

## 3. User Opportunities

The opportunities highlighted below are deemed to be relevant to the highway scheme and should be considered by the design team leader throughout the progression of the highway scheme design in addition to any further opportunities that may arise through the ongoing development of the design phases.

It is noted that opportunities labelled "KS-X" have been identified through key stakeholder consultation carried out in April 2020 and have only been raised following the completion of the feasibility design stage. Additional opportunities identified are to be reviewed by designers at the preliminary design stage and to be included in the next stage WCHAR review.

### 3.1 General

#### Opportunity 1

Ensure future pedestrian and cyclist facilities within the public highway are integrated with proposed facilities within new developments, to provide a joined up optimal walking and cycling networks. Seek funding from developers to deliver the overall networks.

### 3.2 Strategic opportunities

#### Opportunity 2

Provision of convenient, frequent and direct links between the A4130, Milton and the future development areas to the south of the proposed widening scheme.

#### Opportunity 3

Provision of a direct link along the A4130 into the centre of Didcot, including to Didcot Parkway station.

#### Opportunity 4

Provision of bus services along the A4130 and bus stops near accesses into the future development areas. The new developments will be predominantly housing, so new transport needs will appear.

#### Opportunity 5

Improvement and incorporation of the Public Rights of Way to the existing connections and facilities, so that can be fully utilised.

#### Opportunity KS-1

Group motor vehicle elements together, i.e. move the Pod lane next to carriageway

#### Opportunity KS-2

Provide as great as possible separation between motor vehicles and the NMU facilities, use green infrastructure to create a more pleasant and less traffic-dominated environment, to ultimately encourage active travel.

#### Opportunity KS-3

Ensure all crossings are convenient, direct, raised where practical, and do not incur unnecessary delay to NMUs.

### 3.3 Pedestrian specific opportunities

#### Opportunity 6

Improve and resurface the existing footways to fix potholes and other defects that may cause potentially unsafe conditions and user discomfort. Any new facilities to have high quality surfacing.

#### Opportunity 7

Provision of a segregated cycle track and footway on the southern side of the carriageway along the whole scheme, to avoid potential discomfort and conflict between pedestrians and cyclists, as walking and cycling demand increases. People whose mobility is reduced due to a disability, age, pregnancy or travelling with young children in pushchairs, will feel more comfortable if segregated instead of shared facilities being provided. (see also Opportunity #9)

#### Opportunity 8

It should be noted that since the NMU survey was undertaken, the Toucan crossing at Backhill Tunnel has been switched on. During the site visit, pedestrians were observed using the crossing. An opportunity exists to continue the provision of a crossing facility in the area to accommodate NMU's using Backhill Tunnel, to enable them to move safely between Milton Park and Didcot.

#### Opportunity KS-4

Provision of a convenient and frequent access into adjacent developments, Valley and Great Western Parks for pedestrians and cyclists.

### 3.4 Cyclist specific opportunities

#### Opportunity 9

Convert the shared existing footways to a segregated cycle track throughout the scheme to make off road facilities more attractive and usable, particularly for the less confident cyclists. Provision of a segregated cycle track will minimise the potential for conflict between pedestrians and cyclists, as walking and cycling demand increases.

#### Opportunity 10

Provision of a segregated cycle facility throughout the scheme, that connects to the Science Vale Cycle Network and the National Cycle Network Route 5.

### 3.5 Equestrian specific opportunities

No equestrian specific opportunities have been developed for this scheme, as the route along the A4130 has been determined as not being appropriate for these road users.

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### 3.1 General

#### Opportunity 1

Ensure future pedestrian and cyclist facilities within the public highway are integrated with proposed facilities within new developments, to provide a joined up optimal walking and cycling networks. Seek funding from developers to deliver the overall networks.

#### Opportunity 2

Improvement and levelling of the existing footway to avoid potholes and other discontinuities that may cause the users to feel unsafe and discomfort.

#### Opportunity 3

Provision of appropriate crossings to enable users to safely cross the new road including consideration for a Pegasus crossing where Bridleway B1 crosses the proposed road link.

#### Opportunity KS-1

Provide priority for pedestrians and cyclists across development access roads, to promote active travel.

#### Opportunity KS-2

Provision of convenient, frequent and direct links into the future development areas from the proposed link road.

### 3.2 Strategic opportunities

#### Opportunity 4

Provision of a segregated cycle track and footway along the new road link, to avoid potential discomfort and conflict between pedestrians and cyclists, as walking and cycling demand increases.

#### Opportunity 5

Minimize the severance caused by the rail line, and between future development areas.

#### Opportunity 6

Provision of bus services along the new route.

#### Opportunity 7

Provide high quality link between the proposed scheme, the existing Public Rights of Way, and integrated with the Science Vale Cycle Network and the National Cycle Network (NCN), so that can be fully utilised. Ensure the bridleway and NCN 5 are upgraded, and any severance resulting from the proposed road is minimised.

#### Opportunity 8

Provide improved facilities along the whole alignment. The new Science Bridge will remove traffic to the old roundabouts.

#### Opportunity KS-3

Provide an appropriate gradient for pedestrians and cyclists on the Science Bridge approaches, so these users are not discouraged.

#### Opportunity KS-4

Consider provision of direct connections between Milton Road and the Science Bridge to improve access to the eastern end of Milton Park, and make walking and cycling more convenient than by car.

### 3.3 Pedestrian specific opportunities

#### Opportunity 9

Conversion of the existing shared-use facilities to segregated facilities throughout the scheme would provide a safety benefit for all users. People whose mobility is reduced due to a disability, because of their age, as a result of pregnancy or with young children in pushchairs, will avoid conflicts with cyclist due to sharing space and will feel more comfortable. (see also Opportunity #10).

### 3.4 Cyclist specific opportunities

#### Opportunity 10

Convert the shared existing footways to a segregated cycle track throughout the scheme to make off road facilities more attractive and usable, particularly for the less confident cyclists. Provision of a segregated cycle track will minimise the potential for conflict between pedestrians and cyclists, as walking and cycling demand increases. (see also Opportunity #8).

#### Opportunity 11

A4130/Milton Road/Basil Hill Road – Existing off-carriageway cycle facilities are provided between Milton Road and Basil Hill Road, however this junction has been identified as a cluster site (in the Didcot to Culham River Crossing WCHAR Assessment Report) due to the number of collisions reported over the 5-year study period involving vehicles failing to give way to cyclists negotiating the roundabout. Consideration shall be made to providing improvements at the junction to improve the attractiveness of the off-carriageway facilities to cyclists or improving warning and visibility of cyclists to approaching vehicles.

### 3.5 Equestrian specific opportunities

#### Opportunity 12

Provision of an equestrian link to the area by using the current bridleway.

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#### 3.1 General

##### Opportunity 1:

Provide an additional link to the proposed Science Vale Cycle Network, offering a more direct alternative to the current proposed route. Consistent style and approach to wayfinding signage proposed across this network shall be provided at connections to the proposed Didcot to Culham River Crossing corridor.

##### Opportunity 2:

Review Garden Line proposals for a new river crossing for the proposed cycle route and provide this as part of the proposed scheme. Upgrade cycle route from Ladygrove Estate at access to NCN 5 on the A4130, to provide new cycle connection to the new corridor.

##### Opportunity KS-1:

Consideration to be given to introduction of raised parallel crossings at junction where safe to do so, to give priority to pedestrians and cyclists.

#### 3.2 Strategic opportunities

##### Opportunity 3:

Provide a missing connection to the facilities along Thames Path, providing a pedestrian/cycle route between Didcot/Culham to the Thames Path.

##### Opportunity 4:

Provide infrastructure along the corridor to support the Council's ambition to provide a direct Didcot to Culham Science Centre bus service. Consideration to be given to providing/upgrading bus stop which may be served by a new service route (Appleford /Culham)

##### Opportunity 5:

Provide dedicated NMU facilities to the west of Appleford Station towards Sutton Courtenay, providing the missing footway link along a route. This route is currently a signed route along the highways verge but not accessible for all types of users.



### 3.3 Pedestrian specific opportunities

#### Opportunity 6:

Appleford railway station pedestrian access – Provide an extension of the footways on the B4016 at Appleford railway station across the railway bridge, connecting the existing footway to the east of the bridge and the western platform access to address the current missing footway link. Improvements of visibility of approaching vehicles and traffic calming measures shall also be considered to improve pedestrian accessibility at the location.

#### Opportunity KS-2:

Retain the existing public right of way at Appleford Level Crossing to land to the west of new highway, by considering provision of a new shared use path from Moor Ditch Path junction with the B4016 to Appleford Crossing, and access ramps and a new unsignalised crossing on the new carriageway.

#### Opportunity KS-3:

A4130 / Collett Roundabout – Introduction of pedestrian (and cyclist) facilities across all arms of the roundabout to improve accessibility and safety of pedestrians at the junction.

### 3.4 Cyclist specific opportunities

#### Opportunity 8:

Provision of additional cycle stands at Culham Science Centre and Culham Station, to further encourage cycling as a means to travel to work.

#### Opportunity 9:

Improve safety and accessibility to the NCR 5 on the B4016 to the east of Appleford Level Crossing. Consideration to be given to providing cycle crossing facilities and introducing traffic calming measures on approach.

#### Opportunity 10:

A4130/Milton Road/Basil Hill Road – Existing off-carriageway cycle facilities are provided between Milton Road and Basil Hill Road, however this junction has been identified as a cluster site due to the number of collisions reported over the 5-year study period involving vehicles failing to give way to cyclists negotiating the roundabout. Consideration shall be made to providing improvements at the junction to improve the attractiveness of the off-carriageway facilities to cyclists or improving warning and visibility of cyclists to approaching vehicles.

#### Opportunity KS-4:

Provide an improved and clearer connection from Ladygrove Estate towards Southmead Industrial Estate, including the consideration for installing a properly designed Bike Wheeling Ramp at the railway footbridge to enable cycle access across the railway.

#### Opportunity KS-5:

Prevention of unlawful cycle access to the River Thames Path by improved access treatment and signage.

#### Opportunity KS-6:

A415 Cycle Path – Improvement of the existing shared use cycle facilities along the A415 to meet demand.

**Opportunity KS-7:**

Upgrade of connecting routes to /from the new corridor including across Ladygrove Bridge, at the Northern Perimeter Road, from the north of Milton Park to the new corridor and also towards Sutton Courtney. Integration of all new routes into the Science Vale Network, with clear wayfinding signage.

### 3.5 Equestrian specific opportunities

Liaison with key stakeholders and local user groups has not identified any key equestrian desire lines or demand within the scheme study area and therefore no equestrian opportunities have been identified for consideration.

British Horse Society (BHS) have been included as part of the consultation, however, did not respond within the consultation period.

**Opportunity KS-8:**

To consult with BHS during the development of the design to ensure that equestrian demand is catered for, and future aspirations for equestrian routes have been considered as part of the design.

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#### 3.1 General

##### Opportunity 1

Inclusion of dedicated pedestrian and cycle facilities along the proposed new highways corridor and up to the Golden Balls Roundabout to improve the accessibility for NMUs between Culham Railway Station, Culham Science Centre and areas to the north-east of Clifton Hampden.

##### Opportunity KS-1

Provision of well-designed junctions with safe and direct crossings, to provide a route which caters to all user. Consideration to be given to introduction of parallel crossings where safe to do so, to give priority to pedestrians and cyclists; or signalised crossings.

##### Opportunity KS-2

Inclusion of green infrastructure and landscaping, and maximise segregation distance between motor vehicles and NMUs, in order to provide a high-quality pedestrian and cycling environment and mitigate noise impacts.

##### Opportunity KS-3

Provision of complementary cycle routes and improvements to existing cycle infrastructure, and traffic calming measures within Clifton Hampden Village to encourage an uptake in cycling in areas where vehicle traffic may reduce due to the proposed new bypass.

##### Opportunity KS-4

Inclusion of the new cycle route along the Clifton Hampden Bypass into the proposed Science Vale Cycle Network, providing a consistent style and approach to wayfinding signage as proposed for the network.

#### 3.2 Strategic opportunities

##### Opportunity 2

Provide a new signed link from Culham Railway Station to the Green Belt Way, via the new bypass. This will enable any leisure users to easily access the circular route who are using the train services.

##### Opportunity 3

Provide a new link between the two branches of the NCR 5, to provide a more direct route between Abingdon, Long Wittenham and Wallingford, without passing through Didcot.



#### **Opportunity 4**

Provide a connection between the promoted and well-used Thames Path at Clifton Hampden and the Oxford Green Belt Way to the north east of Culham Science Centre. This shall include consideration for an upgraded crossing on the A415 Abingdon Road and a crossing of the proposed bypass.

### **3.3 Pedestrian specific opportunities**

#### **Opportunity 5**

Provide missing footway links between the Clifton Hampden Village and existing public footpaths accessed along Oxford Road. Simplification of the routes in the area shall also be considered to enable easier maintenance and allow for a high quality, maintained route to be provided from Oxford Road towards the Green Belt Way

#### **Opportunity 6**

Upgrade access and wayfinding signage for the existing footpath between Clifton Hampden and Oxford Green Belt Way. Options to be considered shall include improved signage from the village, improved access treatment and visibility on Abingdon Road.

#### **Opportunity 7**

Renew the white lining on the existing shared cycle-pedestrian footways along A415 Abingdon Road.

#### **Opportunity 8**

As many of the routes are rural, provision of street lighting along key NMUs routes should be considered to encourage use throughout the year in all season, and weather conditions.

### **3.4 Cyclist specific opportunities**

#### **Opportunity 9**

Provision of additional cycle stands at Culham Science Centre and Culham Station, to further encourage cycling as a means to travel to work.

#### **Opportunity 10**

Improve access to the existing shared footways on the southern side of Abingdon Road from Culham Science Centre. This shall include the consideration for providing crossing facilities near Culham Science Centre, to assist pedestrians and cyclists to access the off-carriageway facilities to travel towards Clifton Hampden.

#### **Opportunity KS-5**

Upgrade and improve the existing cycle facilities along the A415 from Abingdon to Culham Science Centre to cater for commuter demand and further encourage use of off-carriageway facilities. Installation of additional wayfinding signage and incorporation of improvements proposed along this route as part of the Science Vale Cycle Network

#### **Opportunity KS-6**

Consider the possibility of extending the cycle route from Culham Science Centre / Clifton Hampden to Berensfield / Dorchester by improving the pedestrian and cyclist environment along the A415 to Berensfield. Measures to be considered shall include wayfinding signage, reallocating road space and reduction of speeds.

### 3.5 Equestrian specific opportunities

Liaison with key stakeholders and local user groups has not identified any key equestrian desire lines or demand within the scheme study area. British Horse Society have been included as part of the consultation, however, did not respond within the consultation period.

It has however been suggested during public consultation that further consideration should be given to equestrian provision and onwards connection to the nearby bridleways to the north of the proposed bypass.

#### Opportunity KS-7

To consult with BHS during the development of the design to ensure that equestrian demand is catered for, and future aspirations for equestrian routes have been considered as part of the design.