



**OXFORDSHIRE
CYCLING
NETWORK**



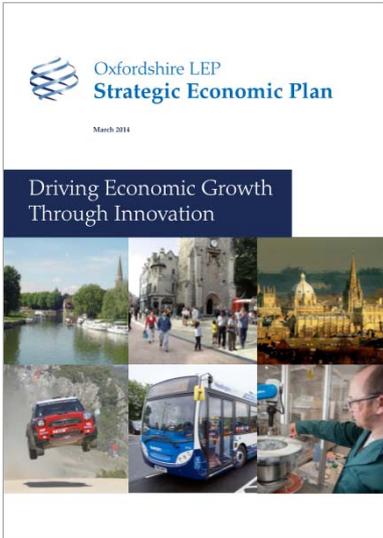
**oxford
bus company**

The impact of Planning Decisions on Transport

LEP Transport Sub-Group
25th June 2015

The Context



Connectivity within Oxfordshire

“Transforming connectivity across and into Oxfordshire is critical to underpin the spatial aspirations that deliver the innovation based growth.”

“Oxfordshire currently suffers from capacity issues exacerbated by in-commuting. These in turn create constraints to economic productivity and growth in the county.”

“Congestion cost ... translates on averages to £400 million to £500 million a year across Oxfordshire.”

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We all agree that Active and Public Transport are a big part of the solution



“So there needs to be a significant shift away from dependence on private cars, towards more people using forms of transport that use less road capacity and damage the environment less – where possible walking, cycling, or using public transport.”

– *Foreword to Draft LTP4*

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- **Despite this good intention, the Planning system frequently produces poor results**
- **Here we look at some examples, with particular reference to new developments near Didcot**
 - **But there are many examples elsewhere**

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An example: Great Western Park

- A great opportunity
 - 1.5 miles to the Station – 10 mins by bike, 30 walking
 - 2-2.5 miles to Milton Park – 15 mins by bike, 45 walking
- Starting from a 'clean sheet' – no existing roads
- Likes to promote itself as cycling and walking friendly and well connected. (With good reason – it adds to prices).
- 3517 dwellings x £300k+ → **More than £ 1 billion value**



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The Aspiration

- **Objective 8 – To develop and increase the use of high quality, welcoming public transport**
- “Oxfordshire has a successful public transport model, particularly for journeys into the centre of Oxford.
- Our core objective is to extend this model to other parts of Oxfordshire, including new developments to provide the whole county with a real choice of attractive, frequent and welcoming public transport.”
 - LTP3



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The Reality – A Circuitous Route

Aspiration
A fast bus service from Didcot to Harwell via GWP

Reality
Route is circuitous and slow

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The Reality – No parking

Narrow roads means motorists are not allowed to park “on their own street”

09/2015 Complaints prompt review of new parking restrictions (From Oxford Mail)

Oxford Mail 12/11/14

Complaints prompt review of new parking restrictions

5:00pm Wednesday 12th November 2014

By Andrew French

PARKING restrictions which could see residents fined £100 for parking outside their own homes will be reviewed following complaints.

Housing developer Taylor Wimpey introduced restrictions to the Great Western Park estate in Didcot, parts of which are still under construction, to prevent “vandalism” parking.

Residents form transport group to take on builder

Residents in a Didcot estate have formed their own transport committee to fight new parking restrictions. A transport sub-committee of Great Western Park Residents' Association has been formed to tackle rules introduced by Taylor Wimpey.

Taylor Wimpey last week brought in a no parking restriction for residents in Glastonbury Road, Greenfield Road, and Sir Frank Williams Avenue, claiming that some residents were parking illegally.

Drivers who park in the restricted area at any time could be fined £100, reduced to £50 if paid within 14 days.

Sarah Hayward, 35, lives in Glastonbury Road, and said it has become more difficult to park on her road since the restrictions were introduced.

The estate relationship manager added: “Residents feel they were not properly consulted and that is why we are getting up a transport committee to tackle the problem.”

Ms Hayward and other residents met on the transport committee last Monday at the Appleton restaurant.

near the A44 Milton interchange to discuss a plan of action.

Taylor Wimpey spokeswoman Julie Davies said: “We understand the frustration some residents feel at the enforcement of pre-existing parking restrictions at Great Western Park.”

“However, we have also spoken to many residents who understand the reasons behind the enforcement and fully support the scheme.”

“The deeds of each property at Great Western Park contain a legal covenant that requires residents not to obstruct roads.”

Oxford Mail 20/11/14

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The Reality – Narrow roads



At 6.2m, the Roads not wide enough for buses to pass easily

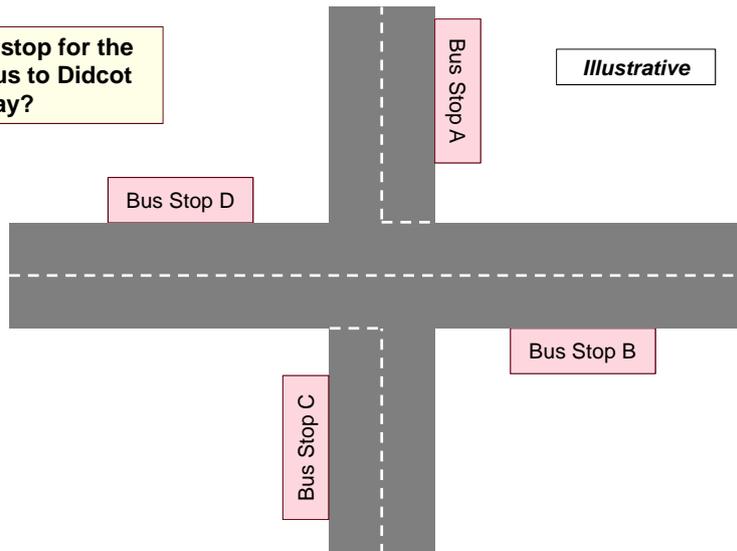


Video: <https://youtu.be/JuWWIR5MczM>

The Reality



Which stop for the next bus to Didcot Parkway?



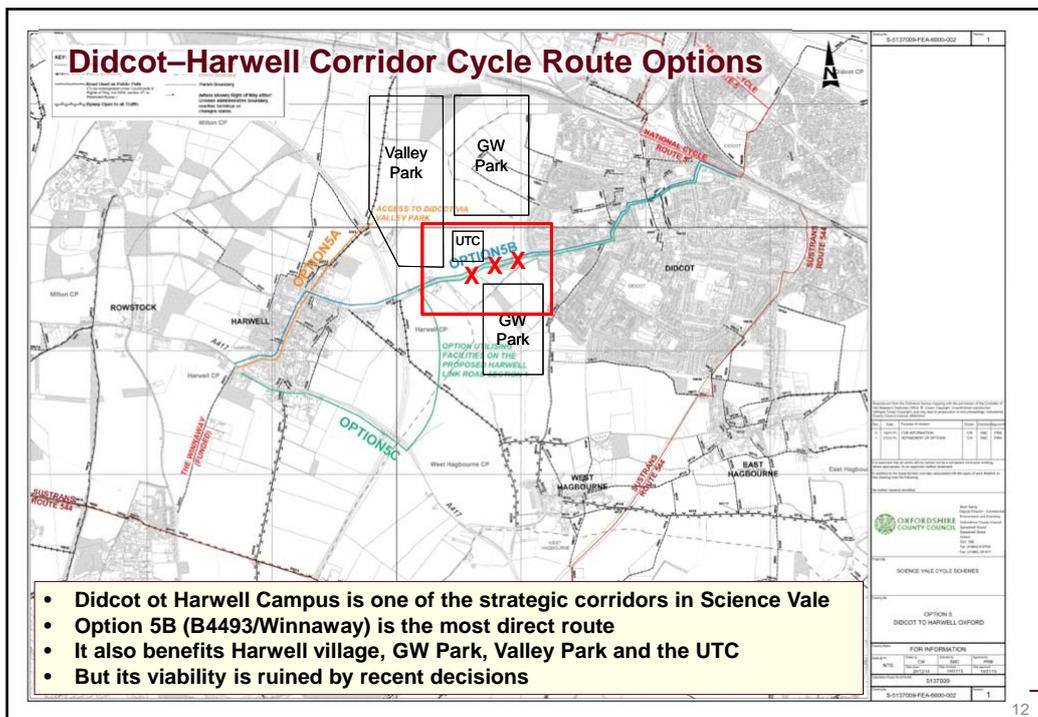
Illustrative

The Aspiration



- **Objective 9 - Develop and increase cycling and walking for local journeys, recreation and health**
- “Walking and cycling provide travel options that have the lowest carbon footprint and few adverse environmental impacts, and they contribute to improving people’s health. They can reduce congestion and improve accessibility.
- Our core objective is to create the conditions where a greater proportion of trips, especially in urban areas, are made on foot or by bicycle. ”
 - LTP3
- “Our ambition is to raise the status of cycling in the Science Vale area through the provision of **innovative and high quality cycling facilities comparable with those found in the cycling countries of continental Europe**, supporting the growth and investment being made in Science Vale”
 - Science Vale Cycling Strategy, Draft LTP4

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GW Park – some positives for cycling



- 20 mph speed limits
- Advanced Stop Lines
- Floating Bus Stops
- Cycle parking
- 'Calm' residential streets
- 'Permeability' for walking and in some cases cycling
- Shared use paths in some places (appropriate to my eye)

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The Reality – 'Cyclists Dismount'



Cyclists asked to:

- stop,
 - dismount,
 - cross the junction,
 - remount,
- before continuing their journey

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The Reality – Not joined up

Looking West



Looking East






Cyclists forced on to road (150m from cyclepath out of GWP!)

Busy B4493 will get much busier with:

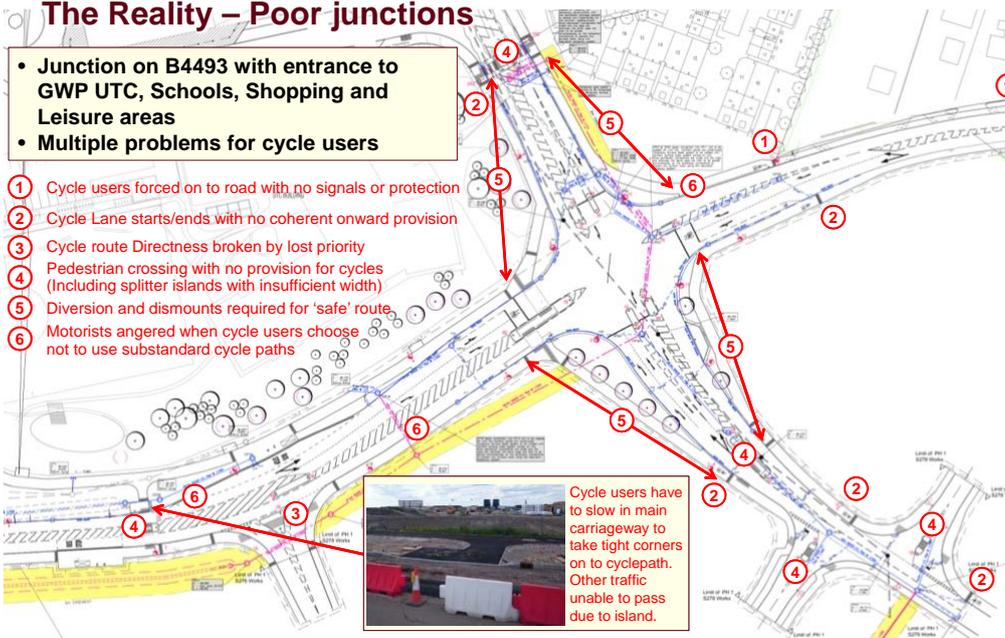
- 15,000 residents moving in
- UTC 'school run'
- Harwell Link Road

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The Reality – Poor junctions

- Junction on B4493 with entrance to GWP UTC, Schools, Shopping and Leisure areas
- Multiple problems for cycle users

- ① Cycle users forced on to road with no signals or protection
- ② Cycle Lane starts/ends with no coherent onward provision
- ③ Cycle route Directness broken by lost priority
- ④ Pedestrian crossing with no provision for cycles (Including splitter islands with insufficient width)
- ⑤ Diversion and dismounts required for 'safe' route
- ⑥ Motorists angered when cycle users choose not to use substandard cycle paths



Cycle users have to slow in main carriageway to take tight corners on to cyclepath. Other traffic unable to pass due to island.

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Why it matters



- The B4493 is the best route for cyclists on the key corridor from Didcot to Harwell campus. Current developments may eliminate the possibility of a good cycle route **forever** (at least without vast expense).
- Every person that considers Active or Public Transport 'not easy' will revert to today's habit – the private car.
- Every person who does that adds to:
 - Congestion – and hence unproductive and stressful time
 - Air pollution – and hence health problems
 - Public cost to deal with congestion and health problems

Two questions :

- What is the desired mix of transport modes for GWP residents?
- What is the actual mix?

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What can we do about it?



1. **Strategic route planning** – end-to-end, not just within developments
 - Identify and protect routes¹
 - Be ready to exploit funding and development opportunities
 - Good practice for *all* modes of transport: walking, cycling, bus, train, car and lorry
2. **Adopt Standards** that deliver facilities that people will use
 - Don't allow developments that fall short or destroy opportunity
3. **Set transport mode targets** for developers to give them a stake in the outcomes
 - Link them to CIL/S106 payments
 - Link them to penalty payments or requirements
 - Link them to future development opportunities

How can the LEP best use its influence to deliver better outcomes?

Example: Protection and Funding of Routes for the Future Expansion of the City Cycle Network, [Cambridge 2007](#).

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Characteristics of Good Cycling Facilities



1. Coherent
2. Direct
3. Safe
4. Comfortable
5. Attractive

Source: Originally the Netherlands Design manual for bicycle traffic (CROW) and adopted by TfL for London Cycle Design Standards, the Welsh Assembly for Active Travel Design Guidance and according to the Chartered Institution of Highways and Transportation "repeated in much guidance around the world."