



CASE REF: NATTRAN/SE/HAO/286 (DPI/U3100/23/12)

THE OXFORDSHIRE COUNTY COUNCIL (DIDCOT TO CULHAM THAMES BRIDGE) SCHEME
2022 THE OXFORDSHIRE COUNTY COUNCIL (DIDCOT GARDEN TOWN HIGHWAYS
INFRASTRUCTURE - A4130 IMPROVEMENT (MILTON GATE TO COLLETT ROUNDABOUT),
A4197 DIDCOT TO CULHAM LINK ROAD, AND A415 CLIFTON HAMPDEN BYPASS) (SIDE
ROADS) ORDER 2022

Statement of Case

1. I am David Godfrey of [REDACTED], Oxford. I am Footpath Secretary of the Ramblers, Oxfordshire Area, and Secretary of Oxford Fieldpaths Society. I wish to object to this order on behalf of both, and in the interests of economy this submission is made jointly on behalf of both organisations.
2. We have two objections to the scheme, regarding the treatment of Appleford BR106/3 and Clifton Hampden (wrongly referred to in my letter of objection as Culham) footpaths 171/3 and 171/6.
3. Appleford BR3: The extinguishment will force riders onto a busy and unsafe road. An off-road diversion alongside the railway will be much safer. Horse riders will be linking with Sutton Courtenay BR373/24 whereas footpath users and cyclists will be coming from Didcot using the footbridge under the railway and a maintained path leading westwards to BR189/26, so that a route beside the railway will be more useful for them.
4. Clifton Hampden FP6: The proposed extinguishment forces users onto the road if they wish to continue northwards on FP3. A diversion along the field boundary would be more pleasant, and a hedge would give protection from traffic fumes.
5. The reason for BHS not necessarily having the same interests as walkers is that since the A4130 (Didcot Northern Perimeter Road) was built, riders have stopped using Didcot BR26 although it is still quite well used by walkers and cyclists, in part to link to Appleford BR3 from the Ladygrove estate via the railway footbridge on Didcot FP2 and a tarmacked maintainable alleyway west of the railway. Riders using Appleford BR3 are generally linking with Sutton Courtenay BR24. The route I was proposing would be more useful for walkers and cyclists linking with Didcot BR26 than the west-east route on the plan and the plan suggests that a 5-metre strip round the edge could be taken without materially affecting what appears to be only an outline planning layout.

Ramblers

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6. Re Clifton Hampden FP6: coming from the west from RB16, it follows a tarmac farm road on the former prison farm then cuts through a tree belt into an open field where at first there is no ditch on the north side. If from there it were to stay north of the existing ditch further east and the swale to meet FP3 north of where it would cross the swale to meet the new road, surely the only bridge needed would be on FP3? In any event, the further away from the road the path were routed, the more pleasant it would probably be.