

Item 17 - Bicester: Charlotte Avenue & Elmsbrook Estate - Proposed Bus Lane, Goods Vehicle Loading Bay & 20mph Speed Limit

We supported all these measures in our consultation response.

The bus lane here is effectively a bus gate, implementing a low traffic neighbourhood. It is notable that the planning consent requiring that dates to 2012 and that its explicit goal was to inhibit short car trips within the housing development, in order to encourage walking and cycling. It will also serve to block use of the estate as a short-cut if there is congestion on the B4100, but that appears to have been an incidental consideration.

We hope that this sets further precedent for not giving residents exemptions from LTN modal filters, when ANPR cameras are put in place for buses.

This particular design was part of this being an "Eco-Town" development, but it is a design feature that should be universal. If a similar bus gate had been incorporated into Barton Park it would have avoided a lot of problems.

So we want the Street Design Guide to require all new developments to be implemented like this, prioritising sustainable transport by making walking, wheeling or cycling more direct than driving. But Transport Development Management should really be onto this already, given the goals and priorities in the LTCP and other county policies.