



Didcot Cycle Review – June 1st 2019

Prepared by Kevin Wilkinson, HarBUG Chair

Introduction

This document summarises a review of Didcot’s cycling routes on 1st June 2019. The review was organised by local cycling groups as an input to the LCWIP process and for County, District and Town Councillor and planners to understand the status and issues of Didcot’s cycling facilities

This summary will be most useful to:

- People involved with the Didcot LCWIP, Didcot Garden Town and Didcot Highways and Planning decisions to identify specific changes required.
- People involved in Highways and Planning decisions across the county to show the difference between good and bad decisions.
- People considering similar reviews in other towns/areas (some of which have already happened).

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Figure 1: Participants in the Didcot Cycle Review

Participants in Didcot Cycle Review (from left to right):

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| Marcus Jones | Oxfordshire Cycling Network member for Didcot and Principal Consultant at TRL's Sustainable Transport Team. |
| Robin Tucker | Chair of Oxfordshire Cycling Network and Secretary of Cycling UK Oxfordshire. |
| Veronica Reynolds | Sustainable Transport Advisor for MEPC Milton Park. |
| Suzanne Bartington | County Councillor for Witney North and East and County Council Cycling Champion. |
| Marybeth Harasz | Didcot Garden Town Project Manager. |
| Simon Hewerdine | Didcot Town Councillor for Ladygrove and South Oxfordshire District Councillor for Didcot North East. |
| Kevin Wilkinson | Chair of Harwell Campus Bicycle Users Group (HarBUG). |
| Patrick Lingwood | Oxfordshire Active and Healthy Travel Officer. |
| Richard Webber | County Councillor for Sutton Courtenay & Marcham (Not on photo, Richard came to support the review but was not able to join the ride). |

Purpose of Cycle Review

The original request for a cycle review came from Cllr. Suzanne Bartington as part of her desire to cycle around all Oxfordshire towns and Oxford with local cyclists to see the issues facing the County's cyclists. Marybeth Harasz also requested a cycle review around Didcot as research for the Didcot Garden Town Project.

Patrick Lingwood has produced Local Cycling and Walking Infrastructure Plans (LCWIP) for Oxford and Bicester and is starting to look at a LCWIP for Didcot.

Kevin Wilkinson from HarBUG organised the review and a route to look at the following:

- How to improve cycling infrastructure for existing parts of Didcot.
- Cycling infrastructure in and around Great Western Park and lessons learnt for future developments.
- Potential cycling needs and connections for new developments i.e. Valley Park, Power Station Site, Didcot North East and Vauxhall Barracks.
- The impact of new transport infrastructure on cycling i.e. the Science Bridge, new Thames Crossing and dualling of the A4130.
- Cycle routes to main business parks – Milton Park, Harwell Campus and Culham Science Centre.
- Problem sections that put off potential cyclists e.g. Power Station Roundabout.
- Missing links and potential small investments / improvements that could make a big difference.
- Good cycle infrastructure examples and poorly designed infrastructure examples.

The number of participants was deliberately kept small to keep discussions free flowing and to avoid the group splitting. We would also be talking by the side of noisy main roads and railways; a smaller group means everybody can be heard.

Each Didcot council ward and the Harwell ward were invited to send one representative to the review, either district or county councillor. Apologies were received from:

- Cllr. Victoria Haval – Didcot North East (SODC)
- Cllr. David Rouane – Didcot North East (SODC)
- Cllr. Mocky Khan – Didcot South (SODC)
- Cllr. Cecilia Wilson – Didcot South (SODC)
- Cllr. Alan Thompson – Didcot West (SODC & County)
- Cllr. Mike Fox-Davies – Hendreds & Harwell (County)
- Cllr. Hayleigh Gascoigne – Blewbury & Harwell (VoWH)
- Rt. Hon. Ed Vaizey – MP for Didcot and Wantage

The Route

Section 1 – Didcot Parkway to Milton Park

We started at Didcot Parkway and proceeded to Milton Park via Foxhall Roundabout, Basil Hill Road, Power Station Roundabout and Milton Road. This is the main cycling commuter route to Milton Park from Didcot.

- Good news – Great Western Railway have produced plans to build a cycle hub on a section of the western short stay car park. The hub will include space for 600 cycles and two maintenance stands. The short stay car park is to be re-located to the eastern car park; this may cause issues with pedestrian and cyclists as the entrance to the car park has visibility issues.
- Between the railway station and Foxhall roundabout there is a shared-used path. This uses the existing footway for part of the way and then a more recently built path in the wide verge. Shared use of the existing footway is not really satisfactory given its width and the level of pedestrian use.
- Foxhall roundabout is a problem; there is a shared use path from the railway station and diagonally opposite a shared use path from Milton Interchange (and Great Western Park). To get from one side to the other requires crossing the main road into Didcot, B4493, and Foxhall Bridge Road. The roundabout has been designed for fast left turns by motorists, compounded by visibility issues, and the crossing point in the middle of the B4493 is barely wide enough for an adult cycle.
- Foxhall bridge over the railway has existing but faded on carriageway cycle lane markings. There are also narrow kerbs from recent works. Had cycle provision been considered at the time of these works it would have been possible to install Dutch style raised tracks on either side. It may still be possible to retrofit segregated cycle tracks into the space- this should be considered.
- Basil Hill Road Bridge is single carriageway with traffic light controls. There are advanced stop boxes and short lead in lanes for cyclists. However, there is space at the road margins to create separated lanes where cyclists could cycle across the bridge without traffic light control separately from motor traffic. This would avoid the situation where cyclists have vehicles following closely as they go uphill from the traffic lights, in particular reducing conflict with buses.
- Power Station Roundabout does put off potential cyclists, as it is an unpleasant environment, very busy with a large proportion of HGV traffic. There is a signed shared-use route around using the footways; however, this has five crossing points, three over busy carriageways, in order to get to the shared use path on Milton Road.
- Power Station Roundabout to Mendip Heights Roundabout. There are no pedestrian or cycle paths across the railway bridge between the two roundabouts. It is clear from the tracks worn into the grass verges that there is

a need for a path on both sides of the carriageway. There is space on the bridges for segregated cycle and pedestrian provision. There needs to be safe crossing points across the roundabouts to access the paths. This is becoming more important with the expansion of Great Western Park and the Power Station redevelopment.

- Power Station Branch Line. The branch line into the former power station site is now redundant. Milton Road has a bridge over the branch line. We discussed the idea of using the route of the old branch line to provide a cycling bypass for the Power Station Roundabout. The branch line could be accessed from the power station site and via a new slipway path from Milton Road and then re-connect at Roxburgh Drive onto Basil Hill Road. There would be landowner issues (Network Rail and SODC at Roxburgh Drive) but it would appear to be a great opportunity to solve a big issue. See Figure 2. However, this alone would not avoid the need for improved pedestrian and cycle provision on the roads and roundabouts discussed above.



Figure 2: Disused Power Station Branch Line

- Power Station Roundabout to Milton Park. Currently a narrow-shared footway typically 1.5m(?) wide with vegetation growing over in many places. Cyclists must slow or stop when passing other cyclists or pedestrians along its 1500m length. Nevertheless, it is quite well used as a route from Didcot and Parkway station to Milton Park. Street lighting has recently been improved. As part of proposed developments, it would be desirable to find an alternative alignment through the power station site so that a route compliant with current standards can be provided.
- Science Bridge Route. We stopped at the site where the Science Bridge will cross Milton Road. Access to the bridge for cyclists and pedestrians should be available from both sides of Milton Road i.e. ramps up to the bridge and not having to go to the end of the carriageway ramps and double back.
- In Milton Park, the cycle path continues on shared footway with frequent obstacles: lampposts, bus stops, driveways. MEPC which owns the land and route is making improvements step-by-step and we saw some of these.
- Good News – Milton Park are planning a new cycle path to run parallel with the railway and connecting to a series of grid routes throughout the park. In addition, a new cycle path is planned from Drayton Road (at the end of Peep-O-Day Lane from Abingdon into the Park and connecting to the recently re-opened Backhill Tunnel.



Figure 3: Backhill Tunnel Before and After Restoration

Section 2 – Didcot West from Milton Interchange to Great Western Park.

We cycled through Backhill Tunnel and back along the A4130 (cycle path) to Great Western Park (GWP), Sir Frank Williams Avenue. We diverted from GWP into Mendip Heights to Vauxhall Barracks and then back into GWP via The Oval and Mendip Heights. We cycled through GWP along The Avenue and around Boundary Park to the junction with Wantage Road.

- From Backhill Tunnel, there is a traffic light-controlled crossing over the A4130. Despite the tunnel being open for a year and a half the crossing is still not operational.
- Along the A4130 (very busy road), we discussed the future new path from the A4130 to a new bridge across the A34 at Milton Heights. Funding and land for these projects has been secured by the County Council. The new path and bridge along with Backhill Tunnel and new path to Drayton Road will create a new route to the Harwell Campus from Abingdon. There is a potential to connect several sections of cycle infrastructure together to create a new Oxford to Newbury long distance cycle path.
- We stopped at the point of the Science Bridge crossing. The plans for the Science Bridge included cycle infrastructure but did not contain any detail of where and what would be built. This would be a very busy series of roundabouts and there is concern that rather than designing infrastructure that works for everyone it will be a design for motorised traffic and a token gesture / tick box exercise for all other modes of transport. There is also concern that from Backhill Tunnel, cyclists and pedestrians will need to cross a dual carriageway.
- We cycled into Great Western Park. Previous assessments by HarBUG were that the developers have done a reasonable job in providing permeability for cyclists, designing street layouts to encourage low speeds and providing cycle paths but there were problems where GWP interfaces with existing Didcot. This was backed up in a report by a [Transport for New Homes report](#).

In addition to issues interfacing with existing Didcot there was no planning for potential cross-estate routes to connect to the future Valley Park development and up to the A34.

- We cycled to the edge of GWP, at the park off Robin Way, where residents have made a hole in a hedge to get access to Mendip Heights, presumably as a short cut to the station and town centre. There are several 'hole in hedges' access points along the GWP border. In the near future Vauxhall Barracks will be closed and redeveloped; this will provide a great opportunity to provide a cycle route from GWP down to Didcot Parkway. The route would avoid the busy A4130 only crossing one main urban road, Foxhall Road.



Figure 4: One of the 'Hole in the Hedge' Access Points to GWP

- We cycled back into GWP via The Oval where there is another access into Vauxhall Barracks and existing paths to the edge of GWP. There is a formal tarmacked access path point into GWP, Harrier Drive, but the existing connecting path has not been upgraded and is not fit for purpose as an access to a large estate. The path runs a short length parallel to GWP and access to the path is by some garages and at the other end by the bins of a block of flats and through a car park. See Figure 5.



Figure 5: Access to path that leads to GWP from both ends.

- We cycle around the northern half of Great Western Park and there were some good examples of where permeability for cyclists has been planned in e.g. along The Avenue and from Holly Lane through to Cornflower Close (although some drop kerbs could be better positioned). There were shared use paths but these were not signposted or identified in anyway so it was not clear whether they were supposed to be shared use or not.

Section 3 – Wantage Road & Southern Great Western Park

After a coffee break, the ride started at the GWP Wantage Road junction cycling out along the B4493 to the Harwell Relief Road Roundabout. The ride went back to GWP and looked at the newer southern half of Great Western Park and then back along Wantage Road, past Didcot Girl's School and down Lydalls Close and Road to the Station Road / Hitchcock Road Junction.

- The Great Western Park / Wantage Road near the UTC junction is a very poorly designed junction. It does not serve cyclists or pedestrians well whatever direction they are travelling, north / south or east / west – giving the choice of a wide diversion or on-carriageway markings which put cyclists under pressure from motor traffic. There is space for a much better solution. The County Council has identified the Wantage Road to Harwell route as being a premium cycle route, to Harwell Campus, but it is difficult to see how this can be achieved with this junction.
- From the GWP junction the shared use path finishes and then starts again about 300m later at the Harwell Relief Road Roundabout. An annoying gap as a narrow footway continues.
- The roundabout is a poor design for cyclists. The main route for cyclists: Didcot to Harwell Campus and Village is straight over the roundabout, which requires mixing with motor traffic and not using the relief road or its parallel cycle route. The roundabout itself has large radii so encourages high speeds 'Continental' geometry, as previously recommended by Oxfordshire's cycling strategy, would be more appropriate for this and other roundabout locations that are so close to residential streets. Using the shared use path involves crossing the relief road at a fast left turn off the roundabout for traffic and an unsatisfactory 'end of route' at the A34 bridge. The roundabout will be expanded from a three arm to a five arm when Valley Park is being built, which unless a cycle friendly design is built will result in a roundabout similar to the Power Station or Foxhall roundabouts which excludes all but the keenest cyclists. We believe the County Council 'missed a trick' building this roundabout as cycle friendly designs are now approved for use in the UK and there was the opportunity to include an underpass for cyclists and pedestrians. This roundabout, again, does not fit with the criteria for premium cycle route.
- We cycled back towards Didcot passing the Great Western Park junction near the UTC (we did not bother trying to use the shared use paths and stayed on the road). The shared use path stops after the junction and then re-

starts about 200m on one side only in front of Holly Lane. The road space between the GWP junction and Holly Lane narrows but with some forward planning, cycle lanes could have been included in the space. There is now a situation where we have a cycle lane that stops in sight of a secondary/tertiary college (UTC) but if you wanted to cycle to it you would have to get back on the busy road or walk your cycle.

- The Holly Lane shared use path has many pointless ‘Cyclist Dismount’ signs and again, with some planning, good cycle links into GWP could have been constructed at minimum cost without affecting traffic flow. In fact, there are good links once you have dismounted, crossed and got back onto your cycle.
- We continued along Wantage Road past the Slade Road turning where a new shared use path into the southern part of Great Western Park has appeared. The path leads directly onto Wantage Road, shrouded by bushes so road users cannot see the path. There are no paths along Wantage Road connecting to the new path. The only option is to cross the busy road and service road; there is no formal crossing.



Figure 6: GWP path terminating at Wantage Road

- The path that connects to the Wantage Road is actually quite useful; it runs the entire width of the south part of GWP to a new community centre at the far edge. However, where the path meets the main spine road, Diamond Drive, there is no crossing point or dropped kerbs to allow an easy crossing for cyclists (or prams, wheelchairs etc.).
- Due to time pressures, we did not see all of the southern part of GWP, although there is still a lot of building work still being carried out. There was a consensus that the cycle infrastructure and permeability was not as good as on the northern side. There is an important desire line from the southern part of GWP towards the ‘Queensway’ area of Didcot, including St Birinus School, the swimming pool, leisure centre and the Sustrans railway path to the Hagbournes and Upton. Some paths appear to be narrow for shared use

paths and some easy connections not made. In Figure 7 a path (shared use?) could connect to the road for cyclists (and others) to access but for some reason this has not been built / thought about.



Figure 7: Southern GWP path with no connection to road.

- The same problems of interfacing with Didcot exist in the southern part of GWP. An example is access to Stubbings Land. There are paths across Stubbings Land field, providing good connections into parts of Didcot. The GWP interface stops at the field boundary and does not connect to any of the existing paths.
- Good news – The County Council have negotiated with the GWP developers to build hybrid cycle lanes along Wantage Road from the hospital to the roundabout with the junction with Foxhall Road. This will improve cycling along Wantage Road, providing they are kept clear and do not become parking spaces. This type of cycling infrastructure, properly implemented, reflects good practice in other European countries and will hopefully provide

an example of the sort of provision that should become standard for future developments in Oxfordshire.

- We cycled past the Girl's School on Manor Crescent across Foxhall Road and down Lydalls Close and Road to the Station Road / Hitchcock Way junction. This is already used by many cyclists and connects through to the main nodes of Didcot Parkway and Cow Lane Tunnel. This would form part of the premium route from Didcot to the Harwell Campus. Part of the route is an unadopted road and a short traffic free section, which would need upgrading, see Figure 8.



Figure 8: Link between Lydalls Close and Lydalls Road.

Section 4 – Orchard Centre to Fleet Meadow

We cycled into the Orchard Centre then onto Jubilee Way Roundabout and towards Fleet Meadow, although we did not have time to go into Fleet Meadow.

- The expansion of the Orchard Centre car park has severed direct cycle access from Lower Broadway and Station Rd; even though the previously existing route from Station Rd via White Leys Close was shown on the planning application.
- The latter could easily be restored through a suitably located dropped-kerb and cycling could be permitted from the Lower Broadway ramped access into the Orchard centre by crossing the pedestrianised Orchard St.
- Hitchcock Way has separated cycle lanes along its length, which work well especially on the north side (next to the railway). The pedestrian path is closest to the carriageway and consequently most pedestrians walk in the cycle lane. The cycle lanes and pedestrian path should have been the other way around. The infrastructure works but a design error or mistaken ideas has turned something, that could have been the best example of cycle infrastructure, into a less than perfect example and causes occasional conflict between cyclists and pedestrians.
- It was explained that the Jubilee Way Roundabout was designed to continental geometry, with short turning radii and a single circulating lane, to make it safer for cyclists using the roundabout and pedestrians to cross. However, it was decided during the design process additionally to fit Toucan crossings at away from the roundabout rather than to have pedestrians cross at the arms. The combination of continental geometry and signalised crossings has resulted in greatly reduced capacity which has led to significant delays for pedestrians and cyclists using the crossing, and for motorists waiting for the lights. However, the current arrangement still provides safe crossing provision at this important junction of cyclists and pedestrian routes.
- There are plans to upgrade the Jubilee Way Roundabout to increase capacity. It is feared that the focus will be on increasing capacity for motorised traffic, and that the needs of pedestrians and cyclists will be overlooked. This may have an adverse effect of Fleet Meadow as it could become isolated by new high capacity roundabout (unless you drive, of course). It is important that the originally reasons for building it to continental geometry are not forgotten; and that these principles are built upon rather than discarded in favour of high capacity designs that impose greater risk on pedestrians and cyclists. Consideration should be given to implementing a Dutch-style design in which priority crossings are placed at the arms of the roundabout, with less detour and delay for those crossing while traffic is delayed less than it would be by signalised crossings.
- There is a missing cycling link from the Jubilee Way Roundabout to the Marsh Lane Bridge, where the shared use path route to Wallingford starts and a shared use path through to Tesco. The path alongside the railway towards Wallingford is not wide enough to be a shared use path and is need of repair.

- We did not have time to go into Fleet Meadow but there are very few cycle paths / shared use paths despite having a network of footpaths that could easily be widened and connected together.



Figure 9: Hitchcock Way from Jubilee Way Roundabout

Section 5 - Ladygrove

Finally, we cycled into Ladygrove and looked at consequences / opportunities with the building of 2000 houses at Didcot North East, the other side of the Ladygrove.

- The Ladygrove estate is well served with a network of shared use paths. The network was built on land not available for building on i.e. land close to the railway and land under pylons from the power station. They are mostly well used. Issues include maintenance of the paths, hedges and road crossings, lack of signposting and, in places, obscured sightlines may cause concerns about personal security. There are also a number of unnecessary barriers.
- One of the shared use paths runs from Cow Lane Tunnel, as the crow flies, to the northern perimeter road. Plans for Didcot North East indicate a connecting cycle path the other side of the perimeter road. This is a great opportunity to show how cycling can be a serious alternative to the car. If infrastructure investment is available at an early stage, it will be quicker to cycle from Didcot North East than it is to drive. There may be an opportunity to use the current Hopkins Bridge as a cyclist / pedestrian underpass. We need to learn the lessons from GWP.
- We had a look at the existing underpass of the perimeter road, close to the Oxford railway line, see Figure 10. This underpass is due to be upgraded along with the paths accessing it as part of the Didcot North East development.



Figure 10: Northern Perimeter Underpass with Moors Ditch

- There is a pedestrian bridge across the railway from the Ladygrove into Southmead Industrial Estate, which is well used, see Figure 11. The bridge was re-built to allow clearance for rail electrification. The original bridge had a 'U' section so that cycles could be pushed up the bridge. The new bridge has 90-degree angle section, which is supposed to allow cycles to be pushed up the bridge, although this was virtually impossible and it was easier to carry the cycle (which is not easy either). This is an example where an update has made things worse for cyclists.



Figure 11: Trying to get cycles up the new pedestrian bridge.

- Cow Lane Tunnel is a key node in Didcot's pedestrian and cycling network. Four shared use paths and paths either side of the road from Ladygrove all converge at Cow Lane Tunnel and allow access to the town centre, secondary schools, rail and bus stations, library and leisure facilities on the other side.

There was a discussion about whether closing Cow Lane Tunnel to motorised traffic would be a good idea. Certainly, for cycling and walking closing the tunnel would improve the air quality and speed journeys up and would encourage people to cycle and walk. In many cases, journeys would be quicker using a cycle rather than driving. The extra housing at Didcot North East is going to increase the amount of traffic using the tunnel and create a 'main road' through the estate along with air quality problems. The closure would be controversial and would be opposed by motorists however there may be an inverse [Braess Paradox](#) effect from closing the tunnel.

Conclusions

Didcot should be a cycling town; it is reasonably compact, mostly flat, with few inclines. Most existing residential areas are already suitable for cycling. Major employment sites are easy cycling distances and Didcot Parkway transport hub is in the centre of the town allowing connections for greater distances. Following improvements to cycle parking at the station, cycle usage has increased significantly, demonstrating the latent demand for cycling by Didcot residents. However, the reality is that, although there is potential to increase cycling rates, the opportunity has not been taken advantage of in recent developments, and there is a continued over-reliance on car use.

Summary of what we saw cycling around Didcot:

- We saw examples of good cycling infrastructure, which were compromised due to lack of ongoing connections i.e. missing links and hence the importance of considering cycling routes before making planning decisions
- We saw money spent on cycle infrastructure that was of little use to any cyclist and in some cases increased risks for cyclists.
- Many examples of where small investments could make big differences.
- We saw the problems with Great Western Park links to the rest of Didcot; we need to learn the lessons from this development.
- Great cycling potential for future developments like the Power Station Site, Didcot North East and Valley Park.
- Variable standards of cycle provision, which appeared to be left to developer's or designer's discretion without consideration of usability or safety for people wishing to cycle or walk.
- Issues where the lack of political will, in the past, to challenge a car first mentality has created a congested town centre and reliance on the car.
- There is limited signage indicating distances and times between key destinations by bike. Blue cycle signs are relatively inexpensive and would make routes more inviting and encourage modal shift for shorter journeys.

The Travel Choices team in Oxfordshire County Council has been pro-active in trying to get better cycling infrastructure designed and built. The Oxfordshire Cycling Design Standards is a good document and needs to be adopted by developers and used with enforcement by planning departments. The County Council Travel Choices Team has ensured that there will be some positive results for cyclists for future Didcot developments. The County Council has also supported Cllr Bartington's Cycling motion which outlines principles for a strategic active travel network, quality control and design audits. It is not clear, however, if all County Council departments have similar ambitions for sustainable transport and recent highway designs appear to be outdated and averse to trying new solutions that may benefit all users not just motorised traffic; in many cases actual design conception and implementation is in conflict to agreed policies and strategies.

The two District Councils need to be more involved to ensure Didcot works as a town on a human scale, connected by clean, space efficient, people friendly transport. It is hoped that the Garden Town Project will deliver these aims. South Oxfordshire District Council has recently appointed a new Cycling Champion who can help provide political support at a local level.

Didcot needs a town cycle network that is connected, convenient, comprehensive and safe with links to a wider Science Vale Cycle Network.

Suggestions for Improvements to Cycling in Didcot

Quick wins/ small-scale projects:

- Remove Cyclists Dismount signs, for example along Wantage Rd.
- Remove unnecessary barriers from off-road cycle routes in Ladygrove.
- Fixing potholes and clearing brambles etc. (Ladygrove)
- Improved signposting and path markings to make best use of existing routes (Ladygrove, Gt Western Park).
- Provide dropped kerb access to Orchard Centre from White Leys Close/ Station Rd.
- Legitimise cycle access across pedestrianised Orchard St from Lower Broadway.
- Gt Western Park to Mendip Heights and Brasenose Rd- surface improvements, clear undergrowth etc., legitimise existing usage; short sections of new surfaced path.
- Southern part of Gt Western Park to south Didcot residential streets (Barleyfields, Park Rd etc.)- Signposting, dropped kerbs, some new surfaced paths.
- Lydalls Close- signposting from station to Girl's School, surface improvements.
- Station access- re-open the access to the wiggly path next to the new footbridge to the main carpark. (The footway is not suitable for shared use with cyclists on such a busy route).
- Blue cycle signs throughout the town indicating distances and journey times between locations.

Localised barriers needing larger schemes:

- Station Rd near station: current shared-use footways are not appropriate given numbers of cyclists and pedestrians.
- Foxhall Rd Bridge- potential for segregation or semi segregation of existing cycle lanes within railway bridge?
- Basil Hill Rd bridge- potential for segregation, or semi segregation to take cyclists past traffic lights? (Has benefit that buses don't have to follow cyclists up the hill to the bridge)

- Power Station roundabout to Mendip Heights roundabout- desperate need for pedestrian and cycle access over railway bridge
- Power station to Southmead / Trident Park- potential for segregation along Perimeter Road?
- Wantage Rd- need for proposed segregated tracks to be extended through UTC junction to Harwell Village, filling gaps such as 'path to nowhere'!
- Wantage Rd/ UTC junction at GW Park- need separate phases for cyclists.

Future road schemes and developments

Schemes that we need to influence to ensure cyclists are properly considered:

- Science bridge and associated junctions; and potential to reallocate space on diverted roads
- A4130 roundabout for Valley Park- must not become a barrier.
- Potential for route via Valley Park to Didcot bypassing the existing shared use footway on A4130?
- Wantage Rd roundabout (should be 'continental geometry')
- Jubilee Way 'upgrades'- opportunity for Dutch-style roundabout? Need to resist pressure to create high capacity roundabout.
- Didcot north developments: A4130 crossing provision. Potential subway using stream culvert? Improvements to existing Moor brook underpass?
- Power station site redevelopment- need a good quality, direct, well-connected, cycle route to Milton Park as current shared use footway is not adequate. (Old rail route was mentioned, but this needs to be better connected to roads at Didcot end)
- Cow Lane / access to Ladygrove- need to keep an eye on any future plans for northern station access.
- Investigate restricting Cow Lane Tunnel to pedestrians and cyclists only e.g. trial closure, checking traffic flows when next closed for maintenance.

Next Steps

A follow up meeting to discuss the Didcot LCWIP with Patrick Lingwood on July 9th.

Organise a repeat Didcot Cycle Review for County and District Council officers.

There was discussion about setting up a cycle forum either at town or District(s) level, similar to the Oxford Cycle Forum.

Appendix 1 – Route Map

