

REPORT N° 11012779

KINGSMERE, BICESTER

LOCAL CENTRE

TRANSPORT STATEMENT

NOVEMBER 2015

KINGSMERE, BICESTER
BICESTER LOCAL CENTRE
Countryside Properties (Bicester) Ltd

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1 INTRODUCTION

1.1 INTRODUCTION

- 1.1.1 WSP | Parsons Brinckerhoff (WSP | PB) has been commissioned by Countryside Properties (Bicester) Ltd to produce a Transport Statement to support bringing forward a Local Centre within its Kingsmere development. The proposals are located within the South West Bicester development which was granted outline planning consent in 2006 (06/00967/OUT).
- 1.1.2 The consented development included 1,585 dwellings, B1/B2 employment land, a hotel, a health village, a Local Centre and associated amenities, open space and community facilities including education provision.
- 1.1.3 A Local Centre was proposed and its effects were considered within the Transport Assessment (TA) for Kingsmere. The development was consented (subject to conditions), reflecting the aspirations and land-uses anticipated at the time.
- 1.1.4 This Transport Statement has been produced to outline the transport implications associated with the proposed land use mix for the Local Centre.

1.2 STRUCTURE OF REPORT

- 1.2.1 This Transport Statement includes the following chapters:
- **Chapter 2** presents a review of policy relevant to the assessment;
 - **Chapter 3** presents the development proposals and summarises the overall access strategy and an assessment of the travel demand characteristics of the development, giving regard to land use quanta, type and daily hourly profile;
 - **Chapter 4** presents the accessibility for the Local Centre with regard to positioning and proposed public transport infrastructure;
 - **Chapter 5** presents the results of a car parking accumulation exercise;
 - **Chapter 6** presents a Framework Travel Plan for the delivery of sustainable transport principles; and
 - **Chapter 7** includes the conclusions from the analysis.

2 POLICY REVIEW

2.1 CONTEXT

2.1.1 The sustainable transport agenda has gained a significant amount of prominence over recent years and this has been reflected through changes in government policy at national, regional and local levels. A principal focus of transport policy is now to reduce the level of dependency on the private car, to minimise the impact of travel and encourage sustainable modes of travel and reduce greenhouse gas emissions.

2.1.2 Since the South West Bicester TA was produced in 2006, several core policy documents have been superseded and more relevant guidance now exists. Whilst these changes are not material considerations affecting the parent consent for development, the benefits of the Local Centre continues to have relevance and its design will be influenced by best practice.

2.1.3 This chapter provides an overview of the current transport and land use policy documents relevant to the development of the Local Centre within the South West Bicester development.

2.2 NATIONAL PLANNING POLICY FRAMEWORK

2.2.1 Planning Policy Guidance 13 (PPG13) set out the objectives to integrate planning and transport at the national, strategic and local level and to promote more sustainable transport choices both for carrying people and for moving freight.

2.2.2 This document has now been cancelled and replaced by the National Planning Policy Framework (NPPF), published on 27 March 2012, which sets out the Government's planning policies for England.

2.2.3 The NPPF seeks to reduce the complexity and improve the accessibility of the planning system, whilst protecting the environment and encouraging growth in a sustainable manner.

2.2.4 The NPPF replaces all the previous Planning Policy Guidance Notes and Statements, becoming the definitive national planning policy from which local planning authorities can, in collaboration with their communities, produce local plans appropriate to the character and needs of their area.

2.2.5 Key to the NPPF and its success is the following statement from Paragraph 14:

*“At the heart of the National Planning Policy Framework is a **presumption in favour of sustainable development**, which should be seen as a golden thread running through both plan-making and decision-taking.”*

2.2.6 As a consented development, Kingsmere has been shown to meet the definition of sustainable development. From the perspective of transport, the mixed-use facilities that the development will provide, the opportunities for sustainable travel and the Local Centre design allows for these opportunities to be maximised.

2.2.7 In doing so, this development is compliant with Paragraph 29 of the NPPF which details transport as having:

“... an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives.”

2.3 LOCAL

CHERWELL LOCAL PLAN

2.3.1 The Cherwell Local Plan (2011-2031) Part 1 was formally adopted by Cherwell District Council on 20th July 2015. The later parts of the plan are still being prepared.

2.3.2 The Cherwell District also has two existing Local Plans, the Adopted Cherwell Local Plan 1996 and the Non-Statutory Local Plan 2011. The Adopted Cherwell Local Plan 1996 contains several saved policies which currently remain part of the statutory Development Plan. The Non-Statutory Local Plan 2011 was intended to review and update the Local Plan adopted in 1996, however due to changes to the planning system, work on this plan was discontinued prior to adoption. It is not part of the statutory plan but it was approved as an interim planning policy for development control purposes.

2.3.3 The Cherwell (adopted) Local Plan Part 1 is a plan which looks to the future and sets out proposals to support the local economy and communities up to 2031. The Local Plan sets out the long term spatial vision for the District and contains policies to help deliver that vision.

2.3.4 Underpinning the Local Plan is a vision and a spatial strategy for Cherwell District. The spatial strategy for how the growth of the District is managed can be summarised as:

- Focusing the bulk of the proposed growth in and around Bicester and Banbury;
- Limiting growth in the rural areas and directing it towards larger and more sustainable villages; and
- Aiming to strictly control development in open-countryside.

2.3.5 The adjacent development to Kingsmere, South West Bicester (Phase 2), which is also being delivered by Countryside Properties, is highlighted in the Adopted Local Plan as:

- An urban extension under construction providing new homes, new primary and secondary schools, public open space, health and sports facilities, employment, a hotel and other local facilities.
- Land is available for phase two development within the limit of the new perimeter road.
- The site is in an accessible location relatively close to the town centre.
- The occupiers of new housing will have access to the education, other services and facilities, public open space, places of employment and health village already planned for provision within Phase 1.
- The site is well located with immediate access to the new perimeter road, and the potential to extend Phase 1 bus services, cycleways and footpaths.
- It also has good accessibility to places of employment, services and facilities elsewhere in Bicester.

OXFORDSHIRE LOCAL TRANSPORT PLAN

2.3.6 The Local Transport Plan 2011 – 2030 focuses on attracting and supporting economic investment and growth, delivering transport infrastructure, tackling congestion and improving quality of life. Four local transport goals were identified:

- To support the local economy and the growth and competitiveness of the county;
- To make it easier to get around the county and improve access to jobs and services for all but offering real choice;

- To reduce the impact of transport of the environment and help tackle climate change; and
- To promote healthy, safe and sustainable travel.

2.3.7 The Plan states that Bicester has unprecedented connectivity for a settlement of this type – close to the M40 (J9) at a ‘crossroads’ of two major strategic routes and with good strategic bus and rail links to Oxford, London and elsewhere.

2.3.8 The aim of the Plan is to drive Bicester forward for the next 20 years, during which time it is predicted to become the county’s largest town. This is to be achieved by:

- Unlocking growth through delivery of key infrastructure as part of a strategic traffic network solution, for example stage 2 of the M40 J9 upgrade.
- Developing and securing funding for future proposals – for example upgrading the Eastern Perimeter Road and developing a Park & Ride facility.
- Sustainable growth through development and implementation of connections to enhanced rail networks and to promote bus travel.

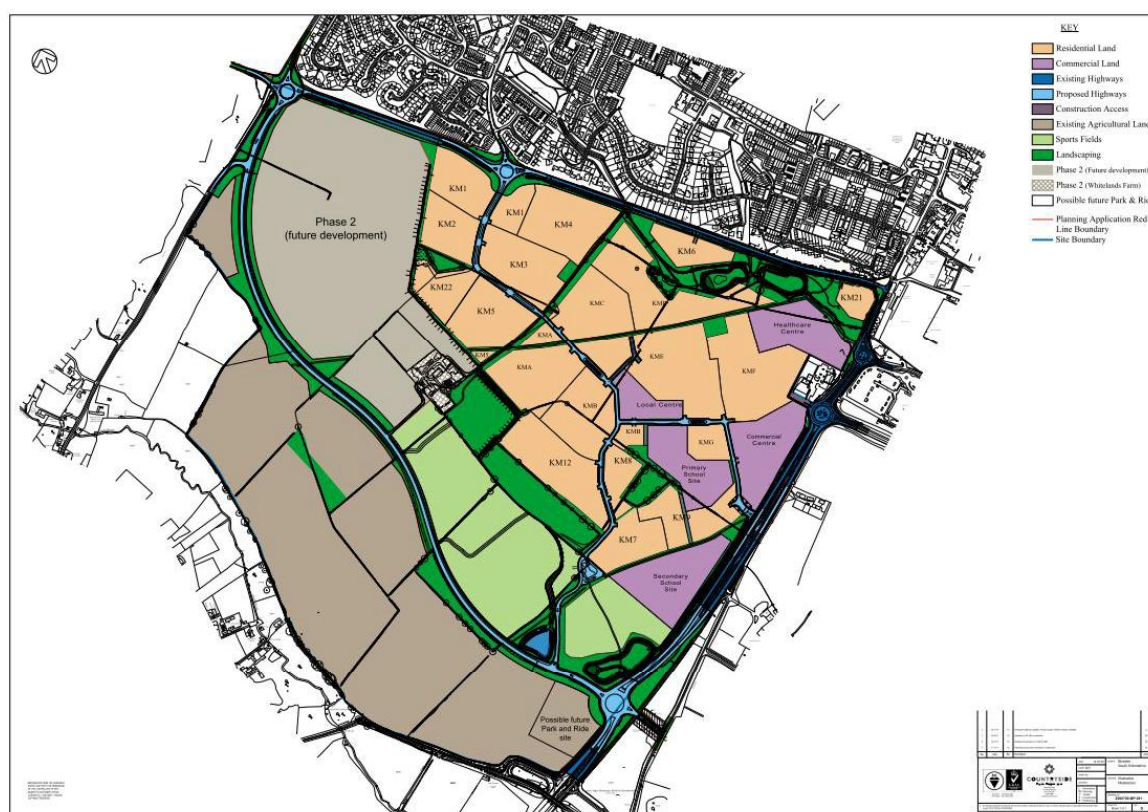
2.3.9 Local Transport Plan 4 is currently being developed by Oxfordshire County Council and much has changed since the 2011 Plan was adopted, especially the way in which transport improvements can be funded, with less money being allocated directly from the Council and a greater proportion being delivered through the Local Economic Partnership (LEP).

3 THE DEVELOPMENT

3.1 LOCATION

3.1.1 The proposed Local Centre is located at the heart of the Kingsmere development. The Local Centre is bordered by residential plots to the north-east, a 'Secondary Street' to the north and the development spine road to the south-west and west. In addition, a Primary School is situated directly to the south east of the Local Centre, on the other side of the spine road. Figure 3.1 below provides the masterplan for the wider South West Bicester development.

Figure 3.1 – South West Bicester Masterplan Layout



3.2 PROPOSALS

3.2.1 The Local Centre was assessed within the Transport Assessment produced to support the 2006 planning application. When deriving robust estimates of movements, it was assumed that the majority of uses within the Local Centre would not generate significant external trips. For the purpose of the trip generation analysis, an allowance was made for trips associated with up to 1,000sq m of employment.

3.2.2 The proposals being put forward through an application for Reserved Matters Approval is for a land use mix as follows:

- A1 Anchor Convenience Store (400m²)
- D1 Nursery (514m²)
- D2 Community Centre (1308m²)
- A1, A2, A3, A5 Retail Units (424m²)

3.3 TRANSPORT STRATEGY

3.3.1 The overall transport strategy has been considered in detail within the TA submitted in support of the Kingsmere development (06/00967/OUT). The approved TA states that:

- *The layout of the proposed development has been designed to facilitate easy movement by foot and cycle. The routes for the strategic pedestrian and cycle network have been carefully considered in response to the disposition of land uses and an identification of the key desire lines for movements within the proposed development.*
- *The main vehicular access from the A41 Oxford Road to the proposed development is provided by a new four arm roundabout.*
- *The provision of the new four arm roundabout on the A41 Oxford Road would be coupled with the closure of the slip roads for the existing grade separated junction, which currently provides access to Chesterton. Access to Chesterton is provided from the new roundabout via the new perimeter road, now also known as Vendee Drive.*
- *Secondary accesses are provided via a new signalised junction off the A41 Oxford Road, two new priority junctions on Middleton Stoney Road, a new four arm roundabout at the Middleton Stoney Road/Shakespeare Drive junction, coupled with a further ghost island priority junction onto the proposed perimeter road.*

3.3.2 The development spine road, running from the A41 and Vendee Drive to Middleton Stoney Road has been designed using the principles enshrined in the Government's Manual for Streets (MfS), which aims to reconcile the 'movement' and 'place-making' function of streets. These principles are secured through an approved Design Code, covering the whole development.

3.3.3 The Local Centre is accessed via the development internal road network. The car park has been design to promote a one way system with entry from the south west and exit via the south. There is also gated access into the area at the rear of the Local Centre for staff parking and deliveries, customers of the convenience store and there is also access and parking to serve the recycling banks.

3.3.4 The design of the Local Centre has been tested to ensure that the parking areas are well laid out and that the configurations for the main access/egress and servicing areas are appropriate. WSP|PB Drawings ATR-001 and ATR-002 (displayed in Appendix B) show the results of swept path analysis undertaken to inform the design. The vehicle types used for the swept path analysis reflect the likely sizing of vehicles, with refuse collection services informed through consultation with Cherwell District Council.

3.4 TRAVEL DEMAND

3.4.1 The transport implications of the Local Centre proposals were quantified within the 2006 Transport Assessment (TA) supporting the consented outline planning permission. At that time, the travel demand assessment focused primarily on car use. However, it is also the case that a large proportion of movements will be made by sustainable modes of transport.

3.4.2 The vast majority of movements associated with the Local Centre would be 'internal' to the development, thereby leading to no external impact. As such, many of the land-uses within the description of the development were assumed to not necessarily generate any new car trips. It was assumed that the equivalent of up to 1,000sqm of B1 office employment would be a robust assumption to use for the purposes of assessing the wider Kingsmere development within the original 2006 TA.

3.4.3 Table 3-1 shows the vehicle trip generation for the Local Centre, based on the agreed trip rates presented in the 2006 TA.

Table 3-1 Vehicular Trip Rates and Trip Generation for the Local Centre

	AM PEAK HOUR (08:00-09:00)			PM PEAK HOUR (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Trip Rates (2006 TA)	1.42	0.12	1.54	0.12	1.09	1.21
External Trip Generation (2006 TA)	14	1	26	1	11	12

Source: Kingsmere TA – Local Trip Generation

3.4.4 The 2006 TA considered the above trip rates and associated vehicle trip generation. This excluded those that were considered to be from pass/by and/or diverted trips or from within the wider development.

3.5 LOCAL CENTRE PROPOSAL

3.5.1 Under the terms of the Reserved Matters application, the Local Centre proposals comprise a total of 2,646 sq m and includes the following development quantum:

- A1 Anchor Convenience Store (400m²),
- D1 nursery (514m²)
- D2 community centre (1308m²)
- A1, A2, A3, A5 Retail Units (424m²)

3.5.2 The Local Centre will also include public open space and parking / servicing facilities.

3.5.3 The TRICS database has been extrapolated to derive trip rates for the Local Centre based on the above split of land-uses. This is shown in Table 3-2 below.

Table 3-2 Vehicular Trip Rates for the Local Centre

LAND USE	AM PEAK HOUR (08:00-09:00)			PM PEAK HOUR (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
D2 Assembly & Leisure Community Centre	0.508	0.079	0.587	0.329	0.378	0.707
D1 Non-residential institutions Nursery	3.166	2.508	5.67	2.257	2.508	4.765
A1 Shops Convenience Store	6.999	6.756	13.755	9.712	9.381	19.093
A2 Shops Retail Units	3.802	3.332	7.134	4.667	4.94	9.607

3.5.4 Table 3-3 provides a summary of the resultant vehicular trip generation calculated for the different land uses, based on the trip rates as shown in Table 3-2.

Table 3-3 Vehicular Trip Generation for the Local Centre

LAND USE	AM PEAK HOUR (08:00-09:00)			PM PEAK HOUR (17:00-18:00)		
	ARRIVALS	DEPARTURES	TOTAL	ARRIVALS	DEPARTURES	TOTAL
D2 Assembly & Leisure Community Centre	7	1	8	4	5	9
D1 Non-residential institutions Nursery	16	13	29	12	13	24
A1 Shops Convenience Store	28	27	55	39	38	76
A2 Shops Retail Units	16	14	30	20	21	40
Total Trips Generated	64	54	118	73	75	147

3.5.5 Table 3-3 above highlights that a total of 118 and 147 vehicle trips would be generated as a result of the Local Centre proposals. The Table disaggregates these trips by land-use and highlights that the convenience store and retail units are predicted to be the main trip generators/attractors.

3.5.6 The TRICS land use categories for these aspects of the Local Centre have been on the basis of seeking the most robust trip estimates; reflective of the most realistic and higher trip generating uses likely to be included, and therefore a degree of flexibility exists to interchange land uses at the point of occupation, without invalidating the trip estimates within this report.

3.5.7 In establishing what would constitute actual 'external' trips, the following assumptions have been made in Table 3-4 below on the proportion of movements which would realistically remain within this Kingsmere development.

Table 3-4 Internal/External Trip Proportions

TRIPS	ASSUMPTION	INTERNAL	EXTERNAL
Convenience Store	Primarily to serve the south west Bicester development although the Local Centre is located on a through route with potential for trip diversion from vehicles on Oxford Road on their way to the centre of Bicester.	90%	10%
Community Centre	Solely complimentary to south west Bicester development.	100%	0%
Nursery	Primarily to serve the 1,585 residential properties + local employees. Likely to require high staff ratio and reflected in proportion of external trips.	90%	10%
Retail Units	Primarily to serve the south west Bicester development and unlikely to offer an alternative to those outwith the south west Bicester development.	95%	5%

3.5.8 The community centre is the only element of the Local Centre which is considered to be fully complimentary to the resident population of Kingsmere and is therefore assumed to be frequented entirely by new residents of the development. This is based on a robust appraisal of the likely travel habits of users of the Local Centre.

3.5.9 As a consequence, Table 3-5 below presents the total 'external' trips from the development based on the assumptions contained within Table 3-4.

Table 3-5 External Vehicle Trip Generation by Land-Use

LAND USE	AM PEAK HOUR (08:00-09:00)			PM PEAK HOUR (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
D2 Assembly & Leisure Community Centre	0	0	0	0	0	0
D1 Non-residential institutions Nursery	2	1	3	1	1	2
A1 Shops Convenience Store	3	3	6	4	4	8
A2 Shops Retail Units	1	1	2	1	1	2
Total Trips Generated	5	5	11	6	6	12

3.5.10 The net effect of the Local Centre proposals on the external level of vehicular trip generation is shown in Table 3-6 below.

Table 3-6 Comparison of Vehicular Trips During Peak Hours (External Trips)

	CONSENTED	CURRENT PROPOSAL	DIFFERENCE
AM Peak Hour (0800-0900)	15	11	-4
PM Peak Hour (1700-1800)	12	12	0

3.5.11 The comparison shows a net decrease of 4 vehicle trips in the AM, and no change in the PM peak hour. Overall, there is a net decrease in vehicle trips as a result of the refined land use mix for the Local Centre.

4 ACCESSIBILITY

- 4.1.1 The proposed Local Centre sits at the heart of the Kingsmere development. It will provide employment opportunities and community facilities by being easily reached by public transport, cycle or foot.

4.2 INTERNAL ACCESSIBILITY

- 4.2.1 As specified within the 2006 TA, the layout of the Kingsmere development has been designed to facilitate movement on foot and by bicycle. The objective of the design has been to provide a principal network of footways and cycleways, some of these alongside roads or shared with vehicles.

- 4.2.2 The routes for the strategic pedestrian and cycle networks have been carefully considered in response to the layout. Local trip attractors were also identified in specifying where the key desire lines for movement would take place. The resulting design of the layout ensures that foot and bicycle journeys to the major destinations within the wider area are suitably catered for.

- 4.2.3 The land-use mix within the Local Centre promoted local movements. The local shops, convenience store and nursery will primarily serve the development, providing more attractive alternatives to other 'off-site' convenience shops and facilities.

4.3 PUBLIC TRANSPORT ACCESSIBILITY

- 4.3.1 It is considered that the majority of users of the Local Centre will be from within Kingsmere. Other users will be able to access the development by bus, making use of locally-promoted services, which continue to be delivered in conjunction with the implementation of the Travel Plan.

- 4.3.2 In terms of the relationship with the proposed Local Centre design, two new bus stops (northbound and southbound) have been incorporated into the design for the development spine road. The following services run from the bus stops.

Table 4-1 Bus Service Summary

SERVICE	OPERATOR	FREQUENCY
		MON-FRI
S5	Stagecoach	60 mins
26	Stagecoach	30 mins

- 4.3.3 The northbound bus stop can be easily accessed to the west of the Local Centre, whilst the southbound stop can be accessed to the north west of the Local Centre. The stops comprise a pole and a flag.

RAIL SERVICES

- 4.3.4 Bicester has access to two railway stations, both containing facilities which were previously detailed within the 2006 TA. Improvements to the railway infrastructure, including a new chord is now providing direct services between Oxford and London Marylebone via Bicester.

- 4.3.5 As part of the investment, a new railway station is opening at Bicester Village in late 2015. The new station which was previously known as Bicester Town will provide commuters with increased services to London in addition to those which currently serve Bicester North.

- 4.3.6 Regular services throughout the day ensure a good range of destinations are readily accessible from Bicester North and Bicester Town railway stations. The stations can be located very centrally within Bicester and can be accessed by bicycle or by using bus.

5 PARKING ANALYSIS

5.1 PROPOSED CAR PARKING

5.1.1 The proposed development delivers 62 car parking spaces. This is split between:

- 45 car spaces (including 4 disabled and 5 parent and child) proposed within the public square at the front of the Local Centre building; and
- 17 to the side and rear (including 2 disabled and 3 spaces on secondary street) to provide for staff parking, services area and customers parking at the convenience store and the recycling banks.

5.1.2 In addition, the section 106 Agreement pursuant to the outline planning consent for the 2006 application, states that 25 spaces must be provided within the public square to the front of the Local Centre for shared use with the nearby primary school, as 'drop-off' places (i.e. only available for that purpose during school peak times).

5.2 PROPOSED CYCLE PARKING

5.2.1 Cycle parking will be integral to the design of the Local Centre, as it is anticipated to be a key mode of travel for both staff and customers/users. The following cycle parking is proposed:

- 12 staff cycle parking at rear
- 2 cycle shelters each with space for 10 bicycles.

5.2.2 The location of cycle parking has been focused at prominent positions both at the front and rear of the Local Centre and the number of cycle stands and covered racks is in line with the anticipated demand.

5.3 PARKING STANDARDS

5.3.1 The proposed new *Cherwell Local Plan (2011-2031) Part 1* was formally adopted by Cherwell District Council on 20th July 2015. The later parts of the plan are still being prepared and the plan does not yet contain any parking standards.¹

5.3.2 The Cherwell District also has two existing Local Plans, the *Adopted Cherwell Local Plan 1996* and the *Non-Statutory Cherwell Local Plan 2011*. The *Adopted Cherwell Local Plan 1996* contains several saved policies which currently remain part of the statutory Development Plan. The *Non-Statutory Cherwell Local Plan 2011* was intended to review and update the Local Plan adopted in 1996, however due to changes to the planning system; work on this plan was discontinued prior to adoption. It is not part of the statutory plan but it was approved as an interim planning policy for development control purposes.

5.3.3 Parking standards from these two previous plans have been consulted to attain the most relevant standards. Table 5-1 displays the appropriate parking standards as set out in the *Interim 2011 Cherwell Local Plan*.

¹ <http://www.cherwell.gov.uk/index.cfm?articleid=1730>

Table 5-1 The Non-statutory Cherwell Local Plan 2011 Parking (interim policy) Standards

STANDARD (MAXIMUM)	FOOD RETAIL	NON-FOOD RETAIL	B1 AND A2	D2 ASSEMBLY AND LEISURE
	1 space per 14sqm	1 space per 20sqm	1 space per 30 sqm	1 space per 22 sqm

- 5.3.4 The standards cover the retail and community centre aspects of the Local Centre, however, standards are not available for nurseries. As nurseries are not included in the above, the *adopted Cherwell Local plan (1996)* standards have been consulted as displayed in Table 5-2.

Table 5-2 Cherwell Adopted Local Plan 1996 School/Nursery Parking Standards

STANDARD	SCHOOL	NURSERIES/ PLAYGROUPS
	1 space / teacher & 1 space / 2 teachers for visitors & space for servicing / manoeuvring facility & space for manoeuvring / parking contract buses	1 space / member of staff & manoeuvring space on site to accommodate 3 cars. Entry and exit to be in forward gear.

- 5.3.5 The standards displayed in Tables 5-1 and 5-2 have been applied separately to the relevant development quanta resulting in recommended standards as shown in Table 5-3.

Table 5-3 Recommended Spaces

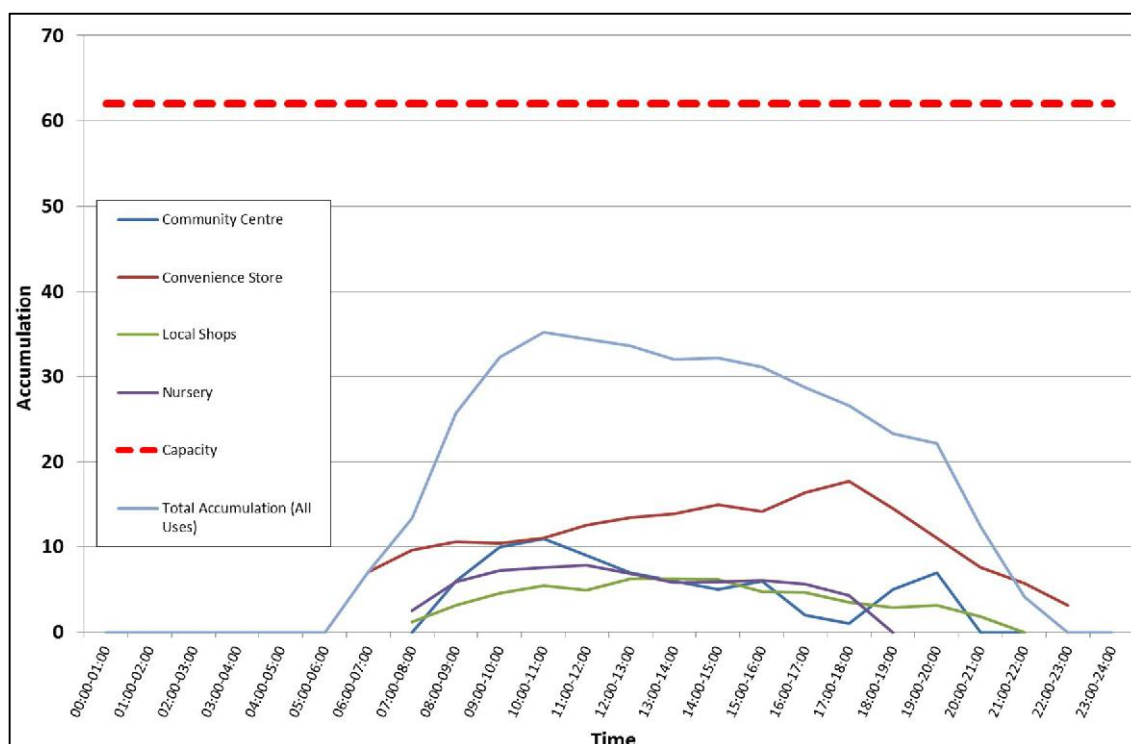
Land Use	Class	Standard	Spaces
Community Centre	D2	1 space per 22 sqm	59
Nursery	D1	1 space per member of staff	21
Convenience Store	A1	1 space per 14 sqm	29
Retail Units (non-food)	A2	1 space per 20 sqm	21
Total Spaces			130

- 5.3.6 The application of the individual parking standards to each of the individual development quanta results in a maximum of 130 spaces. Should the use of the retail units be specified as food retail, then a slightly lower maximum standard would apply to that element (1 space per 14 sqm). However, the chosen standards thereby establish a robust scenario.
- 5.3.7 As maximums, the standards assume that each development is treated independently and is not able to share car parking which could lead to over provision and potentially encourage greater car use.

5.4 CAR PARKING ACCUMULATION

- 5.4.1 An alternative approach to car parking is mirror the level of demand to satisfy the needs of users of the Local Centre and also the primary school. Given the level of shared use and variation in the daily profile of usage for each of these land-use, it is possible to consider the number of total spaces required, taking a holistic view of the whole Local Centre.
- 5.4.2 The anticipated 'shared' parking numbers have been calculated using the TRICS daily profiles for each of the land uses within the Local Centre together with the primary school located just to the south of the Local Centre. The results show that the accumulation of vehicles parked for the Local Centre extends to a maximum of 35 vehicles.

Figure 5-1 Parking Accumulation (Local Centre)



- 5.4.3 The Local Centre includes a total of 62 formalised parking bays of which 6 disabled parking bays are provided. The graph within Figure 5-1 shows the parking accumulation over a typical day within the Local Centre for each of the proposed land uses.
- 5.4.4 The convenience store is the main trip attractor with parked vehicles reaching 18 at around 17:00 in the early evening. Thereafter the community centre would have up to 11 vehicles parked at any one time, however, the peaks for both the community centre and convenience store are very different from this, in line with their function.
- 5.4.5 The blue line within Figure 5-1 highlights that the Local Centre would see parking demand peak during a typical weekday at around 10:00 and 11:00. During these periods, the parking requirements are for 35 vehicles.
- 5.4.6 When considering the implication of school drop-off and pick-up, the analysis shown in Figure 5-1 demonstrates that approximately 27 spaces would still remain available for use by the primary school.
- 5.4.7 In the same vein, the accumulation exercise has also given regard to the potential for 'food retail' designation being allocated to the proposed four 'non-food' retail units and the impact that this would have on the level of parking. Due to the differing peaks for both types of development in line with their function(s), the maximum accumulation rises to 36 vehicles and so has a negligible overall effect on parking demand. Consideration has also been given to other potential employment uses, such as the introduction of office space, however this is likely to increase the 'long stay' requirement for parking at the Local Centre, leading to a requirement for increased provision and reduced public realm.

- 5.4.8 As a result of the assessment, the number of spaces being provided will meet the car parking demands at peak times (i.e. school pick up or drop off), thus seeking to ensure that car drivers are not required to park on the spine road, to the detriment of the free flow of traffic.
- 5.4.9 The spine road through the development has been designed as an active thoroughfare where the alignment of the street and treatment of spaces are designed to slow traffic speeds. Whilst some on-street parking is provided in certain places along the road, the number of spaces does not over-dominate the space and facilitates the free flow of traffic, including buses. The parking arrangements have also been discussed with stakeholders, including CDC officers.

6 TRAVEL PLAN FRAMEWORK

6.1 INTRODUCTION

6.1.1 A Travel Plan is a long-term management strategy that seeks to deliver sustainable transport objectives for an organisation or site. It is a living document that is implemented, regularly monitored and reviewed and has an identified owner.

6.1.2 Travel planning has begun early in the development's lifecycle and provision has been made for its implementation and funding by Countryside Properties (Bicester) Ltd. The end users for the Local Centre are unknown at this time, however, so it is necessary to ensure that the overall strategy for travel planning, identified within the 'parent' travel plan for the wider Kingsmere development, is appropriately captured.

6.1.3 Because of this, the 'Framework' document will set out the underpinning strategy, measures, targets and monitoring schedule for the development of travel plans for each of the end users within the Local Centre.

6.1.4 The new proposal comprises a total of 2,646m² and comprises the following development quantum:

- A1 Anchor Convenience Store (400m²)
- D1 nursery (514m²)
- D2 community centre (1308m²)
- A1, A2, A3, A5 Retail Units (424m²)

6.1.5 A Framework Travel Plan for the Kingsmere development site was prepared previously to support the 2006 planning application and set out a strategy for implementation to encourage smarter travel choices.

6.1.6 As the facilities within the Local Centre will be run independently from Countryside Properties (Bicester) Ltd and any management company overseeing the common parts of the Local Centre Development, there is an expectation that the travel planning obligations from the parent Travel Plan will cascade down to the individual occupiers, albeit allowing them to adapt their respective travel plans for their uses.

6.2 MONITORING

6.2.1 The purpose of a monitoring strategy for a Travel Plan is to ensure that corrective action can be taken when required and that there are effective ways of promoting agreed outcomes if needed. Regular monitoring will track that progress is being made towards achieving the SMART targets enabling appropriate adjustments to be made to the Travel Plan where appropriate.

6.2.2 A commitment is required that each commercial occupier will use the templates provided by Oxfordshire County Council to conduct a travel survey for the development within 3 months of occupation and review the Travel Plan in light of the survey results.

6.2.3 Commitment is required to biennial monitoring for a minimum of five years and submission of the results to the Travel Plans Team within one month of survey completion. This will enable the Travel Plan Co-ordinator and the County Council to keep track of the progress that the Travel Plan is making against its targets. Surveys should be repeated at the same time of year to allow

for a more reliable comparison and to avoid the influence of seasonal variations. Survey and analysis templates have been developed by Oxfordshire County Council and it is strongly recommended that they are both used as part of ongoing monitoring of Travel Plans as the two are designed to work together.

- 6.2.4 Overall, responsibility for the Travel Plan lies with the end occupier for at least five years after the first occupation and its objectives should align with the site-wide Travel Plan and should be picked up as part of the County Council's review process.
- 6.2.5 Where the owner and occupier are from different organisations, participation in the Travel Plan must be made a requirement of occupation within the terms of the lease. This is especially important in multi-occupier sites where the participation of a range of tenants is necessary.

7 CONCLUSIONS

- 7.1.1 WSP | PB has been commissioned by Countryside Properties (Bicester) Ltd to produce a Transport Statement relating to the Local Centre located within their South West Bicester development granted outline planning consent in 2006 (06/00967/OUT), also known as Kingsmere.
- 7.1.2 The consented development included 1,585 dwellings, B1/B2 employment land, a hotel, a health village, a Local Centre and associated amenities, open space and community facilities including education provision.
- 7.1.3 A Local Centre and its transport implications were considered within the Transport Assessment (TA) supporting the outline planning permission in 2006. The development was consented (with Conditions attached) reflecting a range of land-uses considered at the time.
- 7.1.4 This Transport Statement, which supports a specific set of land-uses proposed at the Local Centre, has demonstrated that:
- The proposed development aligns with the parent consent, as well as remaining consistent with emerging National, Regional and Local policy;
 - Accessibility to the Local Centre from within the site and externally is high with provision made for a bus service directly serving the Local Centre, in conjunction with the implementation of the Travel Plan; and
 - Adequate car and cycle parking will be provided to cater for both the Local Centre and for primary school drop off, giving regard to the likely travel demand volumes and profiles.
 - Cycle parking is being delivered in line with standards, with a focus on storage facilities which are accessible / visible.
 - There is a net decrease in the residual number of external vehicle trips as a result of the refined land use mix for the Local Centre.