

Application no: 23/01493/REM

Location: Proposed Himley Village North West Bicester, Middleton Stoney Road, Bicester

Transport Schedule

Recommendation:

Objection for the following reasons:

- Layout does not conform to design code (which we also have objections to)
- Street cross sections are not in accordance with Oxfordshire Street Design Guide and LTN 1/20.
- Layout does not include the details of the link to Middleton Stoney Road in the southeast corner and the path connecting it to the site ped/cycle network.
- Bus stop locations are not shown on the plans
- Car parking not in accordance with Oxfordshire Parking Standards

Comments:

This is a reserved matters application for the main roads within the initial phase of development at Himley Village.

Please see our comments on the Design Code. Our requirements set out in that response should be applied to this application.

Cycle track along southern boundary: See comments in response to consultation on masterplan for 'other uses' area. Also, the crossing at the Secondary Street needs to be LTN 1/20 compliant. Priority should be given to cyclists and pedestrians across the access road.

Where the cycle track cuts through the hedge, the alignment should be more of a lazy S rather than 90 degree bend, for safety reasons. A verge buffer should be provided between track and kerb.

Width of this track is not clear - Design Code says 4m wide - please clarify.

No details are provided of the path linking the residential development to Middleton Stoney Road at the southeast corner of the site.

Cross sections of streets

Street descriptions do not match those in the Design Code. Also dimensions do not match. Cycle facilities must be on both sides of the road - see comments on Design Code.

Cycle track must be clearly distinguished from the footway by e.g. coloured surfacing or a stepped kerb.

Introducing the correct cycle facilities means the overall corridor width needs to increase by at least 1m.

There needs to be a logical connection between the Spine Road and Primary Road cycle tracks, across the junction, to provide continuity. At all junctions connections across verge/swale must be considered.

Strategic secondary street that is not a bus route can be 5.5m in width.

The need to correct the street layout (as set out above and in our responses to the Design Code and Masterplan consultations) means that Conditions 16 and 17 (means of access) should not be discharged.

Bus stops

These need to be shown on the plan with appropriate shelter positions and any additional hard standing, taking account of the routing of cycle facilities.

Car parking

It's assumed that car parking provision is as set out in the Design Code - which is not acceptable because not in accordance with the updated Oxfordshire Parking Standards (these have a lower level of parking than previous standards).

Officer's Name: Joy White

Officer's Title: Principal Transport Planner

Date: 21 July 2023