**NOTES on A420 for Oxfordshire County Council’s LTP5 MARCH 2019**

**A420 requires the same attention and funding as A40**

It carries more traffic than A40, has more accidents but still serves as a local road, which requires protection (preservation?) against HGVs and commercial traffic, esp. through- traffic using A420 as a strategic route

A420 was confirmed a MAJOR LOCAL ROAD in 1990s (and funding to dual the road was withdrawn). It has now become a major commercial corridor functioning as a strategic route between Swindon and Oxford with ‘just in time’ deliveries for BMW and Honda motor works, and servicing Symmetry Park, the new 1million sq.ft distribution centre permitted by SBC on A420 near Swindon Police Station. In addition through- traffic from M4 short cuts to A34 and M40 (going north, or east on A43) which is overwhelms its local function.

A420 was not built to carry this heavy traffic, nor this volume of traffic.

As a local road :

\* it cuts through the centre of villages like Tubney and Fyfield, where residents are now unable to cross the road during peak periods and long hours everyday

\* it carries an important bus route (Stagecoach S6) with stops at every village junction to pick-up and set down passengers, holding up through -traffic and leaving passengers stranded with no safe crossing, as at Littleworth, Little Coxwell, Longcot (King’s Lane junction)Tubney, Fyfield and other bus stops;

\* constant fast heavy traffic prevents safe crossing for pedestrians incl. school children, up and down the A420 : residents in Fyfield, Tubney, Littleworth and elsewhere are known to catch the bus to nearest pedestrian island at Buckland to cross and catch the next bus back to their destination. No residents should have to live this way!

**Proposals for A420 in LTP5 (and more urgently if funds are available)** A420 must cease to operate as a strategic route.

1. A420 must be re-established as a local (trunk) road restricting through traffic, esp. HGVs to M4 (Jctn 13) and A34
2. Residents must be able to use this road as a local road :we cannot accept it be included in the EEH arc (the OX/Cam corridor) as a strategic road. Its prime purpose is to serve as a LOCAL ROAD. There is no other!
3. A420 (re-established as a local road) must support development of a

frequent efficient BUS SERVICE to carry residents from 13,000 plus new homes approved between Swindon (8,000 on the eastern apron) and Vale of White Horse (4-5,000 at Shrivenham/ Faringdon/ Kingston Bagpuize / Cumnor).

3. BUS STOPS : Proper safe provision at bus stops is an urgent need. Too many stops are single posts in the verge with no safe standing back from the traffic. The Longcot stop is unsafe and unusable.

4. BUS TRAVEL : To encourage/assist bus travel, A420 should provide a number of small P&Rs connected to the bus service. P&Rs at Watchfield; at Faringdon?; at Buckland? at Kingston Bagpuize? would encourage village residents to connect with the bus service to Oxford/Swindon. These would deliver proper connectivity with the bus and make a more effective contribution to traffic congestion than one large P&R at Cumnor at the far end of a congested drive along A420.

5. BUS PRIORITY : Policy should require that buses have priority at all pinch points on A420. A rapid bus lane would be justified on A420 as on A40.

6. PEDESTRIAN ISLANDS/CROSSINGS : To serve properly as a local road, funding must be found urgently to provide pedestrian islands or traffic light crossings at Longcot; at Little Coxwell; at Littleworth; at Fyfield and at Tubney . Traffic light crossings would slow traffic and break it up - an advantage for local users - but may not be advisable : pedestrian islands must then be a priority and as soon as possible. Residents are demanding to use this road as a local road.

7. DIVERSIONS : when accidents or major flooding occur and A420 has to be closed (more frequent now) traffic is diverted through small villages adjacent to the A420. These villages can no longer cope with the HGVs, which are too long and too large to get round corners, and even to pass each other on the narrow roads (e.g. B4508).

OCC must establish new protocols with SBC and TVP and Wilts Police to divert NB traffic off A420 in SWINDON (at White Hart roundabout?) and SB traffic onto A417, and not through the villages of Watchfield, Longcot, Fernham, or Great Coxwell or the villages west of A420. In 2008 when the protocol was last set, A420 was not the commercial corridor it is now.

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