



NOTICE OF MOTION TO COUNCIL

To be referred to Committee (if yes, specify which committee)	Yes /No
Title of Motion	Quiet Lane status for Battle Rd
Proposed by	J Emerson, A Povey, B Newman, M Stares
Proposed Resolution	To withdraw the application to OCC to designate Battle Road as part of the 'Quiet Lanes' pilot scheme
Background (provided by the proposer)	On 8 June Council considered '26.09.10. To approve the Traffic and Transport Committee proposal to make an application to Oxfordshire County Council to designate Battle Road as part of the 'Quiet Lanes' pilot scheme' and 'Approved by majority with one against and one abstention to ask the T&T Committee to make the application'. The proposal was made without prior consultation with anyone likely to be affected and subsequent comments from residents have been almost universally negative (Appendix I from 18 Aug Travel & Transport Committee - attached). Any benefits are outweighed by the disadvantages to residents of Goring and Woodcote. Given the negligible support from the community the resolution should be reversed. As this is within 6 months of the resolution being made this resolution requires the written notice by at least 4 Cllrs – see Standing Order 7a – who have signed below.
Background (provided by the Proper Officer)	
Financial implication (anticipated by the proposer)	None
Financial implications (anticipated by the Proper Officer)	
Legal implications	
Proposers signature	Jim Emerson, Anna Povey, Barbara Newman, Mike Stares

Notes:

Standing Orders 18 - 23 apply to notices of motion

Components in Blue to be completed by the member putting the motion

Agenda item		Date Received	
-------------	--	---------------	--

Components in Black to be completed by the Proper Officer or their delegate

Proposal carried or fallen	
Minute reference	
If rejected, explanation.	

Agenda item		Date Received	
-------------	--	---------------	--

Office use only:

Motions moved on notice

- 18 Except as provided by these standing orders, no motion may be moved unless business to which it relates has been put on the agenda by the clerk or the mover has given notice in writing of its terms and has delivered the notice to the clerk at least ten clear days, excluding the day of the meeting, before the date of the meeting at which it is to be moved.
- 19 The clerk shall date every motion when received by him and shall record it and make it available to inspection by any member of the council.
- 20 The clerk shall insert in the summons for every meeting all motions or recommendation properly given in the order in which they have been received unless the member giving a notice of motion has stated in writing that he intends to move at some later meeting or that he withdraws it.
- 21 If a motion or recommendation specified in the summons is not moved either by the member who gave notice of it or by any other member, it shall, unless postponed by the meeting, be treated as withdrawn and shall not be moved without fresh notice.
- 22 If the subject matter of a motion comes within the terms of reference of a committee of the council, it shall, upon being moved and seconded, stand referred without discussion to that committee or to such other committee as the council may determine for report; provided that the chairman, if he considers it to be a matter of urgency, may allow it to be dealt with at the meeting at which it was moved.
- 23 *Every motion or recommendation shall be relevant to some subject over which the council has power or duties and which affects its area.*

Motions moved without notice

24. to correct an inaccuracy in the draft minutes of a meeting;
25. to move to a vote;
26. to defer consideration of a motion;
27. to refer a motion to a particular committee or sub-committee;
28. to appoint a person to preside at a meeting;
29. to change the order of business on the agenda;
30. to proceed to the next business on the agenda;
31. to require a written report;
32. to appoint a committee or sub-committee and their members;
33. to extend the time limits for speaking;
34. to exclude the press and public from a meeting in respect of confidential or other information which is prejudicial to the public interest;
35. to not hear further from a councillor or a member of the public;
36. to exclude a councillor or member of the public for disorderly conduct;
37. to temporarily suspend the meeting;
38. to suspend a particular standing order (unless it reflects mandatory statutory or legal requirements);
39. to adjourn the meeting; or
40. to close the meeting.

Agenda item		Date Received	
-------------	--	---------------	--

Appendix I Battle Road Quiet Lane Responses

In favour: 2

Against: 20

In favour:

I would like to support your proposal for a quiet lane on Battle road.

The road has always been unfit for heavy vehicles and is frequently used for fly tipping.

It's a popular road for walkers, cyclist and horse riders alike, so a quiet lane would make this a more safe stretch of road.

I would like to give my whole hearted support to the proposal re. Elvendon / Battle Road becoming a quiet lane beyond the village boundary.

I live on Elvendon Road (halfway between Goring & Woodcote villages) and had my cat killed by a speedy car.

Both my nearest neighbours have also experienced the same. On many occasions I have witnessed cars speeding along the lane and when my children were younger, I felt nervous about them wanting to walk or cycle from our house.

There are also large trucks which use the road as a cut through and I have seen branches ripped off by vehicles that are just too big for the road.

If it were to become a quiet lane it could be enjoyed as a recreational lane for all.

I really hope this proposal goes through.

Against:

I have just learned from the BBC website of the above trial including physical obstruction of vehicle passage.

Has the parish council been involved to date? I feel very strongly that this scheme should be opposed from the very outset as Elvendon Road is such a busy and important through road.

I am not sure how the scheme has even got to this stage without, to my knowledge, any consultation with people like me who live on Elvendon and surrounding roads.

Can it be tabled for discussion at a parish meeting?

My response is as follows: On what grounds is Battle Road deemed to be a 'rat run'? It is a perfectly legitimate and well-used route to Woodcote. The term rat run seems to me rather subjective, and I note that Councillor Williamson has unfortunately also referred to Battle Road as a 'cut-through' on the Facebook dialogue on this topic - this is in my view an incorrect characterisation of this route. Diverting traffic to the Reading Road would simply add to the congestion closer to the centre of Goring which would be counterproductive (plus the Goring end of this road is pretty hazardous and certainly not 'much wider', not to mention the endless closures that seem to afflict it). This Notice of Motion to Council also fails to acknowledge that actually a good deal of traffic will inevitably divert to Icknield Road - and anyone who has driven on this road from Goring to Woodcote will be well-versed in the dangers: single track all the way, with lengthy stretches having very poor visibility or passing places - notably the stretch between Beech Lane and Grove Road - and the absolutely appalling section of road surface just beyond Grove Road that easily equals Battle Road despite numerous attempts to patch it up. It should also be noted that Icknield Road is, like Battle Road, very popular with ramblers, dogwalkers, horse-riders, cyclists and runners - and, again like Battle Road, has no pavement once you leave Goring! Any measure which increases traffic flows on either Icknield Road or the Reading Road (both themselves rural) would seem to negate the point of the Quiet Road scheme. I therefore think the nomination of Battle Road as a Quiet Lane wholly inappropriate.

Any proposal that pushes more traffic along either of these roads will not be welcomed. The section of road between Grove House and David's house is badly maintained, has heavy agricultural use and is a dangerous place to walk. We frequently witness 'stand offs' between cars who refuse or are unable to reverse.

Grove Road is a very fragile road with crumbling edges to the tarmac. It's more of a green road and has no designated passing places. Pedestrians have to climb onto the verge bank to let cars pass.

I would strongly oppose any measures that exacerbate the existing problems.

I was very alarmed to read in this weeks Henley Standard that the proposal of a Quiet Lane in Battle Road will mean that Woodcote Goring traffic will be diverted down Reading Road, and also South Stoke Road and Icknield Road. The section between Beech Lane and Grove Road is single track, c 400m, bordered on one side by a steep bank, and the other a steep drop covered by bushes and vegetation. Locals know that we need to stop and look ahead to see if anything is approaching, but woe betide the 'strangers' who do not know. Both my wife and I have been subject to abuse and complete lack of co-operation from drivers who refuse to reverse down to a passing point. Often because they cannot reverse and steer at the same time. When walking I have seen many people trying to pass – it's just impossible – but even if I have told them, they still try and force their vehicles up the bank, or onto what they think is solid ground. Earlier this year a car overturned when trying to pass on that section. On rare occasions when Wallingford Road has been closed, traffic numbers increase significantly, and the road becomes virtually impassable. So far in the last week the fire Engine has used the road, sirens blaring to clear the road, but a stray vehicle, unable or unwilling to reverse, will delay it significantly. Beyond the single track section is probably OCCs worst kept section of highway – a hard fought accolade, I know- but the section just beyond the Grove Road junction has claimed many tyres, and falls apart within days of repair. It seems to me that the proposal to nominate Battle Road as a quiet road, and push more traffic onto a single track road is very poorly thought out, and I'd invite you to try the drive up Icknield Road to the Lonely Crossroads – itself the scene of several accidents and near misses each year. I'd be interested to know how you get on. Finally may I nominate that section of Icknield Road to become a Quiet Lane?

I have just been reading about the proposed Quiet Lane on Battle Road in the July 2026 GGN. Please could you let me know if we have had any safety issues recently which makes this dramatic solution necessary? I live just off Elvendon Road and have done so now for over 26 years. We regularly use Battle Road to go up to Woodcote and I do not believe that either of the other two routes to Woodcote are any better. Whilst I understand from the article that it will not cost Goring anything to effectively shut the road off to cars (and creating more traffic using the other routes) I think just about everyone I know would MUCH prefer any transportation costs go into fixing pot holes through out the village. I am certain these pot holes must be dangerous for cyclists and horses just as much as cars. I would also like to say that I have never seen horses using the road in question. Surely it would be more cost effective, and easier, to just lower the speed limit on this road, as has been done throughout the village already?

As per your article in the GGN, I would like to put into writing the comments I made during the public segment of the recent full parish council meeting. The main concerns I have about Battle Road being part of the Quiet Lane pilot are as follows:

- I don't feel there has been adequate consideration of the impact of redirected traffic. The alternative routes – Icknield Road and Reading Road – are in my view not suitable for extra traffic flows. The application states Reading Road as the alternative but many motorists will almost certainly switch to Icknield Road (there is a noticeable increase in traffic on Icknield whenever there are temporary closures locally). Icknield Road is itself very popular with walking groups, cyclists, etc, as well as being the route the fire service takes to the A4074. Like Battle Road, Icknield has no pavement (beyond the village boundary), is single-track all the way to Woodcote with few passing spaces, and has very poor visibility and a terrible surface in places. Many drivers have no idea how to tackle the stretch between the Grove Road and Beech Lane junctions, and there have been accidents and many near-misses at this spot.
- Contrary to its characterisation in the application as a 'rat run', Battle Road is a well-used and perfectly legitimate route between two large villages – and with Langtree School in Woodcote there is inevitably a good deal of traffic between them on all available routes. Closing off one of these routes – even for the duration of a pilot – seems ill-advised, particularly as the Reading Road is itself frequently subject to closures.
- Councillor Williamson has stated that he'd like to see Langtree pupils cycling to school from Goring. There is an excellent free bus service provided by OCC so this idea seems optimistic in the extreme and certainly does not justify closing a road.

- ***Beech Lane is already a de facto quiet road between Goring and Woodcote*** – again popular with cyclists, dogwalkers, groups of ramblers, etc. Most of it is unusable for motor traffic (unless it's a tractor or quad bike), and it forms part of the Chiltern Way Southern Extension. As the map below shows (red line), it runs virtually parallel with, and in close proximity to, Battle Road and Elvendon Lane, so it seems to me there is not sufficient 'local need' for Battle Road to become a Quiet Road.
- Why is a Quiet Lane actually needed for Battle Road when an almost car free/access only route between Goring and Woodcote for horses, cyclists and walkers already exists along Beech Lane?
 - Surely it would be more sensible to use/improve what already exists?
 - Having cycled up and down Battle Road hundreds of times it is not the cars that create the danger, it is the poor state of the road. As a cyclist improving the road surface and removing the large amounts of grit and small stones would make it safer and more comfortable. In my experience as a cyclists most drivers are considerate and drive at an appropriate speed
 - If safety and comfort for non vehicle users is a priority then money would be better spent on improving road surfaces and encouraging drivers to drive more slowly using existing traffic calming measures such as priority filters and road humps rather than creating Quiet Lanes
 - Whilst several Quiet Lanes already exist in Oxfordshire I believe the majority of them do not prohibit through traffic. The Quiet Lanes alert vehicle users to take extra care and be aware that horses, walkers and cyclists may use that particular route. Will Battle Road still allow through traffic?
- What are the implications for the surrounding roads if the Quiet Lane is created?
 - This will push more traffic onto Icknield Road, Woodcote-South Stoke Road and the B4526 Reading Road
 - All these roads have significant sections of single file traffic i.e Icknield Road from the last house going out of the village to the Lonely Crossroads. Already this creates problems for drivers, cyclists and walkers trying to use this road. It will only get worse and more dangerous
 - What are the implications for the Fire Engines from the Goring Fire Station that use these roads frequently if there is increased traffic on them?
- In this current economic environment shouldn't we be saving money or using it on urgent and critical projects rather than 'nice to have' projects?
 - Whilst we understand the reason for highlighting it, the fact that Goring Parish Council would have to pay nothing should not be a consideration in the question 'is a Quiet Lane needed?'. If it is needed, is of real benefit to the majority and is supported by both Goring and Woodcote residents then GPC should be supporting it regardless of the cost. The cost aspect is about affordability.

In summary we feel that the idea of turning Battle Road into a Quiet lane and restricting vehicle activity is of very limited benefit to a few and will inconvenience many. It is also not needed given that Beech Lane currently provides most of what Battle Road would do if turned into a Quiet Lane. We should also be allocating what funds exist to fixing the current roads that are in such a poor state rather than taking on new and marginal road projects.

After the creation of parking areas that happened overnight last year in places that still defy understanding, a few residents from Millers Close feel compelled to respond to page 20 of the Goring Gap News and to the small article that alludes to a possible change of use of Elvendon road - Battle road - Elvendon road.

The idea to close that road and turn it into a lane only open to cyclists, pedestrians and horses is, in our view, short sighted. We would be grateful if the rationale behind this decision as well as any evidence could be clearly explained and in the meantime here is our rationale.

We feel that the closure of that said road would force more traffic down Reading road and Icknield Road, both of which are already inundated with traffic, narrow and difficult to navigate in places. The arrival into the village from the Reading road, the main road from Woodcote, is narrow as it is and can be problematic. The closure of

Elvendon Road will not be helpful to the many people who work and commute. It will make those roads more dangerous and will threaten the safety of the residents and road users. Moreover, and obviously, as a community we would not want to feel responsible for an increase in road accidents. A more systematic way of slowing down the traffic would be more useful.

Closing that road would be inconvenient to the residents who use that road to travel for work or to the Woodcote surgery. It would incur more mileage and therefore more fuel being used and ultimately more carbon dioxide being released into the environment. Another point is that fire engines would have fewer options to get to their destination.

We understand that semi-permeable road barriers, or creating active travel roads not accessible to cars, are often seen as a public health measure as it incentivises active travel. That would however most definitely not apply here since it isn't an urban or residential setting, rather a country lane connecting two rural villages that are interdependent; to name but a few, there is one surgery over two sites (and it is often the case that we get an appointment in the 'other' surgery), one pharmacy, one vet and one secondary school for both communities. Reducing connectivity between two rural villages might increase isolation and barriers to services and shops, which is a recognised public health concern. That public health concern would outweigh any possible health benefits of a quiet lane in a rural area.

In addition to the concerns above, we would like to add a most crucial point: currently, there is already such a dedicated lane. Beech Lane is a quiet lane, which exactly serves the purpose of the new proposal: it is inaccessible to cars, but perfect for cyclists, pedestrians and horses, it runs parallel to Elvendon Road - Battle Road - Elvendon Road - and connects in the same way Woodcote to Goring. Beech lane is clearly marked on the map, not everyone may be aware of its existence but it is there and many cyclists, walkers and others who know already use Beech Lane.

Clearly, all traveling routes between Woodcote and Goring are, and have always been, necessary to facilitate travel between both communities. Elvendon - Battle - Elvendon Road is not a redundant modern aberration but a most important 'highway', it is part of our history and of the heritage of two villages that depend on each other socially and economically.

The closure of Elvendon-Battle-Elvendon road to motorists may in part be due to a reluctance from the council to properly repair the road and to discard highway maintenance responsibilities but closing it will have an impact on the state of the other roads - which, until recently, were themselves in a dire state of disrepair. From a cynical view point, one could argue that those repairs were timely, coinciding perfectly with the council's proposal to open new quiet lanes We are very lucky to live in an area of such outstanding beauty but which is also thriving economically. People need to be able to go about their working lives and restrictions to routes into our village will not help normal working people.

I am writing to express my opposition to your proposal to convert Battle Road to a quiet lane. Your description of a so-called quiet lane suggests that normal travel to Woodcote and beyond will be made so inconvenient as to stop it altogether. I am not sure what problem you are trying to solve. I used the road continually for about six years (2020 to 2025), ferrying my grandson to and from school for four or five days a week (some 3,000+ trips), and at no stage during those journeys did I find it a problem for cyclists, walkers or horse riders to share the road with motorists. It merely required a bit of care, as with all journeys on country roads. You will not be stopping any car journeys with your proposal, only making life a little more inconvenient for motorists without a compensating benefit. Your other proposals for courtesy crossings are, to my mind, sensible attempts to address actual problems, but the Battle Road proposal is incomprehensible. It is already a relatively quiet road, and your proposed plan is an unnecessary solution to a non-existent problem.

Battle Road is already a quiet and beautiful road already - I do not understand why it has to have a myriad of signs, planters and bollards to urbanise it and make it less beautiful. I have seen the odd rider and cyclist on it but I have never seen any problems - why not a notice at either end 'Reduce your speed. Beware of riders and cyclists' and/or continue the 20 mile speed limit? I am aware of the Quiet Road in Checkendon - I don't think the notices have made the road any quieter or persuaded drivers to avoid using it as a result but it has now extra ugly sign posts in a lovely area.

I am writing to object to the proposal to designate Battle Road as a Quiet Lane and introduce traffic restrictions. While I understand and support the aim of encouraging safer walking, cycling, and horse riding, I believe this proposal will simply displace traffic onto alternative routes, particularly Icknield Road, creating new safety concerns rather than solving existing ones.

Icknield Road is a narrow road that is already challenging to use. In several places it becomes single track, it has working farm vehicles, and vehicles often travel along it at excessive speeds. Over the years there have been a number of accidents, with the crossroads being a particularly accident hotspot. Diverting additional traffic onto this route is likely to increase the risk of further collisions and make conditions worse for residents, farmers, cyclists, and other road users.

It is also important to recognise that there is already a 'Quiet Lane' in the area: Beech Lane. This already provides a suitable route for walkers, cyclists, and horse riders travelling between Goring and Woodcote. Given that this facility already exists, I do not believe there is sufficient justification for creating another Quiet Lane on Battle Road.

At a time when funding for highways is limited, I believe public money would be better invested in improvements that address genuine road safety issues, such as improving dangerous junctions, addressing speeding, and maintaining existing roads, rather than implementing a scheme that risks transferring traffic problems elsewhere. I therefore ask the council to reconsider this proposal and carefully assess the impact that diverting traffic will have on neighbouring roads.

Thank you for considering my comments. I hope these concerns will be taken into account as part of the consultation process.

Having read about the proposal to make Battle Road a quiet lane (GGN) I am responding to your invite to provide feedback.

I think that blocking traffic from one road will only serve to increase traffic pressure on other quieter road networks.

If Battle Road is closed to vehicular access Icknield Road will inevitably bear the brunt of diverted traffic. it seems to me that whilst a quiet road may seem desirable, there will be a price to pay elsewhere.

As it stands the area around Storton Lodge regularly gets congested with parked cars. Extra traffic will only make pedestrian crossing more hazardous. I am mindful older and infirm residents of Towse Court use this crossing point as do parents with young children who cut through Towse court to Storton Lodge.

Increased traffic will also be an imposition on the residents of Icknield road. I question why they should need to endure extra traffic and noise. Surely sharing the traffic burden between the two roads as things currently stand is the optimum way forward!

i am not in favour of the quiet road proposal for the above reasons.

Thank you for inviting our comments on the proposed Quiet Lane.

We live off Elvendon Road & regularly use Battle Road to drive to Woodcote, to visit family & recycle plastic at the Coop. We would welcome a 30mph limit along Battle Road but believe it is unnecessary to install other restrictions there.

My teenage grandsons regularly cycle from Woodcote to Goring to visit us & friends. They use Beech Lane. There are many beautiful safe lanes & paths for walkers in Goring. We welcome simple initiatives to encourage cycling & walking, but think this proposal is a very expensive option to make Battle Road extra safe for pedestrians. The chestnut ride parallel to Battle Road is overgrown.

Much less money could be spent improving that.

Our village already has many humps & painted restrictions on the road. These all become weathered or damaged so need maintaining.

Making restrictions on one road will invariably pass the problem on to another area. (Icknield Road?) We have welcomed the local pothole repairs & continuing this will benefit not only motorists but cyclists too.

Hello,

I have been a resident of Goring for 20 years and never felt the need to email in from reading the gap magazine. Unfortunately however, the suggestion to turn Battle Road into a quiet lane has ended this passive streak.

Not only is the road an important commuting route for many villagers who need to get to schools in Woodcote, it is also a road that reduces the volume of lorry traffic etc through the main village, which would cause significant issues if Battle road was to be closed to vehicles.

We do not live in an area with countless public transport options. We need roads for vehicle use and the only achievement of closing this particular road would be irritating all the parents, families and small businesses that use it very regularly and worsening traffic flow through the rest of the village (as there will not be a decrease in car journeys if the road is closed). All for the sake of a couple of cyclists and pedestrians for whom all the potholes and gravel make it an off-putting route anyway.

I use the road on a regular basis, as do my entire family all based in the village. We enjoy driving through the woods because they're beautiful all year round. You would be removing this experience from far more people than you would be giving it to.

Finally, the issues this proposal would solve are seemingly non-existent and yet the problems it will cause are very real and unnecessary. It seems to me it is simply an attempt to do something because OCC have said they'll pay for it and nobody has actually considered the needs and interests of the villagers.

Having seen the recent Goring Gap News coverage of proposal to close Elvendon Road to traffic, I am writing to set out my concerns.

As a resident of Icknield Road and weekday 'commuter' via Icknield Road to the nursery school in Ipsden, I have a good view of the likely adverse effect that an inevitable increase in traffic as a result of the closing of Elvendon would have on Icknield Road. Icknield Road is at times a single track road with limited passing places / poor road surface. It will not absorb any extra traffic well. I would like to ask if there have been any studies done on expected traffic impacts on surrounding roads as a result of this proposed closure?

I also understand that a key driver for the Quiet Lanes proposal would be a low traffic route for cyclists to Woodcote and would like to point out that Beech Lane already serves this purpose.

While not opposed to the principle of a Quiet Lane I am not convinced that the impact on surrounding roads has been taken into account and so would like to register my objection

As a local resident, I would like to object to the proposed Quiet Lane. There is reasonable flow of traffic on this road, and blocking it will push traffic to other routes; there needs to be a full assessment of the implications. This is also not a realistic school route for Langree School, as it involves a steep uphill cycle.

This should not become a quiet lane it is essential when the other road into Goring is cancelled and to reduce traffic on the other roads. As a former resident of Goring and Elvendon Road. Do not do this.

I OBJECT

This road is vital for use during periods where other roads are closed whilst they have work being done and many more reasons

What they should spend the money on is relaying the road to make it MORE accessible to vehicles

I am writing to express my disapproval of the quiet lane proposal for Battle Road. I live on Elvendon Road and this would significantly impact all journeys by car, especially when other roads in Goring are closed by road works (which is frequent).

This would limit a substantial amount of traffic flow, cramming the village with more cars, and affecting delivery drivers of all types, adding a significant amount of disruption to their journeys and overall efficiency. This change is the opposite of a necessity. I believe a far better use of resources would be to repair the two damaged sections of the road.

(redacted responses)

Having seen the report of the proposal for “Quiet Lanes” in Oxfordshire, specifically that of Battle Road linking Goring to Woodcote we are both in full support of this proposal. A “Quiet Lane” would enhance the environmental and outdoor credentials of Goring-on-Thames making a safe and attractive cycle route.

Battle Road is the only suitable safe route for cycling up to Woodcote. It is however in a very poor state of repair which creates its own challenges for cyclists and vehicles which have destroyed the surface in many places especially in the area above Elvendon Priory where it becomes Elvendon Lane. The existing weigh limit we believe is 3T but this is frequently ignored by heavier vehicles such as delivery vans.

The alternative route of Reading Road is extremely dangerous especially for cyclists coming out of Goring having to negotiate the narrowing of the road after Fairfield Road and the potholes up the hill as the road heads up past the graveyard.

It has been suggested that Beech Lane provides a suitable alternative, but this is a dirt track with mud and not navigable much of the year. It is only suitable for cyclists on mountain bikes who are prepared to get muddy.

I read in Goring Gap News and elsewhere that GPC is actively looking for feedback on making Battle Road beyond Elvendon Road a potential Quiet Lane.

I live in Goring, near Battle Lane and often use it to cycle between Goring and Woodcote. I am also a regular car and 3.5T van driver, a motorcyclist and during my career, have been involved in design and construction of roads in the UK and abroad. I am also a member of the Institute of Advanced Motorists.

I fully support Battle Road becoming a Quiet Lane as it is unsuitable for motorised traffic for the following reasons:

It is very narrow so even small cars cannot pass safely

It has no pavements making it dangerous for pedestrians

It has been poorly maintained for many years with many large potholes, a significant number of areas where gravel is frequently washed onto the road, water frequently runs down the road during wet weather. All these present potentially significant dangers to all road users but especially cyclists and motorcyclists

It is used as a short-cut between Goring and Woodcote especially during rush hour and I believe, around school pick-up time, despite safer alternatives being readily available

If it becomes a Quiet Lane, there would also be the following benefits:

It will be safer for pedestrians, cyclists and horse riders

School children could safely use it to cycle to and from Langtree School

It could be used by horse riders who I suspect, currently avoid it at all costs

It could be maintained to a reasonable standard at much lower cost than if it is open to normal traffic, this would free up budget for better maintenance of roads used by normal traffic

Sat-Navs would stop sending drivers along Battle Road. NB: In my experience, the vast majority of Sat-Navs do not record vehicle weights or dimensions, so they ignore any posted vehicle weight and width restrictions (including the current 3T limit on Battle Lane)

Having seen the report of the proposal for “Quiet Lanes” in Oxfordshire, specifically that of Battle Road linking Goring to Woodcote we are both in full support of this proposal. A “Quiet Lane” would enhance the environmental and outdoor credentials of Goring-on-Thames making a safe and attractive cycle route.

Battle Road is the only suitable safe route for cycling up to Woodcote. It is however in a very poor state of repair which creates its own challenges for cyclists and vehicles which have destroyed the surface in many places especially in the area above Elvendon Priory where it becomes Elvendon Lane. The existing weigh limit we believe is 3T but this is frequently ignored by heavier vehicles such as delivery vans.

The alternative route of Reading Road is extremely dangerous especially for cyclists coming out of Goring having to negotiate the narrowing of the road after Fairfield Road and the potholes up the hill as the road heads up past the graveyard.

It has been suggested that Beech Lane provides a suitable alternative, but this is a dirt track with mud and not navigable much of the year. It is only suitable for cyclists on mountain bikes who are prepared to get muddy.

I read in Goring Gap News and elsewhere that GPC is actively looking for feedback on making Battle Road beyond Elvendon Road a potential Quiet Lane.

I live in Goring, near Battle Lane and often use it to cycle between Goring and Woodcote. I am also a regular car and 3.5T van driver, a motorcyclist and during my career, have been involved in design and construction of roads in the UK and abroad. I am also a member of the Institute of Advanced Motorists.

I fully support Battle Road becoming a Quiet Lane as it is unsuitable for motorised traffic for the following reasons:

It is very narrow so even small cars cannot pass safely

It has no pavements making it dangerous for pedestrians

It has been poorly maintained for many years with many large potholes, a significant number of areas where gravel is frequently washed onto the road, water frequently runs down the road during wet weather. All these present potentially significant dangers to all road users but especially cyclists and motorcyclists

It is used as a short-cut between Goring and Woodcote especially during rush hour and I believe, around school pick-up time, despite safer alternatives being readily available

If it becomes a Quiet Lane, there would also be the following benefits:

It will be safer for pedestrians, cyclists and horse riders

School children could safely use it to cycle to and from Langtree School

It could be used by horse riders who I suspect, currently avoid it at all costs

It could be maintained to a reasonable standard at much lower cost than if it is open to normal traffic, this would free up budget for better maintenance of roads used by normal traffic

Sat-Navs would stop sending drivers along Battle Road. NB: In my experience, the vast majority of Sat-Navs do not record vehicle weights or dimensions, so they ignore any posted vehicle weight and width restrictions (including the current 3T limit on Battle Lane)

We strongly support the proposal to make Battle Road a "quiet lane" for cyclists, horse riders, wheelchairs, etc. wishing to travel between Goring and Woodcote. There is an unmet need for a safe and comfortable route for these between the neighbouring villages. We think Battle Road should be this route, for the following reasons:-

1. Reading Road is much too narrow and busy for any traffic except motor vehicles.
2. Beech Lane is too rough for normal cyclists, and too muddy when wet. It is only for strong riders on mountain bikes who don't mind getting dirty.
3. Battle Road is unsuitable for the quantity of motor traffic it carries, particularly at the dip in the wood. Here the tarmac has failed and been badly repaired, and vehicles have been encroaching on the verges to pass each other.

Although I live in South Stoke and so not a member of the Goring Parish Council, I should express total agreement with what is being said. Not only that, I am very involved with overall road safety taken forward by a charity called Brake. I am happy to put forward any road safety points in a parish council meeting if invited. My personal experience is that driving has become much more unsafe to walkers, runners, cyclists and horse riders, especially children, since Covid.

Kind regards.

I am writing in support of the proposed quiet lane at Battle Road.

We have many quiet country lanes in the area and it constantly surprises me to find a car or van going down a lane that needs passing places, has potholes, is windy and narrow, where passing another car is difficult, when there is a wider and faster road nearby. The speed limit being 60mph is also a big shock to other road users.

Battle Road is one of those. Its use is limited to those who live along it, or at the bottom who use it to reach Woodcote, not a big number. Unfortunately sat navs direct traffic eg delivery drivers up this road. The price you pay is flat tyres, slippery gravel, too little room to pass oncoming traffic without mounting the already shredded verge (see gravel). The alternative Reading Road has none of those problems and in fact, you save two minutes using it.

That is why I support the proposal to turn this into a quiet lane. Access for those living along it is preserved but cars going to Woodcote have to use Reading Road. This is wider and doesn't have cyclists, horse riders, and walkers on it either. It leaves Battle Road for those who live there, and makes it safer for other road users, who can now ride or walk up and down without fear or intimidation.

Any barrier will be openable by the emergency services.