

Planning

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Dear ██████████

A34 Lodge Hill exhibition feedback

Thank you for consulting the Vale of White Horse District Council on the proposals of the A34 Lodge Hill Junction Improvements. Our Council welcomes the proposals to improve this key junction on the A34. As highlighted in the exhibition, land is safeguarded for the improvements in the Vale Local Plan Parts 1 & 2 and also in the Oxfordshire Infrastructure Strategy 2017. The junction improvements are required to support planned housing development coming forward in the local area.

The Council is supportive of this project but we have some comments on the proposed design that we consider require further attention. These comments are made with reference to the recent Department for Transport (DfT) Note 1/20 (July 2020)

<https://www.gov.uk/government/publications/cycle-infrastructure-design-ltn-120>

Oxfordshire County Council has recently published the draft vision for the Local Transport and Connectivity Plan and which includes '*making active travel, public and shared transport the natural first choice.*' To achieve this Vision it is important that any new transport projects consider the needs of cyclists and pedestrians as a priority in every highways scheme that is developed.

A34 Lodge Hill Junction Improvements

Limited information is included within the exhibition about how the scheme has been designed to take into account the needs of cyclists and pedestrians. The DfT Note referred to above sets out the core design principles (Figure 1.1) for accommodating cyclists. It is not clear whether this guidance has been taken into account when preparing this scheme.

For example, the scheme will provide unsegregated shared footway / cycleway along the A4183 (Oxford Road) between 2.6m and 3m wide (along one side of the carriageway and this alternates) with uncontrolled crossing points with tactile paving. Cyclists and pedestrians will therefore need to share a footpath and there is only a shared cycle/footpath proposed on one side of the carriageway. Ideally cycle lanes should be one way and at least 1.5 wide. A 2.0m wide lane allows space for overtaking within the lane and is the minimum recommended width (source: DfT note pg 61) for one lane.

Under the current proposals, cyclists and pedestrians will also have to negotiate 2 roundabouts. This will mean that cyclists will need to stop more and thus lose momentum. As explained in the DfT note, the number of times a cyclist is required to stop should be reduced to ensure that they do not lose momentum (see page 32 DfT Cycling Infrastructure Design Table – 4-1; Factors affecting cycling effort)

Sugworth Lane: Proposed Traffic Calming

The Council should consider whether traffic calming measures proposed have the potential to adversely impact cyclists using the road. The County Council has recently introduced improvements to the road layout in Long Wittenham (South Oxfordshire) which allows cyclists to remain on the correct side of the road when travelling through the village. Unfortunately, as shown in the photograph below, cyclists are still required to ride over the 'sleeping policeman' and this type of design should be avoided where possible, as it causes cyclists to lose momentum (again, see page 32 DfT Cycling Infrastructure Design Table – 4-1; Factors affecting cycling effort). There is the opportunity to address this within this scheme by designing a way through for cyclists from the beginning, instead of it being retrofitted.



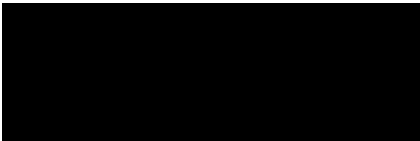
Bagley Wood Road/St Swithun's Road: Proposed Traffic Calming

The traffic calming measures here shown in 'inset A' also require reconsideration to accommodate the needs of cyclists (set out in our comments in relation to Sugworth Lane).

To summarise, we consider that additional measures are required accommodate the needs of cyclists and pedestrians within these proposals.

I trust that you have found these comments helpful. If you require any further information or wish to discuss them further, please contact me.

Yours sincerely,



Acting Planning Infrastructure Team Leader - Planning Policy