

Harwell Campus Bicycle Users Group (HarBUG) objects to the application on the grounds that the road junction designs with the A4130 and B4493 have not been designed for use by cyclists. The junctions, if built to their current design, would not encourage people to cycle and, further, would disincentivise those who currently cycle along these roads and paths. This application is not in-line with the District Council's planning policy on sustainable transport or the County Council's Local Transport Plan (LTP4 with the Science Vale Cycling Policy).

The proposed five arm roundabout on the B4493 ignores the fact that the road is main cycling route from Didcot Parkway to the Harwell Campus and Harwell Village. The County Council's plan is to designate this route as a 'Premium Cycling Route'.

In order for the junction to reach the standards required of a Premium Cycle Route it would need a new approach to junction design (for Oxfordshire). This would ensure that cyclists can pass through the junction quickly, easily and safely without having to dismount or 'Give Way' any more than motorised traffic would need to. There are examples of 'Dutch Style' roundabouts which are now approved for use in the U.K. which would be an appropriate design for this junction. There needs to be one cycle path for all, not the prevailing local attitude that experienced cyclists use the road and others can use the paths and don't mind the inconvenience.

The junctions along the A4130 are also of a poor design for cyclists. The current shared use path along the A4130 is good from Mendip Heights to the A34 services, this quality needs to be maintained. The proposed designs for the Science Bridge junction does not detail any crossing points for cyclists. The other access road has a very poorly designed crossing point.

HarBUG calls upon the developers, District Council and County Council to design the junctions so that people have a realistic travel choice. This is the Science Vale and we need to have up to date transport infrastructure rather than the current 20th century, failed car-centric designs proposed.