

Overview of project:

Didcot Cloudways is a major piece of innovative, landmark transport infrastructure. It will act as a gateway for Didcot and the Science Vale and show-piece a forward thinking attitude.

Cloudways is the type of exciting infrastructure Didcot needs to 'put it on the map'. It would shake off some negative images of the town and show Didcot at the centre of the Science Vale

The project entails a series of elevated cycle / pedestrian paths leading to a junction, floating above the Power Station Roundabout.

The project will form part of the Milton Park Premium Cycle Route, a key commuter route. It will open up the Didcot 'A' Power Station Development to the rest of Didcot and provide a link to Great Western Park. In addition it will re-route the Sustrans national cycle route 5 away from Southmead industrial estate.

The current situation is that the area around Power Station Roundabout and Manor Bridge Roundabout were never designed for cycle or pedestrian use. As Didcot grows westward and the Power Station Development is progressed these links need to be built.

Power Station Roundabout is a major cycle route blocker between Didcot and Milton Park. Improvements have been implemented to try and improve cycling to Milton Park but with little success. It is clear that a surface level solution is not really adequate.

One idea for the design of the Cloudways would be to make the supporting structures the same geometry as the former Didcot Power Station cooling towers. This would feed into the floating junction which would be supported by 360° supports making a cooling tower structure in the middle of the roundabout. This would be an unmistakably futuristic hyperbolic shaped design which celebrates Didcot's recent past.



Photo shows the Hovenring, Eindhoven.

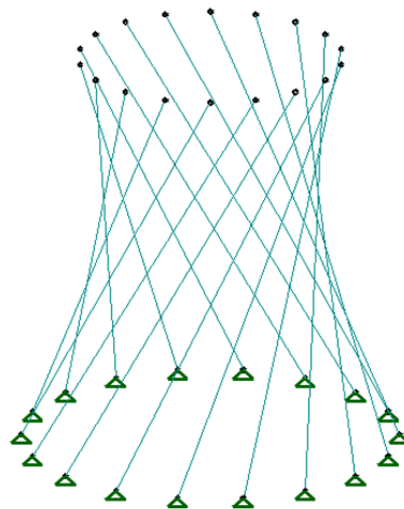


Diagram shows hyperbolic shaped design.



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Science Vale Cycle Network – Project Proposal

Didcot – Cloudways

Project Detail:

The project has a new bridge over the A4130 and main railway line in parallel to Manor Bridge. The bridge will start at Mendip Heights to take advantage of the natural gradient. The bridge then continues as an elevated pathway to join the floating junction above the Power Station Roundabout.

The bridge will connect the two halves of western Didcot; Great Western Park, Didcot South and Vauxhall Barracks to the Didcot 'A' site and eastern Milton Park. Currently there is no pedestrian or cycle access across Manor Bridge. The roads are too busy (and will continue to be) to build a viable pathway at surface level.

The elevated path section starts at the Foxhall Roundabout Bridge, taking advantage of the natural gradient. The path then continues at high level, parallel to Basil Hill Road, to the floating junction above the Power Station Roundabout. There would be an on/off ramp to access Southmead Industrial Estate and the Basil Hill Road Park.

The elevated path continues towards Milton Park and ends as the path meets the brow of the railway bridge on Milton Road. This would create a level cycle path from Foxhall Roundabout through to the bridge on Milton Road.

From the floating junction there would be two additional on/off ramps; one to the Didcot 'A' site and one down to the back of the Power Station (Sustrans national cycle route 5). Currently the Sustrans NCN 5 is routed through Southmead Industrial Estate. This is a very bad place for a cycle route, especially with all the HGVs servicing the warehouses. It also does not reflect very well on Didcot to visitors on cycles.

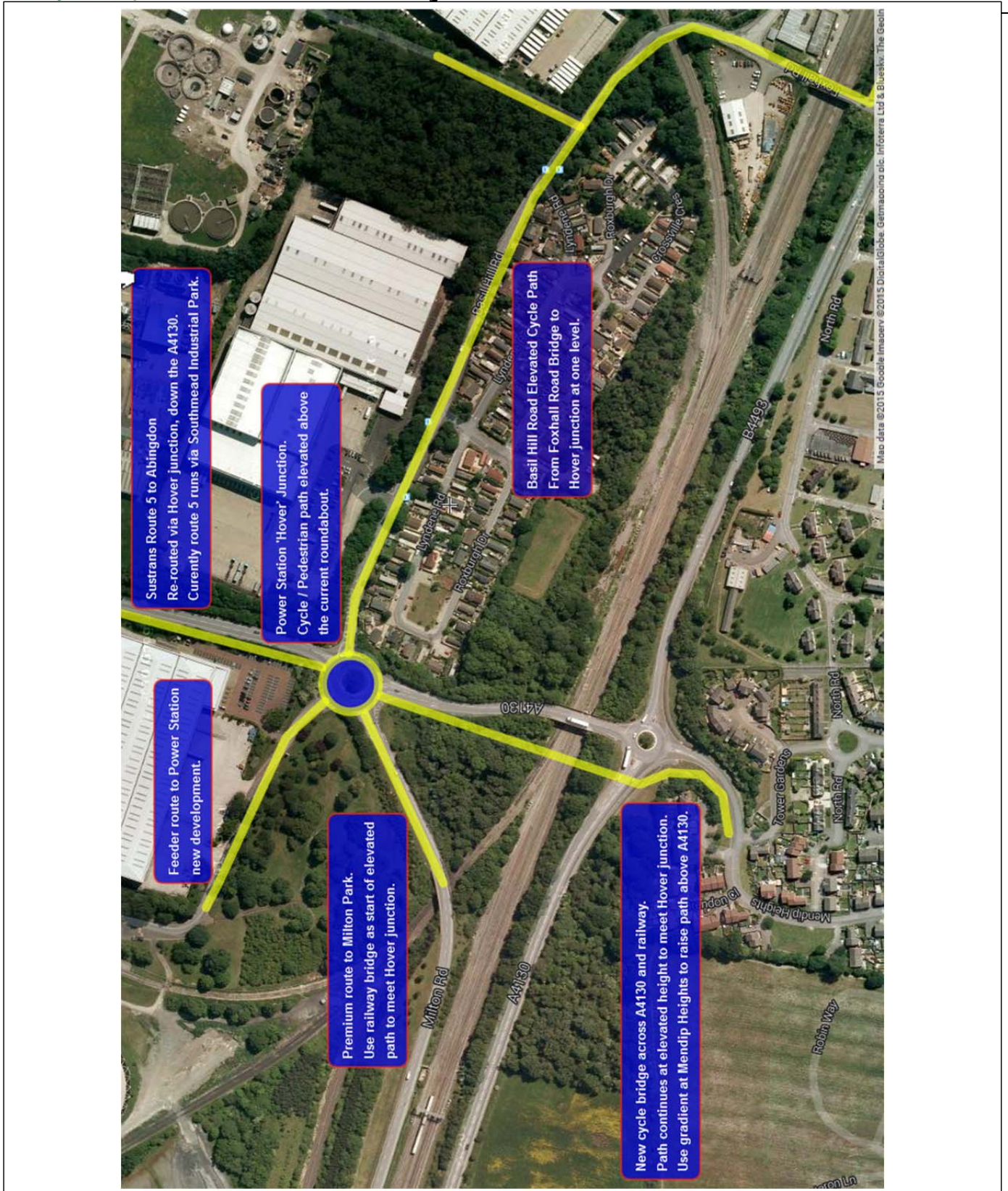
The Cloudways would need to have lighting so that they would be useable 24 hours a day and for security. The floating junction and bridge could have their structures floodlit, to make them into a feature at night as well as during the day.

The shared use path from the Milton Road bridge through to Milton Park will need to be widened or a new path built as part of the Didcot 'A' development. The advantage of the current path is that it runs parallel to the railway with no road crossings, it would also run under a future Science Bridge. A new path would most likely need to cross the new main road leading up to the Science Bridge.

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Science Vale Cycle Network – Project Proposal

Didcot – Cloudways





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Science Vale Cycle Network – Project Proposal

Didcot – Cloudways

List of potential sub-projects:

(Deliverability is an estimate of how easy / costly a sub-project is. Examples are; is there an existing right of way / landowner issues? Does it require significant design work? Does it need to wait for future development? Is it a case of re-surfacing / re-allocation of space?)

There are no sub-projects for Didcot Cloudways.

It is a high cost project, in terms of active travel infrastructure, but it will give people who work at Milton Park or live at Didcot 'A' an attractive alternative to using the car. It will 'open up' the whole area to pedestrians and cyclists, whilst ensuring the free flow of traffic below.

It will require significant design work and there may be some landowner issues, specifically with Network Rail and getting a bridge across the Great Western main line.

With funding there is no reason why the project cannot start at any time. It would be a good entrance to the Didcot 'A' development.

Assessment of project against the five requirements for good cycle infrastructure:

Requirement	Information about how the requirement has been met.
Cohesion	This project would provide a direct off-road route from Didcot Parkway to Milton Park. There would be no stopping or give way to any other traffic. The bridge across the A4130 and the railway ensures onward connections with Didcot South and West. At Didcot Parkway / Cow Lane there are connections to the rest of Didcot. The route should be signed as part of a Science Vale Cycle Network and be easily identified as such.
Directness	This project would provide a very direct route between the areas mentioned above.
Safety	The cloudways would be traffic free and the routes feeding it are also traffic free.
Comfort	The route from Didcot Parkway up to the Milton Road Bridge would be at one level. Once the other side of Milton Road Bridge it is level again to Milton Park. There would need to be a gentle gradient, on the bridge, down from Mendip Heights to the floating junction. The on/off ramps would be at a gentle gradient to allow ease of use
Attractiveness	This project would not only be attractive to cyclists and pedestrians it would be inspiring and encourage people to use the paths. The level paths would appeal to all cyclists and be accessible to wheelchair users and mobility scooters.



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Science Vale Cycle Network – Project Proposal

Didcot – Cloudways

Does the project meet the goals of LTP4?

Goal	Goal Met?	Information about how the goal has or has not been met.
To support jobs, housing growth and economic vitality.	Yes	The Cloudways would solve the problem of getting to Milton Park from Didcot by Cycle. For most people crossing the Power Station Roundabout by cycle is just too dangerous. The railway bridges, on the way, means there are several unnecessary changes of level. This project would encourage many more people to cycle to Milton Park, which is a short distance from Didcot. The project would open up the area to active travel, linking in the rest of Didcot. It would support the housing growth in Didcot 'A' and Didcot West.
To support the transition to a low Carbon future	Yes	Active travel is very much a low Carbon transport option. Using the Cloydways would enable many journeys to match the time taken by car to the same destination and could attract people away from cars.
To support social inclusion and equality of opportunity.	Yes	Active travel is socially inclusive. The cost of cycling or walking is very low and available to everybody, regardless of age, disability or income. The area of the Cloudways is currently a barrier to inclusion, only really accessible by car. The Cloudways are needed to 'open up' the area to everybody. The Cloudways will be used by wheelchair and mobility scooter users.
To protect and where possible enhance Oxfordshire's environment.	Yes	There would be no adverse effects on the environment with this project. The project would reduce the impact of air pollution due to the large housing growth, by reducing the need to drive everywhere.
To improve public health, safety and individual wellbeing.	Yes	Active travel is a very important tool in improving public health. This project encourages active travel. The Cloudways would be very safe to use. People using inspiring projects, like this, feel proud of their environment and happy. An example of this civic pride is the Millennium Bridges built around the country.



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Science Vale Cycle Network – Project Proposal

Didcot – Cloudways

Does the project address the key issues in the Science Vale Area Action Plan?

Issue	Issues Met?	Information about how the issues have or have not been addressed.
Ensure new neighbourhoods integrate with existing communities.	Yes	The Cloudways would be a key piece of infrastructure to integrate new neighbourhoods at Didcot 'A' and Didcot west. The area of Manor Bridge, Power Station Roundabout and the railway are real physical barriers. Without this project they will remain isolated and only accessible by car.
Help Didcot to reach its potential as centre of Science vale.	Yes	The Cloudways is the kind of infrastructure Didcot needs to put it on the map and shake off some negative images of the town. Cloudways is also an important link on the Science Vale Cycle Network.
Support facilities to attract and develop knowledge economy growth.	Yes	Inspiring cycle infrastructure will attract 'knowledge economy' companies. Many organisations are looking at areas that provide good cycle infrastructure to locate to, and towns and cities are attracting businesses by offering good cycle infrastructure.
Achieve growth without compromising the character of the area.	Yes	The project would support growth by offering an active travel link as an alternative to use of the car, reducing congestion. It would enhance the character of the area that is currently roads and industrial sites.
Ensure timely delivery of infrastructure.	Yes	This project should be implemented before main works get underway on Didcot 'A' development, so that new residents have an alternative from the start and don't get a 'car habit'.
Encourage skills in the local workforce to meet the demands of the knowledge economy.	No	



Oxfordshire Local Transport Plan 4

Science Vale Cycle Network – Project Proposal

Didcot – Harwell Campus Premium Route

Overview of project:

The Harwell Campus Premium Route runs from Didcot Parkway / Cow Lane Tunnel to the Harwell Campus via Harwell village and the Winnaway. This is a key cycle commuter project providing a fast direct route.

The route would also connect several key locations within the town; Didcot Girls School, Oxfordshire University Technical College, Didcot Health Centre, Didcot Library and the Civic Hall.

The route requires cycle infrastructure built to the best European practice, as stated in the Oxfordshire Strategic Economic Plan.

The Winnaway is due to be upgraded and extended. This is fully funded and is approximately 1 year late on delivery, mainly due to landowner issues.

The viability of the route is under threat from the developments along the B4493, from Foxhall Roundabout in Didcot to the A34 bridge at Harwell village. This is due to poor designs in historic S106/S278 agreements and the lack of an overview and plan for the whole route.

Project Detail:

The route has two start points:

- Cow Lane Tunnel and crosses the Didcot Gateway site onto Lydalls Road.
- Didcot Parkway and goes through the Didcot Gateway site to Lydalls Road.

There would need to be a re-allocation of road space along Lydalls Road to accommodate cycle lanes.

The route continues onto Lydalls Close which is a private road with rights of way and a footpath through to a second section of Lydalls Close which is public road. The route runs past Manor Primary School to Foxhall Road. This road should become a 20mph zone. There may be some issues at drop-off and pick up times for the school with regard to allocating space for cycling along the road.

There is a short stretch along Foxhall Road to an existing pedestrian crossing, which then leads into Manor Crescent. This section will require modification to make space for cycling.

The route runs the full length of Manor Crescent. It is proposed to put bollards in to change Manor Crescent from being a through route to being two cul-de-sacs. Cyclists and pedestrians would be able to cycle through. This road(s) would also be a 20mph road.

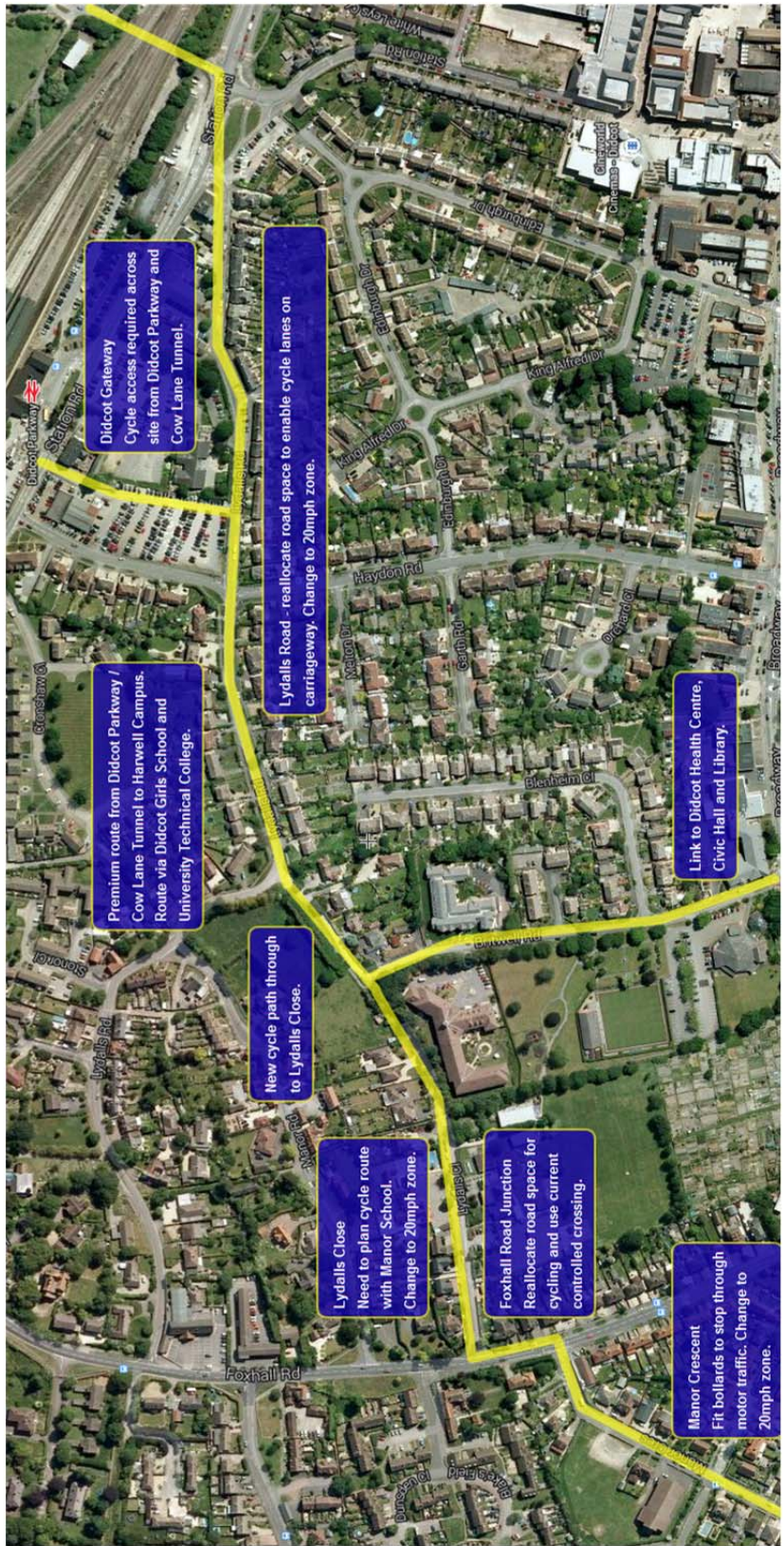
The B4493 section needs to be re-designed from scratch. There is too much wrong with this section to detail in this proposal.

With the building of the Harwell Link Road, traffic through the village should be reduced. The main problem for cyclists is the quality of the road surface.

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Science Vale Cycle Network – Project Proposal

Didcot – Harwell Campus Premium Route





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Science Vale Cycle Network – Project Proposal

Didcot – Harwell Campus Premium Route

List of potential sub-projects:

(Deliverability is an estimate of how easy / costly a sub-project is. Examples are; is there an existing right of way / landowner issues? Does it require significant design work? Does it need to wait for future development? Is it a case of re-surfacing / re-allocation of space?)

Sub-project Title	Lydalls Road
Scope	Make space for cycling on the carriageway up to Lydalls Close.
Deliverability	<p>There may be space issues at the lower end of Lydalls Road, adjacent to the Didcot Gateway site. This should be sorted out as part of the Didcot Gateway site planning application.</p> <p>The junction of Lydalls Road and Haydon Road will need to be re-designed to make it cycle friendly.</p> <p>All along Lydalls Road, measures need to be taken to stop vehicles parking in the cycle lanes.</p> <p>At the junction of Lydalls Road and Lydalls Close (private road), traffic calming will be needed for eastbound traffic. This will be before the junction to slow traffic down where cyclists are crossing from Lydalls Close.</p>

Sub-project Title	Lydalls Close.
Scope	Upgrade footpath on private road and make space for cycling on carriageway on Lydalls Close.
Deliverability	<p>There may be landowner issues on the footpath in the private road.</p> <p>There may be issues of managing traffic around manor primary school at morning and afternoon school run periods.</p>

Sub-project Title	Foxhall Road Crossing
Scope	Upgrade of short path along road and upgrade crossing.
Deliverability	<p>Out of Lydalls close there is a short stretch along Foxhall Road. Space for cycling needs to be made available along this short section and merge safely into both Lydalls Close and Manor Road.</p> <p>The crossing will need to be upgraded as it is pedestrian only, at the moment.</p>

Sub-project Title	Manor Road
Scope	Bollards fitted in Manor Road to stop the motor traffic cutting through, whilst allowing cyclist access to Wantage Road.
Deliverability	This should be easy to implement at a low cost. There may be some objections from residents.



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Science Vale Cycle Network – Project Proposal

Didcot – Harwell Campus Premium Route

Sub-project Title	Harwell Village
Scope	To ensure Harwell village is safe and pleasant to cycle through
Deliverability	The Harwell Link Road should take a lot of the through traffic out of Harwell. The main problem through Harwell is the quality of the road surface, which should be repaired or re-surfaced when the Link Road opens. Traffic calming is due to be implemented, this should be cycle friendly i.e. not pinch points.

We have not included the B4493 section here as the problems are too numerous and complex to detail in this proposal.

Assessment of project against the five requirements for good cycle infrastructure:

Requirement	Information about how the requirement has been met.
Cohesion	From Cow Lane to Wantage Road this would be a route with good cohesion, crossing only one main road. From the A34 bridge at Harwell to the Campus via the upgraded Winnaway would also be a good continuous cycle route. The B4493 section, as it is proposed, is probably the worst case of cohesion you could expect from a cycle route. The route should be signed as part of a Science Vale Cycle Network and be easily identified as such.
Directness	The route is the most direct way from Didcot Parkway / Cow lane to the Harwell Campus.
Safety	Most of the route could be a safe route if designed to the best European practices. The B4493 section raises safety concerns in its current proposed design.
Comfort	It is difficult to assess the comfort of this route until the B4493 section is resolved.
Attractiveness	In Didcot the route is being built around existing infrastructure, so it will not be the most attractive route. It is direct and a fast route and uses side roads up to the Wantage Road. The route becomes more attractive in Harwell village and the upgraded Winnaway will be an attractive off-road shortcut leading down to a crossing point. Again the B4493 cannot be commented on until it is resolved.



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Science Vale Cycle Network – Project Proposal

Didcot – Harwell Campus Premium Route

Does the project meet the goals of LTP4?

Goal	Goal Met?	Information about how the goal has or has not been met.
To support jobs, housing growth and economic vitality.	Yes	This is a vital direct route between Didcot and the Harwell Campus. The project will support the growth of the Campus ensuring a credible travel choice.
To support the transition to a low Carbon future	Yes	Active travel is very much a low Carbon transport option. This project would help reduce the impact of new housing along Wantage Road and the growth of Harwell Campus.
To support social inclusion and equality of opportunity.	Yes	Active travel is socially inclusive. The cost of cycling or walking is very low and available to everybody, regardless of age, disability or income.
To protect and where possible enhance Oxfordshire's environment.	Yes	There would be no adverse effects on the environment with this project.
To improve public health, safety and individual wellbeing.	Yes	Active travel is a very important tool in improving public health and wellbeing. This project encourages active travel.



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Science Vale Cycle Network – Project Proposal

Didcot – Harwell Campus Premium Route

Does the project address the key issues in the Science Vale Area Action Plan?

Issue	Issues Met?	Information about how the issues have or have not been addressed.
Ensure new neighbourhoods integrate with existing communities.	Yes	This project will act as a central link for Great Western Park and Valley Park into Didcot or Harwell village. The B4493 is natural boundary between the north and south sides of the new developments and this route will run along the boundary.
Help Didcot to reach its potential as centre of Science vale.	Yes	This project is one of the Science Vale premium cycle routes that link the business parks with Didcot and form part of the Oxfordshire Science Transit
Support facilities to attract and develop knowledge economy growth.	Yes	Many 'high tech' start-up companies are looking at areas that provide good cycle infrastructure to locate to, and towns and cities are attracting businesses by offering good cycle infrastructure.
Achieve growth without compromising the character of the area.	Yes	The project would support growth by offering an active travel link as an alternative to use of the car, reducing congestion.
Ensure timely delivery of infrastructure.	Yes	This project is needed now and should be built along with the Harwell Link Road or before.
Encourage skills in the local workforce to meet the demands of the knowledge economy.	No	



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Science Vale Cycle Network – Project Proposal

Didcot – Cow Lane Tunnel Gateway

Overview of project:

It cannot be under-estimated how important Cow Lane Tunnel is in unlocking the potential of cycling in Didcot and the Science Vale. It is a key link in the Science Transit Strategy. The tunnel is where many cycle routes merge including the Premium Cycle Route to Culham Science Centre (Sustrans national cycle route 5) and the proposed Ladygrove Link.

There are 1800 homes and a new sports centre to be built at Didcot North East. The amount of cross town traffic will increase considerably. Unless Cow Lane Tunnel is addressed, this traffic will be almost exclusively car traffic, causing increased congestion.

The Cow Lane Tunnel Gateway project will close the tunnel to motor traffic and re-furbish it for two way cycling and pedestrian use only. This would make the tunnel an attractive alternative to motor traffic and would tip the balance to make many journeys quicker by cycle than taking the car.

The project would also open up the tunnel for easy use of wheelchair and mobility scooters, ensuring transport inclusivity. In future the tunnel could be used by driverless vehicles with suitable constraints.

Project Detail:

The tunnel would need to be re-lined to stop leaks from the roof and to make the tunnel attractive to use. The lining should be light and graffiti resistant.

New lighting would be needed throughout and CCTV should be installed to increase security for users.

The layout in the tunnel should keep a separate footway and two way cycle path at different levels. The fences and large kerbs should be removed.

The entrances should be made more 'friendly' and inviting. This can be achieved by widening the areas at the entrances; moving the fences back and cutting down vegetation.

The overall impression should be that you are using a 21st century transport portal not a 19th century farm track.

Land on the Ladygrove side should be developed to create a waiting / turning area. Motorists will be able to drop passengers off to access the town centre and railway station, without having to take a car through to the other side of the railway. The area would also have a bus stop for local services and a taxi rank.

Modifications would need to be carried out to the crossing points on the Station Road / Hitchcock Way junction. These would be minor and result in better traffic flow on the roads.

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Science Vale Cycle Network – Project Proposal

Didcot – Cow Lane Tunnel Gateway





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Science Vale Cycle Network – Project Proposal

Didcot – Cow Lane Tunnel Gateway

List of potential sub-projects:

(Deliverability is an estimate of how easy / costly a sub-project is. Examples are; is there an existing right of way / landowner issues? Does it require significant design work? Does it need to wait for future development? Is it a case of re-surfacing / re-allocation of space?)

There are no sub-projects for the Cow Lane Tunnel Gateway.

Deliverability is immediate, there are no known traffic or landowner issues. Movement of the fences at the entrances would be subject to negotiation with Network Rail.

There would be design work needed to achieve a good result and overcome the limitations of this 19th century tunnel.

The project should be carried out before the Didcot North East development or the new sports centre are started.

Assessment of project against the five requirements for good cycle infrastructure:

Requirement	Information about how the requirement has been met.
Cohesion	The tunnel would link several cycle routes on both sides of the tunnel and is key for the cohesion of the Science Vale Cycle Network. The route should be signed as part of a Science Vale Cycle Network and be easily identified as such.
Directness	The tunnel would facilitate other direct routes.
Safety	The tunnel would be traffic free and the routes feeding it are also traffic free.
Comfort	The tunnel would enable two way cycle traffic and give more space to cyclists.
Attractiveness	Part of the project is to make the tunnel more attractive to users, this needs careful design and planning.



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Science Vale Cycle Network – Project Proposal

Didcot – Cow Lane Tunnel Gateway

Does the project meet the goals of LTP4?

Goal	Goal Met?	Information about how the goal has or has not been met.
To support jobs, housing growth and economic vitality.	Yes	<p>This project is a key part of the Cycle Premium Route to Culham Science Centre and links the business parks in the Science Vale.</p> <p>This project directly supports housing growth at Didcot North East.</p> <p>It ensures that that residents have a real transport alternative to employment sites, Didcot Parkway and town centre.</p>
To support the transition to a low Carbon future	Yes	<p>Active travel is very much a low Carbon transport option. Using the tunnel would enable many journeys to match the time taken by car to the same destination and could attract people away from cars.</p>
To support social inclusion and equality of opportunity.	Yes	<p>Active travel is socially inclusive.</p> <p>The cost of cycling or walking is very low and available to everybody, regardless of age, disability or income.</p> <p>The tunnel project would open the tunnel up to easy use of wheelchair and mobility scooter users.</p>
To protect and where possible enhance Oxfordshire’s environment.	Yes	<p>There would be no adverse effects on the environment with this project.</p> <p>The project would reduce the impact of air pollution due to the large housing growth, by reducing the need to drive everywhere. The local air pollution would be reduced as cars would not be queueing in the tunnel. Currently traffic fumes in the tunnel can be unpleasant.</p>
To improve public health, safety and individual wellbeing.	Yes	<p>Active travel is a very important tool in improving public health. This project encourages active travel.</p> <p>The tunnel would be safer to use as there would be no motor traffic.</p> <p>Once the tunnel is re-furbished it will be more pleasant to use. At the moment it is dark, dirty, noisy and drips from the roof.</p>



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Science Vale Cycle Network – Project Proposal

Didcot – Cow Lane Tunnel Gateway

Does the project address the key issues in the Science Vale Area Action Plan?

Issue	Issues Met?	Information about how the issues have or have not been addressed.
Ensure new neighbourhoods integrate with existing communities.	Yes	This project directly links the ‘two sides’ of Didcot. It will enable a direct active travel route for residents of the new Didcot North East development into the rest of the town. Similarly it will allow access to the new sports centre at Didcot North East for the rest of the town.
Help Didcot to reach its potential as centre of Science vale.	Yes	This project is a critical junction for the Science Vale Cycle Network and the concept of the Science Transit. It, joined with Didcot Parkway, are the two main key points for the network with many routes starting and terminating here. The Cow lane Tunnel will ensure that cycling is a real alternative to the car and that Didcot is the main hub point.
Support facilities to attract and develop knowledge economy growth.	Yes	Many ‘high tech’ start-up companies are looking at areas that provide good cycle infrastructure to locate to, and towns and cities are attracting businesses by offering good cycle infrastructure. The Premium Cycle Route to Culham Science Centre will run through the tunnel.
Achieve growth without compromising the character of the area.	Yes	The project would support growth by offering an active travel link as an alternative to use of the car, reducing congestion. This re-furbishment of the tunnel would be an asset to Didcot, changing a dirty noisy place into a light and ‘human friendly’ space.
Ensure timely delivery of infrastructure.	Yes	This project should be implemented before main works get underway on Didcot North East, so that new residents have an alternative from the start and don’t get a ‘car habit’.
Encourage skills in the local workforce to meet the demands of the knowledge economy.	No	



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Science Vale Cycle Network – Project Proposal

Didcot – Ladygrove Link

Overview of project:

The Ladygrove Link will provide a modern, direct, off-road, active travel route from the new Didcot North East development and new leisure centre to the strategic Cow Lane Tunnel.

The link will go through the Didcot North East development and use existing shared use paths through the Ladygrove to form a spine route.

The Link has the potential to rival car journey times into the town centre, Didcot Parkway and beyond.

The Didcot North East development is, for most people, too far to walk regularly to get to the town centre, secondary schools, Didcot Parkway etc. This link provides a credible transport alternative.

Project Detail:

From Cow Lane Tunnel, the route uses the existing, well used and popular Ladygrove cycle / pedestrian path network. Parts of the route may need to be upgraded or in places, parallel footpaths built to cope with increased cycle traffic as Didcot North East develops.

In the Ladygrove the path only crosses two roads; Tyne Avenue and Blackwater Way. Currently at these crossing points road traffic has priority. They both have traffic calming that provide a level crossing surface for cyclists and pedestrians. New shared space Zebra crossings with cycle lanes would be built to change priority to cyclists and pedestrians. The cost of the crossings could be reduced by using the existing, level, crossing surface. This would not adversely affect traffic flow.

The Northern Distributor Road is a main crossing point of the route into Didcot North East. The Didcot North East development and future road plans means that this stretch of road will become very much busier. A surface level crossing would not be suitable for this road, even with speed limits. Surface level crossings such as a Toucan crossing would do very little to remove the barrier of the road and integrate Didcot North East into the rest of the town and leave the development isolated. A surface level crossing would also affect the traffic flow of the road which, in itself, could cause congestion.

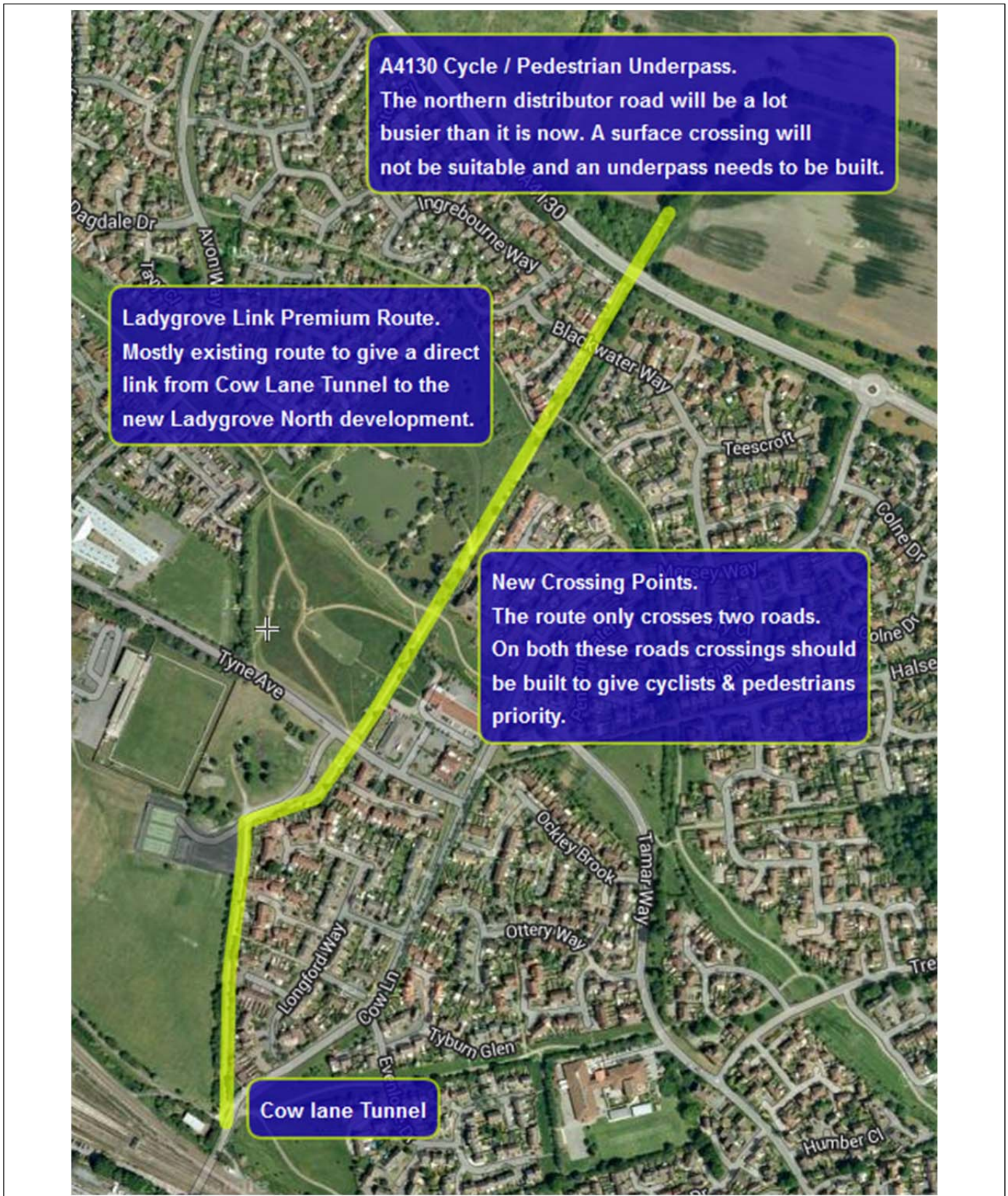
To cross the Northern Distributor Road an active travel underpass is proposed. This would keep traffic flowing and not impede the active travel route, ensuring the travel time is still comparable or better than using motor transport. The underpass should be carefully designed so that it is not intimidating to use i.e. it is well lit, spacious, with graffiti resistant walls and clear lines of view, possibly with CCTV.

Discussions with the developers of Didcot North East should start at an early stage of planning to ensure that the route continues into the development. The underpass should be built at a very early stage of the development.

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Science Vale Cycle Network – Project Proposal

Didcot – Ladygrove Link





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Science Vale Cycle Network – Project Proposal

Didcot – Ladygrove Link

List of potential sub-projects:

(Deliverability is an estimate of how easy / costly a sub-project is. Examples are; is there an existing right of way / landowner issues? Does it require significant design work? Does it need to wait for future development? Is it a case of re-surfacing / re-allocation of space?)

Sub-project Title	Modify two existing crossing points in the Ladygrove to shared use Zebra crossings.
Scope	Existing level surfaces, minimal work needed for conversion.
Deliverability	No known issues, could be carried out at any time

Sub-project Title	Upgrade route through Ladygrove to increase capacity of cyclists and pedestrians.
Scope	Widen whole path in some places. In other places build a parallel footpath.
Deliverability	No known issues, could be carried out at any time.

Sub-project Title	Northern Distributor Active Travel Underpass
Scope	New tunnel under road.
Deliverability	Needs to be carried out very early in Didcot North East development so that new residents are given the travel choice from the start. Needs developer co-operation due to land ownership. Will need to be funded. Will cause disruption on road during construction. May be issues with proximity of a stream at the proposed site of the underpass.

Sub-project Title	Extension into Didcot North East
Scope	Route needs to run through Didcot North East and connections to the route need to be made in the development.
Deliverability	Needs co-operation of the developer and for them to build the route and connections. Need to guide developer to what is required. Will need to be built at an early stage so that new residents are given the travel choice from the start.



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Science Vale Cycle Network – Project Proposal

Didcot – Ladygrove Link

Assessment of project against the five requirements for good cycle infrastructure:

Requirement	Information about how the requirement has been met.
Cohesion	The route would be continuous from the end of Didcot North East through to Cow Lane Tunnel. The route should be signed as part of a Science Vale Cycle Network and be easily identified as such.
Directness	The route is a very direct straight route to Didcot Parkway and Didcot Town Centre.
Safety	The route only crosses two roads on the Ladygrove and will run under the Northern Distributor Road. The route is very safe and will feel safe.
Comfort	The existing part of the route is already a good level surface and clear of any obstructions. There may need to be widen the path in places.
Attractiveness	The route is off road throughout, running at the edge of Ladygrove Park and lakes. It is suitable for all cyclists and will ensure all new residents in Didcot North East have active travel as a real option.



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Science Vale Cycle Network – Project Proposal

Didcot – Ladygrove Link

Does the project meet the goals of LTP4?

Goal	Goal Met?	Information about how the goal has or has not been met.
To support jobs, housing growth and economic vitality.	Yes	This project directly supports housing growth at Didcot North East. It ensures that that residents have a real transport alternative to employment sites, Didcot Parkway and town centre. Offering this alternative could reduce congestion on Didcot’s roads, especially at key junctions such as Marsh Lane Bridge and the Power Station & Manor Bridge Roundabouts.
To support the transition to a low Carbon future	Yes	Active travel is very much a low Carbon transport option. Cycling this route could match the time taken by car to do the same journey and could attract people away from cars.
To support social inclusion and equality of opportunity.	Yes	Active travel is socially inclusive. The cost of cycling or walking is very low and available to everybody, regardless of age, disability or income.
To protect and where possible enhance Oxfordshire’s environment.	Yes	There would be no adverse effects on the environment with this project. The project would reduce the impact of air pollution due to the large housing growth by reducing the need to drive everywhere.
To improve public health, safety and individual wellbeing.	Yes	Active travel is a very important tool in improving public health. This project encourages active travel. The project is off-road, practically removing any road safety concerns and runs through green corridors in the Ladygrove, improving the feeling of wellbeing.



Oxfordshire Local Transport Plan 4

Science Vale Cycle Network – Project Proposal

Didcot – Ladygrove Link

Does the project address the key issues in the Science Vale Area Action Plan?

Issue	Issues Met?	Information about how the issues have or have not been addressed.
Ensure new neighbourhoods integrate with existing communities.	Yes	<p>This project directly links from the centre of Didcot right through into Didcot North East.</p> <p>The use of the route provides a human scale link between the Ladygrove and Didcot North East, encouraging integration.</p> <p>The use of an underpass provides a permanent physical link and would increase the feeling of being part of Didcot. This project would also be an important link for the rest of Didcot to access the new sports centre and any other community facilities on the site.</p>
Help Didcot to reach its potential as centre of Science vale.	Yes	<p>The project improves transport links. Active travel routes do have a beneficial effect on the built environment i.e. when visitors see people walking and cycling it projects a positive view of the town. Traffic queues have the opposite effect.</p>
Support facilities to attract and develop knowledge economy growth.	Yes	<p>Many 'high tech' start-up companies are looking at areas that provide good cycle infrastructure to locate to, and towns and cities are attracting businesses by offering good cycle infrastructure.</p>
Achieve growth without compromising the character of the area.	Yes	<p>This project would enhance the character of Didcot North East and the town by offering the type of infrastructure people are now expecting.</p>
Ensure timely delivery of infrastructure.	Yes	<p>This project should be implemented before main works get underway on Didcot North East, so that new residents have an alternative from the start and don't get a 'car habit'.</p>
Encourage skills in the local workforce to meet the demands of the knowledge economy.	No	



Oxfordshire Local Transport Plan 4

Science Vale Cycle Network – Project Proposal

Didcot – Fleet Meadow & Ladygrove East

Overview of project:

Fleet Meadow currently has no cycle paths, but has the potential to widen many paths and have a local network of routes. There are good links to Sustrans route 544 and the Jubilee Way Roundabout.

Jubilee Way Roundabout is being considered for an upgrade to increase throughput. This is a good opportunity to do something innovative, which will benefit cyclists and pedestrians and not just motorists.

The 'missing link' between Marsh Lane Bridge Cycle Lane and the Jubilee Way Roundabout needs to be built.

The Ladygrove East development should link in with the existing Ladygrove cycle path network, the retail park and the new sports fields at Hadden Hill.

Project Detail:

For Fleet Meadow there would be a creation of a local shared use cycle path network. There is already a good network of paths that do not run along the sides of roads, and could easily be widened to create a shared use path. The path up to Jubilee Way Roundabout would be widened and segregated as this is busy with cyclists and pedestrians.

The Jubilee Way Roundabout upgrade needs to ensure it takes into account the desire lines for pedestrians and cyclists. The original design did this and this is why it was built with 'continental' geometry.

Jubilee Way Roundabout would be an ideal candidate for a 'Dutch' style roundabout. This would allow all traffic to flow freely; pedestrians, cyclists and motorists. Motorists would have to give way to cyclists and pedestrians but would not have to stop and wait for traffic signals.

The 'missing link' with the Marsh Lane Bridge cycle path would:

- Connect the retail park and the new housing the other side of Tesco's into the town network.
- The link would also allow the creation of a premium cycle route to Wallingford via South Moreton.
- Connect the new sports field at Haddon Hill with Fleet Meadow and South Didcot.

The Ladygrove East development should link into the existing Ladygrove paths (2 of them) with crossings across Abingdon Road. If the Northern Distributor Road is extended then these crossings could be Zebra style with a cycle lane, otherwise they would need to be controlled crossings.

A new controlled crossing next to the retail park would provide a safe, quick route from the Ladygrove (and Ladygrove East) to the retail park, the new sports field and the additional housing next to Tesco's.

Oxfordshire Local Transport Plan 4

Science Vale Cycle Network – Project Proposal

Didcot – Fleet Meadow & Ladygrove East





Oxfordshire Local Transport Plan 4

Science Vale Cycle Network – Project Proposal

Didcot – Fleet Meadow & Ladygrove East

List of potential sub-projects:

(Deliverability is an estimate of how easy / costly a sub-project is. Examples are; is there an existing right of way / landowner issues? Does it require significant design work? Does it need to wait for future development? Is it a case of re-surfacing / re-allocation of space?)

Sub-project Title	Fleet Meadow local cycle paths
Scope	To widen existing network of paths to shared use paths. In some places new paths may need to be built. The main path to Jubilee Way Roundabout would be widened and segregated.
Deliverability	No known issues, could be carried out at any time

Sub-project Title	Jubilee Way Roundabout Upgrade
Scope	To design a roundabout design that improves the flow of all traffic modes, reducing waiting times for all.
Deliverability	Needs careful, innovative design. Available space may be a factor

Sub-project Title	Marsh Lane Bridge 'Missing Link'
Scope	Widen the path between Marsh Lane Bridge and Jubilee Way Roundabout so that ideally a segregated path could be built.
Deliverability	There may be a problem at Marsh Lane Cottages due to the lack of space and a wall, which will need a solution.

Sub-project Title	Ladygrove East Routes
Scope	New paths connecting from existing Ladygrove paths through to the retail park and new sports fields.
Deliverability	Needs developer co-operation for the Ladygrove East section. New road crossings needed. Feasibility needed on how to connect to new sports fields.



Oxfordshire Local Transport Plan 4

Science Vale Cycle Network – Project Proposal

Didcot – Fleet Meadow & Ladygrove East

Assessment of project against the five requirements for good cycle infrastructure:

Requirement	Information about how the requirement has been met.
Cohesion	This project would connect Fleet Meadow, Marsh Lane Bridge and Ladygrove East into the Didcot cycle network and allow a premium route to Wallingford. The route should be signed as part of a Science Vale Cycle Network and be easily identified as such.
Directness	The routes are direct, allowing access to Didcot Parkway, town centre and new developments.
Safety	The routes are off road but require crossings across the A4185 and Jubilee Way Roundabout.
Comfort	The Fleet Meadow and Ladygrove East routes are level and apart from crossing main roads would be an easy cycle ride. A 'Dutch' style roundabout at Jubilee Way Roundabout would keep cyclist moving at the same level so would be a comfortable ride.
Attractiveness	The Fleet Meadow routes and Ladygrove East route would be very attractive as they would run away from roads. They have potential to be very good cycling infrastructure.



Oxfordshire Local Transport Plan 4

Science Vale Cycle Network – Project Proposal

Didcot – Fleet Meadow & Ladygrove East

Does the project meet the goals of LTP4?

Goal	Goal Met?	Information about how the goal has or has not been met.
To support jobs, housing growth and economic vitality.	Yes	This project makes links to areas that have no cycling provision and new developments. It also links Wallingford into the Science Vale cycling network.
To support the transition to a low Carbon future	Yes	Active travel is very much a low Carbon transport option. Cycling this route would be close to the time taken by car to get to the town centre and could attract people away from cars.
To support social inclusion and equality of opportunity.	Yes	Active travel is socially inclusive. The cost of cycling or walking is very low and available to everybody, regardless of age, disability or income.
To protect and where possible enhance Oxfordshire's environment.	Yes	There would be no adverse effects on the environment with this project. The project would reduce the impact of air pollution by reducing the need to drive everywhere.
To improve public health, safety and individual wellbeing.	Yes	Active travel is a very important tool in improving public health. This project encourages active travel. The project is off-road, practically removing any road safety concerns.



Oxfordshire Local Transport Plan 4

Science Vale Cycle Network – Project Proposal

Didcot – Fleet Meadow & Ladygrove East

Does the project address the key issues in the Science Vale Area Action Plan?

Issue	Issues Met?	Information about how the issues have or have not been addressed.
Ensure new neighbourhoods integrate with existing communities.	Yes	This project links from the centre of Didcot into the new Ladygrove East development and new houses east of Tesco's. It would improve integration with Fleet Meadow by offering cycling as a travel option.
Help Didcot to reach its potential as centre of Science vale.	Yes	The Marsh Lane Bridge will always be a busy road junction and this offers an alternative, which only partially exists due to missing links. The routes enhance a Didcot cycle network and the town's transport infrastructure.
Support facilities to attract and develop knowledge economy growth.	Yes	Many 'high tech' start-up companies are looking at areas that provide good cycle infrastructure to locate to, and towns and cities are attracting businesses by offering good cycle infrastructure.
Achieve growth without compromising the character of the area.	Yes	This project would enhance the eastern end of Didcot by offering an active travel choice without fundamentally changing the existing infrastructure.
Ensure timely delivery of infrastructure.	Yes	This project should be implemented before main works get underway for Ladygrove East, so that new residents have an alternative from the start and don't get a 'car habit'. The Jubilee Roundabout Way needs to be planned at early stage before we go too far down the standard 'cars first' route and cause traffic growth.
Encourage skills in the local workforce to meet the demands of the knowledge economy.	No	



Oxfordshire Local Transport Plan 4

Science Vale Cycle Network – Project Proposal

Wantage Town Cycle Network

Overview of project:

The provision of a comprehensive network of safe, continuous, fit-for-purpose cycle routes within Wantage.

A formal Wantage **Neighbourhood Plan** is in preparation which will describe the details, and will operate in conjunction with the Vale of White Horse Local Plan.

Priority routes for development are (i) the connections out to Business Parks (as promoted by Local Enterprise Partnership), and (ii) routes to/from Schools (as promoted by the Neighbourhood Plan). The Premium route connecting the centres of Wantage and Grove is the most important link in the network.

The map below presents an overview of the proposed network 'demand' corridors for development.

Project Detail:

Priority will be given to developing a core network of routes as follows. The map indicates these in **RED**:

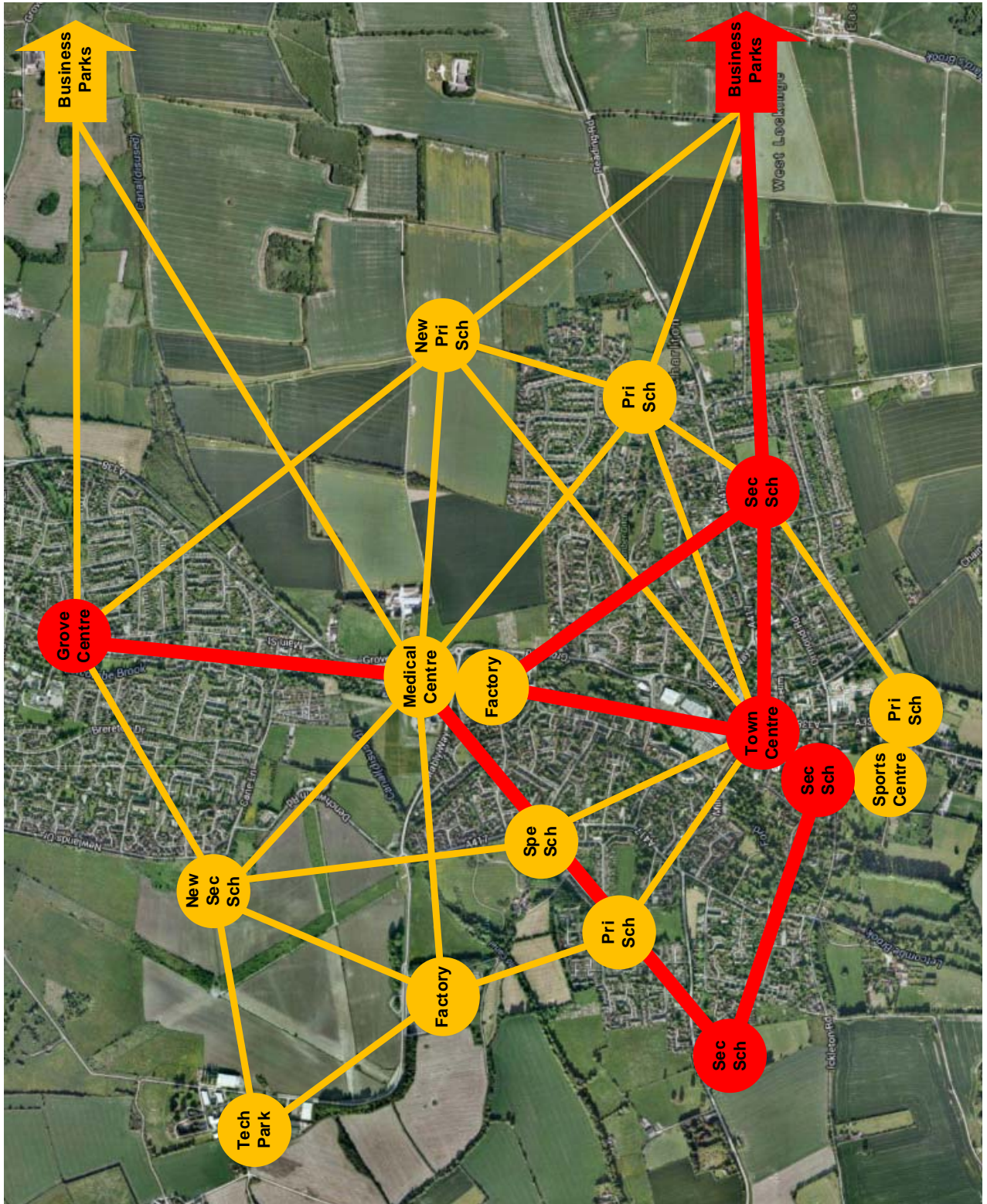
1. Premium 'spine' route connecting centres of Wantage and Grove.
2. Route east from Wantage centre, linking to cycle-route(s) out to Harwell Campus and Milton Park. Ideally this will double as the link with King Alfred's School (East Site).
3. 'Cross' route south-east from Grove centre, linking to cycle-route(s) out to Harwell Campus and Milton Park. Ideally this will link with King Alfred's School (East Site).
4. Route west from Wantage centre to King Alfred's (West Site).
5. 'Cross' route south-west from Grove centre to King Alfred's (West Site).

Initial details of each of these 5 priority route are provided in Sub-Project Proposals, appended below.

A further set of links (indicated in **YELLOW**) will be required to provide connectivity between other key destinations. These include Primary Schools, Medical Centre, employment sites, and the Leisure Centre.

Implementing these routes will provide coverage across the residential areas of Wantage.

The full proposals and detail will form part of the **Wantage Neighbourhood Plan**.





Oxfordshire Local Transport Plan 4

Science Vale Cycle Network – Project Proposal

Wantage Town Cycle Network

List of potential sub-projects:

(Deliverability is an estimate of how easy / costly a sub-project is. Examples are; is there an existing right of way / landowner issues? Does it require significant design work? Does it need to wait for future development? Is it a case of re-surfacing / re-allocation of space?)

Sub-project Title	'Premium' Spine Route from Wantage to Grove
Scope	<p>This will be a Premium Cycle Route. For this main corridor, the route chosen will need to connect into the centres of Wantage and Grove, and provide the 'spine' from which routes connect (i) out to main Business Parks, and (ii) to/from Schools.</p> <p>Three route options are shown on map. These are:</p> <ul style="list-style-type: none"> (i) Mainly road-based route following A338 (red). (ii) Mainly traffic-free route following Letcombe Brook green corridor (green). (iii) Mainly 'quiet' route following back-roads and cul-de-sacs (yellow). <p>The route chosen for development could be a combination of these.</p>
Deliverability	<p>Option (i): This route is partially extant, as a cycle-path running alongside the main A338 road between Wantage and Grove. Crucially, however, it does not reach anywhere near the centres of either Wantage or Grove. Developing the route into Wantage will be very difficult along the main-road section of Grove St (between the Kings Park roundabout and the Garston Lane pedestrian crossing) because there is insufficient road-space.</p> <p>Option (ii): This route will require 'unblocking' of the cycle access north from Smiths Wharf bridge. From here the route would run around the western edge of the Letcombe Brook Nature Reserve. The route can temporarily link into the extant A338 path, but the possibility of a future direct northward continuation past the front of the Autotype premises is attractive and should not be ruled-out.</p> <p>Option (iii): A route using the lower ends of Adkin Way could provide a 'quiet' north-south route. Work would be required to give 'permeability' between the cul-de-sacs. This could be difficult, and highlights the lack of foresight in housing developments.</p>



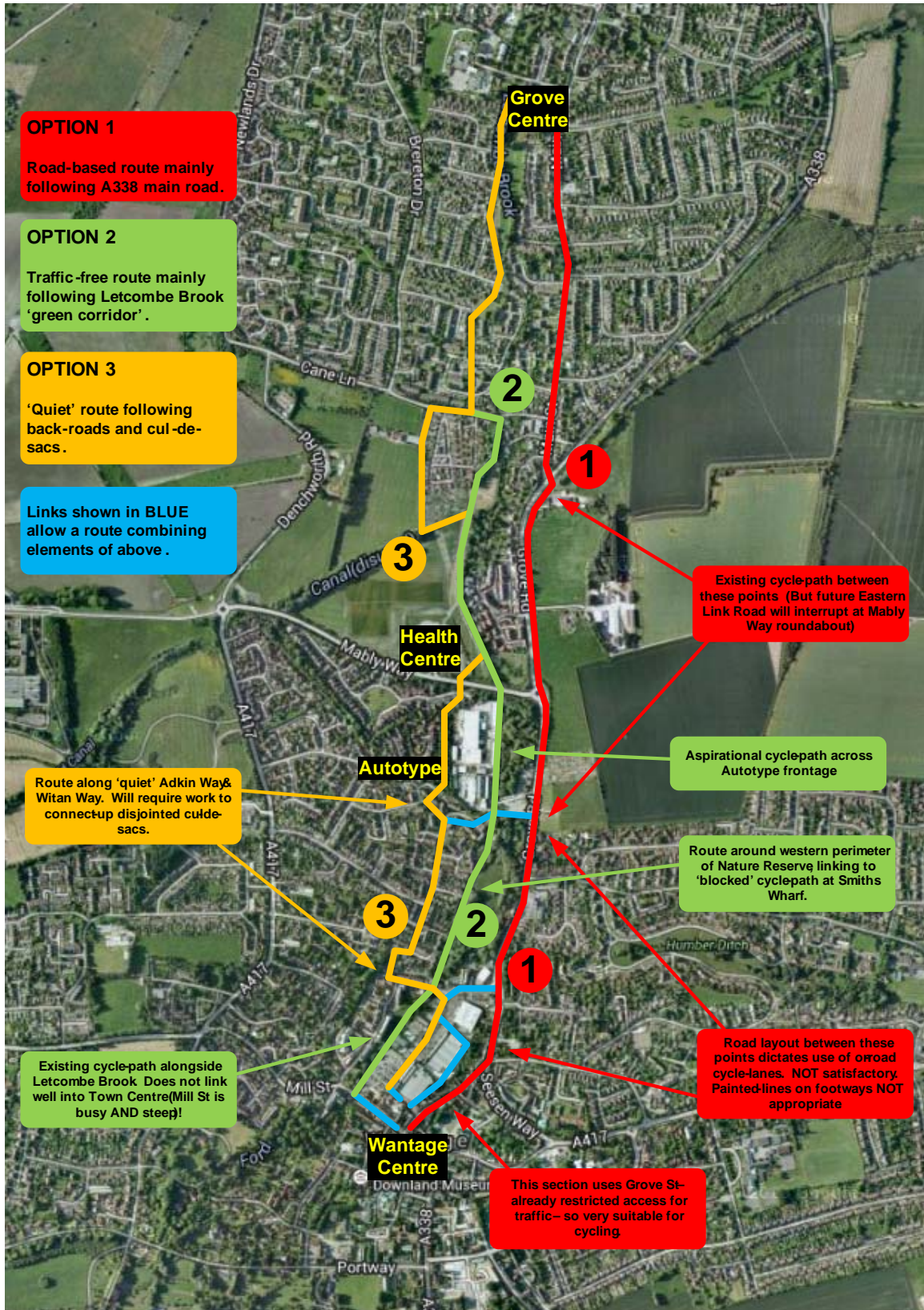
Oxfordshire Local Transport Plan 4

Science Vale Cycle Network – Project Proposal

Wantage Town Cycle Network

Deliverability (continued)	<p>Suggested Approach:</p> <p>A formal 'option-scoring' exercise should be conducted, using criteria which predict the likelihood of achieving the goals set out below.</p> <p>In the meantime, providing the 'missing' link around the edge of the Nature Reserve would connect Smiths Wharf to the southern end of the existing A338 path. The Wantage Residents' Survey conducted as part of developing the Neighbourhood Plan, expressed a strong local desire to see the traffic-free 'green' route developed. This is likely to be the most attractive and effective choice.</p>
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'Premium' Spine Route from Wantage to Grove





Oxfordshire Local Transport Plan 4

Science Vale Cycle Network – Project Proposal

Wantage Town Cycle Network

Sub-project Title	Link from Wantage Centre towards Business Parks via King Alfred’s School (East Site)
Scope	This route is required to connect the centre of Wantage with the route(s) out towards Harwell Campus and Milton Park. This potentially includes connecting King Alfred’s School (East Site). See map below. (red = main road. yellow = back road. green = lane.)
Deliverability	<p>The main A417 Charlton Road provides the most obvious route option. Whilst this is a busy radial route, it should become a little quieter when the proposed Wantage Eastern Link Road is built. Unlike many main roads, Charlton Rd has potential space for cycling along most of its length. Nearer the town centre, Garston Lane and Grove Street potentially provide a safe, quiet option. Work required would include:</p> <ul style="list-style-type: none"> • Lark Hill: Cycle-priority measures and eg 20mph speed-limit. • Charlton Road is sufficiently wide (road AND footway) for addition of dedicated cycle lanes in both directions, along entire length from Lark Hill roundabout to Garston Lane roundabout. (Note this must NOT be achieved by painting white lines on footways. Remodelling of the road layout is needed.) • Safe (eg Toucan) crossings of Charlton Road at both Lark Hill and at Garston Lane. • Garston Lane: Cycle-priority measures and eg 20mph speed-limit. • Safe crossing (eg Toucan) of Seesen Way. • Grove St: Cycle-priority measures and eg 20mph speed-limit. Consider ‘access-only’ for motor vehicles. <p>An alternative route to Charlton Rd uses a ‘back-road’ route along Springfield Road, Trinder Road, and Orchard Way. However, the steep gradient at the Lark Hill end will significantly compromise its appeal to new or inexperienced cyclists – especially when Charlton Rd option is generally level. Work required would include:</p> <ul style="list-style-type: none"> • Lark Hill, Springfield Rd, Trinder Rd, Orchard Way: Cycle-priority measures and eg 20mph speed-limit. • Re-model the two ‘road-blocks’ (on Trinder Rd & at end of Orchard Way) to allow pedestrians and cyclists to pass through. • Consider opening-up corner of Alfredston Place for cyclists, emerging onto Ormond Rd. • Provide safe crossing (eg Toucan) across Ormond Rd connecting into Eagles Close. • Widen link between Eagles Close and Post Office Lane, where part of St Mary’s development was allowed – bizarrely - to be built on roadway.



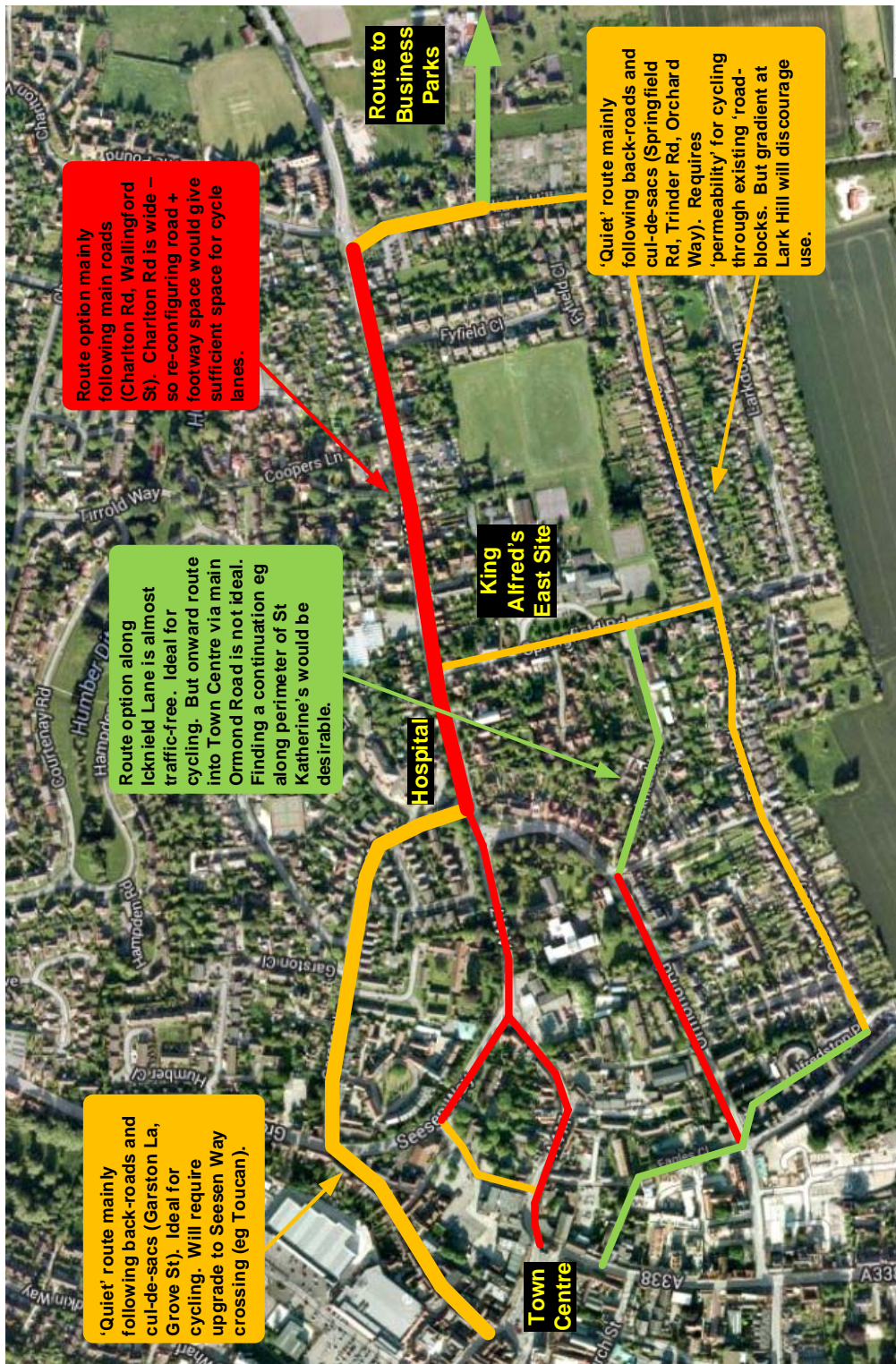
Oxfordshire Local Transport Plan 4

Science Vale Cycle Network – Project Proposal

Wantage Town Cycle Network

Deliverability (continued)	<p>Another initially attractive option would use the relatively traffic-free Icknield Lane. This provides a good approach to King Alfred’s School (East Site) away from main road. However, the Ormond Road end is a problem. Unless a route can be found avoiding the traffic on Ormond Road, the continuation into town centre is difficult. Work required would include:</p> <ul style="list-style-type: none">• Minor upgrade to Icknield Lane to emphasise use by cyclists.• Safe crossing (eg Toucan) of Ormond Road at end of Icknield Lane.• Widening of Ormond Rd between Icknield Lane and Eagles Close in order to provide dedicated cycle-lanes. (This must NOT be achieved by painting white lines on footways.)
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Link from Wantage Centre towards Business Parks (via King Alfred's School East Site)





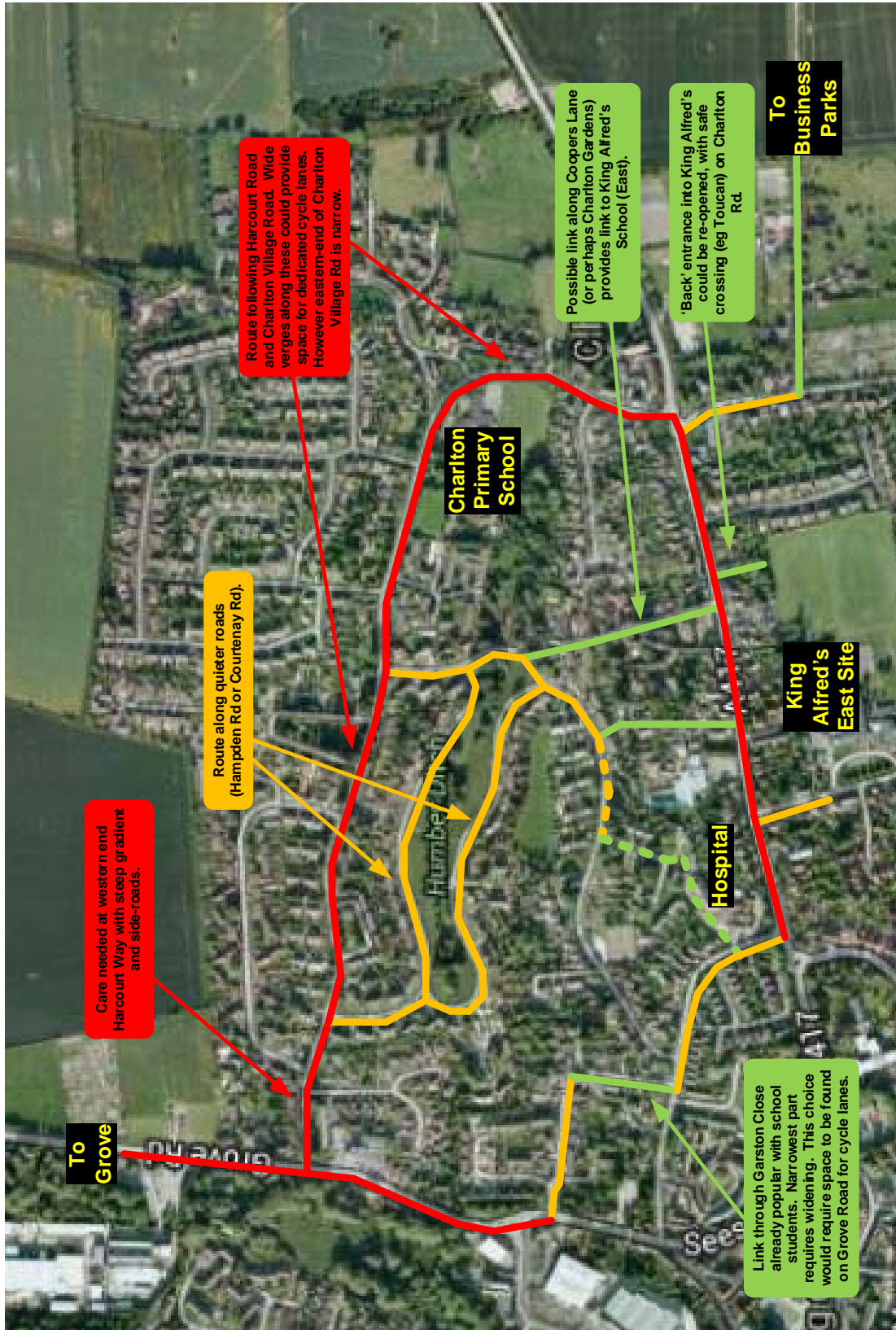
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Science Vale Cycle Network – Project Proposal

Wantage Town Cycle Network

Sub-project Title	Link from Grove Centre towards Business Parks (via King Alfred’s School East Site)
Scope	This route provides the link from the Grove-to-Wantage route across to the route(s) out towards Harwell Campus and Milton Park. This potentially includes connecting King Alfred’s School (East Site). See map below. (red = main road. yellow = back road. green = lane.)
Deliverability	<p>The road-route along Harcourt Way/Road and Charlton Village Road is the most obvious option. Along most of this road, there are wide verges where space for dedicated cycle lanes could be made. However, the eastern-end of Charlton Village Rd is narrower. Unfortunately this road does not connect with King Alfred’s School (East).</p> <ul style="list-style-type: none"> • Harcourt Way/Rd & Charlton Village Rd: Utilise existing wide verges to re-model road-space with provision of dedicated cycle-lanes. (Note shared-use footways are NOT acceptable.) <p>To provide the connectivity to King Alfred’s School, and to avoid the narrower east end of Charlton Village Road, an alternative route-option uses back-roads and lanes across the Humber Brook area. (A cycle route currently sign-posted around Foliat Drive and passing the hospital is both overly circuitous, and unfit for purpose.)</p> <ul style="list-style-type: none"> • Courtenay Rd & Hampden Rd: Cycle-priority measures and eg 20mph speed-limit. • Coopers Lane requires widening & surfacing at its northern end. • Safe crossing (eg Toucan) required at Charlton Rd. • Existing ‘rear’ entrance to King Alfred’s School could be re-opened.

Link from Grove Centre towards Business Parks (via King Alfred's School East Site)





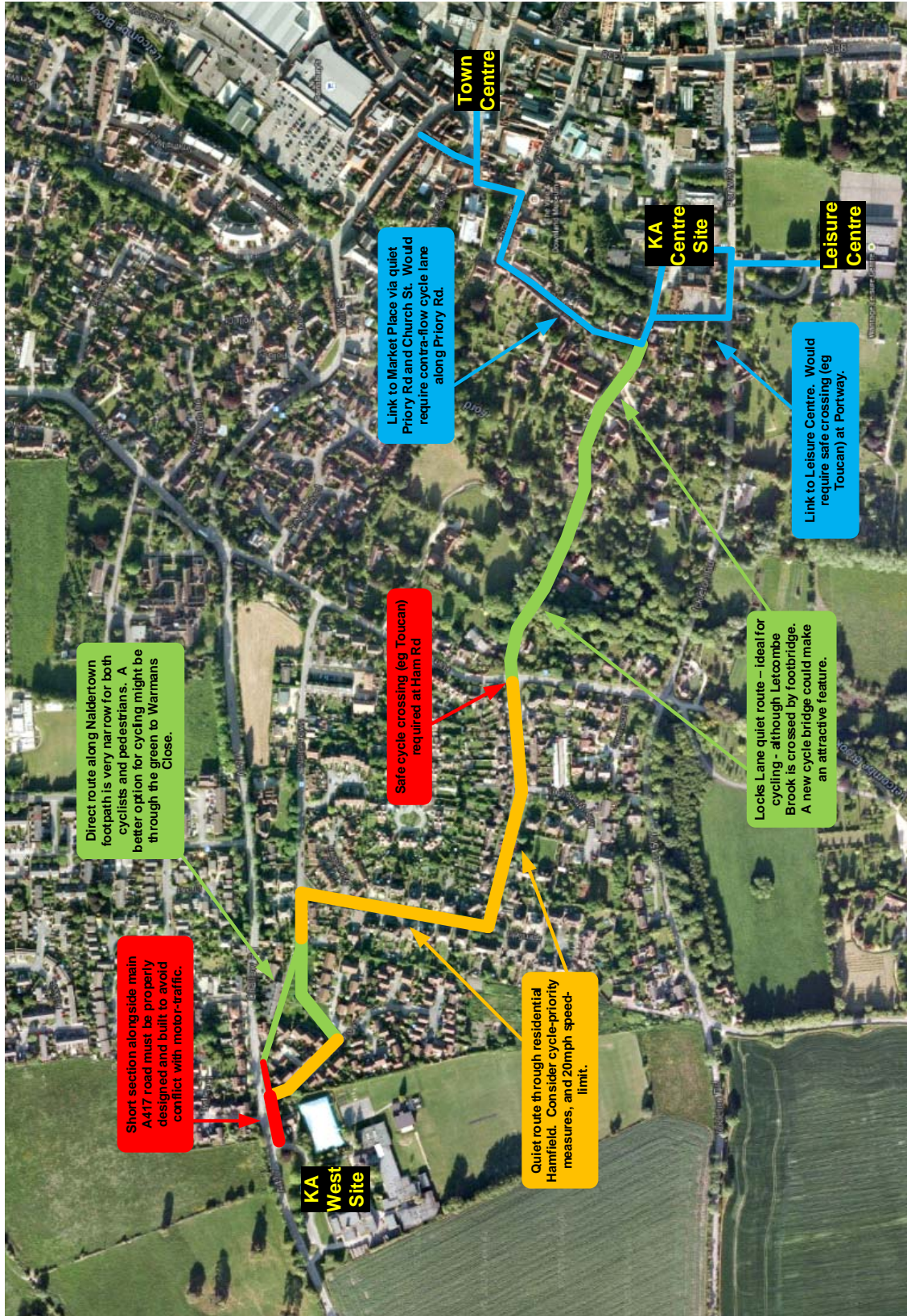
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Science Vale Cycle Network – Project Proposal

Wantage Town Cycle Network

Sub-project Title	Link from Wantage Centre to King Alfred’s School (West Site)
Scope	This provides the link from the centre of Wantage out towards King Alfred’s School (West Site). See map below. (red = main road. yellow = back road. green = lane.)
Deliverability	<p>There is a reasonably obvious, attractive option for fulfilling the requirements of this route, utilising Locks Lane. This is a traffic-free route, ideal for cycling. At the eastern end, Locks Lane connects directly into King Alfred’s Centre Site.</p> <ul style="list-style-type: none"> • Provision of safe fit-for-purpose cycle path along southern side of A417 Challow Road, leaving the School. • Consider route via Warman’s Close and through green to Naldertown cul-de-sac, in order to avoid narrow Naldertown path. • Hamfield: Cycle-priority measures and eg 20mph speed-limit. • Safe crossing (eg Toucan) at Ham Road. • ‘Feature’ cycle bridge over Letcombe Brook (not essential). • Safe crossing (eg Toucan) at Portway to provide link towards Leisure Centre. • Contra-flow cycle-lane along Priory Road to provide link into Town Centre & Market Place. • Safe crossing (eg Toucan) at end of Alfred St across Mill Street.

Link from Wantage Centre to King Alfred’s School (West Site)





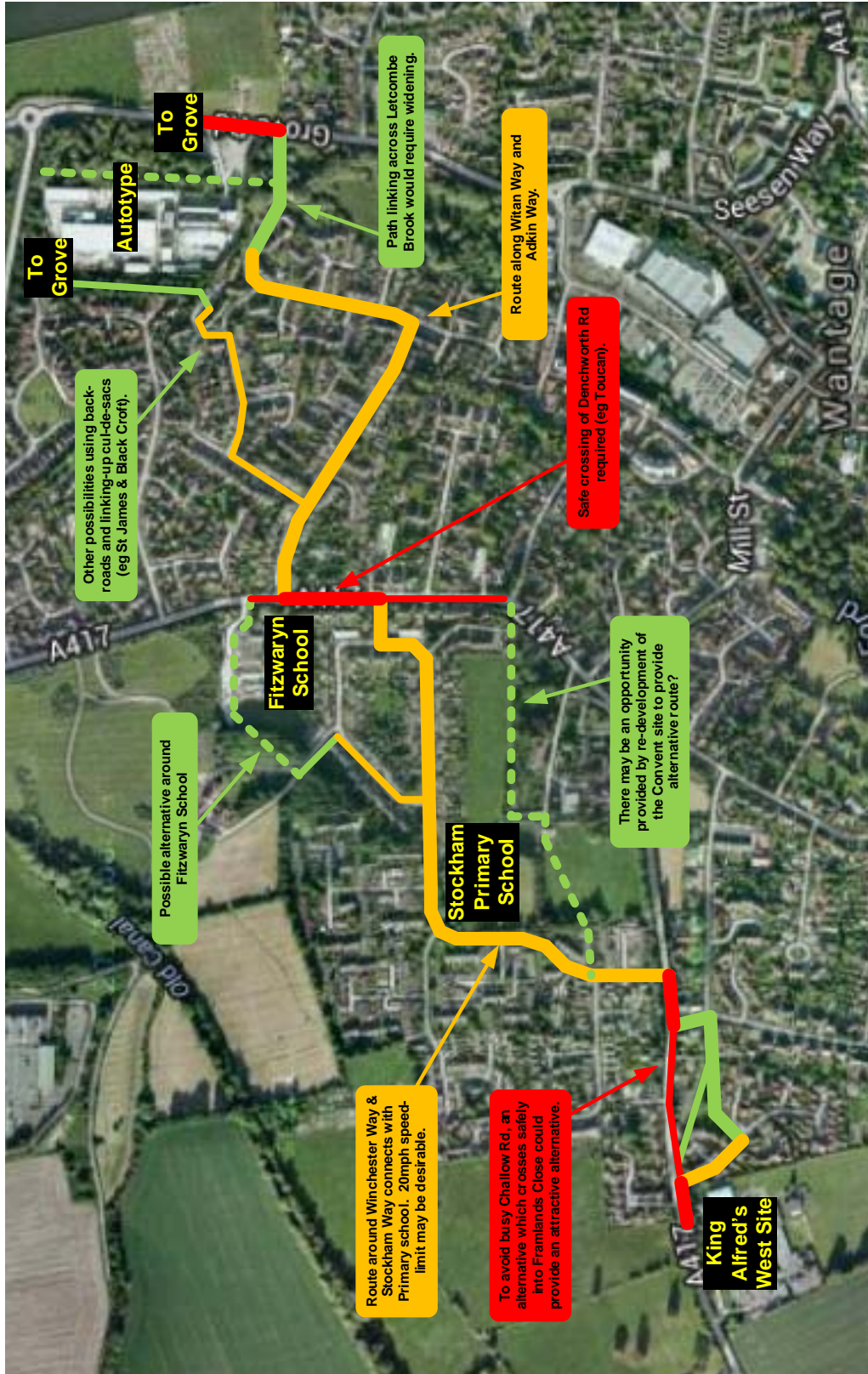
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Science Vale Cycle Network – Project Proposal

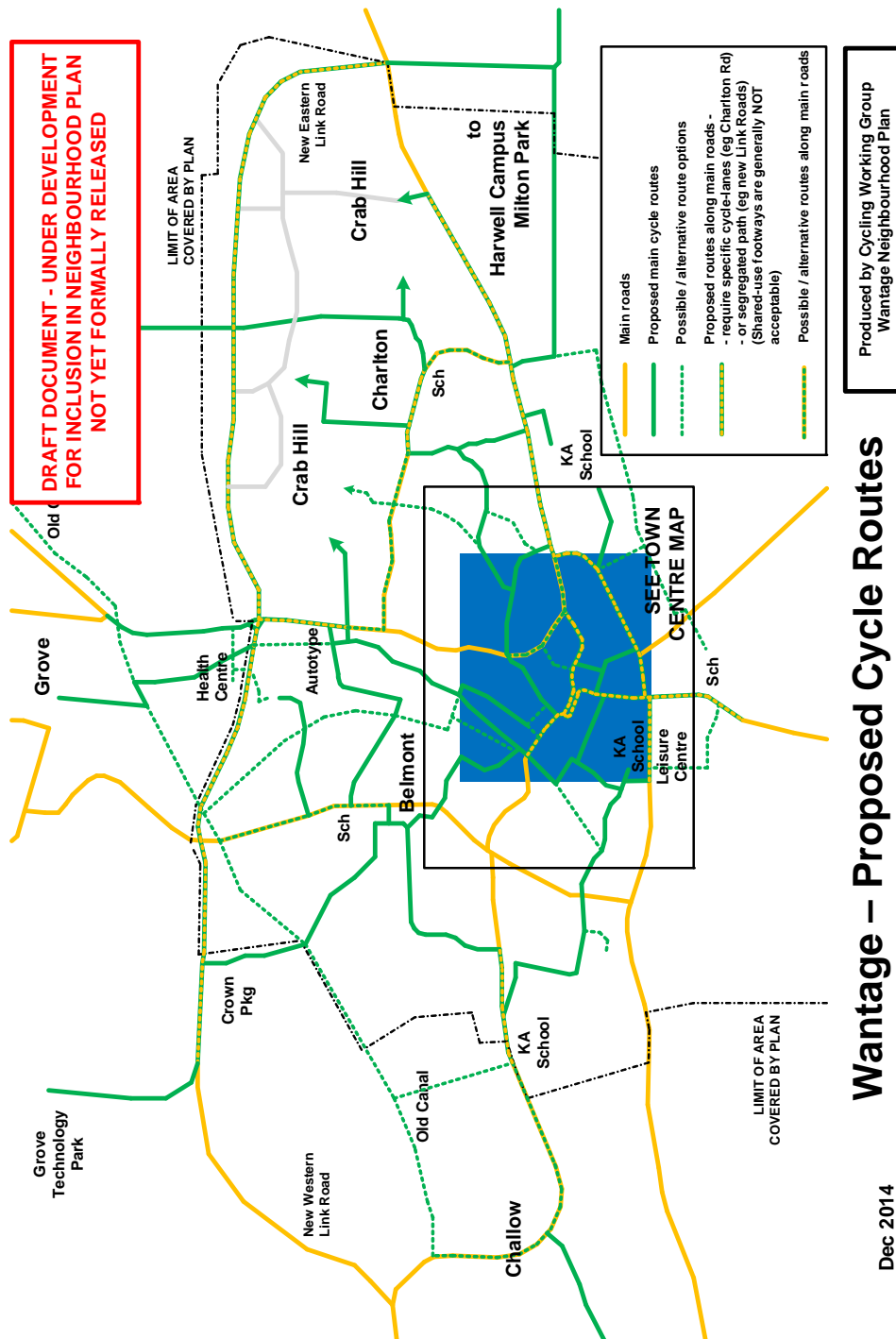
Wantage Town Cycle Network

Sub-project Title	Link from Grove Centre to King Alfred’s School (West Site)
Scope	This provides the link from the Grove-to-Wantage route across the Western part of Wantage to King Alfred’s School (West Site). See map below. (red = main road. yellow = back road. green = lane.)
Deliverability	<p>There is currently a sign-posted route mainly using back-roads and cul-de-sacs (Winchester, Stockham, Witan, and Adkin Ways). However, the current installation is not continuous, and suffers badly from a lack of safe road crossings, etc. It does however, provide the most obvious route option for this link. Work required would include:</p> <ul style="list-style-type: none"> • Provision of safe fit-for-purpose cycle path along southern side of A417 Challow Road, leaving the School. • Consider route via Warman’s Close and through green to Naldertown cul-de-sac, in order to avoid main A417 Challow Rd (and narrow Naldertown path). This requires new cycle link through Framlands Close back to Challow Rd. • Safe crossing (eg Toucan) at A417 Challow Rd. • Winchester Way & Stockham Way: Cycle-priority measures and eg 20mph speed-limit. • Safe crossing (eg Toucan) at Denchworth Rd. • Witan Way & Adkin Way: Cycle-priority measures and eg 20mph speed-limit. • Widen path link from end of Adkin Way through to A338 Grove Rd. • Improve ‘blind’ egress into A338 Grove Rd. • Safe crossing (eg Toucan) at Grove Rd, linking to existing path along east side. <p>At the northern-end there are alternative route possibilities using Elizabeth Drive and Mably Grove. Around Stockham Way, the re-development of the Convent site may provide further route options.</p>

Link from Grove Centre to King Alfred's School (West Site)



Sub-project Title	Secondary Links connecting remaining key destinations around town
Scope	Details to be provided as part of Wantage Neighbourhood Plan
Deliverability	Details to be provided as part of Wantage Neighbourhood Plan





Oxfordshire Local Transport Plan 4

Science Vale Cycle Network – Project Proposal

Wantage Town Cycle Network

Does the project meet the goals of LTP4?

Goal	Goal Met?	Information about how the goal has or has not been met.
To support jobs, housing growth and economic vitality.	Yes	These projects supports housing growth in Wantage & Grove (at Crab Hill, Stockham Farm, and Grove Airfield). It ensures that that residents have a real transport alternative to employment sites and town centre. Offering this alternative could reduce congestion on Wantage roads especially in and around Town Centre.
To support the transition to a low Carbon future	Yes	Active travel is very much a low Carbon transport option. Cycling these routes could match the time taken by car to do the same journeys and could attract people away from cars.
To support social inclusion and equality of opportunity.	Yes	Active travel is socially inclusive. The cost of cycling or walking is very low and available to everybody, regardless of age, disability or income.
To protect and where possible enhance Oxfordshire's environment.	Yes	There would be no adverse effects on the environment with these projects. The projects would reduce the impact of air pollution due to the large housing growth by reducing the need to drive everywhere.
To improve public health, safety and individual wellbeing.	Yes	Active travel is a very important tool in improving public health. These projects encourage active travel. Many of the projects are away from main roads, significantly reducing road safety concerns. Many run through green corridors, improving the feeling of wellbeing.



Oxfordshire Local Transport Plan 4

Science Vale Cycle Network – Project Proposal

Wantage Town Cycle Network

Does the project address the key issues in the Science Vale Area Action Plan?

Issue	Issues Met?	Information about how the issues have or have not been addressed.
Ensure new neighbourhoods integrate with existing communities.	Yes	These projects include links from the centre of Wantage right through into Crab Hill, Stockham Farm and Grove Airfield developments. The use of these routes provides a human scale link to/from the new developments, encouraging integration.
Help Wantage to reach its potential as a key location in Science Vale.	Yes	These projects improve transport links and active travel routes do have a beneficial effect on the built environment i.e. when visitors see people walking and cycling it projects a positive view of the town. Traffic queues have the opposite effect.
Support facilities to attract and develop knowledge economy growth.	Yes	Many 'high tech' start-up companies are looking at areas that provide good cycle infrastructure to locate to, and towns and cities are attracting businesses by offering good cycle infrastructure.
Achieve growth without compromising the character of the area.	Yes	These projects would enhance the character of Wantage by offering the type of infrastructure people are now expecting.
Ensure timely delivery of infrastructure.	Yes	These projects should be implemented before main works get underway on new housing developments, so that new residents have an alternative from the start and don't get a 'car habit'.
Encourage skills in the local workforce to meet the demands of the knowledge economy.	No	



Oxfordshire Local Transport Plan 4

Science Vale Cycle Network – Project Proposal

Grove Cycle Network

Overview of project:

With the advent of major housing developments on Grove Airfield it is important to ensure good cycle access to, from and within the development. This document sets out one way to implement such access.

The network described here makes maximum use of the existing paths, with improvements where necessary to ensure the best chance of high cycle usage as the new estate is developed. It will form a cost-effective way to meet many of the goals of LTP4.

Project Detail:

Grove has the potential to easily implement a good network of north-south and east-west routes, many of them off-road making the whole village much more cycle friendly. This will result in a joined-up network permeating the village, encouraging people to use their bikes to get around to get to school or work, visit friends, or go to the shops. The project has three major strands:

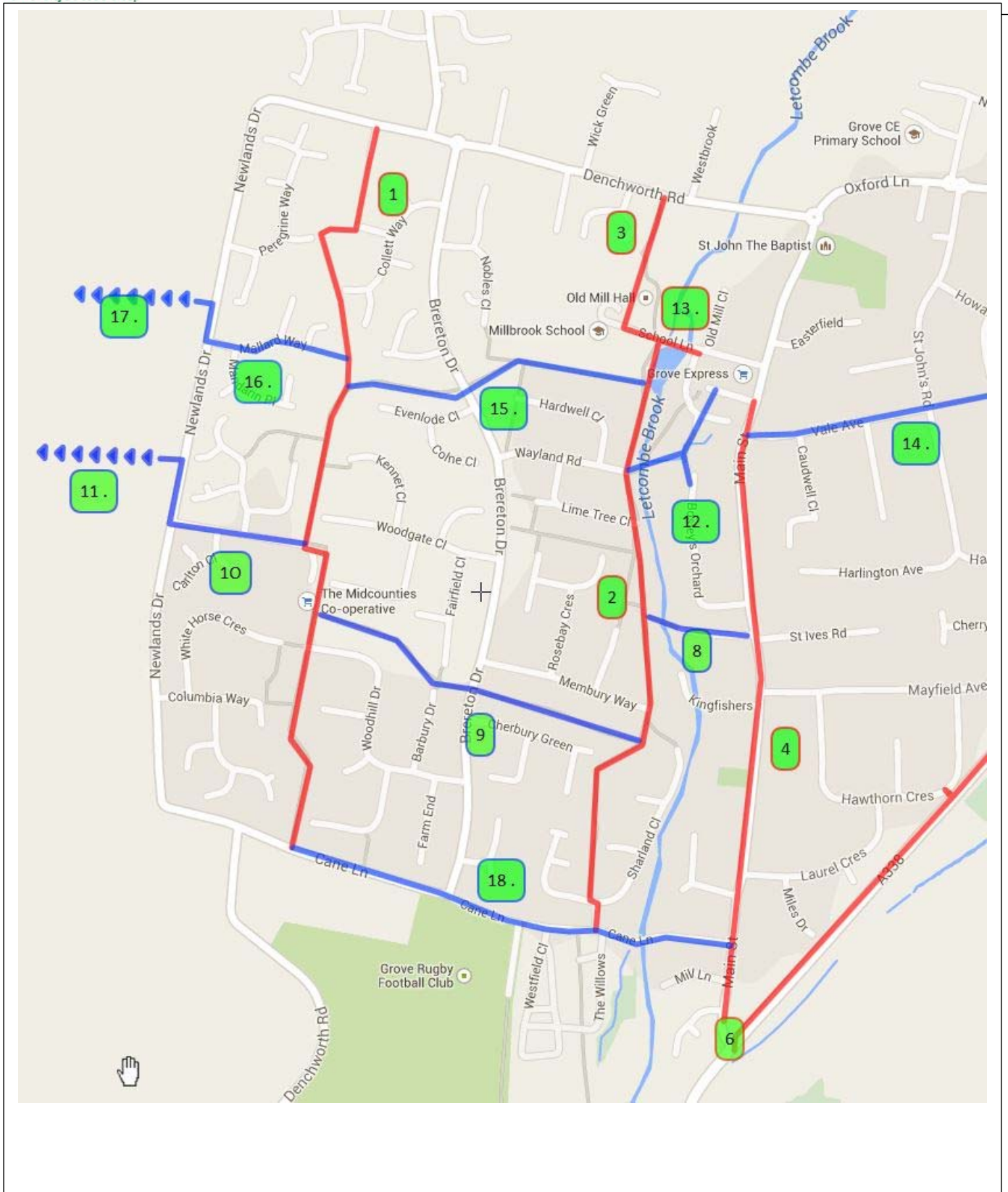
- North-South routes within the village.
 - Cyril Wickham Way – upgrade the existing footpath to a shared-use cycle path and extend it at the north end to reach a logical conclusion at Newlands Drive.
 - Mary Green is already designated as a cycle path, but not signed. It could be signed and marked, and also extended at the south end to a logical conclusion at Cane Lane, and past the library to the north to reach Denchworth Road.
 - Main Street is already used for cycling and could be made more friendly to cyclists with some suitable marking and signage.
- North-South route outside the village
 - There is a generally good off-road route from Wantage to Grove along the A338. This could readily be extended to the employment centre at Williams and in due course to Grove Station should that be built. The connection into the south end of Main Street could be better laid out especially for less experienced users.
- East-West routes through the village and connecting to the Grove Airfield development
 - Millbrook Square east to Mayfield Avenue and west into the Airfield development. This could be done using existing roads and footpaths
 - A route based on Wessex Way leading from Main Street at the east end (via St Ives Lane) past Grovelands shopping centre and into the Airfield development, ending eventually at Grove Technology Park.
 - Along Cane Lane linking main street to the south end of Cyril Wickham Way



Oxfordshire Local Transport Plan 4

Science Vale Cycle Network – Project Proposal

Grove Cycle Network

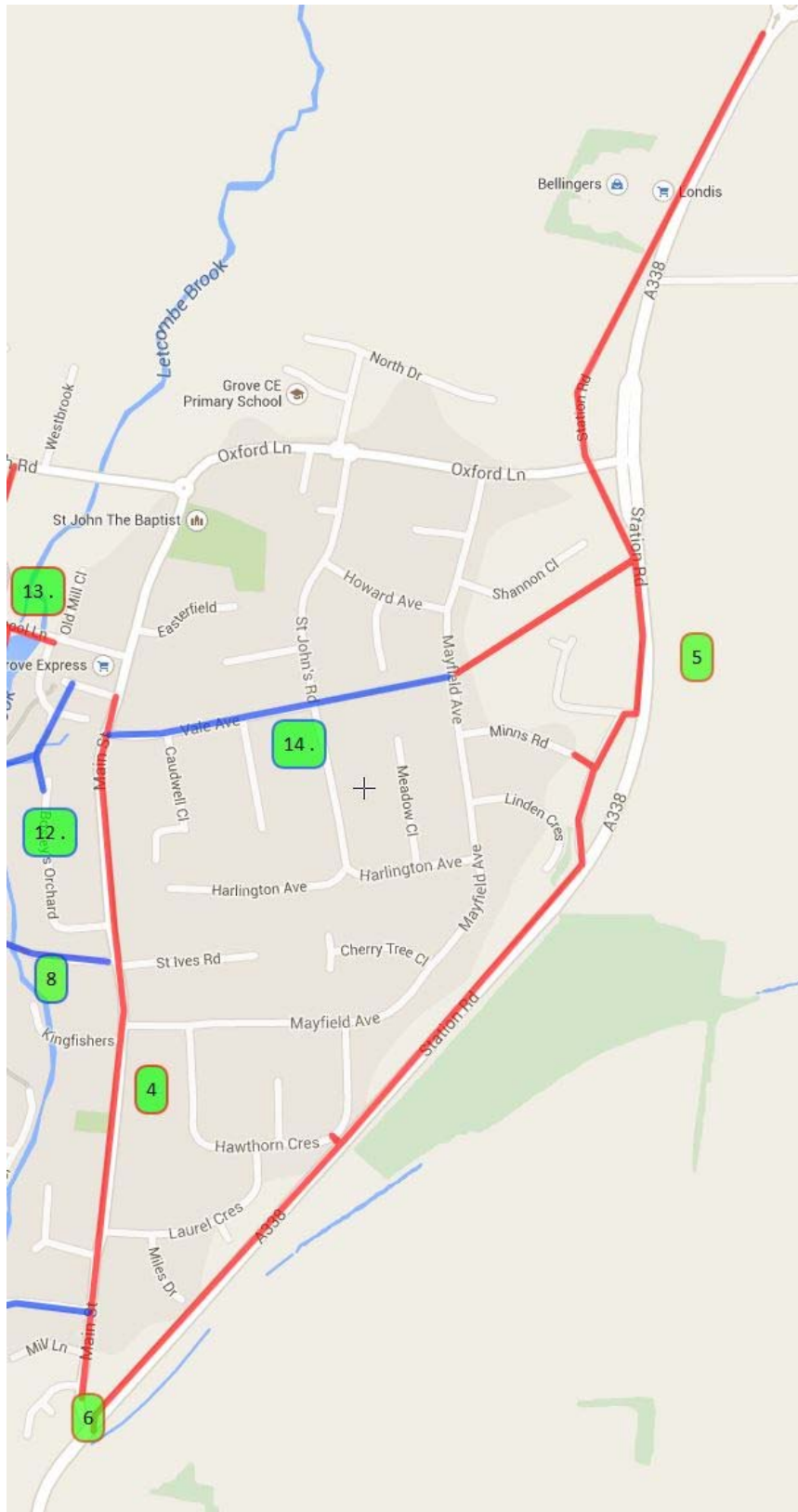




Oxfordshire Local Transport Plan 4

Science Vale Cycle Network – Project Proposal

Grove Cycle Network





Oxfordshire Local Transport Plan 4

Science Vale Cycle Network – Project Proposal

Grove Cycle Network

List of potential sub-projects:

(Deliverability is an estimate of how easy / costly a sub-project is. Examples are; is there an existing right of way / landowner issues? Does it require significant design work? Does it need to wait for future development? Is it a case of re-surfacing / re-allocation of space?

Sub-project Title	1. Cyril Wickham Way
Scope	Signing and marking on surface as shared use paths. Dropped kerbs to provide roadway access at several points. Removal of bollards at end of Woodgate Close. Upgrade of paths linking to residential roads to shared use paths. Extension to meet Newlands Drive on North side.
Deliverability	No known issues, could be carried out at any time

Sub-project Title	2. Mary Green
Scope	Signing and marking on surface as shared use paths. Dropped kerbs to provide roadway access at several points. Upgrade of paths linking to residential roads to shared use paths. Upgrade / re-routing of southern end of path to connect with Cane Lane.
Deliverability	No known issues, could be carried out at any time Southern end extension might require design work.

Sub-project Title	3. Millbrook Square to Denchworth Road Link
Scope	Upgrade of path to shared use path from Millbrook Square to Denchworth Road via Bay Tree and Wick Green Farm. Signing and marking on surface as shared use path.
Deliverability	Path is narrow and might need widening – there would then be landowner issues

Sub-project Title	4. Main Street
Scope	On road cycle route from A338 to Millbrook Square. Signing and marking on surface as on road route.
Deliverability	No known issues, could be carried out at any time

Sub-project Title	5. A338 off road cycle route extension.
Scope	Extend off road cycle path from A338 / Main Street Junction up to Williams factory / railway bridge. Cycle path on Grove side of road with connecting links to Hawthorn Crescent, Linden Crescent, Minns Road and Pill Ditch. Consider upgrading Pill Ditch to a cycleway to join up with Mayfield Avenue. Crossing at Oxford Lane
Deliverability	This would be more costly than many other sub-projects listed here and would need some design work. Would link to Grove Station if that is built.



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Science Vale Cycle Network – Project Proposal

Grove Cycle Network

Sub-project Title	6. A338 – Main Street Junction
Scope	Improvements to provide a safe crossing of A338 onto Main Street.
Deliverability	Would require design work and may then need construction of islands or other road modifications.

Sub-project Title	7. Grove Cycle Infrastructure
Scope	Provision of Sheffield cycle stands at Grovelands Centre, Millbrook Square and Grove library.
Deliverability	No known issues, could be carried out at any time

Sub-project Title	8. St. Ives Lane
Scope	Upgrade of path to shared use path. Signing and marking on surface as shared use path.
Deliverability	No known issues, could be carried out at any time. Bridge is not wide – might need careful signage

Sub-project Title	9. Wessex Way – Phase 1
Scope	Upgrade of existing path to shared use path from Mary Green to Cyril Wickham way and Grovelands Centre. Signing and marking on surface as shared use path. Traffic calmed cycle crossing on Bretton Drive.
Deliverability	Design work required for new cycle crossing at Brereton Drive

Sub-project Title	10. Wessex Way – Phase 2
Scope	On road cycle route on Savile Way to Newlands Drive then onto cycle path to safe crossing point. Safe cycle crossing (traffic light controlled?) over Newlands Drive. Signing and marking on surface as on road route.
Deliverability	Some design work required. New cycle route needed for a short distance on Newlands Drive. Cycle crossing of Newlands Drive. Exact details would need to match Grove Airfield Estate and there may be landowner issues there.

Sub-project Title	11. Wessex Way – Phase 3
Scope	Off road cycle path extended all the way across new airfield development as building progresses to Grove Technology Park. Cycle path should be a direct route with connections to new amenities e.g. secondary school and shops.
Deliverability	Needs to be planned in as part of Grove Airfield development – if done early, there would be minimal cost.



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Science Vale Cycle Network – Project Proposal

Grove Cycle Network

Sub-project Title	12. Millbrook Square to Mary Green Link
Scope	Upgrade of path to shared use path from end of Wayland Road to Millbrook Square and Bosleys Orchard. Signing and marking on surface as shared use path.
Deliverability	No known issues, could be carried out at any time Might need study now that new houses have been built behind Millbrook square shops

Sub-project Title	13. Millbrook Square to Library Link
Scope	On road cycle route on School Lane from Millbrook Square to Grove Library. Signing and marking on surface as on road route.
Deliverability	No known issues, could be carried out at any time

Sub-project Title	14. Millbrook Square to Mayfield Avenue Link
Scope	Upgrade of path across field from Mayfields Avenue to St. Johns Road. On road cycle route on Vale Avenue to meet Main Street cycle route.
Deliverability	No known issues, could be carried out at any time

Sub-project Title	15. Sycamore Walk – Phase 1
Scope	Upgrade of path to shared use path between Mary Green and Cyril Wickham Way Signing and marking on surface as shared use path. Upgrade existing crossing to traffic calmed cycle crossing on Bretton Drive to connect with Cyril Wickham Way.
Deliverability	Some design work required for the crossing. The rest could be done any time.

Sub-project Title	16. Sycamore Walk – Phase 2
Scope	Upgrade existing paths from Cyril Wickham Way to Mallard Way and Newlands Drive then onto cycle path to safe crossing point. Safe cycle crossing (traffic light controlled?) over Newlands Drive. Signing and marking on surface as on road route.
Deliverability	Design work required for Newlands Drive crossing.

Sub-project Title	17. Sycamore Walk – Phase 3
Scope	Off road cycle path extended all the way across new airfield development as building progresses to Grove Technology park. Cycle path should be a direct route with connections to new amenities e.g. secondary school and shops.
Deliverability	Needs to be planned in as part of Grove Airfield development – if done early, there would be minimal cost.



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Science Vale Cycle Network – Project Proposal

Grove Cycle Network

Sub-project Title	18. Cane Lane
Scope	On road cycle route from Cyril Wickham Way to Main Street. Signing and marking on surface as on road route.
Deliverability	No known issues, could be carried out at any time Might need design/ modifications near the gate on Cane Lane

Notes:

- 1) East to West cycle routes through Grove and the Grove Airfield Development. These are design to connect amenities on both sites. These two routes should be included early in the airfield development to allow residents of the first houses to access shops in Grove before the new amenities are ready on the development. Eventually traffic will be two way between Grove and the development.
- 2) Consultation is needed with the airfield developers to ensure these routes are included and are direct (i.e. not diverted around roads and buildings and not crossing too many roads) with connections to other parts of the airfield development.

Assessment of project against the five requirements for good cycle infrastructure:

Requirement	Information about how the requirement has been met.
Cohesion	The project results in a single joined-up network within Grove, with strong links across the existing village and into the new Airfield development. It also links logically into routes to Wantage.
Directness	The project results in cycle routes running close to most of the housing in the village and the major demand centres.
Safety	Much of the network is 'off road' using existing footpaths and features controlled crossings of major roads. However, thought will need to be given to how cyclists can safely mix with pedestrians on these routes.
Comfort	The routes are mostly level but may need attention to dropped kerbs and the like. There may need to be widen the path in places.
Attractiveness	Thanks to the sympathetic layout of the village the routes outlined will be pleasant to use.



Oxfordshire Local Transport Plan 4

Science Vale Cycle Network – Project Proposal

Grove Cycle Network

Does the project meet the goals of LTP4?

Goal	Goal Met?	Information about how the goal has or has not been met.
To support jobs, housing growth and economic vitality.	Yes	This project directly supports housing growth on Grove Airfield It ensures that that residents have a real transport alternative around the village and in and out of it. Offering this alternative could reduce congestion on Grove and Wantage roads especially at key junctions, as traffic grows with the new housing. The routes should be signed as part of a Science Vale Cycle Network and be easily identified as such.
To support the transition to a low Carbon future	Yes	Active travel is very much a low Carbon transport option. Cycling this network could match the time taken by car to do the same journey and could attract people away from cars.
To support social inclusion and equality of opportunity.	Yes	Active travel is socially inclusive. The cost of cycling or walking is very low and available to everybody, regardless of age, disability or income.
To protect and where possible enhance Oxfordshire's environment.	Yes	There would be no adverse effects on the environment with this project. The project would reduce the impact of air pollution due to the large housing growth by reducing the need to drive everywhere.
To improve public health, safety and individual wellbeing.	Yes	Active travel is a very important tool in improving public health. This project encourages active travel. The project is mostly off-road, minimising any road safety concerns and runs through green corridors in the village, improving the feeling of wellbeing.



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Science Vale Cycle Network – Project Proposal

Grove Cycle Network

Does the project address the key issues in the Science Vale Area Action Plan?

Issue	Issues Met?	Information about how the issues have or have not been addressed.
Ensure new neighbourhoods integrate with existing communities.	Yes	This project provides strong links between Grove as it is now and the new Airfield development.
Help Grove to serve its part in the Science Vale plan	Yes	The project improves transport links and active travel routes do have a beneficial effect on the built environment i.e. when visitors see people walking and cycling it projects a positive view of the town. Traffic queues have the opposite effect.
Support facilities to attract and develop knowledge economy growth.	Yes	Many 'high tech' start-up companies are looking at areas that provide good cycle infrastructure to locate to, and towns and cities are attracting businesses by offering good cycle infrastructure.
Achieve growth without compromising the character of the area.	Yes	This project would enhance the character of Grove by offering the type of infrastructure people are now expecting.
Ensure timely delivery of infrastructure.	Yes	This project should be implemented before main works get underway on the Airfield Development, so that new residents have an alternative from the start and don't get a 'car habit'.
Encourage skills in the local workforce to meet the demands of the knowledge economy.	No	

Oxfordshire Local Transport Plan 4

Science Vale Cycle Network – Project Proposal

Chilton to West Ilsley A34 Junction Feeder Route.

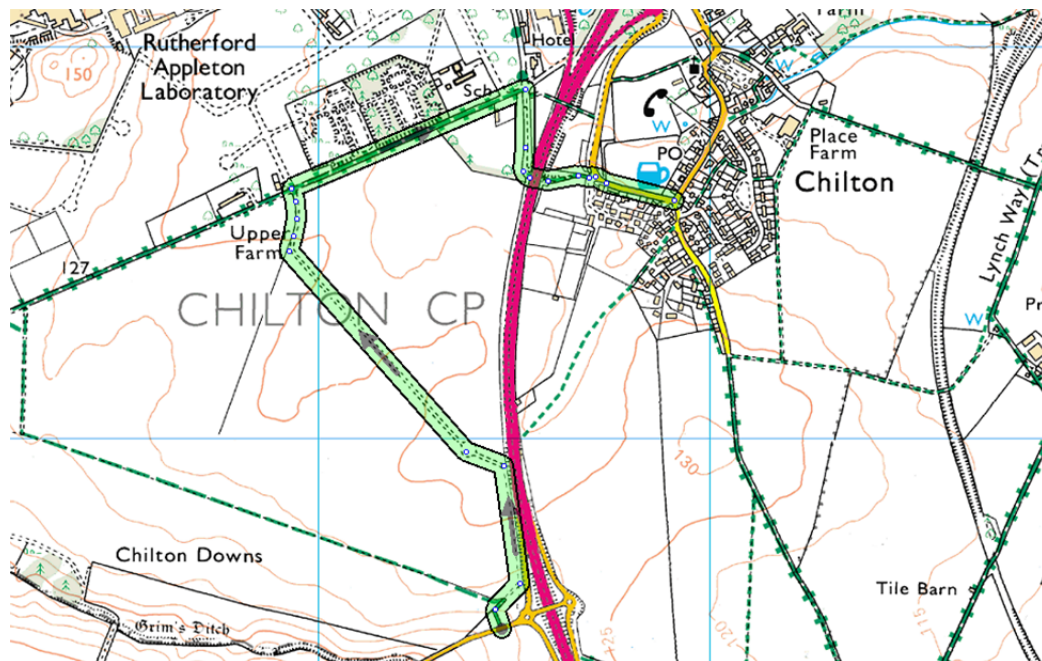
Overview of project:

The Chilton to West Ilsley A34 junction feeder route will provide a significantly safer access route to the Harwell campus for cyclists travelling from the south and the west of Berkshire. It will also 'open up' access to the North Wessex Downs Area of Outstanding Natural Beauty for cyclists travelling from the Didcot and Abingdon area.

This project could encourage tourism around the Science Vale and facilitate an Oxford to Newbury cycle route.

Project Detail:

The simplest way to cycle from Chilton to West Ilsley currently involves cycling along the A34 between the two junctions. This is not advisable, even for this short mile long section. Another more popular route is through a private farmer's field on this track:



However, this is only open to cyclists at the discretion of the land owner and is a rough track which is barely passable in the winter. It's not really suitable for anything other than mountain bikes.

Other possibilities are very long detours to the west via Wantage or to the east via Streatley.

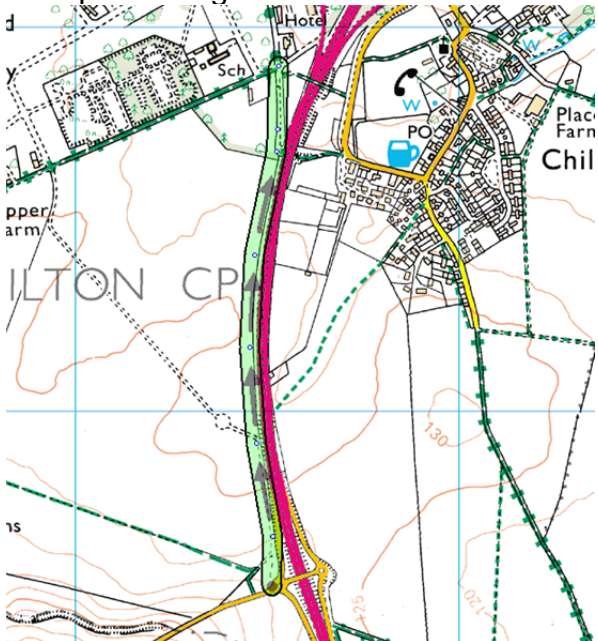
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Science Vale Cycle Network – Project Proposal

Chilton to West Ilsley A34 Junction Feeder Route.

List of potential options:

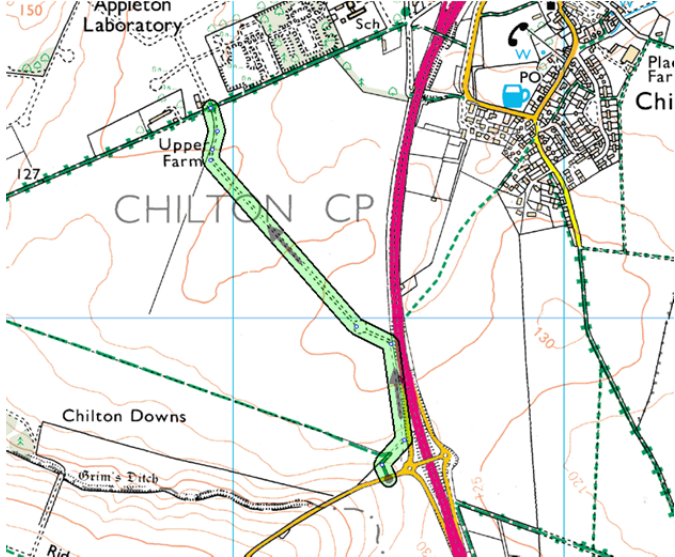
(Deliverability is an estimate of how easy / costly a sub-project is. Examples are; is there an existing right of way / landowner issues? Does it require significant design work? Does it need to wait for future development? Is it a case of re-surfacing / re-allocation of space?)

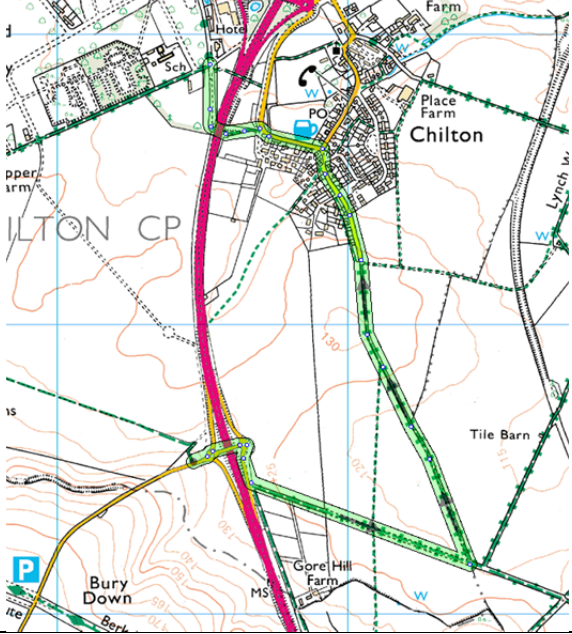
Option Title	<p>New path alongside A34</p> 
Scope	Possible on both the east and west side of the A34.
Deliverability	Could involve significant design work, but is only a very short section of road

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Science Vale Cycle Network – Project Proposal

Chilton to West Ilsley A34 Junction Feeder Route.

Option Title	<p>Upgrade route through farmer's field.</p> 
Scope	Just need to provide a better surface to the current path.
Deliverability	This is a private field. There is, however, a bridleway through this field which could be diverted and utilised, with the farmer's agreement.

Option Title	<p>Resurface byway to the east of the A34</p> 
Scope	Just need to provide a better surface to current path.
Deliverability	Seems like a simple option. Care would need to be taken as part of this route would be shared with waste recycling traffic.



Oxfordshire Local Transport Plan 4

Science Vale Cycle Network – Project Proposal

Chilton to West Ilsley A34 Junction Feeder Route.

Assessment of project against the five requirements for good cycle infrastructure:

Requirement	Information about how the requirement has been met.
Cohesion	The route would link into the Science Vale Cycle Network at the Harwell Campus. The route should be signed as part of a Science Vale Cycle Network and be easily identified as such.
Directness	These feeder route options are far more direct than the current alternatives.
Safety	All options avoid the A34 and bring the cyclists onto traffic free routes. There are a significant number of cyclists who travel from as far afield as Newbury by bicycle and have no real option other than the A34 for the last section of travel.
Comfort	It should be a simple task to make these very short routes comfortable.
Attractiveness	The feeder route options are off road and will open up an AONB to the area.



Oxfordshire Local Transport Plan 4

Science Vale Cycle Network – Project Proposal

Chilton to West Ilsley A34 Junction Feeder Route.

Does the project meet the goals of LTP4?

Goal	Goal Met?	Information about how the goal has or has not been met.
To support jobs, housing growth and economic vitality.	Yes	This route ensures that local residents to the south and west have a real transport alternative to employment sites, Didcot Parkway and town centre.
To support the transition to a low Carbon future	Yes	Active travel is very much a low Carbon transport option. This route is an attractive option and would give people the green option of travel to the campus.
To support social inclusion and equality of opportunity.	Yes	Active travel is socially inclusive. The cost of cycling or walking is very low and available to everybody, regardless of age, disability or income.
To protect and where possible enhance Oxfordshire's environment.	Yes	There would be no adverse effects on the environment with this project.
To improve public health, safety and individual wellbeing.	Yes	Active travel is a very important tool in improving public health. This project encourages active travel. The project is off-road, practically removing any road safety concerns.



Oxfordshire Local Transport Plan 4

Science Vale Cycle Network – Project Proposal

Chilton to West Ilsley A34 Junction Feeder Route.

Does the project address the key issues in the Science Vale Area Action Plan?

Issue	Issues Met?	Information about how the issues have or have not been addressed.
Ensure new neighbourhoods integrate with existing communities.	Yes	The use of the feeder route provides a link between the new neighbourhoods in Didcot with the North Wessex Downs.
Help Didcot to reach its potential as centre of Science vale.	No	Didcot Parkway could be used as a start point for cyclists, arriving by train, who wish to visit the Ridgeway or North Wessex Downs A.O.N.B.
Support facilities to attract and develop knowledge economy growth.	Yes	Many 'high tech' start-up companies are looking at areas that provide good cycle infrastructure to locate to, and towns and cities are attracting businesses by offering good cycle infrastructure. This would provide a very good amenity for the Harwell Campus, offering lunchtime and after work cycle rides.
Achieve growth without compromising the character of the area.	Yes	This project would allow another route into the Science Vale. It would not have any effects on the environment or character of the area.
Ensure timely delivery of infrastructure.	Yes	This project could be carried out at any time.
Encourage skills in the local workforce to meet the demands of the knowledge economy.	No	



The Future of Cycling in Didcot

Didcot West Access

Great Western Park and the future Valley Park are both too far away from the town centre and railway station to walk. Good cycle links are needed to offer an alternative to driving and reduce congestion.

The existing path along the A4130 is a shared use path, but it is not direct and is abandoned at the Foxhall Road / Basil Hill Road roundabout.

Alternative routes, to the A4130, could be built by upgrading existing paths. Vauxhall Barracks is due to close and be redeveloped. The developer should provide a through cycle route to access Didcot West.



An additional 'easy win' link would link Didcot Girls' School with Great Western Park, which would connect with the Didcot to Harwell Campus Premium Route. This route is made up of existing paths and access into Great Western Park. The route will need to use part of Churchill Road and cross Slade Road.

Cycle routes to the town centre and Didcot Boys' School will need to be developed. This is more of a challenge due to the existing road layout.

The Future of Cycling in Didcot



Great Western Park & Valley Park

The Premium Cycle Route from Abingdon to the Harwell Campus will go through Valley Park to Harwell village. The route could run along the existing Cow Lane path (shown below) or along with the new distributor road (not shown). In both cases the route will use the existing A34 bridge into Harwell village and the Backhill tunnel at Milton Park, to go under the railway. Both Didcot Western link & Valley Park link routes should run through Great Western Park and Valley park to meet the Premium Route. The Didcot Western link should continue through to the Milton Outer Ring.

There will need to be a cycle path over the Science Bridge into the Power Station site.



Not shown is the cycle path alongside Sir Frank Williams Avenue or any routes on the southern part of Great western Park.

The Wantage Road section of the Didcot Harwell Campus Premium Route would also provide access to Great Western Park and Valley Park.

The Future of Cycling in Didcot



Milton Outer Ring

As Didcot expands westwards, more cyclists will need to access the area around the Milton Interchange. The interchange is currently being upgraded into a 'hamburger' style junction. This will result in an increase in the number of crossings needed to get safely from one side to the other, by cycle. The interchange will become very restrictive for cyclists. In addition Vale of White Horse have plans for more housing at Milton Heights and Tesco's may build a depot at Milton Hill Business Park. Both of which will create more pressure on the junction. The Milton Outer Ring proposal offers an alternative to using the Milton Interchange.



The Milton Outer Ring will run from Steventon to Milton Park using an upgraded existing path alongside the railway. It will then run through Milton Park to the reopened Backhill Tunnel. A crossing will be needed across the A4130. A new path would run from the A4130 up to a new pedestrian / cycle bridge across the A34. A cycle path would run through Milton Heights and the new development until it meets the A4130 south of the interchange. A new crossing would be needed across the A4130 or a cycle phase crossing the Steventon lights. The route continues back down into Steventon.