

28 September 2023

Dear Inspector,

Oxfordshire County Council Planning Application R3. 0138/21

A 34 Milton interchange to B 4015 north of Clifton Hampden

Taken as a whole, this scheme has not been thought through well. It is fundamentally flawed by its ineffectiveness for travel north or east of Culham and the A 415. Any such traffic could only join the busy A 4074 through Nuneaton Courtney and then the heavily controlled section to the Oxford ring road or, for journeys eastward, the narrow twisting B 4015 to Chiselhampton, obviously very inappropriate for commercial traffic and HGV's.

Traffic for Abingdon and beyond arriving at the A 415 would eventually be channelled into the town's narrow streets and slow-moving one-way system.

These basic deficiencies were clearly recognised by the County Council's own Planning Committee when it recommended rejection of the proposal, citing the outdated and inadequate traffic modelling for these points.

There may well be merit in the dualling of the A 4130 between Milton and Didcot and the by-passing of Clifton Hampden as stand-alone projects. Linking the two with a heavily engineered section between Didcot and Culham does not, however, deliver significant benefit or come close to value for money.

It is considered that there is need to provide for a high degree of commuter movement between the two major housing developments that would be much better directed towards the existing railway to which the proposed road is almost parallel. A relatively straightforward southwards relocation of Appleford station would be transformational.

From the beginning there has been little clarity about the overall purpose of this proposal. It is certainly not necessary to construct a hugely expensive arterial road in order to produce a network of cycle and foot paths. Nor would the road provide relief, as claimed, for Didcot town centre where the only through route runs east-west and is already relieved by the town's perimeter road.

Yours sincerely,

