

## Hagbourne Hill - HarBUG Response to Development Proposals



The proposed Hagbourne Hill road developments directly affect existing, major cycle-commuter routes between Didcot and Harwell Campus. Please refer to appended map below.

(Please see also separate HarBUG response to the Harwell Link Road Consultation.)

### **Analysis:**

- HarBUG strongly supports the closure of Chilton Road. The Chilton Road hill has been cited as a specific reason why some would-be cyclists are currently reluctant to use this signposted Cycle Route 544. So its closure to traffic should effectively promote increased cycle-use between Didcot and Harwell Campus.

### **Specific issues:**

- Consideration needs to be given to cyclists crossing at the top of Hagbourne Hill (at the Cycle Route 544 crossing), even if sight-lines are improved, as the volume of both motor AND cycle-traffic will increase. Whilst HarBUG welcomes the proposed 40mph speed-limit, many drivers will inevitably exceed this.
- Increasing numbers of cyclists would justify equivalent consideration for the crossing at the bottom of Chilton Road (at Upton) where Cycle Route 544 crosses A417. Note that a light-controlled crossing already exists where Cycle Route 544 crosses A4185 near Harwell Campus.
- The significant increase in traffic along Hagbourne Hill Road could affect the amenity of legitimate ON-road cyclists. The 40mph speed-limit is welcome, but many drivers will inevitably exceed this. The existing Cycle Route 544 (Icknield Way) has an 'un-made' surface – and is therefore not suitable as an alternative route for road-style bicycles. (This surface has in fact been further degraded by recent poor-quality repairs.) Consideration should therefore be given to providing a bound (tarmac) surface for Route 544, from the crossing at the hill-top to its junction with A4185 at Harwell Campus.
- If southbound traffic queues develop along the Hagbourne Hill Road on its approaches to the A34 Chilton interchange, some drivers will choose to take their *cars* along Cycle Route 544 towards Harwell Campus. This *has* happened before. A suitable deterrent such as gates/bollards should be employed, along with a 'dead-end' and/or 'No Access to Harwell Campus' sign.
- The geometry of the new roundabout at the bottom of Hagbourne Hill (A417 junction) should be designed to slow down drivers.

### **Comment:**

## **Hagbourne Hill - HarBUG Response to Development Proposals**

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.

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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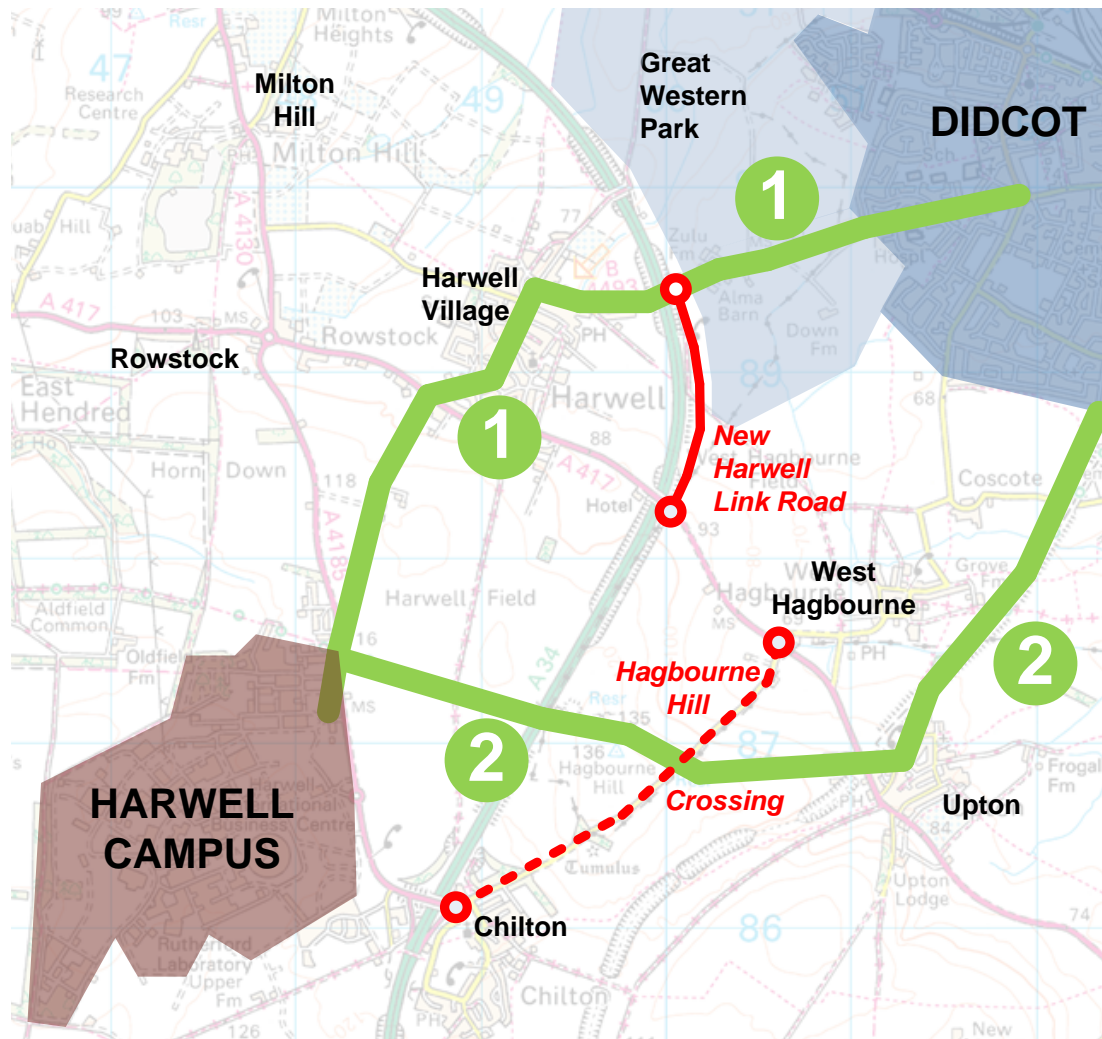
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**Appendix /...**

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## Appendix

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



-  Relevant Main Cycle Commuter Routes:
-  1 Didcot to Harwell Campus via Winnaway
-  2 Didcot to Harwell Campus via Route 544
-  Proposed New & Improved Roads