

## **C. Pedestrian & Cycle Review**

### **Appendices**



## **Health Hub, Bicester**

### **Review of Walking & Cycling Routes in Bicester**

February 2021

#### **Waterman Infrastructure & Environment Ltd**

Halifax House, Halifax Place, Nottingham, NG1 1QN  
[www.watermangroup.com](http://www.watermangroup.com)



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## Quality Assurance – Approval Status

This document has been prepared and checked in accordance with  
Waterman Group's IMS (BS EN ISO 9001: 2015, BS EN ISO 14001: 2015 and BS EN ISO 45001:2018)

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Issue	Date	Prepared by	Checked by	Approved by
A01	Feb 21	Laura Smith	Sarah Strauther	Nick Jones-Hill
		Graduate Transport Planner	Senior Transport Planner	Senior Associate Director

### Comments

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### Comments

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# 1. Walking Routes

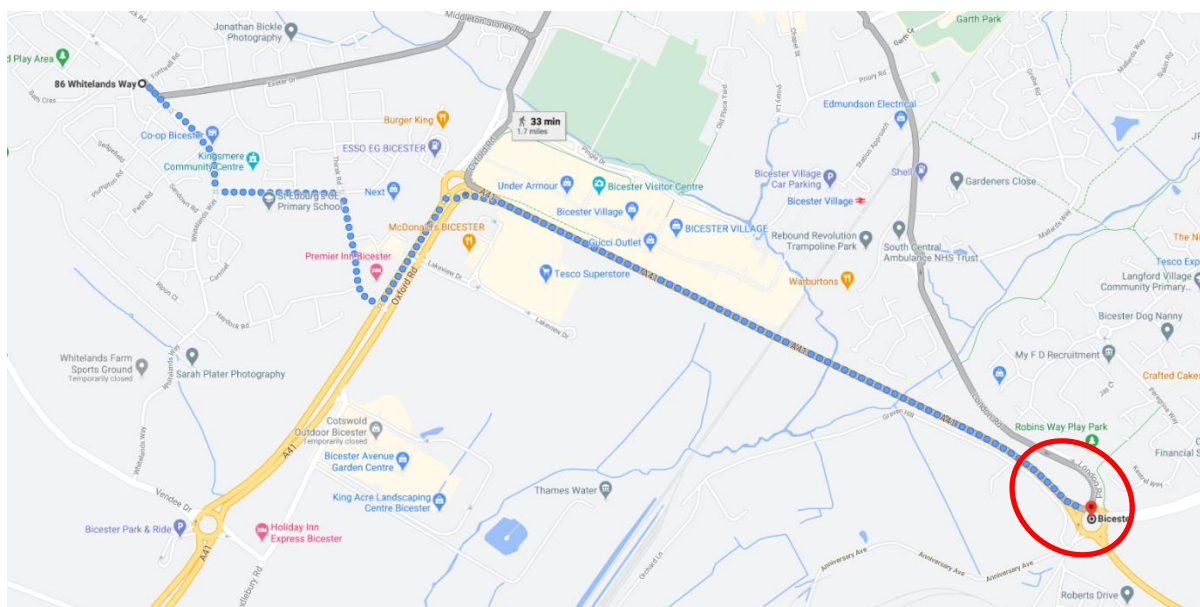
## 1.1 Introduction

This report outlines detail analysis of walking and cycling routes within Bicester. The analysis was undertaken over two site visit days: Tuesday 16<sup>th</sup> February 2021 and Wednesday 17<sup>th</sup> February 2021.

## 1.2 Route 1 - A41 Roundabout to 86 Whitelands Way

**Figure 1** shows the route that was planned to be assessed on site. Unfortunately, there is no footpath along the majority of the A41. Therefore, a second route had to be undertaken, this route is shown in **Figure 2**.

Figure 1: Route 1 - A41 Roundabout to 86 Whitelands Way (Proposed)



The area in **Figure 1**, highlighted by a red circle, was the only area that could be assessed. It should be noted that this area was of a good condition, with crossings available around the roundabout.

Along the section of the A41 that was assessed, there was a footway on the northern kerb only, no footpath was available on the southern kerb line.

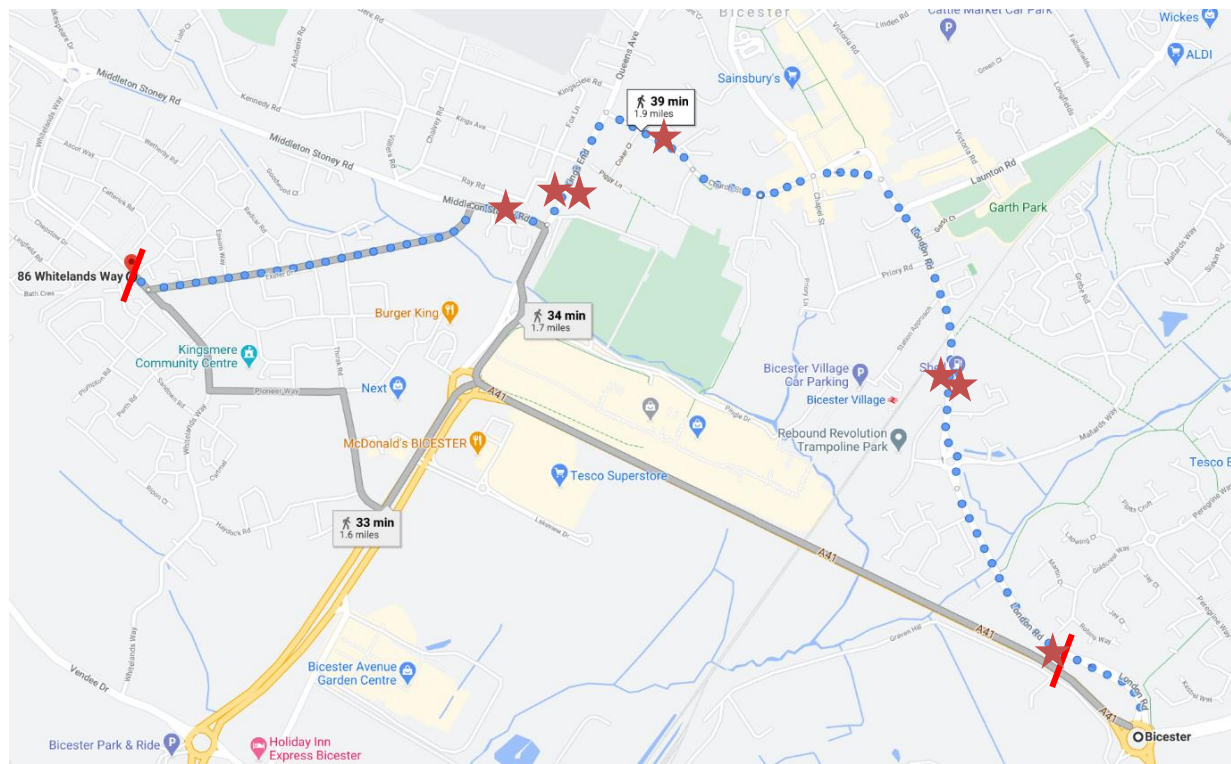
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Figure 2: Route 1 - A41 Roundabout to 86 Whitelands Way (Undertaken)



The route shown within **Figure 2** was followed within the red line marks, the red line indicates the location of an unpaved footpath that takes pedestrians from the A41 footway onto London Road and vice versa.

This unpaved footpath, as shown in **Figure 3** below, was accessible however the path is unpaved with a raised surface due to a manhole cover and in general the path was slightly uneven. Accessible users would find this path difficult to use as unpaved.

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Figure 3: Route 1 - Unpaved Footpath



London Road itself is subject to 40mph and was of good condition with some minor cracking and minor areas of uneven surface.

The stars in **Figure 2** highlight bus stops that were identified when on site. The first stop that was identified, to the south of London Road, indicates the Bus stop that was found on site on the southern kerb line.

The bus stops provides services from numbers; H5, S5, 27 and 29. The information on the stop itself states that from 7<sup>th</sup> February 2021, the number 27 will no longer be in operation and there will be changes to number 29. **Figure 4** below shows this bus stop along London Road.

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Figure 4: Route 1 - London Road Bus Stop



There are no controlled crossings located on London Road and footways are limited to one side of the carriageway. There are dropped kerbs and tactile paving's available for pedestrians crossing to either side of the carriageway when the footpath stops.

There is also some areas of London Road which are narrow, especially for those in wheelchairs or similar. These are due to older buildings located near the road, therefore creating narrow footways. However, this was only on approach to the town centre.

There are two more bus stops located near the shell garage which provides services from numbers; E1, S5, 27, 29 and H5.

Near these bus stops an information sign was found, during the site visit several were seen on a number of other routes. These signs provide information on where you are located, direction of where key locations are and a map which provides insight into facilities and amenities surround within a 5min walking radius. An example of these is shown in **Figure 5** below.

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Figure 5: Notice Board Example



The route continues into the town centre and heads west onto Market Square followed by Causeway onto Church Street and then Kings End. In general, footpaths are of a good standard however there is some narrowing and it should be noted that not all crossings have tactile paving's. In general, as you are in a town centre the footpaths tend to be of a good condition as there is a larger number of pedestrians using the footways.

Kings End has a bus stop located on the northern kerb. This is a basic bus stop with no facilities, including service information, but a flag and pole are present and a bus was seen on site passing by.

Kings End was followed to the south where two more bus stops were present. These bus stops had better facilities. Along the eastern kerb stop, a flag and pole with service information was present and along the western kerb, the stop had shelter even though it was a couple of meters away from the flag and pole. It should be noted that whilst on site this flag and pole had been damaged as the 'flag' was on the ground against the pole.

The route then turned onto Middleton Stoney Road which was of good condition. A Pelican crossing is in place to safely cross to follow the route onto a footpath until Whitelands Way was accessed. This footpath was in excellent condition, it was wide well paved and had lighting.

Other than Google Maps not recognising that there isn't a footpath along the A41 and a second longer route had to be taken, this route was of good condition with just a few minor issues including narrow or unpaved footpaths.

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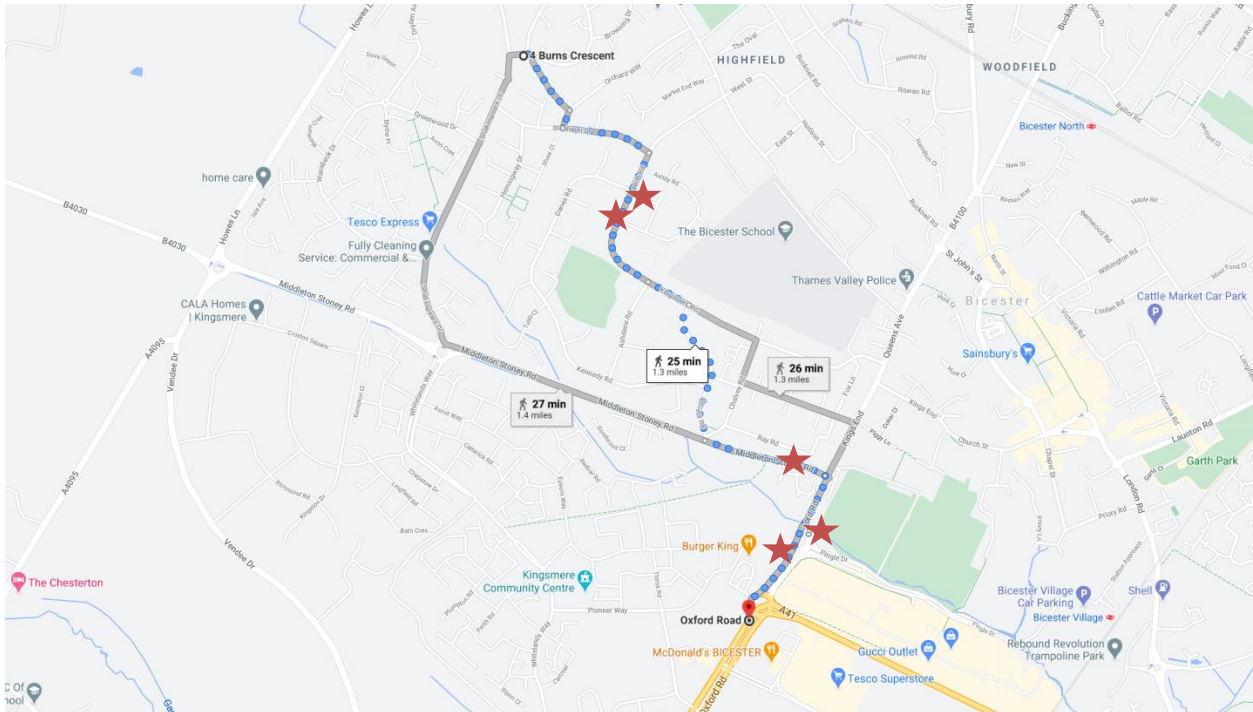
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### 1.3 Route 2 - 4 Burns Crescent to Oxford Road Roundabout

Figure 6: Route 2 - 4 Burns Crescent to Oxford Road Roundabout



From Burns Crescent the route travels south onto Meredith Close.

Meredith Close footways have a few minor concerns including cracking and uneven surface but these issues would not prevent the use of the footways. However, at the end of the footways on Meredith Close you have to use the end of the carriageway to access the footpath which leads onto Orchard Way, this is not ideal but the carriageway allows access to a small number of residential dwellings and is therefore has low traffic. This is shown in **Figure 7** below.



Figure 7: Route 2 - Meredith Close



The footpath between Meredith Close and Orchard Way is of good condition to start but is narrow, making it difficult for people to pass comfortably on the paved path, users would have to use the vegetation at the side of the path. As you continue down the path the conditions become worse as shown in **Figure 8** below.

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Figure 8: Route 2 - Footpath



The path leads onto Blenheim Drive. There are a few minor issues including raised surface and cracking, yet overall conditions are safe. There are two flag and pole bus stops located along either side of Blenheim Drive which provide a service to the S5.

From Blenheim Drive the route continues south onto Leach Road. Leach Road also has a few minor issues including uneven surface and cracking due to tree roots. However, the footpath becomes less attractive to the north of the bus stop on the eastern kerb, as shown in figures below.

Figure 9: Route 2 - Leach Road (1)



Figure 10: Route 2 - Leach Road (2)



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The bus stops along Leach Road are served by bus number 21 and consists of a flag and pole with the 'flag' on the bus stop along the western kerb attached to a streetlight. As Leach Road joins Kingsclere Road there are two further bus stops served by bus number 21, however with the footway on the southern near the bus stop is hazardous with uneven surface due to a tree root, similar to Leach Road.

From Kingsclere Road the route turns onto Villers Road, which is overall in good condition however google maps indicates that there is a bus stop, yet on site, there was no evidence of this stop.

From Villers Road users turn onto Middleton Stoney Road (assessed in Route 1) which leads to a mini roundabout where users can turn south onto Oxford Road.

Oxford Road offers two bus stops which are in very good condition with excellent crossing facilities. The stop on the eastern kerb line has live information, 10 cycle parking bays and a number of seats. This could be due to the proximity to Bicester Village, a large retail outlet. The eastern bus stop is shown in **Figure 11** below.

Figure 11: Route 2 - Bicester Village Bus Stop



From the junction with Bicester Village until the roundabout, there is only a footpath on the eastern kerb line which is of great condition.

Overall, there were a few issues with this route due to damaged and ageing footpaths but generally good condition with a number of bus stops.

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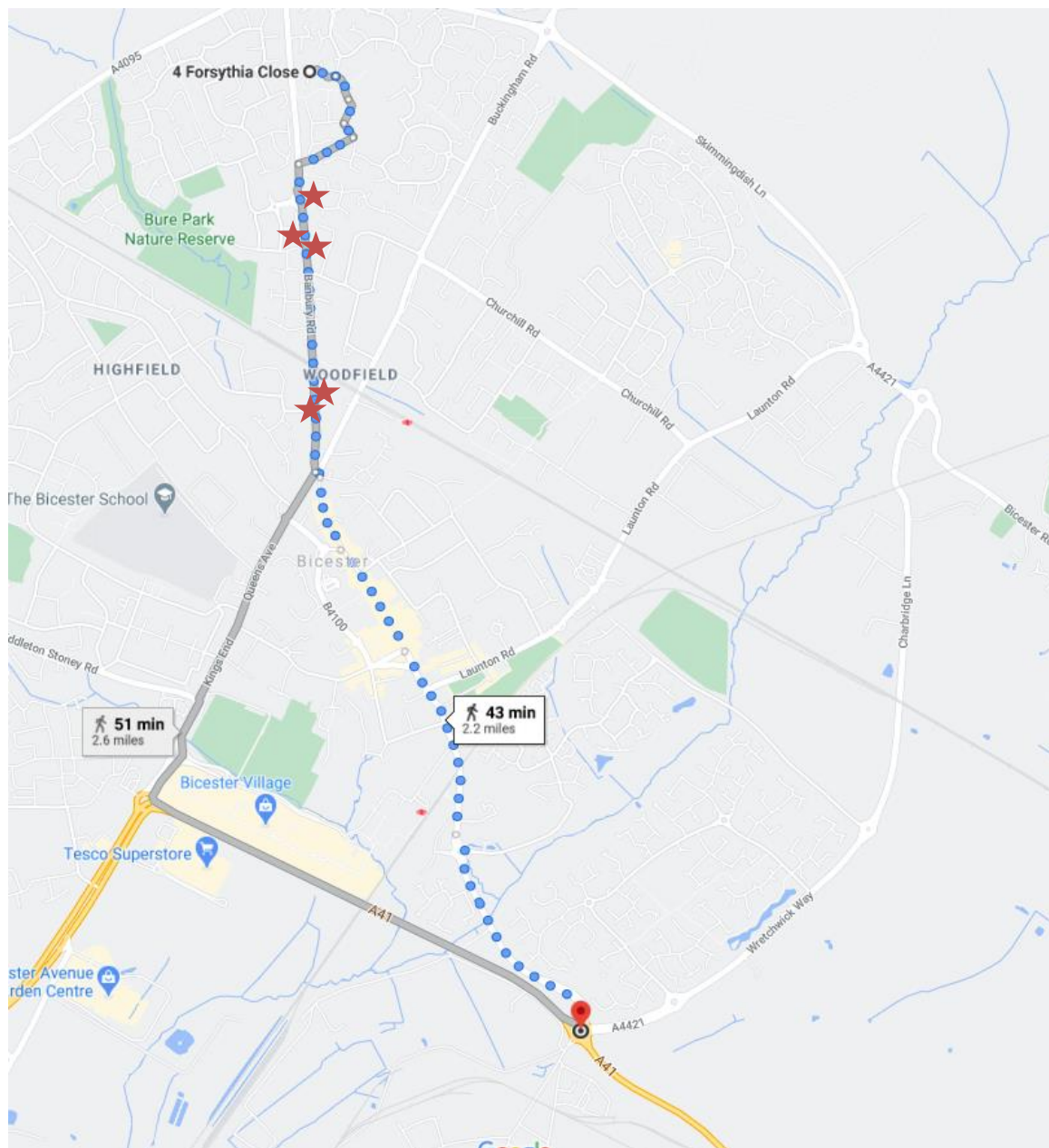
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## 1.4 Route 3 - A41/A4421 Roundabout to 4 Forsythia Close

This route was followed from the A41 roundabout to Forsythia Close. However, the start of the route was covered in Route 1 therefore, this assessment begins from the junction of Market Square and Sheep Street in the town centre.

Figure 12: Route 3 - A41/A4421 Roundabout to 4 Forsythia Close



Sheep Street is restricted to pedestrian and cyclists only in the south as it travels through the centre of the town. Sheep Street is of a great condition with a number of cycle stands and walking notice boards, as shown in Figure X below.

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Figure 13: Route 3 - Corner of Sheep Street



The route then follows Sheep Street onto North Street. North Street is also of a good condition with one area where it narrows due to old buildings. At the end of North Street there is a cycle path and walking notice board before you reach the mini roundabout.

Users can cross Buckingham Road safely to follow the route onto Banbury Road as there is dropped kerbs and tactile paving's. However, users would be unable to cross over the B400 to access Banbury Road as there is no dropped kerbs to cross safely. The dropped kerbs along Banbury road are slightly raised therefore not dropped enough to meet the carriageway level if users wanted to cross, however this is not a major concern.

Further up Banbury Road on the western kerb there is a slight concern as an ironwork is raised causing uneven surface. On the eastern kerb the footpath is narrow which then widens further along the path.

As you travel along Banbury Road, there are flag and pole bus stops present on either side of the carriageway which provide access to service numbers 505 and E1. There are a few minor issues such as raised surface causing the footpath to be uneven but again no major concern.

After you cross under the railway bridge there is a Pelican crossing to access the pedestrian and cycle footpath on the western kerb. This footpath is separate from the carriageway which makes it more attractive to pedestrians for safety reasons. There is a footway present along Banbury Road to the east.

As users continue along Banbury Road there is no tactile paving's at its junction with Stable Road and

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Blake Road as shown in the **Figure 14** below.

Figure 14: Route 3 - Banbury Road / Blake Road Junction



There are more bus stops further north, which are again flag and poles and serve numbers 505 and E1.

As users approach the roundabout with Lucerne Avenue the footway becomes slightly uneven but not to cause concern, however further north before another bus stop there is some surface uplift which could create issues such as trips and falls, shown in figure below. The bus stop was another flag and pole but the service information wasn't clear enough to read.

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Figure 15: Route 3 - Conditions on Banbury Road (North)



The route then turns east onto a footpath which had some very minor cracking a surface uplift but was in good condition overall and had street lighting and a clear white line to separate pedestrians from cyclists.

The route then continues onto Willow Drive and Aspen Close. Aspen Close has no footpaths on either side of the carriageway so users would have to continue the route by using the carriageway which leads to a footpath.

The footpath is in a good condition and leads onto Forsythia Close which is similar to Aspen Close as Footpaths are limited and users would have to use the carriageway, as mentioned this is not ideal but the carriageway serves a small number of residential dwellings and has low vehicular traffic.

Overall, the route is attractive to pedestrians with a few minor concerns of the conditions of the footpaths. There is a number of bus stops available if multi-modal travel needed.

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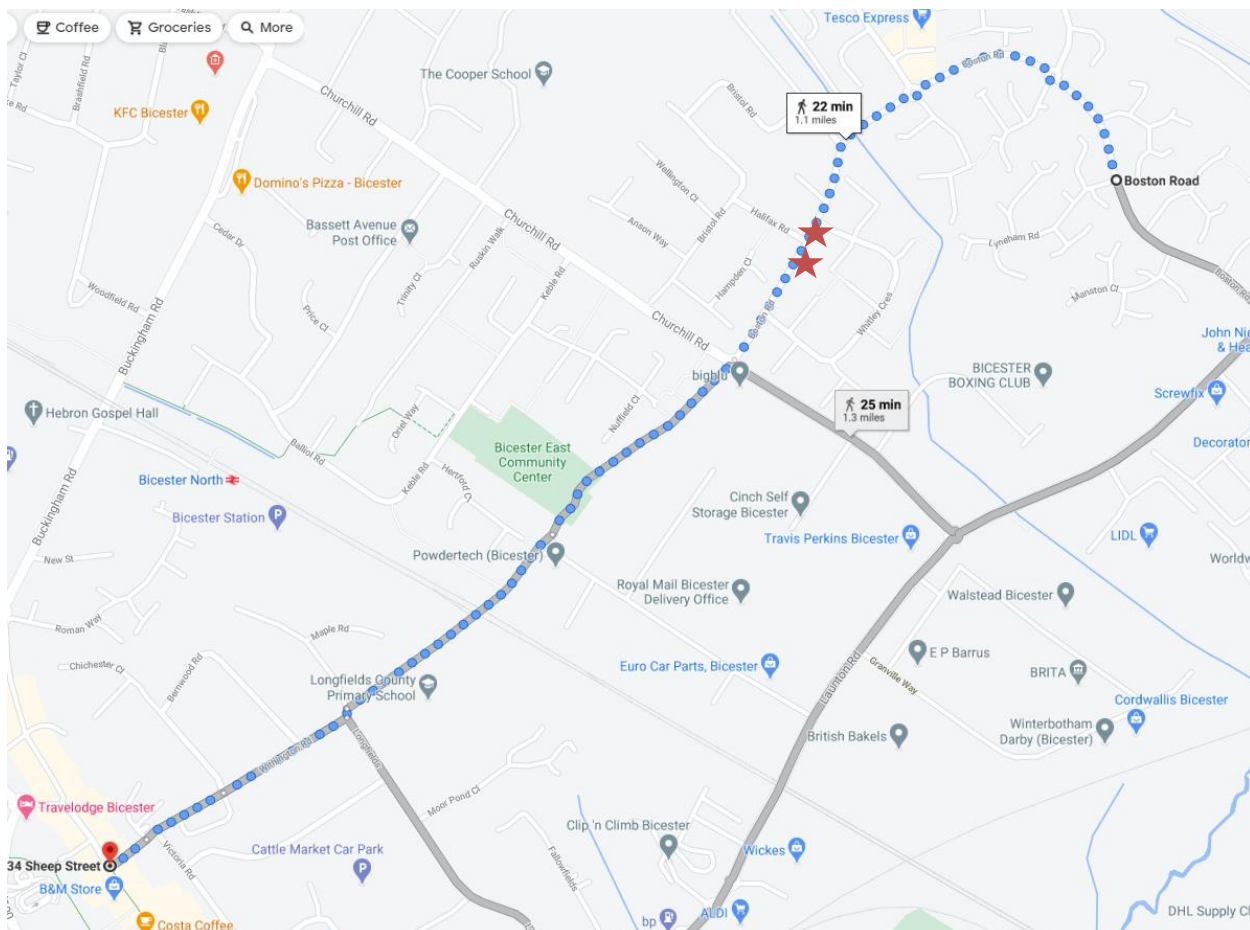
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## 1.5 Route 4 - Bell Lane / Sheep Street Junction to Boston Road

**Figure 16** below highlights route 4, that was assessed from Bell Lane / Sheep Street junction through to Boston Road.

Figure 16: 1.5 Route 4 - Bell Lane / Sheep Street Junction to Boston Road



At the beginning of the route, Bell Lane and Sheep Street, north kerb line is slightly narrow and at junction with Crumps Butts, there is no tactile paving at this junction and due to frequent vehicle use the carriageway is uneven and would be difficult to cross for vulnerable users. However, the southern kerb is more attractive as the footway is wider but there has been some damage to the tactile paving's. Crumps Butts junction and the damaged paving is shown in the figures below.

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Figure 17: Route 4 - Crumps Butts Junction



Figure 18: Route 4 - Damaged Tactile Pavings



From here the route travels north to Bardwell Terrace and Whittington Road. Along these roads none of the junctions have dropped kerbs or tactile paving's. This is not ideal for vulnerable pedestrians who need access to routes which offer safe crossings.

The route then turns onto Maple Road but exits straight away onto Town Walk West. Town Walk West has a few minor issues including cracking, surface uplift and raised surface at ironworks, but no major concerns. The route then continues onto Town Walk East where there is also no major concerns and is ideal for pedestrians.

At the roundabout the route continues onto Boston Road. There are again no major concerns however, there are no tactile paving's with the junction of Whitley Crescent.

Bus stops are present and the southern eastern kerb stop has great facilities including seated shelter and live information. The opposite bus stop is a simple flag and pole, as shown below.

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Figure 19: Route 4 - Bosotn Road Bus Stop



The route continues until the mini roundabout where most footpaths have tactile paving's for safer crossing. It should be noted that as you continue on Boston Road the footway stops on the southern kerb but one is still present on the northern kerb. Another flag and pole bus stop was also noted at the end of the route, all bus services along this route are numbers 16, 18 and S5.

Overall, this route has a few safety concerns for vulnerable pedestrians but areas such as Town Walk West is ideal for pedestrian use.

## **1.6 Route 5 - 2 Hawksmead to A41/A4421 Roundabout**

This route was walked from Hawksmead to the roundabout, Figure 20 below highlights the route.

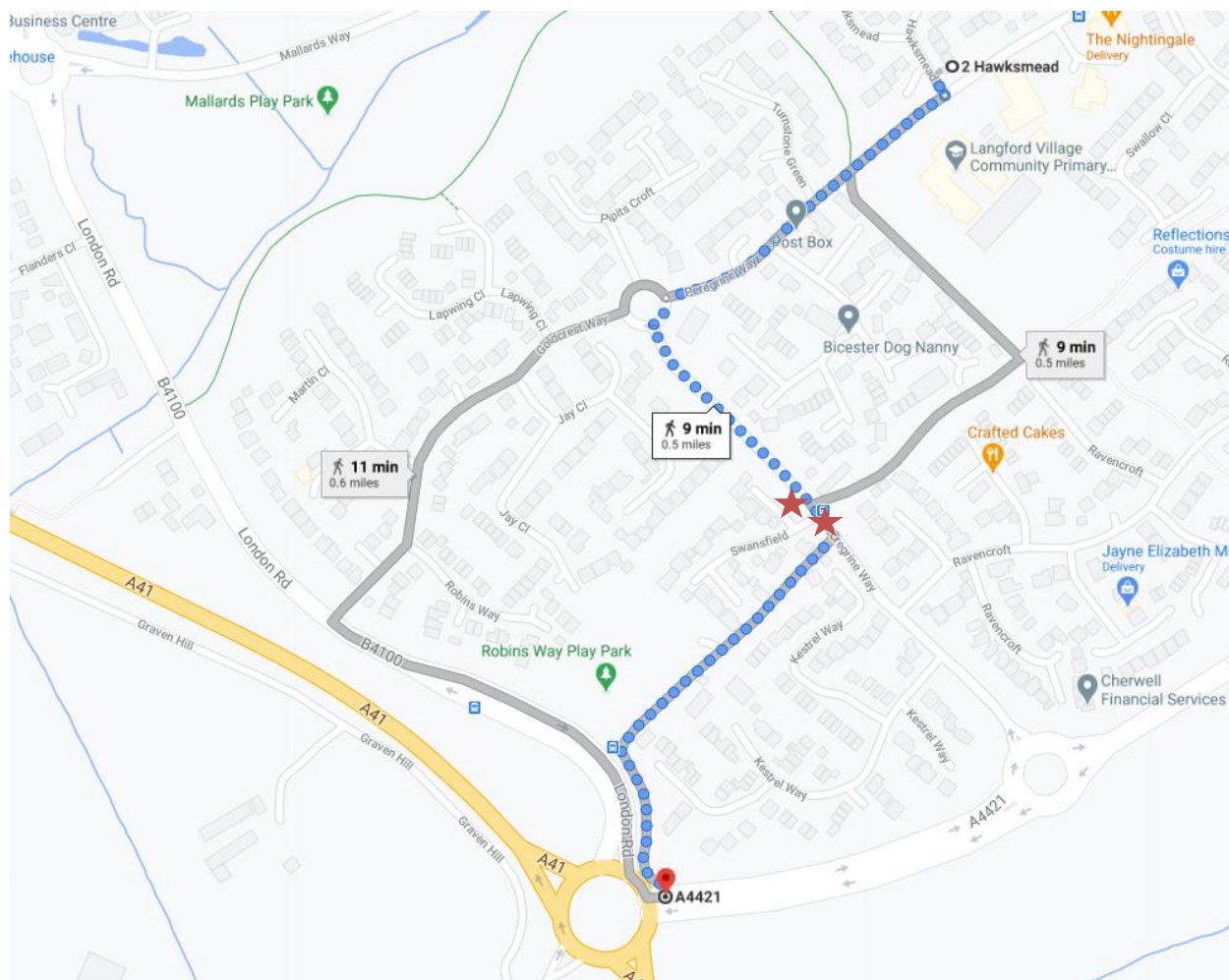
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Figure 20: 1.6 Route 5 - 2 Hawksmead to A41/A4421 Roundabout



At Hawksmead junction with Peregrine Way there are no tactile paving's but a dropped kerbs are present; this is the same for its junction with Turnstone Green and Kingfisher Way further along. There are a few minor issues including cracking and raised ironworks but overall conditions are good.

At the mini roundabout there continues to be no tactile paving's and as the route follows Peregrine Way past the roundabout there are further issues including surface uplift, cracking and the footpath has become smaller due to vegetation growing on the footpath. There is some concerns near the southwest kerb bus stop as there is more significant cracking.

These issues listed above are shown in the four figures below.

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Figure 21: Route 5 - lack of Tactile Pavings at junctions



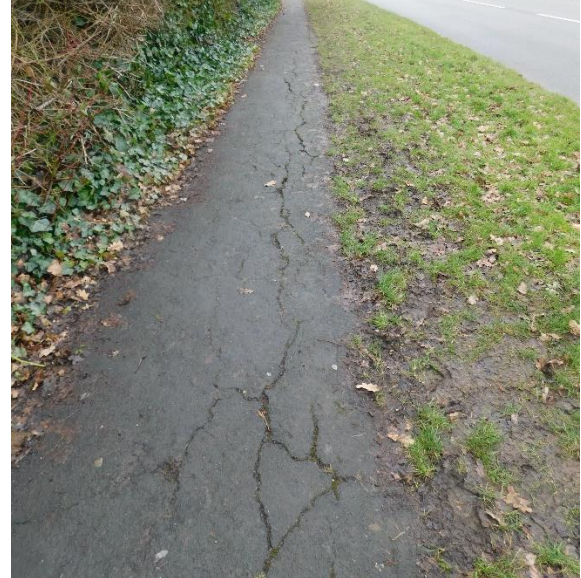
Figure 22: Route 5 - Cracking Issues



Figure 23: Route 5 - Cracking and Surface Uplift



Figure 24: Route 5 - Cracking



The bus stops are a simple flag and pole and are served by number S5.

There is further cracking and a holes in the surface at the junction with Peregrine Way and the footpath. This entrance to the footpath has no tactile paving or dropped kerbs making it difficult to use by vulnerable users. The path gets worse as you pass Robins Way Play Park. The surface is uneven due to the cracking and surface uplift.

Overall, there are a few minor issues which are likely to worsen over time and the route would become unattractive to pedestrians and there is already concern over the lack of tactile paving's. The lack of tactile paving's makes the route difficult to use for pedestrians which are vulnerable.

## 1.7 Route 6 - 6 Willow Road to A41/A4421 Roundabout

This route was walked from the roundabout on the north and east kerb to Willow road and then back to the roundabout on the west and southern kerb. **Figure 25** highlights the route.

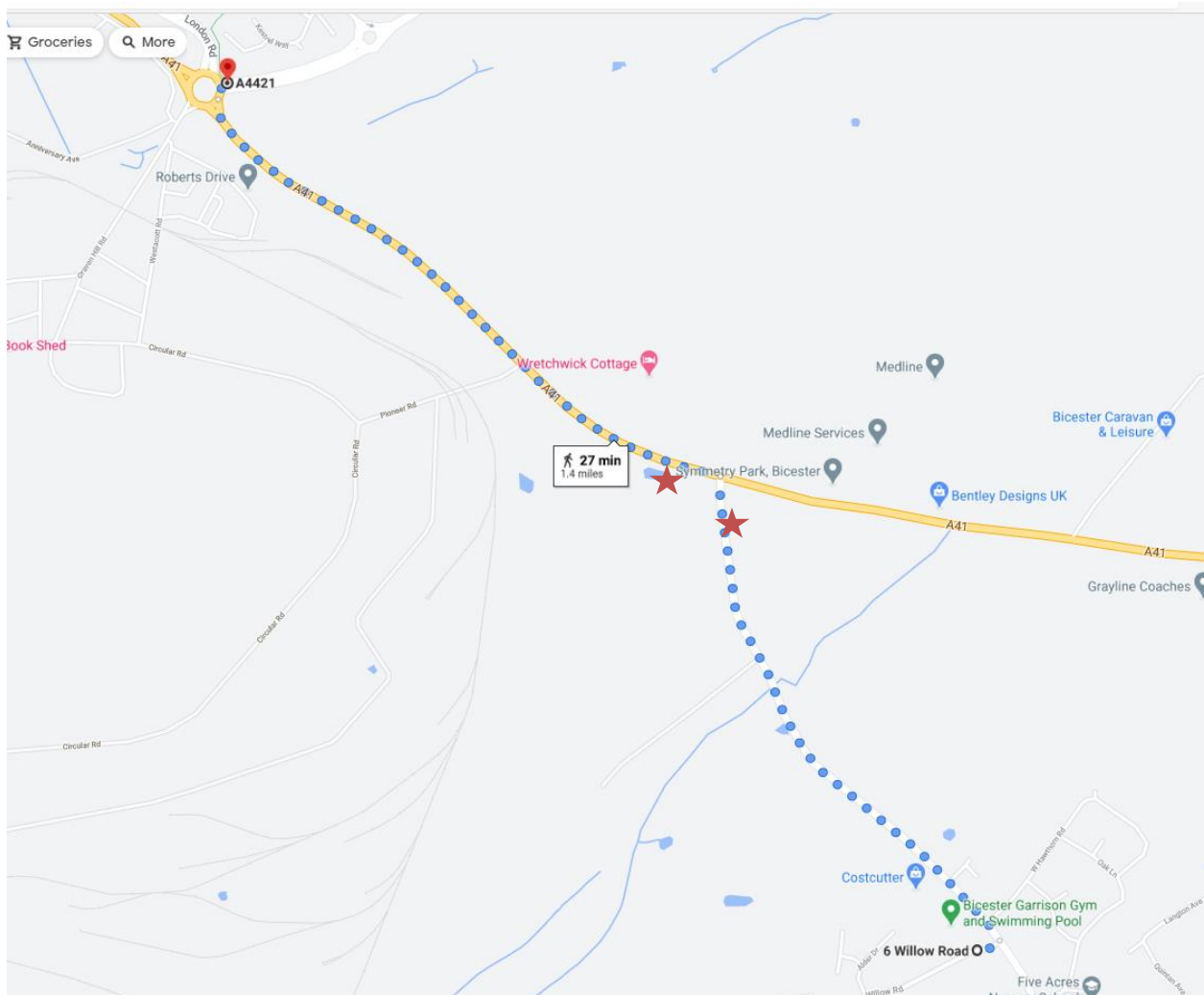
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Figure 25: 1.7 Route 6 - 6 Willow Road to A41/A4421 Roundabout



The route was started at the roundabout junction crossing along the A4421, at this pedestrian crossing there is a number of holes with sharp metal protruding, where metal poles were previously present.



Figure 26: Route 6 - Metal holes



The northern footway along the A41 is not the most ideal route for pedestrians as there are a number of issues. The surface of the footway is old and therefore the surface is uneven with cracking, and the footway slopes into the vegetation. There is also no street lighting or protection barriers from the busy A41. The figures below highlight the footpath and its most concerning aspects.

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Figure 27: Route 6 - Typical Conditions of Footway



Figure 28: Route 6 - Severe Cracking



There is evidence from the carriageway that a bus stop should be present near Wretchwick Cottage but there was no physical bus stop or information on the map.

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Figure 29: Route 6 - Bus Stop



There are dropped kerbs and tactile paving's for users to cross but on such a busy road a pelican would be preferable.

Flag and pole bus stop is available as you walk down Ploughley Road but no service information was present at the stop. Ploughley Road is also old surface as has cracking, is uneven and raised surface due to large tree roots.

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Figure 30: Route 6 - Continued Cracking



As you approach Willow Road, it becomes clear that there is no footways along the carriageway. It should be noted that on the southern kerb of Ploughley Road from Willow Road to the junction of Briar Furlong there is no footway available. For the majority of junctions along the route pedestrians would need to cross at the appropriate dropped kerbs to access the footways.

The rest of the route had minor concerns such as uplift and cracking but had some separation between the carriageway and path by vegetation but overall, the route isn't attractive to users.

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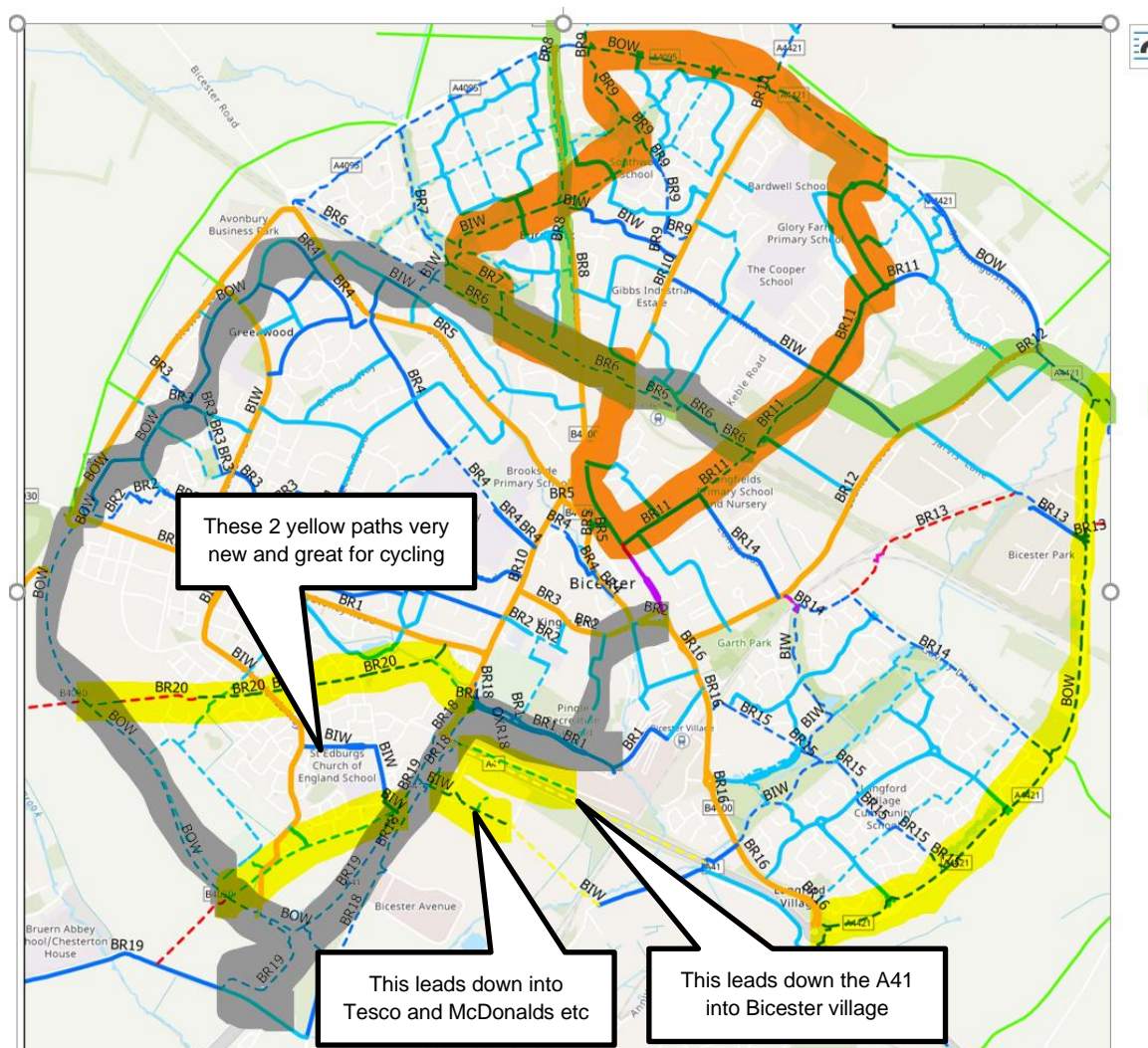
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## 2. Cycle Routes

### 2.1 Introduction

The drawing number xxx highlights the cycle routes that were analysed on the site visit.



### 2.2 Route 1 – Yellow East

Route 1 is not desirable for cyclists as there is a number of issues, detailed below, regarding the surface of the path. There is also little to no separation line between cyclists and pedestrians which is a safety concern. There is also no barrier to protect from busy road.

As mentioned, the footpath surface was not ideal for cycling. There was a number of raised surfaces at iron works, surface uplift, severe cracking, dipped channels and vegetation growth. These issues are shown in the figures below.

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Figure 31: Route 1 - Raised Ironworks



Figure 32: Route 1 - Raised Surface



Figure 33: Route 1 - Channelling



Figure 34: Route 1 - General Conditions and Cracking



It was witnessed on site that cyclists were using the road instead of the path. The route does improve after passing Bicester Park, as a number of site works are taking place and the footway has been newly surfaced and is in great condition.

## 2.3 Route 2 – Green

The route begins at the A4421/Charbridge Lane/Bicester Road roundabout and continues onto Lorton Road to the west.

These cycle paths are of good condition, with separation lines for cyclists and pedestrians and was well sign posted. This separation between pedestrians and cyclists ends at the junction with Boston Road where the route continues on Lorton Road where path becomes narrow and would be difficult for pedestrians and cyclists to share the path. There is some minor issues including uneven surface and

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surface uplift but would not cause concerns for cyclists.

Figure 35: Route 2 - Lauton Road



From Lauton Road the route continues onto Churchill Road where conditions improve and the path becomes wider having more attractive qualities for cycling.

From Churchill Road the route continues onto a car free route along Town Walk East and then onto Town Walk North until the junction with Banbury Road. Town Walk East and Town Walk North were in good condition for cyclists and would be an attractive route to use as there is again a separate side of the path for cyclists and pedestrians.

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Figure 36: Route 2 - Town Walk



At the junction with Banbury Road there is lots of cycle signage, therefore if following a specific route it would be easy to get confused. There is a pelican crossing present for safe crossing as the cycle lane continues on the western kerb.

The cycle lane is of a good condition to the west of Banbury Road. If cyclists didn't want to continue up Banbury Road, due to the narrow footway this would be a great alternative until the mini roundabout junction with Lucerne Avenue. From there cyclists would have to use the road or the footway until the B4100/A4095 roundabout at the end of the route.

Overall, this route is attractive to cyclists with no major concerns.

## 2.4 Route 3 – Grey

This route was assessed from Banbury Road following the paths until the town centre.

As mentioned, there are a number of cycle path signs at the Banbury Road junction with the footpaths, this can be confusing to find the right direction as several cycle routes pass this junction. **Figure 37** below highlights this junction.

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Figure 37: Route 3 - Banbury Road Crossing/Junction



As you follow the footpath west it is unpaved and therefore not in good condition for cycling as whilst on site it was very muddy and wet with no lighting. There was stones sticking out the mud which could damage cycle tyres. There was also fallen vegetation on the path and it was very uneven and narrow.

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Figure 38: Route 3 - Cycle way Issues



The path was followed until a right turn under the railway tracks where cyclists are told to dismount as the tunnel is small in height.

The route continues through a residential area which is of a good condition but footways are not wide enough to share with pedestrians. The route continues on a narrow path until it meets Howes Lane/Middleton Stoney Road/A4095/Vendee Drive Roundabout. The roundabout has dropped kerbs allowing cyclists to cross and continue the route south on Vendee Drive.

Vendee Drive is in excellent condition for cycling, with wide footways, street lighting and is separated from the carriageway by a green verge. Towards the south of Vendee drive there is no cracking and surface uplift at the edge which could cause some issues if left.

#### **Appendices**

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Figure 39: Route 3 - Vendee Drive



At the A41/Vendee Drive/ roundabout the route continues south where drop kerbs are available to smoothing crossing. The path follows alongside the A41 where a metal barrier protects the path from the carriageway however this ends after approximately 80 metres. The path continues onto a disused road which is not attractive to cycle use as unmaintained and vegetation has been allowed to overgrow onto the path and into the carriageway.

Figure 40: Route 3 - Disused Road

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The route continues east where there is a very narrow footpath and there is no protection from the unnamed road. Once travelled through another disused road and head north the path is very narrow but protection from the busy traffic is in place.

The route continues north along the A41 where conditions are good but the path continues to narrow until the junction with Lakeview Drive. Lakeview Drive offers excellent crossing facilities as the route continues north and heads east alongside Bicester Village Retail Park.

As the route travels through Bicester village the facilities are conducive for cycling and this continues onto the path through Pringle Playing Fields.

As you enter onto Old Place Yard, there is not specific path for cycling and therefore the carriageway would have to be used and this continues through until the junction with Church Lane. Church Lane offers very narrow footways which on site was blocked by a number of residential rubbish bins.

Figure 41: Route 3 - Church Lane

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The route ends on Causeway which also is narrow and therefore the carriageway would be best to use if heavy pedestrian traffic.

Overall, there are some great paths along the route which is great for cycling. However, there are a number of other sections of the route which would be less attractive to cyclists.

## 2.5 Route 4 – Orange

The analysis of this route began at Bell Lane and continued in a circular route for 5 kilometres.

The route starts at Bell Lane at the edge of the town centre and continues onto Bardwell Terrace. Bell Lane offers a wide footpath with street lighting and cycle parking nearby, however, Bardwell Terrace is narrow.

The route continues through Withington Road and onto Town Walk West and Town Walk East. As mentioned, Town Walk footpaths are in great condition and very attractive to both pedestrians and cyclists.

As the route continues the good conditions continue until Sunderland Drive when the route becomes narrow past residential dwellings but quickly widens when the route travels alongside the A4421.

This path very good with separation line for ped/cyclists and is also separated from traffic by being protected by fencing.

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Figure 42: Route 4 - A4421 Cyclepath



The path continues with good conditions until the footpath along Bure Park Nature Reserve. This path was assessed in rote 3 and highlighted the poor unpaved conditions. The route conditions with great conditions for cycling back towards the town centre where footpaths become a little narrower but overall a very attractive route for cyclists.

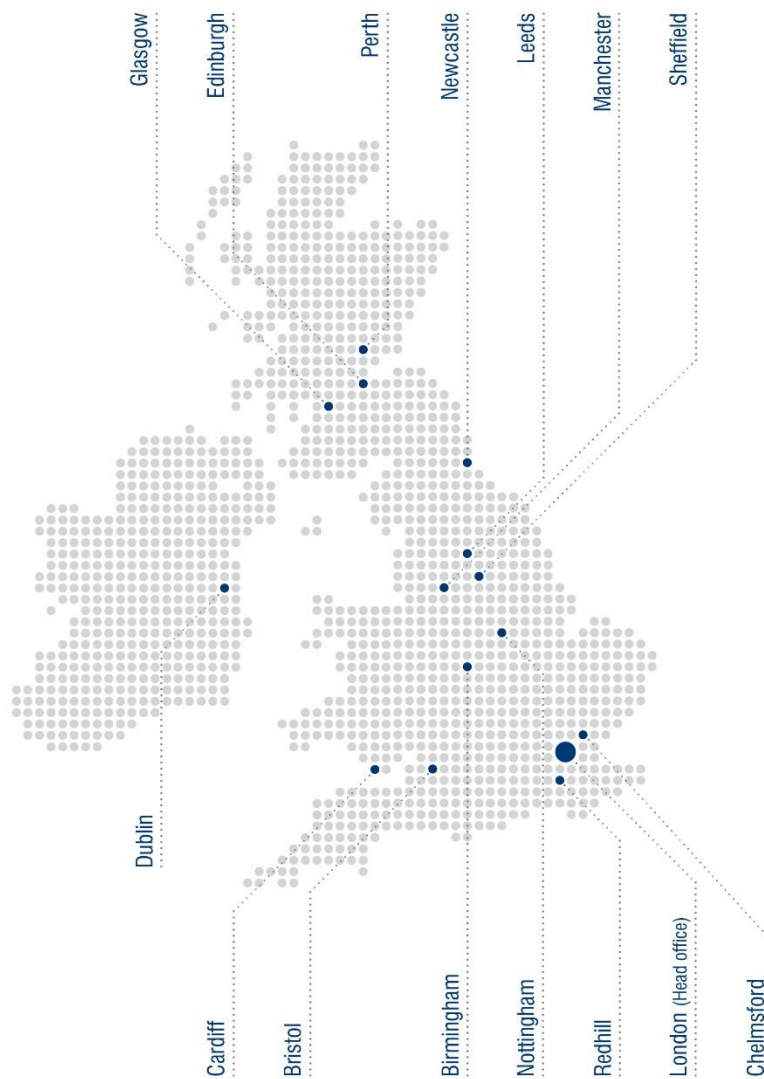
#### Appendices

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## UK and Ireland Office Locations





## **D. Swept Path Analysis**

### **Appendices**



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**Waterman**

5th Floor One Cornwell Street Birmingham B3 2DX  
t 0121 212 7700  
m 0121 212 7700  
e 0121 212 7700  
w www.watermangroup.com

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