

Division(s) affected: *Kidlington West*

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

**17 JULY 2025**

### **OXFORD AIRPORT – LANGFORD LANE (TOUCAN CROSSING) & THE BOULEVARD (ACCESS REMOVAL)**

Report by Director of Environment and Highways

#### **RECOMMENDATION**

The Cabinet Member is **RECOMMENDED** to:

- a) Approve the introduction of ‘No Waiting at Any Time’ prohibition (double yellow lines) on:
  - i. the western side of The Boulevard,
  - ii. on the northern side of Langford Lane,
- b) Approve the introduction of ‘Time Limited 1hr No return within 2 hours’ parking provision on the western side of The Boulevard,
- c) Approve the construction of a ‘Parallel signal-controlled’ crossing on Langford Lane, and
- d) Approve the introduction of ‘Shared-Use foot & cycleway’ on the north side of Langford Lane & the western side of The Boulevard, as advertised.

#### **Executive Summary**

1. This report presents responses received to a statutory consultation on proposals to implement a parallel crossing (signal-controlled’ crossing with separate crossing facilities for pedestrians & cyclists) on the western arm of the Langford Lane/The Boulevard roundabout, a section of shared-use foot & cycleway on Langford Lane and The Boulevard, and management of ‘commuter’ car parking through the introduction of new ‘Time limited 1hr parking’ provision and additional ‘No Waiting at Any Time’ restrictions (double yellow lines) – all as shown in **Annex 1**.
2. The proposals have been put forward in connection with the relevant planning consent (ref: 23/00517/F) as part of the development of the new Science Park adjacent to The Boulevard, Oxford Airport, and Langford Lane in Kidlington,

with the associated works forming part of the agreed `Section 106` requirements.

## **Sustainability Implications**

3. The proposals will help form a part of the January 2022 Kidlington Local Cycling and Walking Infrastructure Plan for the wider Langford Lane Employment Area, which identifies the location and types of improvements to the cycling and walking network that are required to help support more people to cycle and walk in the Kidlington and Gosford urban area, as well as links to the immediately surrounding villages.

## **Financial Implications**

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

## **Legal Implications**

5. The consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the Highways Act 1980, the Road Traffic Regulation Act 1984 and any other relevant legislation.
6. The scheme has been promoted by Oxfordshire County Council as the Highway Authority and Traffic Authority under the Highways Act 1980, and the Road Traffic Regulation Act 1984.

*Comments checked by:*

*Jennifer Crouch (Head of Law - Environmental)*

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## **Equalities and Inclusion Implications**

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

## **Formal Consultation**

8. Formal consultation was carried out between 22 May and 20 June 2025. A notice was published in the Oxford Times newspaper, and an email was sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, Cherwell District Council,

relevant local District Cllrs, Kidlington Parish Council, and the local County Councillor representing the Kidlington West division.

9. A letter was sent directly to approx.180 properties in the area, and public notices were placed on site in the immediate vicinity of the proposals.
10. The parish council, and local Councillors (including County, District, Parish, Town) were also encouraged to use the consultation documents provided to publicise the proposals amongst local residents as necessary.
11. During the course of the formal consultation, four responses (including from the Parish Council) were received via the online survey, and these are summarised in the tables below:

Proposal	Object	Partially support	Support	No opinion /objection	Total
No Waiting at Any Time' (DYLs)	-	-	4	-	4
Time Limited' 1hr parking	-	1	3	-	4
Parallel signal-controlled' crossing	-	-	4	-	4
Shared-Use foot and cycleway	1	-	3	-	4

12. Additionally, a further three emails were received directly – with Thames Valley Police not objecting (providing the necessary speed monitoring has taken place), and a local District Cllr & local business offered their support.
13. The full responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors. Any comments received that Officers identify as containing personal abuse and/or other personal information will be redacted as appropriate.

## **Officer Response to Objections/Concerns**

14. The proposed shared foot & cycle path is in accordance with 'Cycle Infrastructure Design (LTN 1/20)' which provides guidance for local authorities on designing high-quality, safe cycle infrastructure. Additionally – if approved – the proposed crossing and shared-use path would follow the required Road Safety Audit process (i.e. GG 119), which will ensure safety for those using the highway facilities.

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

## Annexes

Annex 1: Consultation plan  
Annex 2: Consultation responses

## Contact Officers:

Chloe Kirby (Senior Engineer - Regulatory Planning  
Enforcement)  
Julian Richardson (Lead Engineer - Regulatory Planning  
Enforcement)

July 2025

BASED ON ORDNANCE SURVEY MAPPING AND  
REPRODUCED BY TRANSPORT PLANNING  
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## ANNEX 2

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	<b>No objection</b> – In principle the Police do not object providing the necessary speed monitoring has taken place and the crossing meets current design standards .
(e2) Local District Cllr, (Kidlington West ward)	<b>Support</b> – I am happy with that although is it necessary to paint double yellow lines rather than a few signs?
(e3) Local business, (Kidlington, Technology Drive)	<p><b>Support</b> – Following receipt of your letter, I have spoken to colleagues who walk, cycle and drive to their place of work and our response is as follows. As outlined in your letter, we 100% support the traffic improvements you are introducing as part of the development in the area. Traffic has increased considerably, especially Langford Lane. We would like the additional improvements to be considered:</p> <ul style="list-style-type: none"> <li>- There is no crossing for the bus stop on Langford Locks. Therefore, pedestrians must try and navigate across that busy road which also has traffic chevrons. See photo 1 above. We would strongly recommend a crossing in place here.</li> <li>- There is also another crossing needed at Evenlode Crescent. Again, you must cross a very busy road to be able to get to this bus stop. It is very dangerous.</li> <li>- There is no crossing from the Langford Lane bus stop, so again this is a fast and dangerous road where pedestrians must navigate across.</li> <li>- The speed limit should be 20mph Langford Lane.</li> <li>- As there has been various building works, cyclists have noticed lots of rubble and metal debris which has accumulated at the edge of the road. Is there a possibility of a road sweep to clear this problem?</li> </ul> <p>I hope you will be able to take all the above into consideration as these are of a concern to our staff who are currently walking and taking the bus as transport every day.</p>
(o1) Local group/organisation, (Coalition for Healthy Streets and Active Travel)	<p>No Waiting at Any Time' (double yellow lines) – <b>Support</b></p> <p>Time Limited' 1hr parking – <b>Support</b></p> <p>Parallel signal-controlled crossing – <b>Support</b></p>

	<p>Shared-Use foot &amp; cycleway – <b>Support</b></p> <p>We support this plan to improve the access and safety for walking and cycling around the Oxford Airport and business park entrance.</p>
(o2) Local Cllr, (Begbroke Parish Council)	<p>No Waiting at Any Time' (double yellow lines) – <b>Support</b>  Time Limited' 1hr parking – <b>Partially support</b>  Parallel signal-controlled crossing – <b>Support</b>  Shared-Use foot &amp; cycleway – <b>Support</b></p> <p>The road is very hazardous as it is. Too much fast moving traffic, speed limit widely ignored, ( needs more policing)  Nowhere currently for pedestrians to cross road or even to walk safely on the far too narrow pavement. Improvements are long overdue and this news is very welcome. Please can we have an S7 bus stop at the A44 end of Langford Lane for people travelling towards Oxford?</p>
(o3) Local business, (Kidlington, Oxford Technology Park)	<p>No Waiting at Any Time' (double yellow lines) – <b>Support</b>  Time Limited' 1hr parking – <b>Support</b>  Parallel signal-controlled crossing – <b>Support</b>  Shared-Use foot &amp; cycleway – <b>Support</b></p> <p>I believe those measures will reduce car traffic and help pedestrians to feel safer. I'd like also to propose more zebra crossings across Langford Lane, one for every bus stop and at the beginning and end of the road, as currently there are no zebra crossings in the whole of the road.</p>
(o4) Local resident, (Eynsham, Back Lane)	<p>No Waiting at Any Time' (double yellow lines) – <b>Support</b>  Time Limited' 1hr parking – <b>Support</b>  Parallel signal-controlled crossing – <b>Support</b>  Shared-Use foot &amp; cycleway – <b>Object</b></p> <p>Generally support but shared pedestrian cycle paths are not safe in my opinion</p>