



**HarBUG**

Harwell Bicycle Users Group

Diamond House DH1.68,  
Diamond Light Source Ltd.,  
Harwell Oxford Campus,  
Didcot, OX11 0DE.

[chairman@harbug.org.uk](mailto:chairman@harbug.org.uk)

16<sup>th</sup> March 2015

## Planning Application – P14/V2873/O – Valley Park

Dear Sir,

Harwell Campus Bicycle Users Group (HarBUG) would like to comment on the Valley Park outline planning application (P14/V2873/O).

The development will have two strategic 'Cycle Premium Routes' running through it. It is important that the development plans account for this in their design and build the necessary infrastructure to accommodate these routes:

- Didcot Parkway to the Harwell Campus; via the B4493, Harwell village and the Winnaway.
- Abingdon, Milton Park to the Harwell Campus; via the Backhill Tunnel, Cow Lane and into Harwell village.

### Didcot Parkway to the Harwell Campus via B4493.

Drawing no. 10219-HL-21, rev. B, shows a staggered junction leading onto the new Harwell Link Road. This is different from the County Council's design which shows a roundabout. Neither design shows any cycle provision for cyclists going through to Harwell village, the route to the Harwell Campus.

This is a premium cycle route and has to meet the needs of all cyclists. A cycle path, on both sides of the carriageway, physically segregated from the footpath, with priority over side roads would be a minimum specification.

HarBUG has suggested the construction of a 'Dutch style' roundabout at the B4493 / Harwell village junction. This has an outer ring where cyclists have priority.

### Abingdon, Milton Park to the Harwell Campus; via the Backhill Tunnel, Cow Lane and into Harwell village

We are pleased that the outline plans preserve the Cow Lane as a right of way. This will also be a premium cycle route and needs to be built to a high standard. The cycle path needs to be physically separated from the footpath. Within the development cyclists and pedestrians should have priority over road crossings on the Cow Lane route.

### A4130 Site Access Junctions.

The A4130 currently has a shared use path running along the south side of the road from Didcot to the Milton Interchange. This works very well as a cycle path, it is straight, flat and continuous.

The Valley Park development will change this, as it will have two site access points to break the continuity of the cycle path.

Neither drawings for the site access points (10219-HL-20(A), rev C. and 10219-HI-20(B), no rev.) even acknowledge the existence of the shared use path and consequently there are no provisions for cycle crossing points.

On both site access points there is space and the opportunity to build cycle crossings where the cyclists has priority over the road joining the A4130. This would maintain the continuity of the path and not affect the traffic flow.

#### Connections to Didcot.

It is important that there are cycle routes through the development and Great Western Park into Didcot. This will give residents a real choice of transport options and reduce the dependence on car travel.

Great Western Park has failed to achieve its transport ambitions, residents are heavily reliant on cars and parking has already become a problem. Lessons must be learnt from this experience. Cycle routes that link into existing routes should be built at a very early stage and residents must be made aware of these routes.

Temporary facilities (shop, community space) should be made available at the start of the development to prevent the first residents from becoming car dependant.

#### Inter Development Movements.

On the Access & Movement Plan (drawing no. 0044-06, no rev) there is no indication of any cycle routes; we have assumed Cow Lane will be allocated as a cycle path. Cyclists, pedestrians and motorists all have different travel patterns and needs and should be planned for separately. In the design of a modern housing development the omission of cycle routes on an access and movement plan is not acceptable, especially when Oxfordshire County Council is trying to reduce the reliance on car travel.

Whilst HarBUG does not object to new development at Valley Park, the planners do need to liaise closely with Oxfordshire County Council, to ensure that the cycle premium routes are included. They should also review their plans for cycle movements to ensure residents can get around the development and can access routes to other places e.g. Milton Park, Harwell village, services at Milton Interchange and most importantly Didcot town.

Please find attached to this response, posters from a recent public meeting in Didcot about cycling. The posters detail possible solutions for cycle access to the west of Didcot and the Milton Interchange.

Yours sincerely,



Kevin Wilkinson  
HarBUG Chairman