

A transport vision

For Didcot Garden Town to develop as a vibrant town to visit, work and live in, a robust transport vision that works at all levels is needed. The team is developing a strategy to take on the key transport issues, and determine how, in time, these can be improved. What transport improvements would most help you?

Changes to the national rail network

Main line services - current and potential

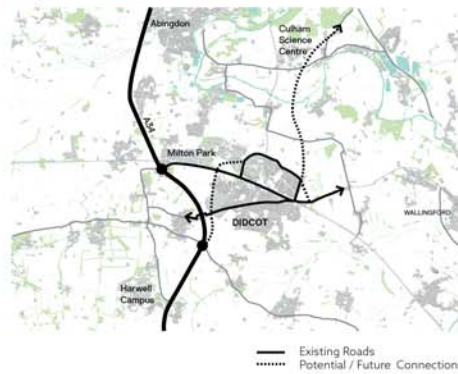


The Garden Town Team is talking to Network Rail about plans to invest in an improved regional and national rail network.

The Team is exploring how Didcot can benefit from this kind of investment and would like to hear your views too.

Changes to strategic road and public transport connections

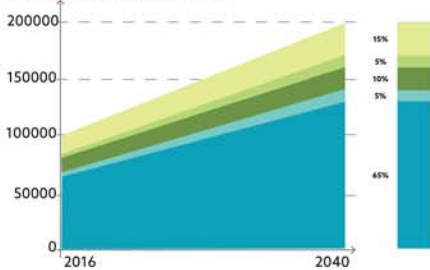
Key new road connections



As Didcot doubles in size, strategic connections for vehicles and public transport will need to adapt. The team is considering where new road connections for a much larger town are best placed and how the public transport network can be re-moulded to serve a growing population. Your feedback will help us build a better picture of how journeys can be improved where it matters most.

How people move in Didcot today

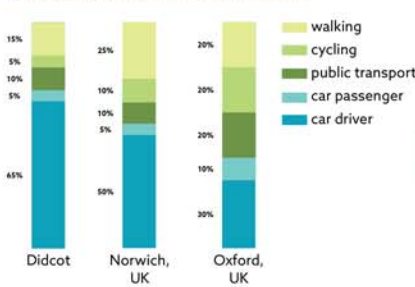
Didcot's movement profile



As Didcot grows in size, the number of journeys people make everyday will double.

Today, about **70 % of those journeys are made by car** (drivers and passengers). If this proportion stays the same, by 2040 about 140,000 journeys would be made by car each day.

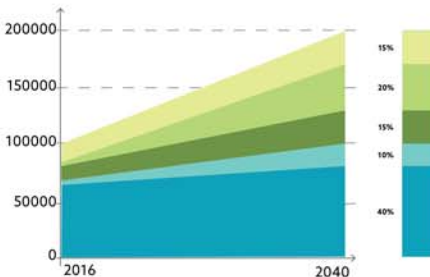
Didcot compared with other places



Car-dominant:



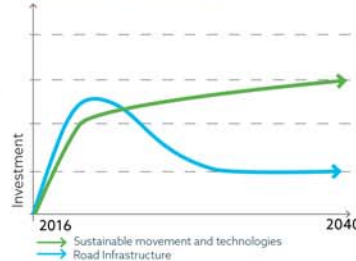
Striking the right balance



There is a need to strike a balance to give people healthy and convenient options for travel.

Increased investment in cycling, public transport and public realm is needed, ensuring roads do not become over-burdened with traffic as the Town grows.

Investment in road infrastructure and sustainable movement



Balanced and inclusive:



The Garden Town project will include a review of all public and major private **car parking sites** within the town centre. Car parking requires a lot of space, but is also a necessary part of giving people access to what Didcot has to offer. Opportunities to find efficiencies in car parking provision will be looked into.



Early investment in road infrastructure is needed to deal with current congestion but this should reduce over time (apart from funding for strategic connections outside the Garden Town).

In parallel with this, there is a need for enhanced and early investment in other sustainable means of transport, other than the car, which should be maintained over time.



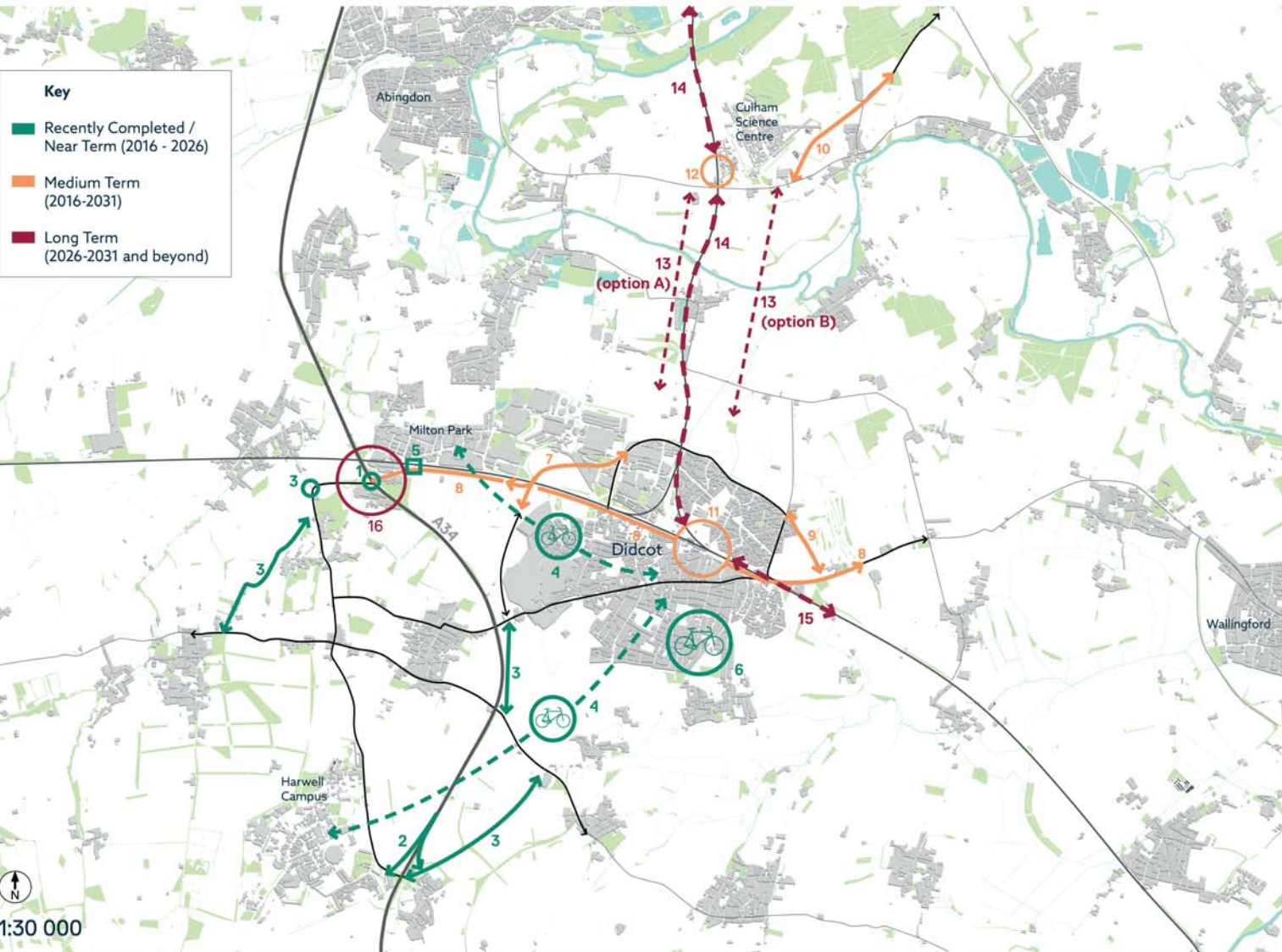
Transport improvements

The key to a sustainable transport vision is establishing a clear phasing strategy and determining how this can support longer term growth. Below are some of the transport improvements being planned in and around Didcot. What transport improvements do you feel should be considered, in both the short and longer term?

Infrastructure schemes - present and future

Phasing

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| <p>Recently Completed / Near Term (2016 - 2026)</p> <ul style="list-style-type: none"> ① Milton interchange junction improvements ② Chiltern interchange junction improvements ③ Access to EZ areas, including Hagbourne Hill, Featherbed Lane & Steventon Lights, Harwell Link Road ④ Cycle network improvements to Harwell Campus and Milton Park ⑤ Backhill Lane cycle / pedestrian scheme ⑥ Sustainable Transport Package: Cycle route maintenance and improvements within the Garden Town | <p>Medium Term (2016-2031)</p> <ul style="list-style-type: none"> ⑦ Didcot Science Bridge A4130 capacity improvements ⑧ Central Didcot transport corridor ⑨ Didcot northern perimeter road ⑩ Access to Culham Science Centre ⑪ Didcot Parkway Station interchange ⑫ Culham Rail Station improvements ⑬ Public Transport Infrastructure within the Garden Town ⑭ Car Parking Strategy within the Garden Town | <p>Long Term (2026-2031 and beyond)</p> <ul style="list-style-type: none"> ⑮ New Thames crossing ⑯ Four Tracking Railway between Didcot and Oxford ⑰ Railway junction grade separation, east of Didcot <p>Not currently planned or set out in the existing IDP:</p> <ul style="list-style-type: none"> ⑱ Milton Interchange - North Facing Slips directly linking A34 and Milton Park | <p>Recently Completed / Near Term (2016 - 2026)</p> <p>Significant highway improvement projects and the start of improved cycling and public transport initiatives.</p> <p>Medium Term (2016-2031)</p> <p>A balance of investment in highway and more sustainable forms of movement.</p> <p>Long Term (2026-2031 and beyond)</p> <p>Highway and railway investment in regional connections with a greatly enhanced investment strategy for sustainable forms of movement within the Garden Town.</p> |
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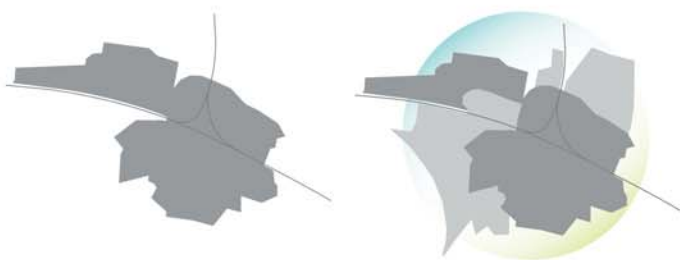
How should Didcot grow?

Many areas of Didcot have already been consented for development or have applications pending. Other areas have been identified as opportunity sites which may come forward over the next 15-20 years and may be used for different purposes, for example, residential, leisure, or open spaces. Given that Didcot needs to grow, where do you think this should or shouldn't happen? What sites in and around Didcot would you like to see transformed?

A Growing Town

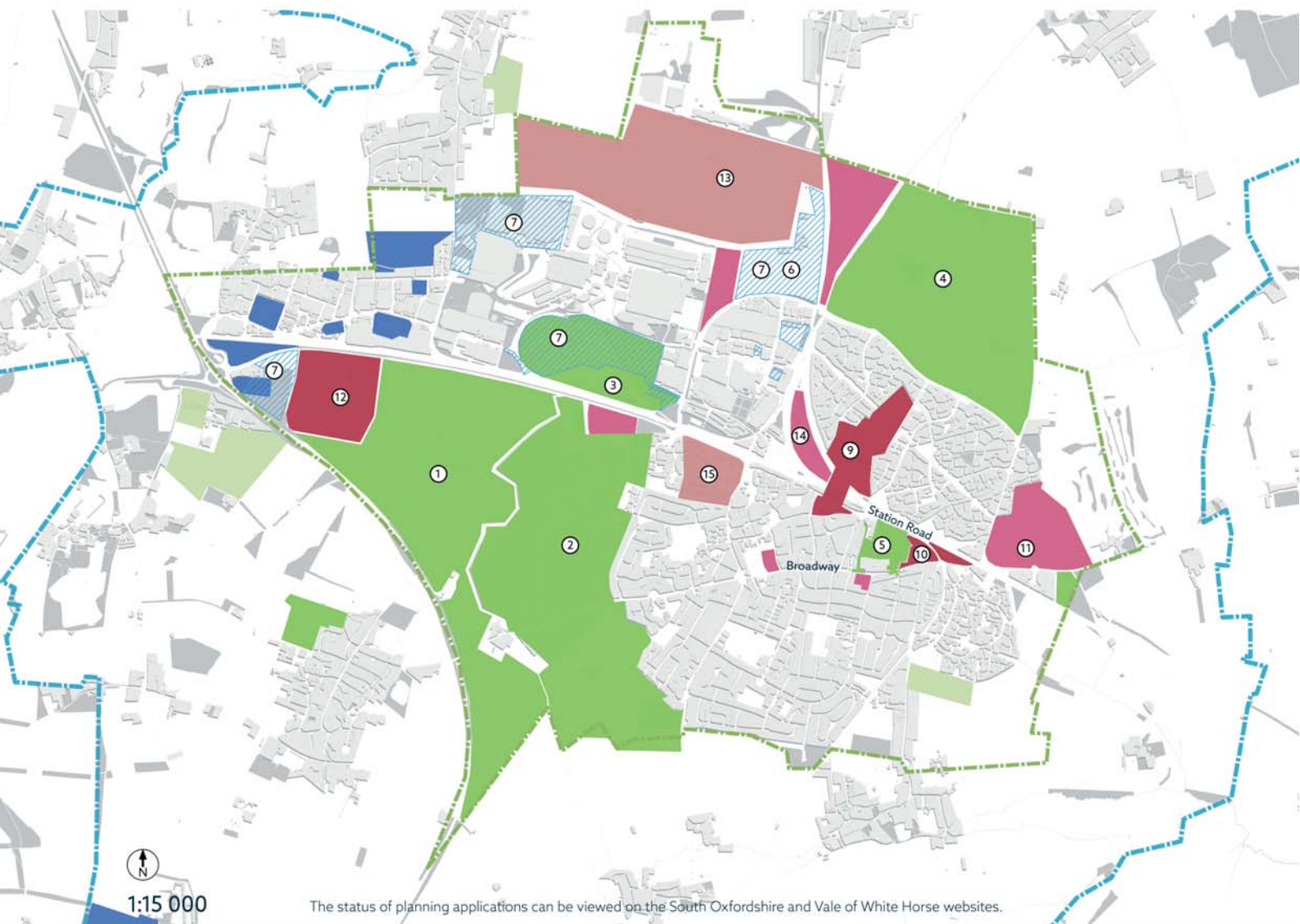
Didcot Now

Didcot 2031 and beyond - how might this look?



Consented Sites and Potential Opportunity Sites

Identified Development Sites	Opportunity sites for transformational projects
■ Identified Development Sites	■ Opportunity Site (Near Term - Next 10 Years)
■ Planning Applications (Pending)	■ Opportunity Site (Medium Term - Next 20 Years)
■ Science Vale Enterprise Zone	■ Opportunity Site (Long Term - Next 30 Years)
 Didcot Growth Accelerator	⑨ Didcot Parkway Station and North and South Gateways
① Valley Park	⑩ Rich's Sidings
② Great Western Park	⑪ Ladygrove East
③ Didcot A	⑫ NW Valley Park (Allocated LPP1 site)
④ North East Didcot	⑬ Gravel Pit / Landfill Site (park land opportunity)
⑤ Orchard Centre Phase 2	⑭ Railway Centre
⑥ D-Tech	⑮ Vauxhall Barracks
⑦ Didcot Growth Accelerator EZ	



The status of planning applications can be viewed on the South Oxfordshire and Vale of White Horse websites.