HEYFORD PARK
PARISH COUNCIL

18th June 2026

To: Phil Whitfield, Head of Service at Oxfordshire County Council

Sent via Email

Formal Letter of Concern and Objection

URGENT: FORMAL OBJECTION & REGULATORY CHALLENGE TO PROPOSED TTRO
Location: Camp Road, Heyford Park
TTRO Reference Number: T18199
Proposed Dates: 1st July – 31st December 2026

Dear Mr. Whitfield,

I am writing on behalf of **Heyford Park Parish Council** to register our formal objection to the proposed Temporary Traffic Regulation Order (TTRO) referenced above. Following our monthly meeting on Wednesday 17th June and prior correspondence with Cllr. Epps and the Heyford Park Community Action Group, it is the unanimous view of this council that the proposed closure and diversion scheme creates an unacceptable, disproportionate risk to public safety, residential disruption and rural connectivity.

The Highway Authority has a binding statutory duty under **Section 122 of the Road Traffic Regulation Act 1984** to ensure the safe and convenient movement of traffic and pedestrians, alongside its Network Management Duty under **Section 16 of the Traffic Management Act 2004**. The current proposal fails to meet these standards.

We raise major concerns regarding the following operational failures, and table the mandatory mitigations required before this council can withdraw its objection:

1. Severe Rural Bus Service Disruption

The closure of this route greatly impacts the Bus 25 service. In our rural community, this is a vital lifeline for elderly residents, school children, and commuters who have no alternative transport. Leaving residents in difficult positions and, in some instances, isolated is completely unacceptable.

- **Mandatory Mitigation:** The applicant must fund and operate a **continuous shuttle bus service** connecting affected residents to the nearest active transport hubs. Alternatively, the closure must accommodate scheduled daily "bus windows" where the road is temporarily cleared to let public transit pass safely.

2. Flawed Diversion Route and Heavy Goods Vehicle (HGV) Management

The proposed diversion route relies heavily on narrow, rural lanes entirely unsuited for displaced heavy traffic. The influx of standard commuter traffic—and critically, large HGVs—will inevitably cause safety concerns, gridlock, damage to protected verges, and structural risks to property.

- **Mandatory Mitigation:** A formal **Lorry Re-routing Plan** must be legally established. HGVs must be diverted onto a separate, higher-tier strategic road network entirely independent of the standard car diversion.
- **Policing & Enforcement:** This re-routing cannot rely on passive signage alone. The applicant must deploy physical marshals at key decision junctions to turn back non-compliant HGVs. Furthermore, we request that **temporary Trading Standards weight-restriction enforcement** or police-backed cameras be deployed to prosecute operators breaching the TTRO terms.
- **Temporary chicanes on Portway:** Cllr. Epps mentioned at the Heyford Park Parish Council meeting on 17th June temporary chicanes were proposed for Portway to dissuade large vehicles from using this route (which is already unsuitable for large vehicles). Heyford Park Parish Council would like to see the plans for this and details on how this will be managed to ensure risks are not taken by drivers of these vehicles.

3. Critical Safety Risks to Pedestrians and Vulnerable Road Users

By displacing high volumes of traffic onto substandard rural lanes lacking pavements, street lighting, or footways, the current plan introduces severe safety hazards for pedestrians, cyclists, and equestrians.

- **Mandatory Mitigation (Portway Chicane Plan):** On Portway and roads surrounding Heyford Park in the villages of Middleton Stoney, Caulcott, Lower Heyford and Upper Heyford, where vehicle speeds are traditionally high in sections of these areas and pedestrian footway space is minimal, the applicant must submit and implement a **Temporary Traffic Calming Chicane Plan**. These physical, temporary chicanes will act as speed-reduction measures to protect vulnerable road users throughout the duration of the displaced traffic surge.

4. Access Control and Active Traffic Management

The current plan lacks a dynamic protocol for maintaining essential local access, which will paralyse local agricultural businesses and delay emergency service vehicles.

HEYFORD PARK
PARISH COUNCIL

- **Mandatory Mitigation:** The installation of **three-way temporary traffic lights** managed actively by **on-site traffic marshals** during peak operational hours (07:00–19:00). These marshals must have manual override capabilities to immediately prioritize emergency services, agricultural machinery, and local residential access windows.

Conclusion

Heyford Park Parish Council recognises that essential infrastructure works must take place. However, the current scheme prioritises the convenience of the contractor over public safety and statutory highways duties.

We request an urgent on-site meeting between your officers, the lead contractor, and representatives of this Parish Council to review our required mitigations. The Parish Council's formal objection will remain firmly in place until a revised, fully mitigated traffic management plan is formally approved.

Yours sincerely,

Samantha Williams

Clerk & RFO, Heyford Park Parish Council

Cc:

- Cllr. Gareth Epps, Cabinet Member for Transport
- Heyford Park Community Action Group
- Oxfordshire County Council Highways Team
- Red Rose Travel

Respectfully,

Samantha Williams (Parish Clerk & RFO)

Heyford Park Parish Council

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