

**Application no: 21/02337/DISC**

**Location:** Proposed Himley Village North West Bicester, Middleton Stoney Road, Bicester, Oxfordshire

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## Transport Schedule

**Recommendation:**

**Condition 7 - Phasing Plan - No objection**

**Condition 8 Masterplan and Design Code: Objection**

Preapplication advice was provided provided in January 2021. Below, in italics, are points raised in my advice, which have not been followed.

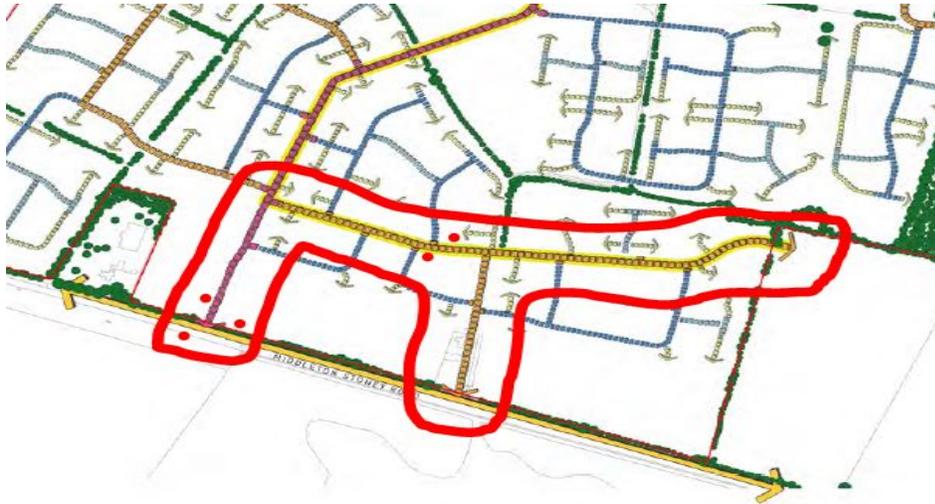
- *The secondary street leading south parallel with Middleton Stoney Road is a bus route [as set out in the S106 agreement] and therefore must be 6.5m wide. (It is shown as 5.5m in the proposed cross section. 5.5m is too narrow for bus operation).*
- *Bus route – at the 400th occupation, the bus route will need to allow buses to enter the site and turn round, such that all dwellings are within 400m of a bus stop (No turning loop is indicated, but see public transport comments below).*
  - *Parts of the spine road are too long and straight, and will need to have curves introduced or be broken up by features to slow traffic (not vertical calming on bus routes). (Alignment has not changed)*
  - *The spine road will need to have several crossing points on desire lines (No crossing points are indicated on the plans).*
  - *Although the S106 calls for shared use pedestrian/cycle ways of no less than 3m, since it was agreed, LTN 1/20 has been released and is now the official guidance, which all new developments are expected to conform to. Cycleways should now be segregated, in accordance with LTN 1/20 guidance. (3m wide shared use cycle/pedestrian routes are proposed throughout, which is not adequate, especially in the context of the eco-town).*
  - *Bus stop positions will need to be designed in from the outset, with appropriate hard standing and space for shelters, and nearby crossing points. (Bus stop positions are not marked - see public transport comments below)*

### **Public transport**

In order to serve the development effectively, a bus route will need to penetrate into the Phase 1 development at an early stage to complement the service on the Middleton Stoney Road. Therefore the loop indicated in the attached (circled with red lines) should be to Primary standards, not Secondary, allowing the bus to use the secondary access.

The red dots illustrate indicative bus stop locations within the development to enable this service.

Bus stop positions must be marked on the masterplan.



#### **Condition 9 - masterplan for other uses - objection**

There is insufficient detail for me to be able to offer comment, other than the fact that it does not appear that footways are on both sides of the road or continuous.

#### **Condition 16 - vehicular accesses - objection**

The condition requires details of construction, drainage and vision splays, which are not provided with this submission.

#### **Condition 17 - Details to footway and cycleway links between the land, local highway network and adjacent parcels - objection**

The applicant has submitted the S278 plans for the two vehicular accesses. A plan is required showing the connection of the pedestrian/cycle route at the southeast corner, to the existing cycle facility on Middleton Stoney Road. Additionally detail is required of the connections into the adjacent parcels.

#### **Condition 18 - Travel Plan - objection**

The following changes need to be made:

- Add the anticipated number of residents.
- Add the planned / estimated date of occupation of the 500 dwellings or each stage.
- 4.5.5 – what type of cycle parking will be provided? What capacity will this have?
- 5.7.1 – No measures to reduce the need to travel? Provide details of home delivery services? High-speed broadband to enable working from home?
- Action Plan - Welcome pack needs to be ready to be sent at occupation.

- 6.2.3 – TPC role needs to be for 5 years from full occupation.

Also the bus service details are incorrect.

- 3.2.11 and 3.6.2 state that the nearest bus stop is on Wansbeck Drive, 1.0km from the site. This is not the case as a stop has recently been installed on the B4030 at the junction with Empire Road, these are currently served by route 250 which operates hourly on Mondays to Saturdays, however it is hoped that this will be improved to half hourly at peak times and a new hourly Sunday service from later this year 2021.

In addition, service 26 operates to/from a westbound bus stop on Middleton Stoney Road in the vicinity of Ludlow Road, which is closer than the Wansbeck Drive stops.

- 3.2.12, 3.6.3 and 4.10.1 outline the public transport strategy for the wider North West Bicester area, however this has been subject to change and it is no longer envisaged that Bucknell Road will be the main route for buses to/from the development. The Himley Village area is instead more likely to be served from Middleton Stoney Road or via the Highfield estate

### **Condition 30 - objection**

The condition requires a Construction Method Statement, with a list of items that must be included. The document submitted is a Construction Environmental Management Plan, and much of the information specified in the condition is missing.

**Officer's Name: Joy White**

**Officer's Title: Principal Transport Planner**

**Date: 5 August 2021**