



# BICESTERBUG

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## **Submissions on proposed housing in NW Bicester**

**21/01630/OUT**

**20 May 2022**

Version 3.0

UPDATES to version 2.0:

### Summary

We welcome the improvements that the applicant has made and the effort invested to address the active travel issues with the original application. However we also note that certain inaccuracies and omissions mean that the application is not up the standard that would be expected.

### General points

- Segregated paths need to replace shared paths along B4100 between the A4095 and Charlotte Avenue, with horizontal separation (buffers) as per LTN 1/20.
- Access along the Banbury Road into Bicester needs to be improved, particularly around the junction into Lucerne Avenue. Short length of access along Buckingham Road to Bicester North station also needs to be made suitable for cycling.
- The proposed Charlotte Avenue traffic lights need to be made suitable for both pedestrians and cyclists. The crossing should not be staggered, and there should be segregated crossings. The refuge island should also be wide enough for the cycle design vehicle.

### Specific response to Howes Lane proposed mini roundabout

The proposed design makes no improvements to walking or cycling provision despite the increased traffic volumes. The junction forms a major access point for walkers and cyclists to access the bridleway to Trow Pool due to the bike/walking route along the southern side of A4095 north of Bucknell Road

### Specific response to Appendix 6.2 Travel Plan

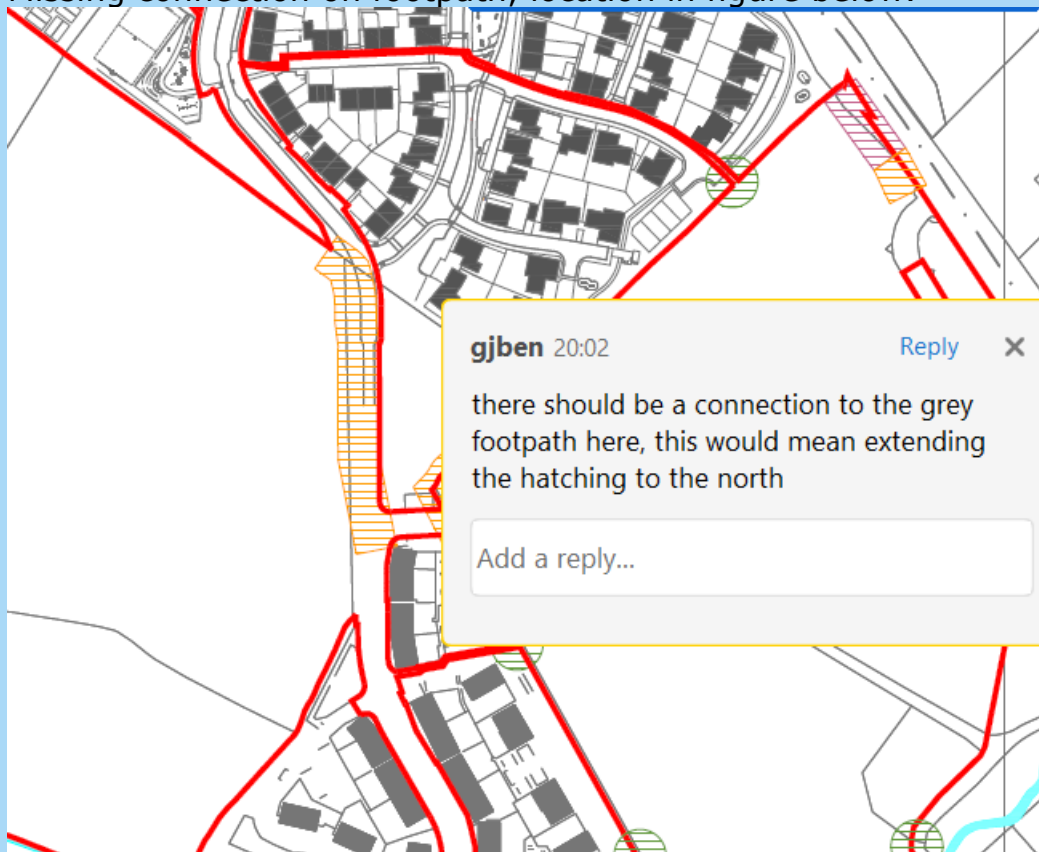
Despite numerous references to design standards and guidance, no mention is made of the latest and most important infrastructure guidance of LTN1/20

### Specific responses to Proposed Pedestrian Crossing to Church

Cycle access is missing. The crossing to the church should be either a parallel or a toucan crossing. To enable the former, the stretch of the B4100 should be reduced to 30mph as elsewhere in Bicester. Access to the crossing along the B4100 should be segregated pedestrian and cycle paths with horizontal separation (buffers) as per LTN 1/20.

### Specific to outline plan

Missing connection on footpath, location in figure below.



### Specific responses to TN007

We support OCC's Reason 3 that Charlotte Avenue will have unacceptable levels of traffic which will negatively impact the current and future uptake of Active travel options. The applicant has assumed low levels of car use and high levels of active travel but has not systematically put in place measures to ensure that shift is realised. We also recognise the potentially flawed traffic modelling as highlighted by the Elmsbrook Residents response. The specific reference to cyclists in 2.4.10 wholly excludes all bikes users except commuters. Many families are already cycling to school, elderly residents are cycling regularly for social and shopping purposes. All cycle users must be considered in the provision of routes as stipulated in LTN 1/20

### REFERENCES

EcoBicester Planning Standards

[https://portal.oxfordshire.gov.uk/content/publicnet/other\\_sites/EcoBicester/standards.html](https://portal.oxfordshire.gov.uk/content/publicnet/other_sites/EcoBicester/standards.html)

Cherwell Design Guide SPD (2017)

Oxfordshire County Council (2020), Local Walking and Cycling Plan for Bicester

Department for Transport (2020), Local Transport Note 1/20