

CABINET MEMBER FOR ENVIRONMENT – 10 MAY 2018

DIDCOT: B4493 WANTAGE ROAD – PROPOSED CYCLE PROVISION

Report by Director for Infrastructure Delivery

Introduction

1. This report presents responses received to a consultation on a proposal to provide cycle lanes on both sides of the B4493 Wantage Road which will be separated from the main carriageway by an over-runnable kerb, excepting at junctions and at the zebra crossing. To accommodate the proposed cycle lanes, the verge on the north side of the road will be removed or narrowed. There will also be, in places, some narrowing of the verge on the south side of the road. In the vicinity of Abingdon Crescent, part of the existing verge on both sides of the road will become cycle track

Background

2. The above proposals as shown at Annex 1 have been put forward at the request of the developers of the Great Western Park development to provide a high standard cycle route between the development and the town centre. This consultation follows the initial consultation on a scheme that comprised of converting an existing footway into shared-use to allow cyclists. This scheme was not supported following consultation. The scheme was therefore not reported to the Cabinet Member for Environment for a decision. Details can be found at:

<https://consultations.oxfordshire.gov.uk/consult/ti/B4493WantageRoadCrossingCycle/consultationHome>

3. Unlike the previous scheme, consulted on in May/June 2016, the existing footways will continue to be for pedestrian use only, rather than becoming a shared use footway & cycle path. The revised scheme has been developed in consultation with South Oxfordshire District Council and accords with the Garden Town principle of 'dedicated space for cyclists segregated from cars where possible' on the Cultural Spine on which the scheme sits.

Consultation

4. Formal consultation on the proposal was carried out between 8 March and 6 April 2018. An email was sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, South Oxfordshire District Council, Didcot Town Council and the local County

Councillors. Letters were sent directly to approximately 155 properties in the immediate vicinity.

5. 45 responses were received. 30 in support (67%), 11 objecting (26%) and 4 neither supporting nor objecting (7%), but raising concerns. These responses are summarised at Annex 2. Copies of the full responses are available for inspection by County Councillors.

Response to objections and other comments

6. The response of Thames Valley Police is noted.
7. The level of support for the scheme is welcomed. Some of those in support have suggested amendments to the scheme. If the scheme proceeds to detailed design then County officers will review the suggested changes, in consultation with stakeholders and amend the scheme as appropriate.
8. The objections received have been categorised and summarised as follows:

Footpath & Cycleway Width

9. Clarification was requested regarding the dimensions of certain sections in the proposed cycleway design. The width of the cycleway is 1.5m along the whole of the proposed scheme. This complies with Sustrans and Oxfordshire County Council's Cycling Design Standards to ensure a high quality and accessible route for cyclists is created.

Maintenance of Existing Paths

10. A number of respondents felt there was a need for maintenance and re-surfacing of the existing footpath as they felt it was currently in a poor state creating significant mobility and drainage issues. The funding available from development cannot be used for maintenance with additional funding only covering the current scheme cost. However, where possible and where footway widening is proposed, footway provision will be improved. This was supported amongst respondents.

Safety

11. Several respondents felt that the roundabout located at the Eastern end of the cycle lane was extremely dangerous for both cyclists and cars where they were forced to interact, often at speed. Changes to this junction are beyond the scope of this scheme and not part of the original planning agreement. Improvements to the roundabout will be considered in future as part of the wider Didcot Garden Town scheme. Officers are already considering how a 'Phase 2' scheme could be developed and funded in conjunction with the Garden Town Team.
12. Some respondents felt that providing cyclists the right of way across road junctions was similarly unsafe. It should be clarified that cyclists currently have the right of way across junctions on the carriageway. The introduction of

cycle tracks does not change this but simply provides segregation from vehicular traffic and pedestrians. The introduction of both lanes and signage makes it clearer and more obvious to both cyclists and drivers who has right of way. Providing priority across junctions for cyclists is best practice and accords with the latest Oxfordshire County Council Cycling Design Standards.

Access Roads

13. Clarification was sought as to whether the access road adjacent to house numbers 150 – 170 on Wantage Road across from Barleyfields will be used as part of the proposal as this road is frequently used by large vehicles (lorries and waste disposal vehicles). The access road is not as heavily trafficked as the B4493 Wantage Road and is considered appropriate for cyclists to use without any dedicated cycle infrastructure or changes to the access road.

Bus Stop Re-Location

14. Concern was raised regarding a bus stop relocation and potential impact on sightlines from side roads. To clarify, the proposed design does not include a re-location of any bus stops, which will remain in their current locations. Any changes to give way lines will be assessed through a standard road safety audit. The response was also concerned that the elderly would now have to cross a cycle lane to reach the bus stop at Abingdon Crescent, which could act as a significant barrier to their mobility. This will be reviewed as part of any potential detailed design process with mitigation as appropriate.

Parking

15. A number of respondents asked whether vehicle parking would be allowed in the cycle lanes and, if not, asked for clarification as to what would be done to prevent this. Others were concerned about the removal of parking. Where advisory cycle lanes are proposed parking will be allowed but should be avoided, if possible. The area where advisory lanes are proposed is limited in highway width which limits options. The mandatory stepped cycle lanes do not allow car parking. No double yellow lines are planned as part of the proposed design. The scheme, if implemented, will be monitored with appropriate action taken should parking issues arise. This could include formal parking restrictions, but any such restrictions will be subject to a separate further consultation.

Zebra Crossing

16. Retaining the current location of the zebra crossing was questioned by one respondent. The crossing in this location will be constantly monitored.

Aesthetic Impacts

17. The Assistant Tree Officer (South & Vale District Council) has raised a concern about a mature oak tree and potential for root damage. The design will take into account mature trees and root damage will be avoided by either

amending the scheme or using sensitive construction methods. The County Council will continue to liaise with the Tree Officer.

18. A concern was raised regarding the removal of grass verges on the roadside and the negative impact they felt this would have on the aesthetic character of Didcot. Where possible the removal of the grass verge will be minimised. An important aspect of the future of Didcot Garden Town Delivery Plan is the encouragement of active modes of travel such as cycling, which also provides important health benefits.

Alternative Proposals

19. A number of respondents expressed views that cyclists would not use the infrastructure, as with shared use paths, or that there were many alternative routes. An important element of cycling is to provide people with safe, direct and convenient routes. These proposals have the support of many cyclists that currently use the Wantage Road. The example used whereby cyclists do not use the infrastructure already provided is exactly because they do not provide a direct and/or convenient route. Cycleways that expect cyclists to give way at side road junctions and mix with pedestrians is not appropriate for many cyclists and cannot be considered convenient. These proposals provide for segregation from motorists and pedestrians whilst providing the priority across side-road junctions which is afforded to vehicles on the main carriageway.

Carriageway Width

20. Thames Travel Bus Company expressed an objection to the proposals due to the reduced width of the carriageway, which they felt would make it difficult for buses to pass each other without encroaching on the cycle lanes. The concern expressed was that this would force buses to slow down at the narrower points of the carriageway when they need to pass each other affecting journey times. As with many existing roads on the highway network, which are limited in width, a balanced approach is required due to their many different users. OCC must ensure a high level of accessibility for different modes of transport, including pedestrians, buses, general traffic and cycle users.
21. The scheme, therefore, proposes to widen the overall carriageway to better accommodate different modes. The width of the road for the most part will be 6m for general traffic. This is reduced to 5.5m at the advisory cycle lanes at Wantage Road shops. However, vehicles are permitted to enter advisory cycle lanes when necessary – so although the general traffic space reduces to 5.5m, as the advisory cycle lanes can be entered, the available space is actually 8.1m. This is not uncommon on existing roads and in fact occurs in Oxford where it could be argued that more buses/larger vehicles are likely to encounter each other as opposing traffic than on the Wantage Road. The use of cycle lanes to discourage parking will help the flow of traffic and benefit bus operation. Buses currently pass cyclists with care, by slowing down to manoeuvre around them. These proposals enhance this position by providing cyclists with their own space, reducing the extent needed for buses and other

vehicles to manoeuvre around them. The scheme is, therefore, not expected to impact on the journey time of buses.

How the Project supports LTP4 Objectives

22. The proposals would help facilitate the safe movement of traffic and supports:
- Policy 17 which seeks to supply infrastructure that promotes walking, cycling and public transport.
 - Policy 19 which seeks to encourage the use of modes of travel associated with healthy and active lifestyles.
 - Policy 20 which seeks to supply targeted safety improvements on walking and cycling routes to school, to encourage active travel and reduce pressure on school bus transport.
 - Supports the stated transport aims in the Science Vale chapter of LTP4 by providing opportunities for sustainable travel across Science Vale and improved trips within Didcot to town centre facilities and amenities.
 - Supports the Science Vale and Oxfordshire Cycling Strategies by improving links new housing developments and to key employment sites (Harwell Campus).
 - Supports proposal SV 2.1 and SV 2.22 which seek to deliver cycle route upgrades and maintenance on the existing network and improve connections to Harwell Campus.

Financial and Staff Implications (including Revenue)

23. Funding for the proposed measures has been provided in part by the developers of Great Western Park in line with their original planning agreement. Further funds will be sought from existing sources which may include the Local Growth Fund allocated to cycle schemes in Science Vale, and S106 developer contributions.

RECOMMENDATION

24. **The Cabinet Member for the Environment is RECOMMENDED to approve the proposed cycle provision on both sides of the B4493 Wantage Road as advertised.**

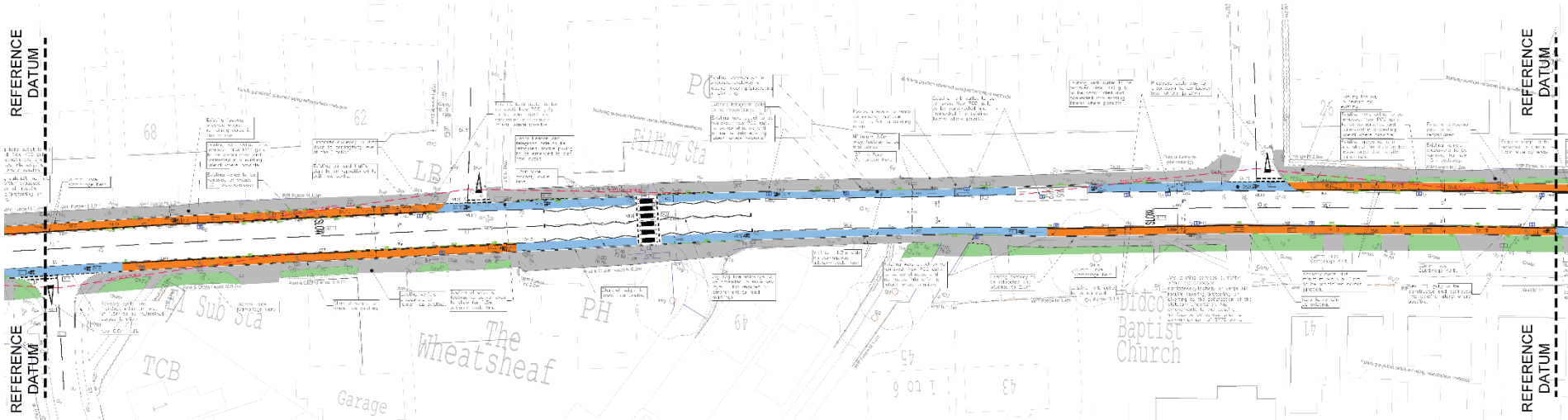
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Director for Infrastructure Delivery

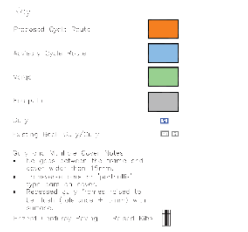
Background papers: Plan of proposed waiting restrictions
Consultation responses

Contact Officers: Hugh Potter 07766 998704

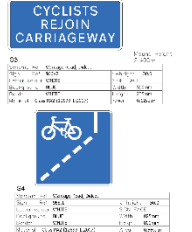
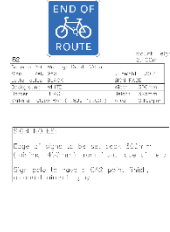
May 2018



- Legend
- 1. 15m wide cycle lane
 - 2. 2m wide cycle lane
 - 3. 1.5m wide cycle lane
 - 4. 1.2m wide cycle lane
 - 5. 0.9m wide cycle lane
 - 6. 0.6m wide cycle lane
 - 7. 0.3m wide cycle lane
 - 8. 0.15m wide cycle lane
 - 9. 0.075m wide cycle lane
- Proposed Cycle Route
- 10. 1.5m wide cycle lane
 - 11. 1.2m wide cycle lane
 - 12. 0.9m wide cycle lane
 - 13. 0.6m wide cycle lane
 - 14. 0.3m wide cycle lane
 - 15. 0.15m wide cycle lane



Proposed Cycle Route	Width (m)	Surface
1	1.5	Asphalt
2	1.2	Asphalt
3	0.9	Asphalt
4	0.6	Asphalt
5	0.3	Asphalt
6	0.15	Asphalt
7	1.5	Gravel
8	1.2	Gravel
9	0.9	Gravel
10	0.6	Gravel
11	0.3	Gravel
12	0.15	Gravel
13	1.5	Gravel
14	1.2	Gravel
15	0.9	Gravel
16	0.6	Gravel
17	0.3	Gravel
18	0.15	Gravel
19	1.5	Gravel
20	1.2	Gravel
21	0.9	Gravel
22	0.6	Gravel
23	0.3	Gravel
24	0.15	Gravel
25	1.5	Gravel
26	1.2	Gravel
27	0.9	Gravel
28	0.6	Gravel
29	0.3	Gravel
30	0.15	Gravel



PRELIMINARY - FOR COMMENT ONLY

NO.	DATE	DESCRIPTION
1	2023/08/23	Issue for comment
2	2023/08/23	Issue for comment
3	2023/08/23	Issue for comment
4	2023/08/23	Issue for comment
5	2023/08/23	Issue for comment
6	2023/08/23	Issue for comment
7	2023/08/23	Issue for comment
8	2023/08/23	Issue for comment
9	2023/08/23	Issue for comment
10	2023/08/23	Issue for comment

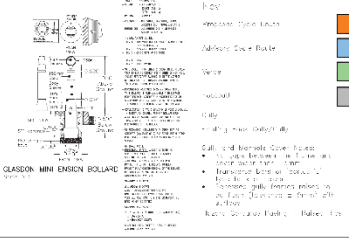
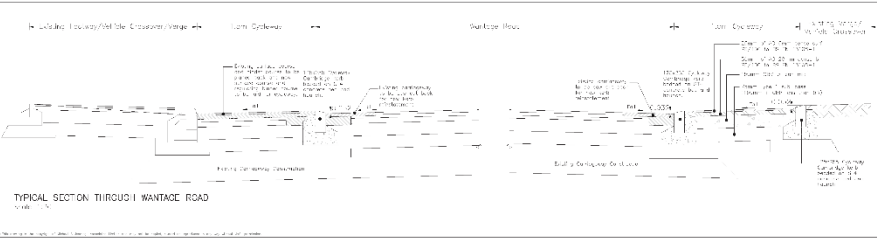
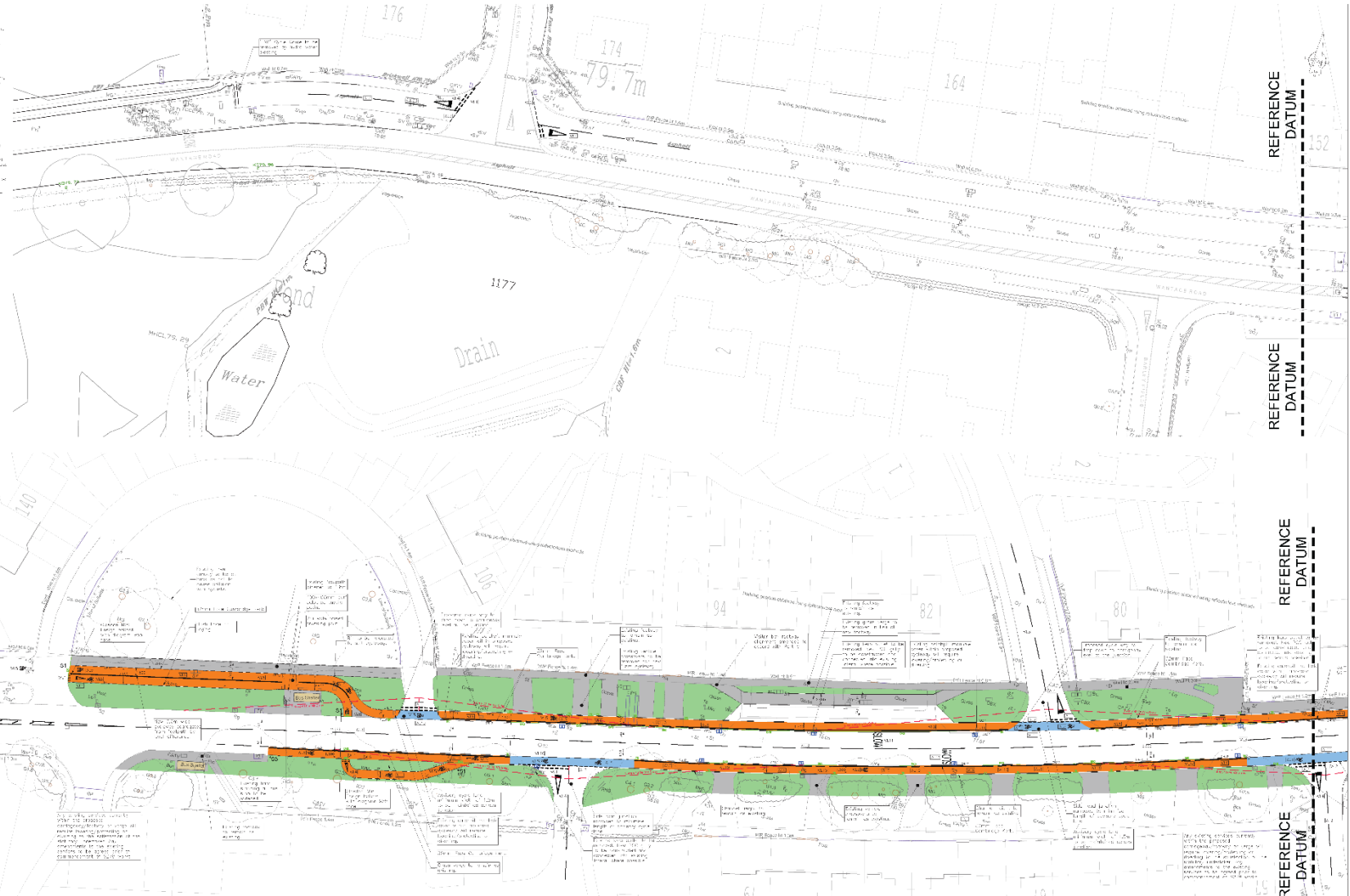
Taylor Wimpey
2023/08/23

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- Notes:**
1. All work shall be in accordance with the latest edition of the Ontario Building Code and the Ontario Fire Code.
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 10. All work shall be in accordance with the latest edition of the Ontario Building Code and the Ontario Fire Code.



PROPOSED CARRIAGEWAY

Stationing	Width (m)	Material
0+00 to 0+100	3.0	S1
0+100 to 0+200	3.0	S2
0+200 to 0+300	3.0	S3
0+300 to 0+400	3.0	S1
0+400 to 0+500	3.0	S2
0+500 to 0+600	3.0	S3
0+600 to 0+700	3.0	S1
0+700 to 0+800	3.0	S2
0+800 to 0+900	3.0	S3
0+900 to 1+000	3.0	S1

PROPOSED CARRIAGEWAY

Stationing	Width (m)	Material
1+000 to 1+100	3.0	S1
1+100 to 1+200	3.0	S2
1+200 to 1+300	3.0	S3
1+300 to 1+400	3.0	S1
1+400 to 1+500	3.0	S2
1+500 to 1+600	3.0	S3
1+600 to 1+700	3.0	S1
1+700 to 1+800	3.0	S2
1+800 to 1+900	3.0	S3
1+900 to 2+000	3.0	S1

PRELIMINARY - FOR COMMENT ONLY

Taylor Wimpey

MJA CONSULTING

1000 Lakeshore Blvd. East, Suite 1000, Toronto, ON M5G 1S5

1000 Lakeshore Blvd. East, Suite 1000, Toronto, ON M5G 1S5

1000 Lakeshore Blvd. East, Suite 1000, Toronto, ON M5G 1S5

1000 Lakeshore Blvd. East, Suite 1000, Toronto, ON M5G 1S5

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection.
(2) Didcot Town Council	<p>Support - Didcot Town Council supports the provision of dedicated cycling paths on the B4493 Wantage Road as it will help to provide better cycling infrastructure for Didcot's residents.</p> <p>However, it does have concerns over the potential impact on parking for local residents and visitors to the hospital and requests that parking capacity is retained.</p>
(3) Thames Travel Bus Company	<p>Object - The B4493 is an all-purpose strategic B-road carrying significant amounts of traffic. The Didcot Garden Town Delivery Plan states that there are 21,000 peak time vehicle movements along the Wantage Road, and this is even before Great Western Park and Valley Park are built out. The X32 and 98 Thames Travel services use the B4493 and the X32 runs two buses per hour in each direction along the length of the B4493 to which the proposed cycle lane relates.</p> <p>This will rise to a minimum of six buses per hour in each direction to support the Great Western Park and Valley Park developments meaning that it is highly likely that buses will meet each other travelling in opposite directions. Given further development at Crab Hill (Wantage) and Harwell Campus there could be a further increase in bus services along the B4493.</p> <p>The proposal reduces the width of the carriageway to 6 metres adjacent to the mandatory raised cycle path and down to 5.5 metres adjacent to an advisory cycle route on the carriageway. 6 metres is wholly insufficient to enable two buses to pass without have to slow down and manoeuvre to avoid straddling the mandatory cycle lane. This will not only create an additional road safety hazard but it will affect the efficiency and reliability of the X32 service and ultimately the attractiveness of the bus service and patronage.</p> <p>The County Council's own road design guidance specifies that such a local distributor road should have a carriageway</p>

	<p>of 7.3 metres in width. 6.5 metres is the minimum carriageway width that OBC would seek.</p> <p>Housing and economic growth in Science Vale is predicated on high quality public transport links. High quality local bus provision is critical to enabling the movement of large numbers of people quickly and efficiently from Didcot Parkway, Didcot, Wantage, Oxford and Abingdon to the employment areas of Harwell Campus and Milton Park.</p> <p>The Didcot Garden Town Delivery Plan places great emphasis on moving travel patterns away from private cars to more sustainable alternatives and this is stated to be through increased investment in public transport and enhancing the cycling network, among other measures. Changes to the bus and cycle networks, such as those proposed through this consultation, should be complementary to one another rather than one hinder the other. OBC urge the County Council to strongly reconsider the width of the carriageway to prevent a hindrance to the high quality public transport provision which is core to the Local Transport Plan and the growth in Science Vale.</p>
(4) Assistant Tree Officer, (South & Vale District Council)	Neither - the proposed cycle route is within close proximity to a mature oak tree (shown as G3.0 on the plan) located to the south of the road. Currently the area around this tree is grass verge and therefore excavation this close to the tree is likely to lead to root damage to the tree. Therefore it is recommended that this part of the cycle route is amended to give greater clearance to the tree.
(5) Oxfordshire Cycling Network	Support - In summary, we strongly support this proposal. We include some ideas to enhance it further.
(6) Harwell Bicycle Users Group	Support - In summary HarBUG are very supportive of these proposals but would like a review of the section in front of the shops.
(7) Local Resident, (The Greenway, West Hendred)	Support - <i>No comment.</i>
(8) Local Resident, (Barrow Lane, Harwell)	<p>Support - Much better proposal than the previous version. I have a couple of concerns remaining:</p> <p>1) Parking in the cycle lane - there appear to be no plans for double yellows on the carriageway along the length of the cycle lane. If cars are going to park on it then you might as well not bother building the thing. Parking controls are essential and should be part of the scheme.</p>

	<p>2) The section around the zebra crossing where the road narrows has advisory lanes only, they can be driven in when required. As such there is no need at all to reduce the cycle lane width at this point to 1.3m as cars can simply encroach on the lane when no cyclists are present. Narrowing the cycle lane will only serve to encourage cars to pass cyclists at this point even though the carriageway is too narrow to maintain a safe distance. This lane width also contravenes the Oxfordshire cycle design guidance. 1.8m advisory lanes should be the standard through this section.</p> <p>3) The end of the stepped lane at the western edge should transition to a mandatory lane and then an advisory one before terminating. The current layout looks like a very short transition period.</p> <p>4) The Oxfordshire cycling design guidance recommends a cycle lane width of 1.8m (1.5m being the absolute minimum). Why is this recommendation ignored for this scheme? The road is wide and there is substantial space available along most of the route on the grass verge to provide the recommended width. The bulk of this route should be 1.8m wide. This scheme is supposed to encourage an increase in cycling and, with a huge number of new houses being built along the route, the design has to accommodate the increase in numbers expected.</p>
<p>(9) Local Resident, (Wantage Road, Didcot)</p>	<p>Object – 1,The end of the Cycle way makes it VERY Dangerous for all users(ROUND ABOUT) 2,You are giving the Cyclist RIGHT of WAY ACROSS Road junctions - This is Wrong and again VERY DANGEROUS. 3,THE PLAN you are using is OUT of DATE - MINI SUPERMARKET missing (with its direct ROAD ACCESS missing)- PUBLIC HOUSE has a wider access and well used CAR PARK (used by supermarket) -some trees missing - some TP's are in wrong location - 4,Is the CYCLE WAY 150mm OR 150cm wide 150mm makes the Cyclist vunerable to passing traffic (mainly vans and buses) 150cm more expense moving TP's - RENEWING DRAINAGE - (DIVERTED STREAM UNDER GRASS VERGE this is not mentioned or shown on plans)</p>
<p>(10) Local Resident, (Wantage Road, Didcot)</p>	<p>Support - This is Ok but are you going to widen and re surface the existing footpath? it is to narrow and in an appalling state of repair, water sits in the path for hours after it rains, making it very difficult to walk upon and pass people coming in the opposite direction it is also full of mud, Maybe some drainage is required to.</p>

<p>(11) Local Resident, (Wanatge Road, Didcot)</p>	<p>Support - From the proposal, you are going to use the service road adjacent to 150's to 170's Wantage Road - is this safe? bearing in mind several cars are often parked along this service road and large lorries use it on a regular basis - in fact Biffa Waste also use the grass verge due to insufficient room to pass and have damaged the verge [as you can see]. Perhaps you could consider widening this service road the width of the proposed cycle way. As a walker, I welcome the widening of the footpath through Abingdon Terrace to 1.8M, a pity you are not going to widen [even to its correct width] the rest of the footpath further east to Georgetown Garage [this path being turned into a near "Canal" when it rains - not very pleasant for those who use primary transport - Walking] Never the less, I support the proposal, but I hope you can consider the additional options I have mentioned.</p>
<p>(12) Local Resident, (Wantage Rd, Didcot)</p>	<p>Object - no comment.</p>
<p>(13) Local Resident, (Wantage Road, Didcot)</p>	<p>Object - I as a councillor had the bus stop at Abingdon Terrace moved back away from the road for the reason, A. Make it safe for the elderly users. B. To allow cars a west (towards harwell) view when pulling out of the east junction exit of Abingdon Terrace (closer to Oxford Crescent). Traffic has increased significantly since this was done due to the entrances to GWP and will be worse with the opening of the harwell bypass road this will become an even busyer rat run.</p> <p>My objections are pushing the car giveaway further back on Abingdon Terrace reducing the visibility puts the whole situation back to what it was before the bus shelter was moved. It was very dangerous before and is still very difficult as the bus shelter has signage so you can't see through and very brightly luminated at night. Your plans make pulling out impossible as the real view will just be past the shelter and on a 30mph road will cause accidents and death due to the lack of visibility. Also the elderly who use this bus stop and the other reason I had it moved back would now would the have to cross a cycle dual lane to the path with cyclists moving at speed, this is also very dangerous. The same is true for Oxford crescent you can't currently see west (Harwell) because of the parked cars in the lay-by and the road curves more the your diagram shows so you have to pull out with the whole bonnet of your car in the road to see west. Again pushing the giveaway back further makes this impossible and a deaths waiting to happen.</p> <p>The only way this is possible, safe and not cause any accidents or deaths is to make the car giveways marking on the junctions (Abingdon Terrace and Oxford Cresent) level with the roads as they are now, and the cycle way having to stop and give way to the cars in the junctions. Otherwise you will not see and will end up pulling into the cycle ways, and further out to be able to see! Also your diagram clearly shows the view obstructed by the lay-by even worse than it currently is with the pulled back giveaway.</p>

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	<p>Why would you propose to make the view out of both the junctions and possibly the other junctions on your plan significantly worse than they are now on a very busy road which is to become even busier and risk car/car/cycle collisions?</p>
<p>(14) Local Resident, (Wantage Road, Didcot)</p>	<p>Neither - Consideration should be given to the two junctions of Abingdon Terrace onto Wantage Road, over which the cycle lane and pathway cross. Since the opening of the GWP housing estate and the college, almost every day when driving up to this junction I have to be careful of people walking and cycling across this junction; the walkers and cyclist seem to have no regard for the fact that it is an access road to our houses. There is no easy way to see whether anyone is coming due to other parked vehicles (who have a right to park). Please consider adding warning signs to pedestrians and cyclists as well as drivers coming out of Abingdon Terrace. It might even be worth considering adding either stop signs and marking on the road for either cyclists, pedestrians or drivers. I would hate for this to be ignored and someone get run over before anything is done. It is not only residents of Abingdon Terrace that are affected by this because people using Wantage Road itself use Abingdon Terrace to U-turn and also to park for the hospital opposite.</p>
<p>(15) Local Resident, (Park Road, Didcot)</p>	<p>Support - no comment.</p>
<p>(16) Local Resident, (Wantage Road, Didcot)</p>	<p>Support - Will vehicle parking be prohibited in the cycle lanes and if so what provision will be provided as an alternative? The verges and roadside are currently widely used by the residents and users of the shops/takeouts. The current zebra crossing has multiple minor accidents as many car users are joining or leaving the road around it (into the petrol station, sainsbury's car-park and adjacent roads). During school leaving times drivers are distracted by the heavy and complicated traffic flow and children are at risk (one of my children has been hit on the crossing and the other has had multiple near misses). Whilst doing the work would it make sense to relocate the crossing to a less cluttered part of the road?</p>
<p>(17) Local Resident, (Wantage Road, South Oxfordshire)</p>	<p>Support - What is the point in putting an advisory cycle lane in front of the shops on the north side of wantage road when there are always cars parked there.</p>
<p>(18) Online Response, (unknown)</p>	<p>Support - The proposal looks ok. More provision for cyclists is a good thing. It would be better if it didn't cross the road at the hospital, as this will discourage cyclists and make them stay on the road. This seems to be a policy thing though, that you prefer cycle paths randomly criss-crossing roads, and being on one side only, then both, and then ceasing</p>

	<p>altogether at roundabouts, bus stops and busy junctions. If you want to encourage cycling, cyclists need to be supported and given priority over other vehicles.</p> <p>It is not clear how you're going to stop people parking on the cycle path for most of its length, as it seems to be cutting across the crossovers to people's drives, where cars are often parked - see for example the south side near the Park Road roundabout, and the north side along past Oxford Crescent.</p> <p>It is also not clear what is the status of the access road on the north side opposite Barleyfields. Will this be a road, an extended layby as at present, or a dedicated cycle path?</p> <p>When the work is done, attention needs to be paid to drainage along the footpath on the north side of the road (in the Abingdon Terrace - Oxford Crescent area), as this floods whenever it rains. It is lower than the carriageway and the green verge seems to drain onto the footpath, taking days to drain away. The path is also very narrow, with overgrown hedges in several places west of Oxford Crescent. You're widening the footway past Abingdon Terrace, but not the really narrow overgrown bit east along to Oxford Crescent.</p> <p>It is a similar story past the houses on the south side of the road between Sainsburys and the hospital - path is lower than the road, is covered with leaves and mud and rain doesn't drain away.</p> <p>Care must be taken not to damage any of the mature trees along Wantage Road (past the allotments and hospital).</p>
<p>(19) Local Resident, (Mount Street, Oxford)</p>	<p>Support - This is long overdue. The road from the station to Harwell and to the laboratory from the train station is dangerous. Drivers deliberately cut off cyclists who they resent going past them. I have been knocked off once and harassed regularly.</p>
<p>(20) Local Resident, (St Hildas Close, Dodcot)</p>	<p>Object - Unfortunately I have to object to this for the following reason</p> <ul style="list-style-type: none"> • With the instigation of this new cycle route scheme it will bring extra congestion to an already heavily congested road that is slowly increasing with traffic levels as it is. As more home are built and become occupied on the Great Park development in-between Harwell and Didcot this will increase the traffic levels on the Wantage road B4493. • In addition to the great park Development, when the new relief road is opened bypassing Harwell to come into Didcot this will also increase the Traffic levels on the Wantage Road B4493, due to the extra traffic that will be coming from the new Chilton junction of the A34 both North & Southbound as the current sign posting will direct traffic over

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	<p>Hagbourne Hill then instead of going through the over congested West Hagbourne route the traffic is now be sent up to the new Harwell relief road as well that will then lead into the Wantage road once again increasing the traffic levels in addition to those of the Great Park Development.</p> <ul style="list-style-type: none"> • In addition to all this extra funding that will be spent to do this, the vast majority of cyclists will not use the infrastructure that is already there in the form of Route 544 that will take cyclists directly to the Harwell campus and keeps them safe and away from traffic for the vast majority of the route with them choosing in section to cycle on the main road instead practically on the Hagbourne Hill section mainly siting that the roads and cycle ways are too rough for their delicate bikes, it would be better and safer and more cost affective in the long run to improve these sections of cycle ways keeping the cyclists in a safer situation. • With the current new proposed planed it show cyclists being able to cycle clear of any traffic at the great park end of route, unfortunately in practice they ignore this part of the route in its current layout as they are required to stop to cross Holly Ln & Slade Road and as this is an inconvenience they chose to cycle on the main road instead slowing traffic down making this part of the proposed scheme a waste of money as it will not be used.
<p>(21) Online Response, (unknown)</p>	<p>Support - I am in favour of anything in favour of safe cycling in Oxfordshire so that the people choosing to commute by cycling don't risk their lives. A safe cycling network between Oxford and Harwell would be beneficial for many workers, as much as it would make of the Harwell campus a more attractive site to work in.</p>
<p>(22) Online Response, (unknown)</p>	<p>Support - no comment.</p>
<p>(23) Online Response, (unknown)</p>	<p>Support - no comment.</p>
<p>(24) Local Resident, (Park Road, Didcot)</p>	<p>Support - Cycling in Wantage Road is now dangerous. A pedal-cycle lane will allow me to commute to work (and bring my child to nursery) more safely.</p>
<p>(25) Online Response, (unknown)</p>	<p>Support - no comment.</p>

(26) Local Resident, (Sovereign Close, Didcot)	Support - This proposal is a big improvement to the current, basically non-practical solution.
(27) Local Resident, (Wantage Road, Didcot)	<p>Object - I strongly object to the proposed cycle way to Wantage Road. Opposite Didcot hospital, people park on the grass verge. If this was unavailable then people will park on the road. This will further increase traffic congestion and make it more difficult reversing out of my driveway, as it will be harder to see oncoming traffic with cars in the way.</p> <p>I reverse out of my driveway very slowly due to the fact that there is a pedestrian walkway just outside the gate. There are occasions where pedestrians are not paying attention, usually on their phone and are unaware of my presence. Given they are moving at walking pace and I am conscious of the footpath being there, the chance of accident is very slim.</p> <p>However when cyclists use the current footpath instead of the road, there have been numerous occasions when they have either not seen me or have been travelling too fast.</p> <p>Regardless of whether the cycle way is separated from the footpath, I believe this will still be an issue and will pose a risk to cyclists. They are far safer using the road. It is a 30 limit so cars should not be travelling above the limit. If the proposal for a cycle path is to ensure cyclists safety, then perhaps an additional speed camera would be better. It would come at considerable less cost to I, the taxpayer and earn the council some additional revenue.</p>
(28) Local Resident, (Blenheim Close, Didcot)	Support - It is a welcoming idea to have cycle path along Wantage Road, which will benefit may cyclists working at Harwell Campus.
(29) Online Response, (unknown)	Support - This scheme is a significant improvement on the previous version and sets a pleasing precedent for the area to safeguard cyclists by separating vehicles, cycles and pedestrians.
(30) Local Resident, (Manor Road, Didcot)	Support - It's a great idea and a start towards making cycling appeal to more people in Didcot.

<p>(31) Online Response, (unknown)</p>	<p>Object - As resident of Wantage Road (south side) for over 30 years, I have witnessed in recent years a dramatic increase in traffic, particularly with the addition of the Great Western development. Accessing the highway is often extremely hazardous, particularly at school times. The best option is to reverse into my drive from the main road for safer access when driving out, but this is not always possible due to congestion. Living close to the Georgetown roundabout, speeding cars do not allow for much leeway and more often than not it is difficult and dangerous to pull out into the flow of traffic. A cycle path would exacerbate the situation with the added difficulty of having to visually embrace the approach of cyclists separately, as well as the traffic in two directions. With a shared exit onto the highway for the semidetached houses, cyclists could potentially be going past a parked car on the tarmac from one house, while a car could be moving forwards or backwards from the attached house, with an obscured view. This would not provide a safer option for cyclists. The proposal to possibly remove all of the grass verge on the opposite side would give residents less space to pull out from their drive with the inclusion of a cycle path and vision up and down the road would be impaired. As well as the safety issues, in a designated garden town, it is counter intuitive to be removing green spaces which improve the aesthetics of an urban area. The Georgetown roundabout is busy from all directions and the the green spaces on either side of Wantage Road provide a clear vision on the approach and the trees soften the landscape.</p>
<p>(32) Local Resident, (Wantage Road, Didcot)</p>	<p>Neither - As Didcot trying to be a garden town more tarmac will not help, people are backing out of Sainsbury's shop next to the pub you have children coming and going to school I think it will make things worse not better try bringing the speed limit down to 20 MPH and PERHAPS MEND THE ROADS with the money.</p>
<p>(33) Local Resident, (Wantage Road, Didcot)</p>	<p>Object - I'm giving my opinion both as a cyclist and as a driver.</p> <p>I cycle to and from work in Milton Park</p> <ul style="list-style-type: none"> - Morning route, right turn on Wantage Rd to Eastbound (usually in heavy traffic), before turning left to go down Foxhall Road. - Evening route, approaching from the west instead on the road before making a right turn (holding up any overtaking traffic) across the opposing lane <p>My wife drives to and from work at the Harwell Campus</p>

	<p>- On Leaving:- usually turning right onto Wantage Rd to Eastbound (usually in heavy traffic), before heading south along Park Lane towards Hagbourne. This may change in favour of heading westbound towards the Harwell link road since that is now open.</p> <p>- On returning:- Either approaching driveway from the east, or if approaching from the west, a U-turn on the nearby roudnabout is needed to approach our driveway from a favourable position.</p> <p>Opinion as a cyclist:</p> <p>- For people cycling the length of Wantage Road, I think it will be greatly beneficial. The proposed lane is of a good width (unlike some I've seen which are so narrow, actually encourage drivers to pass closer and faster than when just cycling on the road). Having right of way over side-road traffic (unlike the previous plans) is the right decision. If a cycle path were constructed that had to give way to side-road traffic, I just wouldn't use it (likely to the chagrin of drivers).</p> <p>- I believe it will make my individual situation more dangerous. On approaching our driveway from the west, where as before I would just need to indicate right and (providing any following traffic gets the message and doesn't overtake) then move towards the right side of the lane, now I will need to move out of the cycle lane into a flow of traffic that no longer pays *any* heed to the presence of cyclists (thanks to the bicycle lane), before then indicating for the right turn. There are extra steps, and the speed differential between myself and the passing cars will be greater than before.</p> <p>Opinion as a driver:</p> <p>- Wantage Road is busy. Best practice dictates that we reverse into our driveway and leave it forwards. The road is usually so busy that to do anything else is risky and disruptive. As such, we always approach our driveway from the east.</p> <p>- To reverse into the driveway means pulling up at the side of the road, waiting for traffic to clear (or realise that you're trying to get out of their way) and then reversing into the driveway. If there is a cycle lane separating the road from the driveway then I'm not sure what we should do. Do we pull over obstructing the cycle lane while waiting to reverse in? Do we stop in the road leaving the cycle lane to the left clear? I'm not even sure this is a legal manoeuvre, which is a big problem for us.</p> <p>- Getting in and out of our own driveway is already a source of stress for us. We are honked at regularly and occasionally shouted at by people for reversing into our own driveway (despite there being no sane alternative) and anything which adds an additional layer of complexity or stress to this is a cause of concern to us.</p>
<p>(34) Local Resident, (Wantage Road, Didcot)</p>	<p>Support - Great news - I am really pleased about it! It is a shame the cycle path cannot be continued further down Broadway into the centre of town as this would really encourage cycling. Also the Wantage road roundabout is dangerous with traffic and lots of speeding cars approaching in an Easterly direction, as we live proximal to this position. Any measures you can put into improve safety is paramount; for example having an active speed camera and</p>

	<p>sleeping policemen at crossing points. There are also multiple places along the road where cars are parked unnecessarily and restrict traffic movement. There needs to be yellow lines on the road and active enforcement of parking restrictions in my opinion as peoples behaviours do not change easily.</p>
<p>(35) Local Resident, (Windsor Crescent, Didcot)</p>	<p>Support - Hybrid cycle tracks are best practice in places like Copenhagen and the Netherlands, it is very good to see this being proposed for Didcot and is a very significant improvement on what was proposed previously. A successful scheme on Wantage Rd will provide a valuable case study of what form of cycle infrastructure should be provided in future schemes,</p> <p>I note that the plans seem to show carriageway widening next to the shops, where there is currently on street car parking, but that only an advisory cycle lane is proposed. I am concerned that this will be obstructed by parked cars. If street parking will continue to be permitted there, then either the cycle lane should be taken inside the parking zone, with sufficient separation to avoid car doors (as has been done in Royal College St, London), or outside the parking zone, using markings and potentially bollards or some form of light segregation to provide some protection for cyclists.</p> <p>On those sections of the scheme where there is not space to build the stepped track, then I would suggest that the opportunity is taken to trial light segregation (e.g. wands or zebra/ Armadillo etc separators) as has been done in several locations in London. This approach to creating space for cyclists has the benefit of lower cost and less requirement for space, and could potentially be considered for many locations in Didcot where full physical segregation is not practicable.</p> <p>I note that the drawings show tighter turning radii at one of the side roads (Drake Avenue), but there are at other locations where the lanes will cross vehicles turning into side roads it would be advisable to tighten the geometry, or even provide raised crossings, at those locations as well, in particular Oxford Crescent, Abingdon Terrace and the crossing of Slade Rd at the end of the proposed scheme. The latter is of particular concern as vehicles turning off Wantage Rd could come into conflict with cyclists crossing using the cycle route on the service road from Abingdon Terrace.</p> <p>As the westbound lane stops short of the turning into Barleyfields would it be possible to extend this section of route to provide a continuous route for those going to Barleyfields?</p> <p>I understand that the scheme does not include the roundabout at the Foxhall Rd junction at the eastern end; however this is a hazardous junction for cyclists. Cyclists exiting the cycle track need to be able to enter the traffic safely, with motorists aware that cyclists will be doing this, and cyclists will need to be able to move out and position themselves</p>

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	<p>centrally in the lane for safe entry into the roundabout. It may be helpful to use markings on the road on the approach to the roundabout, together with some light or semi segregation towards the end of the cycle lane, so that cyclists will continue to have some protection but also have a means for filtering into the traffic lane when they wish to.</p> <p>The roundabout itself would benefit from tighter geometry to reduce vehicle speeds and create more direct sightlines between drivers and cyclists. This roundabout was used as a case study in a TRL study for DfT about 20 years ago (published in summary form as TAL 9/97, Cyclists at Roundabouts), so there is already some existing research that could be used in a future safety scheme if funding is made available.</p>
<p>(36) Local Resident, (Wantage Road, Didcot)</p>	<p>Support - I welcome the revised plans. It is a bit unfortunate that the proposed cycle way stops at the (very busy) Foxhall Road roundabout when it could be relatively easily extended all the way to the Didcot Health Centre (Britwell Road) and thus allowing an easy route for cyclists to the centre of Didcot.</p>
<p>(37) Local Resident, (Blakes Field, Didcot)</p>	<p>Support - I think the plan is much improved from previous proposals. I support hybrid bicycle lanes, and I think it is important for bikes to be separated from both traffic and pedestrians. I commute along Wantage Road by bicycle every day, and I would make use of the cycle lanes as proposed here for both directions of my journey. I hope that any objections can be addressed sufficiently without changing the underlying philosophy of the scheme. I think it is important to link the proposed lanes into a wider cycle network throughout Didcot and each end of the current scheme should be designed with that in mind.</p>
<p>(38) Local Resident, (Abbey Brook, Didcot)</p>	<p>Object - Does not comply with Sustrans standards, or international modern precedents.</p> <p>Specifically, it appears that riders will be considerably delayed by extra interactions at junctions, and this is where collisions are most common. To quote the Sustrans handbook:</p> <p>Junctions and crossings for pedestrians and cyclists should provide convenient and comfortable connections with minimal delays. Junctions and crossings are an opportunity to provide accessibility and journey time advantages to cyclists and pedestrians compared to other road users.</p> <p>This can be achieved by giving priority to dominant cycle movements at priority junctions and minimising delays to cycle and pedestrian turning movements in traffic signal phasing. Cyclists should receive at least the level of priority afforded to motor vehicles.</p>

<p>(39) Local Resident, (Slade Road, Didcot)</p>	<p>Support - we are both in agreement and think it will make the road safer for the many cyclists who current use it. Although we are concerned about any loss of trees and trust any tree which has to be removed will be replaced. We have lived on Slade Road for over 30 years and, as you can imagine, seen the surrounding countryside alter beyond anything we could have dreamed of all those years ago, at one time we could walk across the fields to Harwell and not see another living soul. We could hear the owls early in the morning and the pheasants would stroll across from Pill Pond and peck away in our gardens quite happily – now – nothing !!!!</p>
<p>(40) Email Response, (unknown)</p>	<p>Object - I am writing to express my objections concerning this proposal. These are:</p> <ul style="list-style-type: none"> • Not enough cyclists use the B4493 at present. If they do, many cycle on the pavement as this is safer - the B4493 is a dangerous road and due to the amount of development (present and future) is only likely to become more dangerous for all road users and pedestrians. To illustrate this, there is a speed camera opposite my house as someone was killed crossing the road along this stretch of the road. • The cycle lane on the north side of Wantage Road at Great Western Park appears to be rarely used by cyclists; I've noticed that they prefer to cycle on the road, thus providing no justification for a cycle path. • The road and pavement on the majority of the north side and on stretches of the south side of Wantage Road are too narrow for both a pavement and a cycle lane. To illustrate, on the south side of the road near to the pelican crossing/BP garage/Wheatsheaf Public House/Sainsburys, the pavement narrows to less than the width of the pavement, there is a telegraph pole in the pavement, and house boundaries are immediately beside the pavement. The plan does not resolve this? • The pelican crossing is dangerous for pedestrians at present; a cycle path would only encourage cyclists to ignore the pelican crossing as some cyclists do already with traffic lights and therefore pedestrians would be more at risk. • Residents along the south side of the road would have to take even more care of pedestrians/cyclists/traffic when backing out of their drives as they would have two paths to check/negotiate before reaching the road. • Any narrowing of Wantage Road to accommodate a cycle path will cause more congestion problems to add to those currently. To illustrate, some residents prefer to park their vehicles on the road instead of in their drives, and have caused traffic accidents previously. • No accommodation has been made for moving the speed camera on the plan? • There does not appear to be any indication of where the telegraph pole on the north side of the road opposite to

	<p>number 33 Wantage Road will be going? Also, I notice that other telegraph poles along Wantage Road are marked for movement but no indication of where to?</p> <ul style="list-style-type: none"> • Perhaps, if the nearby new residential developments are to fund this scheme, they could use the roads leading off Wantage Road for cycle paths? For example, Brasenose road, Oxford Crescent, Lydalls Road, Manor Road etc as these areas are much quieter and provide safe and more suitable cycling opportunities into the centre of town than the main road through Didcot.
(41) Local Resident, (Wantage Road, Didcot)	<p>Object - in trying to make improvements for cyclists, this revised scheme could create more danger for motorists and there will still be potential danger for pedestrians too, especially the sections coloured dark blue on the plans, marked 'advisory cycle route', which I think could cause confusion. There are lengthy 'advisory' sections on both sides of the route and it is not clear how cyclists will leave and re-join the alternating stretches of cycle route and 'advisory' cycle route. This could cause a lot of confusion and dangerous cycling/driving situations.</p> <p>Even on the red 'proposed cycle route' section from Georgetown Roundabout to Manor Crescent, there will still be a danger to many school children walking this route to and from school every day.</p> <p>In the 'advisory' area outside the shopping parade from numbers 30 to 50 there will be the danger of kerbside parked cars (and a bus stop), with vehicle doors opening onto on-coming cyclists. There is also an entrance and exit to the BP petrol station, entrance/exit to a Sainsbury's store and many other businesses, together with busy road junctions to three entrances to Didcot Girls' School, all of which make this a very busy road.</p> <p>I think that the density of cars on this road, combined with the facts that this road is not a particularly wide road (even taking into consideration the proposed removal or narrowing of some of the grass verges and pavements) and the alternating section of cycle route and 'advisory' cycle route, will make the road more hazardous and will also cause confusion as to priorities for motor vehicles, pedal cycles and pedestrians. At least, at present, all users have clear and equal priorities.</p> <p>As a regular cyclist on Wantage Road it is my opinion that it is best for cyclists to continue to use the road in the usual manner. I know it is a busy road, but there are plenty of other busy roads in Didcot. In my opinion, Wantage Road does not lend itself to have cycle lanes because of the number of busy business premises and road junctions which open onto the road and the confusion and danger that I think will be caused by the 'advisory' sections of the proposed route.</p>

(42) Local Resident, (Barbury Drive, Grove)	<p>Support - I strongly support this proposal, and the fuller response from HarBUG. Anything we can do to encourage cycling is to the good. One day I dream of seeing similarly well-designed provisions around Wantage and Grove!</p>
(43) Local Resident, (Wantage Road, Didcot)	<p>Support - This is a much improved scheme to the one proposed in 2016, and we are in favour of an appropriate cycle lane being installed, however we do have some comments:</p> <p>1 The proposal no longer includes a crossing. So many people cross Wantage Road between Drake Avenue and Oxford Crescent a crossing is really needed, particularly for the school children who find it particularly difficult at peak times. Traffic has certainly increased, as has its speed, since the new Sainsbury Express store opened which has made the situation worse. The zebra crossing between the Coop garage and The Wheatcroft Pub is in the wrong place for most people crossing the road and it is now far too dangerous to use as 90% of the time traffic doesn't stop, even when you are half way across. There is too much going on with the garage, the pub, a side road (Sherwood Road) and now the new Sainsbury has a front car park which has made the road busy and particularly hazardous for pedestrians and cyclists. It is doubtful that traffic would take heed of cyclists using a cycle lane in this area. Cars are also often parked across pavements in the vicinity of the new Sainsbury store and cars often block Wantage Road waiting to pull into the front car park of the store, meaning cyclists would have to negotiate jammed traffic.</p> <p>2 The camber of the road is very marked and the kerbs very low in the vicinity of our house, No 72. Our driveway is frequently subject to a stream of water running off the road whenever there is a heavy shower. When the flash floods happened just over a year ago (when the station was flooded), our garage was flooded by the run off from the road. When the cycle land is installed the drainage should be sorted out, so there is no danger to cyclists from pooling water and residents no longer suffer from flooded driveways. The water needs to be diverted to the drains.</p> <p>3 We note you are still proposing for the cycleway to be on the north side of Wantage Road, but there is a generally a much wider verge, with less pedestrian foot fall, on the south side, certainly from Oxford Crescent going towards town. It seems madness to take away what is really only a fairly narrow safety margin between pedestrians and traffic on the north side, especially given that so much of the footfall is children, both secondary age and primary age with their parents, often with pushchairs. Care needs to be taken that the pavement is sufficiently wide to allow pedestrians, with small children/dogs/pushchairs, to pass each other safely. Bin day will be particularly problematic, especially as the binmen never return bins to driveways even if that is where they have been left out.</p> <p>4 Taking away verges completely takes away some of the aesthetic of the area and makes it less attractive. This harms the image of the town, especially as Wantage Road is a major route in to the town centre.</p>

<p>(44) Email Response, (unknown)</p>	<p>Support – <i>no comments.</i></p>
<p>(45) Local Resident, (Drake Avenue, Didcot)</p>	<p>Support - I do totally agree with the need for active cycle paths around both the community and countrysides away from the roads however my concerns and worries are for the environmental impact this will have on my surrounding area and the ends of these cycle paths and the destruction of the current ambience of my immediate area.</p> <p>It has been shown over recent years the impact and disregard to the wildlife and birds, that the mass of instant housing has had on the environment and wildlife in the area.</p> <p>The area you describe in your letter is quite vague and does not address the old oak trees along the stretch of roadside area on the south side of Wantage Road between Drake Avenue and the Brasenose area. The area you plan to narrow.</p> <p>These trees have been the home to many bird species and of more recent concern was the migration of the rooks/crows from other housing developments in the area to these trees early in the year. These were mostly shown off by the red kites. I am not sure where they went after this.</p> <p>Replacing older trees with saplings does not serve the purpose of a home for species of animals and birds and has a great impact on our environment.</p> <p>Like other consultations over recent years I expect the trees and wildlife in the area will take a back seat. However, I would appreciate you to consider the impact the removal of these trees will have on other species and the ambience of the area I live in.</p>