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**Didcot LCWIP Consultation**

Harwell Campus Bicycle Users Group (HarBUG) represents the view of cyclists commuting to and from the Harwell Campus. We campaign for better cycle infrastructure in the Science Vale and on Campus. Many of our members live and commute to the Campus from Didcot.

We support the Didcot LCWIP, it is an important document in the development of active travel in the town and wider area.

We would like to make the following observations / comments on the consultation document. Our comments are mainly concerned with the cycling proposals.

In general, we feel that the LCWIP needs to be more focussed towards Didcot town routes and improvements. Whilst it is important that the greater Didcot area is included, we feel that the report does not adequately cover the needs of the town. We have mentioned in previous transport consultations that whilst there has been improvements on the Science Vale main routes, getting around the town to access the main Science Vale routes is an issue.

In more specific detail:

* Secondary school routes should be included:
	+ From Cow Lane Tunnel to St. Birinus School (and leisure centre) via Station Road and The Broadway and then contraflow on Mereland Road. Include cycle access across to Sainsbury’s via White Leys Close. This would provide a route from Didcot Parkway to the town centre.
	+ From Cow Lane Tunnel to Didcot Girls’ School via Lydalls Road, Lydalls Close and Manor Crescent. This would then connect to Wantage Road forming part of the Science Vale Hodgkin Way to the Harwell Campus. The Lydalls Close section by Manor Primary School should be designated a school street during morning and afternoon drop offs. This has been marked as a secondary route in the LCWIP but should be a primary route.
	+ Cross town route connecting St. Birinus, Didcot Girls’ School, UTC Oxfordshire and Aureus School.
	+ Make provision for the possibility of future secondary school at Didcot North East.
* Cow Lane Tunnel direct route to Didcot North East. This has been marked as a secondary route in the LCWIP but should be a primary route. This is a real opportunity to provide an almost ‘as the crow flies’ route from Didcot North East to Cow Lane Tunnel offering a quicker alternative to driving. If an underpass is built at Hopkins Bridge, Didcot could offer a route to rival Dutch and Danish standards.
* Didcot Parkway to new A34 bridge at Milton Heights. This is a route through the centre of Great Western Park, Valley Park and North West Valley Park to connect to Milton Heights.
* Route 11 – Ladygrove Central Corridor. Continue over Abingdon Road, following Pylons, to a new crossing of the A4130 to access retail park and Tescos.
* Diagonal crossing at the end of Cow Lane Tunnel crossing Station Road / Hitchcock Road. Many pedestrians and cyclists need to cross two roads, converting to a diagonal crossing would make it quicker and more convenient to get where needed.



* The link via pedestrian railway bridge between Ladygrove and Southmead is not shown. This should be listed as an upgrade to allow cyclists to use the bridge. Since it was replaced, it is no longer useable for cycles, but it is an important link.
* Quick wins – there are many barriers on cycle routes that serve no purpose and could be removed.
* Consistent signage and markings throughout the town and Science Vale. Many shared use paths were built on Great Western Park, but they are unmarked and consequently unused. Maybe look at surface markings instead of signs and make residents / motorists aware of the paths and priorities.

Whilst the LCWIP is a valuable document, it still falls short of a defenitive cycling masterplan for Didcot. With many developments, funding initiatives, district and county objectives we believe that there should be one document for Didcot and the Greater Didcot area that everybody can work from.

Yours sincerely

Kevin Wilkinson

HarBUG Chair

www.harbug.org.uk