Division(s): **Berinsfield & Garsington, Didcot East & Hagbourne, Didcot Ladygrove, Didcot West, Sutton Courtenay & Marcham, Hendreds and Harwell, Wallingford**

CABINET– 21 JULY 2020

Didcot Garden Town Housing Infrastructure Fund: Preferred Scheme Alignments

Report by Director of Growth and Economy

RECOMMENDATION

1. **The Cabinet is RECOMMENDED to**
   - **(a) <u>Approve</u> the identified preferred alignments as illustrated in Figure 1 as the basis to progress into the next stage of scheme design for the four schemes that constitute the Didcot Garden Town Housing Infrastructure programme.**
   - **(b) <u>Note</u> the various optioneering exercises that have informed the preferred alignments set out in paragraphs 24 to 30.**
   - **(c) <u>Note</u> the findings of the recent consultation exercise set out in paragraphs 31 to 36 which sought the views of local people and other stakeholders to be taken into consideration in the next stage of design, yielding a predominantly positive response to the preferred scheme alignments.**

     NB: Slight variations to alignments maybe required during the next design phase. Any significant changes would be brought back for decision or managed through the CPO process as necessary.

Executive Summary

2. The Didcot Garden Town Housing Infrastructure Fund programme (hereon in referred to as HIF1) is to fund £218m of a £234m package of measures (the remaining funding - circa £16m - will come from developer obligations) consisting of four separate but interdependent highways schemes:

   (a) A4130 widening from Milton Interchange to a new Science Bridge by making it a dual carriageway;
   (b) a new Didcot Science Bridge from the A4130 over the Great Western Railway Mainline into the Didcot 'A' Power Station site and re-joining the A4130 Northern Perimeter Road north of the Purchas Road/Hawksworth roundabout;
   (c) a new river crossing and link road between the A4130 at Didcot and A415 at Culham, including two new bridges;
   (d) a Clifton Hampden Bypass between the A415 at Culham Science Centre and B4015 north of Clifton Hampden.

3. The HIF1 programme will directly unlock 11,711 new homes and support the delivery of more than 17,000 new homes in total in the Didcot Garden Town area. The residential units are across 12 separate sites in and around Didcot in South Oxfordshire (SODC) and Vale of White Horse (VoWHDC) districts.

4. The HIF1 schemes are also essential for the economic and social prosperity of Science Vale UK, one of the first Enterprise Zones, in addition to other newer Enterprise Zones in the area. Whilst the HIF1 programme is based on future growth, the HIF1 infrastructure will also help to ameliorate the issues resulting from historic housing and employment growth.

5. In the recovery phase of COVID-19, ensuring that Oxfordshire is able to make a significant contribution to the growth of the national economy is of the utmost importance. The timely delivery of the HIF1 programme is fundamental to realising this aim.

6. Preferred alignments for the four schemes that constitute the HIF1 programme have been informed by a detailed and multi-stage optioneering exercise (see **Annex 1** for a detailed report). This includes the production of an Options Assessment Report to identify the appropriate interventions and subsequent public consultation, engineering, traffic modelling, and impact assessment work to identify the preferred alignments.

7. A public consultation exercise was undertaken in March/April 2020 (see **Annex 2** for the consultation details) to seek the views of local people on these preferred alignments so that, where appropriate, these comments could be incorporated into the next stage of the scheme design process. The consultation yielded many comments to be considered in the next stage of design and the schemes themselves are predominantly supported by those responding (see **Annex 3** for consultation response analysis).

8. This report sets out the steps taken to progress the HIF1 programme and Cabinet is recommended to approve the preferred alignments. This approval is being sought as a political mandate is required to ensure that due process is undertaken and officers are given authority to proceed.

Introduction

9. The HIF1 infrastructure is the cornerstone of the Science Vale transport strategy and helps to support employment and growth ambitions in neighbouring Oxford City. It will benefit a large swathe of Oxfordshire residents that are required to travel from or into the Science Vale area for work, shopping and leisure. The funding awarded will transform Didcot and the surrounding areas and will help deliver the Garden Town aspirations by forward funding essential highway infrastructure, which includes substantial improvements to pedestrian and cycle connectivity and will help to facilitate new and enhanced bus services.

10. The Didcot Garden Town HIF1 schemes are constituted of four key pieces of highway improvements: widening the A4130, Science Bridge, Didcot to Culham River Crossing and the Clifton Hampden Bypass. Although separate schemes, they must be delivered cohesively for their benefits to be fully realised.

11. Other priority areas such as community facilities, affordable housing, further walking and cycling infrastructure will be the focus of future bids and/or developer obligations that may not have been viable without HIF1 funding. Subject to the Cabinet resolution being sought, the County Council is committed to delivering the much-needed infrastructure and has already committed funding. In order to ensure HIF1 spend by Autumn 2024, the County Council cannot afford to pause or delay this programme.

12. OCC's Local Transport Plan: Connecting Oxfordshire 2015-2031 was agreed by full council in September 2015, following public consultation on the draft plan earlier that year. This includes HIF1 schemes as specific proposals in policies, SV2.6, SV2.13, and SV2.16 within the Science Vale Transport Strategy.

13. The Evaluation of Transport Impacts (ETI) which formed part of the evidence base for the Vale of White Horse Local Plan 2031 identified the requirement for significant highway infrastructure intervention in order to support the delivery of homes and jobs growth in the area.

14. Subsequently, the ETI produced to support the submitted South Oxfordshire Local Plan 2034 lends further weight to the need for these schemes. These ETIs were undertaken using the Oxfordshire Strategic Model (OSM).

15. The schemes are also included in the policies of the Vale of White Horse Local Plan 2031 Part 1 and Part 2 (adopted) and the South Oxfordshire Local Plan 2034 (submitted for examination). Both Local Plans include policies to safeguard land for these schemes and were consulted upon extensively with the public and through examination.

16. OCC held a consultation and public exhibitions in November 2018 to describe the need for these schemes, explain other options that were considered, and to show early indicative plans of the schemes. 307 responses were received. All information is available here: www.oxfordshire.gov.uk/didcot. As previously noted, feedback from this consultation has helped to inform scheme design.

17. Without the HIF1 infrastructure, the County Council cannot ensure an efficient and safe highway network. Such are the current pressures on the network that the County Council, as the Highway Authority, has objected to planning applications for very small residential developments (single dwellings or extensions) with an identified traffic impact on the river crossing at Culham (comprised of Sutton Bridge and Culham Cut) on the grounds that traffic generated by these proposals would result in a severe impact on the highway network.

18. Four such applications have subsequently received planning committee refusals with the decisions then being tested at appeal. On each occasion, the Planning Inspectorate has upheld the decision of the local planning authority and dismissed the appeals due to the severe cumulative impact on the highway network as per Paragraph 109 of the National Planning Policy Framework.

19. The HIF objectives are to:
    (a) Directly unlock the delivery of 11,711 new homes in the area;

(b) Of those homes directly unlocked, approximately 4,200 will be affordable;
(c) Support the delivery of an additional 6,000 new homes;
(d) Unlock thousands of new jobs across existing and new employment sites in the area and releases business rates from Enterprise Zones to be reinvested back into the local economy;
(e) Ensure the impact of additional housing on the transport network is acceptable;
(f) Provide for real mode choice by future proofing new infrastructure;
(g) Reduce congestion in the parishes surrounding Didcot to the north;
(h) Provide relief to the A34;
(i) Provide value for money to the public sector; and
(j) Support Didcot as a new and vibrant Garden Town

20. With the security of HIF funding, the County Council, together with its partners, can manage growth to enable residential and, importantly, commercial development in high tech sectors in the Science Vale area to progress, ensuring economic and jobs growth for residents of Oxfordshire.

21. To support delivery of the HIF1 programme of activity, Cabinet has previously authorised assembling land to support the scheme, including exercising compulsory purchase powers in the event that the land cannot be acquired by negotiation (23rd April 2019) along with adding the HIF1 programme to the capital programme following completion of a funding agreement (15th October 2019) with Homes England. The funding agreement was signed in late June 2020.

22. A further and more detailed report will be taken back to Cabinet to request a resolution to make and submit for confirmation to the Secretary of State for Transport a Compulsory Purchase Order specifically for the HIF1 schemes, with that process to run in parallel to ongoing negotiations with those parties with land interests. Powers of compulsory purchase, should they be required and confirmed, would only be used as a matter of last resort.

Key Issues

Results of Optioneering

23. OCC has undertaken an options assessment process following the Department for Transport's (DfT) Transport Analysis Guidance (WebTAG) unit on The Transport Appraisal Process (May 2018), which has resulted in the production of an Options Assessment Report (OAR) formed of two parts, completed in March 2018 and September 2019. This study was undertaken in order to establish the appropriate infrastructure to mitigate the traffic impact of the planned growth in the area.

24. In order to build on these assessments, various options were tested using the Didcot Garden Town Paramics microsimulation traffic model. Further background work undertaken to assess these schemes also includes a study to support the outline business case for the HIF1 bid to Government; a WebTAG Preliminary Environmental Impact Appraisal Report (December 2018).

25. Further details and a synopsis of the optioneering and evolution of each scheme are provided at **Annex 1**. These optioneering processes and resultant design choices

have been informed by feedback from a previous public consultation held in November 2018, numerous studies (including, but not limited to, the identification of physical, ecological, archaeological, geotechnical, and flooding constraints), modelling exercises (using both OSM and the DGT Paramics Model), and engagement with landowners, developers, and other key stakeholders.

26. In summary, the alignments of the A4130 Widening and Science Bridge schemes are constrained by existing, permitted, or planned development. The alignment of Science Bridge is dictated by requirements to safely avoid the electrification infrastructure on the Great Western Railway Mainline. In total, six different alignments have been considered for the Didcot to Culham River Crossing. A combination of desk-based assessment of various constraints, traffic modelling, stakeholder liaison, and public consultation has resulted in the identification of the preferred alignment. As with all the schemes, the alignment of the Clifton Hampden Bypass has been informed by the need to comply with the Design Manual for Roads and Bridges (DMRB). Further to this, the alignment of the bypass is informed by the need to retain appropriate access to Culham Science Centre, avoid a Thames Water treatment facility, and be as far from residential properties in the village as feasible, whilst still effectively achieving the scheme's purpose as a bypass.

27. Whilst the basic alignments have been set, further minor changes may be required due to geo-technical requirements, ground conditions, further stakeholder engagement etc.

28. Feasibility design work on all sections of the scheme is now complete. Land referencing and negotiations to acquire land by agreement wherever possible have commenced. The procedural elements for a potential Compulsory Purchase Order will run in parallel to those negotiations, with powers of compulsory purchase to be used as a matter of last resort. Modelling has demonstrated that the scheme, in its entirety unlocks the delivery of almost 12,000 new homes including more than 4,200 affordable homes, adds river crossing capacity, relieves congestion in local villages, provides much needed new and improved pedestrian and cycle infrastructure and provides relief to many of the area's congestion hotspots, including access to the Strategic Road Network (A34).

29. An overview of the resultant preferred scheme alignments is shown in Figure 1 below. The materials for the recently concluded consultation exercise are at **Annex 2**. These materials include more detailed scheme design drawing and further supporting information.

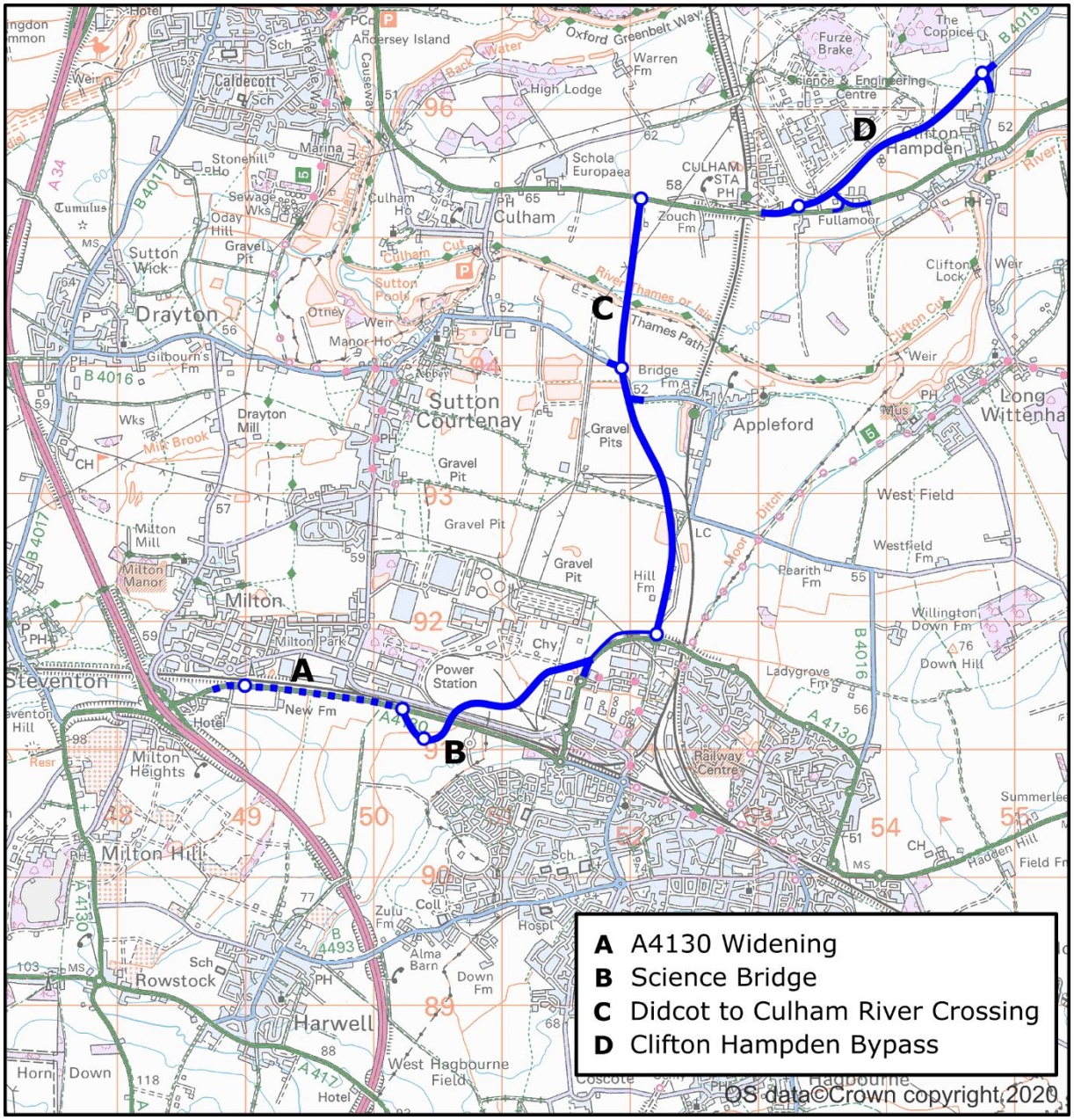


Figure 1: Preferred Scheme Alignments Overview

The Recent Public Consultation

30. In order to be able to incorporate, where appropriate, the comments and views of local people on these preferred alignments into the next stage of the scheme design process an extensive further round of public (non-statutory) consultation was undertaken, following the previous consultation exercise held in November 2018. This commenced on 20th March and finished on 30th April 2020.

31. A Consultation Analysis Report is appended (**see Annex 3**) and a summary of these results is provided below. In total 686 responses were received. This is a significant increase in response rate when compared to the previous consultation (307 responses received). This is in part related to the extensive engagement efforts undertaken.

32. Respondents were asked to provide comments in relation to each of the four schemes and for any general comments on the proposed package of infrastructure improvements as a whole.

33. The table below illustrates that the comments received have been overwhelmingly supportive of each of the four schemes and of the infrastructure package as a whole. Additionally, many design-related suggestions have been provided by the respondents, and where appropriate these will be considered in the next stage of design.

	Supportive	Objection	Suggestion	Question
Whole Infrastructure Package (general)	305	145	184	60
A4130 Widening	361	147	277	52
Science Bridge	272	86	167	57
Didcot to Culham River Crossing	334	241	273	72
Clifton Hampden Bypass	259	171	184	46
Total	**1531**	**790**	**1085**	**287**

34. In addition to the predominantly positive responses received to the consultation, there were also a number of objections received. These often related to the principle of whether the schemes should be delivered at all (a principle already well-established through existing planning and transport policy) rather than the detail of the schemes. Further to this, some objections related to the effects of traffic generated by the allocated and permitted development in the area and others related to matters beyond the scope of the schemes that formed the basis of the HIF1 bid to Government. However, as shown in the table above, for each of the four schemes, and the package as a whole, more supportive comments were received than comments of objection. Additionally, for each of the four schemes more suggestions were received than comments of objection, which demonstrates that respondents engaged with the primary purpose of the consultation which was to seek people's views on the detail of the preferred alignments. Comments will be considered and taken forward into the next stage of design, where appropriate.

35. Responses to many of these objections and queries are provided in the Frequently Asked Questions document, which can be found in the consultation materials within **Annex 2.** The responses to the consultation are set out in the spreadsheet and PDF embedded in **Annex 3**. In many cases, such as with local stakeholders, impacted landowners, parish councils, and other organisations, further engagement will be undertaken, where appropriate, to address the issues raised directly with the respondents.

Project Next Steps

36. **Preliminary and Detailed Design:** By approving the above preferred alignments, this allows the project to proceed from feasibility design into the preliminary design stage and onwards into detailed design. As the schemes are developed further, minor changes to their alignments may be necessary in response to various matters including topographical, geotechnical, ecological, and archaeological surveys.

Additionally, given their direct relationship to a number of existing and proposed developments and the land acquisition required for their delivery, further amendments may be necessary as a result of negotiations with these third parties. Throughout the preliminary and detailed design stages further engagement with local stakeholders will take place to ensure that, where appropriate, organisations and individuals are kept appraised of the scheme development and their views are considered in the subsequent iterations of design.

37. **Environmental Impact Assessment (EIA):** One of the key next steps is an EIA which will be included in the planning application. This is a very detailed document that will include studies on air quality, noise, vibration, biodiversity, ecology, landscape and visual impacts etc. This will help inform future scheme design, including vegetation planting for visual and noise screening, biodiversity net gain etc.

38. **Planning Application:** The planning application submission and statutory consultation is programmed for winter 2021 (early next year). In addition to the statutory consultation process, we also intend to undertake further public engagement on the detail of the schemes as work progresses on them.

39. The current approved outline programme (based on latest delivery of the four individual programmes) highlights that the complete scheme is due to open to traffic in Autumn 2024.

40. The preferred route alignment will still be deliverable within the original £234m budget. The overall costs will be further refined when the preliminary design is completed. This will be reflected in future internal Business Cases, out of tolerance reports and through internal governance.

Communications

41. There have been several exhibitions held with the public and key stakeholders.

42. Further press releases and consultations will take place in the future as the scheme develops and the details become refined. A stakeholder management plan has been developed and will continuously be updated as the project progresses.

Financial and Staff Implications

43. Delay with the decision to agree the preferred alignments for HIF1 will result in delay to the programme. The likelihood is that the County Council will not be able to spend the HIF1 grant funding within the timeframe set by Ministry of Housing, Communities and Local Government (MHCLG), which could result in the revocation of the award of funds. The County Council has been spending funding at risk to maintain the programme. If the HIF1 programme cannot progress, this funding would not be recovered. All historic funding on HIF1, can be recovered as part of the grant determination agreement (contract).

44. Risks have been identified with appropriate mitigations in place and will be reported through the internal governance process.

Equalities Implications

45. The equalities implications of the HIF1 schemes will be assessed in the normal way as they are individually brought forward. These equalities implications will be considered in line with the Equality Act 2010 and through the completion of an Equality Impact Assessment (EqIA) as part of the development of the HIF1 programme.

46. The Public Sector Equality Duty (PSED), to which the County Council is also subject, places additional obligations on public sector bodies to eliminate discrimination, advance equality of opportunity and foster good relations. Recognising and complying with these higher standards is required to discharge the PSED. In particular, steps must be taken to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share that characteristic.

47. Work towards this has already taken the form of considering the safety of all pedestrians, cyclists, and horse-riders through a Walking, Cycling and Horse-Riding Assessment & Review. This process has helped to ensure that the protected characteristics, particularly those of age and disability, are considered appropriately in the design of the schemes through the provision of suitable crossing facilities and segregated routes of a high standard along all of the schemes. Further to this, by facilitating new bus services and better access to urban and rural areas for non-motorised users, the needs of all people are being addressed. Reviewing the EqIA and the County Council's PSED will be a continuous process throughout the development of the schemes.

OWEN JENKINS
Director of Growth and Economy

Background papers: n/a

Annex 1: Didcot Garden Town Housing Infrastructure Fund:
Preferred Scheme Alignments – Optioneering Summary Report.
Annex 2: Consultation materials (Mar/Apr 2020).
Annex 3: Didcot Area Infrastructure Update Consultation Analysis Report: Summary of findings from the public consultation.

Contact Officer: Aron Wisdom

July 2020

ANNEX 1

Didcot Garden Town Housing Infrastructure Fund:
Preferred Scheme Alignments – Optioneering Summary Report

Introduction

This report summarises the work that has led to the identification of the need for significant intervention in the highway network in Didcot and the surrounding area and the optioneering exercises that have subsequently been undertaken to identify the preferred alignments for the schemes that constitute the HIF1 programme.

Local Plan related studies

The Evaluation of Transport Impacts (ETI) which formed part of the evidence base for the Vale of White Horse Local Plan 2031 identified the requirement for significant highway infrastructure intervention in order to support the delivery of homes and jobs growth in the area. As part of this exercise, an iterative approach was taken to infrastructure requirements to deliver the growth scenarios. In addition to other infrastructure requires (e.g. Relief to Rowstock, Harwell Link Road, Chilton Diamond Interchange, and Wantage Eastern Link Road), HIF1 was deemed as a minimum requirement within the district areas. The Inspector for the VoWHDC Local Plan highlighted in his report:

> *'In relation to transport Oxfordshire County Council, as Highway Authority, commissioned the November 2014 Evaluation of Transport Impacts Study to Inform the Vale of White Horse District Council Local Plan 2031: Part 1. Following several earlier stages this report assessed the likely transport impacts of the plan's proposed 20,560 new homes and 23,000 additional jobs in the district, based on a range of different transport interventions and improvements (one of medium scale and two of large scale). The report concludes that the Stage 5 ETI mitigation package (which in essence comprises those transport improvements identified in the plan) would largely mitigate the impacts of the proposed new development in the district, albeit that some congestion issues would remain… I have borne in mind that the "starting point" situation for the Vale is as a district which very much suffers from traffic congestion.'* [1]

Subsequently, the ETI produced to support the submitted South Oxfordshire Local Plan 2034 lends further weight to the need for these schemes. These ETIs were undertaken using the Oxfordshire Strategic Model (OSM).

OCC has undertaken an options appraisal process following the Department for Transport's (DfT) Transport Analysis Guidance (WebTAG) unit on The Transport Appraisal Process (May 2018), which has resulted in the production of an Options Appraisal Report (OAR) formed of two parts, completed in March 2018 and September 2019. This study was undertaken in order to establish the appropriate infrastructure to mitigate the traffic impact of the planned growth in the area.

The OAR Part 1 generated a number of options, including highway capacity improvement options, public transport options (bus and rail), and traffic management options. An EAST (Early Assessment and Sifting Tool, developed by the DfT) test was applied to these options resulting in the basic principles of the four schemes that now constitute HIF1 being identified

[1] REPORT ON THE EXAMINATION INTO VALE OF WHITE HORSE LOCAL PLAN 2031: PART 1, 30/11/2016, p.40-41, para. 150

as the most effective response to address the issues arising from the forecasted traffic growth.

The main issues that these schemes have been identified to address relate to congestion within the town centre, on the route from the town to the A34, congestion on the A34 itself, at Clifton Hampden, and on the existing crossings of the River Thames north of Didcot.

In line with the aforementioned DfT guidance, the OAR Part 2 built on the findings of Part 1 by undertaking a desk-based assessment of the relative merits and impacts of the options identified by considering various environmental, social, and economic impacts of the schemes. Following this assessment, it was concluded that only the identified preferred schemes have the potential to fully deliver the objectives.

In order to build on these assessments, various options were tested using the Didcot Garden Town Paramics microsimulation traffic model. This modelling assessment was reported in the Didcot HIF Option Appraisal (January 2019). Three scenarios were tested using the model. Option 1 included the full anticipated housing and employment growth and the full HIF1 package, Option 2 included some development and reduced HIF1 schemes and Option 3 included the full development and no HIF1 schemes. The assessment concurred with the findings of the OARs parts 1 and 2 and resulted in the refinement of many junction designs within the schemes in order to ensure that sufficient capacity was being provided to accommodate the growth.

Further background work undertaken to assess these schemes also includes a study to support the outline business case for the HIF1 bid to Government; a WebTAG Preliminary Environmental Impact Appraisal Report (December 2018).

A synopsis of the optioneering and evolution of each scheme is provided below. These optioneering processes and resultant design choices have been informed by public consultation feedback, numerous studies (including, but not limited to, the identification of physical, ecological, archaeological, geotechnical, and flooding constraints), modelling exercises (using both OSM and the DGT Paramics Model), and engagement with landowners, developers, and other key stakeholders.

A4130 Widening

The proposal includes the provision of a dual carriageway from approximately 250m east of Milton Interchange at the junction with Milton Gate eastwards for approximately 1.6km to the proposed eastern roundabouts connecting into the future development at Valley Park and the Science Bridge scheme.

Following feasibility studies, outline design and budget estimates were prepared for the A4130 Widening by Atkins in 2015. These were reviewed and further developed by AECOM in 2018. The outline design and the review were based on a 70mph design; however, further considerations and consultations have resulted in reclassifying it as an Urban Dual Carriageway with an intended speed limit of 40mph.

A four-arm roundabout near the western extent of the scheme is required to serve allocated commercial development to the south of the A4130 and the proposed North West Valley Park strategic housing allocation. As a result of developer discussions and to ensure compliance

with the Design Manual for Roads and Bridges (DMRB), this has been redesigned to ascertain the most appropriate location and ensure appropriate safety and capacity.

Additionally, the link between the two roundabouts at the eastern extent of the scheme has been redesigned. This was initially proposed as a single carriageway road with flaring on the approaches to the roundabouts. However, further modelling work showed that to improve capacity it would be beneficial for this link to be a dual carriageway. These eastern roundabout junctions and link road are due to be directly delivered by the adjacent housing developer through future developer obligations.

Science Bridge

This scheme includes a road bridge connecting from the eastern extent of the A4130 Widening scheme over the A4130, the Great Western Railway Mainline, and Milton Road into the former Didcot A Power Station site. This continues as a link road through this site (which is to be redeveloped) and connects back into the A4130 north of the Purchas Road / Hawksworth roundabout. The link road in the former Didcot A Power Station site is expected to be delivered by the developer of that site secured through developer obligations.

A scoping and feasibility report were produced in 2014/15. It looked at various options of where to cross the railway line as well as alignment options to connect into the existing highway network. The alignment of the bridge itself is dictated by the need for appropriate clearance of Overhead Line Equipment (stanchions and gantries) associated with the electrification of the railway line.

The alignment and width of the road through the former Didcot A Power Station site will be designed to follow the standards set out in DMRB. Initially a roundabout was proposed along this link road for access to future development but has been removed in order to improve capacity and replaced by a priority T-junction.

Following further transport modelling work, the link road connects into the existing A4130, approximately 100 metres north of the Purchas Road / Hawksworth roundabout, whereas previously it was proposed to connect directly into the existing roundabout. This helps to improve capacity and give priority to the HIF1 schemes and the strategic traffic that will use it. This proposed alignment will be required to traverse the settling lagoons (on the RWE land adjacent to the Purchas Road / Hawksworth roundabout), which form part of the drainage system for the Didcot A and B sites and will require further design work and collaborative working with RWE nPower in order to identify the preferred design approach in this location.

Didcot to Culham River Crossing

This scheme includes a new river crossing and link road between the A4130 at Didcot and A415 at Culham. It includes two new bridges: one over the River Thames and one over the Hanson private railway sidings near Appleford level crossing. In 2015, five alignment options were identified by Atkins, as shown on the plan overleaf.

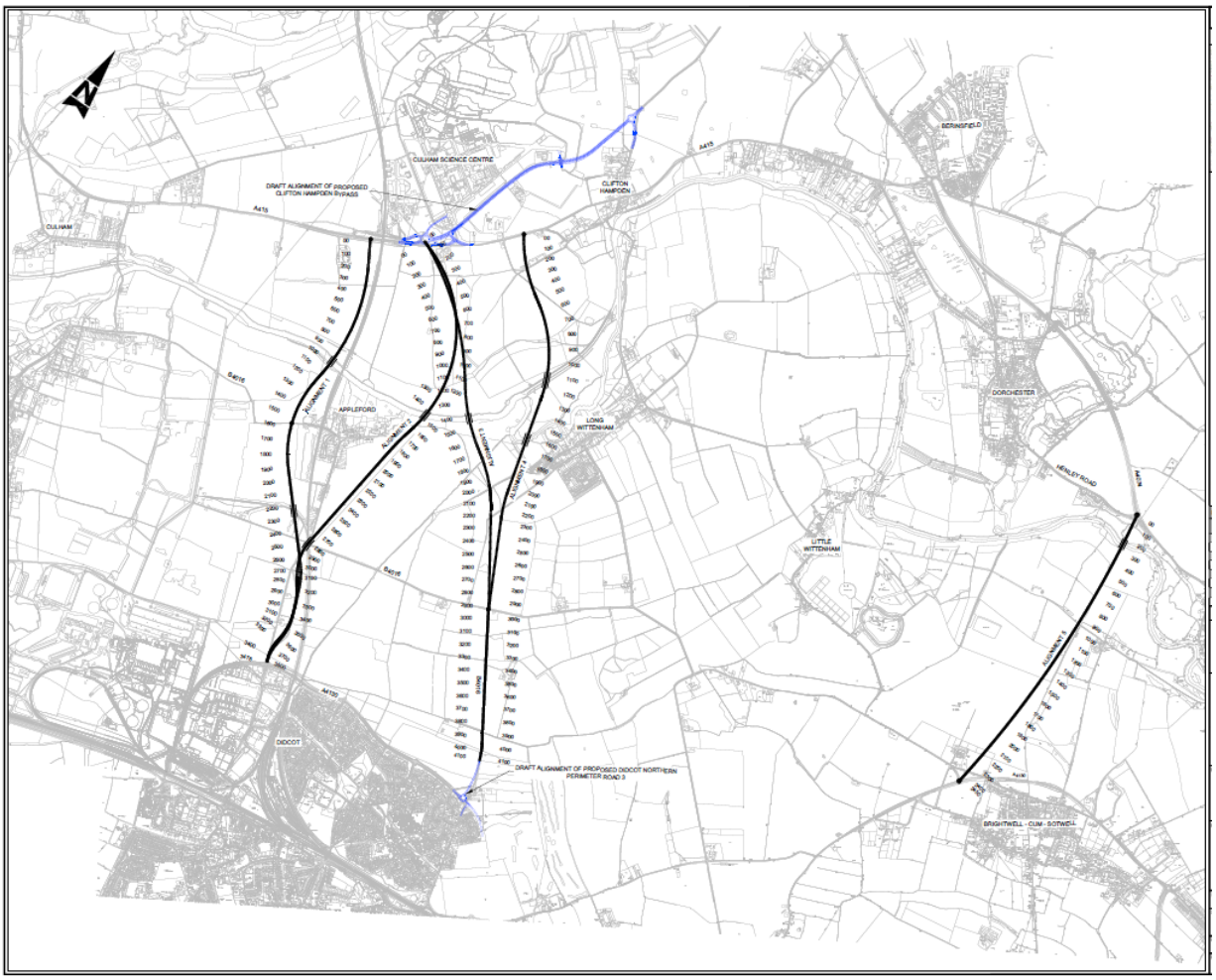


Figure 1: River Crossing alignment options identified in 2015

To address comments received from the Nov 2018 consultation and following further design work, a new preferred alignment has been identified, in red on the plan overleaf.

- It is further from residential properties
- It is further from Scheduled Ancient Monuments
- It utilises old mineral extraction and landfill areas for a significant proportion of the route, minimising the impact on agricultural land and areas that are sterilised from an archaeological perspective
- Traffic modelling, which predicts the likely road network performance in future years, shows the latest alignment performs better than others due to the larger distance between the northern roundabout and the proposed Clifton Hampden Bypass A415 roundabout
- Better serves future development sites e.g. Didcot Growth Accelerator Enterprise Zone (blue on map)

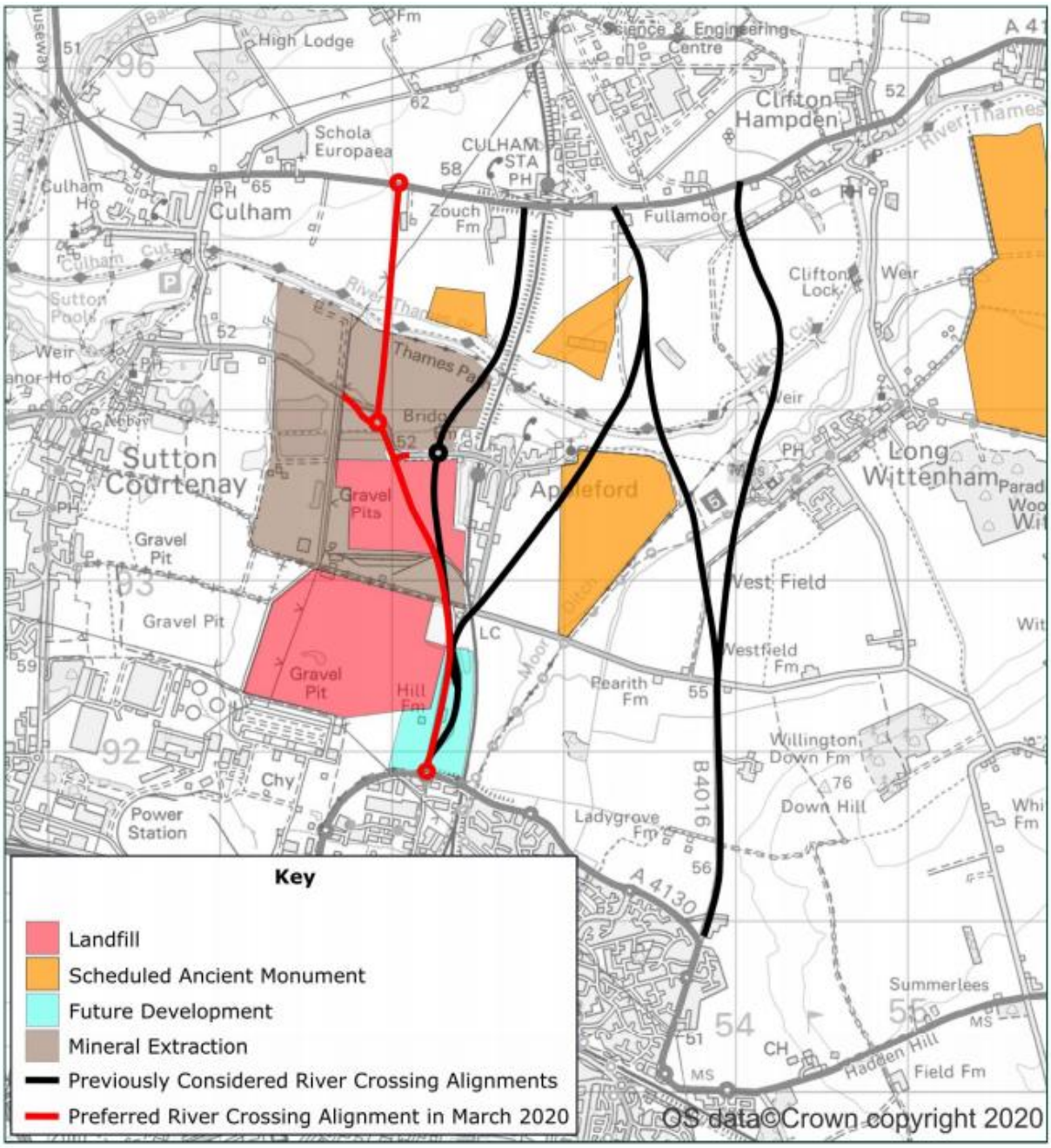


Figure 2: River Crossing alignment options – preferred alignment in red

Although building over old mineral extraction and landfill areas produces engineering challenges, officers believe that this is the optimum scheme for the reasons summarised above. Hanson and FCC Environment are liaising with officers, sharing their data on the subterranean conditions to help inform future design.

Clifton Hampden Bypass

This provides a road link between the A415 adjacent to the Culham Science Centre entrance and the B4015 north of the village of Clifton Hampden. Given the geographical location of Clifton Hampden (and onwards journeys on the B4105) and Culham Science Centre, there is only one logical alignment (to north-west of Clifton Hampden) that can deliver full benefits of a bypass.

In response to the public consultation undertaken by OCC in November 2018, this has been re-aligned so that it is further from residences around the outskirts of the village, whilst still meeting the requirements of DMRB. The plan below shows the original alignment in green, the alignment as currently proposed, and an alignment in red which is further from properties but would not meet DMRB requirements.

The alignment is also constrained by the need to connect in safely and appropriately to a roundabout with the B4015 and also to avoid, and maintain access, to the Thames Water treatment facility on the southern side of the proposed bypass. Officers are in liaison with Culham Science Centre regarding the access arrangements to that site.

Figure 3: Clifton Hampden bypass alignment options

Conclusion

Feasibility design work on all sections of the scheme is now complete following the optioneering exercises outlined in this summary report. As the schemes are developed further, minor changes to their alignments may be necessary in response to various matters including topographical, geotechnical, ecological, and archaeological surveys.

Additionally, given their direct relationship to a number of existing and proposed developments and the land acquisition required for their delivery, further amendments may be necessary as a result of negotiations with these third parties.

ANNEX 2 - Consultation materials (Mar/Apr 2020)

CONNECTING OXFORDSHIRE

Didcot and Surrounding Area Infrastructure Improvements Update

Welcome to the consultation

In March 2019 Government announced that Oxfordshire County Council's bid for £218 million from the Housing Infrastructure Fund (HIF) was successful. This is towards the £234 million cost of the infrastructure package for Didcot and surrounding areas, as shown on the map to the right. Although the funding for the transport improvements has been announced, Oxfordshire County Council is currently in the final stages of negotiating the details of the funding agreement with Government.

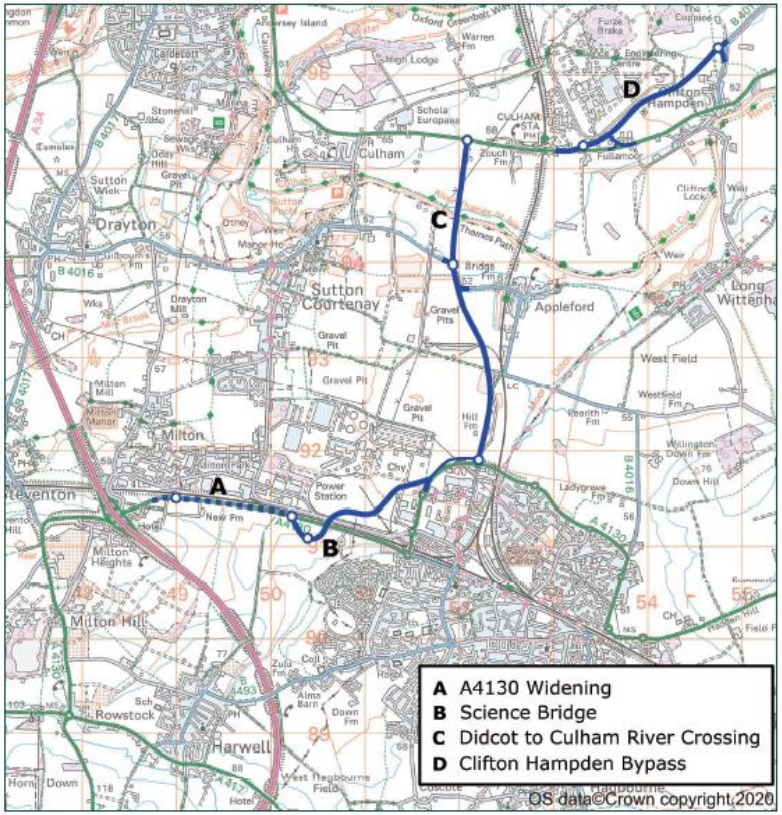
We have undertaken feasibility design work, leading to updated designs. The schemes are a mixture of improving existing roads and building new roads, all with high quality pedestrian and cycle infrastructure. These schemes are:

A. A4130 Widening
B. Science Bridge
C. Didcot to Culham River Crossing
D. Clifton Hampden Bypass

We are now sharing with you the latest scheme designs and asking for your comments, so we can consider them in later stages of design.

As part of this consultation, public exhibitions were planned across various locations in the local area over the last two weeks in March. Unfortunately, due to the advice from Government with respect to Coronavirus (COVID-19) these have been cancelled.

If you know anyone who does not have access to the internet and you think would be interested in this consultation, we would appreciate your help in telling them about it. They can call us on: 07392 318945 or 07833 401067 to discuss the proposals and request printed copies of the consultation materials.



Scheme location plan

OXFORDSHIRE COUNTY COUNCIL

Policies and Previous Consultations

Oxfordshire County Council Local Transport Plan

The Local Transport Plan was agreed by full council in September 2015, following public consultation on the draft plan earlier that year.

It includes these schemes as specific proposals:

"SV 2.6 Delivering Science Bridge and widening of A4130 to provide relief to Manor Bridge and support/ enable development in the area including Didcot A, NE Didcot, Valley Park and NW Valley Park."

"SV 2.13 Delivering improved Access to Culham Science Centre (CSC) Phase 1 (new road from CSC entrance to the B4015 north of Clifton Hampden) to improve connectivity between Science Vale and the Eastern Arc of Oxford and direct access to CSC."

"SV 2.16 Delivering improved Access to Culham Science Centre (CSC) Phase 2 - new river crossing (between Didcot and CSC) to improve connectivity between Science Vale and the Eastern Arc of Oxford and direct access to CSC. This scheme also increases capacity for north/south movements across southern Oxfordshire and reduces pressure on the A34, whilst increasing network resilience across the Thames floodplain."

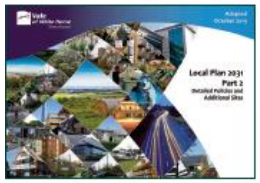
November 2018 Consultation and Public Exhibitions

Oxfordshire County Council held a consultation and public exhibitions to describe the need for these schemes, explain other options that were considered but discounted, and to show early indicative plans of the schemes. 307 responses were received.

All information is available here:

www.oxfordshire.gov.uk/didcot

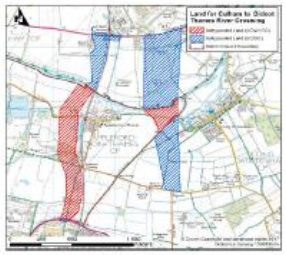
Policies and Previous Consultations

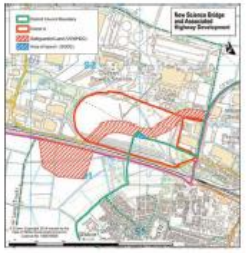


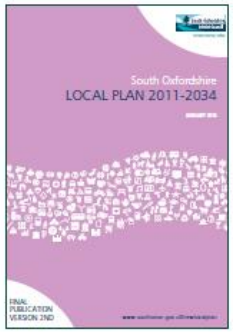
Vale of White Horse District Council Local Plan 2031

Part 1 and Part 2 (adopted)

These Local Plans include policies to safeguard land for future transport schemes, as seen in these maps. Local Plan Part 2 refined the River Crossing safeguarding, as seen in the amended map.

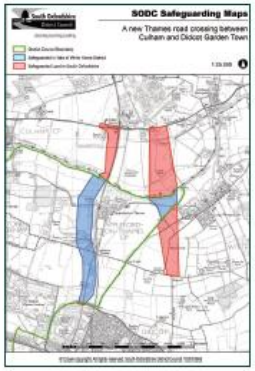






South Oxfordshire District Council Local Plan 2011-2034 (submitted for examination)

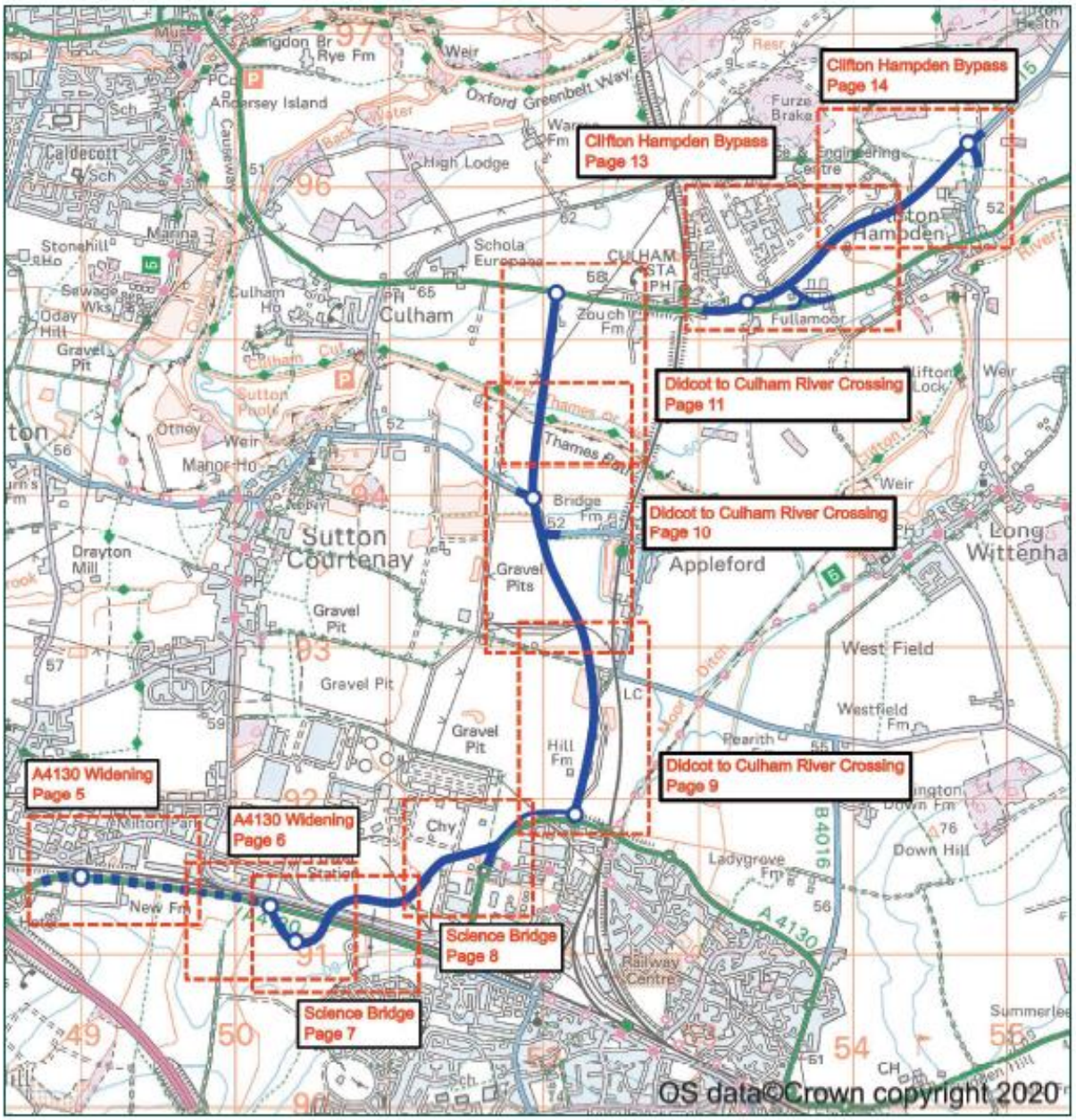
This submitted Local Plan proposes policies to safeguard land for future transport schemes, as seen in these maps. This Local Plan has not yet been examined and subsequently adopted, therefore these are not adopted policy as of March 2020.



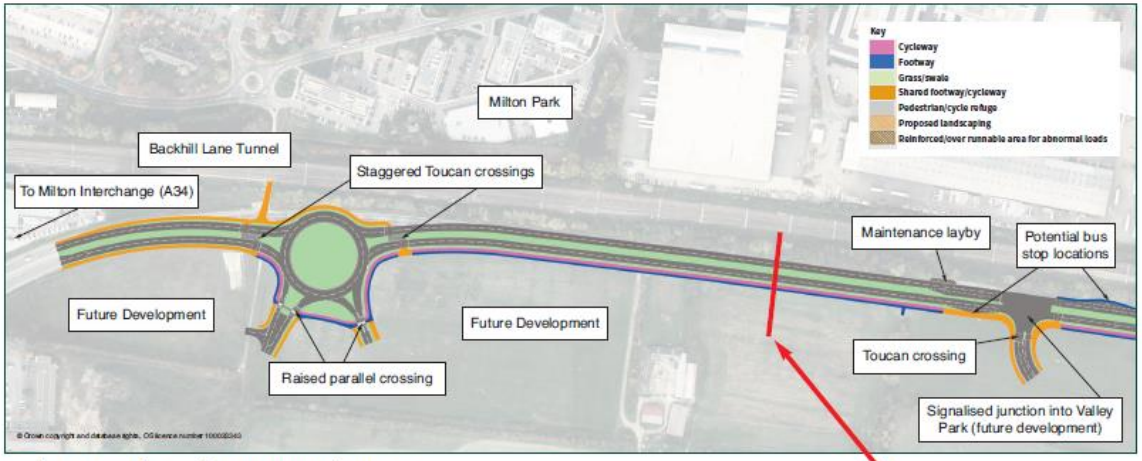
Didcot and Surrounding Area Infrastructure Improvements Update

Indicative scheme plans

The following pages show the latest scheme designs for you to comment on. This map shows on which page each of the indicative scheme plans can be found.



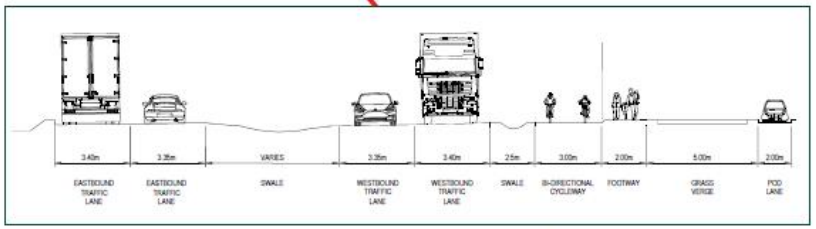
Scheme A: A4130 Widening



Indicative plan of A4130 Widening

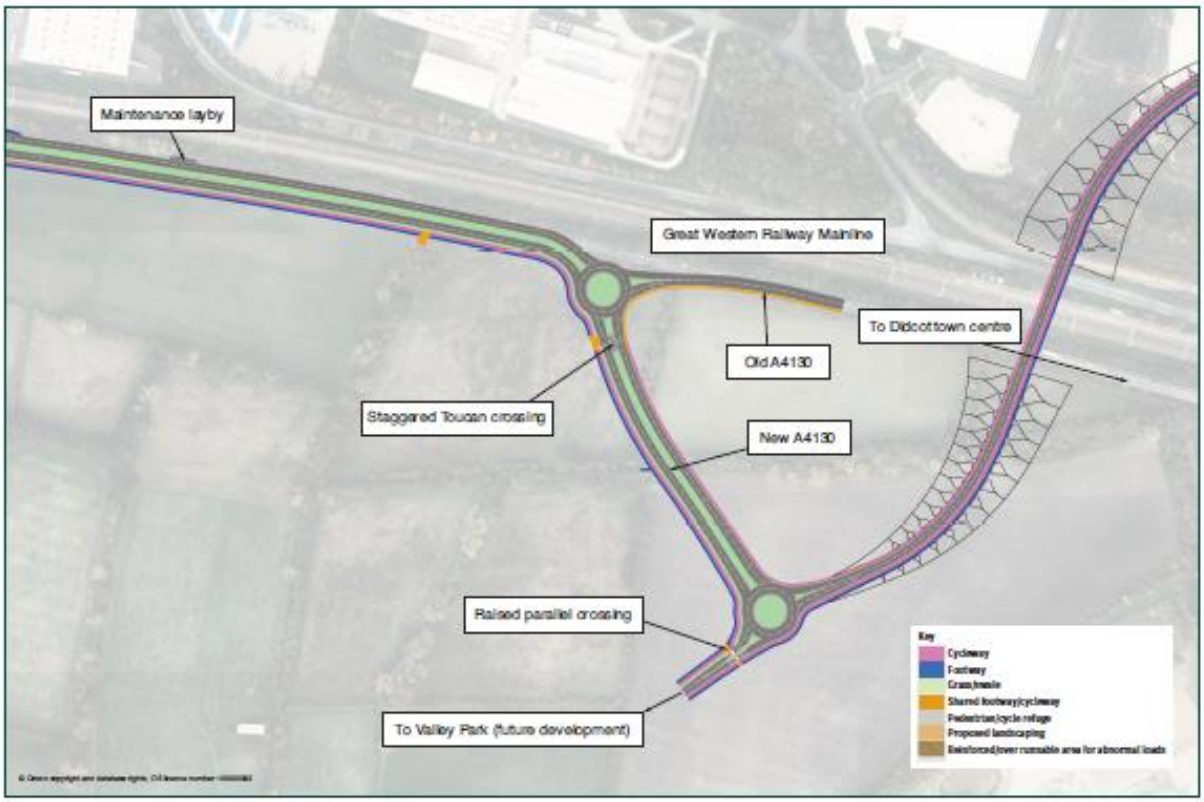
Artist's impression

Indicative cross-section



Note: the potential for the autonomous (self-driving) pod lane is to be considered in the next stages of design to future-proof the proposals.

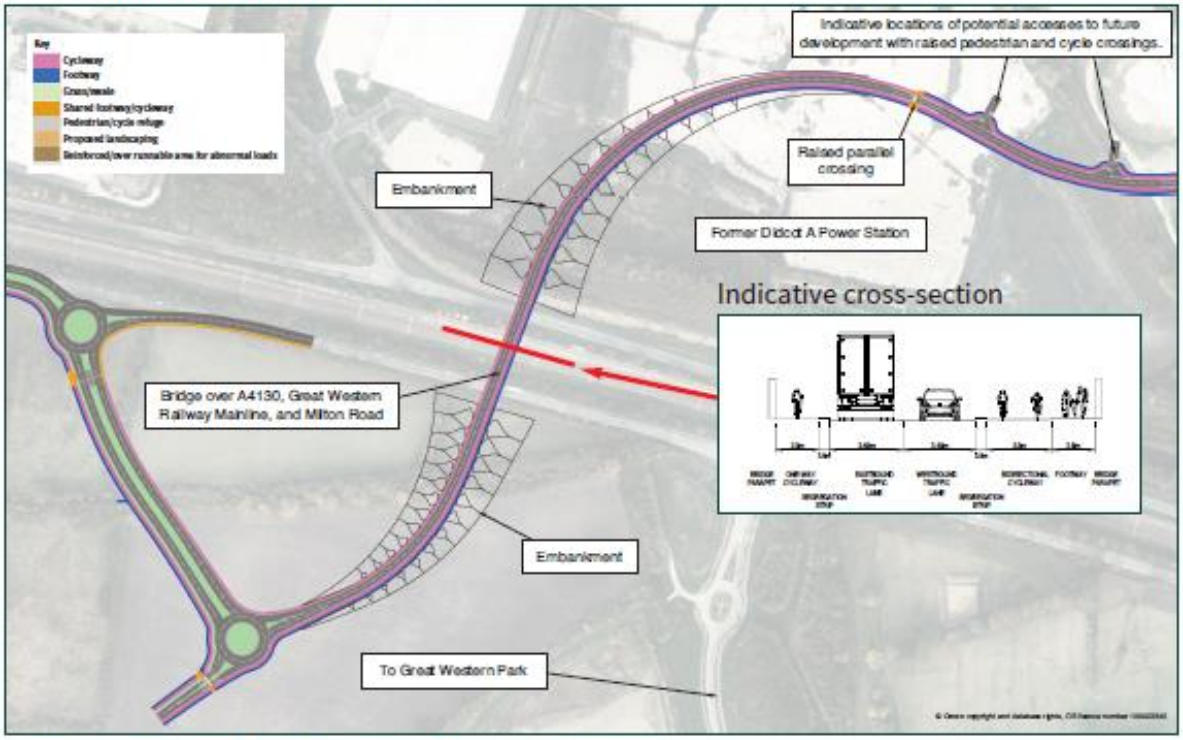
Scheme A: A4130 Widening



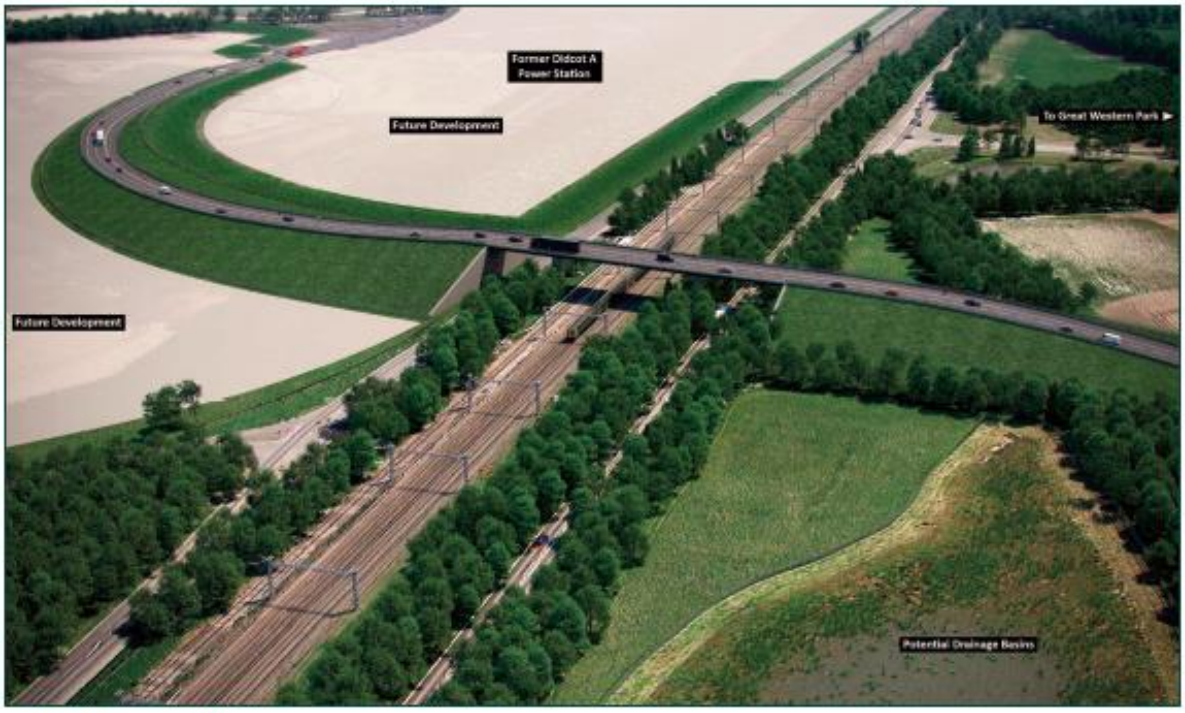
Indicative plan of A4130 Widening

Artist's impression

Scheme B: Science Bridge

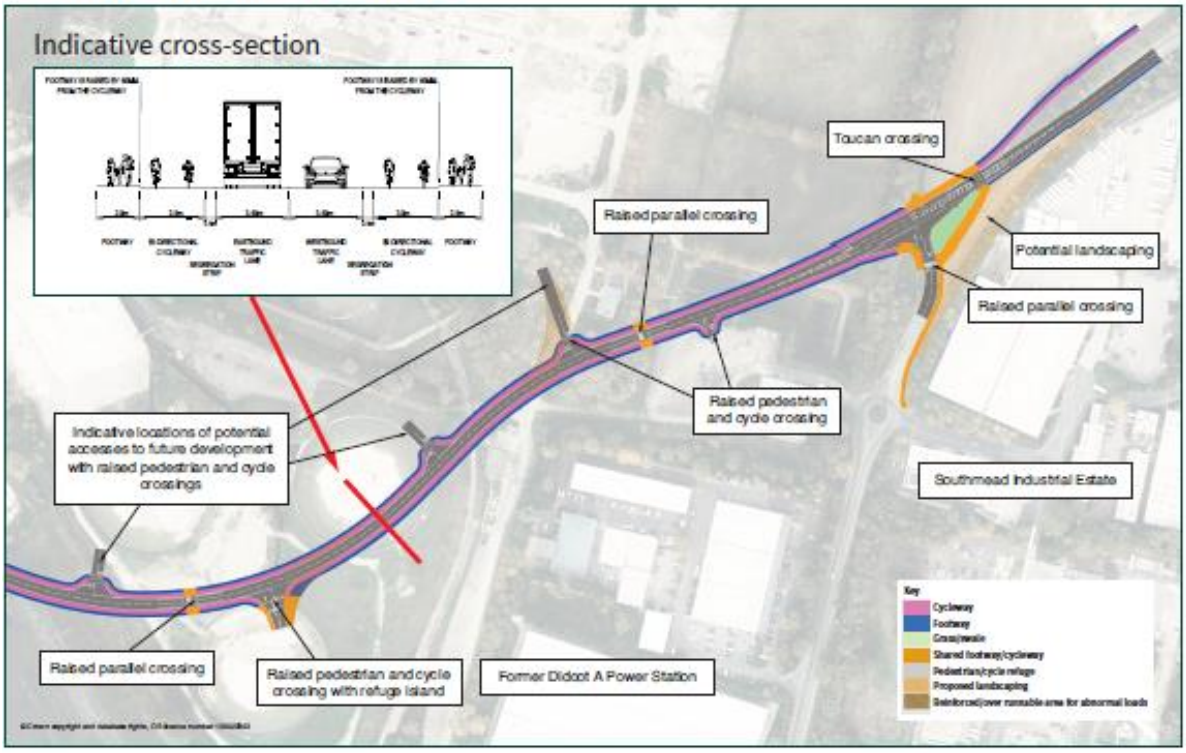


Indicative plan of Didcot Science Bridge



Artist's impression

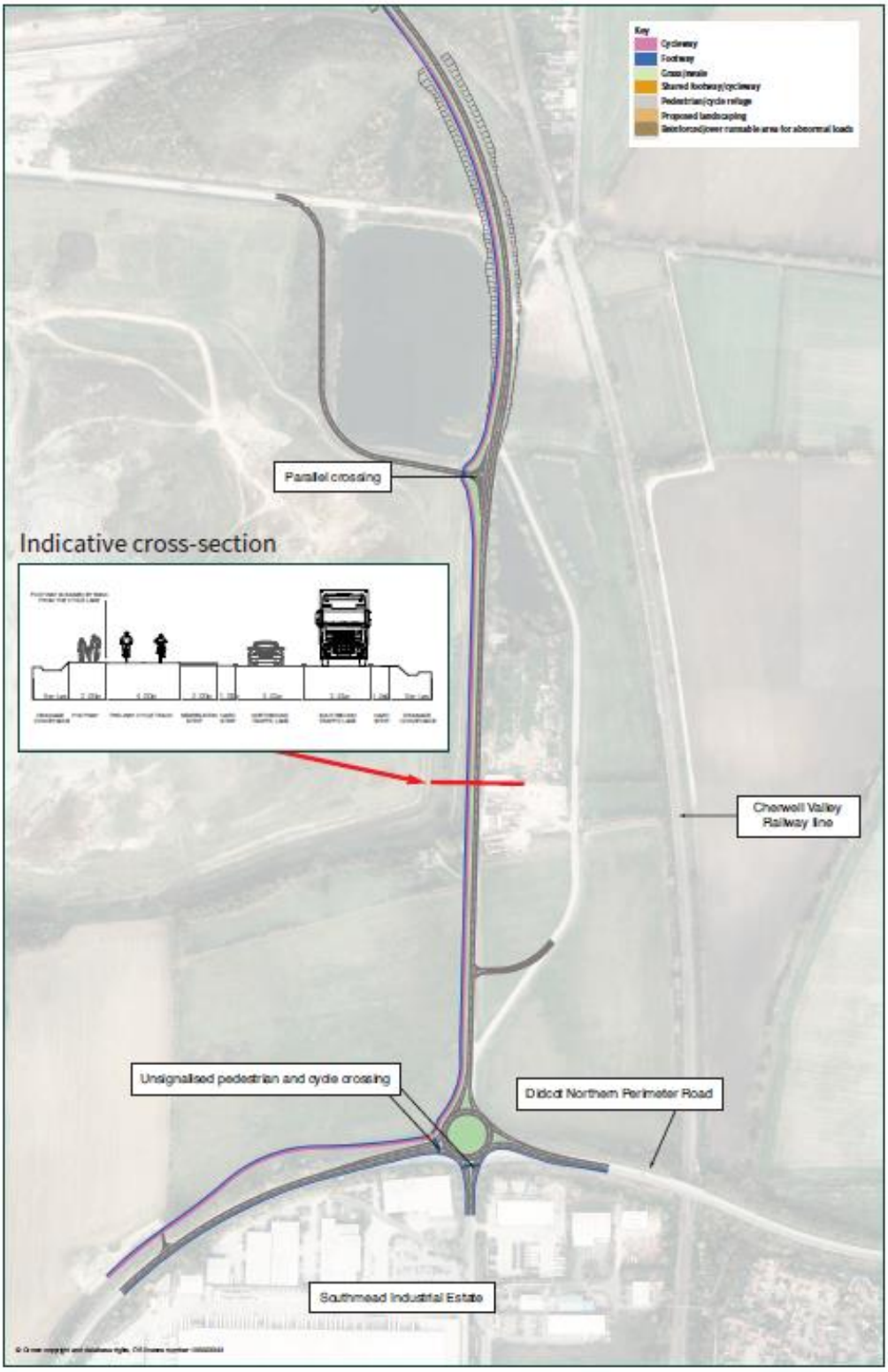
Scheme B: Science Bridge



Indicative plan of Didcot Science Bridge

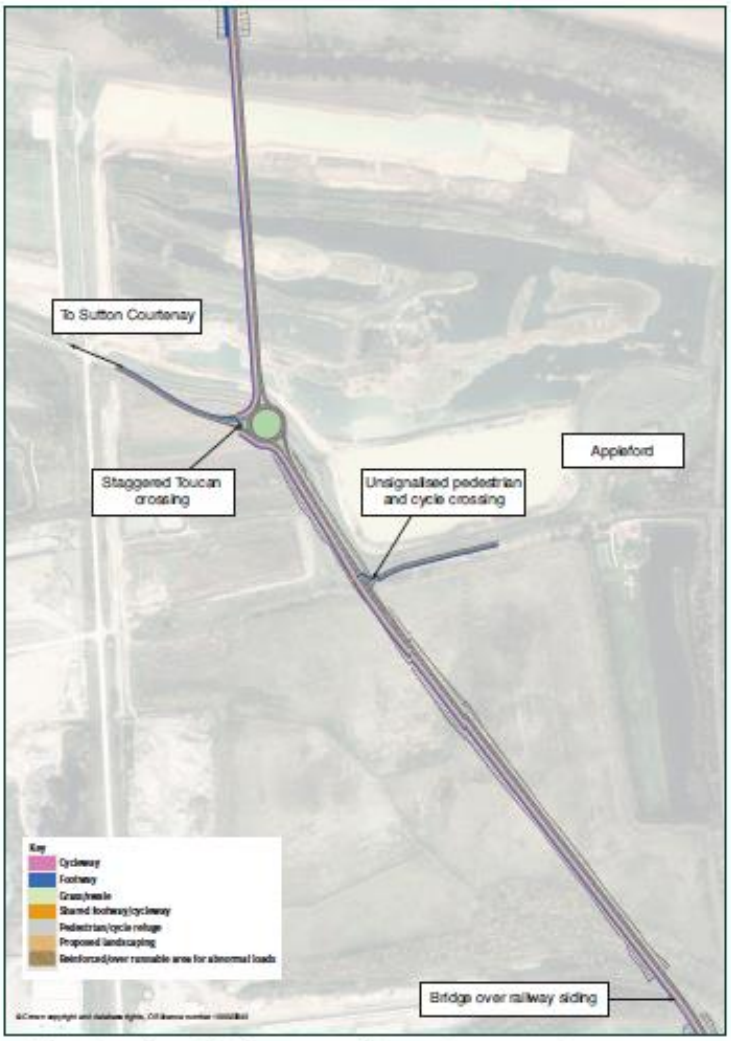
Artist's impression

Scheme C: Didcot to Culham River Crossing



Indicative plan of Didcot to Culham River Crossing

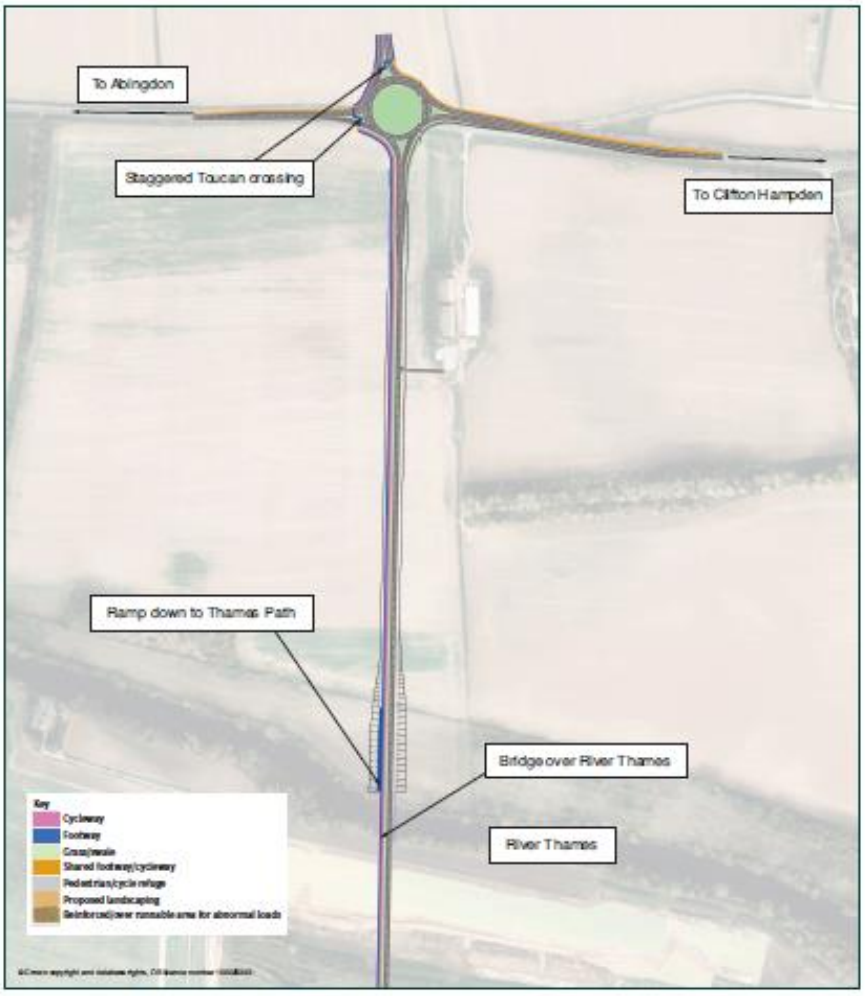
Scheme C: Didcot to Culham River Crossing



Indicative plan of Didcot to Culham River Crossing

Artist's impression

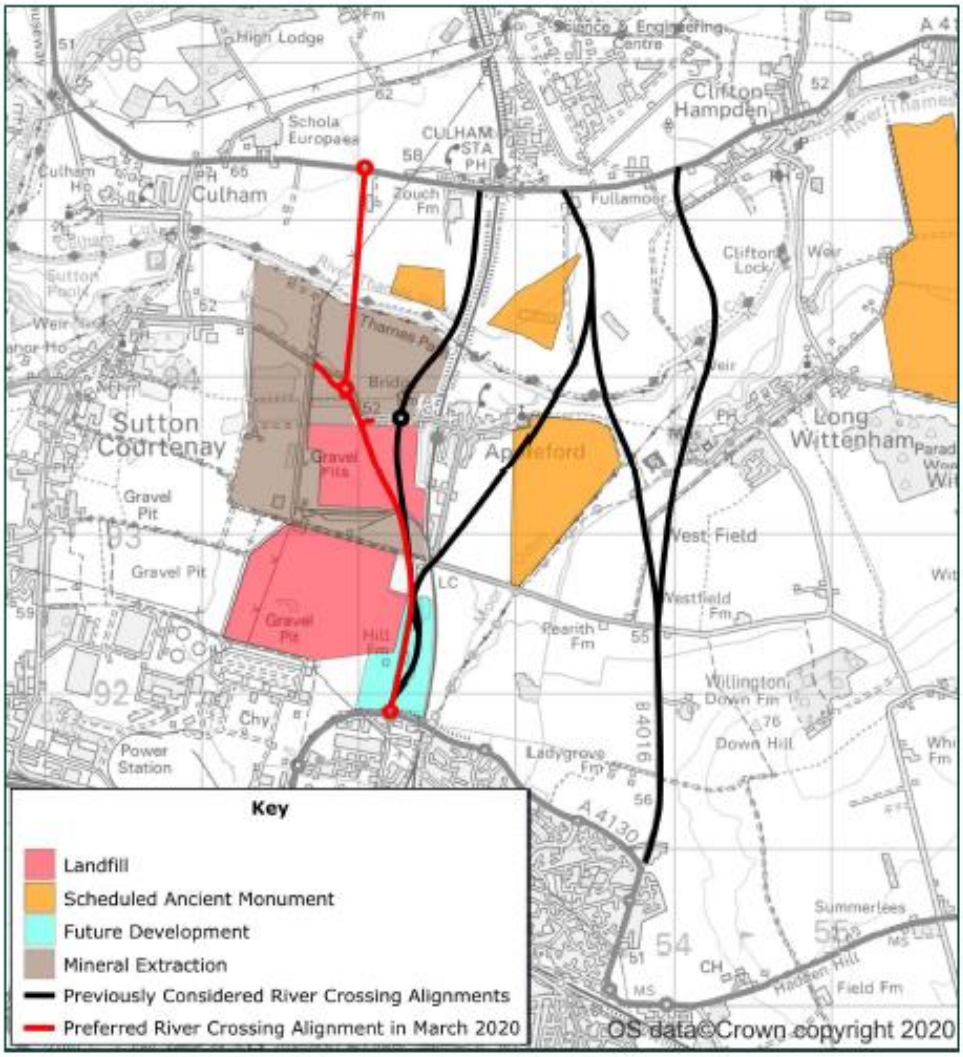
Scheme C: Didcot to Culham River Crossing



Indicative plan of Didcot to Culham River Crossing

Artist's impression

Scheme C: Didcot to Culham River Crossing – Overview of alignments considered



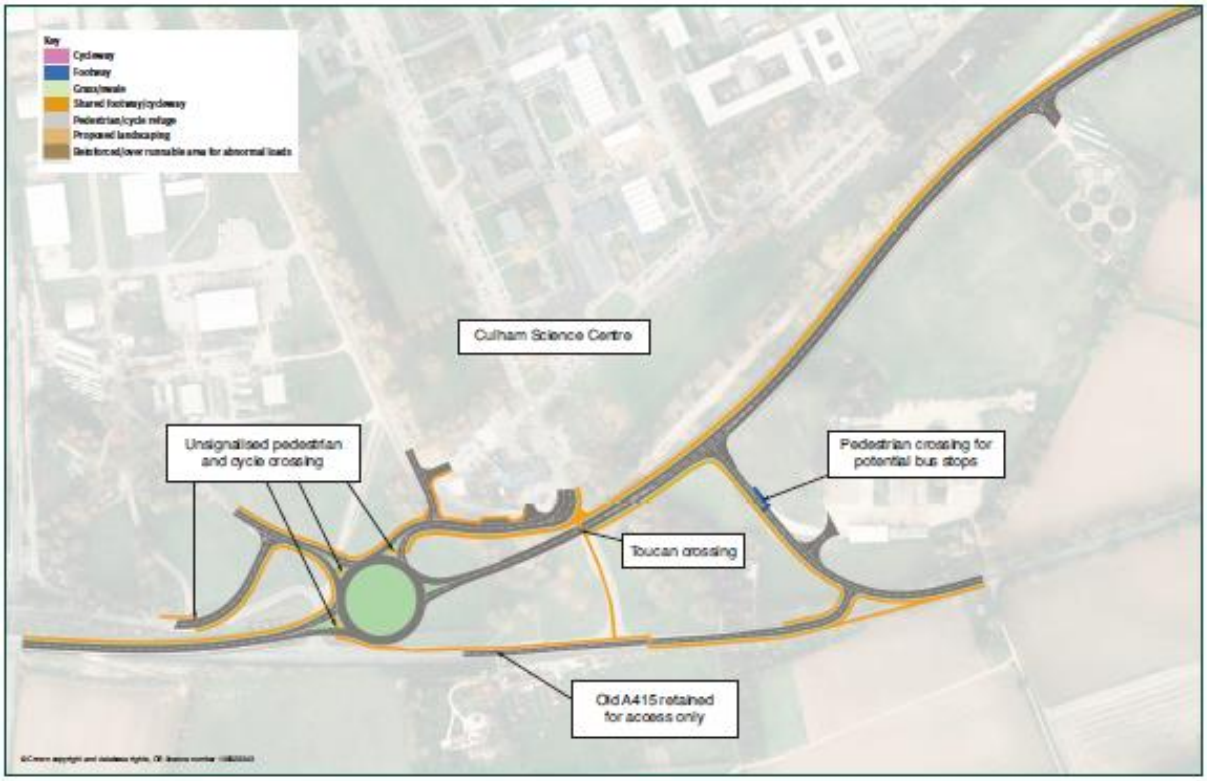
Plan illustrating some of the River Crossing alignment options considered

The black lines show some of the previously considered river crossing alignments. Additional information is available in the November 2018 consultation **www.oxfordshire.gov.uk/didcot**

To address comments received from the above consultation and following further design work, a new preferred alignment has been identified, in red:

- It is further from residential properties
- It is further from Scheduled Ancient Monuments
- It utilises old mineral extraction and landfill areas for a significant proportion of the route, minimising the impact on agricultural land
- Traffic modelling, which predicts the likely road network performance in future years, shows the latest alignment performs better than others due to the larger distance between the northern roundabout and the proposed Clifton Hampden Bypass A415 roundabout
- Better serves future development sites e.g. Didcot Growth Accelerator Enterprise Zone (blue on map)

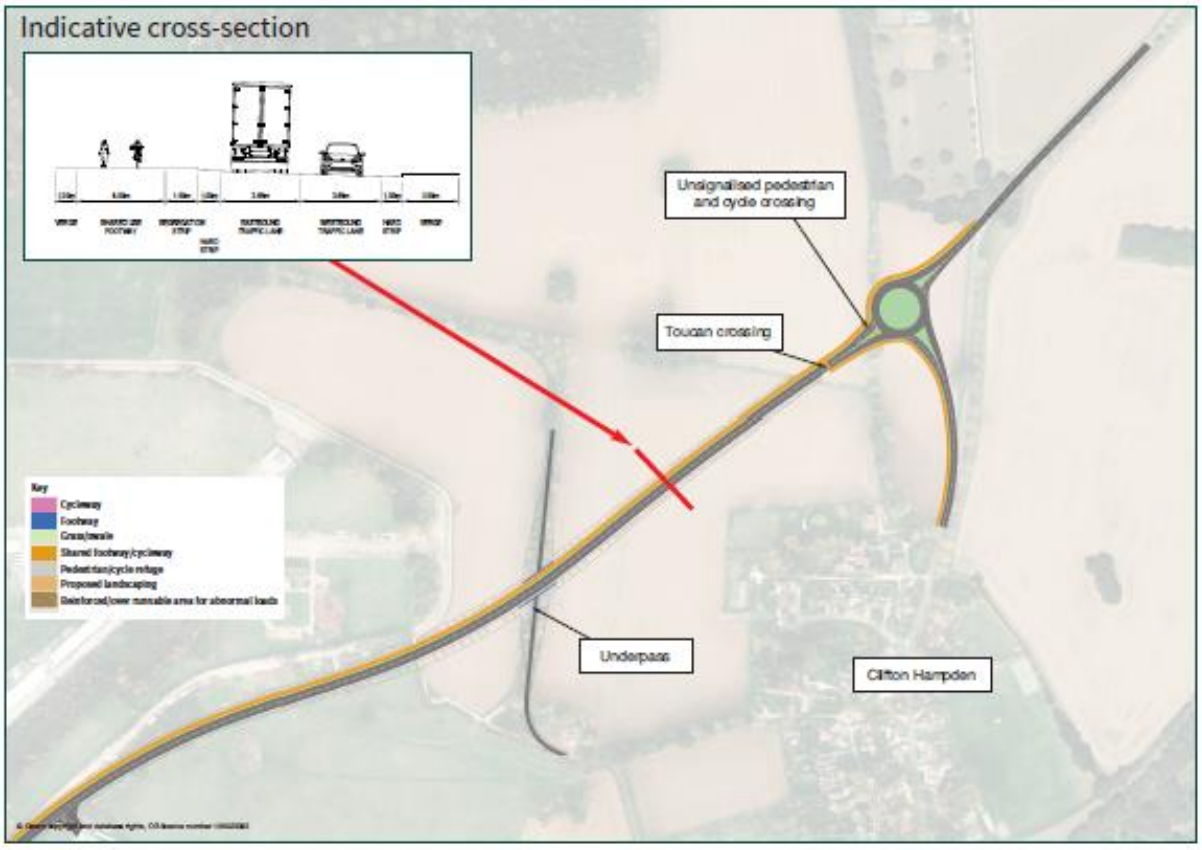
Scheme D: Clifton Hampden Bypass



Indicative plan of Clifton Hampden Bypass

Artist's impression

Scheme D: Clifton Hampden Bypass



Indicative plan of Clifton Hampden Bypass

Artist's impression

Scheme D: Clifton Hampden Bypass - Overview of alignments considered

Multiple options were considered for this section of the network including (but not limited to):

- Changing the traffic signal timings at existing staggered junction
- Localised widening at existing staggered junction
- Southern bypass

Further information is available in the November 2018 consultation
www.oxfordshire.gov.uk/didcot

A northern bypass was determined to be the preferred option as it was the only one to deliver satisfactory road network performance in future years. Through the latest design work we have investigated different alignment options to move the bypass further away from residential properties.

- Green: Previous alignment
- Red: Further from properties but does not meet Design Manual for Roads and Bridges (DMRB) standards
- Blue: The new preferred alignment which is further from properties whilst still meeting DMRB standards

Plan showing alignment options considered for Clifton Hampden Bypass

Have Your Say

Thank you for viewing the online consultation.

Please share your views on the proposed schemes with us by filling in the online form at:
www.oxfordshire.gov.uk/didcotupdate

The closing date for comments is **Thursday 30 April 2020 at 11:59pm**

If you have any questions or would like to discuss these proposals please email us at:
HIF1project@oxfordshire.gov.uk

Or call us on:
07392 318945 or **07833 401067**

If you know anyone who does not have access to the internet and you think would be interested in this consultation, we would appreciate your help in telling them about it. They can call us on the telephone numbers above to discuss the proposals and request printed copies of the consultation materials.

Next Steps

Next stages of scheme design, to be informed by the comments received in this consultation and further survey work (including environmental, ecological, and archaeological)	Ongoing
Planning application submission including statutory consultation	Winter 2021
Compulsory Purchase Order submission	Spring 2021
Construction start	Summer 2022
Open to traffic	Spring 2024

Frequently Asked Questions

This document will be updated throughout the consultation to include new frequently asked questions as we receive them.

Date of this version: 24.04.2020

What are you asking me to comment on and why?
We are now sharing with you the latest scheme designs and asking for your comments, so we can consider them in later stages of design. We welcome all relevant comments on any aspects of the scheme designs, hence the open-ended questions on the feedback form.

In order to meet the funding terms set by Government we have to soon move into the next stage of scheme design, therefore if we do not consult now it will be too late to incorporate comments into the schemes. This consultation follows a previous consultation and public exhibition in November 2018. The principle of the schemes and land safeguarding for them has also formed part of the consultation processes associated with the adopted Oxfordshire County Council Local Transport Plan 2015-2031, the adopted Vale of White Horse District Council's Local Plan 2031 Part 1 and Part 2, and the submitted for examination South Oxfordshire District Council's Local Plan 2011-2034.

Why is the consultation only happening online?
As a result of Government restrictions on social distancing in response to COVID-19, it was unfortunately not possible to hold the five public exhibitions that were scheduled for the last two weeks of March 2020. Due to the very tight timescales imposed by Government with respect to the terms of the funding (via the Housing Infrastructure Fund), it was necessary to continue with an online consultation in order to avoid delay to the project programme. When the planning application for the schemes is submitted, statutory consultation will be undertaken in accordance with the applicable planning legislation. There will also be ongoing liaison with key stakeholders and statutory bodies as the schemes progress as well as further non-statutory public consultations / exhibitions.

In light of the COVID-19 related restrictions on social distancing, what have you done to ensure local people can respond to the consultation?
This consultation was originally planned to last 4 weeks, which is usual for a non-statutory consultation such as this, but this duration was extended to 6 weeks to allow people more time to respond.

We are going above and beyond the usual steps taken in a non-statutory consultation; we are doing everything we can to reach as many people as we can in this unprecedented time, including:

- Sending letters to over 22,000 residences in the area
- Using an innovative virtual exhibition room with live chat function (we are the first council in the world to use this particular platform)
- Including phone numbers on all correspondence for people to call
- Directly contacting landowners with whom we have already been dealing
- Newspaper adverts in print (published each week during the consultation period)
- Newspaper adverts online (throughout the consultation period)
- Radio adverts (throughout the consultation period)
- OCC Facebook (17,800 people 'like' the OCC Facebook page)
- OCC Twitter (42,000 followers)
- OCC website
- Directly contacting OCC Councillors
- Directly contacting District Councillors

- Directly contacting Parish Councils
- Directly contacting major employment sites and asking them to disseminate to staff
- Sending printed versions of the materials to those who request them due to lack of internet access
- Extending the consultation – the usual period would be 3-4 weeks whereas this was for 6 weeks

How are you reaching people without access to the internet?
According to the Office for National Statistics, 93% of households had access to internet in 2019, therefore the vast majority of people should be able to access the online consultation. However, we want to ensure everyone has the opportunity to be involved so we are also trying to reach people without internet, whilst adhering to Government's instructions regarding COVID-19:

- We are sending letters to over 22,000 residential properties in the area, which includes a telephone number for people to call
- Letters have been sent to all landowners with whom we have been in previous contact regarding land access for surveys
- Radio adverts about the consultation, including a telephone number for people to call
- Printed newspaper adverts, including a telephone number for people to call
- Parish Councils have been informed of the consultation and provided a telephone number to call

What major changes have you made since the last consultation?
In response to your feedback from the previous consultation in November 2018, Clifton Hampden Bypass has been re-aligned further from residences in the north of the village. The Didcot to Culham River Crossing has also been moved further west from residential properties in Appleford village. Following further transport modelling work, which forecasts the anticipated growth in traffic in future years, the link road through the Former Didcot A Power Station site is proposed to connect into the existing A4130 approximately 100 metres north of the Purchas Road/A4130/Hawksworth roundabout, whereas previously it was proposed to connect directly into the existing roundabout. The drawings now show more developed high-quality pedestrian and cycle facilities with varying types of road crossings.

Where is the money coming from?
The cost of these schemes is £234 million. £218 million of this comes from the Government's Housing Infrastructure Fund and the rest has been secured through developer obligations in the area. Although the funding for the transport improvements has been announced, Oxfordshire County Council is currently in the final stages of negotiating the details of the funding agreement with Government.

Why are we building this infrastructure?
We are proposing to build new roads and improve existing roads because the highway network was not designed to cope with modern traffic levels. The housing and employment growth allocated in the adopted Vale of White Horse Local Plan 2031 Part 1 and Part 2 and proposed in the submitted South Oxfordshire District Council Local Plan 2011-2034 requires a significant upgrade to the current network in order to help facilitate this growth.

As part of these improvements, Oxfordshire County Council (OCC) is encouraging the use of sustainable travel modes through the provision of high-quality walking and cycling infrastructure. Future work on these schemes will also include examining how they connect to existing Public Rights of Way and other pedestrian and cycle routes in the area, including the National Cycle Network 5 route.

How is the land being obtained for these schemes?
OCC will primarily be attempting to obtain the land required through negotiation. However, should this not prove possible, OCC may be required to use its Compulsory Purchase Order (CPO) powers to acquire the land necessary to deliver the infrastructure.

How will this affect Golden Balls Roundabout and Nuneham Courtenay and why are there no proposals for these locations?
Through the Housing and Growth Deal, funding is available to investigate future changes to the Golden Balls Roundabout. Study work undertaken on this junction will also need to take into account the impact of traffic through Nuneham Courtenay on the A4074 and also align with transport proposals in Oxford.

The funding announced by Government for the schemes being consulting on (£218 million) was as a result of a competitive bidding process against many other councils across the country. The £218 million is amongst the highest sums awarded (see the full list of 33 here). Including any other schemes as part of this package could have significantly reduced the chance of a successful bid. Additionally, there are currently no schemes designed for Golden Balls Roundabout and Nuneham Courtenay, so it would not have been possible to have included them in a bid where it is required that schemes are shown with robust costs.

How will this affect Appleford?
The Didcot to Culham River Crossing will alleviate some of the traffic passing through Appleford as it will provide a more direct alternative route across the River Thames and to Didcot. OCC will liaise with the parish council and local community in Appleford throughout scheme development.

Will this fix all the traffic issues in the area?
The network will still have a lot of traffic flowing through it due to existing traffic and expected growth, but it will flow a lot more smoothly as a number of pinch points will be removed, significantly reducing congestion.

Will construction traffic cause traffic disruption in Didcot?
There will be some disruption during construction but, through the implementation of a Construction Traffic Management Plan, this disruption will be minimised. The construction of the four schemes will also be carefully phased in order to avoid, where possible, works taking place simultaneously in multiple locations on the existing highway network.

Is the Northern Perimeter Road Phase 3 (NPR3) scheme part of this project?
No, NPR3 has been partially held up by progress on these schemes as it was necessary to establish how they would best fit with each other. Now that preferred alignments for these schemes have been identified, it will be possible to progress further design work on the NPR3 scheme. At present, the proposals for this scheme include a roundabout at the A4130/B4016 junction, a new road down to A4130 (roughly along the line of the boundary of the golf course), and a new roundabout on A4130 to the east of the Hadden Hill Retail Park / Tesco roundabout

Are the schemes safe?
A Road Safety Audit (RSA) Stage 1 has been carried out on every aspect of the schemes in their present stage of design. Where appropriate, recommendations from the RSA report will be incorporated into the next stage of scheme design. Further RSAs will be undertaken as necessary throughout the development of the schemes.

What about the impact on wildlife and the environment?
The impact on the environment, wildlife, and ecology will be investigated through an Environmental Impact Assessment (EIA) to ensure any impacts are properly mitigated or avoided where possible in accordance with the applicable legislation. The EIA will also include, amongst other chapters, an Air Quality Impact Assessment and Noise Impact Assessment. As part of the landscaping strategy there is the potential for planting alongside some sections of the schemes. This will be investigated as work on the schemes continues.

Where will bus stops be located?

Proposed locations for bus stops have been identified on some parts of the schemes. The locations of other bus stops will be identified during the next stage of design through liaison with bus operators and other stakeholders.

What are the speed limits of these schemes?
The speed limits are proposed as follows:

- A4130 Widening: 40mph
- Science Bridge: 30mph
- Didcot to Culham River Crossing: 50mph
- Clifton Hampden Bypass: 60mph

Why are the pedestrian and cycle crossings different across the schemes?
The type of each pedestrian and cycle crossing depends on the nature of the environment, the anticipated usage, and proposed speed limit in each location. For example, the crossings on the A4130 are signal controlled (traffic lights), staggered toucan (pedestrians and cyclists) crossings due to the proposed speed limit (40mph) and the width of the road, whereas the crossings over most of the side roads onto the A4130 are proposed to be raised parallel crossings (zebra crossings that cyclists can also legally use) as these roads will have a lower speed limit (see Glossary section for further info on terminology). The next stages of design will further consider the appropriateness of each type of crossing, taking into account the comments received as part of this consultation and further Road Safety Audits.

Why does the 'Next Steps' section say that the planning application will be submitted in Winter 2021 and the CPO submission in Spring 2021?
The 'Next Steps' section is in chronological order. 'Winter 2021' refers to the early months of 2021, not the end of it.

Why is there a t-junction rather than a roundabout where the existing A4130 meets the new A4130?
One of the key aims of these infrastructure schemes is to provide a strategic route for traffic to travel around the periphery of Didcot and to encourage traffic to use the Science Bridge route, which is intended to form a new section of the A4130. This will reduce traffic movements at the Mendip Heights and Milton Road roundabouts, which are already very congested. One of the main ways this can be achieved is to discourage traffic from using the existing A4130 between the Mendip Heights and Purchas Road roundabouts by creating a priority t-junction instead of a roundabout where the existing A4130 meets the new A4130, thus giving priority to the peripheral route. The roundabout at the Collett access to the Southmead Industrial Estate will still remain and so provides easier access for HGV movements eastwards.

<u>Glossary of terms</u>

Hard Strip: an extension of the road surface alongside a carriageway, typically only required on faster roads and normally delineated by a painted white line.

Parallel Crossing: a type of 'uncontrolled' pedestrian and cycle crossing, i.e. without requirement to press a button to activate a green signal. This is similar to a Zebra crossing but is designed to allow both pedestrians and cyclists to use it (unlike a Zebra, which is for pedestrians only). In most locations these will be raised to make it easier for pedestrians and cyclists to use.

Toucan Crossing: a type of 'controlled' crossing, i.e. with the requirement to press a button and to wait for a green signal indicating that it is safe to cross. These are designed for use by both pedestrians and cyclists, whereas Puffin and Pelican crossings are for pedestrians only. In some locations, where the roads are wide, these will need to be staggered so that pedestrians and cyclists will be required to cross in two stages.

Reinforced/over runnable area for abnormal loads: this applies to two junctions on the link road through the former Didcot A power station site, which forms part of the Science Bridge scheme. This is to accommodate very long heavy goods vehicles that are occasionally required to transport equipment to and from the Didcot B power station site. These vehicles are accompanied by special safety escorts and usually take place at night to minimise disruption to the highway network.

Scheduled Ancient Monument: an archaeological site of national importance. These have special protections and any impacts on them must be minimised or mitigated in accordance with the relevant legislation.

Segregation Strip: a 'gap' that physically separates a footway or cycleway and the carriageway for safety purposes. This may be a paved or grass surface. Unlike a Hard Strip, a Segregation Strip is typically at the same level as the pedestrian/cycling provision, rather than at the same level as the carriageway.

Swale: a shallow trough running parallel to a carriageway for drainage purposes. These are typically covered in grass and are sometimes planted with reeds.

ANNEX 3

Didcot Area Infrastructure Update Consultation Analysis Report: Summary of findings from the public consultation

1. Background

1.1. Oxfordshire County Council undertook a public consultation to update local people on the proposed package of infrastructure improvements in Didcot and the surrounding areas. The four infrastructure improvement schemes consulted on are:

- A4130 widening from A34 Milton Interchange towards Didcot
- A new "Science Bridge" over the A4130, Great Western Railway Mainline and Milton Road into the former Didcot A Power Station site, back to the A4130 near Purchas Road
- A new Didcot to Culham River Crossing between the A4130 Northern Perimeter Road at Didcot and A415 near Culham Science Centre
- A new Clifton Hampden Bypass between A415 near Culham Science Centre and B4015 Oxford Road north of the village

1.2. A public consultation ran for six weeks from Friday 20th March to Thursday 30th April. As a result of Government restrictions on social distancing in response to the COVID-19 pandemic, it was not possible to hold the five public exhibitions that were scheduled for the last two weeks of March 2020. Due to the very tight timescales imposed by Government with respect to the terms of the funding, it was necessary to continue with an online consultation in order to avoid delay to the project programme

1.3. However, to address this OCC undertook additional measures to ensure that as many people as possible were aware of the consultation and were able to access the information. This included sending letters to approximately 22,000 residences in the area, using an innovative virtual exhibition room with live chat function, promoting telephone numbers of officers available to answer questions, and sending printed versions of the materials to those without internet access. This was all in addition to the standard means of engagement (newspaper adverts, press releases, electronic mailouts, OCC website etc).

1.4. These methods of promoting the consultation are listed in table 5.1. In total, 686 consultation responses were received.

1.5. In addition to the wider consultation, a Walking, Cycling, and Horse-Riding Assessment & Review is being undertaken to ensure that the schemes are developed with these users in mind. This has involved an interrogation of the scheme designs in their current guise with respect to their impact on and provision for pedestrians, cyclists, and horse-riders. This interrogation has yielded a number of opportunities for improvements. As part of this process a questionnaire was also sent to 24 stakeholders representing 14 different organisations and interest groups, including OCC officers responsible for Public Rights of Way, public health, and active travel. Seven questionnaires

were completed and returned to the project team. These will be reviewed, and along with the suggestions received through the wider consultation, will be considered in the next stage of design.

2. Response Method

2.1. Table 2.1 indicates the method by which responses were provided.

Table 2.1: Response method

Response Method	No. of responses	% of responses
Questionnaire via online consultation	611	89
Questionnaire via post	13	2
Responses received via email	50	7
Responses received via live chat	4	1
Responses received via phone	8	1
Total	**686**	

3. Respondent type

3.1. The profile of respondents is shown in Table 3.1.

Table 3.1: Respondent type

Profile of respondents	No. of responses	% of responses
Individual	629	92
Representative of a business/group/organisation	43	6
Councillor	14	2
Total	**686**	

4. Live or work in Didcot or the surrounding area

4.1. Respondents were asked whether they lived or worked in Didcot or the surrounding area. This is shown in Table 4.1.

Table 4.1: Live or work in Didcot or the surrounding area*

Live or work in Didcot or the surrounding area	No. of answers given	% of answers
Live in Didcot	267	33
Live in surrounding area	307	37
Work in Didcot	50	6
Work in surrounding area	187	23
None of the above	8	1
Prefer not to say	1	0
Total	**820**	

***NB:** In total, there were 78 respondents who did not provide an answer to this question. The table above is based on 608 respondents. Multiple answers were allowable.

Those who responded via the online consultation and responded as a representative of a business/group/organisation or as a councillor were not asked this question. However, these respondents were able to answer the question when filling in a hard copy.

In addition, those who provided comments via email/phone call/live chat were not asked this question. However, where possible this information has been extracted from the response.

5. How people heard about the consultation

5.1. Respondents were asked by which method they heard about the consultation. This is shown in Table 5.1.

Table 5.1: Method of how people heard about the consultation*

Method	No. of answers given	% of answers
Letter (as a local resident)	340	55
Letter (as a named landowner)	6	1
Newspaper advert (in the paper)	15	2
Newspaper advert (online)	3	0
Radio advert	8	1
OCC Facebook	21	3
OCC Twitter	7	1
OCC website	14	2
OCC email	25	4
From your parish council	32	5
From your employer	23	4
Word of mouth	82	13
Other	43	7
Total	**619**	

***NB:** There were 181 respondents who did not provide a response. The table above is based on 505 respondents and multiple answers were allowable.

6. Scheme specific / general questions

6.1. Respondents were asked to provide any comments in relation to each of the four schemes and for any general comments on the proposed package of infrastructure improvements as a whole. Open-ended comments boxes were provided for each of the five questions. Responses for each question have been analysed and then grouped into common themes. It should be noted that each comment may have been classified in multiple ways, for instance a respondent may have articulated a clear objection but also

simultaneously suggested ways to improve the schemes in the same comment. Therefore, the figures presented in the analyses below do not simply represent the absolute total number of comments received, rather they capture all of the elements of each respondents' comments.

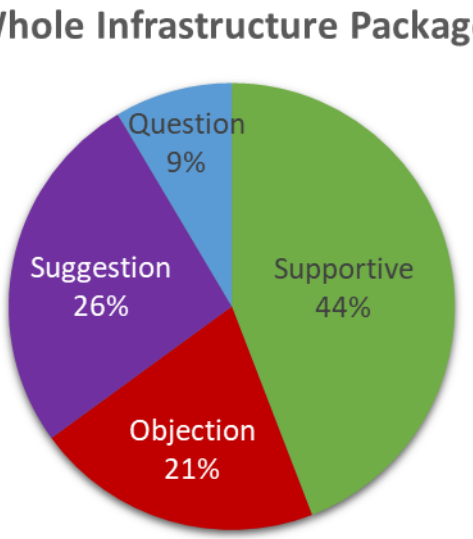
6.2. The table and charts below and overleaf illustrate that the comments received have been overwhelmingly supportive of each of the four schemes and of the infrastructure package as a whole. Further to this, many design-related suggestions have been provided by the respondents, and where appropriate these will be considered in the next stage of design. The five pie charts illustrate the responses received to each of the five questions, therefore the first chart relating to the 'Whole Infrastructure Package' is not a summary of the total responses, but the breakdown of the question pertaining to general comments about the whole package of schemes.

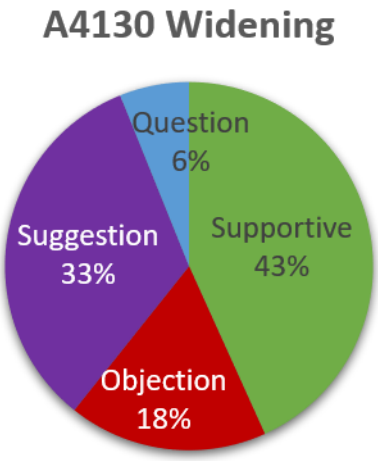
6.3. In addition to the predominantly positive responses received to the consultation, there were also a number of objections received. These often related to the principle of whether the schemes should be delivered at all (a principle already well-established through existing planning and transport policy) rather than the detail of the schemes.

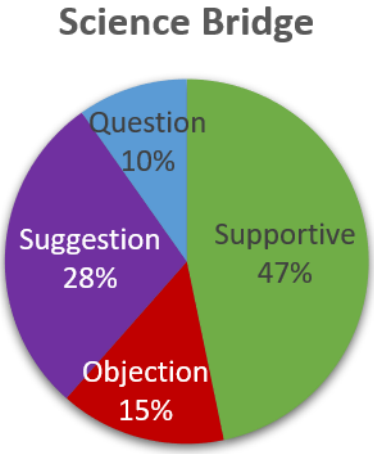
6.4. Further to this, some objections related to the effects of traffic generated by the allocated and permitted development in the area and others related to matters beyond the scope of the schemes that formed the basis of the HIF1 bid to Government. Responses to many of these objections and queries are provided in the Frequently Asked Questions document, which can be found in the consultation materials within **Annex 2**.

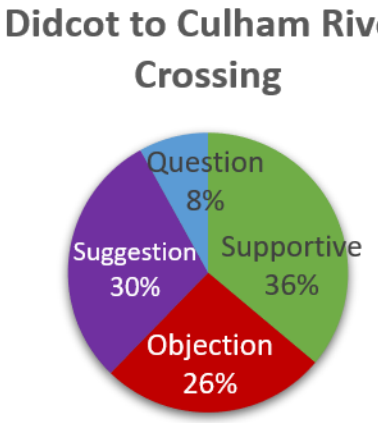
6.5. All of the responses received are reproduced in full in the embedded spreadsheet file and PDF on page 44. Some elements of the responses have been redacted to remove personal or sensitive details where necessary. In many cases, such as with local stakeholders, impacted landowners, parish councils, and other organisations, further engagement will be undertaken, where appropriate, to address the issues raised directly with the respondents.

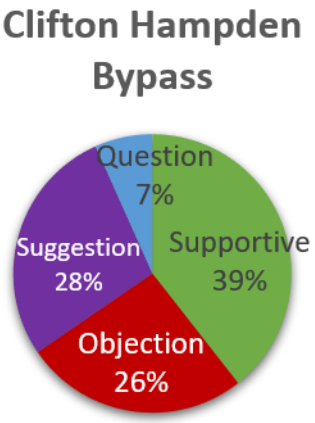
	Supportive	Objection	Suggestion	Question	Total
Whole Infrastructure Package (general)	305	145	184	60	**694**
A4130 Widening	361	147	277	52	**837**
Science Bridge	272	86	167	57	**582**
Didcot to Culham River Crossing	334	241	273	72	**920**
Clifton Hampden Bypass	259	171	184	46	**660**
Total	**1531**	**790**	**1085**	**287**	**3693**











6.6. Tables detailing the results of the thematic analysis of the responses are provided below along with commentary on this analysis for each question.

6.7. **Whole Infrastructure Package (General):** Of the 694 comments received in relation to the package of schemes as a whole, 305 were supportive. 137 of these were supportive comments for the scheme with no specific

reasoning provided, 70 related to the positive effect that the schemes would have on alleviating traffic-related issues. 34 comments were received in praise of the cycling infrastructure, and 21 in praise of the pedestrian provision. Of the comments raising objections (145), the main concerns related to traffic impacts (38) and environmental / archaeological / historical issues (32). Suggestions mostly related to the cycle infrastructure (47) and the highway design (43).

6.8. **A4130 Widening:** In total 837 comments were received, of which 361 were supportive and 147 were in objection. The issues that drew the most comments whether positive, negative, or providing suggestions related to traffic impacts, environmental / archaeological / historical concerns, cycle infrastructure, pedestrian infrastructure, and highway design. In most cases the positive comments outweighed the negative, except with environmental / archaeological / historical concerns where more objections were received (28 versus 5) and highway design (22 versus 21).

6.9. **Science Bridge:** This scheme prompted the fewest comments with 582 in total. 272 were positive and only 86 were negative. As with the A4130 Widening, the most objections related to environmental / archaeological / historical matters (21). Many positive comments were received relating to cycle (35) and pedestrian (20) provision, with even more suggestions for these matters; 41 and 21 respectively. A further 42 suggestions were received relating to highway design.

6.10. **Didcot to Culham River Crossing:** This scheme had the largest number of comments relating to it with 920 in total. This scheme had the smallest disparity between positive (334) and negative (241) comments, although this still equates to a difference of 10 per cent. The matters of most concern amongst the objections related to traffic impacts (44), environmental / archaeological / historical impacts (62), highway design (51), and impacts on surrounding villages / towns / junctions (42).

6.11. **Clifton Hampden Bypass:** A total of 660 comments were received in relation to this scheme, of which 259 were in support and 171 in objection. The main subjects of support related to traffic impacts (63), cycle infrastructure (19), pedestrian infrastructure (12), and impacts on villages / towns / junctions (13). The main subjects of objection were similar, with 31 relating to traffic impacts, 18 for cycle provision, 15 for pedestrian provision, and 19 for impacts on villages / towns / junctions. Additionally, 35 objections related to environmental / archaeological / historical issues and 24 to highway design. Many suggestions were also received in respect of cycle (33), pedestrian (23), and highway (52) elements of the scheme design.

Whole Infrastructure Package (General)	Support / Positive	Object / Negative	Suggestion / Consideration	Question
General (no specific reasoning)	137	10	0	0
Traffic Impacts	70	38	12	11
Environmental / Archaeological / Historical	5	32	19	12
Autonomous Vehicles / Pods	3	1	0	1
Cycle Infrastructure - Scheme Design (including crossings)	34	10	47	8
Pedestrian Infrastructure - Scheme Design (including crossings)	21	8	12	3
Highway Design (including speed limits, weight restrictions, junctions, roundabouts)	9	13	43	8
Bus Infrastructure (including bus lanes, bus stops, bus services)	1	4	15	1
Onward cycling connections	2	3	16	5
Impact on other villages / towns / junctions	5	17	9	4
Safety	3	1	4	0
Construction	3	4	4	3
Economic	6	2	1	2
Other	6	2	2	2
Total	**305**	**145**	**184**	**60**

A4130 Widening	Support / Positive	Object / Negative	Suggestion / Consideration	Question
General (no specific reasoning)	143	4	0	0
Traffic Impacts	69	26	8	9
Environmental / Archaeological / Historical	5	28	24	3
Autonomous Vehicles / Pods	9	3	6	5
Cycle Infrastructure - Scheme Design (including crossings)	64	23	63	8
Pedestrian Infrastructure - Scheme Design (including crossings)	37	18	35	5
Highway Design (including speed limits, weight restrictions, junctions, roundabouts)	21	22	69	9
Bus Infrastructure (including bus lanes, bus stops, bus services)	1	1	12	0
Onward cycling connections	2	0	6	1
Impact on other villages / towns / junctions	3	9	5	0
Safety	5	3	13	1
Construction	0	2	6	2
Public Rights of Way	0	1	2	1
Other	2	7	28	8
Total	**361**	**147**	**277**	**52**

Science Bridge	Support / Positive	Object / Negative	Suggestion / Consideration	Question
General (no specific reasoning)	122	4	0	0
Traffic Impacts	70	13	4	9
Environmental / Archaeological / Historical	2	21	14	5
Autonomous Vehicles / Pods	0	0	4	1
Cycle Infrastructure - Scheme Design (including crossings)	35	9	41	6
Pedestrian Infrastructure - Scheme Design (including crossings)	20	7	21	3
Highway Design (including speed limits, weight restrictions, junctions, roundabouts)	12	12	42	20
Bus Infrastructure (including bus lanes, bus stops, bus services)	1	2	5	0
Onward cycling connections	0	1	7	2
Impact on other villages / towns / junctions	6	6	3	1
Safety	2	1	4	1
Construction	0	0	5	1
Public Rights of Way	0	0	0	1
Economic	2	1	0	1
Other	0	9	17	6
Total	**272**	**86**	**167**	**57**

Didcot to Culham River Crossing	Support / Positive	Object / Negative	Suggestion / Consideration	Question
General (no specific reasoning)	136	1	0	0
Traffic Impacts	81	44	9	4
Environmental / Archaeological / Historical	15	62	38	13
Autonomous Vehicles / Pods	0	1	2	0
Cycle Infrastructure - Scheme Design (including crossings)	35	8	36	9
Pedestrian Infrastructure - Scheme Design (including crossings)	16	3	20	5
Highway Design (including speed limits, weight restrictions, junctions, roundabouts)	22	51	80	23
Bus Infrastructure (including bus lanes, bus stops, bus services)	0	0	8	1
Onward cycling connections	1	5	20	6
Impact on other villages / towns / junctions	22	42	14	3
Safety	5	7	4	1
Construction	0	1	4	1
Public Rights of Way	0	1	7	0
Economic	0	0	1	0
Other	1	15	30	6
Total	**334**	**241**	**273**	**72**

Clifton Hampden Bypass	Support / Positive	Object / Negative	Suggestion / Consideration	Question
General (no specific reasoning)	130	4	0	0
Traffic Impacts	63	31	5	11
Environmental / Archaeological / Historical	6	35	22	6
Autonomous Vehicles / Pods	0	0	2	0
Cycle Infrastructure - Scheme Design (including crossings)	19	18	33	3
Pedestrian Infrastructure - Scheme Design (including crossings)	12	15	23	1
Highway Design (including speed limits, weight restrictions, junctions, roundabouts)	8	24	52	14
Bus Infrastructure (including bus lanes, bus stops, bus services)	0	0	8	1
Onward cycling connections	0	2	10	1
Impact on other villages / towns / junctions	13	19	5	4
Safety	5	13	4	0
Construction	0	0	1	1
Public Rights of Way	2	1	3	2
Economic	0	0	0	1
Other	1	9	16	1
Total	**259**	**171**	**184**	**46**