

## Featherbed Lane - HarBUG Response to Development Proposals



The Featherbed Lane & Steventon Junction developments directly affect existing, major cycle-commuter routes (1) from Abingdon to Harwell Campus, and (2) from Wantage/Grove to Milton Park. Please refer to appended map below.

### **Analysis:**

- Note there is an almost complete lack of suitable off-road alternatives for cyclists in the area south and west of Milton Park, so these roads already carry a wide spectrum of cyclists, not just dedicated road cyclists. Thus ON-road cycling provision in this area is of fundamental importance.
- Most importantly, there will be a considerable amount of conflicting traffic and cycle movements through the new 'double' traffic-light junctions at Milton Hill / Steventon. In particular, a large number of morning northbound cyclists on A4130 will wish to turn right at the Steventon junction (onto the eastbound continuation of A4130 towards Milton Park). Similarly a large number of evening southbound cyclists on A4130 will wish to turn right into Featherbed Lane (towards Wantage). Large numbers of cyclists will also commute north-south through these junctions en route between Abingdon and Harwell Campus (B4017/A4130/A4185).

### **Specific issues:**

- The 40mph speed-limit is welcome, but many drivers will exceed this.
- The geometry of the A417 roundabout design at the south-end of Featherbed Lane should be designed to slow down drivers. In particular, there will be a significant number of cyclists (commuting from Milton Park) turning right out of Featherbed Lane onto A417 in the direction of Wantage. West-bound traffic approaching the roundabout along A417 from Rowstock direction needs to be 'managed' to see - and safely give-way to - these cyclists.
- The stretch of A4130 through the two traffic-light junctions is already one of the more hazardous sections of road for cyclists in the area (along with Rowstock roundabout). Both sets of lights must include advanced stop lines for cyclists. The four lanes between the two junctions will cater for a considerable amount of traffic 'weaving' into correct lanes. (The southbound B4017 approach to existing traffic-lights, from Steventon, already causes some difficulty for cyclists.) For the safety of cyclists, properly-designed ON-road dedicated cycle-lanes should be provided along this entire stretch. Please see links below to official guidance. The cycle-lanes must tie-in with the advanced stop-lines, and must not impede right-turns. The cycle-lanes must be clear, wide and correctly-designed. Off-road parallel shared-use footways are not suitable for the type of cycling at this junction.

### **Comment:**

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HarBUG notes the statement in the Oxfordshire Local Enterprise Partnership's Strategic Economic Plan, which commits to the development of 'Continental Standard' cycling infrastructure in the Science Vale. Whilst some aspects of the proposals are welcome, HarBUG is concerned and disappointed that cycling is largely disregarded.

HarBUG would expect application of the Department for Transport's own guidelines contained in Local Transport Note 2/08:

[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/3808/ltn-2-08.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/3808/ltn-2-08.pdf)

In particular, this explains that inadequate design at junctions is a far more significant issue for cyclists than, for example, the ubiquitous 'tick-box' provision of shared-use footways.

HarBUG also strongly recommends the use of CycleNation's 'Making Space for Cycling' document:

<http://www.makingspaceforcycling.org/>

These guidelines need to be fully implemented as a minimum before making any claims for 'continental-standard' cycle infrastructure.

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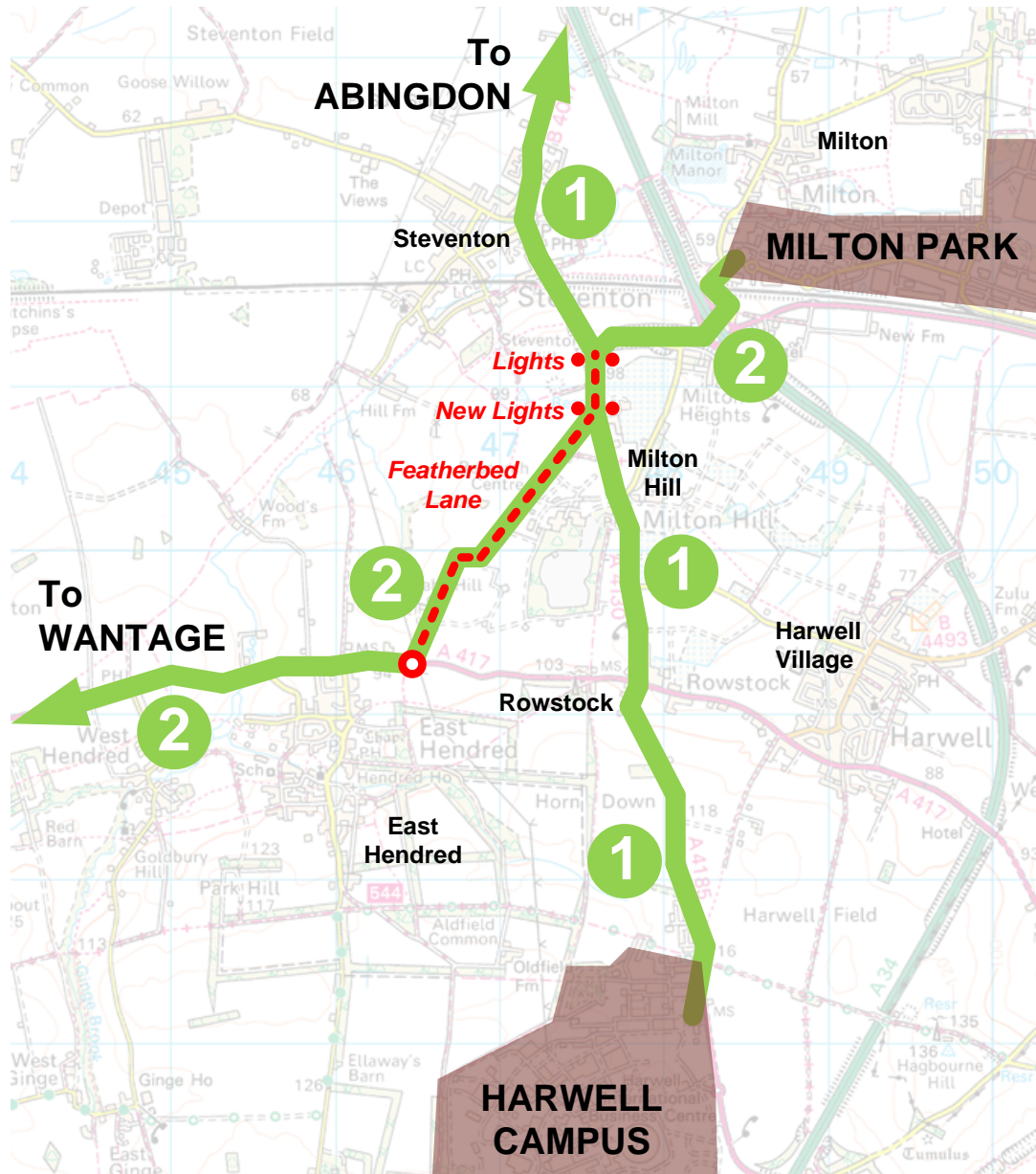
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**Appendix /...**

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## Appendix

### Effect of Proposed Developments on Existing Main Cycle-Commuter Routes



-  Relevant Main Cycle Commuter Routes:
-  1 Abingdon to Harwell Campus (on road)
-  2 Wantage to Milton Park (on road)
-  Proposed New & Improved Roads