

Division(s) affected: *Drayton, Sutton Courtenay & Steventon*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

26 MARCH 2026

SUTTONCOURTENAY: HIGH STREET – PROPOSED BUS STOP CLEARWAYS

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

- a) **Approve the introduction of two new bus-stop clearways with ‘No stopping 7am-7pm except buses’ restrictions on High Street in Sutton Courtenay, as advertised.**

Executive Summary

1. This report presents responses received to a statutory consultation on proposals to install two bus-stop clearways with ‘No stopping 7am-7pm except buses’ restrictions (i.e. only buses are allowed to park during the hours stated) in Sutton Courtenay, to be located on the eastern side of High Street approx. 46 metres south of the junction with Frilsham Street, and on the western side approx. 70 metres south of the junction with Frilsham Street – as shown in **Annex 1**.
2. The proposed restrictions (which will prohibit other vehicles parking/stopping during the hours of operation) are linked to the approved residential development up to 175 dwellings on the land north of Hobbyhorse Lane (ref: P21/V2682/O), and will also include additional improvements such as the provision of premium standard poles, flags, timetable cases and carriageway markings, together with a new two-bay shelter at the bus stop in the Abingdon direction.

Corporate Policies and Priorities

3. These proposals actively support the priorities identified within the newly adopted ‘Oxfordshire Strategic Plan 2025-2028’ which are listed below:

(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

4. 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.
5. Finance has completed a high-level review of this report. As no financial figures or costings were included, this sign off is limited to confirming that the narrative is reasonable based on the information provided. Finance has therefore assumed that the service has confirmed the funding arrangements independently, and responsibility for validating the financial position and underlying data rests with the service area.

Comments checked by:

Matt Kocak – Finance Business Partnering Manager

Matthew.Kocak@Oxfordshire.gov.uk

Legal Implications

6. 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.
7. 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:

Nicole Olavesen – Solicitor (Law & Governance)

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 or negative impact on capacity expected.

Equality & Inclusion Implications

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

Sustainability Implications

9. The proposals have been put forward to help facilitate the safe operation of local bus services in the area, thereby encouraging use by local residents.

Risk Management

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

Formal Consultation

11. Formal consultation was carried out between 29 January and 27 February 2026. An email was sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, Vale of White Horse District Council, relevant local District Councillors, Sutton Courtenay Parish Council, and the local County Councillor representing the Drayton, Sutton Courtenay & Steventon division.
12. A letter was also sent directly to approx. 40 properties in the immediate vicinity of the proposals.
13. During the course of the formal consultation, seven responses were received via the online survey, comprising of three objections, one partially supporting/raising concerns, and three in support.
14. Additionally, a further four emails were received directly – with Thames Valley Police not objecting, and Sutton Courtenay Parish Council, ‘Oxfordshire Liveable Streets’ (not-for-profit campaign organisation) & Thames Travel all offering their support.

15. 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

16. In reply to responses 'o2' & 'o3', the comments are noted. However, the requirement to provide x2 premium standard poles, flags, timetable cases and carriageway markings at the extant High Street bus stops adjacent to Frilsham Street together with a new two-bay shelter in the Abingdon direction is part of the Section 106 highway works planning obligations associated with the new development proposed along Frilsham Street/Hobbyhorse Lane. With this planned development, there will be an increase in highway traffic in the area, which could increase the risk of inappropriate parking
17. In reply to response 'o4', the comment is noted. However, Officers can confirm that this is a developer funded scheme, and as such will be delivered directly by the Developer.
18. The comments in relation to the condition of the existing road is outside of the scope of this consultation, however, as part of the Section 278 works associated with the new development along Frilsham Street/Hobbyhorse Lane, the junction of Frilsham Street with High Street is proposed to be re-surfaced up to the centreline of the carriageway.

Paul Fermer Director of Environment and Highways

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

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

Contact Officer(s): Aaron Morton (Senior Engineer – Highway Agreements)
 Ryan Moore (Technical Lead Engineer – Highway Agreements)

March 2026

Drawing No. 0

Key

-  Proposed bus stop clearway location
-  Indicitive location for a new bus shelter
-  Premium bus stop pole with flag and timetable case

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS

CONSTRUCTION
(ENTER 'NONE' IF APPLICABLE)

MAINTENANCE/CLEANING
(ENTER 'NONE' IF APPLICABLE)

USE
(ENTER 'NONE' IF APPLICABLE)

DECOMMISSIONING/DEMOLITION
(ENTER 'NONE' IF APPLICABLE)

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

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Project title
SUTTON COURTENAY
HIGH STREET

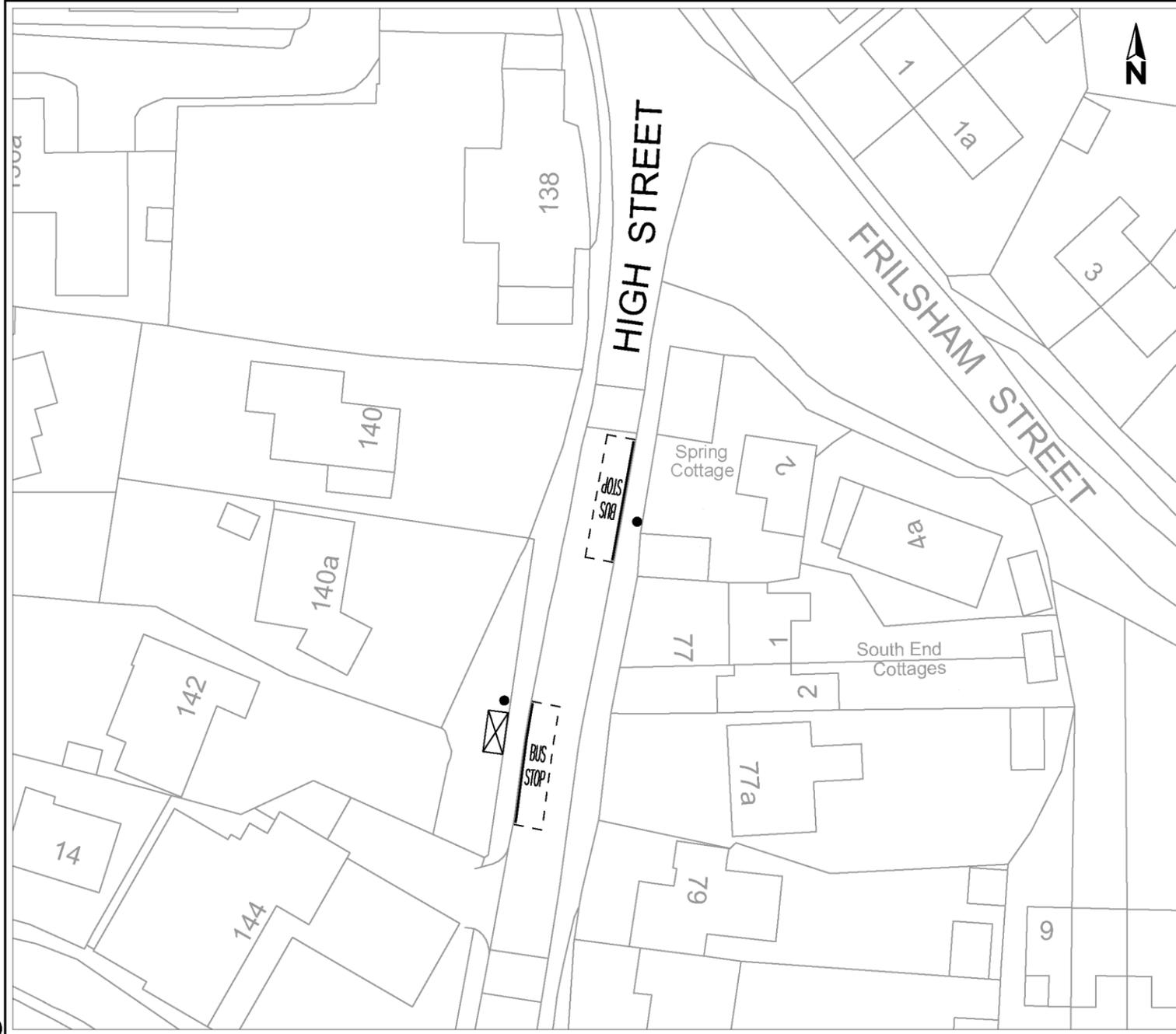
Drawing title
PROPOSED BUS STOP CLEARWAY

Drawing Status

Scale @ A3	Drawn by	Checked by	Approved by
NTS	JaC		
	Date drawn 01/26	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No. 0 Revision 0



ANNEX 2

A. Email responses:

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	No objection – As these already appear to be existing Bus Stops there is no further comments I wish to add.
(e2) Sutton Courtenay Parish Council	Support – The Parish Council supports the improvements to the bus stops on the High Street near the junction with Frilsham Street. The Parish Council would support the installation of a bus shelter at the northbound stop. At this stage the Parish Council would not be able to take on the maintenance of the shelter and asks that the County Council ensures that if the shelter is installed that funds are allocated to maintaining the bus shelter.
(e3) Managing Director, (Thames Travel)	Support
(e4) Local group/organisation, (Oxfordshire Liveable Streets)	Support – it is necessary to clearway bus stops reflects badly on driving standards, but necessary it is. We suggest putting in "no waiting at any time" (DYLs) for a further five metres on either side of the bus stops, to ensure buses can safely pull in and out of them.

B. Online responses:

RESPONDENT	COMMENTS
(o1) County Cllr, (Oxford, New Hall Road)	Support – Buses are continually held up by private car users parking inconsiderately or not realising that doing so will cause delay and danger for bus users and pedestrians. Installing clearways will go some way towards mitigating this.

<p>(o2) Local resident, (Sutton Courtenay, Milton Road)</p>	<p>Object – We have one bus an hour in each direction and in my 30 years in the village I have never seen anyone parking at the bus stops. There is no need for any changes</p>
<p>(o3) Member of public, (Sutton Courtenay, Southfield Drive)</p>	<p>Object – There is no issue with parking here. This proposal is a solution to a dreamt up problem.</p>
<p>(o4) Local resident, (Sutton Courtenay, High street)</p>	<p>Object – I think the funds could be better used improving the road surface conditions where multiple parties have previously dug up and poorly finished the road surface. le just north of the high street / frilsham street junction. It's like driving over rail tracks the road is so bad. Don't waste money on painted boxes for busses to stop in.</p>
<p>(o5) Member of public, (Didcot, Nene Grove)</p>	<p>Partially support/concerns – I cannot see what problem this is supposed to solve. In comparison to the rest of the High Street this is the LEAST parked on area. In fact the only difficulty in traffic is caused by the positioning of the buses when stopped. Add into the fact that the village is only served by one bus each way every hour this seems like a waste of money on planning and signage that could be spent on repairing the massive potholes that plague the village.</p>
<p>(o6) As part of a group/organisation, (Oxfordshire Cycling Network)</p>	<p>Support – This response is on behalf of CoHSAT, the Coalition for Healthy Streets and Active Travel. We support the provision of these bus stop clearways. We consider it unfortunate that it is necessary to use them to enforce against a behaviour that is already a 'DO NOT' in the Highway Code, and frankly selfish.</p> <p>We support the Council's wider efforts to make bus travel more easy and more efficient, so that more people choose the bus. The consequent reduction of private car traffic will reduce road casualty injuries and deaths, reduce cardiac and lung diseases, improve mental health and general well being, reduce the impacts of climate change that we see increasing flooding already this winter, and have many other benefits.</p>
<p>(o7) Local resident, (Sutton Courtenay, High street)</p>	<p>Support – Keeps traffic flowing</p>