

Sutton Courtenay Parish Council

Planning Applications for consideration on Tuesday 7th July 2026

Application no and weblink	Comments deadline	Location	Proposal
P26/V1357/RM	2 nd July (deadline extension requested)	Land North of Hobbyhorse Lane, Sutton Courtenay	Reserved Matters Application following outline planning permission P21/V26/82/O Residential development of up to 175 dwellings (outline planning application with all matters reserved except...
P26/V1674/FUL	7 th July (deadline extended)	Trident Business Park, Building 3 Basil Hill Road, Didcot	Ground Floor to be separated into 3 separate units. Subdivision of First Floor to form smaller offices. Existing external windows and a selection of Doors to be re-sprayed. Existing substandard entrance/exit doors to be replaced with new doors. Proposed new timber bin store. PV installation to roof.
MW.0092/26	16 th July	Sutton Courtenay Waste Management Site, Appleford Sidings	Section 73 application to continue the development permitted by Appeal Decision APP/U3100/A/13/22/0018 (MW.0088/13) (Waste transfer facility to handle 60 000 tonnes per annum of non-hazardous waste and 200 tpa of clinical waste; and associated operational development including a northern egress to Corridor Road, concrete pad, soil storage bunds, perimeter fencing, transformer pad and transformer, traffic (Armco) barriers and traffic lights at the consented Materials Recycling Facility (MRF)) without complying with conditions 3 and 4, to extend the end date of the existing Waste Transfer Facility from 31st December 2030 to 31st December 2039
MW.0094/26	23 rd July	Sutton Courtenay Materials Recycling Facility, Sutton Courtenay Waste Management Site, Appleford Sidings	Section 73 application to vary conditions 3 and 4 of planning permission MW.0174/23 (P12/V2207/CM) (to vary conditions 1, 3 and 22 of planning permission MW.0027/12 (P12/V1497/CM) to increase the annual MRF throughput from 70,000 tpa to 200,000 tpa and for some alterations to approved elevations) to extend the end date of the existing Materials Recycling Facility from 31st December 2030 to 31st December 2039
P26/V1840/HH	15 th July	6 Milton Road, Sutton Courtenay	Single storey rear extension
P26/V1832/A	22 nd July	O K A Purchas Road, Didcot	High level building signage in individual letter to south facade Low level sign above set back entrance to south facade Directional signage board at main entrance from Purchas Road Directional signage board at service yard entrance from Purchas Road Internally illuminated company name/logo pylon on land facing Purchas Road

Additional Planning Correspondence:

P25/V1917/FUL Amendment to an Application Sutton Courtenay Recreation Ground, Old Wallingford Way		Installation of a new north-south oriented non-turf double-lane cricket practice facility, with a cage & netting facility installed over part of the double-lane surface. The development also includes the complete removal of the current two-lane cricket practice facility.
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P26/V0779/HH Amendment to an Application 1 High View Court Sutton Courtenay		Porch extension. Conversion of garage loft to home office, with new external staircase. Erection of Garden room and store (outbuilding).
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Decision list:

Application no	Location	Proposal	Decision
MW.0026/26	Sutton Courtenay Landfill Site, Appleford Sidings	Non-material amendment to permission no. MW.0039/15 to vary the wording of condition 28 and 34 to allow submission and approval of alternative restoration and aftercare scheme.	APPROVED
R3.0088/25	(HIF1) A linear site comprising a corridor between the A34 Milton Interchange and the B4015 north of Clifton ...	Details pursuant to Condition No. 30 (Details of the downgraded section of the A415) of planning permission no. (R3.0138/21)	APPROVED
R3.0005/26	(HIF1) A linear site comprising a corridor between the A34 Milton Interchange and the B4015 north of Clifton ...	Details pursuant to Condition 21 (details of hard and soft landscape work in the Clifton Hampden bypass section of the development (partial discharge)) of planning permission no. (R3.0138/21)	APPROVED

From	To	Councillor	Date	Work ordered / Clerk to action	Outstanding	Referred to Rec Am WP	Closed
30/12/2024	12/01/2025	Joanna O'Callaghan	01-Jan-25	Path from car park to main play area gate not draining	To be added to cemetery pathway project		
13/11/2025	13/11/2025	Clerk, RA & Kompan	13-Nov-25	Additional grass mats alongside slide - Kompan to action in the Spring	Concrete around MUGA posts top surface lifted - Kompan to action once weather improves		
03/02/2026	03/02/2026	Council meeting	03-Feb-26	Netting and fake grass left in tree line	- needs to be bagged and collected		
04/05/2026	17/05/2026	Liz Cruse	01-May-26	Grass needs cutting			Closed
18/05/2026	31/05/2026	Liz Cruse	15-May-26	Grass needs cutting			Closed
01/06/2026	14/06/2026	Liz Cruse	10-Jun-26	No additional faults			Closed
15/06/2026	29/06/2026	Liz Cruse	22-Jun-26	No additional faults			Closed
30/06/2026	14/07/2026						

Quietlanes < Quietlanes@oxfordshire.gov.uk >

Fri, 05 Jun 2026 12:54:53 +0100

Cc "Quietlanes"<Quietlanes@oxfordshire.gov.uk>

1 Attachment(s)

Quiet lanes programme expres...

58.8 KB

Dear town and parish councils,

We are pleased to announce that our new quiet lanes pilot programme is now open for expressions of interest. We would welcome and encourage your council to consider whether a quiet lane would benefit your community. They are not mandatory and will only be taken forward with support from parish councils and local county councillors, who we are also updating.

What are quiet lanes?

Quiet lanes aim to improve road safety and encourage active travel on suitable minor roads and lanes, particularly where they are used by walkers, cyclists, horse riders and local communities.

They use modal filters (for example bollards, planters, or gates) to remove through traffic, and complementary measures such as signs and speed limit reductions (typically 20 miles per hour).

Access is maintained for residents, landowners, and emergency services.

Oxfordshire has seen a variety of quiet lane initiatives over the years, and our new policy will help us to deliver appropriate schemes quickly, while still prioritising community feedback.

New quiet lanes will only be piloted where they are supported by parish and town councils and local county councillors, whose views will be instrumental during the design and delivery of the schemes.

To be considered for a quiet lane, the route must:

- be supported by parish and town councils and local county councillors
- have a suitable alternative route for motor vehicles available nearby
- function primarily for local access, and be not a strategic thoroughfare
- have an evidence-based need such as be experiencing inappropriate levels of through traffic or inappropriately high speeds
- be suitable and meet feasibility requirements.

[Read more about which routes are eligible for quiet lanes and how to apply](#) on the quiet lanes county web pages.

A modal filter will be a core requirement of a quiet lane, to be placed at either end of the road or somewhere in between two points. This is an enhancement to existing Department for Transport policy, going beyond traditional signage-based quiet lanes.

Due to complexity and funding constraints, we are not currently considering schemes that require the use of Automatic Number Plate Recognition technology to prevent traffic entering or exiting the quiet lane although it might be something we consider in the future and in other complimentary standalone pilots where funding and infrastructure allow.

Testing a pilot

Following an agreement to test a pilot, any new quiet lanes will be introduced under an experimental traffic regulation order (ETRO). ETROs allow measures to be tested in practice, evidence to be collected and designs refined before any permanent decisions are made.

An ETRO must run for a minimum of 6 months and maximum of 18 months and include a statutory consultation, which the county council as the highways authority will run. Consultees will be invited to provide feedback on the specific pilot and on the wider quiet lanes policy.

Monitoring and evaluation findings will be considered alongside feedback from the public consultation when deciding whether to make a quiet lane permanent. This decision will be made at a county council cabinet member decision meeting where people can apply to speak. No decision will be made until a pilot is evaluated.

How to apply

Parish and town councils and the city council are invited to complete the attached application form and simple assessment matrix if they want to pilot a quiet lane. The form and matrix have been designed to be:

- easy to complete using local knowledge,
- proportionate (exact traffic data is not required),
- supported by simple evidence such as maps, photos, or meeting minutes.

Applications should focus on single roads or a clearly defined road section and explain the local issues the scheme is seeking to address.

Submitting your application

Please return completed applications by email to: Quietlanes@Oxfordshire.gov.uk

An online expression of interest form will be available soon on the [quiet lanes county web pages](#), where you can also contact the team and read more about the programme.

What happens next

As part of the current programme, we will pilot up to 10 sites and only a limited number of routes are likely to meet the necessary criteria. All applications will be assessed alongside other submissions by county council officers using the new criteria. Where deemed suitable they will be added to the programme for delivery.

Applying does not guarantee that your quiet lane will be delivered, but it ensures that locally supported proposals are properly considered and recorded to inform future programme development and the prioritisation of road safety mitigations.

Support and queries

If you have questions about the programme or the application process, please contact: Quietlanes@Oxfordshire.gov.uk

We welcome proposals and look forward to working collaboratively. Local insight is invaluable in identifying where quiet lane approaches can deliver the greatest benefit to improve safety, accessibility and better connect our towns and villages across Oxfordshire.

Yours sincerely,

Dan McCrory
Technical Lead – Place Shaping
Oxfordshire County Council
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Oxfordshire County Council - Rural A and B class roads – speed limit review 2026/27 and 2027/28 - Initial stakeholder engagement – Vale area

The tables below provide a summary of our assessment of the character of the roads listed in relation to the Department for Transport guidance on setting local speed limit ([Setting local speed limits - GOV.UK](#)) and specifically in relation to Rural Single Carriageways – table 2 below providing a helpful summary:

Table 2: speed limits for single carriageway roads with a predominant motor traffic flow function

Speed limit (mph)	Where limit should apply
60	Recommended for most high-quality strategic A and B roads with few bends, junctions or accesses.
50	Should be considered for lower quality A and B roads that may have a relatively high number of bends, junctions or accesses. Can also be considered where mean speeds are below 50mph, so lower limit does not interfere with traffic flow.
40	Should be considered where there are many bends, junctions or accesses, substantial development, a strong environmental or landscape reason, or where there are considerable numbers of vulnerable road users.

The great majority of the lengths of roads being assessed are A and B class single carriageways, but there are as noted a few sections of dual carriageway.

Notes on current traffic speeds: Speed data derived from sat nav data is available for the entire network; much more data is available that can be provided in this summary, especially given that the route sections can be quite long and include for example bends and junctions which will influence speeds. The speeds shown are at points judged to be least affected by bends / junctions etc. and are aggregated over the full length of a day - the data applies to 2024.

The data includes both the average speeds and the 85th percentile speed, the latter being the speed at or below which 85% of vehicles are travelling

Notes on reported injury traffic collisions: This data is as collected / reported by Thames Valley Police in accordance with the national reporting system for road collisions overseen by the Department for Transport. Further information on road traffic collision data can be found here [Road safety statistics - GOV.UK](#) ; this data includes estimates of under reporting etc.

The tables include lines for the villages etc. along the routes, but these are not in the scope of the current stakeholder consultation. The County Council will later this summer be engaging with all the towns and villages which participated in the 20mph transformation programme, which will provide an opportunity for you to provide feedback on the current limits and measures to help improve compliance etc.

A338	Route section	Current Speed Limit	Assessed DfT Table 2 Band(s) Rural Single Carriageway	Oxfordshire County Council Vision Zero Team comments	Actual average / 85th percentile traffic speed	Reported injury collisions 2021 - 2025 fatal and serious / all
A338 / 1	A338 between junction with A420 and Frilford village	50	B (50mph) north of Frilford Heath; C (40mph) Frilford Heath	Taking account of the adjacent housing / multiple accesses, consideration of a 40mph speed limit at Frilford Heath is recommended, to include also the Abingdon Road at Tubney between its junction with the A338 and the 30mph speed limit at Tubney.	47 / 53	2 / 4
A338 / 2	A338 at Frilford	40	C (40mph) and Village	Frilford Parish Council has requested consideration of a 30mph speed limit in place of the existing 40mph limit	32 / 39	2 / 5
A338 / 3	A338 between Frilford and East Hanney	50	B (50mph)	<i>Current speed limit(s) appears consistent with DfT guidance</i>	43 / 50	1 / 5
A338 / 4	A338 at East Hanney village					
A338 / 5	A338 between East Hanney and junction with Main Street at Grove	50	B (50mph) and C (40mph)	Taking account of the more built-up environment, junctions and accesses, and also pedestrians crossing the road, consideration of a 40mph speed limit is recommended from just north of the access to Bradfield Grove Farm to then continue southwards to the existing 30mph speed limit by Main Street Grove.	43 / 50	3 / 8
A338 / 6	A338 through Grove and Wantage					
A338 / 7	A338 Wantage Manor Road south of 30mph limit	40	C (40mph)	<i>Current speed limit(s) appears consistent with DfT guidance</i>	37 / 45	0 / 1
A338 / 8	A338 Manor Road south of 40mph limit to County Boundary with West Berkshire	50	B (50mph)	<i>Current speed limit(s) appears consistent with DfT guidance</i>	49 / 56	0 / 0

A415	Route section	Current Speed Limit	Assessed DfT Table 2 Band(s) Rural Single Carriageway	Oxfordshire County Council Vision Zero Team comments	Actual average / 85th percentile traffic speed	Reported injury collisions 2021 - 2025 fatal and serious / all
A415 / 5	A415 between Culham and Abingdon	40	C (40mph)	<i>Current speed limit(s) appears consistent with DfT guidance</i>	<i>38 / 42</i>	<i>2 / 3</i>
A415 / 6	A415 through Abingdon					
A415 / 7	A415 between A34 Marcham interchange and Marcham village	50	C (40mph)	Taking account of the currently substandard shared use footway / cycle track and junction with the Gozzards Ford consideration of a 40mph speed limit is recommended	<i>40 / 50</i>	<i>2 / 3</i>
A415 / 8	A415 Marcham village					
A415 / 9	A415 between Marcham and A338 junction at Frilford	40/60	C (40mph)	Taking account of the road alignment and potential for active travel use between Frilford and Marcham consideration of a 40mph speed limit is recommended	<i>37 / 44</i>	<i>0 / 1</i>
A415 / 10	A415 Frilford village west of A338 junction	40	possible village 30mph designation	Consideration of a 30mph speed limit is recommended in place of the existing 40mph limit in conjunction with the proposals for a 30mph limit on the A338 at Frilford as requested by Frilford Parish Council.	<i>34 / 43</i>	<i>0 / 1</i>
A415 / 11	A415 between Frilford and Kingston Bagpuize	60	B (50mph)	Taking account of the road alignment and junctions /accesses, consideration of a 50mph speed limit is recommended.	<i>44 / 50</i>	<i>2 / 6</i>
A415 / 12	A415 Kingston Bagpuize village					
A415 / 13	A415 between Kingston Bagpuize and Standlake	50	B (50mph) but with possible village treatment at Radcot	Consideration of a 30mph speed limit at the Thames bridges /accesses to adjacent premise and Thames path s is recommended taking account also of the presence of pedestrians.	<i>44 / 50</i>	<i>0 / 4</i>

A4095	Route section	Current Speed Limit	Assessed DfT Table 2 Band(s) Rural Single Carriageway	Oxfordshire County Council Vision Zero Team comments	Actual average / 85th percentile traffic speed	Reported injury collisions 2021 - 2025 fatal and serious / all
A4095 / 24	A4095 between Clanfield and Faringdon	50/40	B (50mph) but with possible village treatment at Radcot	The current speed limits are considered appropriate other than at Radcot Bridge and its approaches including the junctions / access top adjacent premises; a 30mph or possibly 20mph may be appropriate.	48 / 55	2 / 4
A4095 / 25	A4095 through Faringdon					

A417	Route section	Current Speed Limit	Assessed DfT Table 2 Band(s) Rural Single Carriageway	Oxfordshire County Council Vision Zero Team comments	Actual average / 85th percentile traffic speed	Reported injury collisions 2021 - 2025 fatal and serious / all
A417 / 1	A417 between County Boundary with Gloucestershire and Buscot	50*	B (50mph)	A 50mph limit (in place of the current national speed limit) has been approved as part of the A417 speed limit review and is due to be implemented in summer 2026	42 / 47	1 / 4
A417 / 2	A417 Buscot village	30*	Village	A 30mph limit (in place of the current 40mph speed limit) has been approved as part of the A417 speed limit review and is due to be implemented in summer 2026	29 / 46	1 / 1
A417 / 3	A417 between Buscot and Faringdon	40* / 50	B (50mph) and C (40mph)	40mph and 50mph limits (in place of the current national speed limit) between Buscot and Faringdon have been approved as part of the A417 speed limit review and are due to be implemented in summer 2026; no changes are planned for the current 40mph limit at Eaton Hastings.	53 / 61	4 / 7
A417 / 4	A417 at Faringdon					

A417 / 5	A417 between junction with A420 and Stanford in the Vale	50	B (50mph)	<i>Current speed limit(s) appears consistent with DfT guidance</i>	49 / 55	3 / 11
A417 / 6	A417 Stanford in the Vale village					
A417 / 7	A417 between Stanford in the Vale and East Challow	50 / 40*	B (50mph) and C (40mph)	A 40mph limit (in place of the current 50mph limit) at Challow Station has been approved as part of the A417 speed limit review and is due to be implemented in summer 2026	46 / 53	1 / 11
A417 / 8	A417 through East Challow & Wantage					
A417 / 9	A417 between Wantage and West Hendred	50/40	B (50mph) and C (40mph)	<i>Current speed limit(s) appears consistent with DfT guidance</i>	45 / 51	1 / 5
A417 / 10	A417 at West and East Hendred					
A417 / 11	A417 between East Hendred and Rowstock	40	C (40mph)	<i>Current speed limit(s) appears consistent with DfT guidance</i>	35 / 39	0 / 0
A417 / 12	A417 at Rowstock village					
A417 / 13	A417 between Rowstock and Harwell	40	C (40mph)	<i>Current speed limit(s) appears consistent with DfT guidance</i>	33 / 39	0 / 0
A417 / 14	A417 Harwell village					
A417 / 15	A417 between Harwell and Upton			<i>Current speed limit(s) appears consistent with DfT guidance</i>	42 / 47	2 / 2
A417 / 16	A417 Upton village					
A417 / 17	A417 between Upton and Blewbury	50	B (50mph)	<i>Current speed limit(s) appears consistent with DfT guidance</i>	45 / 51	1 / 1
A417 / 18	A417 Blewbury village					
A417 / 19	A417 between Blewbury and County Boundary with West Berkshire	50 / 40*	B (50mph) and C (40mph)	A 40mph limit (in place of the current 50mph limit) adjacent to the Aston Tirrold and Upthorpe junctions has been approved as part of the A417 speed limit review and is due to be implemented in summer 2026	47 / 54	6 / 10

A4130	Route section	Current Speed Limit	Assessed DfT Table 2 Band(s) Rural Single Carriageway	Oxfordshire County Council Vision Zero Team comments	Actual average / 85th percentile traffic speed	Reported injury collisions 2021 - 2025 fatal and serious / all
A4130 / 14	A4130 between Didcot and A34 Milton Interchange roundabout	40	C (40mph)	<i>Current speed limit(s) appears consistent with DfT guidance</i>	37 / 43	4 / 9
A4130 / 15	A4130 between A34 Milton Interchange roundabout and junction with B4017	30*	30mph (in conjunction with current highway improvement scheme)	A 30mph limit is being promoted as part of a wider improvement on this route section	29 / 37	0 / 1
A4130 / 16	A4130 between B4017 junction and Rowstock	60	C (40mph)	Consideration of a 40mph speed limit is recommended taking account of the number of junctions and accesses on this route section	37 / 45	0 / 3

A4183	Route section	Current Speed Limit	Assessed DfT Table 2 Band(s) Rural Single Carriageway	Oxfordshire County Council Vision Zero Team comments	Actual average / 85th percentile traffic speed	Reported injury collisions 2021 - 2025 fatal and serious / all
A4183 / 1	A4183 Oxford Road between junction with A34 and roundabout junction Twelve Acre Drive and Dunmore Road	50	This length is within the scope of the A34 Lodge Hill scheme, including the associated speed limits	This length is within the scope of the A34 Lodge Hill major improvement scheme, including the associated speed limits.	36 / 43	1 / 4
A4183 / 2	A4183 at Abingdon					

A420	Route section	Current Speed Limit	Assessed DfT Table 2 Band(s) Rural Single Carriageway	Oxfordshire County Council Vision Zero Team comments	Actual average / 85th percentile traffic speed	Reported injury collisions 2021 - 2025 fatal and serious / all
A420 / 2	A420 link road between junction with Botley Road / West Way to and including A420 / A34 Botley interchange roundabout	NSL	Urban dual carriageway	Consideration of a 40mph speed limit - to include the roundabout and the eastbound approach of the A420 Cumnor bypass to the roundabout.	30 / 36	1 / 9
A420 / 3	A420 Cumnor bypass	70	Rural dual carriageway	<i>Current speed limit(s) appears consistent with DfT guidance</i>	55 / 64	0 / 3
A420 / 4	A420 between Cumnor bypass and Kingston Bagpuize bypass	50	B (50mph) and C (40mph)	A request was submitted by a member of the public for a 40mph to include the small community of Rockley; in order not to have too short limits, and taking account also of the four properties north of Rockley, if this option were to be pursued it would likely be sensible to replace all of the current 50mph between the south end of the bypass and the south end of Rockley.	46 / 51	1 / 2
A420 / 5	A420 Kingston Bagpuize bypass east of roundabout junction with A415	70	Rural dual carriageway	Development proposals including a new roundabout will require a review of speed limits	48 / 54	0 / 1
A420 / 6	A420 Kingston Bagpuize bypass west of roundabout junction with A415	70 / 50*	Rural dual carriageway with junctions pedestrian / cycle crossing movements	Approved plans for a safety improvement at the Charney Bassett / Pinewoods Road junction include an extension eastward of the existing 50mph limit on the A420 to include this junction; this change is due to be implemented in September 2026	61 / 71	5 / 8
A420 / 7	A420 between Kingston Bagpuize bypass and Faringdon bypass	50	B (50mph) and C (40mph)	A 40mph speed limit over a c 400m length of the A420 adjacent to Littleworth could potentially be appropriate given the bends, junctions and bus stop and associated pedestrian crossing movements. While there are safety concerns adjacent to Buckland particularly focussed on the Bampton Road junction, the overall character of the road points to the existing 50mph limit being appropriate.	46 / 51	3 / 19
A420 / 8	A420 Faringdon bypass	50	B (50mph)	<i>Current speed limit(s) appears consistent with DfT guidance</i>	41 / 54	9 / 16
A420 / 9	A420 between Faringdon bypass and Shrivenham bypass	50	B (50mph)	<i>Current speed limit(s) appears consistent with DfT guidance</i>	41 / 48	3 / 7
A420 / 10	A420 Shrivenham bypass	50	B (50mph)	<i>Current speed limit(s) appears consistent with DfT guidance</i>	50 / 55	3 / 5

A420 / 11	A420 west of Shrivenham bypass to County Boundary with Swindon	50	B (50mph)	<i>Current speed limit(s) appears consistent with DfT guidance</i>	38 / 44	0 / 0
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A423	Route section	Current Speed Limit	Assessed DfT Table 2 Band(s) Rural Single Carriageway	Oxfordshire County Council Vision Zero Team comments	Actual average / 85th percentile traffic speed	Reported injury collisions 2021 - 2025 fatal and serious / all
A423 / 1	A423 Oxford Southern bypass	50* / 40*	Urban Dual carriageway	A 50mph speed limit (in place of the current national speed limit) has been approved as part of a previous review and is to be implemented Summer 2026	46 / 56	5 / 22

A4185	Route section	Current Speed Limit	Assessed DfT Table 2 Band(s) Rural Single Carriageway	Oxfordshire County Council Vision Zero Team comments	Actual average / 85th percentile traffic speed	Reported injury collisions 2021 - 2025 fatal and serious / all
A4185 / 1	A4185 Newbury Road between 30mph at A417 Rowstock Roundabout and 40mph speed limit at Harwell Campus		60	Consideration of a 50mph limit is recommended taking account of the lower standard road alignment with several sweeping bends with restricted visibility.	30 / 39	0 / 1
A4185 / 2	A4185 by Harwell Campus and Chilton					

B4000	Route section	Current Speed Limit	Assessed DfT Table 2 Band(s) Rural Single Carriageway	Oxfordshire County Council Vision Zero Team comments	Actual average / 85th percentile traffic speed	Reported injury collisions 2021 - 2025 fatal and serious / all
B4000 / 1	B4000 between County boundary with West Berkshire and Ashbury	60	B (50mph)	As a very lightly trafficked rural road with a low collision record, although a 50mph limit could be appropriate, this likely would be best considered as part of an appraisal of the overall route in liaison with West Berkshire Council	50 / 63	0 / 0
B4000 / 2	B4000 Ashbury village					
B4000 / 3	B4000 between Ashbury and Shrivenham	60	C (40mph)	Consideration of a 40mph speed limit to support cycling between the Shrivenham and the nearby villages is recommended	41 / 46	0 / 1
B4000 / 4	B4000 Shrivenham village					
B4000 / 5	B4000 between Shrivenham and County boundary with Swindon	60	C (40mph)	Consideration of a 40mph speed limit to support cycling between the Shrivenham and the nearby villages in liaison with Swindon Council	34 / 43	2 / 2

B4001	Route section	Current Speed Limit	Assessed DfT Table 2 Band(s) Rural Single Carriageway	Oxfordshire County Council Vision Zero Team comments	Actual average / 85th percentile traffic speed	Reported injury collisions 2021 - 2025 fatal and serious / all
B4001 / 1	B4001 between County boundary with West Berkshire and Childrey	60	B (50mph)	As a very lightly trafficked rural road with a low collision record, although a 50mph limit could be appropriate, this likely would be best considered as part of an appraisal of the overall route in liaison with West Berkshire Council	50 / 58	0 / 1
B4001 / 2	B4001 Childrey village					
B4001 / 3	B4001 between Childrey and junction with A417	40	C (40mph)	<i>Current speed limit(s) appears consistent with DfT guidance</i>	43 / 49	0 / 0

B4016	Route section	Current Speed Limit	Assessed DfT Table 2 Band(s) Rural Single Carriageway	Oxfordshire County Council Vision Zero Team comments	Actual average / 85th percentile traffic speed	Reported injury collisions 2021 - 2025 fatal and serious / all
B4016 / 1	B4016 Drayton village					
B4016 / 2	B4016 between Drayton and Sutton Courtenay	20/40		Consideration of a possible 30mph limit is recommended taking account of the c 30 residential premises and also noting that the road provides access to the cycle route to Abingdon	33 / 38	1 / 4
B4016 / 3	B4016 Sutton Courtenay village					
B4016 / 4	B4016 between Sutton Courtenay and Appleford	60	C (40mph)	Consideration of a 40mph speed limit to improve safety including for pedal cyclists is recommended noting that current average speeds are below 40mph	34 / 40	1 / 1
B4016 / 5	B4016 Appleford village					
B4016 / 6	B4016 Appleford to Didcot	60	C (40mph)	This section is in the scope of the major HIF improvement scheme	45 / 49	0 / 0
B4016 / 9	B4016 between East Hagbourne and Blewbury	60	C (40mph)	Consideration of a 40mph speed limit to improve safety including for pedal cyclists is recommended noting that current average speeds are below 40mph	37 / 44	0 / 3
B4016 / 10	B4016 at Blewbury					

B4017	Route section	Current Speed Limit	Assessed DfT Table 2 Band(s) Rural Single Carriageway	Oxfordshire County Council Vision Zero Team comments	Actual average / 85th percentile traffic speed	Reported injury collisions 2021 - 2025 fatal and serious / all
B4017 / 1	B4017 at Farmoor village					
B4017 / 2	B4017 between Farmoor and Cumnor	60	C (40mph)	Taking account of the residential area at Filchampstead and busy access to Farmoor Reservoir, and the alignment of the road between Filchampstead and Cumnor village, consideration of a 40mph limit in place of the full length of national speed limit is recommended	37 / 44	0 / 2
B4017 / 3	B4017 Cumnor village					
B4017 / 4	B4017 between Cumnor and Henwood	60	C (40mph)	This route section includes several homes and other accesses by Bradley Farm - consideration of a 40mph limit in place of the full length of national speed limit is recommended	40 / 46	0 / 0
B4017 / 5	B4017 between Henwood and Abingdon including Wootton village and Whitecross					
B4017 / 6	B4017 through Abingdon					
B4017 / 7	B4017 between Abingdon and Drayton	40	C (40mph)	<i>Current speed limit(s) appears consistent with DfT guidance</i>	35 / 44	0 / 0
B4017 / 8	B4017 Drayton village					
B4017 / 9	B4017 between Drayton and Steventon	30/40		<i>Current speed limit(s) appears consistent with DfT guidance</i>	31 / 38	0 / 1
B4017 / 10	B4017 Steventon village					
B4017 / 11	B4017 between Steventon and junction with B4017	60		A 40mph limit is already being taken forward as part of a separate improvement scheme	25 / 32	0 / 0

B4019	Route section	Current Speed Limit	Assessed DfT Table 2 Band(s) Rural Single Carriageway	Oxfordshire County Council Vision Zero Team comments	Actual average / 85th percentile traffic speed	Reported injury collisions 2021 - 2025 fatal and serious / all
B4019 / 1	B4019 at Faringdon					
B4019 / 2	B4019 between Faringdon and Coleshill	60	C (40mph)	The alignment of the route is poor with frequent bends / gradients and narrow sections; consideration of a 40mph or 50mph limit is recommended	39 / 48	1 / 3
B4019 / 3	B4019 Coleshill village					

B4044	Route section	Current Speed Limit	Assessed DfT Table 2 Band(s) Rural Single Carriageway	Oxfordshire County Council Vision Zero Team comments	Actual average / 85th percentile traffic speed	Reported injury collisions 2021 - 2025 fatal and serious / all
B4044 / 1	B4044 at North Hinksey / Cumnor					
B4044 / 2	B4044 between A420 junction and Farmoor	50	C (40mph)	Consideration of a 40mph speed limit to improve safety including for pedal cyclists is recommended noting that current average speeds are already around 40mph	42 / 49	3 / 6
B4044 / 3	B4044 Farmoor village					
B4044 / 4	B4044 between Farmoor and Eynsham	30/40/50	C (40mph)	Consideration of a 40mph speed limit to improve safety including for pedal cyclists is recommended noting that current average speeds are already around 40mph	37 / 43 (in 50)	1 / 2

B4493	Route section	Current Speed Limit	Assessed DfT Table 2 Band(s) Rural Single Carriageway	Oxfordshire County Council Vision Zero Team comments	Actual average / 85th percentile traffic speed	Reported injury collisions 2021 - 2025 fatal and serious / all
B4493 / 1	B4493 through Didcot and Harwell					
B4493 / 2	B4493 Hagbourne Hill	50	C (40mph)	Consideration of a 40mph limit is recommended taking account of the road alignment	41 / 49	0 / 5

B4494	Route section	Current Speed Limit	Assessed DfT Table 2 Band(s) Rural Single Carriageway	Oxfordshire County Council Vision Zero Team comments	Actual average / 85th percentile traffic speed	Reported injury collisions 2021 - 2025 fatal and serious / all
B4494 / 1	B4494 Chain Hill Wantage					
B4494 / 2	B4494 between Wantage and County Boundary with West Berkshire	60 / 50	C (40mph)	Consideration is recommended of 40mph limit taking account of the road alignment and junctions and high collision rate	50 / 57 (in 50)	6 / 10

B4507	Route section	Current Speed Limit	Assessed DfT Table 2 Band(s) Rural Single Carriageway	Oxfordshire County Council Vision Zero Team comments	Actual average / 85th percentile traffic speed	Reported injury collisions 2021 - 2025 fatal and serious / all
B4507 / 1	B4507 at Wantage					
B4507 / 2	B4507 between Wantage and Ashbury	60	C (40mph)	Consideration of a 40mph speed limit to improve safety including for pedal cyclists is recommended noting that current average speeds are already around 40mph	44 / 51	3 / 8

B4508	Route section	Current Speed Limit	Assessed DfT Table 2 Band(s) Rural Single Carriageway	Oxfordshire County Council Vision Zero Team comments	Actual average / 85th percentile traffic speed	Reported injury collisions 2021 - 2025 fatal and serious / all
B4508 / 1	B4508 between junction with A420 and Pusey	60	C (40mph)	Consideration of a 40mph speed limit to improve safety including for pedal cyclists is recommended noting that current average speeds are already around 40mph	33 / 38	0 / 0
B4508 / 2	B4508 Pusey village					
B4508 / 3	B4508 between Pusey and Hatford	60/40	C (40mph)	Consideration of a 40mph speed limit to improve safety including for pedal cyclists is recommended noting that current average speeds are already around 40mph	40 / 47	0 / 1
B4508 / 4	B4508 Hatford village					
B4508 / 5	B4508 between Hatford and junction with A417	60	C (40mph)	Consideration of a 40mph speed limit to improve safety including for pedal cyclists is recommended noting that current average speeds are already around 40mph	44 / 51	0 / 0
B4508 / 6	B4508 A417 to Shellingford village	60	C (40mph)	Consideration of a 40mph speed limit to improve safety including for pedal cyclists is recommended noting that current average speeds are already around 40mph	26 / 37	0 / 0
B4508 / 7	B4508 Shellingford village					
B4508 / 8	B4508 between Shellingford and Fernham	60	C (40mph)	Consideration of a 40mph speed limit to improve safety including for pedal cyclists is recommended noting that current average speeds are already around 40mph	41 / 49	0 / 1
B4508 / 9	B4508 Fernham village					
B4508 / 10	B4508 Fernham to Longcot	60	C (40mph)	Consideration of a 40mph speed limit to improve safety including for pedal cyclists is recommended noting that current average speeds are already around 40mph	36 / 48	0 / 1

B4508 / 11	B4508 Longcot					
B4508 / 12	B4508 Longcot to A420	50	B (50mph)	Consideration of a 50mph limit is recommended taking account of the alignment	<i>47 / 58</i>	<i>0 / 0</i>

Jul-26

Items in bold need to be approved on the banking software

			Receipts			
Voucher	Name	Description	Amount	Totals		
8	Public Sector Deposit Fund	Interest May	244.83			
9	Public Sector Deposit Fund	Interest June	239.86			
10	Tonks Brothers	Cemetery fee	650.00			
					1,134.69	
			Payments			
Voucher	Method	Name	Description	Invoice	Amount	Totals
58	DIRDEBIT	Unity Trust Bank	Bank fee		60.60	
59	DIRDEBIT	EE	Phone	V02482344831	16.20	
60	DIRDEBIT	Ashdown Phillips and Partners Ltd	Office licence	317541	748.48	
61	ONLINE	Tactical Facilities Management Ltd	Grounds maintenance	Credit179 Invoice239	0.00	
62	ONLINE	Ollie Brake	SID maintenance	45	120.00	
63	ONLINE	RoSPA Play Safety Ltd	Inspection	98612	802.80	
64	ONLINE	HP Inc UK Ltd	Stationery	JPC Card	10.99	
65	ONLINE	Shield Maintenance Ltd	Waste collection	10398	213.20	
66	ONLINE	Water Resource Associates LLP	Planning advice	1585	2,052.00	
67	CARD	Newsquest Media Group	Advertising fee	WOR3559255 WOR3561025	899.18	
68	CARD	Amazon EU S. r.l., UK Branch	Stationery	GB6701U1LAEUD	9.57	
69	CARD	B&Q	Stationery	card	9.00	
70	CHEQUE	Land Registry	Land Registry	ch300 004	80.00	
71	ONLINE	ESPO Trading Ltd	Office furniture	8112360	41.94	
72-75	STORDER	Officers, HMRC, Pension	Salary	Month 4 salary	4,287.32	
76	CARD	Lloyds	Bank fee	card	3.00	
						9,354.28

Sutton Courtenay Parish Council

Summary of Receipts and Payments

06 July 2026 (2026-2027)

All Cost Centres and Codes

Receipts

Code	Title	Receipts			Payments			Net Position
		Budgeted	Actual	Variance	Budgeted	Actual	Variance	+/- Under/over spend
35	Precept	108,000.00	54,000.00	-54,000.00				-54,000.00 (-50%)
36	OCC Verges	1,608.00	1,607.74	-0.26				-0.26 (-0%)
37	Cemetery fees	4,000.00	775.00	-3,225.00				-3,225.00 (-80%)
38	Interest	700.00	945.76	245.76				245.76 (35%)
47	Donations	250.00		-250.00				-250.00 (-100%)
48	Wayleaves	12.00		-12.00				-12.00 (-100%)
49	VAT 126							(N/A)
SUB TOTAL		114,570.00	57,328.50	-57,241.50				-57,241.50 (-49%)

Administration

Code	Title	Receipts			Payments			Net Position
		Budgeted	Actual	Variance	Budgeted	Actual	Variance	+/- Under/over spend
1	Salaries				53,871.00	17,870.30	36,000.70	36,000.70 (66%)
2	Office Allowance							(N/A)
3	Audit				850.00	212.50	637.50	637.50 (75%)
4	Bank fees				108.00	158.30	-50.30	-50.30 (-46%)
5	Chairman's Allowance				200.00	124.25	75.75	75.75 (37%)
6	Conferences & Training				2,000.00	80.00	1,920.00	1,920.00 (96%)
7	Election & Legal fees				47.00	80.00	-33.00	-33.00 (-70%)
8	Insurance				3,000.00		3,000.00	3,000.00 (100%)
9	Software				2,000.00		2,000.00	2,000.00 (100%)
10	Stationery				650.00	116.36	533.64	533.64 (82%)
11	Subscriptions				1,000.00	1,003.18	-3.18	-3.18 (-0%)
12	Travel				300.00		300.00	300.00 (100%)
13	Website				420.00		420.00	420.00 (100%)
50	Office rental				7,600.00	2,510.92	5,089.08	5,089.08 (66%)
51	Office equipment				500.00	34.95	465.05	465.05 (93%)
SUB TOTAL					72,546.00	22,190.76	50,355.24	50,355.24 (69%)

Cemetery

Code	Title	Receipts			Payments			Net Position
		Budgeted	Actual	Variance	Budgeted	Actual	Variance	+/- Under/over spend
14	Bins				494.00	121.32	372.68	372.68 (75%)
15	Grass cutting				2,574.00	408.00	2,166.00	2,166.00 (84%)
16	Maintenance - contracted				787.00	194.85	592.15	592.15 (75%)
52	Maintenance - additional				1,000.00	28.00	972.00	972.00 (97%)
SUB TOTAL					4,855.00	752.17	4,102.83	4,102.83 (84%)

Recreation Ground

Code	Title	Receipts			Payments			Net Position
		Budgeted	Actual	Variance	Budgeted	Actual	Variance	+/- Under/over spend
17	Bins				1,053.00	353.18	699.82	699.82 (66%)

Sutton Courtenay Parish Council

Summary of Receipts and Payments

06 July 2026 (2026-2027)

All Cost Centres and Codes

18 Grass cutting	1,673.00	230.00	1,443.00	1,443.00 (86%)
19 Inspections	960.00	669.00	291.00	291.00 (30%)
20 Maintenance - contracted	1,120.00	277.26	842.74	842.74 (75%)
53 Maintenance - additional	4,000.00	47.50	3,952.50	3,952.50 (98%)
58 Cricket net project				(N/A)
SUB TOTAL	8,806.00	1,576.94	7,229.06	7,229.06 (82%)

Outside Spaces & Assets

Code	Title	Receipts			Payments			Net Position
		Budgeted	Actual	Variance	Budgeted	Actual	Variance	+/- Under/over spend
21	Bench & Bus shelter cleaning				670.00	165.75	504.25	504.25 (75%)
22	Bins				689.00	231.84	457.16	457.16 (66%)
23	Defib maintenance				500.00		500.00	500.00 (100%)
24	Grass cutting				3,298.00	814.50	2,483.50	2,483.50 (75%)
25	Maintenance - general				2,000.00	9.00	1,991.00	1,991.00 (99%)
26	Verge grass cutting				4,545.00	333.88	4,211.12	4,211.12 (92%)
27	Tree works				2,000.00		2,000.00	2,000.00 (100%)
28	War Memorial				500.00		500.00	500.00 (100%)
60	SID maintenance				720.00	405.00	315.00	315.00 (43%)
SUB TOTAL					14,922.00	1,959.97	12,962.03	12,962.03 (86%)

Grants

Code	Title	Receipts			Payments			Net Position
		Budgeted	Actual	Variance	Budgeted	Actual	Variance	+/- Under/over spend
29	SC News				1,750.00	1,750.00		(0%)
30	Citizens Advice SO&V				3,000.00	3,000.00		(0%)
31	PCC				2,500.00	2,500.00		(0%)
32	Youth Project				4,000.00	4,000.00		(0%)
33	Village Hall							(N/A)
34	Other				5,720.00	5,720.00		(0%)
SUB TOTAL					16,970.00	16,970.00		(0%)

Earmarked Reserves (EMR)

Code	Title	Receipts			Payments			Net Position
		Budgeted	Actual	Variance	Budgeted	Actual	Variance	+/- Under/over spend
39	Cemetery							(N/A)
40	Neighbourhood Plan							(N/A)
41	Professional Advice					2,459.32	-2,459.32	-2,459.32 (N/A)
42	Recreation Ground							(N/A)
43	Village Hall							(N/A)
44	CIL							(N/A)
54	Tree works							(N/A)
55	War Memorial							(N/A)
56	SIDs							(N/A)
57	S106 Cricket nets							(N/A)
59	S106 Football							(N/A)

Sutton Courtenay Parish Council
Summary of Receipts and Payments

06 July 2026 (2026-2027)

All Cost Centres and Codes

61 Cemetery paths	22,000.00	22,000.00			22,000.00 (N/A)
SUB TOTAL	22,000.00	22,000.00		2,459.32	-2,459.32
					19,540.68 (N/A)

Summary

NET TOTAL	114,570.00	79,328.50	-35,241.50	118,099.00	45,909.16	72,189.84	36,948.34
V.A.T.					1,939.68		
GROSS TOTAL		79,328.50			47,848.84		

Sutton Courtenay Parish Council
Reserves Balance
2026-2027

<u>Reserve</u>	<u>OpeningBalance</u>	<u>Transfers</u>	<u>Spend</u>	<u>Receipts</u>	<u>CurrentBalance</u>
Earmarked					
Cemetery	24,340.00				24,340.00
Neighbourhood Plan	2,600.00				2,600.00
Professional Advice	11,585.13		2,459.32		9,125.81
Recreation Ground	14,765.00				14,765.00
Village Hall	7,186.30				7,186.30
CIL	95,524.89				95,524.89
Tree works	2,200.00				2,200.00
War Memorial	1,000.00				1,000.00
SIDs	700.00				700.00
S106 Cricket nets					0.00
S106 Football	6,837.62				6,837.62
Cemetery paths				22,000.00	22,000.00
Total Earmarked	166,738.94		2,459.32	22,000.00	186,279.62
TOTAL RESERVE	166,738.94		2,459.32	22,000.00	186,279.62
GENERAL FUND					62,387.17
TOTAL FUNDS					248,666.79