

# DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

26 FEBRUARY 2026

## DIDCOT: A4130 & B4016 LADY GROVE – PROPOSED TOUCAN CROSSINGS

Report by Director of Environment and Highways

### RECOMMENDATION

The Cabinet Member is RECOMMENDED to:

- a) Approve the introduction of two new 'Toucan' crossings to be located on the A4130 (East) & the B4016 Lady Grove in Didcot, as advertised.

### Executive Summary

1. This report presents responses received to a statutory consultation on proposals to introduce two new 'Toucan' crossings (a signalised crossing for use by both pedestrians & pedal cyclists) in northern Didcot, specifically on the A4130 (east) approx.138 metres northwest of its junction with the B4016 Lady Grove, and on the B4016 Lady Grove approx. 176 metres northeast of its junction with the A4130, as shown in **Annexes 1 & 2**.

### Corporate Policies and Priorities

2. Of the three priorities identified within the newly adopted 'Oxfordshire Strategic Plan 2025-2028' which are listed below, these proposals actively support priority nos.1 & 3:
  - (1) Greener Oxfordshire – *“We want our communities to enjoy clean air, access to green space, and safe and sustainable ways to move around. This means reducing traffic congestion and investing in public transport, cycling and walking; protecting our natural environment; and helping Oxfordshire respond and adapt to a changing climate.”*
  - (2) Fairer Oxfordshire – *“We want all our residents to benefit from the advantages our county has to offer. This means supporting a local economy that benefits everyone; assisting people who face challenges in finding work; making our services as easy to access as possible; and helping communities in need.”*

- (3) Healthier Oxfordshire – “We want all our residents to be happy, healthy and safe. This means helping children get the best start in life; creating opportunities for young people to reach their full potential; supporting older people to age well and stay independent for as long as possible; and encouraging everyone to make healthy choices.”

## Financial Implications

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

*Comments checked by:*

*Matt Kocak – Finance Business Partnering Manager*

[Matthew.Kocak@Oxfordshire.gov.uk](mailto:Matthew.Kocak@Oxfordshire.gov.uk)

## Legal Implications

4. 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.
5. The scheme has been promoted by the Council as the Highway Authority and Traffic Authority under the Highways Act 1980, and the Road Traffic Regulation Act 1984.

*Comments checked by:*

*Nicole Olavesen – Solicitor (Regulatory)*

[Nicole.Olavesen@Oxfordshire.gov.uk](mailto:Nicole.Olavesen@Oxfordshire.gov.uk)

## Staff Implications

8. There are no negative staff implications, with the appraisal of the proposals, as well as the consultation process having been undertaken by Officers from the ‘Highway Agreements’ and ‘TRO & Schemes’ teams as part of their regular day-to-day duties, with no additional/negative impact on capacity expected.

## Equality & Inclusion Implications

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

## Sustainability Implications

7. The proposal has been put forward to help improve road safety in the area, in respect of the adjacent new residential development.

## Risk Management

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

## Initial Formal Consultation

9. Initially, formal consultation was carried out between 20 August and 19 September 2025. A notice was published in the Oxfordshire Herald Series 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, South Oxfordshire District Council, local District Cllr's, Didcot Town Council, and the local County Councillor representing the Didcot Ladygrove division.
10. Letters were sent directly to approximately 130 properties in the immediate vicinity, and public notices were also displayed on site.
11. 32 responses were received via the online survey during the course of the formal consultation, and these are summarised in the table below:

Location	Object	Partially support / concerns	Support	No opinion /objection	Total
A4130	9 (28%)	5 (16%)	18 (56%)	-	32
B4016 Lady Grove	7 (22%)	8 (25%)	16 (50%)	1 (3%)	32

12. Additionally, a further five emails were received directly, with Thames Valley Police not wishing to submit a formal response until the existing speed limit on the B4016 has been signed in accordance with the statutory regulations. The local County Cllr responsible for the Ladygrove division & Oxford Bus Company offered their support, whilst South Oxfordshire District Council submitted a non-objection.
13. 'Oxfordshire Liveable Streets' (a local group committed to improving the lives of Oxfordshire residents) submitted an objection, largely based on their view that the crossings are to be located on key cycling routes – but fail to provide adequately for cycling. They feel that they should be either toucan crossings or parallel crossings, or otherwise provide for cycling.

## Updated Formal Consultation

14. Following conclusion of the consultation, and review of the responses received, an error was identified in the original documents, in which it should have been made clear that the proposals were for 'Toucan' crossings (pedestrians and cyclists), and not 'Puffin' (pedestrian only crossing) crossings as original put forward.
15. As a result, statutory consultees & key-stakeholders, as well as those that contributed to the original consultation were emailed directly on the 05th January 2026, outlining the issue and asking if they wanted to submit new representations on the updated proposals before 23rd January 2026.
16. Seven further responses were received in relation to this request – with Thames Valley Police & South Oxfordshire District Council confirming their non-objection, and Oxford Bus Company confirming their support.
17. Three local residents offered their support, and one submitted an objection – raising concerns based on potential impacts to local residents regarding noise, light, access & safety issues.
18. The updated responses are shown in full in **Annex 3**, with the responses to the original consultation shown in **Annex 4**. Copies of the 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

19. This section only deals with those objections/concerns raised following the updated consultation, with any objections received during the original consultation considered to no longer be relevant.
20. At the planning stage, the signalised crossing was identified as the most appropriate option due to the recorded vehicle speeds along the road, which were deemed unsafe for an uncontrolled crossing. This was especially true given the national speed limit change just to the north, making the signalised crossing the safest and most suitable choice. The exact location of the crossing has been chosen on a number of factors which includes consideration to road safety such as the speed limit, the visibility achieved, pedestrian and cyclist movements and proximity to existing junctions.
21. The audible crossing, which has received Technical Approval, has been designed in accordance with the guidance in Traffic Signs Manual Chapter 6, Section 11.13, covering tactile and audible signals. Tactile cones and beepers are installed at all crossings where possible. Their volume will be checked

during the commissioning process, and the audible signal will be scheduled to operate between 07:00 and 22:00, and turned off overnight.

22. Regarding the concern about light intrusion from the signal heads, at the commissioning stage these can be reviewed and if needed there is a possibility of signal head shrouds being fitted to reduce light spill, but this will have to be in agreement with the Traffic Signal Team. It is important to note that good visibility of the signal heads is critical for safety.
23. Staggered barriers are now advised against as they impede the usage of the route by modified pedal-cycles such as those adapted for use by disabled cyclists.

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

Annex(es):                      Annexes 1 & 2: Consultation plans  
   Annex 3: Updated consultation responses  
   Annex 4: Original consultation responses

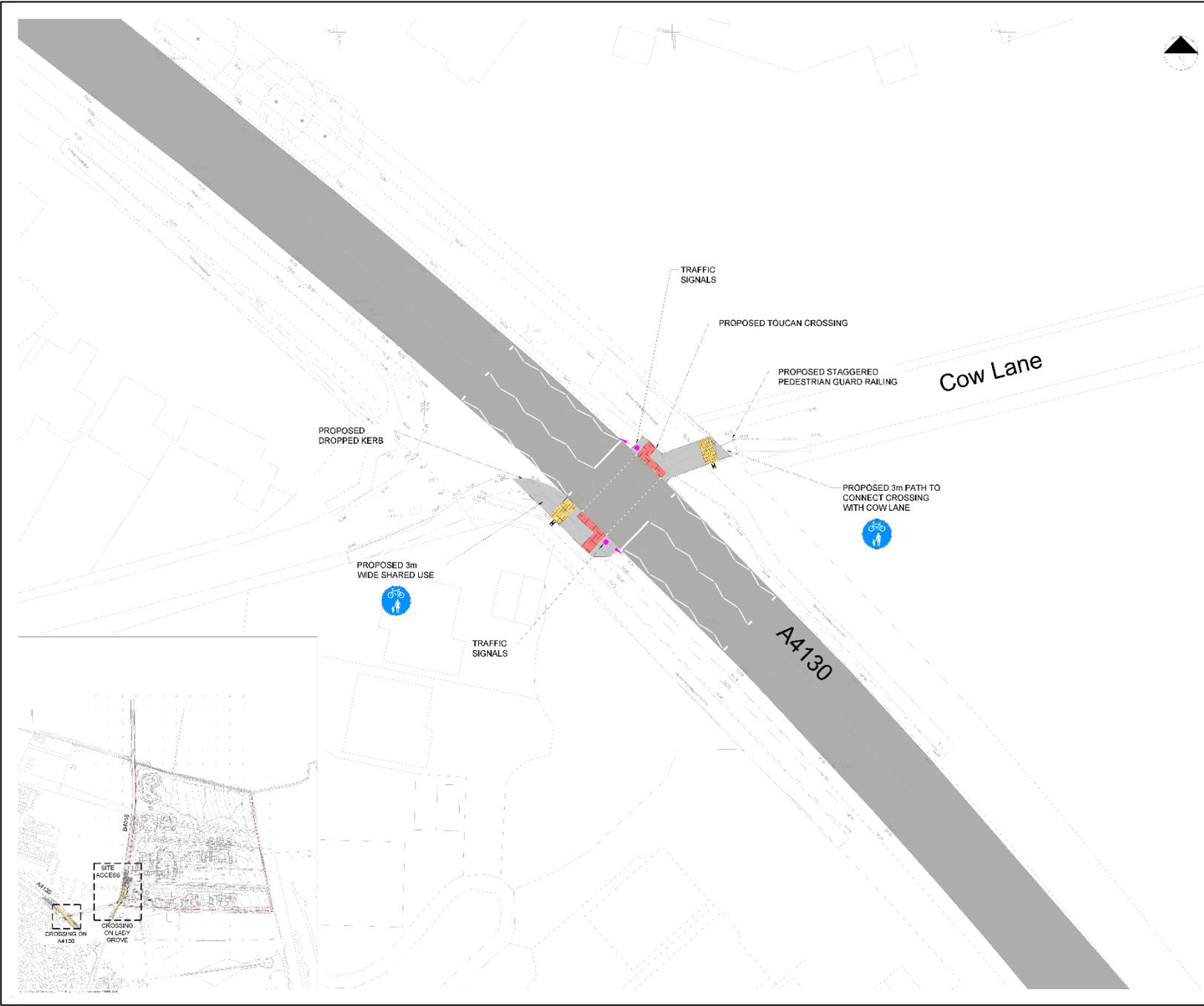
Background papers:        n/a  
Other Documents:         n/a

Contact Officer(s):        Rosie Wood (Senior Engineer - Regulatory Planning Enforcement)  
   Ryan Moore (Technical Lead Engineer - Regulatory Planning Enforcement)

February 2026

# ANNEX 1

- NOTES:
1. DO NOT SCALE. DIMENSIONS ARE IN METRES, UNLESS STATED OTHERWISE.
  2. DRAWING TO BE READ IN CONJUNCTION WITH ALL OTHER DRAWINGS. ANY DISCREPANCIES ARE TO BE REPORTED TO THE ENGINEER'S WORKING DAYS IN ADVANCE OF UNDERTAKING ANY WORK.
  3. ORDINANCE SURVEY. (C) CROWN COPYRIGHT 2020. ALL RIGHTS RESERVED. LICENCE NUMBER 10002432.
  4. WORK TO BE UNDERTAKEN IN ACCORDANCE WITH THE COUNTY COUNCIL SPECIFICATION.



REV	02/12/20	Updated to show houses	DR	-
REV	12/08/20	Updated as per DEC's review	RA	1.4
REV	20/11/20	Final issue	JH	1.0
REV	04/11/20	Issue	DR	0.4

**rappor**



rappor.co.uk

MILLER HOMES

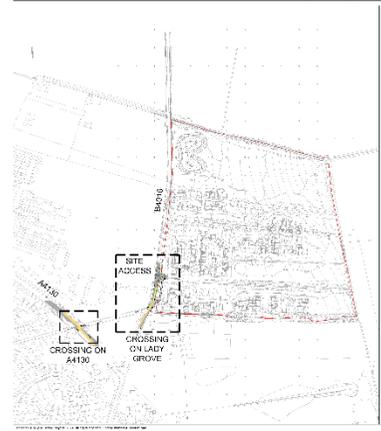
LAND AT LADYGROVE  
DIDCOT

TRAFFIC REGULATION ORDER  
TOUCAN CROSSING ON A4130  
FOR INFORMATION  
22-0179\_0100-100

SCALE: 1:200  
REVISED BY: P03

# ANNEX 2

- NOTES**
1. DO NOT SCALE DIMENSIONS ARE IN METRES, UNLESS STATED OTHERWISE.
  2. DRAWING TO BE READ IN CONJUNCTION WITH ALL OTHER DRAWINGS. ANY DISCREPANCIES ARE TO BE REPORTED TO THE ENGINEER & WORKING DAYS IN ADVANCE OF UNDERTAKING ANY WORK.
  3. ORDNANCE SURVEY (O) CROWN COPYRIGHT 2020 ALL RIGHTS RESERVED. LICENCE NUMBER 10002432
  4. WORK TO BE UNDERTAKEN IN ACCORDANCE WITH THE COUNTY COUNCIL SPECIFICATION.



28.07.21 PIV.0004 LH 08 15  
 For: Date: Drawn: By: C.184 10/18

**rappor**  
 rappor.co.uk

MILLER HOMES  
 LAND AT LADYGROVE  
 DDCOT

TRAFFIC REGULATION ORDER  
 CROSSING ON LADY GROVE

For Approval  
 22-0179\_0100-101

SCALE: 1:200  
 P01

**ANNEX 3**

<b>RESPONDENT</b>	<b>COMMENTS</b>
(e1) Traffic Management Officer, (Thames Valley Police)	<b>No objection</b> – providing speed monitoring has taken place and it supports both crossings and that all current design standards have been met.
(e2) Head of Built Environment and Infrastructure, (Oxford Bus Company)	<b>Support</b> – Nothing further.
(e3) South Oxfordshire District Council	<b>No objection</b>
(e4) Local resident, (Didcot, Abingdon Road)	<p><b>Object/Concerns</b> – I welcome the opportunity to submit further representations, particularly as the original consultation documents contained an error which meant I was not commenting on the proposal as it is now described.</p> <p>I support the principle of improving pedestrian and cyclist safety and welcome the provision of a controlled crossing. However, I have two primary concerns regarding the current design and delivery of the proposed toucan crossing on Lady Grove, which I believe require reconsideration before the scheme proceeds.</p> <p><u>Primary Issue 1: Noise, light and residential impact due to extreme proximity</u></p> <p>My home is located immediately adjacent to the proposed Lady Grove crossing (approximately 7 metres from the crossing infrastructure). Both of my bedrooms and my home working space face directly onto the road, and I work from home for most of the week.</p> <p>The inclusion of audible signals at this location would introduce persistent and repetitive noise into what is currently a quiet residential street, fundamentally altering its character and interfering with my reasonable enjoyment of my home. Many standalone toucan crossings operate successfully without audible signals, instead using tactile rotating cones and visual indicators, particularly where crossings are located close to residential properties. I respectfully request that</p>

a tactile-only or low-impact alternative is adopted here, or that audible signals are strictly limited in volume and operation.

In addition, the proposed northbound traffic signal head faces directly towards my property, raising concerns regarding visual intrusion and light disturbance, particularly during darker hours. When combined with audible signals, the cumulative impact of noise and light at such close proximity has not been adequately considered.

Consideration should also be given to the exact positioning and orientation of signal heads and associated lighting columns, to ensure they are not placed closer to residential boundaries than necessary and do not direct light into residential windows.

#### Primary Issue 2: Impact on private residential road access and day-to-day safety

The proposed crossing is located immediately adjacent to the access to our unadopted private residential road, which serves five households and is used daily by residents, visitors, delivery vehicles, tradespeople and emergency services.

Vehicles entering and exiting this private road will be doing so directly beside a signal-controlled crossing, pedestrian waiting areas and tactile paving. This raises concerns regarding visibility, queuing, and potential conflict between vehicles and crossing users.

Routine activities such as supermarket deliveries (e.g. Asda), parcel couriers and trades currently involve vehicles stopping briefly outside the properties or partially within the private road to avoid obstructing Lady Grove. The introduction of a signal-controlled toucan crossing at this location will significantly constrain these movements and may force vehicles to stop in unsafe positions, obstruct sightlines, or conflict with pedestrians waiting to cross.

Pedestrians and cyclists already tend to cluster near the private road entrance due to the natural approach from the left-hand side of the carriageway. A toucan crossing is likely to intensify this behaviour, increasing obstruction and conflict at a sensitive residential access point.

#### Occupation, sequencing and current on-the-ground impacts

Occupation of the surrounding new developments occurred around May 2025, and it is now January 2026. We are therefore being asked to comment on an amended public consultation many months after residents have moved in, with the crossing still not delivered.

As a result of this delay and incomplete infrastructure, pedestrian and cyclist movements are already being displaced in problematic ways. The current pathway linking the new development is incorrectly and poorly located, uneven, and not properly surfaced, with muddy sections and level changes caused by multiple manhole covers. The condition and alignment of this path have led to the destruction of greenery and have actively encouraged pedestrians to walk along, or spill into, the private residential road instead.

At a minimum, the proper pedestrian and cycle path should be delivered in the correct location and to an appropriate standard, before further infrastructure is introduced that will intensify use of this area.

The displacement of pedestrians has also resulted in informal desire lines across grassed areas and into the private residential road. This behaviour did not occur prior to the construction and occupation of the new developments and is a direct consequence of the current layout.

Appropriate mitigation should be included, such as low-level fencing (for example a simple post-and-rail or bollard arrangement), planting, or other boundary treatments, to discourage informal access into the private road and guide pedestrians onto the intended routes.

#### Path continuity, pedestrian safety and cycle provision

The NPR3 Northern Section plans show a signal-controlled crossing and continuous pedestrian and cycle infrastructure at the A4130 junction. The Lady Grove toucan crossing sits just outside the defined NPR3 scheme extents and therefore plays an important role in how pedestrians and cyclists access the wider network.

Without a continuous pedestrian and cycle route on the opposite side of Lady Grove, users travelling towards the NPR3 route and Abingdon Road are likely to continue along the residential side of the road or along the private access, and then cross informally further south where there is no controlled crossing. This presents an avoidable safety risk.

Providing a properly aligned pedestrian and cycle path on the opposite side of Lady Grove would encourage pedestrians and cyclists to cross at the toucan crossing and then remain on the correct side of the road to access the NPR3 route and continue along Abingdon Road safely and legally.

In addition, the existing narrow shared path is not suitable for mixed pedestrian and cycle use. Providing a dedicated cycle facility on the opposite side would reduce conflict, prevent cyclists from using narrow footways, and improve safety and accessibility for all users.

	<p><u>Requested amendments</u></p> <p>In light of the above, I respectfully request that the following are considered before the proposals proceed:</p> <ol style="list-style-type: none"> <li>1. Removal of audible signals in favour of tactile cone-only operation, or strict limitation of audible operation</li> <li>2. Full shielding, careful orientation, and appropriate positioning of traffic signal equipment and lighting to prevent light spill into residential properties</li> <li>3. Proper assessment of impacts on the adjacent private residential road, including deliveries and access</li> <li>4. Delivery of a properly located, suitably surfaced pedestrian and cycle path to prevent displacement onto the private road</li> <li>5. Mitigation measures (such as low fencing or planting) to discourage informal pedestrian access into the private road</li> <li>6. Review of path provision on the opposite side of Lady Grove to support safe access to the NPR3 route and Abingdon Road</li> <li>7. Consideration of residential amenity impacts now that homes are occupied, with a pause to final approval if required</li> </ol> <p>This scheme can and should balance safety and accessibility with the protection of residential amenity and safe access, particularly given the time elapsed since occupation and the current on-the-ground impacts already being experienced.</p>
<p>(e5) Local resident, (Didcot, Ladygrove)</p>	<p><b>Partially support</b> – I'm pleased to see the correction to 'Toucan'.</p> <p>A staggered barrier is proposed at the bottom of a ramp from the A4130 to old Cow Lane as the route heads North. It's quite steep mud at present.</p> <p>Deletion of that proposed barrier and maybe regrading the ramp further to make a more gentle gradient would be a much better option. There is space to do so there.</p> <p>A barrier at that position, whilst marginally inhibiting downhill speed, would clearly make uphill cycling towards the crossing vastly more difficult as enforcing a near stop at the bottom of an incline when heading South. This would disproportionately effect and inconvenience users of non-standard bikes, such as those with trailer bikes or cargo bikes.</p> <p>Deletion of the barrier is definitely preferable and arguably required by current guidance LTN1-20 1.6.16</p>

	<p>Please replace the staggered barrier with a central bollard to prevent vehicular access without obstructing cyclists.</p> <p>The removal of the rather randomly positioned existing 'cyclist dismount' sign on the end of the stopped up Old Cow Lane as it joins the South side of the A4130 at by the new Toucan would also be worthwhile.</p>
(e6) Local resident, (Didcot, Tortoise Shell)	<p><b>Support</b> – These toucan crossings would improve safety and the wellbeing of Didcot residents.</p>
(e7) Local resident,	<p><b>Support</b> – I don't think it changes my feedback.</p> <p>If I may -- is there any talk of revising the junction further up the road along Lady Grove -- where Lady Grove meets Willington Down?</p> <p>The junction is simply horrible. In 2024 (I'm told it was on boxing day) there was an accident that meant a lorry drove into the home of 6 Bradley Row (if you look on Google Street View, you can see how it was boarded up). It must have been horrific for the occupants and it's only in the last two months or so that the house has looked normal. (They've also now got extra protective posts at the side of the house.) I just hate pulling out of that junction and wondered if there were any plans to alter it.</p> <p>The other junction that would be lovely to convert to a roundabout would be the one between Lady Grove and Sires Hill.</p>

## A. Email responses:

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	<p><b>Concerns</b> – For well over a year the Speed limit on the B4016 has not been signed in accordance with TSRGD 2016 and remains so.</p> <p>Until this serious discrepancy has been rectified, I would not wish to comment on these current proposals.</p>
(e2) Local County Cllr, (Didcot Ladygrove division)	<p><b>Support</b> – The crossings need to be installed as quickly as possible to boost public safety. Generally there needs to be proper warning signage for road vehicles to ensure compliance. Vegetation in Cow Lane needs to be fully and properly cut back to enable the crossings to be used and fully support active travel options.</p>
(e3) South Oxfordshire District Council	<p><b>No objection</b></p>
(e4) Head of Built Environment and Infrastructure, (Oxford Bus Company)	<p><b>Support</b> – This proposal delivers important pedestrian and cycling connectivity from land under development east of Lady Grove. This was consented outside the plan-led system. It is highly important that all measures are taken to secure the highest possible share of sustainable modes, not only to meet various public policy goals – including the Council's own LTCP - but also to mitigate against unnecessary traffic congestion, that otherwise seriously undermines the productivity and attractiveness of bus services.</p> <p>The designs are sound in our view. We are happy to offer our unequivocal support to them.</p>
(e5) Local group/organisation, (Oxfordshire Liveable Streets)	<p><b>Object</b> – We object to this scheme, on the grounds that these crossings are on key cycling routes but fail to provide for cycling. They should be toucan crossings, or parallel crossings, or otherwise provide for cycling. The approaches to them also need to be designed for safe and comfortable cycling.</p>

These crossings are on key routes connecting new areas of housing with central Didcot. It is completely inconsistent with the county's Local Transport and Connectivity Plan to not have them properly provide for cycling. One of the headline goals in the LTCP is to increase cycling trips by 66% by 2030. Policy 2 says "Develop comprehensive walking and cycling networks that are inclusive and attractive to the preferences and abilities of all residents" and "Ensure that all new developments have safe and attractive walking and cycling connections".

That the plans propose "Cyclists Dismount" signs is in itself an acknowledgement that high demand for cycling across these crossings is expected. No other puffin crossings in the county come with such signs.

Moreover, requiring people cycling to dismount is not inclusive and fails basic equalities provision. Significant numbers of people cycling can not dismount and push their bicycles, or can do so only with pain or with difficulty. This includes some disabled people, some pregnant women, some people with injuries, and some older or frailer people with heavy cycles.

See: <https://wanderingdanny.com/oxford/2024/07/cyclists-dismount-they-can-get-out-and-push/>

In addition to the crossings legally supporting cycling, it is important that using them be safe and accessible. Swept path analyses should be performed to ensure that larger cycles - the LTN 1/20 "design cycle" - can safely get to, across, and from the crossings, and that riders of all kinds of cycles can safely access the call buttons. On the latter, see <https://cityinfinity.co.uk/2024/05/19/better-toucan-crossings/>

B. Online responses:

RESPONDENT	COMMENTS
<p>(o1) Local resident, (Didcot, Abbey Brook)</p>	<p>A4130 (East) Puffin crossing – <b>Object</b> B4016 Lady Grove Puffin crossing – <b>Object</b></p> <p>These crossings should NOT be puffin crossings: much better would be Toucan Crossings (or some other design that supports access for cyclists).</p> <p>This proposal is not consistent with the county's Local Transport and Connectivity Plan. This plan aims to "ensure all new developments have safe and attractive walking and cycling connections"</p> <p>The proposed "Cyclist Dismount" signs are also not a good design feature; no other puffin crossings in the county have these. They are detrimental to cycle users who find pushing/dismounting painful or difficult - such as the disabled, frail or pregnant.</p>
<p>(o2) Local group/organisation, (Didcot, Derwent Avenue)</p>	<p>A4130 (East) Puffin crossing – <b>Object</b> B4016 Lady Grove Puffin crossing – <b>Object</b></p> <p>These crossings are a poor design for cyclists they should be Toucan crossings and not a Puffin crossings. The fact that 'Cyclists Dismount' signs are proposed in the design acknowledges that cyclists will be using the crossing so why not design the crossing for cyclists as well as pedestrians?</p> <p>The other new crossings on the Northern Relief Road are Toucan crossings, why are these crossings designed differently? These crossings connect directly to the existing Ladygrove shared use path network so there will be demand from cyclists to use them and provide a direct traffic free route to the town centre and Didcot Parkway.</p> <p>The use of 'Cyclist Dismount' is usually a signal to review the design as it fails the needs of cyclists. Section 13.4.1. of the Government's Cycling Infrastructure Design Guide LTN 1/20 also states that 'Cyclists Dismount' signs should not normally be used.</p>

	<p>The crossing designs appear to be contrary to the County Council's own goals, in the LTCP, of increasing cycle trips by providing comfortable and connected routes (dismounting a bike is a disconnection). Please re-design the crossings so they are consistent with nearby existing crossings and are Toucan crossings.</p>
<p>(o3) Local resident, (Didcot, Plym Drive)</p>	<p>A4130 (East) Puffin crossing – <b>Object</b> B4016 Lady Grove Puffin crossing – <b>Object</b></p> <p>Both should be Toucan Crossings. They are both for road crossings on direct cycle routes.</p> <p>Cycling journeys should be direct, please see LTN1-20.</p>
<p>(o4) Local resident, (Didcot, Widdowsone Close)</p>	<p>A4130 (East) Puffin crossing – <b>Object</b> B4016 Lady Grove Puffin crossing – <b>Object</b></p> <p>There is already ample crossing opportunities available and this would represent more misspending of public funds when there are far more urgent and higher priorities than this. Being so close to existing housing, noise pollution from the crossing and air pollution from stationary cars presents hazards and nuisances to the surrounding areas. No accidents have occurred in these areas so safety cannot be a cause for concern.</p>
<p>(o5) Local group/organisation, (Milton Park, Park Drive)</p>	<p>A4130 (East) Puffin crossing – <b>Object</b> B4016 Lady Grove Puffin crossing – <b>Object</b></p> <p>These should be toucan crossings and 'cyclist dismount signs' should not be used - they are evidence of poor design which does not conform with LTN 1/20</p>
<p>(o6) Member of public, (Oxford, Morrell Ave)</p>	<p>A4130 (East) Puffin crossing – <b>Object</b> B4016 Lady Grove Puffin crossing – <b>Object</b></p>

	<p>Please install toucan crossings instead to better protect cycling: TSRGD Diagram 1055.1(e): We need a place suitable for pedestrians and cyclists to cross, i.e. a toucan crossing. The crossing widths are ca. 4m, but could/should be the 10m max.</p>
<p>(o7) Member of public, (Towersey, Chinnor Road)</p>	<p>A4130 (East) Puffin crossing – <b>Object</b>  B4016 Lady Grove Puffin crossing – <b>Object</b></p> <p>There should be no 'cyclists dismount' signs on paths.</p>
<p>(o8) Local resident, (Didcot, Darcey Lode)</p>	<p>A4130 (East) Puffin crossing – <b>Object</b>  B4016 Lady Grove Puffin crossing – <b>Partially support/concerns</b></p> <p>As a resident that lives near the A4130 and close to the proposed puffin crossing I have objections based on the impact to my local environment (noise and air pollution). We live within 20m of the proposed crossing and the Halse Way alley way is used at all times of the day (and particularly late at night as people return home from an evening out). The new crossing will result in added noise (as it will make an audible signal every time it is used), and the noise will carry more in the early morning and late evening. In addition, the A4130 is getting busier, and the puffin crossing will cause traffic to stop, adding to the local air pollution and noise as engines run idle.</p> <p>There is already a puffin crossing on the A4130 that leads into Mersey Way (recently built and about 400m away) and another existing crossing on Abingdon road (near Trent road).</p> <p>The new Ladygrove development has been known about for a while now, and would certainly have been known about before the crossing at the A4130 (Mersey Way) was built. Why was the future pedestrian traffic not considered at the time? Maybe a better solution would be to move the puffin crossing at Mersey Way closer to Cow Lane so one crossing can serve both pedestrian routes?</p>
<p>(o9) Local resident, (Didcot, Plym Drive)</p>	<p>A4130 (East) Puffin crossing – <b>Object</b>  B4016 Lady Grove Puffin crossing – <b>No objection/No opinion</b></p> <p>Staggered barriers and cyclist dismount signs should not be used on cycle routes.</p>

	Build crossings designed for cycleroutes such as Toucans.
(o10) Local group/organisation, (Oxfordshire Cycling Network)	<p>A4130 (East) Puffin crossing – <b>Partially support/concerns</b>  B4016 Lady Grove Puffin crossing – <b>Partially support/concerns</b></p> <p>We support signalled crossings of the A4130 and B4016 as part of an active travel network in Didcot. However, this is a walking and cycling network, and the crossings should be walking and cycling crossings to reflect this.</p> <p>They should be a 'Toucan' type shared crossing for consistency. The proposed pedestrian crossing on a shared use path is an inadequate design, fails to meet current design guidance, and fails to meet the needs of disabled cyclists who may not be able to dismount.</p> <p>National guidance, Local Transport Note LTN 1/20 states: (para 13.4.1) The CYCLISTS DISMOUNT sign to TSRGD diagram 966 should not normally be used – on a well-designed facility, it is very rarely appropriate and represents a discontinuity in the journey, which is highly disruptive. It should only be used in situations where it would be unsafe or impracticable for a cyclist to continue, or at the complete termination of a route, for example at a railway station forecourt. It should be borne in mind that some people with mobility impairments will be unable to dismount. There will seldom be justification for using the sign where a cycle route crosses or joins a carriageway, and the alternative permitted variant 'CYCLISTS REJOIN CARRIAGEWAY' may be more appropriate (see Figure 13.1).</p>
(o11) Local resident, (Didcot, Orwell Drive)	<p>A4130 (East) Puffin crossing – <b>Partially support/concerns</b>  B4016 Lady Grove Puffin crossing – <b>Partially support/concerns</b></p> <p>I partially support this as I can see the benefit for the crossing for pedestrians however the road has heavy traffic with large hgvs which could easily back up to the junction when the crossing is in use, creating a traffic flow issue which is something a bypass road should not have generally. The other crossing also isn't too far from the new development and the ground is pretty level with good paving so those with additional access needs such as prams and wheelchair users could find an alternative fairly easily.</p>

<p>(o12) Local resident, (Harwell, Manor Green)</p>	<p>A4130 (East) Puffin crossing – <b>Partially support/concerns</b> B4016 Lady Grove Puffin crossing – <b>Partially support/concerns</b></p> <p>While it is good to see provision that will encourage active travel modes, the proposed crossing should not just be used for pedestrians. To help people have realistic alternatives to car travel, walking and cycling should be assisted, in line with the aims of Oxfordshire's Active Travel policies. The crossing should be toucan crossings, no pelican crossings.</p> <p>The use of 'cyclists Dismount' signs is counter productive and shows a lack of understanding of the needs of people who want to take up active travel. Quite frankly, this is very poor design thinking.</p>
<p>(o13) Member of public, (Oxford, Beresford Place)</p>	<p>A4130 (East) Puffin crossing – <b>Partially support/concerns</b> B4016 Lady Grove Puffin crossing – <b>Partially support/concerns</b></p> <p>There should never be a cyclists dismount sign. There is enough space to make it a safe and accessible cycle crossing as well. This is basic County policy and should be followed to make active travel a decent option. Please put in a Toucan crossing instead.</p>
<p>(o14) Local resident, (Oxford, Rymers Lane)</p>	<p>A4130 (East) Puffin crossing – <b>Partially support/concerns</b> B4016 Lady Grove Puffin crossing – <b>Partially support/concerns</b></p> <p>please put up a Toucan crossing instead of a Puffin crossing to allow for cyclists to safely and conveniently cross. Some cyclists use their bicycle as a mobility aid. Cyclists should not be asked to dismount.</p>
<p>(o15) Local resident, (Didcot, Abingdon Road)</p>	<p>A4130 (East) Puffin crossing – <b>Support</b> B4016 Lady Grove Puffin crossing – <b>Partially support/concerns</b></p> <p>I support the need for a safe pedestrian crossing, but I strongly object to the inclusion of audible signals and the lighting design of the proposed puffin crossing on B4016 Lady Grove, Didcot.</p> <p>My house is located approximately 7 metres from the crossing — possibly less — yet it does not appear on the design drawings, nor does the opposite property from the Willowbrook Park development. This fails to show how closely residents live to the proposed infrastructure. I work from home full-time, and have front-facing rooms and a side door</p>

	<p>directly overlooking the crossing. The northbound traffic light will face directly into my windows, and the streetlight — now moved even closer to my home — will be compounded by signal pole lighting. These elements will significantly impact the peaceful enjoyment of my property.</p> <p>I therefore specifically request that:</p> <ul style="list-style-type: none"> <li>• The crossing use a tactile cone only, without any audible beeping</li> <li>• All lighting is fully shielded and downlit to avoid light spill into homes</li> </ul> <p>These are not minor preferences — they are essential changes to prevent material harm to residents.</p> <p>The proposal appears to remove hedgerows that currently provide a noise and privacy buffer. There is also no clarity on whether footways will be widened, or whether short-term deliveries, stopping or access will be maintained near my home. These unresolved issues will directly interfere with daily use of our properties.</p> <p>Oxfordshire County Council's own Design Guide for New Developments requires that infrastructure avoid unacceptable noise, light and privacy impacts on residents. The Department for Transport's Traffic Signs Manual (TSM Chapter 6) confirms that tactile-only crossings are acceptable where appropriate. The current road speed has already reduced to 40mph and is expected to become 30mph — the original 2022 justification for audible, signalised design no longer reflects present conditions.</p> <p>This design causes material harm to residential amenity. Under Article 8 of the Human Rights Act 1998, I have a right to respect for private and family life — including peaceful enjoyment of my home. The Environmental Protection Act 1990 also identifies noise and light as potential statutory nuisances where they materially affect use of a property. I ask that the Council honour these standards and reconsider the audible and lighting elements of the proposed crossing.</p>
<p>(o16) Local resident, (Didcot, Abingdon Road)</p>	<p>A4130 (East) Puffin crossing – <b>Support</b> B4016 Lady Grove Puffin crossing – <b>Partially support/concerns</b></p> <p>The proposed crossing on the A4130 is essential because pedestrians and cyclists are funnelled along the section of Cow Lane to the point at which the puffin is proposed.</p> <p>The proposed location for a puffin on the B4016 is problematic because there is limited visibility at that point due to a bend immediately to the north of the proposed line. That issue was apparent when the site visit took place during the appeal hearing which secured the planning consent for the adjacent housing development. The landscape architect for</p>

	<p>the appellant had difficulty crossing the B4016 due to the oncoming traffic from the north. Also be aware that the four homes numbered 186A to 186D were built on a platform of crushed bricks and are therefore considerably higher than the surface of the B4016, This interferes with the sight lines from the south. The Cabinet Member should make a site visit before giving an opinion on the proposal for the B4016 puffin.</p>
<p>(o17) Local resident, (Didcot, Abingdon Road)</p>	<p>A4130 (East) Puffin crossing – <b>Support</b> B4016 Lady Grove Puffin crossing – <b>Support</b></p> <p>I have 3 children which struggle to cross this road, we are at 164 Abingdon Road which is right next to the busy junction and no safe place for my children to cross the road</p>
<p>(o18) Local resident, (Didcot, Ayrton Avenue)</p>	<p>A4130 (East) Puffin crossing – <b>Support</b> B4016 Lady Grove Puffin crossing – <b>Support</b></p> <p>Safety</p>
<p>(o19) Local resident, (Didcot, Herschel)</p>	<p>A4130 (East) Puffin crossing – <b>Support</b> B4016 Lady Grove Puffin crossing – <b>Support</b></p> <p>Great idea</p>
<p>(o20) Local resident, (Didcot, Herschel Street)</p>	<p>A4130 (East) Puffin crossing – <b>Support</b> B4016 Lady Grove Puffin crossing – <b>Support</b></p> <p>As a local resident who uses these crossings nearly daily on my commute (by foot/bike) to Didcot Railway station these proposed crossings will make my commute much safer, especially in dark winter mornings and evenings!</p>
<p>(o21) Local resident, (Didcot, Red Admiral)</p>	<p>A4130 (East) Puffin crossing – <b>Support</b> B4016 Lady Grove Puffin crossing – <b>Support</b></p>

	<p>I'm in full support of the crossing because as a family we do not drive and have to cross this road every day at least twice a day Monday to Friday for school and me as a father worry every time my partner has to push my disabled infant son in his pushchair while also having my six year old daughter with her at the same time. The road is at times busy and at times not so and you have to put your faith in road users to be coming around the bend appropriately so I'm not only in support of the cross but in my opinion it's absolutely necessary for public safety!</p>
<p>(o22) Local resident, (Didcot, Red Admiral)</p>	<p>A4130 (East) Puffin crossing – <b>Support</b> B4016 Lady Grove Puffin crossing – <b>Support</b></p> <p>Supporting due to having children walking to school and it's a busy road, it needs to be safer to cross.</p>
<p>(o23) Local resident, (Didcot, Red Admiral)</p>	<p>A4130 (East) Puffin crossing – <b>Support</b> B4016 Lady Grove Puffin crossing – <b>Support</b></p> <p>Safety of our children crossing the roads on the way to school</p>
<p>(o24) Local resident, (Didcot, Tortoise Shell)</p>	<p>A4130 (East) Puffin crossing – <b>Support</b> B4016 Lady Grove Puffin crossing – <b>Support</b></p> <p>I've recently moved into the new millet homes estate on lady grove road I have two children and find it really hard to come out of our estate on foot (I do not drive as of yet) due to not being able to see past a sharp bend when going across the road into a footpath that runs adjacent to cows lane, when coming out of that path there is limited space to stand to cross the B4016 into the path called halse way, I think having puffin crossing will help reduce vehicular speeds and allow us a safe journey across the roads. Thank you for putting this proposal in</p>
<p>(o25) Local resident, (Didcot, Widdowson Close)</p>	<p>A4130 (East) Puffin crossing – <b>Support</b> B4016 Lady Grove Puffin crossing – <b>Support</b></p> <p>It will make crossing these roads safer given the recent and planned developments, which mean people cross these roads more frequently than they did.</p>

<p>(o26) Local resident, (Didcot, Widdowson Close)</p>	<p>A4130 (East) Puffin crossing – <b>Support</b> B4016 Lady Grove Puffin crossing – <b>Support</b></p> <p>I live in Willow brook park and frequently cross the A4130 where the new crossing would be - the new crossing would be pivotal to improving safety for pedestrians and access to the development.</p>
<p>(o27) Local resident, (Didcot, Widdowson Close)</p>	<p>A4130 (East) Puffin crossing – <b>Support</b> B4016 Lady Grove Puffin crossing – <b>Support</b></p> <p>I regularly cross the A4130 from Willowbrook Park and I can see that less mile residents would benefit from a crossing, especially taking into account the speed of some motorists.</p>
<p>(o28) Local resident, (Didcot, Willowbrook Park)</p>	<p>A4130 (East) Puffin crossing – <b>Support</b> B4016 Lady Grove Puffin crossing – <b>Support</b></p> <p>I support this because many children from new development of Willbrook Park would benefit this for their daily school crossings.</p>
<p>(o29) Local resident, (Didcot, Herschel Street)</p>	<p>A4130 (East) Puffin crossing – <b>Support</b> B4016 Lady Grove Puffin crossing – <b>Support</b></p> <p>Finally, this is long overdue!</p>
<p>(o30) Local resident, (Didcot, Tortoise Shell)</p>	<p>A4130 (East) Puffin crossing – <b>Support</b> B4016 Lady Grove Puffin crossing – <b>Support</b></p> <p>I expect that the proposals would improve public safety for pedestrians.</p>
<p>(o31) Local resident, (Didcot, Widdowson Close)</p>	<p>A4130 (East) Puffin crossing – <b>Support</b> B4016 Lady Grove Puffin crossing – <b>Support</b></p>

	<p>They seem advantageous to residents and will improve links between the new developments and between them and pre-existing parts of Didcot.</p>
<p>(o32) Local resident, (Ladygrove, A4130)</p>	<p>A4130 (East) Puffin crossing – <b>Support</b> B4016 Lady Grove Puffin crossing – <b>Support</b></p> <p>It will be safety for local residents to across these two busy roads.</p>