

Application no: 21/01630/OUT

Location: Land at North West Bicester Home Farm, Lower Farm and SGR2 Caversfield

Transport Schedule

Recommendation:

Objection for the following reasons:

- The assessment of the traffic impact is not reliable

If despite OCC's objection permission is proposed to be granted then OCC requires prior to the issuing of planning permission a S106 agreement plus planning conditions and informatives as set out in our previous responses. An additional S106 contribution would be required for widening works on Charlotte Avenue - amount to be confirmed. (See discussion below).

Comments

TN008 seeks to address the issue raised in my previous response, that the queues in the PICADY model of the junction of Howes Lane/Bucknell Road did not validate with the observed traffic count queues.

The manufacturer of PICADY (Junctions 10) software, TRL, ([Queues are longer \(or shorter\) than ARCADY predicts - TRL Software](#)) advocates that in this situation the traffic counts should be investigated first of all. In this case they were done on one day, 2 February 2022, which on the face of it is a neutral, mid-week day. However, on investigation I have found that the counts on this day are very likely to be atypical, particularly in the afternoon peak, due to the A34 being closed in both directions all afternoon and over the evening peak. This would have had wide reaching effects including delaying traffic heading north, which could have caused lower than expected pm peak counts at the junction.

The applicant has now agreed to repeat the traffic counts on a neutral day in June.

Additionally, the method used to 'calibrate' the model, by reducing the flows on one arm, is not one that is recommended by TRL, and is not considered acceptable. The flows are what they are - it is the model parameters that should be checked and intercepts adjusted if necessary.

TN009 seeks to address concerns about the suitability of the Elmsbrook spine road. I accept the argument that the traffic volumes on Braeburn Avenue are unlikely to trigger the need for segregated cycle facilities, according to LTN 1/20.

I remain concerned about the width of Charlotte Avenue north of the school. At only 4.1m this is definitely not suitable for the amount of additional traffic from the development, as there would be a high risk of vehicles overrunning the footway when passing one another. The applicant has proposed a potential scheme of widening. However, we are concerned about widening the carriageway right up to the tree pits. Widening may be required on both sides. A contribution has been offered to allow OCC to carry out widening works. I will confirm the amount as soon as possible. However, it would be better if the works could be done by agreement between the applicant and A2 Dominion, as the road is not yet adopted by OCC.

Officer's Name: Joy White

Officer's Title: Principal Transport Planner

Date: 23 June 2022