who are not as alert or mobile as they perhaps once were.

Maybe more rumble strips spaced over a longer distance with the gaps between them reducing as the get closer to

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	<p>the junction could provide better warning levels to both vehicle drivers and pedestrians cyclists?</p> <p>For those reasons I would not want to be seen as supportive of a supposedly safe route which delivers its users to a potentially dangerous crossing where there is little scope for improvement.</p> <p>The use of the Lynchway is in my opinion a far safer alternative and one I would approve, it continues to be a popular commuting and leisure route and has been for a long time without incident as far as I know. If that route were chosen, some improvement to its surface might be necessary as it doesn't have a smooth and clean surface and very little traffic uses it.</p>
<p>(105) Resident (Upton)</p>	<p>We object to the proposal as it stands. While we see a benefit in improving provision for cycling, we feel that the current scheme is a disproportionate response to the issue, based on a largely hypothetical case in terms of any increase in cycle commuting, and one that - crucially - does not address the real problem at the Chilton Road junction: namely, the excessive speeds of motor vehicles on the A417, particularly on the approach to the village.</p> <p>The closing of Chilton Road to through traffic appears to have worked well, although we don't know how this has affected farm vehicles. We would not object to that becoming permanent, provided there is no knock-on effect elsewhere concerning farm traffic or inconvenience to villagers in Upton. However, given that there are good sight-lines for cyclists and pedestrians along the A417 at the Chilton Road junction, we do not see the reason for the toucan crossing or the raised tables. We are not clear what they would mean for residents trying to join the A417 from Chilton Road and Station Road, and we are concerned that this could result in an increase in standing traffic, both on the A road and the village side roads, that could cause more problems in terms of noise, pollution and delays to journey times.</p> <p>Given our village setting and the fact that we border an Area of Outstanding Natural Beauty, we are also concerned about the potential light pollution that the toucan crossing and any attendant street lighting would involve. It is not evident to us from the plans whether any firm proposal has been made in terms of lighting, its duration at night and its likely impact; we would certainly appreciate more information on this vital point, as there has been insufficient detail on it in the published plans so far.</p> <p>The interests of pedestrians and pedal cycles - as well as motorists exiting the village from Station Road and Chilton Road would be better served by enforcing the 30mph more effectively on the A417 or even considering reducing it further. This could be achieved far more simply by extending the 30mph limit further down the hill towards Hagbourne and introducing a genuine speed camera and possibly a system that displays drivers' actual speed on approach and</p>

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	<p>thanks or positively acknowledges those within the limit. This would make crossing the A417 easier for pedestrians and pedal cyclists without inconveniencing residents or adversely affecting the environment. We would be interested to know whether this has been considered by the council and if it has on what grounds it has been rejected.</p>
<p>(106) Local Farmer (West Hagbourne)</p>	<p>We are the most adversely affected by the closure of Chilton Road with a frontage directly on to the Hagbourne Hill road and are seeing first hand the consequences of the closure. Prior to the closure we had already noticed an increase in traffic volume which following the opening of the Harwell bypass and the building of more homes on Great Western Park, in addition to the upgrading of the Chilton intersection on the A34.</p> <p>Since the closure of Chilton Road, we have not only had to put up with the extra traffic that would normally have used that road, but have also seen a dramatic increase in the speed of those vehicles. This, I believe, is as a direct result of the traffic not having to slow at the junction of Hagbourne Hill and Chilton Road. No vehicles are now turning into, or emerging from Chilton Road, hence the increase in speed. Exiting our own farm premises at the bottom of Hagbourne Hill is now more difficult and dangerous – much of our vehicle activity involves slow, heavy agricultural equipment.</p> <p>South of our gateway, Hagbourne Hill road is too narrow – it's essentially a narrow, rural road, now being used as an A road. It is inadequate for current use – the improvements in 2016 were not sufficient for its use today, two HGVs cannot safely pass each other between our gateway and the crest of the hill. Often one will pull over in our gateway to allow another to pass.</p> <p>The increase in speed has already led to one fatality and another serious accident within the last three months. I think that the rushed closure of Chilton Road using Covid 19 legislation has contributed to these accidents and suggests that the closure is ill-judged and untimely. The closure was made without any consultation and very little thought or planning. It has created a dangerous crossing at the top of Chilton Road, made the junction of the A417 with the Hagbourne slip road more dangerous because of the increase in volumes of traffic and has added a significant volume of traffic to the A417 Hagbourne roundabout, which is not a standard roundabout – poorly sighted and where we have also seen traffic incidents. In Upton village itself there is no traffic emerging on the A417 from Chilton Road, and no traffic is turning into it, the flow of traffic is not disrupted, speeds have increased, and cyclists and pedestrians are more at risk. Although a pedestrian crossing has been suggested, the topography and the layout of the junction do not lend themselves well to such a feature.</p> <p>Consideration should also be given to the suitability of roads within the village for the use of large numbers of cyclists. The junctions of Chapel Furlong and Prospect Road, parked vehicles, the many driveways & private accesses, as well</p>

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	<p>as a 90 degree bend at the bottom of Fieldside, make the village unsuitable for this cycle route.</p> <p>It is only a matter of time before there is a serious incident at the top of Hagbourne Hill where cyclists and pedestrians now cross a busy road with an unsighted crest and where slow, large commercial and farm traffic has to emerge from Hagbourne Hill Farm into the fast moving flow over Hagbourne Hill. Where these large, slow moving vehicles used to cross from Hagbourne Hill Farm straight down Chilton Road, they now have either a) a difficult turn up hill where the reservoir not only makes the manoeuvre unsighted, it also forces the turn to be slow and wide because of the bank; or b) has to turn downhill where there is a risk of overturn because of the camber. The road is too narrow to perform this manoeuvre safely or quickly. Meanwhile vehicles are streaming over the top of the hill.</p> <p>All this during lockdown when traffic flows are reduced because of home working and before the start of the building of 4400 new homes at Valley Park. I dread to think what it will be like in a couple of years' time.</p> <p>The traffic in Chilton Road pre-closure had already been slowed by the traffic calming measures introduced in, I think, 2016. The narrowness of Chilton Road helped to regulate the speed of traffic – indeed here have been no accidents on this road in the last 10 years, and maybe longer. The desire to close this road to create a dedicated path for cyclists and walkers is ill-judged. Little thought has been given to alternatives – why has the creation of a cycle path and walkway alongside Chilton Road not been considered? I would like to draw your attention to a similar arrangement between Abingdon and Radley where there is an excellent example of this type of amenity. The land to the north of Chilton Road, with views over Didcot and the Oxford plain is not even being farmed so would be ideal for this. We wonder if the landowner has been approached with this suggestion, or could the land be compulsorily purchased for this?</p> <p>It is imperative that this road is re-opened immediately, and all options be properly considered before any permanent decision be made. It is essential that proper consultation takes place where people can view the plans, and voice their opinions which many have been unable to do during lockdown. The only issue that matters is that the safest solution is found – I do not agree that this current situation is safe. I think that it completely wrong that the decision is being rushed because of the need to commit funding to this scheme before the end of the financial year, and under pressure from a vocal group of Chilton Road residents. It is debatable in today's financial climate whether we should be spending any money closing roads instead of properly maintaining the crumbling infrastructure that already exists.</p>
(107) Resident (Chilton)	<p>1. Whilst not objecting to the closure of Chilton Road for the purposes of creating a dedicated throughway for cyclists, pedestrians, and wheelers, none of the three proposed schemes adequately address safety at the Chilton Road-Hagbourne Hill junction. For this reason, I register my objection to the continuation of any of the three schemes</p>

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proposed.

2. As the evidence provided by Sustrans suggests the existing usage by cyclists of this route (Cycleway Route 544) is at most modest and there have been no recorded safety incidents involving cyclists on Chilton Road.

3. Any scheme to connect Didcot with the Harwell Strategic Employment zone should embrace likely future changes in the type and number of transport movements and the associated potential transport routes. With the increasing employment expected at the Harwell Strategic Employment Zone and the recent and future new housing in Didcot, the vehicular traffic using Hagbourne Hill will increase significantly. Vehicular traffic patterns will peak in the morning and evening rush hours as people travel to and from home to work. This is likely to coincide with the peak times for cyclists crossing the Hagbourne Hill road to or from Chilton Road. It is therefore important that the safety of this part of the cycle journey between Didcot and the Harwell Strategic Employment zone is given full attention.

4. Hagbourne Hill is currently inadequate for existing traffic volumes and will become increasingly so with the anticipated increase in traffic. The speed limit, road width, absence of kerbstones, soft verges, curves and changes in gradient all combine to present significant hazards which are particularly acute at the proposed Chilton Road-Hagbourne Hill crossing. In my view, allowing uncontrolled crossing by cyclists at this location would present an unacceptable safety hazard. There has been a recent fatal motor car accident on Hagbourne Hill. Whilst I have not seen an accident report I expect the former hazards to be contributory factors. Suitable improvements to Hagbourne Hill road itself are required to accommodate existing and future anticipated traffic. Any scheme to create a cycle route along Chilton Road needs to address future traffic patterns and the required improvements to Hagbourne Hill.

5. In recognition of the hazard of cyclists crossing London Road at Upton, the proposed modifications includes the provision of a controlled (Toucan) crossing on Reading Road to allow safe crossing of cyclists to access the continuation of the 544 cycle route. Similarly, there is a controlled (Toucan) crossing for cyclists using the 544 cycle route to cross the A4185 at the Harwell Strategic Zone. If controlled crossings are recognised as being necessary at these locations it makes no sense to allow uncontrolled crossing at the Hagbourne Hill-Chilton Road junction.

6. For the these reasons I cannot support any of the three schemes currently proposed.

[B1. Online Support]

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<p>(108) Resident (Didcot)</p>	<p>I would like the current closure of Chilton Road to vehicular traffic to continue as a permanent measure. Previously, it was not a route I could take with confidence, either when running, walking or cycling. Certainly, I would never take the children along it. The traffic was too fast. In the past months, my children and I regularly walk it, run it and cycle up and down it. We love it so much! The accessibility it affords us is transformative. We can do a 15km cycle ride from Didcot round to Harwell and it's truly amazing to have that route a designated safe route. Traffic has other options; often pedestrians, cyclists and runners have very few and limited options. Clearly this is also very good for those wishing to commute to Harwell from Didcot and villages. Please keep it open.</p>
<p>(109) Group/Organisation (Upton, East and West Hagbourne)</p>	<p>As Hagbournes and Upton Group for Sustainability - HUGS - a voluntary group committed to conservation, sustainable living and mitigation of climate change, we support the closure of Chilton Road for several reasons.</p> <p>1. Improved safety for cyclists and walkers</p> <p>Prior to closure, fast traffic on Chilton Road endangered and intimidated pedestrians and cyclists, in particular following the opening of the new A34 junction.</p> <p>The closure completes the safe, traffic-free cycling and walking route between Wantage and Didcot.</p> <p>2. Increased opportunities for active travel and reduced GHG emissions</p> <p>Since the closure, Chilton Road has been used by residents of the nearby villages for walking, jogging, cycling, riding.</p> <p>The direct 544 cycle route from Didcot railway station to Harwell Campus means the workforce has the option of a direct, emission-free commute. This dovetails with the Vale of White Horse's targets for lowering emissions in response to the Climate Emergency.</p> <p>3. Regeneration of the environment and wildlife</p> <p>The absence of traffic will benefit the wildlife of the area in many ways by dramatically reducing noise and pollution. Recent research shows how much traffic disturbs birds' ability to find food, and invertebrates' ability to find mates.</p> <p>Wildlife will also be able to cross between the farmland to the south and the hedgerow to the north of the road (both within the AONB) without risk of vehicle strike.</p>

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Local residents report an increase in bird activity since the closure. HUGS is surveying birds on Chilton Road using iRecord (started December 2020).

We have a couple of concerns:

A. Managing increased usage of route 544

We're not aware of a plan for managing flows of traffic in the surrounding area, in particular where sections change usage, for example from cyclists and pedestrians only to cyclists, pedestrians and motorists. For example in Upton where Chapel Furlong meets Fieldside, where Fieldside meets Station Road and at either end of Chilton Road.

It's important to inform and educate different users, and put measures in place to prevent accidents.

B. Preventing damage to the environment on route 544

An assessment of the importance of the existing hedgerow should be undertaken in accordance with the Hedgerow Regulations (1997).

No surveys of the hedgerow have been undertaken to date. Desk surveys and ecological surveys of fauna should be undertaken to identify the presence of any protected species.

Any species and their resting habitats which do not benefit from legal protection individually and are therefore considered to be of Negligible Site value are protected under the Animal Welfare Act (2006) against incidental suffering and many are protected under the Wildlife and Countryside Act 1981 against killing or trapping using certain methods, or from being released into the wild if captured.

Therefore it is recommended that suitable provisions are made during any construction work. Where there is a risk of killing or injuring individuals during site clearance works, it is recommended that the Construction Environmental Management Plan (CEMP) includes suitable provisions for protection of wildlife, and avoidance and mitigation measures of potential impacts should be undertaken within the plan as part of generic mitigation.

Increased usage of 544 could lead to calls for improvements or changes to the route. The embankment beside the ramp down to Chapel Furlong is particularly rich in chalk flora and we would not support any engineering that would affect the existing bank.

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(110) Resident (Oxford)	Making conditions safer and more attractive for active travel is an urgent requirement, both because of the urgent need to encourage healthier lifestyles and improve the health of the population, and in order to contribute to reducing environmental damage caused by ubiquitous use of the private car.
(111) Resident (Harwell)	I cycle and run frequently on Chilton Road (including yesterday). The lack of traffic gives a huge benefit to my safety and enjoyment of the route, particularly at the bend towards the top of the hill. I also drive, and I feel that the benefit to walkers and cyclists far outweighs the short deviation for motorists.
(112) Resident (East Hendred)	I support in order to provide me with a safe cycle route from East Hendred and from the Harwell Campus to Didcot Parkway station.
(113) Resident (Upton)	<p>As the parent of school age children I support the Toucan crossing on a busy A road that makes it hard and slow to reach the bus stop from Chilton Rd.</p> <p>As the parent of a worker at Harwell campus I support the provision of a safe fast cycle route for commuting. The alternative route currently available via tracks and Chilton village is lovely for leisure use, but much longer and slower than the Chilton Rd route and level farm track across to the campus.</p> <p>As a general principle I support changes to our road infrastructure that removes barriers to cycle commuting.</p> <p>I welcome increased safety for pedestrians moving between the two halves of my village.</p> <p>As a car driver who drives to Harwell campus, I know that the diversion for cars is a insignificant inconvenience.</p>
(114) Resident (Upton)	I live on the corner of Chilton Road and the A417. The traffic going along the A417 rarely is doing 30mph or less, even when turning left into Chilton Road. Crossing the A417 at rush hour is difficult, and dangerous, especially for children (I have two who cross to catch the bus at the village hall) and for the elderly. As there is no public transport provision on Chilton Road everyone must cross the road to access public transport. Finally, there are far too many accidents at the top of Chilton Road where it joins Hagbourne Hill.
(115) Resident (Didcot)	as a bicycle commuter to Harwell campus I welcome these as they make me feel safer
(116) Resident (Harwell)	<p>Fully support closing Chilton Rd to through traffic.</p> <p>Two concerns: Proposed TSRGD diag.1057 Cycle route marking imply that the road is for cyclists only and do not make it clear that pedestrians are allowed. Where are they meant to walk?</p> <p>The Hagbourne Hill crossing is dangerous. Some mitigation is provided, e.g. rumble strips. but not sure that this will be enough to allow a family with small children on bicycles to safely cross the road. A toucan crossing might be</p>

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	<p>needed.</p>
(117) Resident (Didcot)	<p>I commute by bike from Didcot to the Harwell Campus. I have used the cycle route using Chilton Rd. in the past (before it was closed to traffic), but stopped doing so after some very close calls with cars overtaking very close to me at high speed - instead going via Harwell, sharing the road with cars. Since Chilton road has been closed, I have been able to commute along an almost entirely traffic free route, this change has made a big difference to how safe I feel cycling to work.</p>
(118) Group/Organisation (HarBUG)	<p>This is the response from Harwell Campus Bicycle Users Group, HarBUG. We have campaigned for many years to get improvements to the Chilton Road stretch of the Sustrans route 544. This stretch is a fast cut through with no footways and in large sections, hedges and high banks that border to the edge of the carriageway. This makes it an unpleasant cycle and many cyclists feel unsafe using Chilton Road. Many cyclists from Didcot do not venture further than Upton, along the 544 as they feel Chilton Road is not part of the cycle route.</p> <p>We believe that a full closure will encourage more people to cycle 'traffic free' to and from the Harwell Campus, reducing already congested roads. The £6m improvements to Hagbourne Hill mean that there is no difference in time for motorists from Upton or Blewbury.</p> <p>Harwell Campus Bicycle Users Group (HarBUG) represents cyclists who commute to the Harwell Campus from the Science Vale area.</p> <p>We support option 2, the full closure of Chilton Road to through traffic, as detailed in Sustrans report; Chilton Road: Improving conditions for walking and cycling.</p> <p>We support the design of the scheme shown in the concept drawing CHI-C-GA-00-02-01, sheets 1 through to 4. We support the design of the junction with Hagbourne Hill and the use of vehicle (cycle) activated safety signs to signal to motorists that cyclists will be crossing.</p> <p>We think it is important to include the raised table on Station Road to reduce traffic speed and allow safe access and egress to the shared use path.</p> <p>We would like to suggest some improvements to the design:</p> <ul style="list-style-type: none"> • Install low level street lighting (solar powered?) at the gated road closure and chicane to illuminate the area around the restrictions?

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	<ul style="list-style-type: none"> • In sta ll reflectors on the gated road closure and chicane to enhance safety of use. • Install low level street lighting at the raised table on Station Road to maintain the rural environment. <p>HarBUG has been campaigning for improvements to Chilton Road for many years and believe that closure of this stretch will encourage more people to cycle commute to the Harwell Campus.</p>
(119) Resident (Harwell)	<p>I regularly use Chilton Road for both cycling and walking on circular routes from Harwell, and have always regarded Chilton Road to be hazardous because of the narrow lane and high speed of traffic. I have used it significantly more since it was closed to through traffic and see this as a great opportunity to improve the overall attractiveness of the important end-end cycle and walking route from Harwell site through to Didcot.</p>
(120) Resident (Wantage)	<p>With Chilton Road shut there is a fantastic traffic-free route from Didcot to Wantage, which I now use. I never used Chilton road or the sustrans route on the old railway line before - I went straight down Hagbourne hill and cycled through West Hagbourne to Didcot. I was very excited when I discovered the new route - I cannot believe that such an excellent, continuous cycle route is on my doorstep. I know somebody in East Hagbourne who has just bought a bike who was also excited when I told her that she could cycle all the way to Wantage in a safe, traffic-free way. We plan to do this when the weather gets better. With the Chilton road turned into a link for the cycle route, I think the Didcot-Wantage cycle way would surely be one of the best in the country.</p> <p>Without the Chilton Road connection we just have two stubs of a route - Wantage to Harwell campus, which is excellent if that is where you want to go - and a stub to nowhere going south from Didcot which is only useful for maybe parents with tiny children who are too young to go on roads and who are going for a leisure ride but not aiming for anywhere in particular.</p> <p>I think these are excellent plans and I do hope you go ahead with them. And while I am here I also think the upgraded cycle route from Ardington to the-hill-above-Hendred is brilliant too - thank-you for building it!</p>
(121) Resident (Bristol)	<p>I commute daily by train and bicycle from Bristol, via Didcot to Harwell Campus. (Although I should say currently working from home as a result of the pandemic). When I first started this job 8 years ago I was immediately impressed by the cycle route from Didcot to Upton. The road section is less attractive, and over the years I have occasionally been abused by motorists for using the route, as well as having a nasty fall as a result of a pothole caused during road works. I believe calling this "closing the road" gives it a negative feel. I would rather it was considered in a positive way as expending the traffic free route from Didcot to Harwell campus.</p>
(122) Resident (Upton)	<p>It is really important to keep Chilton Road free from traffic. This is to ensure the safety of cyclists and pedestrians on the road - there are many people using this road for the pleasure of walking/ cycling now that it is traffic free.</p>

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(123) Resident (Didcot)	I have been commuting by bike from Didcot to Harwell campus since 2007. I use this route although the narrow lane going up Chilton Road and the poor visibility at Hagbourne Hill has always been a concern of mine. I really welcome making this route safer for nonmotorised traffic while maintaining access for local residents and farm vehicles. Motorised vehicles can still use London Road/Hagbourne Hill so this will not really impede them.
(124) Resident (Rowstock)	<p>Full support for the proposals for Chilton Road. All roads across Chilton, Harwell and Rowstock need traffic calming measures.</p> <p>I also note the draft traffic regulation order for Harwell which indicates a maximum speeds for most of the roads within Harwell Parish APART from the A4185 from Rowstock Roundabout to Harwell Campus. If the council are really serious about road safety and the promotion of safe cycle routes then surely the A4185 has to have it's speed reduced from 60mph to 30mph between Rowstock and Harwell Campus. If no change is made then this road will be the only one left in the Parish at 60mph.</p> <p>Could you advise on how the draft regulation order can be changed to accommodate this request?</p>
(125) Resident (Oxford)	I support for the safer conditions for walking and cycling offered by the road closure and the new signalised crossing of London Road
(126) Resident (Wallingford)	We need more active and safer travel across the county.
(127) Resident (Abingdon)	I am a cyclist (but also a motorist) There is so little provision for cycling in Oxfordshire that every little helps!
(128) Resident (Oxford)	Closing the road to general traffic will help people walking, wheeling and cycling to socially distance and get regular exercise and will improve road safety in Upton.
(129) Resident (Oxford)	As a cyclist I am always looking for increased safety and accessibility of cycle routes where there is shared space with cars [and pedestrians]. This is for myself as an experienced [but aging] cyclist, and also as an encouragement to others to choose cyclists as a preferred means of transport. The national cycle routes provide both 'transport' routes between homes and places of work, but also routes for leisure cyclists.
(130) Group/Organisation (CyclingUK Oxfordshire)	<p>Headline response.</p> <p>Cycling UK support the full closure option for Chilton Rd over the options of a Quiet Lane or 1 way motor traffic/2 way</p>

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cycling.

Detailed response.

Speed Limit – extend the existing 30mph speed from its current terminal point, to the junction with Hagbourne Hill, replacing in the whole existing 40mph speed limit as a result. Cycling UK support this.

Traffic Management:

Banned Turning movements for motor vehicle from Hagbourne Hill into Chilton Road from both directions, supported by No entry signs at the junction for vehicles approaching from the west.

Cycling UK support this. Having 1m kerb radii + 2 No Entry sign posts should help prevent motor vehicle parking.

Motor vehicle access into Chilton Road will continue to be from the A417 London Road junction for residents and visitors etc.

Cycling UL support this. As google says, it doesn't take any longer with the road closure.

Traffic Calming Chicane (to be wide enough to accommodate non-standard cycles & wheelchairs) to be located on Chilton Road approx. 5 metres from Hagbourne Hill,

Good.

4. Gate feature (with 1.5-metre-wide cycle bypass) to be located approx. 240 metres west of London Road.

Chilton Rd gives access to a wheat field, I assume the 4.4 m wide gate is enough for large ploughing/harvesting farm vehicles which will need to access this field.

Reducing the kerb radii at the Chilton Road/A 417 junction is good.

5. Toucan Crossing (controlled crossing for use by pedestrians & pedal cycles) to be located on London Road approx. 12 metres South of Chilton Road,

Good.

6. Raised tables to be located:

i. Chilton Road (approx. 6 metres long) approx. 80 metres west of London Road,

Drainage query. Will this cause a drainage issue for neighbouring frontages? The only drainage gullies visible on google street view are down hill of this proposed raised table, and there is a long length of road up hill of the raised table.

ii. Station Road (approx. 14.5 metres long) at its junction with London Road.

Good. Reduced kerb radii is also good, for slowing turning motor vehicles.

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	<p>A concern on the gate/chicane features. Visibility of gates/barriers at night - under some (even bright) lights, posts etc shown up with poor contrast after dark so they can be less visible than expected in the dark. Any chicanes/gates/posts etc will need reflectives/white paint to aid night time visibility..</p> <p>Maintenance Road debris. Based on experience of other roads in Oxfordshire that have been closed/blocked up, there will no longer be passing traffic to sweep road debris clear/to the side of the road. Chilton Road will thus be susceptible to accumulation of grass and hedge cuttings/autumn leaves/wind blown sticks and rain washed gravel. What maintenance plans are there to ensure the road is swept clear of debris on a regular basis?</p>
(131) Resident (Didcot)	<p>Improved walking and cycling conditions from Didcot to Harwell Campus will have a positive impact on many employees, and encourage younger people too.</p>
(132) Resident (Didcot)	<p>I cycle this route regularly with a toddler in a bike trailer, and am passionate about supporting more families and individuals to do more cycling - these measures would really help to create a longer traffic free route from Didcot which would help boost people's confidence. I also work for a disability charity and support the benefits it will bring to groups and individuals walking and cycling routes.</p>
(133) Resident (Didcot)	<p>I used to cycle to Harwell Science and Innovation centre routinely and took this route. Since the temporary restriction between Chilton and Hagbourne hill this has become a much improved experience. When I am driving I see no advantage in this this minor shortcut.</p> <p>I fully support any action that improves the cycling experience. The situation I feel is ideal would be to permanently close this road to routine traffic. I would further support measures to aid the crossing of Hagbourne hill</p>
(134) Resident (Harwell Campus)	<p>To make it safer for people who want to cycle to Harwell Campus</p>
(135) Resident (Didcot)	<p>As a regular cycle commuter from Didcot to the Harwell campus, I feel it is vitally important to do whatever possible to encourage greater numbers of commuters out of their cars and on to bikes. A safe off-road route will help in this regard.</p>

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(136) Resident (Wantage)	Chilton Road is a route I often use when extending my commute in the Summer months. I also used it regularly when I lived in Abingdon, commuting via Appleford and Didcot, a route I took, in part, to avoid the traffic on the alternative route vi Steventon. The fly in the ointment was always the Chilton Road. Key concerns were drivers trying dodgy overtaking manoeuvres whilst going up the hill, or drivers cutting the corner, at speed, when turning right off the Hagbourne road and down the hill. It strikes me that undermining the potential of Route 544 with one 1/2 mile stretch of road is daft and incompatible with local governments stated Active Commuting ambitions.
(137) Resident (Harwell)	I frequently use Sustrans route 544 Chilton road to cycle for business and pleasure. Since the temporary closure of Chilton Road it has been a much safer and more enjoyable route. I also drive over Hagbourne Hill and I have witnessed several near-misses when vehicles are turning at the junction with Chilton Road.
(138) Resident (Wantage)	This would make a major improvement to the cycle route from Harwell to Didcot, and greatly increase safety for cyclists.
(139) Group/Organisation (Grove)	I am the Chair of Cycling UK Wantage, the leading local leisure cycling club. We are very involved in encouraging and facilitating greater levels of active travel within the communities in the area. This scheme is a valuable link in making cycle commuting practicable and safe between Didcot and the Harwell campus, as well as greatly enhancing the options for leisure cycling in the area, including extending the utility of the recently completed Science Vale Route 1 path along the Icknield Way. There is an easy alternative route for motorised traffic via Hagbourne Hill so this seems an obvious set of good solutions to which it is hard to imagine any objections.
(140) Resident (Blewbury)	I'm a keen cyclist and walker and have always found the Chilton Rd connection between cycle paths to be dangerous.It has been fantastic of late while the road has been closed to traffic.
(141) Resident (East Hendred)	I think the cycle route to Didcot is excellent and keeping traffic from that stretch of road is desirable. Cycling is becoming ever more popular and should be encouraged by supporting a better network of suitable tracks and routes. the newly up graded cycle route from Wantage to East Hendred is not really fit for purpose, the surface is far from ideal for cycling on. It is too loose and deep. The stretch into Didcot is a far better surface finish.
(142) Resident (Harwell)	It's great to be able to cycle/walk from the campus to Upton and then onto Didcot or Blewbury. Safely.

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(143) Resident (Wantage)	The proposed changes are in accordance with the preferred option of Sustrans for permanent closure of Chilton Road to motor vehicles, except for access. I support this improvement to the national cycle network, and the benefits it will bring to the local community by encouraging active travel.
(144) Resident (Upton)	I am in full support of closing Chilton Road to traffic. It is now safe to cycle and walk up and down the road and it is being used by more and more people for exercise and travelling to and from work. There is a measurable increase in wildlife.
(145) Resident (Didcot)	As someone who both regularly drives and cycles in the area of the proposal, I fully support it. There is little to no detriment to me as a motorist and huge benefits as a cyclist. It will also significantly improve the route for hiking as well.
(146) Resident (Upton)	Love the whole proposal. The plans look excellent for walkers, cyclists and residents. The road already has increased use by cyclists this proposal will surely see this increase. Thank you for all the work.
(147) Resident (Didcot)	<p>I live in Didcot and work on Harwell Campus, commuting by bicycle on this route. Before the temporary closure, Chilton Road was very busy with fast traffic during rush hours, and often felt unsafe to cycle. The busy road crossings at either end were difficult to make safely, especially when combined with pressure from traffic on Chilton Road itself.</p> <p>The temporary closure has turned Chilton Road into a safe and enjoyable route to cycle. I have seen many people using it during the closure period, also on foot, which was not possible at all previously. I believe that in addition to a great improvement for cycling, the addition of this route for walking and wheeling is very valuable for the local community.</p> <p>The proposed permanent closure will ensure that this benefit is continued in the long term. I especially support the new crossing on London Road and the traffic calming measures on Hagbourne Hill, which will make it much safer for everyone to cross here.</p>
(148) Resident (Upton)	The new traffic circle on London Road is a much safer alternative to vehicles than taking a shortcut down Chilton Road. Using the circle rather than Chilton Road does not cause any appreciable delay for motorised transport. Chilton Road is very steep and a potential hazard in inclement weather. In the morning rush hour and to a lesser extent in the afternoon one, it has proved difficult and unsafe to cross London Road. The use of Chilton Road by pedestrians, equestrians and cyclists safely and without motorised traffic is a welcome improvement to the quality of life for local residents and visitors. Motorised traffic makes Chilton Road very noisy in an otherwise quiet residential area.
(149) Resident (West Hendred)	As a chartered landscape architect and local resident I support the improvement of green transport options in the area in order to improve sustainability, safety and local amenity.

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<p>(150) Resident (East Hendred)</p>	<p>I support the proposal, as the current (temporary) arrangement has made such a vast improvement to the safety and convenience of the walking route between Didcot and Wantage. My wife and I occasionally used this route before the closure, but this section of road was unsafe for walkers, due the speed of vehicles around the sharp bend which prevented cars seeing pedestrians or any verge or path to avoid walking in the road itself. Since the closure to vehicles, I have noted a huge increase in the number of walkers and cyclists using the whole route. Therefore, in the interests health and welfare of the community, particularly in these trying times, I support the proposal.</p>
<p>(151) Resident (Upton)</p>	<p>We have been residents in Chilton Rd for over 5 years and have always been extremely concerned of how dangerous it is. With no street lighting or pavements the route into the village is always a risk to walk especially during the winter months and at night.</p> <p>It is particularly dangerous for school children who need to walk down to the bus stop to catch school buses. The cars speed by whilst they are walking in the road and it is too muddy to walk on the limited verges. Crossing the A417 is a nightmare and we raised this with councillor Lilley when we first moved in but until now nothing has been done.</p> <p>The traffic calming put in place a few years ago has done nothing to reduce the speed of cars entering or leaving the village. It actually causes people to speed up as they don't want to give way to a cyclist or car coming in the other direction.</p> <p>I see no reason that anyone would not support the closure based on safety reasons alone. The only reason would be one of the perceived inconvenience of having to take a different route. It has been evidenced that the time taken is virtually the same for both routes. This is an ill thought out and selfish stance and not one the vast majority of the villagers voted for in the recent survey.</p> <p>The current route over the Hagbourne Hill has no cycle or footpath provision and no significant kerbside housing, therefore it is not used by pedestrians and is much safer as it is only used by vehicles.</p> <p>The Chilton Road is a designated cycle route and since its closure I have been amazed at the amount of people</p>

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	<p>cycling to work at Harwell, cycling for pleasure or simply walking or running for enjoyment and fitness. Whilst a lot of the walks from the village have become muddy and impassable during the winter many residents have used the route instead. This is the only section of the Sustrans route to Harwell that isn't pedestrianised. The Government has been encouraging people to use alternative methods of travelling to work e.g. cycling for years for environmental issues. In addition the benefits of not driving to work for both physical and mental health are well documented.</p>
(152) Resident (Upton)	<p>The current temporary closure of Chilton Road has delivered major benefits to the village and the local environment and I would be very pleased to see this extended to a permanent change.</p> <p>The risks of an incident at the junction of Chilton Rd and London Rd have been significantly reduced by the lack of through traffic on Chilton Rd.</p> <p>The opportunity to cycle to Harwell and Wantage in a safe environment are massive benefits to many local people. Similarly the opportunity for walkers to leave and access the village are materially improved.</p> <p>I can see no good argument for re-opening Chilton Road to through traffic.</p>
(153) Resident (Upton)	<p>I am a resident in Upton and live on London (Reading?) Road. I strongly believe all the proposals will be of great benefit to the safety of pedestrians cyclists and wheeled users crossing the A417. The proposals will also help in the reducing of speed of traffic through the village on the A417. The proposals will also prevent the "Rat-Run" of Chilton Road with an awkward and dangerous junction at Hagbourne Hill/Chilton Road forcing traffic to use Hagbourne Hill which has had major improvements and upgrades recently.</p> <p>The proposal for a locked gate for use of the farmers and lighting above the raised table traffic calming are minor negatives to the major benefits of the overall scheme.</p>
(154) Resident (Upton)	<p>Chilton Road has become a very busy dangerous road. I very much support the proposal to close the road to motor vehicles and provide a safe cycle and walking route. Chilton Road is a residential village road. The narrowness of the road and the blind bends make it hazardous for cyclists.</p> <p>A toucan crossing on the A417 is very much needed for the young children crossing the road for the school bus and equally for the elderly residents to cross safely.</p> <p>The improvements on the Hagbourne Hill Road and the new roundabout on the A417 London Road, provide a direct route for traffic to get to the A34 without the need to cut through the residential Chilton Road. This will not only reduce pollution to the residents but will also provide a safe route for all concerned.</p>
(155) Resident (Upton)	<p>I live in Upton and welcome the ability to walk in safety up the Chilton Road.</p>
(156) Resident (Upton)	<p>The Chilton Road closure has been extremely beneficial for Upton residents and many other users from a wide area, providing a safe pedestrian and cycle route out of our village in the direction of the Hendreds, Ardington and Wantage and the Harwell Science Park.</p>

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	<p>Chilton Road was extremely unsafe for cyclists and pedestrians when it was open to motor traffic due to high vehicle speeds, blind bends and poor visibility. This had a direct impact on residents, local users and visitors who were often caught out by the road's dangers.</p> <p>The closed road now links Didcot and Upton to the open countryside and importantly to the Sustrans track to Wantage in a safe and sustainable way enabling travel across the countryside for both commuters and recreational users. This encourages a more environmentally supportive, cost effective and healthy way to access our environs.</p> <p>There is a good alternative road for motor vehicles travelling from Upton and surrounding villages to the A34 so it really is not necessary to keep Chilton Road open to motor traffic.</p>
(157) Resident (Harwell)	<p>I'd like to offer my support to the proposal, the temporary closure of chilton has been something that I've seen as a positive action by OCC. Living at North Drive (next to Harwell Campus) with family living in Upton, we have found that the new closed road section a real positive.</p> <p>My wife was able to walk there over summer with our newborn daughter in a pram and we're able to walk our dog safely there too. Anecdotally we've spoken to a number of people when walking in that direction who have vocalised support for the closure.</p> <p>The only concerns that I currently have is around the crossing at Hagbourne Hill, with the current 50mph speed limit and the poor visibility due to crest of the hill.</p> <p>Also whether there is any provision for road clearing of debris from the fruit trees, as the surface attracts a lot of leaf litter / fallen fruit at the moment and this may build up due to the sheltered aspect of the road causing the current good surface to overgrow over time.</p>
(158) Resident (Didcot)	<p>As a cyclist, the local cycle routes are unpleasant, and in some cases just plain dangerous. The Chilton road has previously been a major obstacle to my cycling to work (at Harwell campus). Since hearing of the road closure I have cycled in many times and I can do so feeling much safer than the couple of times I had tried previously. Crossing at Hagbourn Hill is still an obstacle.</p> <p>Anything to make cycle routes safer is a good thing. I think that making routes slightly slower for divers is a minor downside to making routes safer for cyclists and pedestrians and encouraging more people to use healthier and more eco-friendly transport options.</p>
(159) Resident (Harwell)	<p>Chilton Road is part of Sustrans Route 544, the primary cycling route between Didcot, Harwell Campus, and beyond to Wantage. I fully support the May 2020 recommendations of the Sustrans report "Chilton Road: Improving conditions for walking and cycling". This report recommended the closure of this road to motor vehicles except residents and farm vehicles.</p>

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	<p>As a local resident I fully support traffic calming measures that would contribute to the road being safer to use by walkers and cyclists, and would eliminate the through-traffic that the residents of Chilton Road used to have to put up with.</p> <p>I used to live in Didcot, and cycled along this route every day to commute to Harwell Campus. Chilton Road was by far the worst part of the route. The road was busy with fast flowing traffic, especially at commuter times.</p> <p>The road is currently closed to motor traffic, and this has improved the route considerably for walkers and cyclists. I would strongly urge the Council to permanently adopt this solution, and keep this road closed to through-traffic.</p> <p>If this road didn't exist, no motor-vehicle users would be campaigning to build it. There are other, equally viable option for motor-vehicle users.</p> <p>However, without this road being traffic-free, there are no other viable alternatives for cyclists.</p>
(160) Resident (Abingdon)	<p>I believe it is important to make Chilton road safer to cycle on, given that it is part of an important, and otherwise traffic free, commuter cycle route from Didcot to the Harwell campus.</p>
(161) Resident (Didcot)	<p>I support the proposals because they offer safer conditions for walking, wheeling and cycling. I have used the closed Chilton Road for exercise regularly since it was closed, and I have always seen other walkers and cyclists using it. By car there is so little difference in the journey time via the roundabout on London Road it would seem a shame not to take advantage of safer walking and cycling. The main thing missing from the temporary arrangements is the provision a safe way of crossing London Road, which remains a busy road.</p>
(162) Resident (Oxford)	<p>I used the temporary cycle route and found it to be a vast improvement on safety compared to what it was like before the temporary measures were in place.</p>
(163) Resident (Didcot)	<p>I have cycled that route. I also drive up Hagbourne Hill every (non-Covid) day and see no issues with continuing to do that</p>
(164) Resident (Didcot)	<p>I think any measure to make the roads around this area more bike and pedrestian friendly is a good thing. Also as someone who also enjoys running and walking, I would like to see more pavements along the countryside road in this area- giving more access to the countryside and safe (non car) travel between town.</p>

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<p>(164) Resident (Didcot)</p>	<p>My position is to support the Full Closure option of Chilton Road with a signal crossing of the A415 London Road. As a daily cycling commuter to the Harwell Science Cluster, crossing the London Road is always a bit of a gamble as not every vehicle observes the 30mph limit and I've had a few near misses over the years.</p> <p>Chilton Road itself is not wide enough to support 2 vehicles abreast alongside a cyclist. I have been forced into the hedgerows twice now by vehicles being impatient or oblivious to the space needed by cyclists. I know of several other workers at Harwell that would love to commute from Didcot along this route but the dangerous Chilton Road means they take their cars every day.</p>
<p>(165) Resident (Harwell)</p>	<p>My family and I use the road for walking and cycling. It is dangerous when cars travel on the road as you struggle to get out of the way.</p>
<p>(166) Resident (Didcot)</p>	<p>I have used this route regularly as a cyclist in the area.</p> <p>The closure has made it easier to get up the Chilton Road though I have found the shape of the barriers in use an issue - ones with angled rather than squared entrances would make life a bit easier.</p> <p>The main issues I have are actually at the Hagbourne Hill end which doesn't really seem to be covered by this proposal. Crossing the road at this end is quite difficult and a squared barrier at this end needs to be positioned carefully to make it possible to get across the road - the camber on the road also needs to be considered as my experience is that this can make balancing whilst waiting at this junction very difficult - particularly if coming down the hill. I am not entirely clear from the proposed plans what is being proposed at this end.</p>
<p>(167) Resident (Upton)</p>	<p>I agree with all of the above measures.</p> <p>I do think that in addition to the above proposals a calming measure for cyclists and pedestrians needs to be placed at the junction of Chapel Furlong and Fieldside in Upton Village.</p> <p>The temporary road closure is working well and this has increased cycle traffic along the Sustran's route 544 from Didcot. Whilst this is a positive, it has also caused several near misses between cyclists and cars and cyclists and pedestrians/dog walkers, where a cyclist races out of the junction of Chapel Furlong onto Fieldside without checking if it is safe to do so. I have witnessed and been party too several of these incidents both as a car driver and pedestrian. I should say a majority of cyclists using the route are sensible (myself included) there is unfortunately a hard core of inconsiderate riders of all ages.</p> <p>I therefore strongly urge that some form of calming measure is put in place at the junction of Chapel Furlong and Fieldside to stop a serious accident from happening as part of the Chilton Road closure scheme.</p> <p>One other point for consideration as part of the scheme; further improvement to Hagbourne Hill. There have been recent repairs and bollards put in place. However, the repairs have been done to a poor standard and the road edges are still weak, unstable and therefor unsafe. The road is fast moving 50-60mph, but lorries, larger vehicles and poor</p>

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	driving results in cars drifting into the wrong lane and into oncoming traffic, especially on the bends. Putting a Kerb or strengthening the verges would go a long way to making the road safer.
(168) Resident (Didcot)	As a cyclist its a very busy road, so any traffic calming measures would be safer.
(169) Group/Organisation (Marcham)	I've used NCN route 544 between Didcot and Wantage on many occasions, both as a recreational cyclist and as a volunteer for Sustrans. Chilton Rd is steep and fairly narrow with hedges on either side. There's little space for vehicles to squeeze past cyclists, even when the vehicles slow down, which they don't usually do. I'm an experienced cyclist who can climb Chilton Road without dismounting but I nonetheless used to feel intimidated by vehicles travelling in either direction along this stretch. I've previously used the route with a cyclist who wobbles a bit and had to dismount half way up. They were extremely uncomfortable and would not do it again. Since the trial barriers have been in place I've been along the route several times, including with the less capable cyclist, and it was a pleasure. The changes meant we were able to stop halfway up to pick blackberries and enjoy the view. The changes have removed the most unpleasant section of route on NCN 544. Cyclists and pedestrians of all kinds will be encouraged to enjoy the link from Upton towards Harwell.
(170) Resident (Oxford)	As a cyclist who (in normal times) uses this route daily to commute, I am all too aware of the dangers of this particular section of road, on an otherwise excellent cycle route. Since the temporary closure in summer 2020 it has been a much more pleasant and safe journey, and I am therefore in favour of permanent closure to motor vehicles (obviously excluding residents etc).
(171) Resident (Didcot)	<p>The climate crisis means we should be doing whatever we can to reduce our reliance on cars. These proposed changes would make it far safer for those commuting between Didcot and the Harwell Campus to walk or cycle.</p> <p>As it is, there are no footways with poor road visibility in certain sections due to high banks and hedges. It is currently the only section of the Sustrans route which is on a regularly used road (pre Covid-19) and hence the only section where risks exist particularly for cyclists. With alternate access via a recently much improved Hagbourne Hill I see little impact on driving from the proposed changes. Note, I use both car and bicycle.</p>
(172) Resident (Blewbury)	We live close to the area and fully support the road closure for use by cyclists and walkers only.
(173) Resident (Wallingford)	I have ridden this road regularly since moving to Wallingford in 2005; originally when cycle commuting to the Harwell Site; more recently for leisure and often leading small groups of less experienced cyclists. The proposed improvements that I support will add to the safety of current cycle commuters and of leisure cyclists. Everyone has been encouraged to cycle more over the past 12 months; these proposals are easy to enact and will be especially

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	helpful when weather conditions are degraded.
(174) Resident (Blewbury)	Because I live in the area and walk and ride around
(175) Resident (Didcot)	Option 2 - Full closure of Chilton Road to traffic with Toucan crossing on the A417. There is no reason for the Chilton Rd to open to traffic. The inconvenience to motorist is negligible. The risk of cyclists being hit is not worth those extra 20sec of the car journey. + The exit on the Hagbourne hill is dangerous. I have seen too many near misses when drivers pull in, misjudging how fast cars are travelling up the hill. There needs to be a safe end to end cycle way between Didcot and Harwell.
(176) Resident (Didcot)	I support these proposals as I often run down Chilton Road and it is a missing part of the pedestrian / cycle network. It will be much safer for pedestrians / cyclists and encourage healthy activity. It is no inconvenience for motorists to continue to the roundabout at the bottom of Hagboutnr Hill.
(177) Resident (Wallingford)	I am fully supportive of the scheme. My only observation is that the chicane may not prevent motorcycles from cutting through, although expect this wouldn't be a regular issue.
(178) Resident (Abingdon)	As a cyclist I think this will significantly increase road safety for commuters and people looking to exercise by cycling.
(179) Resident (East Hagbourne)	I regularly cycle this area and these proposals will improve safety, particularly at the top of Hagbourne Hill.
(180) Resident (Abingdon)	I'm a keen cyclist, I'm 16 and so I would really like to be able to safely cycle along this road because otherwise I can't get to Harwell safely as the other nearby roads are extremely busy.
(181) Resident (Blewbury)	Safety for walkers and cyclists

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(182) Resident (Didcot)	I feel it is important that the current emphasis on exercise and sustainable transport is supported by the council by safeguarding the current traffic free status of Chilton Hill as a part of the Didcot to Harwell and Wantage cycle way. With the improvements to the junction with the A417 at the roundabout I don't feel there is any need for motorised traffic to use Chilton Hill south of Upton.
(183) Resident (Blewbury)	I am a cyclist and use the road that is currently closed and it is a lot safer.
(184) Resident (Abingdon)	Supporting proposal as would be so much safer for everyone
(185) Resident (Didcot)	For safely reasons. To use the road as a cycle route.
(186) Resident (Oxford)	These responses will have the most affect towards creating a safer traffic-free route for cyclists and walkers. However, like many of these measures, they will rely on how the users conduct themselves, particularly in relation to speed limits: some drivers will often over speed even in built-up areas, if they find they can "get away with it" making it "normal" to do so. It should also be noted that both cyclists and pedestrians have responsibilities as highway users too! Whilst I fully agree with the proposals I also believe a national, wider campaign of driver awareness and driver calming is needed but unfortunately I remain sceptical about this: From my own experiences as a driver, a cyclist and a walker the speed-genie was let out of the bottle a long time ago and it's only through expensive physical methods that this mania can be controlled!
(187) Resident (Upton)	I live in the village and have 3 boys that have to cross the busy main road in order to catch the bus for school. The road is always so busy and the speed of traffic is horrifying!!
(188) Resident (West Hagbourne)	I support all proposals to calm traffic and make the area safer for all road users, especially none motor vehicles.
(189) Resident (Marcham)	I'm a leisure cyclist and enjoy using the Didcot to Upton route. It is lovely to be able to stop for the fine view without worrying about cars, and with slightly cleaner air. The scheme makes travelling on towards Wantage safer and so more enjoyable. I use both a normal bike and an electric bike. There is no doubt the hill is easier with the battery and as I get older this will still be accessible to me.

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<p>(190) Resident (Blurbury)</p>	<p>I believe it would be a good cycle route.</p>
<p>(191) Resident (Didcot)</p>	<p>The closure of the road is of great benefit for cyclist going to Harwell campus, it creates a traffic free route from Didcot, and the traffic calming measures at bottom and top of the road, make the crossing safer for both motorist and cyclists.</p> <p>Before lockdown I used to cycle up that way daily to work, it wasn't safe. Motorist were overtaking cyclist everyday on dangerous places, near the crossing up the hill and also when approaching a blind corner. Many of this cyclist also carrying children with them to the nursery in the campus. These actions were strongly discouraging people from cycling to work, it wasn't safe.</p> <p>I am confident the number of cyclist commuting will rise if this petition is approved.</p>
<p>(192) Resident (Upton)</p>	<p>It has been a joy to watch the massive increase in pedestrians, cyclists, runners, horse riders currently using Chilton Road. People have certainly be making the most of it old and young.</p> <p>The volume of traffic that was using Chilton Road as a cut through made it hard for cyclists to use the road previously as it caused a lot of impatient as it is impossible to pass a cyclist on the narrow road safely with so many blind bends and the narrow road causing some drivers to act irrationally in order to pass (particularly those late for work!) When you add the heavy lorries into the mix, of which there were many as their sat navs take them via the shortest route, this made it dangerous if you where in a car as there is barely passing width, let alone a bike.</p> <p>I have watched my two children struggle to cross the A417 to catch their bus to school every day. I am very aware that the speed the cars enter the village is above 30 miles and that if there was ever an accident it would be catastrophic. The volume of traffic using the A417 has increased massively over the last two years. Having a crossing will hopefully encourage drivers to slow as a caution. Any measure to slow down drivers will be a god send as would any method of my children crossing the road safely everyday especially when returning home in the dark!</p>
<p>(193) Resident (Upton)</p>	<p>Turnings into Chilton Road from/to A417 and Hagbourne Hill are dangerous.</p> <p>A cycle and pedestrian only route along Chilton Road is useful but its safety and utility would be significantly improved by a Toucan crossing on the A417.</p>

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(194) Resident (East Hendred)	Improved safety for pedestrians and cyclists accessing Upton from the Icknield Way.
(195) Resident (Chilton)	As a family with young children we often use this route to cycle/run to Upton or Didcot. Hagbourne Hill is so dangerous, and the cut through is not necessary
(196) Resident (Didcot)	<p>I regularly walk, run and cycle in the area as well as drive. The difference in being able to use Chilton Road as a pedestrian or cyclist without having to worry about traffic safety has been wholly positive, and the additional measures introduced would make this even safer, especially a foot crossing at the bottom of Chilton Road, as the traffic is currently fast and on a bend so it's difficult to see cars approaching.</p> <p>As a driver I would have no hesitation in using Hagbourne Hill instead of Chilton Road as a route between Upton and Chilton.</p>
(197) Resident (Didcot)	I am a regular use of the cycle route and support traffic free & cycle friendly options.
(198) Resident (Chilton)	As a regular runner and cyclist who uses this route the reduced traffic and speed provided by these measures makes me feel much safer when using this stretch of road.
(199) Resident (London)	<p>Making Chilton Road car free has been a boon for my commuting to work by train and bicycle - it has meant that there is now a route from Didcot station to Harwell Campus that is feasible with a folding bicycle that can be taken on the train.</p> <p>The toucan crossing and associated raised table traffic calming and segregated cycle path will ease crossing the A417 which has on occasion been a tad exciting in the past.</p>
(200) Resident (Wantage)	The road closure has been a huge improvement for active travel. As an individual, this allows traffic free access from my home to Didcot. This is now something that I use use safely and frequently for exercise, work and other logistical travel. I am keen that the road in not returned to its previous state as the section was dangerous.

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(201) Resident (Didcot)	<p>Conversion of Chilton Road from Upton to Hagbourne Hill from a busy ratrun to a safe route for walkers and cyclists has been a very good thing to enjoy through the latter part of 2020 and into this year. I support the making of these changes permanent.</p>
(202) Resident (West Hagbourne)	<p>I am wholly in favour of closing Chilton Road permanently to motorised vehicles, as I have discovered, only recently, that its (at present) temporary closure has enabled my family access to an entirely new area for walking. Previously, the Hagbourne Hill area has been out of bounds for us due to the high levels and speed of traffic.</p> <p>I note, however, that nowhere in the report or documents is there any mention of another class of vulnerable road users - horse riders. Please, make sure that this new safe route will remain accessible for them to use, especially the gated feature. Cattle grids are not friendly to dogs either!</p> <p>My only reservation about this scheme is the crossing place near the brow of Hagbourne Hill, as from experience, the traffic passing over the hill is fast, making it hazardous to cross. Two recent accidents up there, one being fatal, illustrates the speed that some drivers are doing along this stretch of what is, realistically, no more than a country lane and will never be suitable as a main route, and the inevitable increased volume of traffic. I think that a 40 mph speed limit would be far more appropriate for this unclassified road, especially considering the nature of it.</p> <p>I also think that the stretch of byway (part of the ancient Icknield Way), that passes Hagbourne Hill Farm should be downgraded to a restricted one as it is only single track which causes problems when walkers, cyclists, etc. encounter non-farm traffic that has no need to be there.</p>
(203) Resident (Didcot)	<p>In support for the safer conditions for walking and cycling offered by the road closure and the new signalised crossing of London Road</p>
(204) Resident (Oxford)	<p>It's really important that we take all the measures we can to improve the safety and attractiveness of cycling and walking. This is a sensible scheme that does just that.</p>
(205) Resident (Abingdon)	<p>Looks like a great scheme. It will make cycling journeys in the area much safer and more enjoyable.</p>

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(206) Resident (Oxford)	Supporting notions to make the route more cyclist-friendly.
(207) Resident (Abingdon)	I have used the temporary closed (to motor vehicles) road and found it to be a much safer section of the cycle net work when going uphill on my bicycle. There is another road very close by for motor vehicles to use, so this is a perfect opportunity to to make this section cycle friendly. Please !
(208) Resident (Didcot)	I would really like the road to stay closed to vehicles. It has been much calmer and safer to ride on while the closure has been in place.
(209) Resident (Chilton)	I was delighted when the temporary closure was effected. As a motorist, I frequently drive from Goring to Chilton. I abandoned using Chilton Road some years ago as it is narrow, treacherous and the sightlines from the junction with Hagborne Hill are diabolical. I have had a number of alarming incidents with traffic emerging from or entering Chilton Road from Hagborne Hill. By continuing on the A417 to the roundabout, then going up Hagborne Hill, I could often beat traffic using the 'shortcut'. As a walker, I am even more delighted with the closure to motor traffic. The resulting safe and solid circular walk via Harwell site to Upton and back to Chilton has been a godsend during this wet winter. I have spoken to many users of the route, on foot or on cycles. All equally pleased. Keep it closed, PLEASE.
(210) Resident (Didcot)	<p>Can I, as an avid cyclist who now use this safe route to Rutherford Appleton Lab at Harwell, express a desire for the road to remain closed. I used to be a road-bike cyclist but the standard of driving has forced me off the road and onto a mountain bike to take a longer route via a by-way . Using the closed road to link Upton with the track to Harwell Campus (that passes Hagbourne Hill Farm) is a godsend. Prior to working at RAL in the H&S department I was a 30 year career fire officer with the fire and rescue service and fully appreciate the risk cyclist put themselves through on a daily bases. Having the road remaining closed will permit people to cycle without the need to use a 'main' road from Didcot and surrounding areas and put themselves at risk. Not only does it offer a safe route but will encourage others to opt for the healthy option. A campaign which is being promoted by the UK Government.</p> <p>For far too long the motorist lobby has had influence in decision making in comparison to healthy options. In instances like this Oxford County Council can make the difference and lead by example. After all, for the sake of another minute on a car journey, is it really worth asking cyclists to face the risk</p>

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	<p>My preference would be open the entire length of the old railway track through to Chilton which takes out the “ steeper incline ” element of the journey and may encourage even more citizens (including families) and Campus staff to use this route thus removing cars off the road and allowing the Chilton road to be open for those who need to save that minute before joining the congestion on the A34 etc., ...but that is another story .</p>
(211) Resident (East Hagbourne)	<p>The scheme provides a much a needed link in the network of cycle and walking routes from Didcot via Upton to Harwell, Chilton, and towards Wantage. As it is much more direct than alternative footpaths and bridleways, and provides an all weather surface, it will make it much easier for people to cycle to work or school and provides sustainable access to the countryside. Completing this scheme will allow the full benefits to be realised from the Icknield Greenway project.</p> <p>Personal observations suggest that even during the winter, increased numbers of walkers can be seen on the road since the trial closure began, demonstrating the benefit to local residents. Inconvenience to motorised traffic should be minimal, given the upgraded alternative route via the new roundabout at West Hagbourne.</p>
(212) Resident (Upton)	<p>A safer access route from Upton to Chilton/Harwell Campus for walkers/cyclists is extremely important. The A417 is becoming increasingly busier and a Toucan crossing is a critical component of this proposal. Perhaps additional traffic calming could be considered for the A417 as well.</p>
(213) Resident (Abingdon)	<p>I often cycle on these roads and the closed road is an excellent connector from the NCN route on the old railway track into Upton through to the Harwell site and then the Icknield Greenway through to Wantage.</p> <p>Having traffic calming in and around villages is very important for pedestrians and cyclists and should go ahead....the delay to traffic is minimal but the gains safety and reduced air and noise pollution are well worth having.</p>
(214) Resident (Harwell)	<p>I support actions which will encourage more sustainable transport. I drive, cycle and walk in the area of the proposed changes. Improved cycle provision is likely to increase the number of commuter cyclists in the area, reducing traffic and its associated carbon and pollutant emissions. It would also help encourage increased amenity cycling that have proven health benefits.</p>

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(215) Resident (Didcot)	I have used this route to commute via bicycle to my workplace on the Harwell Campus many times and I feel that this is the most dangerous part of my route, particularly how some drivers turn into Chilton Road from Hagbourne Hill (cutting across lanes).
(216) Resident (Didcot)	Safer walking
(217) Resident (West Hagbourne)	I'm a regular cyclist commuter to Harwell (when no lockdown). The closure of the road to motor vehicles has improved the route significantly and made it safer. We now also use it at weekends for family rides.
(218) Resident (Wantage)	I often travel between the Harwell Campus and Upton, mostly by car, occasionally by cycle. I consider the original junction to present a hazard as vehicles turning into Chilton Road from Hagbourne Hill have to brake heavily due to the steep gradient and vehicles exiting Chilton Road often struggle to accelerate up the hill while high speed traffic may be coming from the direction of the A417 roundabout. Small things like cycles are slow anyway so don't present the same hazards. The additional time it takes to go via the roundabout and the A417 is minimal in a car so the detour does not present much of an inconvenience.
(219) Resident (Upton)	As a resident of Chilton Road and daily cycle commuter on NR 544 I have experienced first hand over the last decade the massive expansion of vehicle traffic on the (narrow) road which has led to it becoming too dangerous for any but the most experienced and confident cyclists to use. Traffic volumes have grown to such an extent that at rush hours vehicles using Chilton Road as a A417/A34 'rat run' regularly queue at the A417/Chilton Road and Chilton Road/Hagbourne Hill junctions for such a length of time as to entirely negate any time saving. The proposed measures will therefore bring significant benefits to cyclists, as well as allowing the road to be used by pedestrians which was hitherto impossible, without significant negative impacts on vehicle drivers.
<i>[B2. Email Support]</i>	

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<p>(220) Resident (Harwell)</p>	<p>I live in Harwell and regularly walk and cycle to Upton, Blewbury and Didcot. I have been absolutely delighted with the closure of the Chilton Road. Since it has been closed, I have noticed a definite uptick in pedestrians and cyclists using this road. I hope it continues.</p> <p>Since the Hagbourne Hill Road is not that much further away, I see this as a reasonable detour for car traffic. Furthermore, it is a difficult blind junction and any car turning out at the top of the Chilton Road is a danger to oncoming traffic. I believe there has already been a fatal accident there.</p>
<p>(221) Resident (Blewbury)</p>	<p>We live in the neighbouring village of Blewbury. We cycle locally with our children and have welcomed the temporary measures and would like to push they be made permanent.</p> <p>There really is no need for traffic, other than residents of the road, to use it as a cut through. The alternative route creates less of a backlog of traffic and is the safest route as turning onto Hagbourne Hill from Chilton Road or onto London road are both hazardous manoeuvres with limited visibility and speeding traffic.</p> <p>We'd especially welcome the proposed toucan crossing as our children have friends in Upton and they would like to cycle to meet each other. However they have to cross the A417/London Road so we do not allow them to go unsupervised for fear of an accident.</p> <p>These proposed permanent safety enhancements mean families and children can walk safely from the nearby park and railway line up onto the cycle route and beyond meaning the villages are truly connected and accessible to all. We fully support these proposed plans and ask they be implemented.</p>
<p>(222) Resident (Upton)</p>	<p>I fully support the closure of the rat run this road has become making in the past it extremely dangerous at the entry on the up the hill main as were road.</p> <p>I have however nearly seen nr death when a cyclist sought to fly across the road disregarding the major road-users up/down on the hill. Can it be explained to them that cars are travelling at speed down the un-kerbed Hill and rightly so and that cyclist grunting cowed over their bicycle appearing blind /front wheel crossing the superior road (not stopping/stepping off and removing their ear plugged music) as a matter of course)is not expected by the vehicular traffic struggling both ways, this is a country road and un-kerbed and this ensures that speedsters watch themselves or pay the penalty. The use of this road I have seen double over the past 2 years and will increase.</p>

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	<p>Locals are aware of this stupidity /hidden danger and risk- to come across a tractor pulling out occasionally is liable to keep you on your toes if you are a local, not freewheeling and alert but I assure you that a newcomer to the area will not be expecting one or 2 cyclist wobbling over the road as they hit this part of the road fresh from Chilton bypass. if made part of the cycle track without more.</p>
(223) Resident (Upton)	<p>I support full closure of the road to all motorised traffic with a signal controlled crossing of the A417.</p>
(224) Resident (Upton)	<p>I just wanted to add my opinion to the consultation that I think it is a very good idea. The A417 there is a very dangerous road to cross with cars flying through the village. With the cycle path works further along towards Wantage and the closure of Chilton Hill to motor vehicles this would be the final piece in the environmentally friendly and sustainable transport puzzle. I do hope the measures proceed.</p>
(225) Resident (Upton)	<p>We are keen to put in writing our support of the closure of Chilton Road.</p>
(226) Resident (Upton)	<p>I am writing to give my full support to the proposed permanent scheme to introduce additional measures that will allow for the safe use of Chilton Road (Upton) for walking, cycling and wheeling.</p> <p>I have been an Upton resident for many years and have seen how the Sustrans route from Didcot via Upton to Harwell, has become an accessible, safe way for people to travel in a healthy way. I walk several miles everyday and it has been a joy to be able to use Chilton Road for this use safely. If people are to be persuaded to walk, cycle or wheel instead of driving, then safe options must be made available wherever this is possible. This safe route can contribute towards reducing carbon emissions and contribute towards a more sustainable future.</p> <p>I welcome the permanent scheme to complete the missing link in the National Cycle Network, Route 544.</p>
(227) Resident (Upton)	<p>As an Upton resident for many years I would like to comment on your proposals and suggest two possible slight alternatives which I would like you to consider. I am very much in favour of closing the Chilton Road to motorised traffic and have been using it frequently since the temporary closure started.</p>

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1. Rather than the huge expense and environmental changes involved in a Toucan crossing complete with lighting, queuing traffic with polluting emissions, 'raised tables' and lots of signage, I would like you to consider the much cheaper alternative of reducing the speed limit through the village to 20mph. The sightlines for crossing the road at this point are already good and slower traffic would give more time to cross and also, and perhaps more importantly, improve the very dangerous crossings from Prospect Road to the George and Dragon and from High Street to Alden Farm Lane both of which are in frequent use by cyclists, pedestrians and horses to reach the tracks to the downs. Crossing over at either side of the bend in the A417 requires not good sight (it is a blind corner) but acute hearing and will only become more dangerous with the increase in silent electric cars. There was a fatal accident on this bend in which an old lady was trapped, fully conscious, in her car and burnt to death following an accident on this corner – cars and lorries frequently straddle the white line coming from Blewbury at speeds already exceeding 30mph. Neither Harwell nor Blewbury, our bigger neighbours on either side, have lights and crossings over the A417.

2. At the Chilton Road/Hagbourne Hill junction might you consider widening the entrance to the road/track to Hagbourne Hill Farm to give a little more turning space for tractors and lorries? This would require re-siting two telegraph poles and obviously the consent of the farmer.

I understand that my suggestion that the speed limit on the A417 through Upton be reduced to 20mph would not be acceptable as it is national policy to keep traffic moving on all A roads at a minimum speed of 30mph. That being so, would you register my suggestion that there should be a SPEED CAMERA perhaps between Station Road and Prospect Road which would 'encourage' traffic to go no faster than 30mph. At the minute huge lorries thunder through the village at alarming speeds towards the bad bend which makes crossing the road at any point quite frightening – as I said in my earlier submission the crossing from Station Road to Chilton Road has always had the best sightlines and perhaps cyclists and walkers should just be encouraged to take responsibility for their own safe crossing as we all do at present and is the case in villages on either side of Upton.