



The countryside charity  
Oxfordshire

Campaigning to protect our rural county

**CPRE Vale of White Horse District**

c/o CPRE Oxfordshire  
20 High Street  
Watlington  
Oxfordshire OX49 5PY

Tel: 01491 612079  
[campaign@cpreoxon.org.uk](mailto:campaign@cpreoxon.org.uk)  
cpreoxon.org.uk

**CPRE South Oxfordshire District**

c/o CPRE Oxfordshire  
20 High Street  
Watlington  
Oxfordshire OX49 5PY

Tel: 01491 612079  
[campaign@cpreoxon.org.uk](mailto:campaign@cpreoxon.org.uk)  
cpreoxon.org.uk

Submitted online via OCC website

Planning Department  
Oxfordshire County Council  
County Hall  
Oxford  
OX1 1ND

13<sup>th</sup> December 2021

**Planning Application R3.0138/21**

**- The dualling of the A4130 carriageway (A4130 Widening) from the Milton Gate Junction eastwards, including the construction of three roundabouts; - A road bridge over the Great Western Mainline (Didcot Science Bridge) and realignment of the A4130 north-east of the proposed road bridge including the relocation of a lagoon; - .....**

**Combined response from CPRE South Oxfordshire and CPRE Vale of White Horse Districts**

The walking, cycling and horse-riding surveys were undertaken between Monday 11th November and Sunday 17th November 2017, this is only one week in autumn and may not be reflective of all these activities when the weather may be more conducive to horse-riding in particular.

The Design & Access Statement & The Transport Assessment include a few proposals for the addition of Toucan crossings. Toucan crossings allow bicycles to be ridden across them. However, some of these crossing points meet restrictive byways and bridleways so surely at these points Pegasus crossings should be installed, with a control panel at a height for mounted horse riders. The British Horse Society provides advice on road crossings for equestrians.<sup>i</sup>

We also note that documents often refer to National Cycle Network (NCN) Routes but it is not always noted where the NCN Route is along bridleways and restricted by-ways. The British Horse Society states that "Promoting a route as a cycleway often leads to minority users being discriminated against and made unwelcome, even if it is a bridleway."<sup>iii</sup> Please ensure that all routes are correctly signed & promoted as multi-user routes where applicable.

The proposals include the creation of new non-motorised, multi-user paths – where these link to bridleways, or new bridleways are being created, instead of using Tarmac surfaces we request that the council use surfaces that are kinder to horses and runners such as the surface used on a bridleway in



Henley-on-Thames. Details of suitable surfaces & rubber crumb are provided by the British Horse Society.<sup>iii</sup>

Whilst the provision of verges & swales to separate non-motorised users from the carriageway is welcomed, there must be frequent vegetation management to ensure the paths/routes are kept clear. The once/twice a year cut is not sufficient. If the verges & swales are part of a biodiversity off-setting or biodiversity gain purpose then the need for frequent verge & swale cutting & maintenance may not support such use, and as such the verges & swales should not be used for those purposes.

The Transport Assessment proposes a “floating bus stop shelter” and we ask if Oxfordshire County Council has considered the following points (set out in <https://therantyhighwayman.blogspot.com/2021/10/floating-bus-stops.html>):

- Ensuring the island is large enough for wheelchair users to manoeuvre and for the numbers of people using it,
- Making sure the correct tactile paving is used, included stems reaching the back of footway to guide people to the crossing point,
- Provide consistently laid out dropped kerbs,
- Training for cyclists and visually impaired people, including guide dog users they understand how the layouts work,
- Audible announcements on buses to people know they are leaving at a floating bus stop.
- Good bus stop layouts with consistent layouts so bus drivers always stop in the right place. This allows rear doors to align with the crossing-point so users have an easy route.
- Making sure there is no clutter for people to walk into on the desire line (such as bins).”

Looking at the preliminary Lighting & Electrical Design Report (Para 6 onwards – design considerations for footway/cycleways), we are pleased to note that it appears that the council has looked at how to reduce light pollution while meeting requirements for safety, including dimming some lights between mid-night & 6am.

However, much of the lighting will be at 3000k, whilst for the Clifton Hampden bypass the lighting will be 2700k. Why can't all the lighting be 2700k? <https://www.darksky.org/our-work/lighting/lighting-for-citizens/3k/> .

We also understand that local parish councils directly affected by the proposals have been in correspondence with the county council prior to this consultation, and we hope that you have duly considered their concerns.

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<sup>i</sup> Advice on Road Crossings for Equestrians in England and Wales - <https://www.bhs.org.uk/advice-and-information/free-leaflets-and-advice>

<sup>ii</sup> Multi-user Paths - <https://www.bhs.org.uk/advice-and-information/free-leaflets-and-advice>

<sup>iii</sup> Surfaces Leaflet & Rubber Crumb Leaflet - <https://www.bhs.org.uk/advice-and-information/free-leaflets-and-advice>