

The Pavilion,
Rutherford Avenue,
Harwell Campus,
Didcot, OX11 0DE.
chair@harbug.org.uk
25th March 2018.

Oxfordshire County Council
County Hall
New Road
Oxford
OX1 1ND

B4493 Wantage Road (Didcot) Proposed Cycle Lane Provision

Dear Sir,

Harwell Bicycle Users Group (HarBUG) represent cyclists at the Harwell Campus. We campaign for better facilities and routes for cyclists on the campus and in local towns.

HarBUG strongly supports the plans for cycle lanes on Wantage Road in Didcot as detailed in the consultation drawings 5571:604, rev P4 and 5571:605, rev P4.

We believe the lanes will improve cycle journeys using Wantage Road by making cycling more convenient, direct and safer for all abilities. In addition the lanes should help reduce traffic congestion by encouraging cycling and providing more space for all traffic types.

HarBUG has been keen to see this kind of hybrid cycle lane built in the Science Vale and we look forward to a wider adoption of this style of design throughout the area.

We hope the Wantage Road section is the first part of similar cycle infrastructure running from Didcot Town Centre and Railway Station to Harwell Village linking to the Harwell Campus. This route was identified in the local transport plan 4 (Science Vale Cycling Strategy) as a premium cycle route and included in the Didcot Garden Town plans.

Our main concern of the design is how to prevent the cycle lanes being perceived and used as extra car parking or being blocked by wheelie bins on collection day. This is particularly acute on the north side parallel with the shops. In most cases advisory cycle lanes become useless where car parking is allowed in the lanes. We recognised that carriageway space is limited at this point so mandatory lanes are not practicable but we believe that double yellow lines should be applied to this section (on both sides) to protect the cycle lanes and improve traffic flow. We think that the shopkeepers should be encouraged to co-operate and make better use of their individual forecourt space for customers using cars, similar to the arrangement at Upper Broadway in-between Haydon Road and the Fire Station. We also would encourage the installation of cycle parking at the shops to encourage shoppers to cycle.

Some additional comments:

- Is it necessary to have broken lines marking the cycle lane at each driveway? Highway Code rule 129 states that a vehicle may cross a solid white line to access a premises. Too many broken lines will encourage parking in the cycle lanes even if it blocks a driveway.
- Can the mandatory cycle lanes be extended to meet the zebra crossing on the western side of the crossing? The carriageway is the appropriate width and the crossing would be

a natural transition point from mandatory to advisory lanes or vice versa.

- Can the westbound mandatory cycle lane be extended to the other side of the Barleyfields junction? This would allow cyclists to turn into Barleyfields and access links to other parts of Didcot and the south side of Great Western Park.
- At the bus stop box on the westbound carriageway near the Foxhall Roundabout, we would prefer the mandatory cycle lane to be connected to an extended bus stop box. Presumably the advisory lanes before and after are to allow the bus to pull in and out without crossing a solid white line, an extended box would allow for this.
- At the end of the eastbound cycle lane at Foxhall Roundabout, we think it should be made clearer that a cyclist has a choice of leaving the cycle lane onto a footpath (and end of route) or merging into the main carriageway. This could be using both signage and cycle lane markings.
- At junctions with side roads, the plans state that the cycle way drops down to the carriageway level. Could the cycle lane stay at the same level with a raised carriageway? This would give an extra signal to motorists that cyclists have priority crossing the junction and act as a traffic calming measure on the side roads.
- We would like to see better provision for cyclists crossing Slade Road from the service road. The Slade Road / Wantage Road junction is busy and the radii of the junctions mean that traffic speeds are fast.

We look forward to the cycle lanes being built and the improvement of cycling in Didcot and the Science Vale.

Yours sincerely,

Kevin Wilkinson
HarBUG Chairman