

Comment for planning application 20/01830/F

Application Number	20/01830/F
Location	Proposed Roundabout Access To Graven Hill And Wretchwick Green London Road Bicester
Proposal	Proposed roundabout junction
Case Officer	Rebekah Morgan

Organisation Name	Graham Smith
Address	5 Western Road,,Oxford, ,OX1 4LF
Type of Comment	Objection
Type	neighbour

Comments

I object to the design of the Pioneer Roundabout. The Pioneer roundabout is part of a problematic conceptual issue which could/should be faced-up to: What kind of place do we want? If a place supporting sustainable travel is sought then it is most unlikely to be delivered by this kind of design. Graven Hill I made a critical response to the Graven Hill Design Code in 2015, because the laudable aims were in my perception subverted by Highways' demands. It was clear that connectivity to other parts of Bicester and the County were designed primarily for car drivers and were much less convenient or non-existent for non-car means. The design of the Pioneer Roundabout is an outcome of Highways' outdated beliefs. I would argue that we should not have 'mini-motorways' separating urban areas. Best practice eschews this failed orthodoxy. Other street design types, such as Boulevards as in the National Design Guide: M1 'An integrated network of routes for all modes of transport', and 'M2 A clear structure and hierarchy of connected streets' need to inform the s=design of the roundabout and the A41 adjacent to the sites. We could design urban areas with major routes so that they have service roads, separating frontages, frontage traffic, walking & cycling, from through carriageways. In Oxford the A40 Sunderland Avenue has such characteristics and the Woodstock Road at Yarnton amongst others. There are some such examples in Paris but the type was a British invention. We have not built such urban roads for sixty-plus years. This is because Engineers believe that such roads must be segregated. This is a flawed 'one solution for everywhere' belief which was even addressed by the author of Traffic in Towns, Colin Buchanan in 1963, and by the Minister of Transport, Ernest Marples, in 1964. Distributor Roads, an atrophied concept Nonetheless the publication of Design Bulletin 32 in 1977 cemented the belief and practice of engineers and planners that places, new places, should be separated by Distributor roads with no frontage access. It fitted with the car-centric zeitgeist of the times but was increasingly criticised by the eighties. The criticism grew to the point that DB32 guidance was withdrawn, thirteen years ago, on publication of the Manuals for Streets 1&2, in 2007 and 2010. Most Highways Authorities have not changed their own guidance to be in line with the current guidance, including Oxfordshire. Habitability and busy roads Maybe no one chooses to live on a road with 15k, 20k or even 50k vehicles passing by, but there are places which are desirable in many ways with these varying conditions. This example may be extreme! https://www.google.com/maps/@51.5056271,-0.211944,3a,75y,82.14h,99.76t/data=!3m6!1e1!3m4!1sKrP_1cFzQfcEHoIwba1wzw!2e0!7i13312!8i6656 Holland Park Avenue has an Annual Average Daily Flow Estimates for all traffic of 41.960. See Wikipedia for a quality explanation: "Holland Park Avenue's present design was laid out in the 19th century. Despite being a busy traffic artery, the street is elegantly lined with large well-established plane trees and boasts attractive terraces of large Victorian townhouses, as well as numerous high-end shops and restaurants." "Holland Park Avenue now forms the main artery for one of the most expensive residential districts in London or indeed anywhere in the world..." Layout designs and traffic generation Obviously noise and pollution are issues, the boulevard approach is likely to locate homes further from the sources of noise and pollution than does the current orthodoxy. By enabling alternatives to the car, connected layouts are more likely to reduce the scale of the source problem. USA research has suggested a halving of car-traffic volume and up to a 1/6th of peak hour traffic (Chellman, 1991). I hope this background helps, the argument is much greater than the current OxonCC claim that the roundabout is safe or whatever, in their limited terms.

Received Date	01/11/2020 20:37:20
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Attachments