

Ends: 28 Feb 2014

Chilton Interchange

View Response

Answers to Chilton Interchange

FINAL RESPONSE

Response ID #50093. Submitted on 24 Feb 2014 08:44 by Harwell Campus Bicycle Users Group - HarBUG

Your comments...

HarBUG would like to make a formal objection to the County Council's plans for the A34 Chilton Interchange Improvement.

Our objections can be summarised in the following:

- The plans are entirely focused on motorised traffic and take no account of the needs of cyclists and pedestrians who will be crossing the interchange.
- The improvements would generate extra traffic on the Hagbourne Hill Road, part of which forms a section of Sustrans route 544 to the Harwell Campus from Didcot.

We do not object to the concept of the addition of North facing slips and interchange improvement, but we believe the current plans will make the area unsafe and unattractive to cyclists and pedestrians. This would run counter to the County Council's stated aim for the Science Vale of encouraging sustainable modes of transport.

We would like the council to review its design for the interchange with respect to the use by non motorised traffic. Roundabouts are particularly hazardous for cyclists and the plans mean that there will be three roundabouts to cross.

We are particularly concerned about the approach angles to the roundabouts, in the proposals, which encourage the roundabouts to be entered and exited at high speed.

Motorists would simply not slow down enough to see cyclists approaching. Measures can be included in the design to keep cyclists safer and make them more visible to motorists. The Department Of Transport Local Transport Note 2/08 - Cycle Infrastructure Design, section 9.7 has guidelines for the design of roundabouts.

We also would note that pedestrians do use the restricted byway running north from the interchange. This is already quite tricky to access from the Harwell Campus. With the addition of extra roundabouts, without any extra footpaths or crossing points planned, access would be very difficult.

We also believe that the north facing slip roads will generate extra traffic, including H.G.V. on the Hagbourne Hill Road, as a short cut to the A417 Reading Road. This route already attracts fast traffic on a country road and cycle route.

We would like to see measures introduced as part of this scheme, to ensure the road (and especially the Sustrans route 544) section remains a safe and attractive option for cyclists:

- Improvements to the junction at the top of Chilton Road from Upton and Hagbourne Hill.
- Ensure motorists are aware that the Chilton Road from Upton is a cycle route e.g. by signing and marking advisory cycle lanes on the carriageway.
- Introducing a weight restriction to re-route H.G.V.s via the A4185 and Rowstock Roundabout.
- Measures to reduce speed and change behaviour for motor traffic exiting from the A34 onto the Hagbourne Hill road.

- A safe crossing across the A417 in Upton for cyclists and pedestrians.

Please note most of the above points were put forward, as cycle infrastructure improvements, in the HarBUG response to the 2011 Local Transport Plan 3, with the current levels of traffic. With the proposed expansion of the Chilton interchange these measures are now urgently required.

The Harwell relief road, when built, will increase traffic on Hagbourne Hill further. HarBUG supports Upton parish council's proposals for the Chilton Road in Upton.

We would also like to propose that, as part of this scheme, a cycle path is built between the Chilton Interchange and the West Illsley Junction. Currently there is no option to cycle south from the Harwell Campus and the surrounding area other than using the A34. A good quality cycle path will be an important missing link and allow for a Newbury to Oxford cycle route, as well as serve local commuters from the South.