

APPEAL REF: APP/C3105/W/23/3315849

Land North West of Bicester, Charlotte Avenue, Bicester OX27 8BP

Inspector's Site Visit – Itinerary

With reference to the Site Visit Plan (and accompanying drawings), the Inspector is requested to observe the following 8 locations, listed A to H. It is also requested that, if possible, the Inspector should attend at a time when the drop-off/collect parking for Gagle Brook School (see B below) can be observed – i.e. around 3.15pm (or 8.25am).

The location list has been produced by the Appellant within additional input from the Bicester Alliance. The commentary has been produced/amended by the Appellant. Officers at CDC have not directly inputted into the commentary but have confirmed agreement on the locations to be viewed.

A) Elmsbrook Spine Road (with reference to Drawing Ref: 4600-1100-T-073 Rev A)

1. Road Width

- The narrowest section of the Spine Road is 4.1m.
- Drawing Ref: 4600-1100-T-073 Rev A shows how a localised improvement could accommodate an improvement to increase the width to 4.8m.

2. Cycle Access

- It is proposed that cyclists share the carriageway with traffic, in line with LTN1/20 for roads with less than 2,000 AADT (Fig 4.1).
- OCC have requested a contribution towards the potential improvement works at this location, which will be delivered by OCC once the Elmsbrook Spite Road is adopted.

3. Pedestrian Access

- The existing footway on the western side of the road is greater than 2.0m through this narrow section.
- The existing footway on the eastern side of the road is proposed to be narrowed but would still be greater than 2.0m through this narrow section.
- Please note the existing trees.

B) Gagle Brook School Drop-off/Collect Provision

- The maximum road width is 6.0m throughout Charlotte Avenue, Cranberry Avenue, etc.
- Please note the existing arrangements for school pick up/drop off.

C) Bridge Footway Provision (with reference to Drawing Ref: 4600-1100-T-029 Rev A)

1. Road Width

- The existing width across the bridge is 10.0m, including existing footways of 2.0m on either side.
- The general carriageway width is 6.0m with road narrowings at either end reducing the carriageway width to 4.1m.
- Drawing Ref: 4600-1100-T-029 Rev A shows that there is scope to reconfigure the road width across the bridge to provide a carriageway width of 5.5m.

2. Cycle Access

- Segregated cycle provision is proposed in the form of a 3.0m wide shared footway/cycleway on the northern side of the bridge.

3. Pedestrian Access

- Pedestrians will be able to use the 3.0m wide shared footway cycleway proposed on the northern side of the bridge.
- Additionally pedestrians (but not cyclists) will be able to use the 1.5m wide pedestrian route proposed on the southern side of the bridge.

D) Wintergreen Fields – Example of Permeability into Unadopted roads with no footpaths

- There are two “pedestrian and cycle connection zones” indicated on the Site Plan – at the ends of Wintergreen Fields and Caraway Fields.
- Both of these roads are currently private roads, but they are intended for adoption.
- There are currently no dedicated footpaths or cycle paths on either Wintergreen Fields or Caraway Fields.

E) Bus Gate

- The existing bus gate is located approximately mid-way along the Spine Road and will be maintained.
- The bus gate prevents cars associated with the southern part of the Elmsbrook scheme from travelling towards the B4100 via Braeburn Avenue
- The bus gate prevents cars associated with the northern part of the Elmsbrook scheme from travelling towards the B4100 via Charlotte Avenue

F) Views into Eastern (View A) and Western (View B) Parcel (south of Bus Gate)

G) Alternative Access Options

- A number of Alternative Access Options to the Eastern Parcel have been considered:
 - 1) Drawing Ref: 4600-1100-T-075 Rev A – Ghost Island Right Turn Lane – VTP suggest that this is not deliverable within the highway land available.
 - 2) Drawing Ref: 4600-1100-T-076 Rev A – Simple Priority Junction - VTP suggest that this is not deliverable within the highway land available, due to visibility splays.
 - 3) Drawing Ref: 4600-1100-T-077 Rev A – Ghost Island Right Turn Lane - VTP suggest that this is not deliverable within the highway land available, due to visibility splays and the junction spacing.

H) B4100/Charlotte Avenue Traffic Signals (with reference to Drawing Ref: 4600-1100-T-016 Rev B)

- A potential signal junction has been designed to accommodate additional traffic flows which OCC have accepted and requested a contribution of £47,289 (Appendix 1 of the Committee Report).