

## Lynne Baldwin

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**From:** Bernadette Owens  
**Sent:** 26 November 2020 14:50  
**To:** DC Support  
**Subject:** Objections to Application 20/02779/REM

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**From:** Paul Troop [REDACTED]  
**Sent:** 25 November 2020 17:31  
**To:** Bernadette Owens <Bernadette.Owens@Cherwell-DC.gov.uk>  
**Cc:** Bbosa, Rashid - Communities <Rashid.Bbosa@Oxfordshire.gov.uk>; bicesterbug <George@bicesterbug.org>  
**Subject:** Objections to Application 20/02779/REM

Dear Ms Owens

These comments relate to 20/02779/REM, a reserved matters planning application relating to a development that is part of Bicester 10. We have the following objections:

### 1. Shared paths

Shared paths are no longer an approved design because they do not cater for the different needs of pedestrians and cyclists. See Department for Transport LTN 1/20 and the Local Walking and Cycling Infrastructure Plan for Bicester 2020. In addition, shared paths discriminate against vulnerable and disabled pedestrians who find it difficult to navigate paths shared with faster moving cycle users.

The paths should be segregated to provide for pedestrians and cyclists separately.

### 2. Priority at Side Junctions

The design requires cyclists to give way at minor junctions. This is no longer an approved design. See Department for Transport LTN 1/20 and the Local Walking and Cycling Infrastructure Plan for Bicester 2020. It will discourage active travel and have the effect of encouraging vulnerable cyclists into the vehicular carriageway where they will be at risk from heavy industrial vehicles.

A preferable design would be to ensure priority of cyclists on the cycle paths where they cross minor roads, ideally with a raised table, and requiring motor vehicles turning off a major road into a minor road to give way to cycle users on the cycle path.

### 3. Roundabout

The roundabout makes no provision for crossing points for pedestrians or cycle users. This will encourage vulnerable cycle users into the vehicular carriageway where they will be at risk from heavy industrial vehicles. The Local Walking and Cycling Infrastructure Plan for Bicester 2020 requires now in force requires that roundabouts be designed according to so-called 'Dutch' design.

The roundabout ought to be designed at the minimum as a rural Dutch roundabout without priority for cyclists with suitable crossing points, waiting areas that do not obstruct the movement of pedestrians and cyclists, and a circular path for cycle movement.

### 4. Access Generally

Limited thought has been given to access by pedestrians and cycle users. It seems to be assumed that they will behave as proto-vehicles and access via the main vehicular entrance. This requires these visitors to travel by indirect routes that are less convenient for those not using motor vehicles.

It would be preferable if thought were given to alternative, more direct means of access for pedestrians and cyclists. For example, to access via the corners of the development, and at points that correspond with other routes such as footpaths and crossing points to other destinations of interest.

Please do not hesitate to contact me if you have any queries in relation to the above.

Yours sincerely

Paul Troop  
On behalf of Bicester Bike Users' Group

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