Oxfordshire County Council (OCC) submitted a planning application (R3.0138/21) for the Housing Infrastructure Fund 1 (HIF1) as follows:

> *"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; - Construction of a new road between Didcot and Culham (Didcot to Culham River Crossing) including the construction of three roundabouts, a road bridge over the Appleford railway sidings and road bridge over the River Thames; - Construction of a new road between the B4015 and A415 (Clifton Hampden bypass), including the provision of one roundabout and associated junctions; and - Controlled crossings, footways and cycleways, landscaping, lighting, noise barriers and sustainable drainage systems".*

This response has been prepared to the comments received from the Harwell Campus Bicycle Group (HarBUG) to the HIF1 planning application. HarBUG extracts are shown in italics and OCC HIF1 team responses are provided in coloured text underneath each of the main comments.

*Sheet No*
***1. A3130 Widening Sheet 1***

*a. Are the Toucan crossings on the A4130 designed so that cyclists (and pedestrians) can cross both carriageways at once i.e., they are not two stage crossings?*

Following discussions with OCC signal team the Toucan crossing is currently proposed as a two-stage crossing. The HIF1 project team are currently exploring advance call systems for the Toucan crossing. The detail of the crossing stages will be subject to Detailed Design and agreement with OCC signal team.

*b. Can the segregation of cyclists and pedestrians be continued across the crossings and the northside path be segregated to the Backhill Tunnel opening?*

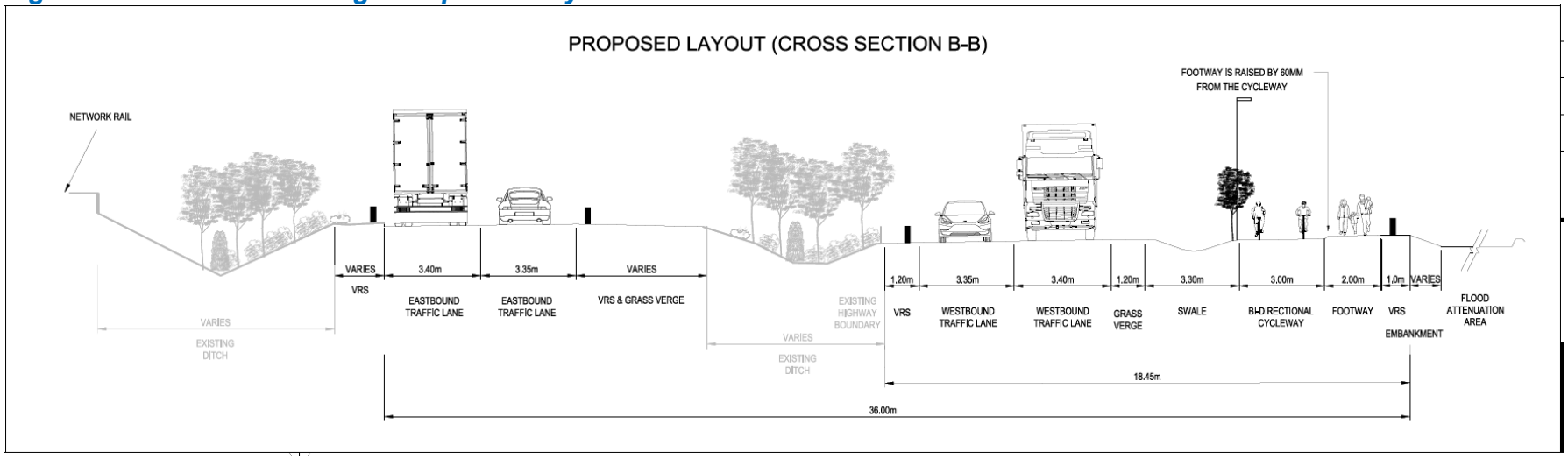
This will be considered during detailed design.

*c. Will there be a clear / physical segregation between footway and cycleway i.e., not just a white line?*

Please see extract from the submitted Transport Assessment (TA)

> *"4.2.9 An indicative cross section for the A4130 widening scheme is presented in Figure 4.2 below.*

## *Figure 4.2: A4130 Widening - Proposed Layout*



*4.2.10 Figure 4.2 shows that the proposed A4130 widening scheme includes a 3m wide bi-directional cycleway and a 2m wide footway which is raised 60mm above the cycleway. There is a grass verge and swale area separating the bi-directional cycleway from the highway creating a more pleasant environment for NMUs. The GA plans listed in paragraph 4.1.2 show how it is proposed to maintain pedestrian and cycle priority across side roads".*

d. Can there be a pre-warning of the crossing's status to slow traffic down before they reach the crossings i.e., flashing lights (like school crossings or flashing amber light) before the traffic lights change and during the crossing phase? Alternatively / as well could there be cameras monitoring the crossings?

Noted this will be explored in Detailed Design.

e. What if DfT do not approve raised parallel crossings on the south side?

In the event DfT do not approve raised parallel crossing the design would be altered to dropped kerbs. This will be considered during detailed design

f. On the south side, the geometry of the roundabout will allow fast exits from the roundabouts, will motorists have time to respond and slow down? Is there a need to detect cyclists and pedestrians and pre-warn motorists that they will need to give way e.g., flashing lights? Or change the geometry.

The design has been developed in accordance with the standards set out in Design Manual for Roads and Bridges (DMRB) and has been subject to Road Safety Audits (RSA). In addition, and as per DMRB GG 119 'Road Safety Audit (RSA)' the design will be subject to further RSA during Detailed Design, during and post construction and will be agreed with the Overseeing Organisation. The objective of RSA is to identify aspects of engineering interventions that could give rise to road safety problems and to suggest modifications that could improve road safety.

g. On the south side can the cycleway remain segregated across the crossings and either side, there does not appear to be a need for shared use space.

Noted this will be explored in Detailed Design.

h. On the south side, will cyclists and pedestrians have priority i.e., Tiger crossings – not clear on drawing.

Yes, the current design has cyclists and pedestrian priority crossing.

**2. A4130 Widening Sheet 2**

a. Is there a way of controlling westbound left turning traffic so that cyclists and pedestrians have a priority crossing Valley Park access? If a cyclists or pedestrian wants to cross, the left turn traffic is stopped independently to allow crossing, obviously only whilst traffic is flowing eastbound and westbound with no right turns or traffic exiting Valley Park.

*The current design provides a one stage crossing across the Valley Park access.*

b. Not clear on drawings the difference between noise barriers and vehicle restraint barrier.

Noted and for clarification no noise barriers are proposed on the A4130.

**3. A4130 Widening Sheet 3**

a. Same comments about the parallel raised crossing subject to DfT approval as the Backhill Roundabout.

Noted please see previous comments regarding DfT approval.

**4. Didcot Science Bridge Sheet 5, 6 & 7**

a. Could there be a cycleway from the bottom of the Science Bridge in the former Didcot Power Station site to connect with Milton Road? This would be a useful link and enhance connections for cyclists.

The developer of the former Didcot A power station is currently constructing a XXm wide water course which will be adjacent to the proposed eastern embankment of the Science Bridge. This limits the opportunity to provide a link between the proposed cycle infrastructure and Milton Road. An alternative cycle route to Milton Road will be along the A4130 cycle infrastructure and Backhill Tunnel.

*b. What is the purpose of overrun areas? Are they inviting poor driving? Note: the issues of wide turning points at Botley where cyclists have been knocked off.*

The overrun areas have been designed to accommodate the turning requirements of abnormal loads vehicles which are required to serve the power station. These overrun area will have different material / appearance than the main carriageway to guide drivers.

c. There is no cycle provision on the south side (Southmead Industrial Estate side), cyclists do cycle along this stretch.

Noted to be considered in Detailed Design.

d. Can the uncontrolled crossing on the west of Collet Roundabout be improved, moved, different crossing used? It appears unsafe to use with the geometry of the roundabout allowing fast traffic movements.

The scheme geometry and visibility splays (both horizontal and vertical) design has been prepared in accordance with DMRB. Additional RSA will be undertaken in Detailed Design, during implementation, and post competition.

e. The scheme does not improve connections for cyclists or pedestrians across the Oxford bound rail line from Didcot Ladygrove or Didcot North East, currently being built. Are there plans now or in the future to improve access across the rail line

New NMU links over the Cherwell Valley railway line are out of scope of the HIF scheme. Officers are considering future potential options if a funding/delivery mechanism came forward.

**5. Didcot to Culham River Crossing Sheet 8, 9, 10, 11, 12 & 13**

a. Sheet 8. Concerned about the safety of the parallel crossings on a straight piece of road regardless of speed limits. Are additional controls needed?

The scheme geometry and visibility splays (both horizontal and vertical) design has been prepared in accordance with DMRB. Additional RSA will be undertaken in Detailed Design, during implementation, and post competition.

b. Sheet 11 / 12 Crossing on B4016, concern about fast southbound left turn into crossing.

The scheme geometry and visibility splays (both horizontal and vertical) design has been prepared in accordance with DMRB. Additional RSA will be undertaken in Detailed Design, during implementation, and post competition.

c. In this scheme there are several occasions when shared use paths end at the scheme extents with no onward connections e.g., Appleford and Sutton Courtenay. At these points can cyclists be merged safely back into traffic and not just a sign or a 90 degree give way.

Noted and to be explored in Detailed Design. As mentioned previously the scheme will be subject to further RSA.

**6. Didcot to Culham River Crossing Sheet 14, 15, 16**

a. On the north side of Abingdon roundabout exit to new development, the geometry of the roundabout will allow fast exits from the roundabouts, will motorists have time to respond and slow down? Is there a need to detect cyclists and pedestrians and pre-warn motorists that they will need to give way e.g., flashing lights? Or change the geometry.

The scheme geometry and visibility splays (both horizontal and vertical) design has been prepared in accordance with DMRB. Additional RSA will be undertaken in Detailed Design, during implementation, and post competition.

b. On the east side of Abingdon roundabout exit, same issue as in a). Can this be a single stage crossing and not two stages.

*Please refer to response to comment 2a.I*

c. Although not part of this scheme it does seem that the project will highlight the need to improve cycle access from Culham Science Centre to Abingdon and into Abingdon. Is there any way to bid for funds to continue the cycleway along the A415 into Abingdon?

This route is included in Science Vale Cycle Network (SVCN) as “route 7”, and it is intended for the route to continue to be highlighted in the updated version of SVCN, the Science Vale Active Travel Network (SVATN). Also note that the South Oxfordshire Local Plan 2035 includes a housing site called “land adjacent to Culham”. This site will have to assess its impact on the area and mitigate as appropriate. This will include sustainable transport improvements in/around Abingdon including pedestrian and cycle infrastructure, and improved/new bus services. The local plan policy states for that site:

> *“All necessary infrastructure, referring to the Infrastructure Delivery Plan, which is likely to include […] provision for excellent sustainable transport facilities including, but not limited to […] provision of a new cycle bridge and associated connectivity and paths across the River Thames to connect appropriately with Abingdon on Thames to the north of the site.”*

vi) all necessary infrastructure, referring to the Infrastructure Delivery Plan, which is likely to include:

a. new junctions onto the A415 and significant contributions towards the Clifton Hampden Bypass, the Didcot to Culham River Crossing, and upgrading the A4074/B4015 junction at Golden Balls;

b. provision for excellent sustainable transport facilities including, but not limited to, new and improvements to existing cycle and footpaths including contributions towards a 'Cycle Premium Route' that is proposed between Didcot and Culham; provision of a new cycle bridge and associated connectivity and paths across the River Thames to connect appropriately with Abingdon on Thames to the north of the site; bus improvements including provision of a scheduled bus service, with a minimum of two buses per hour between Berinsfield, Culham and Abingdon, with options to extend or vary services to locations such as Cowley, Chalgrove and Didcot;

Furthermore, the South Oxfordshire Local Plan 2034 Infrastructure Delivery Plan April 2020 update states:

| | | | | | | |
|---|---|---|---|---|---|---|
| CUL23 | Transport | Culham-Abingdon cycle bridge | OCC / Developer | Direct Delivery | £6,580,000 | Cost estimate identified by OCC from Science Vale cycle route feasibility work 2018. |
| CUL25 | Transport | Bus service provision | OCC / Operators | Developer Contributions | £3,880,000 | Cost identified by OCC based on pump priming three buses on a service Science Vale – Oxford Eastern Arc; one bus on service Abingdon – Culham – Berinsfield; and £1m to improve connections to the railway station (these possible services and the £720,000 per bus are subject to change). |

**7. Clifton Hampden Bypass Sheet 17, 18, 19**

a. Sheet 19, the end of the shared use path, merge eastbound cyclists back onto B4015 in safe, convenient way.

Noted.

b. Sheet 19, there is no crossing point for westbound cyclists to join shared use path.

Noted and to be explored in Detailed Design.