

Claire James

From: Andrew Jones [REDACTED]
Sent: 03 October 2023 19:21
To: Palmer, Leanne
Cc: David Periam
Subject: Appeal Reference APP/U3100/V/23/3326625 - HIF1 Roads Projects, Oxfordshire
Attachments: HIF1Objections.pdf; DidHIF1rev.pdf; Didcot1C.pdf; CycleBridge.pdf

Leanne Palmer
The Planning Inspectorate
OCC ref: R3.0138/21

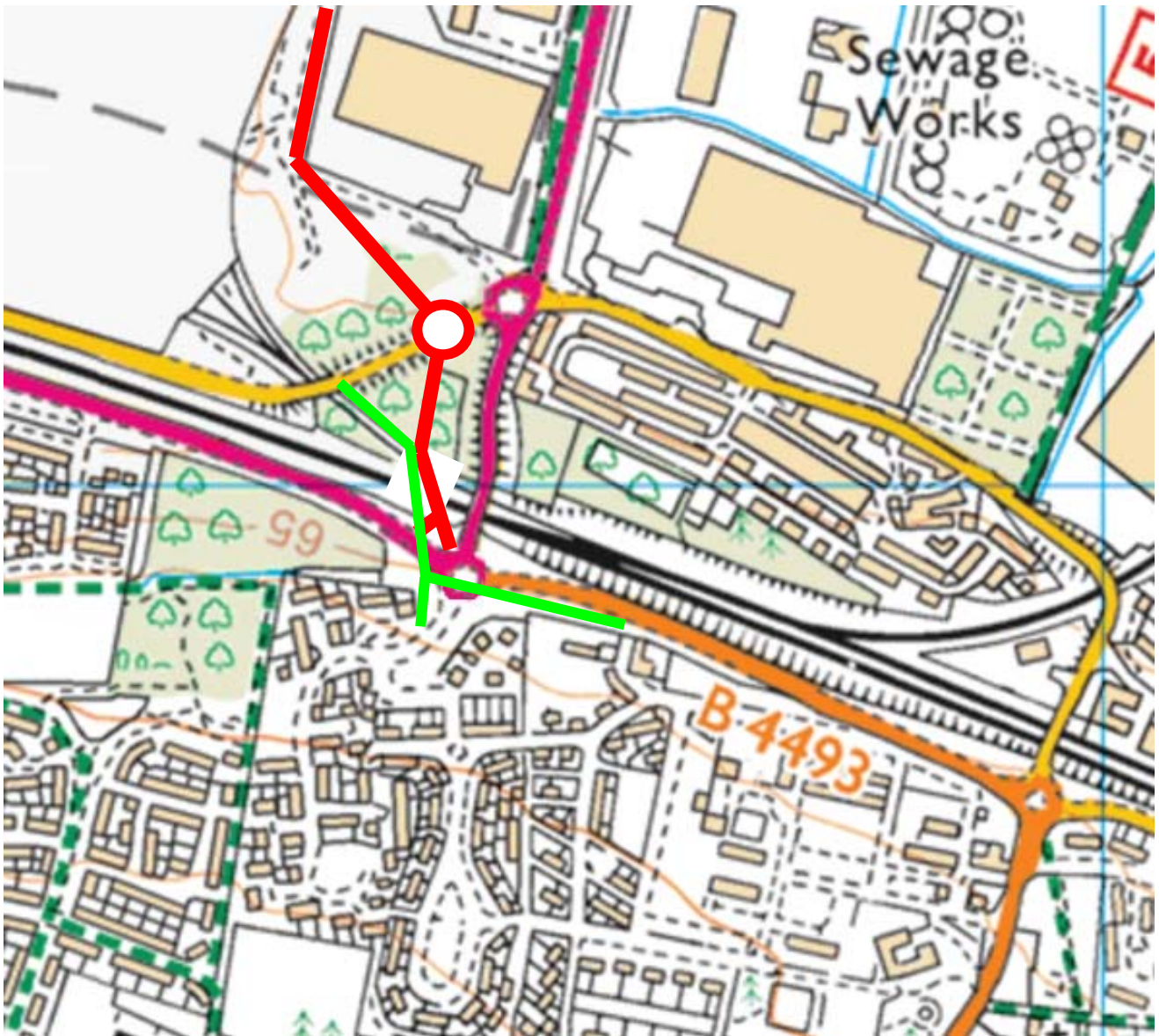
Dear Leanne Palmer,
I have been interested in the development of Didcot, since I moved in in the 1970s, and in the late 1980s I spoke on roads, at the enquiry into the Ladygrove development.
Whilst I think there is need for improved road and cycle infrastructure, the proposals in the HIF1 scheme have many problems.
I attach my objections and suggested improvements, including maps.
Consideration should also be given to a Nuneham Courtenay bypass.

If you would wish to question me, on these matters, I would prefer to appear 'in person'.

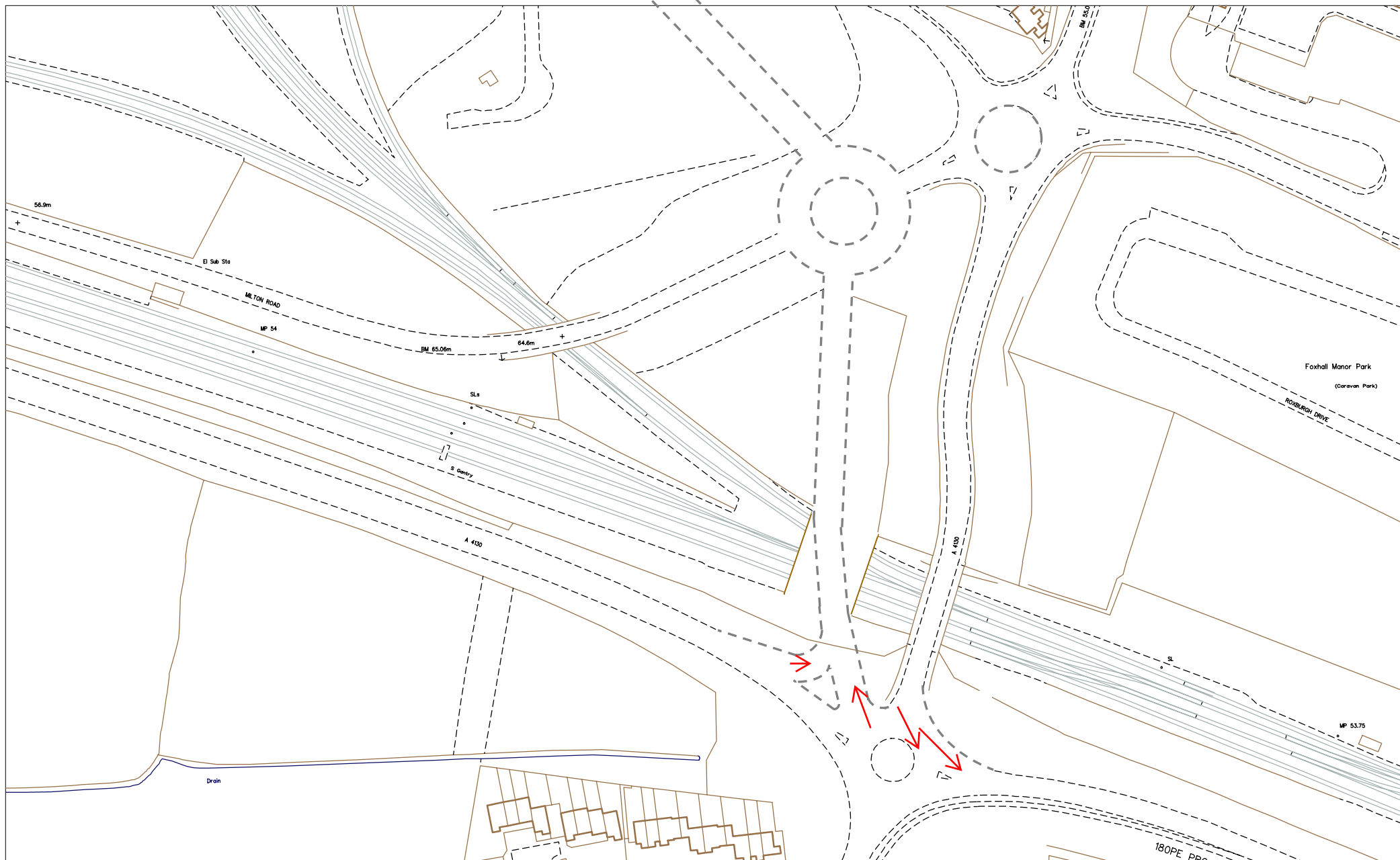
Kind regards,

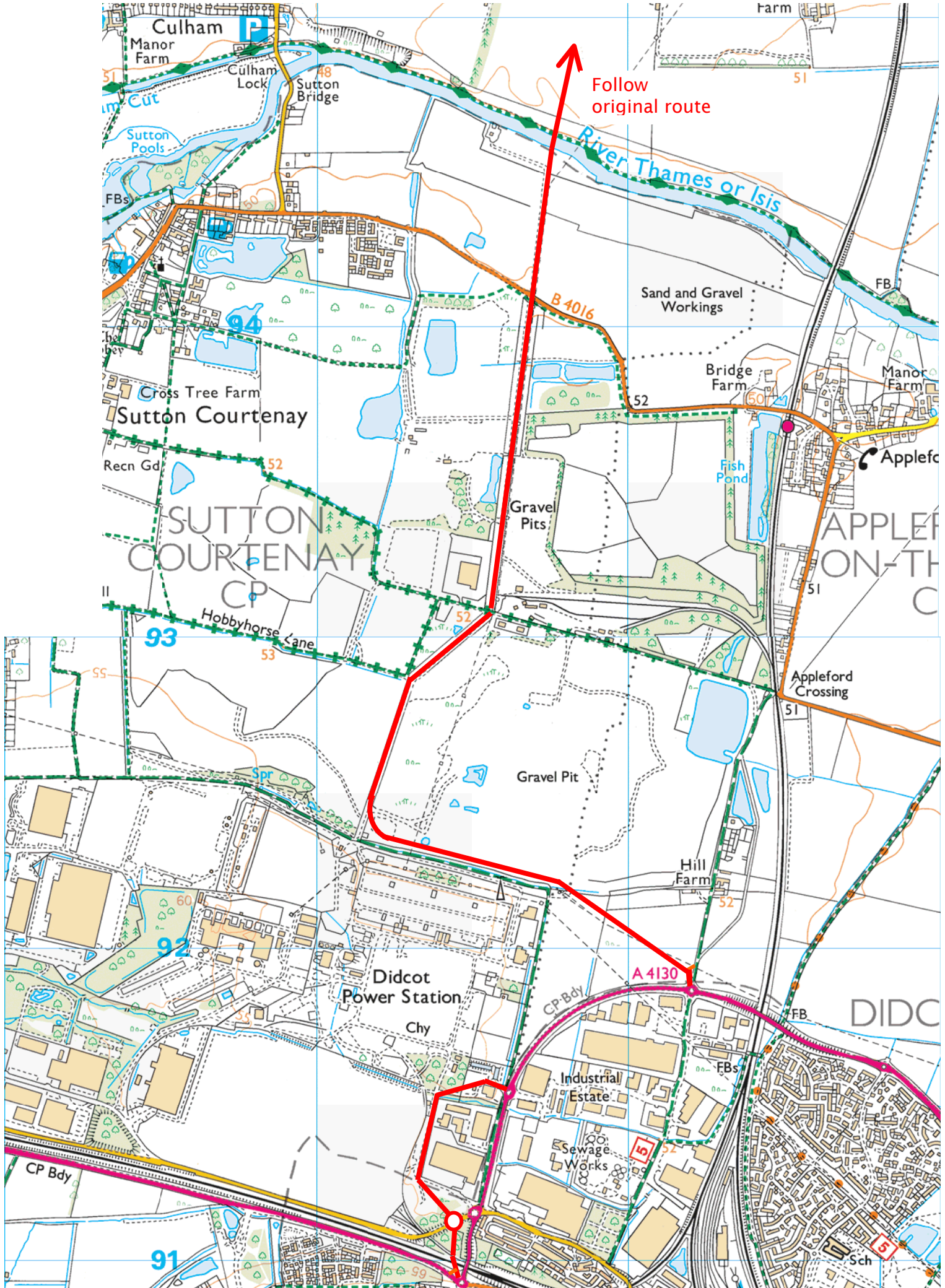
Andrew P. Jones
54 Freeman Road
Didcot
OX11 7DD

Cycle Bridge



The Green line is a possible high-level Foot and Cycle Bridge, with shallow ramps, across the junctions





HIF1 Roads Projects

Didcot and Thames Bridge

Though I mostly use the train to get from Didcot to Oxford, I have thought for many years, since before the HIF1 proposal, that an alternative route to the A34 to get to Oxford, especially to the Hospitals area, was needed.

But the HIF1 proposal has many problems with its design.

To propose to cross the railway line where it is on an embankment, when it is in a cutting less than a km away, seems ridiculous.

To convert the existing A4130, which crosses the railway at the Manor Bridge, and passes Screwfix, to a "T" junction, when the new road joins the Northern Perimeter Road, creating a right turn across a 40mph road, for traffic heading from Milton Park and from most of Didcot from South of the railway line, heading to the Ladygrove part of Didcot, including DT Football Club, to Wallingford (also Appleford and Long Wittenham), and to the new road to East Oxford, again is ridiculous. Ladygrove already complains of being cut off, and this HIF1 proposal could only be justified if the Cow Lane under railway bridge was rebuilt as a two-lane bridge first.

The proposed route close to Appleford, on a flyover, is environmentally atrocious. It is also I am told, a bad design for any cyclists wanting to use the route towards Culham and Oxford, and this scheme claims to be cycle friendly (in some parts). And it should be possible to create a level, less expensive, alternative route.

As part of this scheme, safe cycling routes should also be provided from Didcot to Milton Park and to the former Didcot A site, etc.

Unless this scheme can be improved, to eliminate **all** these deficiencies, it should NOT go ahead, and the money should be spent on other infrastructure improvements.

The crossing of the railway line should be approximately 1km to the East, where the railway is in a cutting. A new bridge design could quickly be produced, based on the fairly recently built bridge over the railway in a cutting near Beale Wildlife Park. (Nat Grid Ref SU616780)

This would necessitate extending the widening of the A4130, but would effectively replace three complex bridges with one simpler one.

My proposal, for if this road goes ahead, is to extend the widening of the A4130 as far as Manor Bridge, install a new bridge over the railway, where it is in a cutting, (more detail see Didcot1C.pdf, attached) a new road over this bridge to a new roundabout on Milton Road. This is a one-way road, Northbound.

This new roundabout would improve the present traffic problems at the existing roundabout, and eliminate the recent objection on traffic grounds that Didcot Town Council had, to a recent planning application.

Continue the new road, Northbound, again one-way, along Purchase Road, and to the roundabout on the existing A4130 (where Hawksworth gives entry to Harrier Park) traffic would then continue along the existing road to the next roundabout, where it can access the new Appleford bypass to the new Thames Bridge, or continue along the existing A4130 to North Didcot (Ladygrove) or east, towards Wallingford.

Traffic from the former Didcot A site would also use the road to the existing roundabout (at Hawksworth) and along the existing A4130. Traffic towards Didcot or the A34 would use the existing road, two lanes, one-way over the existing Manor Bridge, to the (improved) existing roundabout.

The new Appleford bypass to the new Thames Bridge should go away from Appleford, not elevated, along the North side of the Power Station 400kV switching site, then follow the existing roadway, to the Thames.

Cycle and pedestrian routes especially at the roundabout on the South side of the railway, are bad. I propose a cycle and foot bridge over this junction. (See CycleBridge.pdf green lines) Along, parallel to the B4493, a long ramp should provide a gentle slope to users from the direction of the railway station and 'Old Didcot'. Users from Mendip Heights would have a short level 'ramp' (as the ground is high), and would include users from the Freeman Road, Brasenose Road and Slade Road area, along with users from the East side of Great Western Park and the Park Road area. There should also be some cycle and pedestrian provision and improvements around the existing A4130.