

## Lynne Baldwin

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**From:** Richard Lewis <richardl@activeplanning.co.uk>  
**Sent:** 20 December 2023 10:37  
**To:** Planning  
**Cc:** Thomas Webster  
**Subject:** 23/01080/OUT Land north of Bicester Avenue Garden Centre, Oxford Road, Bicester

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Dear Planning

ActivePlanning is a small consultancy which specialises in town and transport planning relating to active travel (walking, wheeling and cycling). We act as consultees on behalf of our clients on a wide variety of projects. We also provide design review services for local authorities and developers to maximise opportunities to expand networks of well designed active travel infrastructure in masterplans, major applications and LCWIPs. We work with local authorities and their contractors to raise the quality of active travel infrastructure by providing advice and support, helping to break down professional barriers between non-engineers and engineers.

By seeking to positively influence planning decisions, our aim is to achieve better and safer conditions for active travel as a means of improving public health and inclusive accessibility, and reducing carbon emissions.

**I would be grateful if you could register the following comments on planning application 23/01080/OUT: Land north of Bicester Avenue Garden Centre, Oxford Road, Bicester.**

The extant planning permission makes it a condition that development cannot proceed until the revised signalised junction is fully built. Our interpretation of this is that the junction should be designed and delivered in accordance with the Development Plan, the National Planning Policy Framework (as published in September 2023) and the latest design guidance.

Local Plan policy ESD1 is clear that “measures will be taken to mitigate the impact of development within the District on climate change. At a strategic level, this will include: ...Delivering development that seeks to reduce the need to travel and which encourages sustainable travel options including walking, cycling and public transport to reduce dependence on private cars...”. Policy SLE-4 is clear that, where reasonable to do so, all development “should facilitate the use of sustainable modes of transport, walking and cycling...”, and this policy is supported in paragraph B77 by the stated need for infrastructure to support walking and cycling to “establish an effective integration between the established areas and new areas of development”.

I **OBJECT** to the proposal because, with reference to Local Plan policies ESD1, SLE4 and paragraph B77, and National Planning Policy Framework (NPPF, September 2023) paragraph 104, the proposed layout does not sufficiently identify and pursue opportunities to promote walking and cycling including effective integration between the established and new areas of development; nor do the proposals set out to achieve net environmental gains by (avoiding or) mitigating adverse effects. If the junction is built to the current proposed layout without measures to support convenient and safe walking, wheeling and cycling it cannot be considered “complete” in accordance with the development plan or NPPF taken together. Our specific concerns, which have not been addressed are:

- The cycleway as existing and proposed is not designed in accordance with LTN1/20 and, given the current speed limit, would introduce safety risks to cyclists in close proximity to motor traffic travelling at 40mph. The cycleway should be segregated from pedestrians, and there should be a 1.0m buffer between the cycleway and the carriageway. A grassed buffer would also assist with preventing debris from entering the cycleway.

- The pedestrian crossings are multiple stages which we anticipate will cause considerable delay to pedestrians, contrary to the spirit and intention of the relevant policies, and do not comply with the guidance set out in Inclusive Mobility published by the Department for Transport. In the light of the Council's Public Sector Equality Duty the designs should be reviewed and amended to ensure full accessibility prior to any approval given. The layout and completed scheme should be assessed by an NRAC accredited Accessibility Auditor.

I **OBJECT** to the proposal because the proposed layout does not include a LTN1/20 cycleway connection to the new housing developments to the west. Instead, there is only the existing signalised shared use crossing in two stages. The proposed multi-stage signalised crossings will continue considerable delays to pedestrians due to multiple crossing points.

Should a grant of planning permission be recommended, we require the following additional conditions:

- The development shall not proceed until such time as the junction is fully implemented in accordance with approved walking and cycling infrastructure layouts which are confirmed by an independent Accessibility Auditor and design engineer as fully compliant with Government design guidance as set out in Inclusive Design and LTN1/20.
- The development shall not proceed until such time as indicative plans are supplied showing the extent of a suitable segregated walking and cycling network within the site serving the main development parcels and the existing Tesco superstore.
- Developer contributions and obligations are sought to ensure the delivery of LTN1/20 compliant segregated walking and cycling infrastructure (a) along the westernmost boundary of the site, alongside the A41; (b) from the junction northbound along the A41 towards Bicester, with a minimum distance specified; and (c) between the development site and the retail park and new housing developments to the west of the A41, connecting with the extant road network.

Yours sincerely

Richard Lewis MRTPI MTPS

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