

APPENDIX B

NON-MOTORISED USERS AUDIT



FRINGFORD ROAD

BICESTER

NON-MOTORISED USER AUDIT

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- 1.0 This Non-motorised User (NMU) audit has been carried out on behalf of Cala Homes (Midlands) limited in respect of a proposed residential development off Fringford Road in Bicester.
- 2.0 This document should be read in conjunction with the Transport Assessment and Travel Plan prepared for the above development, which is situated adjacent to the junction of Fringford Road with Skimmingdish Lane, as shown on Figure 01.

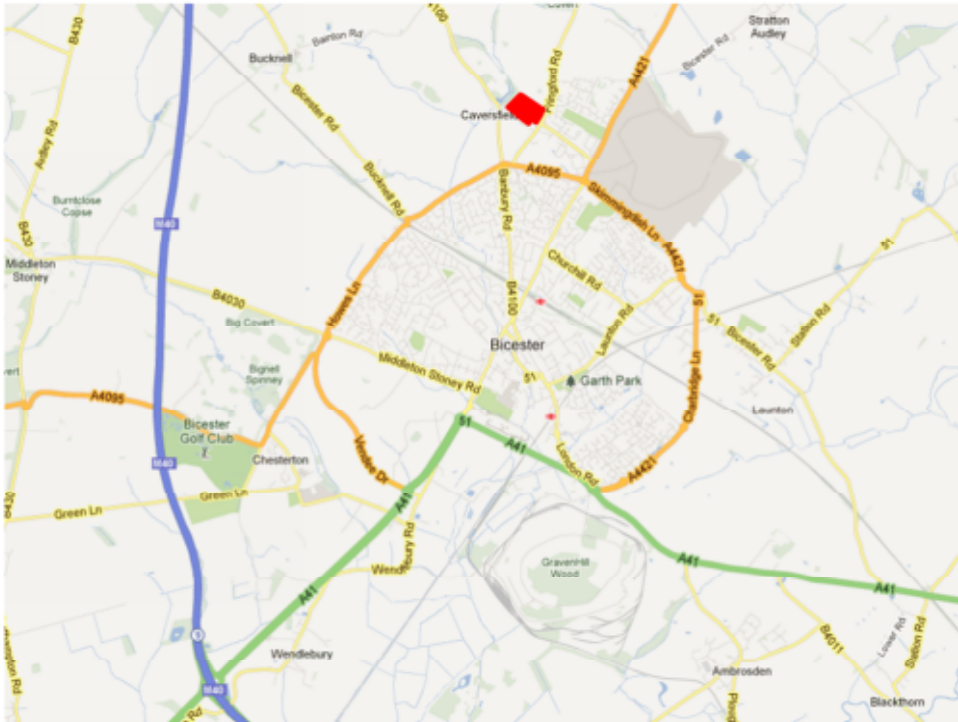


Figure 01
Site Location

- 3.0 An NMU audit examines the pedestrian and cycle infrastructure on key routes in the vicinity of the site, identifying any defects that may require mitigation. In terms of pedestrian and cycle amenity for the site in question, the scope of this audit ranges from the site to local bus stops on Fringford Road and Skimmingdish Lane, and to the A4095 Bicester bypass.
- 4.0 The residential areas south of the bypass, which also host local schools, shops and other facilities are well-established, and well-equipped with pedestrian facilities whilst the roads, being relatively quiet, are conducive to cycling.

5.0 **The Audit**

5.1 Fringford Road north of the site, northbound

In the vicinity of the proposed site entrance Fringford Road's western side consists of grass verge and lacks a footway. However, there are no potential destinations on this side of the road, therefore it is unlikely that future residents will require pedestrian routes in this location.



5.2 Fringford Road north of the site, southbound

5.2.1 This section of road commences at the junction of Fringford Road with Thompson Drive, on which bus stops are located. Thompson Drive itself is well-established and residential in nature, providing suitable footways throughout. Dropped kerbs are provided at the junction of Fringford Road with Thompson Drive.

5.2.2 The length of Fringford Road between Thompson Drive, southwards to Skimmingdish Lane, is provided with a footway of about 1.5m in width. It is generally in good repair and there are no defects of note. There is no street lighting.

5.2.3 There are no pedestrian crossings on this section of Fringford Road.



5.3 Skimmingdish Lane

5.3.1 The junction of Skimmingdish Lane with Fringford Road is equipped with dropped kerbs and, although patchy, the footway here is in generally good repair.



5.3.2 The entire length of Skimmingdish Lane is provided with a narrow footway of about one metre on its northern side. However, additional width is provided by a well-kept grass verge 2m – 4m in width, providing an opportunity to pass where necessary without encroaching onto the carriageway.

5.3.3 The footway is in good repair, with no noticeable defects, although no street lighting is present.



- 5.3.4 The bus stop, at the junction of Skimmingdish Lane with Paynes End, is provided with a shelter, although no seating is available and no timetables in evidence.



- 5.3.5 At the junction of Skimmingdish Lane with the A4421, dropped kerbs are provided to provide safe crossing facilities to the southern corner of the junction. From here, a one metre wide footway is provided which links with the bus stop on the A4421. There is no crossing to the bus stop on the opposite side of the road, although the splitter island on the approach to the roundabout to the south affords some protection for pedestrians crossing the road. However, no dropped kerbs are provided at this location. The bus stops are unmarked without shelters, timetables or seating. It is to be noted, however, that this pair of stops is likely to be infrequently used by future residents of the proposed development.

5.4 Fringford Road south of the site – southbound

- 5.4.1 This section of road is equipped with a footway on its eastern side only, approximately one metre in width.



- 5.4.2 Although much of this route is in a satisfactory state of repair, there is a short section where potholes are in evidence. However, it is noted that these have been marked for repair by the local highway authority.



- 5.4.3 Towards the end of Fringford Road a bench has been provided, together with a waste bin, for use by pedestrians. The seat itself is in satisfactory repair, although some vegetation is encroaching on it.



- 5.4.4 The remainder of the pedestrian route to the A4095 is in good repair. A signalised crossing is provided across the A4095, providing a direct and easy link with the shared pedestrian and cycle routes along the bypass, and to the town centre.



5.5 Cycle routes

- 5.5.1 Fringford Road and Skimmingdish Lane have been designated by Sustrans as on-road cycle routes and, as such, may be deemed to be suitable for use by cyclists. However, at present this route is badly pot-holed, but is marked for repair by the local highway authority.
- 5.5.2 800m south of the site, Fringford Road links with the A4095 as described in Section 5.4.4, providing crossing facilities and an opportunity for cyclists to join the dedicated cycleway/footway that encircles a large part of the town, providing links to major cross country cycle routes and the town centre itself.
- 5.5.3 The traffic-free cycle routes surrounding the town are in excellent repair, whilst the quiet residential streets radiating from the town centre afford good cycle access to the amenities that the centre of Bicester offers, as well as the local shops and schools.

