

From: Paul Troop
Sent: 26 November 2021 13:21
To: Caroline Ford
Cc: Planning; bicesterbug; Peart, Timothy - Communities
Subject: BBUG Objections re Gavray Meadows 21/03558/OUT Planning Application
Importance: High

Dear Ms Ford

Thank you for inviting Bicester Bike Users' Group to comment on the above planning application. Unfortunately, there are a number of aspects of the application that do not comply with current standards, and for that reason, we object to this application as it is currently formulated. However, we believe that the issues could be relatively readily overcome, in which case we would review our objections. Detailed reasons for our objection are set out below.

If you have any queries in relation to this matter, please do not hesitate to contact me.

I look forward to hearing from you in due course

Yours sincerely

Paul Troop, Secretary, BBUG

1. PATHS

The paths fronting the development on Gavray Drive should be segregated with separate pedestrian and cycle paths (rather than shared provision) to comply with LTN 1/20. In addition, horizontal buffers between the segregated paths and the highway such as green verges would improve the user experience and encourage vulnerable users to choose active travel. Using green verges of grass or wild flowers would also open up the possibility of planting trees between the paths and the highway as has been achieved at the nearby Graven Hill development. This would substantially contribute to the sense of place at the new development and make walking and cycling an attractive choice.

The path crossings over the two main access points also need to be segregated to comply with LTN 1/20. This would require cycle priority over the access points and possibly refuge islands for the pedestrian path. The splays are currently very large in accordance with now outdated historical practice, and the radii should be reduced to ensure lower speeds and better road safety. Given the relatively modest level of development, a full setback of the priority cycle crossing is probably not necessary, but the use of a green buffer zone (note previous paragraph) would facilitate a partial setback of the cycle path.

2. CROSSINGS

The most important crossing for the development will be over the Gavray Drive arm of the roundabout at the southern end. Given that access from the north of Gavray Drive is now severely limited and not disability access compliant, most users are likely to need to cross this arm of the roundabout to get to and from local destinations. The increased traffic to the development will also add pressure on that crossing. Currently, the crossings there are uncontrolled, which will be

inaccessible for most users. The best, most cost-effective, solution would be to implement parallel crossings over the Gavray Drive arm of the roundabout. This may require a reduction in speed over the roundabout to 30mph, which would in any event become necessary to comply with DfT Circular 01/2013 given that two of the arms of that development (Gavray Drive and the new arm to access to Wretchwick Green) will be 30mph.

The other crossing that may need upgrading is the footpath crossing at the mid-point of Gavray Drive between the green area known as 'Bicester Fields' and the development. A parallel crossing at this point would also be the most cost-effective and demand responsive solution.

The crossing at the very northern end of Gavray Drive is a key crossing, but given the relatively low volume of traffic and the low speeds, an uncontrolled crossing may be acceptable at this point.

3. FOOTPATHS AND PEDESTRIAN BRIDGES

The footpath in the northern portion of the site is an important one identified as such by the Bicester Local Walking and Cycling Infrastructure Plan ('LCWIP') as BR13. However this path is in a poor state of repair and the LCWIP identifies this footpath as in need of improvement. Both this footpath and the footpath to the south of the site should be made accessible for those with disabilities. This would require suitable surfacing and width.

Connectability to the site is severely limited by the very restrictive pedestrian bridges at Tubbs Lane and to the very north of the development site over the railway. Given the height of these bridges, access is very difficult even for those with no vulnerabilities. To the extent that it may be possible, the developer should be asked to contribute to the upgrading of these crossings, ideally by disability accessible underpasses rather than bridges.