

LAND AT NORTH WEST BICESTER

TRANSPORT ASSESSMENT VOL 2 (i) – APPENDIX A - D

PROJECT NO. 4600/1100 DOC NO. D002

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CLIENT: FIRETHORN TRUST

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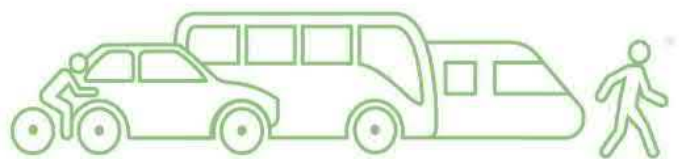
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APPENDIX A

PROPOSED DEVELOPMENT ILLUSTRATIVE MASTERPLAN





- Key
- 01 Vehicular, pedestrian and cycle access point
 - 02 View to church
 - 03 Sustainable Drainage System (SuDS)
 - 04 Play
 - 05 Small new copses
 - 06 Trim trail
 - 07 Edible landscapes
 - 08 Wetland habitat
 - 09 Woodland with some limited public access
 - 10 Pedestrian connection
 - 11 Potential pedestrian connection
 - 12 Modern farmstead interpretation
 - 13 Lower density rural edge
 - Site boundary

0m 100m

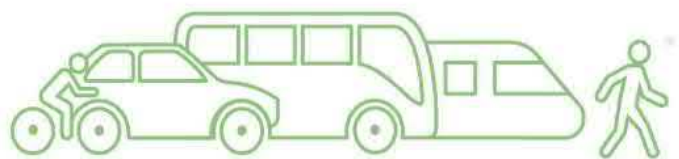


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 DRAWING: Illustrative masterplan
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APPENDIX B

TA SCOPING REPORT & ASSOCIATED RESPONSES



NW BICESTER

TRANSPORT ASSESSMENT SCOPING REPORT

PROJECT NO: 4600/1100 DOC NO. D001

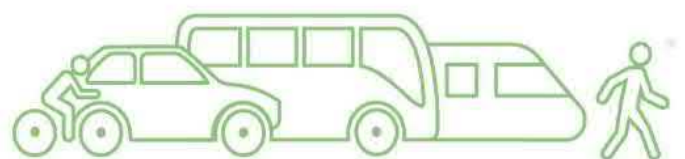
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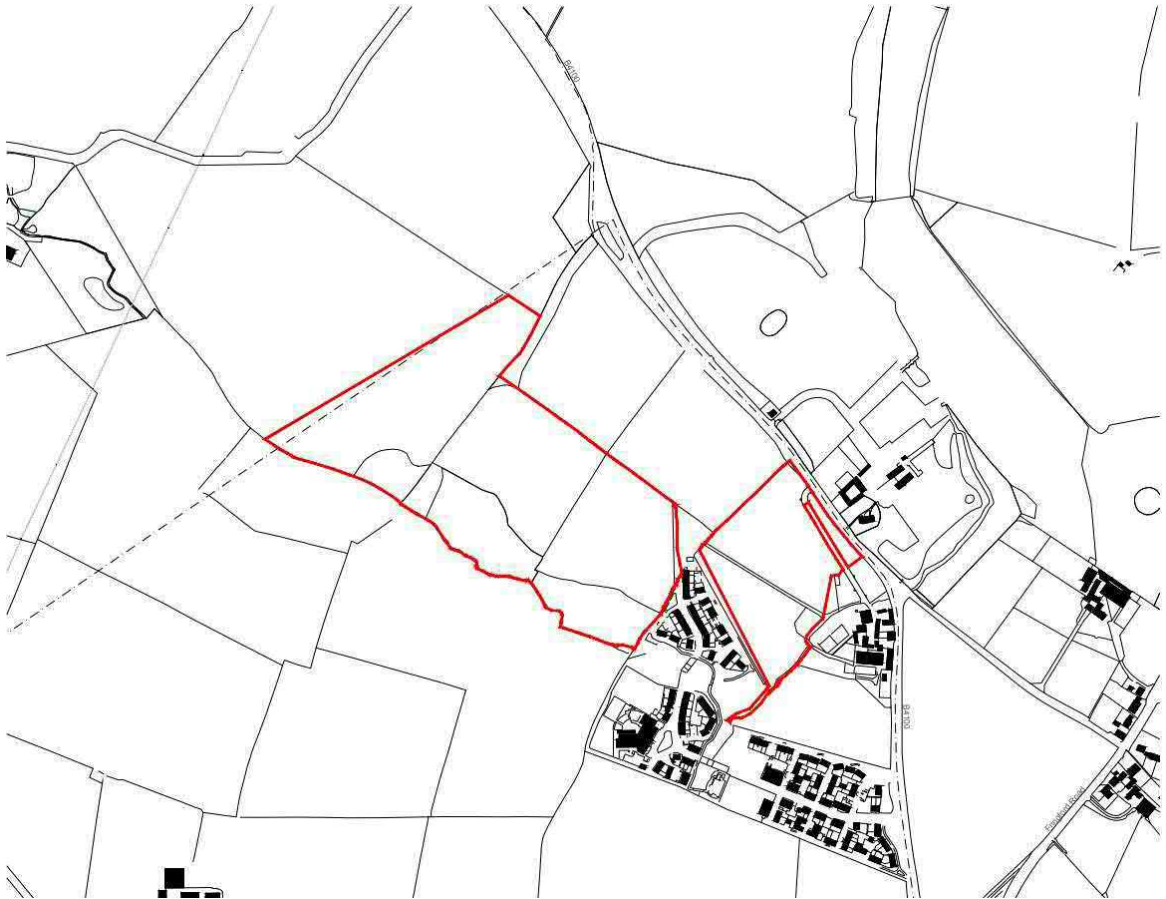


1 INTRODUCTION

1.1 INTRODUCTION

- 1.1.1 Velocity Transport Planning (VTP) has been commissioned by Firethorn Trust to prepare a Transport Assessment (TA) Scoping Report that is intended to set out and agree the scope of supporting evidence that will be provided in support of a planning application for the development of up to 550 dwellings, which form part of the North West Bicester Eco Town.
- 1.1.2 This scoping report sets out the approach and methodology for undertaking a Transport Assessment in order to seek the agreement of Cherwell District Council and Oxfordshire County Council.
- 1.1.3 **Figure 1-1** indicates the location of the site which is to be accessed via the permitted Exemplar scheme, which is currently being constructed.

Figure 1-1: Site Location and Local Context



Source: Mosaic Drawing 1192/001 Rev B – Location Plan

1.2 NORTH WEST BICESTER ECO TOWN

- 1.2.1 This proposed development will form part of the wider NW Bicester Eco Town Masterplan, which is a 'zero-carbon' sustainable development which providing a new community of up to 6,000 homes as well a new employment opportunities and attractive amenities on 390 hectares of land to the north-west of Bicester.



1.2.2 The NW Bicester Masterplan is supported by a Supplementary Planning Document (SPD), which sets out the key principles of the Eco Town scheme. These include the overall access strategy by all modes of transport and the land use distribution. This SPD provides a guide for all planning applications across the wider NW Bicester Masterplan site and sets out a framework against which planning applications will be considered by the local planning authority.

1.2.3 The SPD notes that the comprehensive development of the NW Bicester Eco Town will provide:

- ⊙ Up to 6,000 'true' zero carbon homes;
- ⊙ Employment opportunities providing at least 4,600 new jobs;
- ⊙ Up to four primary and one secondary school;
- ⊙ 40% green space, half of which will be public open space;
- ⊙ Pedestrian and cycle routes;
- ⊙ New links under the railway line and to the existing town;
- ⊙ Local Centres to serve the new and existing communities; and
- ⊙ Integration with existing communities.

1.3 PLANNING HISTORY

1.3.1 A number of applications for schemes that form part of the wider NW Bicester Eco Town have been submitted and considered by the authorities. Not all of these have achieved a successful planning permission, but many of them have included sufficient evidence for the applications to be considered by the authorities. As such, it is relevant to note that the supporting evidence relative to transport and highway matters that was included with these submissions has been considered in the preparation of this scoping report. Further details of the relevant aspects from the other schemes will be set out within this scoping report.

1.3.2 The supporting evidence from the following schemes has been considered in establishing the various aspects being sought for approval in this scoping report:

- ⊙ Exemplar Scheme – 10/01780/HYBRID (permitted 10th July 2012):
 - 393 dwellings;
 - An energy centre;
 - A nursery – up to 350sqm
 - A community centre – up to 350sqm;
 - Three retail units – up to 770sqm;
 - An Eco-Business centre – up to 1,800sqm;
 - Office accommodation – up to 1,000sqm;
 - An Eco-Pub – up to 190sqm; and
 - A primary school site – up to 1.34Ha.
- ⊙ Application 1 – 14/01384/OUT (validated 30th September 2014):
 - Up to 2,600 dwellings;
 - Commercial floorspace;
 - Social and community facilities;



- Land to accommodate an energy centre;
 - Land to accommodate a new primary school; and
 - Land to accommodate the extension of the primary school at the Exemplar scheme.
- ⊕ Application 2 – 14/01641/OUT (validated 15th August 2014):
 - 900 dwellings;
 - Commercial floorspace;
 - Leisure facilities;
 - Land to accommodate an energy centre;
 - Land to accommodate a new primary school – up to 2 form entry; and
 - A secondary school – up to 8 form entry.
 - ⊕ Himley Village – 14/02121/OUT (permitted 30th January 2020):
 - Up to 1,700 dwellings;
 - A retirement village;
 - Flexible commercial floorspace;
 - Social and community facilities;
 - Land to accommodate an energy centre; and
 - Land to accommodate a new primary school – up to 2 form entry.
 - ⊕ Albion Farm – 17/00455/HYBRID (permitted 07th August 2017):
 - Up to 150 dwellings.
 - ⊕ Home Farm (SGR1) – 18/00484/OUT (validated 07th December 2018):
 - Up to 75 dwellings.

1.3.3 The schemes presented above include the appropriate vehicular, pedestrian, and cycle access, green space, landscaping, parking, and associated highway works necessary to deliver each proposal.

1.4 PROPOSED DEVELOPMENT

1.4.1 The Proposed Development is to provide up to 550 residential units over the two identified parcels. For ease of reference, these are referred to as the Eastern Parcel, which is effectively the same parcel of land that was considered for the Home Farm SGR1 application (75-100 dwellings), and the Western Parcel (450-475 dwellings).

1.4.2 Vehicular access to the Eastern Parcel is via the already constructed means of access within the Exemplar Scheme. Due to the Bus Only Link provided on the Exemplar Scheme preventing through traffic for vehicles, all development traffic associated with the Eastern Parcel will access the B4100 Banbury Road via the existing junction of Charlotte Avenue with the B4100 Banbury Road. Pedestrian and cycle links from the Eastern Parcel are proposed at a number of locations along the perimeter of the application site to ensure connectivity between the permitted Exemplar Scheme and the development proposals. The details of which are being developed as the Masterplan is being developed.



- 1.4.3 Vehicular access to the Western Parcel is via three proposed site access junctions that will connect with the internal highway arrangement within the Exemplar Scheme. A primary vehicular access is proposed at a location to the south of the Bus Only Link and all development traffic utilising this southern access to the Western Parcel, will access the B4100 Banbury Road via the existing junction of Charlotte Avenue with the B4100 Banbury Road. A further primary vehicular access is proposed at a location to the north of the Bus Only Link and all development traffic utilising this northern access to the Western Parcel, will access the B4100 Banbury Road via the existing junction of Braeburn Avenue with the B4100 Banbury Road. A secondary vehicular access is proposed from a location to the north of the Western Parcel that will provide a vehicular connection to the B4100 Banbury Road junction with Braeburn Avenue via the Exemplar Scheme. Pedestrian and cycle links from the Western Parcel are proposed at a number of locations along the perimeter of the application site to ensure connectivity between the permitted Exemplar Scheme and the development proposals. The details of which are being developed as the Masterplan is being developed.
- 1.4.4 An Illustrative Framework Plan for the development has been prepared by Mosaic and a copy is included within **Appendix A**.

1.5 REPORT PURPOSE

- 1.5.1 This TA Scoping Report outlines the preliminary design of the Proposed Development and sets out the approach and methodology for undertaking a Transport Assessment (TA).
- 1.5.2 This report has been prepared following an initial pre-application meeting with Cherwell District Council (CDC), Oxfordshire County Council (OCC), and key members of the Client Team that are involved with the preparation of the evidence that will support the planning application that was held via MS Teams on the 13th November 2020.
- 1.5.3 The overall objective of this Report is to demonstrate that the TA will follow the same principles and methodology that has been established for the NW Bicester Masterplan and supports the movement and access strategy of the SPD. It will recognise that the development sits within an overall framework and should not be considered in isolation.
- 1.5.4 To achieve this objective, the Transport Assessment will need to demonstrate that:
- ⊙ The development proposal conforms with national and local transport policy;
 - ⊙ The site access strategy will encourage sustainable travel choices;
 - ⊙ The predicted traffic generation of the development, in the context of the wider NW Bicester scheme, will not have a significant impact on the local highway network; and
 - ⊙ As part of any planning permission granted for the development proposal, the applicant will commit to the appropriate level of Section 106 contributions as expected to be sought by OCC towards off-site highway works and improvements to sustainable transport infrastructure.
- 1.5.5 The TA will be written with reference to National, Regional and Local Planning Policy with particular regard to transport policies.
- 1.5.6 A Residential Travel Plan (RTP) will also be submitted with the planning application.



2 POLICY CONTEXT

2.1.1 The TA will set out details of relevant transport related policies at a national, regional, and local level. Specifically, an overview of the following documents will be provided:

NATIONAL POLICY

- ⊙ National Planning Policy Framework (2019)
- ⊙ National Policy National Planning Practice Guidance (March 2014)

LOCAL POLICY

- ⊙ Planning Policy Statement: Eco Towns – A supplement to Planning Policy Statement 1
- ⊙ Oxfordshire Local Transport Plan 4 (LTP4)
- ⊙ Cherwell Local Plan 2011-2031 – Part 1
- ⊙ NW Bicester Supplementary Planning Document (SPD)

2.1.2 The TA will demonstrate that the development proposals are in accordance with national and local policy and guidance documents, as well as conforms to the design principles set out in the NW Bicester SPD for the wider Eco Town.

2.1.3 The TA will demonstrate that:

- ⊙ A safe and suitable access to the development parcels is achievable for all;
- ⊙ New pedestrian and cycle infrastructure will connect with the existing and adjacent development networks;
- ⊙ The proposed access strategy for the development gives priority to pedestrian and cycle movements as well as access to high-quality public transport facilities;
- ⊙ A frequent public transport service is within a 10-minute walk of the site;
- ⊙ The predicted peak period development travel demands by all modes and the percentage impact of the peak hour development traffic generation across a local study area, informed by 2026 forecast traffic flows derived from the OCC 'Bicester SATURN Model'.

2.1.4 The layout of the development and the location of the site as part of the wider NW Bicester Eco Town scheme will promote travel by sustainable modes of transport and will seek to ensure that at least 50% of all trips from the site are made by non-car modes in accordance with the wider objectives of the NW Bicester Masterplan and supporting documentation including the SPD.



3 SITE CONTEXT AND BASELINE TRANSPORT NETWORK

3.1 TRANSPORT, MOVEMENT AND ACCESS

3.1.1 The key considerations for movement within the development which will be addressed within the TA are as follows:

- ⊙ Reducing car dependency;
- ⊙ Prioritising walking and cycling;
- ⊙ Generating activity and connectivity;
- ⊙ Highway and transport improvements including Howes Lane and Bucknell Road; and
- ⊙ Bus priority and links and infrastructure including RTI

3.1.2 The TA will include a Movement Strategy designed to promote sustainable transport ensuring that all residential areas enjoy easy access to open space and are connected by a range of modes of transport to schools, community facilities and leisure/ employment opportunities.

3.2 OVERVIEW

3.2.1 This section will set out the context of the application site with regards to its access opportunities. It will provide an overview of the highways infrastructure proposed for the wider Eco Town scheme through the NW Bicester Masterplan and will describe how the infrastructure provided as part of the Exemplar scheme will provide the opportunities to access the development by sustainable modes of transport.

3.2.2 This section also briefly outlines the existing transport environment in relation to the site. The TA will include a detailed appraisal of the existing transport network and any relevant programmed improvements, particularly those proposed as part of the wider NW Bicester Masterplan.

3.3 NORTH WEST BICESTER MASTERPLAN STRATEGIC ACCESS OBJECTIVES

3.3.1 The existing context of the development is being shaped by the delivery of the wider Eco Town development proposals and accordingly the delivery of this wider scheme is directly informative to the future access and movement provision at the proposed development. The broader NW Bicester Masterplan (Figure 10 of the SPD) and the Access and Movement Framework (Figure 11 of the SPD) are illustrated in plans included at **Appendix B**.

3.3.2 The development site is located in the northern half of the Eco Town scheme. The NW Bicester Masterplan sets out the following with respect to transport development principles across the Eco Town:

“The overall design is centred around four urban and four rural areas interconnected through green ‘lanes’ which include both direct and leisure routes, so everyone can get from home to work, and play, in no time at all.”



There will be plenty of opportunities to reduce travel by car and minimise CO₂ emissions, because every home will be within 400 metres of a bus stop and within an easy ten-minute walk of local shops and primary schools. With so many beautiful and spacious green lanes, it will be easy for everyone to cycle to work in and around NW Bicester. And for those who travel a little further, there will also be improved cycle and bus routes into Bicester that can connect into improved rail connections to Oxford and beyond. Real time travel information in every home will make use of public transport more accessible.

The network of rural footpaths and cycleways and a series of bus only road links will mean public transport is more rapid and frequent; enabling people to make sustainable travel choices. With a car club and network of charging points for electric vehicles, for those that do still require cars for longer journeys, we will inspire the use of hybrid or electric vehicles”.

- 3.3.3 The NW Bicester Masterplan sets out the following strategic access objectives for the wider site:
- ⊙ Ensure future access and connectivity works with the surrounding area and the new proposed development;
 - ⊙ Ensure there are good connections within the development between all facilities;
 - ⊙ Ensure the development is well connected to the rest of Bicester;
 - ⊙ Enable a frequent and high-quality bus service to be provided;
 - ⊙ Give priority to strong walking, cycling and bus connections; and
 - ⊙ Minimise traffic going through existing communities.
- 3.3.4 The NW Bicester Masterplan outlines that walking and cycling routes through the Eco Town will be of a high-quality with all-weather surfacing, well-lit and easily maintained. Where possible, these will be segregated from the carriageways and cyclists and pedestrians will also be segregated to avoid conflicts. Safety will be ensured by providing routes of appropriate widths and with numerous crossing points.
- 3.3.5 It is proposed that walking and cycling routes across the Eco Town will be split into two distinct categories: ‘Direct Routes’ will act as commuting routes to enable direct and fast access to key local employment areas, schools, local centres and hubs; while ‘Leisure Routes’ will be introduced which will consist of longer meandering paths which will be more rural in nature.
- 3.3.6 The NW Bicester Masterplan states that bus routes through the Eco Town will be designed to take residents in the most direct route possible to key destinations in Bicester including local centres, employment sites and public transport interchanges. A bus service is to be provided with frequent and direct links to the town centre and local facilities to encourage bus travel over car use.
- 3.3.7 The Eco Town will have two bus routes: Bus Route 1 will serve the southern half of the Eco Town while Bus Route 2 will serve the northern half where the application site is located. Both routes will loop within the side of the Eco Town that they serve and then travel along Bucknell Road towards the town centre.
- 3.3.8 There are plans for a form of bus priority on Bucknell Road included in the NW Bicester Masterplan, as well as improvements to bus priority in the town centre. This will give advantage to buses on routes with heavy traffic flow therefore improving journey times and making bus travel a more attractive option.
- 3.3.9 The opportunities to access the development by sustainable modes of transport are linked to the Exemplar scheme and the wider infrastructure proposed through the NW Bicester Masterplan.



3.4 DESCRIPTION OF NETWORKS

3.4.1 A description of the existing networks will be provided with location plans illustrating the relationship between the site and the pedestrian/public rights of way, cycle, public transport and road network.

PEDESTRIAN NETWORK

3.4.2 The National Travel Survey notes that walking is the most frequent travel mode used for short distance trips (within 1 mile / 1.6 km). Infrastructure that supports efficient travel on foot is therefore of great importance to promote sustainable and active travel and walking as a viable alternative to short car trips.

3.4.3 A comprehensive review of the walking infrastructure locally was previously undertaken and is contained in Appendix 2 of the *NW Bicester Masterplan – Interim Access and Travel Strategy* document produced by Hyder Consulting UK Ltd in March 2014.

3.4.4 As part of the TA, a full review of *NW Bicester Masterplan – Interim Access and Travel Strategy* document, the Exemplar scheme, and the wider Eco Town Masterplan will be undertaken to develop the pedestrian movement strategy. This is to ensure that it promotes sustainable travel to make sure that all residential areas enjoy easy access to open space and are easily connected by a range of modes to local facilities.

CYCLE NETWORK

3.4.5 Cycling has the potential to substitute for short car trips, particularly those less than five kilometres in length. However, many people will cycle longer distances.

3.4.6 A comprehensive review of the cycling infrastructure locally was previously undertaken and is contained in Appendix 2 of the *NW Bicester Masterplan – Interim Access and Travel Strategy* document produced by Hyder Consulting UK Ltd in March 2014.

3.4.7 As part of the TA, a full review of *NW Bicester Masterplan – Interim Access and Travel Strategy* document, the Exemplar scheme, and the wider Eco Town Masterplan will be undertaken to develop the cycling strategy. This is to ensure that it promotes sustainable travel to make sure that all residential areas enjoy easy access to open space and are easily connected by a range of modes to local facilities.

PUBLIC TRANSPORT NETWORK

BUS NETWORK

3.4.8 In terms of access by public transport to the development, a number of bus stops are already provided along Charlotte Avenue as part of the Exemplar scheme. As the Exemplar scheme is built out, further provision for buses will be made along the Estate Road through the Exemplar scheme that connects the B4100 Banbury Road at the junction with Charlotte Avenue to the B4100 Banbury Road at Braeburn Avenue.

3.4.9 The E1 bus service calls at the bus stops along Charlotte Avenue and provides a service from the Exemplar scheme to Bicester Village Station via Caversfield and Bicester town centre which takes approximately 15 minutes. It is operated by Grayline Coaches and forms part of Bus Route 2 proposed as part of the NW Bicester Masterplan.

3.4.10 As part of the TA, a full analysis of the bus stop locations, services and interchanges within Bicester town centre will be provided.



RAIL NETWORK

- 3.4.11 Bicester is served by two mainline railway stations: Bicester North (2.15km from the application site) and Bicester Village (3.35km from the application site), both of which are managed by Chiltern Railways. Both stations provide regular services to a range of destinations.
- 3.4.12 As part of the TA, a full analysis of rail services will be provided.

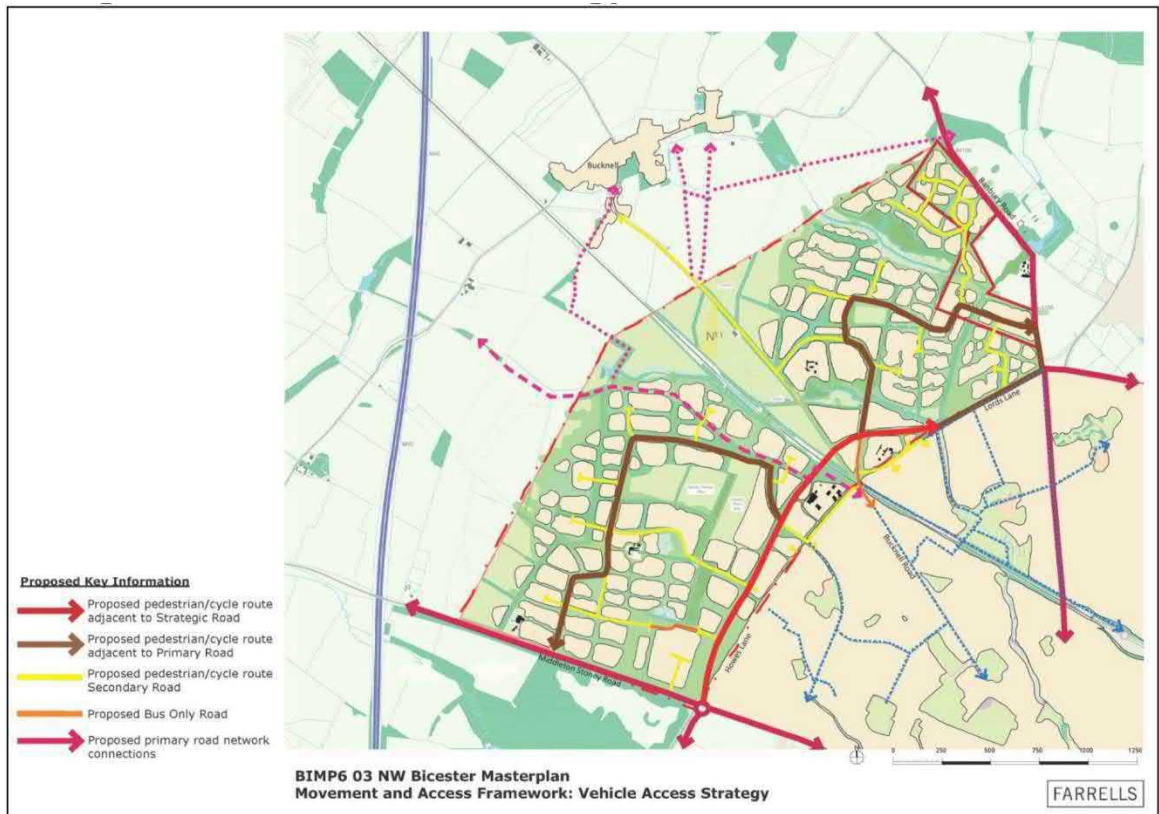
3.5 ACCESS TO LOCAL FACILITIES AND AMENITIES

- 3.5.1 It is proposed that walking and cycling routes across the Eco Town will be split into two distinct categories: 'Direct Routes', which will act as commuting routes to enable direct and fast access to key local employment areas, schools, local centres and hubs; while 'Leisure Routes' will be introduced which will consist of longer meandering paths which will be more rural in nature.

3.6 ROAD NETWORK

- 3.6.1 A detailed description of the local highway network will be provided along with ensuring the masterplan aspirations are delivered through good design and connectivity through the development. A copy of the proposed vehicular access strategy for the NW Bicester Masterplan is shown in **Figure 3-1** below.

Figure 3-1: NW Bicester Masterplan Vehicular Access Strategy



3.7 PERSONAL INJURY COLLISION (PIC) DATA

- 3.7.1 Personal Injury Collision data for the local highway network will be obtained from OCC and will be analysed within the TA.



3.8 BASELINE TRAFFIC

- 3.8.1 It is noted that the 'Bicester SATURN Model' was originally developed in 2007 but following a series of vehicle counts undertaken in 2012/2013, a revised base year of 2012 was developed.
- 3.8.2 A review of the NW Bicester Outline Planning Application 1 (14/01384/OUT), which considered a total of 2,600 dwellings associated with the wider NW Bicester Masterplan for development located to the north of the railway line including the majority of the application site (with the exception of the Eastern Parcel, which was considered as part of application 18/00484/OUT) includes significant data analysis based on the 2012 'Bicester SATURN model'.
- 3.8.3 The TA for the Application 1 proposals was prepared by Hyder in July 2014 and in summary, included the following information:
- ⊕ Table 3.7 – Base Year 2012 Link Traffic Flows (40 links)
 - ⊕ Table 3.8 – Base Year 2012 Junction Turning Counts (29 junctions)
- 3.8.4 It was noted that all of the identified junctions were predicted to operate within capacity in 2021. However, the following junctions were identified as nearing 85% capacity:
- ⊕ Junction 6 – Filed Street / Bucknell Road (81%)
 - ⊕ Junction 13 – A4421 Skimmingdish Lane / Buckingham Road (80%)
 - ⊕ Junction 20 – A4095 Howes Lane / Bucknell Road (80%)
- 3.8.5 The Hyder TA identified that the following transport proposals are included within the 'Bicester SATURN Model' in the Reference Case and the 2031 Development Case:
- ⊕ Town Centre access improvements
 - ⊕ Traffic Calming and 30mph speed limit on Middleton Stoney Road
 - ⊕ Changes at Pringle Drive junction (from Tesco and Bicester Village Phase 4)
 - ⊕ Park & Ride entrance at Vendee Drive/A41 roundabout
 - ⊕ Junction improvements to A4095/B4100 (from Exemplar Site - 10/01780)
 - ⊕ Alterations to A41/London Road junction (from Graven Hill mitigation)
 - ⊕ M40 Junction 9 Phase 2 Improvements
 - ⊕ M40 Junction 10 Pinch Point Scheme
 - ⊕ London Road level crossing to be closed to through traffic
 - ⊕ Removal of the level crossing on Charbridge Road
- 3.8.6 Whilst a substantial amount of traffic assessment has been undertaken as part of the NW Bicester Application 1 proposals, it is also relevant to note that a slightly different approach was adopted for the Home Farm (SGR1) application (18/00484/OUT), which given the fact that the development proposals are partially located on the same site and in very close proximity to what was identified for this scheme, it is considered sensible to review the assessment that was undertaken for this application.
- 3.8.7 The Home Farm (SGR1) application was validated by CDC on the 22nd March 2018 and was supported by a TA prepared by Peter Brett Associated (PBA). Following initial comments and 3 key objections by OCC dated the 19th April 2018 (a copy of which is included at **Appendix C**), a revised TA was prepared by PBA dated October 2018. OCC subsequently responded to the revised TA on the 02nd November 2018 with no objections (a copy of which is included at **Appendix C**) and this position is considered relevant to the proposals associated with the forthcoming planning application.



- 3.8.8 A review of the PBA TA notes that three Automatic Traffic Count (ATC) surveys were undertaken on the B4100 Banbury Road (north and south of the junction with Charlotte Avenue) and on the A4095 to the west of the roundabout junction of the B4100 / A4095 / Banbury Road / A4095 over a seven day period in February 2018. The ATC surveys recorded traffic counts and speed data at these locations.
- 3.8.9 Whilst it would normally be considered appropriate to undertake further traffic surveys to update the information to be assessed as part of the TA for the forthcoming planning application, due to current pandemic and the fact that traffic conditions are unlikely to return to normal in the near future, it is proposed to utilise the same information submitted by PBA.
- 3.8.10 However, should it be considered appropriate for base traffic data to be obtained from the 'Bicester SATURN Model' for the appropriate base year, suggested to be 2021 as the year of application, then we would welcome OCC's confirmation of how best to proceed with the regards the base traffic data to be considered for the local highway network.



4 DEVELOPMENT PROPOSALS

4.1 INTRODUCTION

- 4.1.1 This chapter provides a description of the development proposals and outlines the access strategy for the Eastern and Western Parcels for both vehicles and sustainable modes of transport.

4.2 DEVELOPMENT DESCRIPTION

- 4.2.1 The Proposed Development is to provide up to 550 residential units over the two identified parcels. The Eastern Parcel is proposed to provide in the order of 75-100 dwellings and the Western Parcel is proposed to be provide in the order of 450-475 dwellings.
- 4.2.2 In terms of the housing mix of the development, the application is submitted in outline and therefore not fixed at this stage. The development will seek to provide a policy compliant level of affordable housing provision of 30%, which equates to approximately 165 affordable dwellings. The detailed mix, type and location of the affordable units will be determined through future Reserved Matters applications.

4.3 ACCESS

VEHICULAR ACCESS

- 4.3.1 The access strategy for the proposed development builds upon the aspirations of the NW Bicester Masterplan and those set out within the SPD. Vehicular access points to the B4100 Banbury Road are to be provided via the Exemplar Scheme along Charlotte Avenue and Braeburn Avenue while the development also encourages travel by sustainable modes of transport both within the Eco Town and external towards Bicester town centre.
- 4.3.2 It should be noted that at the time of the expected submission of the application, it is not envisaged that the Estate Road that passes through the Exemplar scheme from the junction of Charlotte Avenue with the B4100 Banbury Road to the junction of Braeburn Avenue to the B4100 Banbury Road will be adopted. As such, the application boundary will include the internal access roads (and pedestrian/cycle links) that are proposed to provide a connection to the adopted public highways, identified as being the B4100 Banbury Road. It is expected that the Estate Road through the Exemplar scheme will ultimately be adopted.
- 4.3.3 It is also identified that the Estate Road that passes through the Exemplar scheme includes a Bus Only Link located between Charlotte Avenue and Braeburn Avenue. This Bus Only Link currently includes a narrowed carriageway width to 4.0m with a footway provision on the eastern side only. This will be updated to include footway provision on both sides of the Bus Only Link, as per the **VTP Drawing 4600-1100-T-001 Rev B - Proposed Access Junctions**, a copy of which is included at **Appendix D**.

ACCESS FOR REFUSE VEHICLES

- 4.3.4 Whilst the application is being applied for in outline, with only the site access junctions being considered in detail, the TA will set out the principles of the refuse collection strategy to be adopted for the scheme. In short, this is proposed to confirm to Manual for Streets and the CDC Residential Design Guide (adopted 16th July 2018).



PEDESTRIAN AND CYCLIST ACCESS

- 4.3.5 It is proposed pedestrian and cycle access into the site will be taken from the adjacent Exemplar scheme. A 2.0m wide footway will be provided on both sides of the primary access roads to enable access on foot from the Exemplar scheme while potential future pedestrian / cycle connections are proposed to enhance the permeability of the scheme and the sustainable travel aspirations of the wider NW Bicester Masterplan.
- 4.3.6 In addition to these potential future pedestrian / cycle connections, a footpath / cycle route is proposed through the site adjacent to the residential units and will connect as directly as possible to the adjacent network to enable access on foot and by cycle from adjacent residential areas.
- 4.3.7 Final details of the layout of the Exemplar scheme are awaited from the developers of this adjacent site as the layout proposals have altered slightly from that which was granted consent in 2012.

SAFER ROUTES TO SCHOOL

- 4.3.8 The TA will provide further details of the 'Safer Routes to School' strategy from both of the development parcels.

CONSTRUCTION ACCESS

- 4.3.9 It will be necessary to provide dedicated construction access points to both parcels of the proposed development. Whilst the actual location of these points of access for construction vehicles is currently being discussed with the developers of the adjacent Exemplar scheme, details of these construction access points will be included within the TA.
- 4.3.10 Should a new 'temporary' junction be required from the B4100 Banbury Road (particularly for the Eastern Parcel), the TA will include junction layout plans, capacity assessments, and a Stage 1 Road Safety Audit with an associated Designer's Response for these temporary junctions to ensure their suitability.

4.4 CAR PARKING

- 4.4.1 There are a number of sources that set out parking standards for developments in the area. These include the OCC Parking Standards for New Residential Developments (December 2011), the OCC Residential Road Design Guide (2nd Edition 2015), but the most relevant is considered to be the CDC Residential Design Guide SPD (adopted on 16 July 2018), which sets out car parking provision for new developments in Cherwell at Appendix F.
- 4.4.2 Table A6.B1 of Appendix F of the CDC Residential Design Guide includes these car parking standards and for completeness, this is summarised below at **Table 4-1**:



Table 4-1: Residential Car Parking Standards

Table A6.B1 Car parking provision in new developments for urban areas in Cherwell						
Number of bedrooms per dwelling	Number of allocated spaces	Number of spaces when 2 allocated spaces per dwelling are provided		Number of spaces when 1 allocated spaces per dwelling are provided		Number of unallocated spaces when no allocated spaces are provided
		Allocated spaces	Unallocated spaces	Allocated spaces	Unallocated spaces	
1	1	N/A	N/A	1	0.4	1.2
2	2	2	0.3	1	0.6	1.4
2/3	2	2	0.3	1	0.7	1.5
3	2	2	0.3	1	0.8	1.7
3/4	2	2	0.4	1	1.0	1.9
4+	2	2	0.5	1	1.3	2.2

Note 1: The rows in the table for 2/3 bedrooms and 3/4 bedrooms can be used when there are additional rooms in the dwelling which are not shown as bedrooms but where there is a high chance that they could be used as bedrooms.

Note 2: The Council will consider North West Bicester Ecotown as a special case provided that certain minimum criteria are met. If there is a full range of every day services provided within easy walking or cycling distance of the dwelling and convenient access to an efficient public transport system accessing a wider range of services including employment, one allocated car parking space per dwelling will be required, regardless of dwelling size or tenure. This may be on plot or off plot. Off plot provision may be grouped in a parking court provided the courts are small, close by, secure and conveniently accessed. Additional unallocated off plot car parking may also be provided according to the principles of this document up to a maximum of one space per dwelling. A lower standard of parking may be acceptable dependent upon the layout and accessibility to services and to other modes of transport in agreement with the Highway Authority.

4.4.3 The provision and layout of car parking across the development site will be made in accordance with the standards and policy set out by CDC and OCC and presented in detail on the proposals to be submitted at the Reserved Matters stage. The development proposal would look to achieve a provision of between one and two spaces per dwelling, plus additional unallocated parking spaces.

4.4.4 The following principles will govern parking provision:

- ⊙ Parking to be provided as close to each property as possible, and is safe and easy to use;
- ⊙ Parking is generally expected to be provided in a combination of on plot, off plot and on street spaces;
- ⊙ Adopting a flexible approach to parking design and provision, focusing on optimum design and layout to meet the needs of residents, pedestrians and cyclists; and
- ⊙ Reducing the visibility of the car in the street scene through careful design, robust boundary treatments, and unobtrusive garaging and use of car ports.

4.5 CYCLE PARKING

4.5.1 The CDC Residential Design Guide SPD (adopted on 16 July 2018) identifies cycle parking standards for residential developments at Table 5.1 It is noted that these cycle parking standards are derived from the OCC Residential Road Design Guide, 2nd Edition 2015.

4.5.2 **Table 4-2** presents the cycle parking standards for residential developments.



Table 4-2: Residential Cycle Parking Standards

Cycle Parking Standards		Residential
	Resident	1 bed - 1 space; 2+ beds - 2 spaces
	Visitor	1 stand per 2 units where more than 4 units
Notes		
1	Garages should be designed to allow space for car plus storage of cycles in line with the District Council's design guides where appropriate (most specify 6m x 3m)	
2	1 stand = 2 spaces: The number of stands to be provided from the calculations to be rounded upwards. The preferred stand is of the 'Sheffield' type	
3	All cycle facilities to be secure and located in convenient positions	
4	Residential visitor parking should be provided as communal parking at convenient and appropriate locations throughout the development	

4.5.3 The provision and layout of cycle parking across the development site will be made in accordance with the standards and policy set out by CDC and OCC and presented in detail on the proposals to be submitted at the Reserved Matters stage.

4.6 PUBLIC TRANSPORT ACCESS

4.6.1 The location of the residential units within the majority of the application will be within a 400m walking distance of the E1 bus route which runs along the Estate Road through the adjacent Exemplar scheme and into Bicester town centre.

4.6.2 As part of any planning permission granted for the development proposal, the applicant will agree to a S106 financial contribution to fund public transport improvements and services, which is consistent with other schemes that have recently been permitted within wider NW Bicester Masterplan. This S106 contribution will include funds towards the provision of a bus service from Bicester town centre to serve development sites north of the railway line.

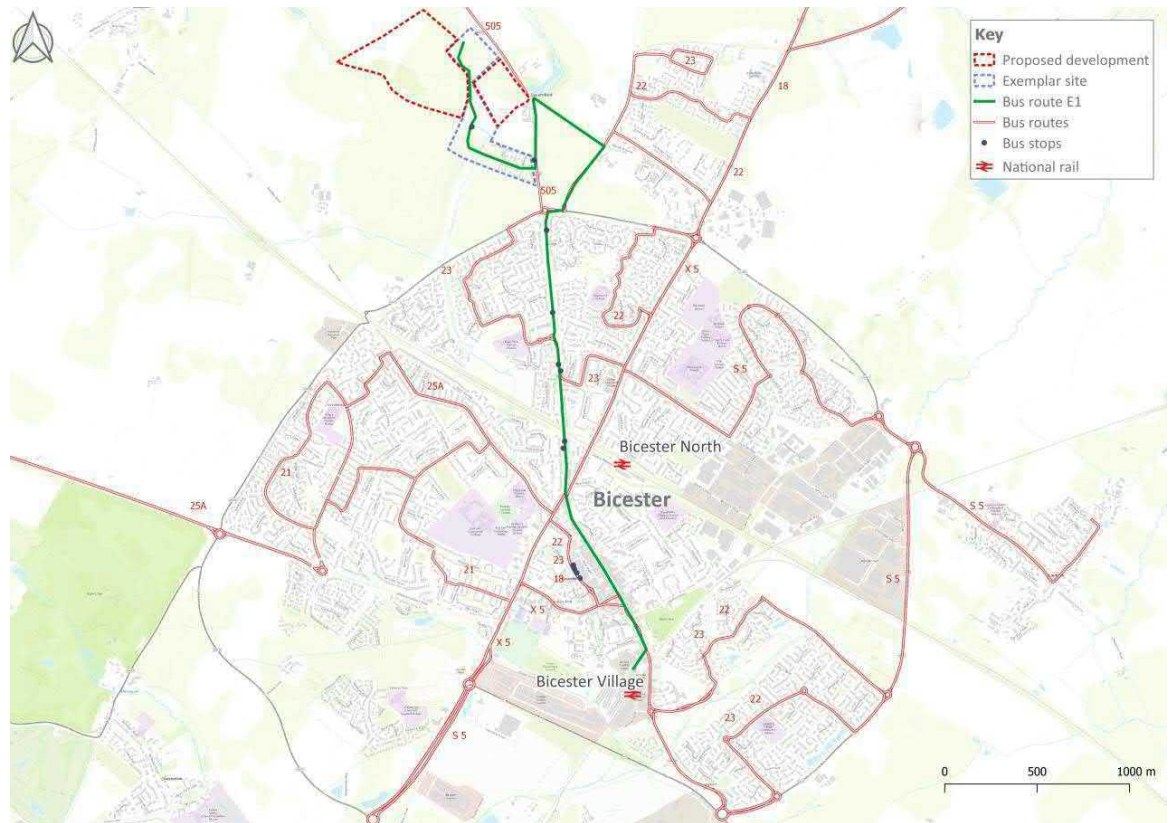
4.6.3 As part of any planning permission, the applicant will also agree to participate in a NW Bicester bus forum to plan future bus services as part of the wider public transport strategy of the NW Bicester Masterplan.

4.6.4 This approach is consistent with local transport policy and strategic objectives as well as the delivery of other local development site. It will provide strong public transport links from the application site to the wider Eco Town and surrounding areas. It therefore supports the wider public transport access strategy of the NW Bicester Masterplan.

4.6.5 **Figure 4-1** presents the current bus routes in the vicinity of the application sites within the context of Bicester.



Figure 4-1: Bus Routes



5 MULTI-MODAL TRIP GENERATION

5.1.1 This chapter sets out the methodology proposed to be adopted to establish the multi-modal trip generation for all person trips associated with the proposed development. This methodology is proposed to be consistent with that set out in the *NW Bicester Masterplan – Interim Access and Travel Strategy* document produced by Hyder Consulting UK Ltd in March 2014.

5.2 RESIDENTIAL TRIP RATES

5.2.1 Appendix 5, Section 3 of the *NW Bicester Masterplan – Interim Access and Travel Strategy* document produced by Hyder Consulting UK Ltd in March 2014, details the residential trip rates that were agreed with OCC. It is noted that whilst average trip rates for all land uses with the exception of residential development would be appropriate, OCC officers considered that for residential development, 85%ile trip rates would provide a more robust assessment. Table 4 of the 2014 document set out these trip rates, which are duplicated in **Table 5-1** for completeness.

Table 5-1: Residential Trip Rates 85%ile

Residential Person Trips	Unit	Arrivals	Departures	Total
AM Peak – Privately Owned Houses	Per unit	0.384	1.058	1.442
AM Peak – Affordable Housing*	Per unit	0.307	0.846	1.154
PM Peak – Privately Owned Houses	Per unit	0.778	0.517	1.295
PM Peak – Affordable Housing*	Per unit	0.622	0.414	1.036
12 Hour – Privately Owned Houses	Per unit	4.843	5.939	10.782
12 Hour – Affordable Housing*	Per unit	3.874	4.751	8.626

* Note that results from the National Travel Survey suggest that 20% fewer trips are made by residents of affordable housing. It is thus proposed that a factor of 0.80 is applied to the privately owned housing trip rates to establish the affordable housing trip rates.

5.2.2 It is noted that the recent Home Farm (SGR1) application (18/00484/OUT) used the identical 85%ile residential total person trip rates, which were set out at Table 5.1 of that TA.

5.2.3 As the proposed development is to provide a policy compliant level of affordable houses, i.e. 30% of the total provision, which equates to 165 dwellings, this would leave 385 dwellings as private houses. Based on the above agreed total person trip rates, the total number of person trips expected to be generated by the proposed development of up to 550 dwellings is summarised in **Table 5-2**.

Table 5-2: Residential Person Trip Generation (550 Dwellings)

Up to 550 Dwellings	AM Peak			PM Peak			12 Hour		
	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
Private Houses (385)	148	407	555	300	199	499	1,865	2,287	4,151
Affordable Houses (165)	51	140	190	103	68	171	639	784	1,423
Total	198	457	746	402	267	670	2,504	3,070	5,574



5.3 JOURNEY PURPOSE

5.3.1 The *NW Bicester Masterplan – Interim Access and Travel Strategy* document produced by Hyder Consulting UK Ltd in March 2014 provides details of the journey purpose for the residents of the proposed development. This information was obtained from the 2008/12 National Travel Survey and quantifies the proportion between journey purpose categories by hour period over the course of a day. The identified categories are as follows:

- ⊙ Commuting;
- ⊙ Business;
- ⊙ Education;
- ⊙ Shopping;
- ⊙ Other Services; and
- ⊙ Visiting friends and relatives.

5.3.2 These journey purposes are then further grouped into three core categories which are:

- ⊙ Work / Employment (commuting and business);
- ⊙ Education (education); and
- ⊙ Other (shopping, other services and visiting friends and relatives)

5.3.3 A summary of these journey purposes is set out below in Table 5-3.

Table 5-3: Journey Purpose by Residents (2008/12 National Travel Survey Table NTS0502)

Journey Purpose	Included Categories	AM Peak	PM Peak
Work/Employment	'Commuting' & 'Business'	27%	37%
Education	'Education'	48%	4%
Other	'Shopping', 'Other Services' & 'Visiting Friends/Relatives'	24%	60%
Total		100%	100%

CONTAINMENT OF TRIPS

5.3.4 Development Principle 6(a) of the *NW Bicester SPD – Sustainable Transport – Modal Share and Containment*, notes at paragraph 4.115 that the target level of containment for the schemes within the Eco Town is for at least 35% of trips to be within NW Bicester and 60% to be within Bicester as a whole, that is 40% or less travelling outside of Bicester.

5.3.5 It is noted that the *NW Bicester Masterplan – Interim Access and Travel Strategy* provides details of the containment of trips by journey purpose that are associated with the residential element of the development at Table 3. For ease of reference, Table 3 is replicated below at Table 5-4.

Table 5-4: Containment Assumptions of Resident Trips by Journey Purpose

Journey Purpose	% Internal Trips in NW Bicester	% Trips in Bicester	% Trips outside Bicester
Commuting	10%	30%	60%
Business	10%	30%	60%
Education	65%	15%	20%
Shopping	30%	30%	40%
Other Services	50%	20%	30%
Visiting Friends/Relatives	15%	30%	55%



- 5.3.6 Whilst it is accepted that some of the above mentioned journey purposes will result in the containment of trips within the NW Bicester Eco Town, due to the layout of the application site and the fact that all vehicles will have to exit the application site via the Exemplar scheme to the B4100 Banbury Road, the TA will demonstrate the level of containment relative to the application site in more detail.

5.4 MODAL SPLIT

WORK/EMPLOYMENT TRIPS

- 5.4.1 As has been agreed for the other applications, modal split estimations have been identified from the 2011 Census data for 'journeys to work' in the ward of Cherwell 012 (excluding those working from home). **Table 5-5** summarises these modal split assumptions.

Table 5-4: Containment Assumptions of Resident Trips by Journey Purpose

Method of Travel	Baseline Mode Share
Underground/Metro/Light Rail/Tram	0.1%
Train	4.4%
Bus/Minibus/Coach	4.3%
Taxi	0.1%
Motorcycle/Scooter/Moped	0.6%
Driving a Car/Van	71.6%
Passenger in a Car/Van	6.2%
Bicycle	3.4%
On Foot	9.2%
Other	0.2%
Total	100%

EDUCATION TRIPS

- 5.4.2 As has been agreed for other applications, in order to estimate the appropriate modal split for trips made for education purposes, a combination of 2011 Census data and the National Travel Survey was considered. The 2011 Census data estimates that for the Cherwell 012 ward, 54% of school aged children attend primary school while 46% of school aged children attend secondary school.
- 5.4.3 It is accepted that due to the location of the Gagle Brook Primary School within the Exemplar scheme and in very close proximity of the application site, all primary school aged children from the proposed development will be afforded a place at this school. It is also noted that S106 Contributions are being sought to expand the Gagle Brook Primary School, which would suggest that even if there were insufficient places at the school at present, there will be more than adequate provision for the primary school children associated with the proposed development in the future.
- 5.4.4 Secondary schools are proposed as part of the delivery of the wider NW Bicester Eco Town, but there are a number of existing secondary schools within Bicester that are within 2.0 miles drive of the application sites, namely the Cooper School (1.7 miles), Bicester School (1.8 miles), and the Bardwell School (2.0 miles).

OTHER PURPOSE TRIPS

- 5.4.5 It has been assumed that journeys made for other purposes will have the same mode share as that of employment. Therefore, the mode share from 2011 Census journey to work data for the Cherwell 012 ward.



5.5 DISTRIBUTION OF VEHICULAR TRIPS

- 5.5.1 It is noted from the initial consultation response to the Home Farm scheme (18/00484/OUT) from OCC (a copy of which is included at **Appendix C**), that concerns were raised over the initial distribution profile of traffic associated with the residential scheme in this location. This distribution profile was revisited as part of the October 2018 TA prepared by PBA and the resultant consultation response from OCC dated the 02nd November 2018 (also included at **Appendix C**) noted that the revised traffic distribution was accepted by OCC.
- 5.5.2 As the proposed development is located in the generally the same position and will utilise the same south eastern junction of Charlotte Avenue / B4100 Banbury Road and the alternative junction from the Exemplar scheme at Braeburn Avenue / B4100 Banbury Road, the same distribution profile is proposed to be adopted for traffic associated with the development of up to 550 dwellings. For completeness, **Table 5-5** summarises this distribution profile, which was set out at Table 5.14 of the PBA TA.

Table 5-5: Distribution of Vehicle Trips

Direction	% of Total Vehicles
North	15.6%
East	17.8%
South	16.7%
West	49.9%

- 5.5.3 This distribution profile will be assigned to the traffic arriving and departing via both of the junctions with the B4100 Banbury Road.

5.6 TRAVEL PLAN TARGETS

- 5.6.1 It is noted within the NW Bicester SPD that planning application should include a Travel Plan that will demonstrate how the design of the scheme will enable at least 50% of trips originating from within the application site to be made by non-car modes. The SPD identifies the potential for this figure to increase to as much as 60% by non-car modes by 2020.



6 PROPOSED SCOPE OF ASSESSMENT – TRAFFIC MODELLING

6.1 INTRODUCTION

6.1.1 This section sets out the proposed approach to assessing the likely effect of the development proposals on the local transport network.

6.1.2 As the subject of this forthcoming planning application for the delivery of up to 550 dwellings will not only replace the development proposals at the Home Farm scheme (18/00484/OUT), but expand upon these proposals, it is considered appropriate to review what was agreed with OCC for the assessment of that scheme.

6.1.3 Section 6 of the PBA TA that supported the Home Farm application sets out the Traffic Impact Assessment of that development, and it is noted that it was agreed during scoping discussions with OCC, that the 'Bicester Traffic Model' was the appropriate tool to forecast future traffic flows to inform the Traffic Impact Assessment. The following forecast years were agreed with OCC for that assessment and it is considered reasonable to assume that the same scenarios will be required for the assessment associated with the proposed development of up to 550 dwellings. These scenarios are identified as follows:

- ⊙ 2026 Do Nothing (i.e. consented development and planned infrastructure)
- ⊙ 2026 Do Something (i.e. 2026 Do Nothing + Proposed Development Traffic)

6.1.4 It is acknowledged that the majority of the proposed development has already been considered as part of the Traffic Impact Assessment that was undertaken for the Application 1 scheme (14/01384-OUT), which was modelled by White Young Green (WYG) on behalf of A2 Dominion using OCC's 'Bicester SATURN Model'. This modelling was undertaken for the full 6,000 homes and it was agreed with OCC that the difference in traffic generation between Application 1 development and the full NW Bicester Eco Town can then be used to quantify the traffic impact of that application, which included the majority of the development proposals which are the subject of this scoping note.

6.1.5 With the above in mind, it is considered reasonable to accept that the assessment of the NW Bicester Masterplan undertaken by Hyder, WYG, PBA and other applications that have come forward to date, have clearly established the off-site strategic highway improvements that are required to deliver the wider NW Bicester Masterplan. As such, the applicant for the current proposals will be agreeing to proportionate financial contributions to these strategic improvements. Further details in this regard are set out within the Scoping report.

6.2 PREVIOUSLY UNDERTAKEN HIGHWAY ASSESSMENT AND MITIGATION

OUTLINE APPLICATION 1

6.2.1 Application Site 1 used the results of the modelling undertaken for the NW Bicester Masterplan and the modelling used 2031 as the opening year of for the full development in NW Bicester.



6.2.2 The traffic impact was assessed for the full development of NW Bicester Eco Town (6,000 homes) and a percentage impact of the Application 1 development on the existing junctions turning movements was calculated by apportioning the traffic generated from Application 1 over that forecast for the full Masterplan through the SATURN modelling.

6.2.3 The Application 1 TA analysed junction and link capacity impacts and suggested potential mitigation and/or contributions to wider improvements which were set out in the TA. The analysis and mitigation discussed in the Application 1 TA were for the junctions and local communities as set out below:

- ⊕ Proposed Highway Infrastructure and Junctions:
 - A4095 Strategic NW Link Road;
 - NW Bicester access junctions (five junctions);
- ⊕ Existing Network:
 - Town network off-site junctions (six junctions);
 - Bucknell Village;
 - Shakespeare Drive area;
 - Caversfield Village;
 - Eastern peripheral route; and
 - M40 J9 and J10.

MITIGATION

6.2.4 The mitigation proposals and/or contributions towards wider infrastructure are set out in Chapter 11 of the TA. The following were measures to directly mitigate the impact of NW Bicester (6,000 homes):

- ⊕ Signalisation of the Exemplar southern access junction;
- ⊕ Replacement of the B4100 Banbury Road / A4095 roundabout with traffic signals;
- ⊕ Traffic management measures on the B4100 Banbury Road/ Caversfield unnamed road to reduce traffic levels and accident issues;
- ⊕ Traffic calming measures in Bucknell and Caversfield to reduce through traffic; and
- ⊕ Measures to further reduce through traffic and assist walkers and cyclists in the Shakespeare Drive area.

6.2.5 The following strategic improvements were identified to which the NW Bicester scheme would anticipate contributing towards in a manner proportionate to the impact. This package of works needs to be agreed with OCC but include:

- ⊕ The A4095 NW Strategic Link Road;
- ⊕ Town centre access improvements;
- ⊕ Modifications to the A4421 Skimmingdish Lane / A4095 junction;
- ⊕ Improvements to the eastern peripheral route; and
- ⊕ Improvements to the M40 J9 and J10.



- 6.2.6 The Application 1 development represents 39.5% of the overall impact of the NW Bicester development over a 12-hour period. The mitigation proposed relates to the forecast situation with all other growth in Bicester as well as the full 6,000 home NW Bicester development. As such the mitigation required for Application 1 is lesser in scale than the full scheme and it was set out that a proportionate contribution towards these measures will be made as part of Application 1.

HOME FARM APPLICATION

- 6.2.7 As noted within the introduction of this Section, the planning application for the Home Farm scheme (18/00484/OUT) agreed with OCC that the forecast years identified to assess the traffic and transport impacts of the proposed development were:

- ⊙ 2026 Do Nothing (i.e. consented development and planned infrastructure)
- ⊙ 2026 Do Something (i.e. 2026 Do Nothing + Proposed Development Traffic)

- 6.2.8 The 2026 'Do Nothing' scenario provided the baseline against which the assessment of the Home Farm development traffic was undertaken. The traffic flows associated with the forecast year were set out within the '*Bicester Transport Model – Future Year Forecasting Report*' (Issue 2, April 2017 – prepared by WYG on behalf of OCC). The flows within this report consider:

- ⊙ Future year background traffic growth; and
- ⊙ Future planned residential, employment and school development proposals and planned infrastructure proposals as expected to be delivered at a 2026 future year.

- 6.2.9 A review of the PBA TA that supported the Home Farm application notes that the extent of local highway that was assessed included the junctions of Charlotte Avenue / B4100 Banbury Road, Braeburn Road / B4100 Banbury Road, and the roundabout junction of B4100 Banbury Road / A4095 / Banbury Road / A4095. All other potential impacts are assumed to have been considered to be addressed by way of proportionate financial contributions.

MITIGATION

- 6.2.10 Due to the very limited impacts of the traffic associated with the Home Farm development on the local highway network, no junction analysis was completed as part of that planning application. However, the cumulative impact of the Home Farm development when considered together with other development sites results in a need for off-site highway improvements identified by OCC. Within the TA it stated that '*the applicant will agree to S106 contributions to fund off-site highway improvement works identified by Oxfordshire County Council to deliver the North West Bicester Access & Travel Strategy. These S106 contributions will include funds towards:*

- ⊙ *The signalisation of the B4100 Banbury Road / Charlotte Avenue T-junction arrangement;*
- ⊙ *Capacity improvements at the B4100 Banbury Road / A4095 roundabout junction;*
- ⊙ *The provision of traffic calming in Bucknell village; and*
- ⊙ *Improvements of the Caversfield junction of B4100 Banbury Road.*

- 6.2.11 The above ties in with the consultation responses made by OCC to the Home Farm application, copies of which are included at **Appendix C** of this report. The first of these consultation responses raised three objections to the submission, which included the following:

- ⊙ *The TA does not provide sufficient information to fully assess the traffic impact of the development;*



- ⊕ *The TA does not provide sufficient information to assess the safety of proposed accesses to the B4100 – temporary construction access, and access to allotments at Home Farm access road;*
- ⊕ *The site does not maximise opportunities for sustainable travel because it could provide more direct links with the adjacent parcels' residential streets.*

6.2.12 Following receipt of the initial consultation response from OCC, which was dated the 19th April 2018, PBA updated the TA and resubmitted the technical evidence to support the application in a report dated October 2018. OCC responded to the later report on the 02nd November 2018 with no objection subject to the agreement to appropriate S106 Obligations and Planning Conditions. As such, it is considered that the same approach for the proposed development should be acceptable to OCC.

6.3 NEW APPLICATION PROPOSALS

6.3.1 As noted above, it is proposed that the Eastern and Western Parcels of the application site equating to a up to 550 dwellings should be assessed in the same manner as the Home Farm application, which was accepted by OCC.

6.3.2 The extent of this assessment is considered to be similar to that which was undertaken for the Home Farm scheme. However, with reference to some of the mitigation identified by the Application 1 scheme (listed above), and due to the increased level of development associated with the development proposals of up to 550 dwellings, the following junctions are considered to be appropriate for inclusion within the TA that will support the planning application:

- ⊕ B4100 / A43 Baynards Green Roundabout Junction
- ⊕ B4100 / Braeburn Avenue Priority Junction
- ⊕ B4100 / Charlotte Avenue Priority Junction
- ⊕ B4100 / A4095 / Banbury Road / A4095 Roundabout Junction
- ⊕ A4095 / Buckingham Road / Skimmingdish Lane / A4421 Roundabout Junction

6.3.3 As such, details of the 2026 Do Nothing and 2026 Do Something scenarios will need to be obtained from the Bicester Traffic Model for the above-mentioned junction in order for us to undertake the necessary assessment.

6.3.4 Should any additional junctions and/or scenarios be required for consideration by OCC as part of the Traffic Impact Assessment, these details are requested to be clarified.



7 RESIDENTIAL TRAVEL PLAN

7.1.1 An Outline Residential Travel Plan (RTP) will be prepared to encourage sustainable travel and ensure that the development operates efficiently. The RTP will draw upon the RTP that is currently operating on the Exemplar scheme as the principles and proposals are considered to be commensurate to that development and this RTP is already in operation.

7.1.2 The RTP will be attached the TA and is expected be secured by planning condition or through the S106 agreement.

7.2 RESIDENTIAL TRAVEL PLAN

7.2.1 Travel Plans are used to facilitate and encourage the use of sustainable modes of travel and reduce the number of single occupancy vehicle trips.

7.2.2 The RTP will follow the OCC travel planning guidance and the wider guidance for development proposals which form part of the NW Bicester Eco Town scheme.

7.2.3 The overall objective of the RTP is to demonstrate how the design of the development will encourage sustainable travel choices by future residents. It recognises that the development sits within an overall framework and should not be considered in isolation.

7.2.4 To achieve this objective, the RTP will:

- ⦿ Provide an overview of the travel choices available to potential residents at the development;
- ⦿ Outline the measures to be implemented at the site as part of the development and the targets that will be set to assess the success of the measures; and
- ⦿ Describe how the measures will be managed across the monitoring period.



8 SECTION 106 CONTRIBUTIONS

8.1 INTRODUCTION

- 8.1.1 A review of the NW Bicester SPD identifies that there are a number of strategic and local highway schemes that will be required to deliver the full NW Bicester Masterplan. It is acknowledged that all of the development parcels that make up the wider NW Bicester Eco Town will have to make proportionate contributions to the delivery of these wider improvements and whilst some of these may be more specific to a development parcel and warrant a different level of contribution, which could be through the delivery of an element of infrastructure (S278 works) or through financial contributions (S106), a comprehensive approach is acknowledged.
- 8.1.2 With the above in mind, a number of recently consented and submitted schemes have been reviewed, in line with some of those listed within this Report, and the S106 Obligations associated with the highway works, including the contribution to sustainable transport links, have been reviewed.

8.2 SUMMARY OF AGREED S106 CONTRIBUTIONS

- 8.2.1 Whilst the Exemplar scheme would be the most appropriate scheme to consider when reviewing the S106 Obligations, it is acknowledged that this scheme received planning permission on the 10th July 2012, which was before a lot of the technical assessments of strategic infrastructure had been undertaken by WYG and Hyder, and certainly before the NW Bicester SPD had been adopted. As such, in order to ensure a robust consideration of the S106 Obligations that have been agreed to date, the Himley Village S106 (dated 30th January 2020) and the Home Farm S106 Heads of Terms (June 2018) have been considered.
- 8.2.2 **Table 8-1** summarises the relative highway contributions associated with these key developments.

Table 8-1: Summary of S106 Highway Contributions

Description of Contribution	Himley Village (1,700 units)		Home Farm (75 units)	
	Total Contribution	Contribution per unit	Total Contribution	Contribution per unit
Bus Infrastructure	£59,180.00	£34.81		
Bus Services	£1,443,245.00	£848.97	£86,252.00	£1,150.03
Bus Services (interim)	£1,050,000.00	£617.65		
Cycle Improvements	£312,058.00	£183.56	£2,796.00	£37.28
Highways (A4059/B4100)	£356,591.00	£209.76	£36,174.00	£482.32
Public Rights of Way	£31,675.00	£18.63	£2,418.00	£32.24
School Transport	£266,00.00	£156.47		
Shakespeare Drive	£675,192.00	£397.17		
Traffic Calming (Middleton Stoney)	£73,097.00	£43.00	£4,298.00	£57.31
Caversfield Junction			£1,828.00	£24.37
Signalisation of Charlotte Avenue			£6,146.00	£81.95
Footpath Improvements			£38,187.00	£509.16
Travel Plan Monitoring	£9,840.00	£5.79	£1,240.00	£16.53
Total	£4,279,878.00	£2,515.81	£179,339.00	£2,391.19



8.2.3 Whilst it is accepted that the above refers to the majority of S106 contributions relative to highway matters for the identified schemes, it is accepted that further consideration needs to be given to other aspects. It is noted that there is no reference to the new crossing of the Railway Line via a new tunnel and the Strategic Highway Infrastructure that will seek to realign the A4095. This substantial highway scheme was the subject of a separate planning permission (14/01968/F), which was granted planning permission on the 21st August 2019 for the following:

“Construction of new road from Middleton Stoney Road roundabout to join Lord's Lane, east of Purslane Drive, to include the construction of a new crossing under the existing railway line north of the existing Avonbury Business Park, a bus only link east of the railway line, a new road around Hawkwell Farm to join Bucknell Road, retention of part of Old Howes Lane and Lord's Lane to provide access to and from existing residential areas and Bucknell Road to the south and associated infrastructure.”

8.2.4 As part of the scoping process, it is hoped to confirm the extent of S106 contributions that are likely to be required from the proposed development of up to 550 dwellings.



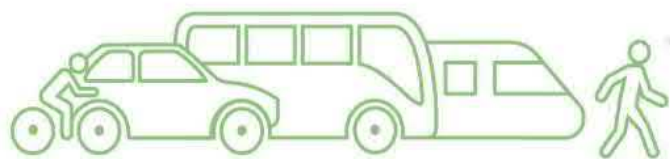
9 SUMMARY

- 9.1.1 This Transport Assessment (TA) Scoping Report has been prepared to agree the scope and content of the highways and transportation evidence that is expected to support a forthcoming planning application for the development of up to 550 dwellings at the application site to be accessed via the Exemplar scheme. An Illustrative Framework plan has been prepared by Mosaic and a copy of this is included at **Appendix A** of this Report.
- 9.1.2 It is proposed to provide 2 parcels of the development, namely the Eastern Parcel (which will accommodate between 75-100 dwellings) and the Western Parcel (which will accommodate between 450-475 dwellings). The access strategy is set out within this Report, but in summary, all vehicular access will be via the Exemplar scheme and the existing junctions of Charlotte Avenue / B4100 Banbury Road (to the south east) and Braeburn Avenue / B4100 Banbury Road (to the north). Pedestrian and cycle links to the wider area will be via the Exemplar site to the existing connections to the B4100 Banbury Road to the south of the junction with Charlotte Avenue. There are no pedestrian links via the north of the application site to destinations beyond the Exemplar scheme.
- 9.1.3 The internal site access junctions will be considered in more detail as part of the planning application but are to conform with that which have already been provided on the Exemplar scheme. In brief, this will include consistent carriageway widths, kerb radii at junctions, visibility splays, verges, footpath / footway widths, and where available, shared footway/cycleway widths.
- 9.1.4 Details of the construction access strategy will be set out within the TA, which will include any junction layout plans, vehicle numbers, vehicle types, turning areas, parking arrangement, etc, subject to the appropriate level of detail that can be provided with the planning application.
- 9.1.5 Parking provision is proposed to be in accordance with Appendix F of the Cherwell District Council (CDC) Residential Design Guide SPD (adopted 16th July 2018) for residential uses in Cherwell.
- 9.1.6 Total person trip rates are proposed to be as have been utilised on other schemes that have been submitted as part of the wider NW Bicester Masterplan, which is a consistent approach. This will extend to modal split information, journey purpose details, containment or trips, and the distribution profile of traffic flows on to the wider highway network.
- 9.1.7 Base and future year forecast flows are expected to be obtained from the Bicester SATURN model to assess 2026 'Do Nothing' and 2026 'Do Something' something scenario for the following junctions:
- ⊙ B4100 / A43 Baynards Green Roundabout Junction
 - ⊙ B4100 / Braeburn Avenue Priority Junction
 - ⊙ B4100 / Charlotte Avenue Priority Junction
 - ⊙ B4100 / A4095 / Banbury Road / A4095 Roundabout Junction
 - ⊙ A4095 / Buckingham Road / Skimmingdish Lane / A4421 Roundabout Junction
- 9.1.8 A Residential Travel Plan to be prepared in line with that which is currently in place at the Exemplar scheme, is to be provided with the planning application.
- 9.1.9 Section 106 contributions are expected to be agreed through negotiations and discussions.



APPENDIX A

ILLUSTRATIVE FRAMEWORK PLAN





- Key
- 01 Vehicular and cycle access point
 - 02 View to church
 - 03 Sustainable Drainage System (SuDS)
 - 04 Play
 - 05 Small new copses
 - 06 Trim trail
 - 07 Edible landscapes
 - 08 Ecological rich meadows
 - 09 Woodland with some limited public access
 - 10 Restricted vehicular access
 - Application boundary (22.07Ha)

N.

CLIENT: Firethorn Development Ltd

PROJECT: North West Bicester

DRAWING: Illustrative Framework

PROJECT NUMBER: 1192

DRAWING NUMBER: SK001 CHECKED BY: ML/LA

REVISION: B-II STATUS: Draft

DATE: 10/11/2020 SCALE: NTS

0m 250m



APPENDIX B

EXTRACTS FROM THE NORTH WEST BICESTER MASTERPLAN

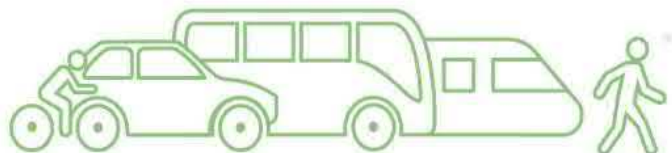


Figure 10: North West Bicester Masterplan – Masterplan Framework

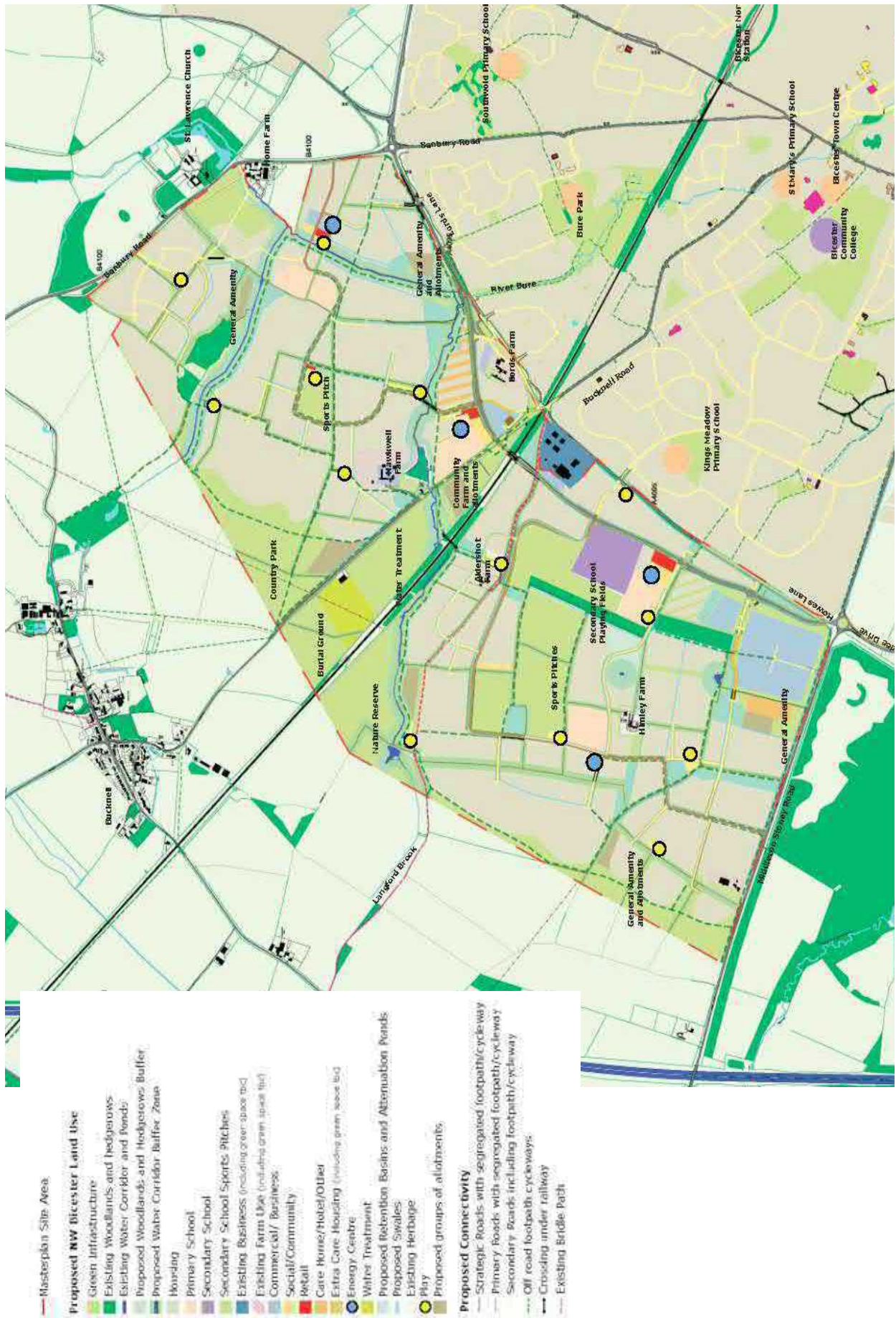
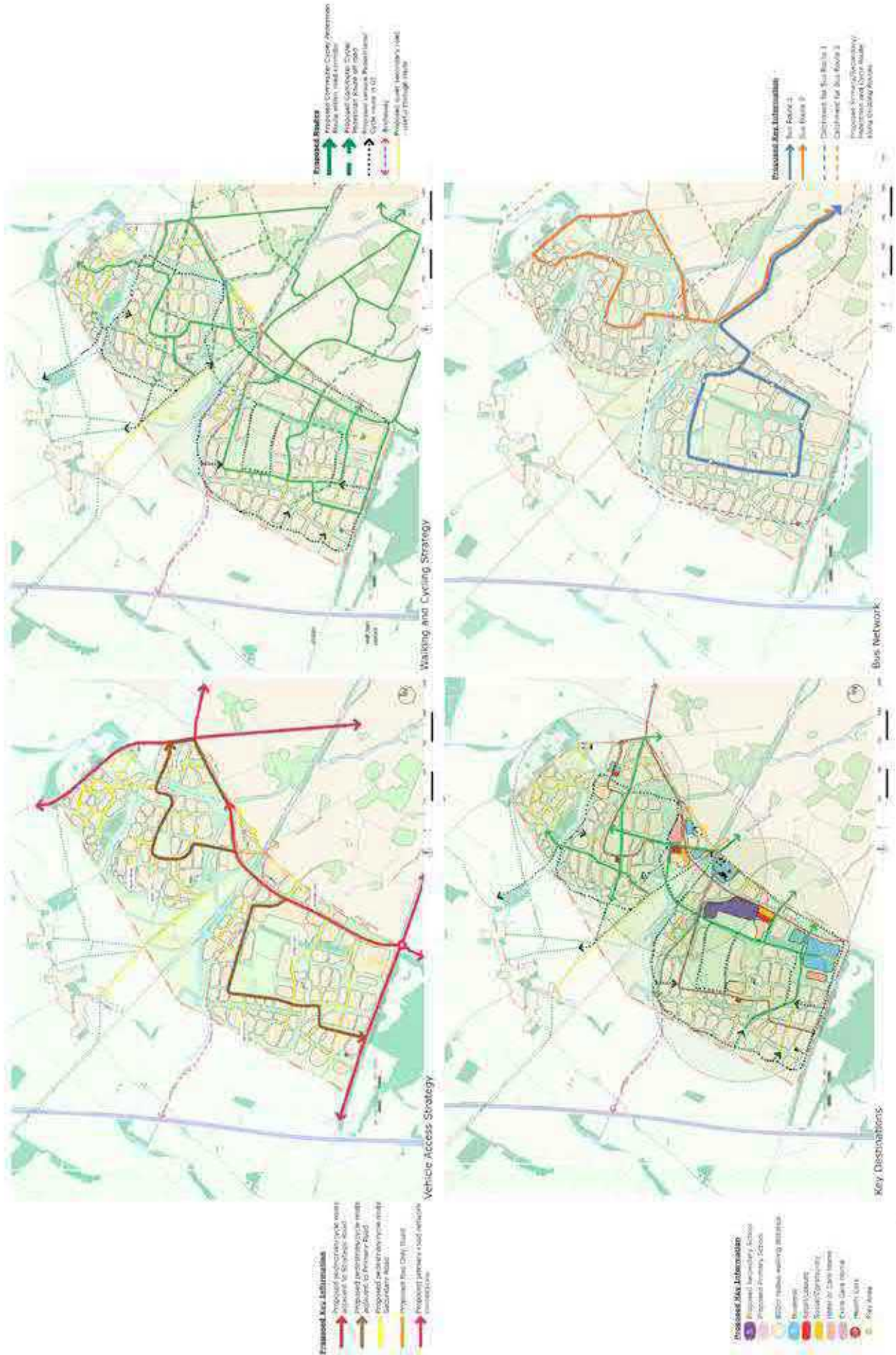
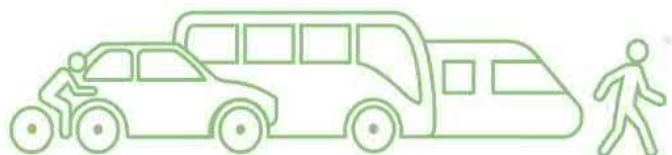


Figure 11: North West Bicester Masterplan – Access and Movement Framework



APPENDIX C

OCC CONSULTATION RESPONSES TO HOME FARM APPLICATION
(18/00484/OUT)



Application no: 18/00484/OUT

Location: Land North And Adjoining Home Farm Banbury Road B4100 Caversfield

Transport Schedule

(Note, this includes comments from OCC as Lead Local Flood Authority)

Recommendation:

Objection for the following reasons:

- The TA does not provide sufficient information to fully assess the traffic impact of the development
- The TA does not provide sufficient information to assess the safety of proposed accesses onto the B4100 – temporary construction access, and access to allotments via Home Farm access road.
- The site does not maximise opportunities for sustainable travel because it could provide more direct links with the adjacent parcels' residential streets.

If despite OCC's objection permission is proposed to be granted then OCC requires prior to the issuing of planning permission a S106 agreement including an obligation to enter into a S278 agreement to mitigate the impact of the development plus planning conditions and informatives as detailed below.

S106 Contributions

Contribution	Amount £	Price base	Index	Towards (details)
Highway works 1	£6,146	1Q16	Baxter	Signalisation of the junction of Charlotte Avenue and B4100
Highway works 2	£36,174	1Q16	Baxter	Capacity improvements at roundabout junction of B4100 and A4095
Highway works 3	£4,298	1Q16	Baxter	Traffic calming of Bucknell Village
Highway works 4	£1,828	1Q16	Baxter	Improvements to the Caversfield junction on the B4100
Ped cycle infrastructure 1	£38,187	1Q16	Baxter	Route alongside railway towards town centre
Ped cycle infrastructure 2	£2,796	1Q16	Baxter	Improvements on Banbury Road linking the above route to the town centre

Public transport services	£86,252	1Q16	RPI-x	Bus services serving NW Bicester north of the railway.
Travel Plan Monitoring	£1,240	1Q16	RPI-x	Monitoring of the travel plan
Public Rights of Way	£2,418	1Q16	Baxter	Provision of links from the wider development north of the railway towards Bucknell and to the public footpath leading to Banbury Road.

Note that, at the time of writing, the above off-site infrastructure works are potentially planned to be delivered by another developer at NW Bicester. If this is the case, there will need to be a mechanism agreed for ensuring that appropriate contributions are made towards the provision of the works.

Additionally the site will need to make a proportionate contribution towards the cost of the strategic infrastructure at NW Bicester being provided by others, including the realignment of the A4095.

Key points

- Some questionable assumptions regarding trip distribution
- Junction capacity has not been assessed
- Further details required of church car park/allotment access, and construction access
- More pedestrian connections to adjacent parcels needed to provide high level of permeability
- As this site is part of the eco town, it needs to make a proportionate contribution to the wider transport infrastructure needed to support the development north of the railway – this is not fully acknowledged in the TA
- The site would also need to be subject to a restriction on occupations prior to the opening of the NW Bicester Strategic Link Road (realignment of the A4095).

Comments:

Traffic impact

Trip generation

A transport assessment has been provided which uses the same methodology to estimate trip generation as used in the Access and Travel Strategy document that was produced to support the North West Bicester SPD. It concludes that the site would generate 49 two-way vehicle movements in the am peak and 63 in the pm peak, which equates to 0.65 per dwelling in the am peak and 0.84 in the pm peak. I consider this to be robust for the purposes of the further assessment.

Trip distribution and assignment

The assessment assumes that, other than education, trips are distributed onto the network in accordance with Census 2011 Travel to Work data (this is acceptable methodology). Education trip distribution assumes that all children go to the Gagle Brook primary school or the new secondary school on the NW Bicester allocation, south of the railway. The trip distribution takes into account that immediately north of the development on Charlotte Avenue, there will be a bus-only section of road, so northbound traffic will not be able to route this way. However, I would question the assumption that all southbound traffic (the majority of movements) will travel south through the central corridor of Bicester, rather than using the perimeter routes. This needs further justification (**reason for objection**).

Assessment of impact

The development flows are added to flows taken from the 2026 future year forecast of the Bicester Transport Model, and the resultant percentage impact on turning movements at the junction of the B4100 and Charlotte Avenue, and the junction of the B4100 with the A4095, are shown in figure 6.5 and 6.6 of the TA. The TA then concludes that there would not be a significant impact, but the percentage increases are above the threshold where OCC would normally expect a further assessment of a junction to be carried out, using specialist assessment software. These assessments have not been done.

Improvements to both these junctions are required as part of the overall mitigation strategy for NW Bicester: the junction of Charlotte Avenue and the B4100 is to be signalised, and capacity improvements are required at the roundabout junction of the B4100 and A4095.

Signalisation of the Charlotte Avenue junction has been shown to be required by 1800 homes North of the railway and this development may bring this requirement forward due to its close proximity to the junction. A junction assessment of this junction assuming no signals are in place by 2026 should therefore have been undertaken to see if this development would trigger the need.

Contributions are sought from other developments at NW Bicester to both these schemes, and acknowledging that this site does have an impact, the developer should make a proportionate contribution towards them. The TA mentions other contributions but not these (**reason for objection**).

Re-alignment of the A4095 Howes Lane/Lords Lane

As part of the transport modelling for the wider NW Bicester development, it has been identified that, in order to relieve severe congestion at the junction of Bucknell Road/Howes Lane/Lords Lane, the A4095 needs to be realigned and a new rail underbridge provided prior to the occupation of the 900th dwelling at NW Bicester. Any planning permission for this site would need to be subject to a Grampian condition preventing occupations beyond this amount.

Vehicular access

The residential area of the site would have one vehicular access onto Charlotte Avenue. This junction is already built. The main access road is proposed to be 5.5m wide, which is acceptable.

There is proposed to be access to the allotments and a parking area for Caversfield Church, off the access road to Home Farm. This is an existing access and the proposal is acceptable in principle, however, further details of the exact position and layout of the access from the access road should be sought by condition. It is noted that the access road to Home Farm is not within the red line area, and the part of it required to gain access to the development should have been included. Please note that an additional access to the allotments directly from the B4100 would not be acceptable.

On no account must access to the dwellings be gained from the Home Farm access road – this may need a condition to prevent it.

Pedestrian and cycle access

It is proposed that the main access road would have footways either side of 1.8m width. OCC would prefer to see these at 2m to prioritise sustainable travel. A 'leisure' footway/cycleway is proposed around the perimeter of the built up area of the site. OCC would prefer to see this designed as a functional route, connecting as directly as possible to the adjacent network.

Only two pedestrian connection points to adjacent parcels are proposed. This represents a missed opportunity for a level of permeability which is in keeping with the sustainable travel policy requirements of the Eco Town, and should be addressed by including additional connection points. Connection points towards the current bus stops are particularly important to look at, to ensure all properties are within a 400m walk of the bus stops. Such connection points should not be left to reserved matters stage but included on the access parameter plan in order to ensure that they are secured. **Reason for objection.**

Beyond the site, the Access and Travel Strategy for NW Bicester sets out a requirement for improvements to strategic cycle routes linking the site with the town centre. It is expected that this site would make a proportionate contribution to some of this infrastructure, but while other contributions are acknowledged in the TA, this is not. **Reason for objection.**

Crossing of the B4100 to Caversfield Church

The TA says that an area will be safeguarded such that a crossing would be provided, and an appropriate proportionate contribution made towards a crossing. As this site would provide the pedestrian link towards the church, it seems more appropriate for it to be directly delivered under S278, by this site. It is also unclear what is meant by safeguarding, and it is recommended that the developer should carry out some initial feasibility assessment and provide indicative drawings.

Public transport

The TA acknowledges the strategy for a bus service north of the railway and that a proportionate contribution towards public transport should be provided. The exemplar site currently has an interim bus service, and depending on how quickly this site comes forward in relation to other development north of the railway, it may be necessary to direct contribution from this site towards extending the duration of the interim bus service.

The new bus services serving NW Bicester will evolve over time and it is proposed that all the developers on NW Bicester would participate in a NW Bicester Bus Forum to plan services – the developer of this site would be required to participate in this.

Construction access and CEMP

It is proposed to take a construction access directly off the B4100 via an existing field gate to the north of the site. No details are provided of the position of this access in order to assess its safety for the volume and type of traffic. It is likely to require works in the highway to improve it and make it suitable for the turning movements off this busy, 40mph stretch of road. It should not be assumed that this will be permitted, and further details are required. **Reason for objection.**

The TA says that the CEMP will cover construction transport matters. OCC's preference is for all transport matters to be covered in a standalone Construction Traffic Management Plan, which should be required by condition.

A Construction Traffic Management Plan (CTMP) will need to incorporate the following in detail:

- The CTMP must be appropriately titled, include the site and planning permission number.
- Routing of construction traffic and delivery vehicles is required to be shown and signed appropriately to the necessary standards/requirements. This includes means of access into the site.
- Details of and approval of any road closures needed during construction.
- Details of and approval of any traffic management needed during construction.
- Details of wheel cleaning/wash facilities – to prevent mud etc, in vehicle tyres/wheels, from migrating onto adjacent highway.
- Details of appropriate signing, to accord with the necessary standards/requirements, for pedestrians during construction works, including any footpath diversions.
- The erection and maintenance of security hoarding / scaffolding if required.
- A regime to inspect and maintain all signing, barriers etc.
- Contact details of the Project Manager and Site Supervisor responsible for on-site works to be provided.
- The use of appropriately trained, qualified and certificated banksmen for guiding vehicles/unloading etc.
- No unnecessary parking of site related vehicles (worker transport etc) in the vicinity – details of where these will be parked and occupiers transported to/from site to be submitted for consideration and approval. Areas to be shown on a plan not less than 1:500.
- Layout plan of the site that shows structures, roads, site storage, compound, pedestrian routes etc.
- A before-work commencement highway condition survey and agreement with a representative of the Highways Depot – contact 0845 310 1111. Final correspondence is required to be submitted.
- Local residents to be kept informed of significant deliveries and liaised with through the project. Contact details for person to whom issues should be raised with in first instance to be provided and a record kept of these and subsequent resolution.
- Any temporary access arrangements to be agreed with and approved by Highways Depot.

- Details of times for construction traffic and delivery vehicles, which must be outside network peak and school peak hours.

Parking

Although parking provision and layout would be a matter for a reserved matters application, the TA suggests that some dwellings might have only one allocated parking space, which could be the garage. Given that only a very small percentage of people actually use their garage for parking, this would effectively mean no allocated parking for some dwellings, which I consider would be unacceptable. An open car port may be more appropriate as this is less likely to be taken up with storage. This should be a matter for further discussion.

It is also noted that the application form only suggests 10 parking spaces for the whole development, although the TA suggests otherwise

Travel Plan

The travel plan that has been submitted with this application has been checked against our own guidance but also against the wider guidance for current developments which form part of Eco Bicester. It needs some further development. Our comments are as follows.

- Please include details of the housing mix that is being proposed for this site and the likely number of future occupiers.
- Delivering the overall travel plan target that 50% of all trips originating from the development will be made by non-car modes of transport following occupation is a challenging target. To help to put this into context it would be useful to set it against 2011 Census travel to work data.
- A copy of the travel survey template that will be used for the resident's travel surveys should be included in the travel plans appendices.
- Para 7.3.4 All residents will also need to be provided with, either electronically or in a paper format a travel information pack when they move into their new dwellings.
- Para 7.3.6 This reference to OCC's Travel Choices Team should be removed as it is no longer correct
- Para 8.2.1 Travel plan monitoring will need to continue for five years from full occupation of the site.
- Para 8.3.1 The Travel Choices team no longer exists, monitoring reports should be sent to the Travel Plan Team.
- Para 8.3 Residents travel surveys will also need to form part of the monitoring regime.
- Section 9 Travel Plan action table, it is not felt that this provides a credible mixture of short, medium and longer-term actions which help to deliver the targets identified within the travel plan. It is far too general and does not include specific time based actions. It is not acceptable to specify something like 'promotion of car sharing' details of what will actually happen are required with the dates that they will be implemented or reviewed. A more detailed range of actions is required within each group.

A contribution of £1240 will be required to cover the costs of monitoring the travel plan.

Drainage – LLFA comments

The Applicant's Flood Risk Assessment outlines a drainage strategy to demonstrate compliance with the Defra Non-Statutory Technical Standards. The SuDS drainage proposals for this site include the use of a detention basin and permeable paving for private parking bays. However, the proposals are not confirmed as the potential for infiltration at the site has not been evaluated at this stage. Therefore OCC (drainage) require as a planning condition for infiltration testing to be undertaken at the site and the seasonal high ground water level to be confirmed. The presence of a Secondary A Aquifer per se below the site would not preclude the use of infiltration techniques provided that adequate separation is maintained between the base of the infiltration system and the top of the groundwater level and presence at the site of suitable geology.

S106 obligations and their compliance with Regulation 122(2) Community Infrastructure Levy Regulations 2010 (as amended):

Highway works contributions as detailed above

Towards: Off site highway works needed to provide capacity to support the wider development (including this site) north of the railway.

Justification: The works were identified as part of the transport assessment carried out to inform the NW Bicester Access and Travel Strategy, which supports the NW Bicester SPD. Although this site is relatively small, it is part of the NW Bicester development north of the railway, and would only be acceptable in the context of that development, and therefore must make a proportionate contribution to the cost of the works necessary to support this development

Calculation: The amounts of the contributions have been calculated on the basis of 75/2600 of the total contribution identified as being necessary for development north of the railway. This is based on the latest cost estimates for the schemes.

Public Transport Service Contribution as detailed above

Towards: the cost of serving development at NW Bicester north of the railway by bus.

Justification: The bus service was identified as part of NW Bicester Access and Travel Strategy, which supports the NW Bicester SPD. Although this site is relatively small, it is part of the NW Bicester development north of the railway, and would only be acceptable in the context of that development, and therefore must make a proportionate contribution to the cost of the public transport necessary to support this development.

Calculation: The amounts of the contributions have been calculated on the basis of 75/2600 of the total contribution identified as being necessary for development north of the railway. This is based on the cost of pump priming a new bus service linking the development with the town centre, to the point where it is expected to become commercially viable.

Public Rights of Way Contribution as detailed above

Towards: Off site public rights of way improvements, towards Bucknell, and the footpath leading to the B4100.

Justification:

These are considered necessary to provide opportunities for leisure/health walking and connections to the nearby village of Bucknell, for residents of the wider NW Bicester development north of the railway. The routes will eventually be able to be accessed by residents of this site, through the internal pedestrian/road network of the adjacent parcels.

Calculation: The amount of the contribution has been calculated on the basis of 75/2600 of the total contribution identified as being necessary for development north of the railway. The improvements have been costed based on modest improvements to/provision of surfacing and gates.

Travel Plan Monitoring Fee as detailed above

Towards: The cost of monitoring the travel plan over a 5-year period.

Justification: The travel plan requires surveys to be carried out and revisions to be made as appropriate over its life. To be effective, this requires monitoring by council staff.

Calculation: The fee is based on an at-cost estimate of the staff time required.

S278 Highway Works:

An obligation to enter into a S278 Agreement will be required to secure mitigation/improvement works, including:

- Informal crossing of B4100 and linking footway to improve access to Caversfield Church – further details required.
- Possibly for works necessary to provide a safe construction access to the site – further details required.

Notes:

This is secured by means of S106 restriction not to implement development (or occasionally other trigger point) until S278 agreement has been entered into.

The trigger by which time S278 works are to be completed shall also be included in the S106 agreement.

Identification of areas required to be dedicated as public highway and agreement of all relevant landowners will be necessary in order to enter into the S278 agreements.

S278 agreements include certain payments that apply to all S278 agreements however the S278 agreement may also include an additional payment(s) relating to specific works.

Planning Conditions:

In the event that permission is to be given, the following planning conditions should be attached:

Restriction on occupations such that no more than 900 dwellings at NW Bicester are occupied until the Strategic Link Road is open to traffic (exact wording of condition TBC). (See commentary above for reason.)

Access: Full Details

Prior to the commencement of the development hereby approved, full details of the means of access between the land and the highway, to provide access to the allotments and the church car park only, including, position, layout, construction, drainage and vision splays shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the means of access shall be constructed and retained in accordance with the approved details.

[Reason DR1](#)

Construction access: Full details

Prior to the commencement of the development hereby approved, full details of the temporary construction access including, position, layout, construction, drainage and vision splays shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the temporary means of access shall be constructed and retained in accordance with the approved details for the duration of the construction of the site, and shall be closed and the highway verge reinstated immediately thereafter.

[Reason DR1](#)

Estate Accesses, Driveways and Turning Areas

Prior to the commencement of the development hereby approved, full specification details of the vehicular accesses, driveways and turning areas to serve the dwellings, which shall include construction, layout, surfacing and drainage, shall be submitted to and approved in writing by the Local Planning Authority. Thereafter and prior to the first occupation of any of the dwellings, the access, driveways and turning areas shall be constructed in accordance with the approved details.

[Reason DR2](#)

Pedestrian and cycle links

Prior to the commencement of the development hereby approved, full details of the pedestrian and cycle connections including the off carriageway pedestrian/cycle route through the site and linkages to existing facilities on adjacent parcels, which shall include construction, layout, surfacing, drainage and lighting, shall be submitted to and approved in writing by the Local Planning Authority. Thereafter and prior to the first occupation of any of the dwellings, the pedestrian/cycle route and links shall be constructed in accordance with the approved details.

[Reason DR2](#)

Travel Plan

Prior to the first occupation of the development hereby approved, a Travel Plan, prepared in accordance with the Department of Transport's Best Practice Guidance Note "Using the Planning Process to Secure Travel Plans", shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the approved Travel Plan shall be implemented and operated in accordance with the approved details.

Reason DR4

Construction traffic management plan

Prior to the commencement of the development hereby approved, a Construction Traffic Management Plan shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the approved Construction Traffic Management Plan shall be implemented and operated in accordance with the approved details.

(NOTE: the wording of this condition could be enhanced to include the matters set out in the commentary above, as being required to be covered within the Plan).

Drainage

Development shall not begin until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro-geological context of the development, has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall also include:

- Discharge Rates
- Discharge Volumes
- Maintenance and management of SUDS features
- Infiltration in accordance with BRE365 (including seasonal monitoring and recording of groundwater levels)
- Detailed drainage layout with pipe numbers
- SUDS (Permeable Paving, Detention Pond)
- Network drainage calculations
- Phasing
- Flood Flow Routing in exceedance conditions

Informative:

Please note the Advance Payments Code (APC), Sections 219 -225 of the Highways Act, is in force in the county to ensure financial security from the developer to off-set the frontage owners' liability for private street works, typically in the form of a cash deposit or bond. Should a developer wish for a street or estate to remain private then to secure exemption from the APC procedure a 'Private Road Agreement' must be entered into with the County Council to protect the interests of prospective frontage owners. For guidance and information on road adoptions etc. please contact the County's Road Agreements Team on 01865 815700 or email roadagreements@oxfordshire.gov.uk

Officer's Name: Joy White

Officer's Title: Principal Transport Planner

Date: 19 April 2018

Application no: 18/00484/OUT-2

Location: Land North And Adjoining Home Farm, Banbury Road, B4100, Caversfield.

Transport Schedule

Recommendation:

No objection subject to:

- **S106 Contributions** and obligations as set out in our previous response.
- **Planning Conditions** as detailed below.

Key points

- An adjustment has been made to traffic distribution as requested.
- The applicant has agreed to transport obligations towards strategic improvements to mitigate the development's share of the cumulative impact of NW Bicester.
- Improvements to pedestrian and cycle connectivity are shown on the Access and Movement Parameter Plan, but the wording needs to be changed to make more of a commitment to provide access points.
- The red line has been adapted to include part of the Home Farm access road that will form part of the access to the allotments car park – further details are required by condition.
- The access to Caversfield Church will need to be specifically conditioned.
- Further work needs to be done to establish the type of crossing of the B4100 to be provided to link the development with Caversfield Church.

Comments:

OCC previously objected on the following grounds:

- The TA does not provide sufficient information to fully assess the traffic impact of the development
- The TA does not provide sufficient information to assess the safety of proposed accesses onto the B4100 – temporary construction access, and access to allotments via Home Farm access road.
- The site does not maximise opportunities for sustainable travel because it could provide more direct links with the adjacent parcels' residential streets.

Traffic impact

An updated TA has been provided. As requested, the traffic distribution has been amended to reduce the proportion of southbound traffic passing through the central corridor of Bicester, and a more realistic distribution is now assumed. This has resulted in more movements along the A4095, increasing the percentage impact on this arm of the A4095/B4100 roundabout junction.

The percentage impact on both this junction and the Charlotte Ave/B4100 junction is above the level at which we would normally expect detailed junction modelling to be carried out. It has not been carried out, but the developer has agreed to contribute proportionately to schemes to increase the capacity at both junctions, which are planned as part of the strategy for the wider NW Bicester development.

Therefore our first objection regarding the adequacy of the transport assessment is removed.

Access onto the B4100

Regarding the secondary access onto the B4100, the red line has been extended to include the junction of the Home Farm access road and a length of this access road from which the access into the allotments/church car park could be taken.

Improvements to this junction are needed to ensure adequate geometry for vehicles to pass and turn safely into the car park, without any risk of conflict with vehicles using the access road or vehicles being delayed turning off the B4100. With control over the land now within the red line and within highway, I consider that this could be achieved successfully but details should be required by condition prior to commencement and the works will need to be carried out prior to the car park coming into use. Any improvements to the access onto the B4100 will require a S278 agreement.

However, regarding pedestrian access across the Home Farm access road, I note that this is not within the red line, and the applicant must demonstrate that they have the right of access across the road and the owner's permission to improve the crossing of the narrow verge across the access road. If this is to form a key pedestrian link to the NW Bicester place of worship (Caversfield Church), the surface of the entire route, including where it crosses the access road, will need to be suitable for all users, including wheelchairs and buggies. Details of this route should be required by condition, with improvements to be made by the time the crossing of the B4100 is installed. If for any reason this condition can't be imposed, then an alternative pedestrian route must be demonstrated, via the Home Farm access road and a length of footway linking the access road and the new crossing point on the B4100.

Regarding the temporary construction access, drawing 41436/5505/004 has been provided in the updated Transport Assessment, which shows visibility splays in accordance with the posted speed limit on the B4100 of 40mph. However, the visibility splay to the north cuts across the highway boundary and therefore would not be achievable without the consent of the adjacent landowner. Also the visibility splay crosses a ditch, which may be in the ownership of the adjacent landowner (note that highway records plans contain a caveat concerning ditches). Additionally the

visibility splay required should be based on actual speeds. The traffic counts done further south on the B4100 demonstrate that 85th percentile speeds are considerably higher than the speed limit. Further work needs to be done to demonstrate the suitability of this access, or the access should be moved to a more suitable position.

Please note that improving the access here to provide a suitable construction access is likely to require a S278 agreement rather than a S184 licence. As part of the agreement, trees and vegetation will have to be removed to provide the visibility splay.

I recommend that the plan supplied is not approved as part of a planning permission, but that further details are requested by condition, and that the temporary access is implemented in accordance with the approved details, prior to commencement.

Pedestrian and cycle links

The Updated Access and Movement Plan shows additional pedestrian and cycle access points, which are welcomed, but describes these as 'potential future footpath/cycle connection points'. It is not clear what work has been done to secure these connection points with the adjacent sites. To ensure that they are secured, the wording on the Plan should be amended to remove the words 'potential future'. I note that a path has been included along the western boundary of the site on the illustrative masterplan, which will further assist with connectivity.

With regard to the footways along the main access road from Charlotte Avenue, these are stated as being 2.0m wide in the Transport Assessment, and 1.8m wide in the Design and Access Statement. As stated in our previous response, we would expect them to be 2m wide.

S106 legal agreement: Comments on the Draft Heads of Terms have been submitted. The applicant has indicated that the transport heads are acceptable in principle.

S278 works – crossing of B4100

The comments on the Draft Heads of Terms indicate that further work is needed to determine the type of crossing that the developer would need to provide on the B4100, to provide access to the Church. A Technical Note has been provided, which discusses three options for the type of crossing: uncontrolled with no refuge, uncontrolled with refuge, and signalised.

The visibility to the crossing from northbound traffic is a constraint, and none of the options can be provided fully in accordance with DMRB standards. It is also noted that speed surveys have not been carried out, so the calculations of the required visibility are based on the posted speed limit of 40mph. The signalised crossing is likely to provide the safest and best option for users, and if, as appears to be proposed, Caversfield Church is to become a main place of worship and community facility for this part of the NW Bicester development, a signalised crossing is likely to be justifiable, due to the volume and type of users accessing it, in the context of the high volumes of traffic on the B4100.

It is recommended that a stage 1 and 2 safety audit is carried out on all options, based on the maximum achievable visibility within highway land, i.e. without requiring any non-highway land. In the meantime, the possibility of dedication of 3rd party land for visibility splays could be investigated.

It should be noted that the signalised crossing would be subject to formal consultation, which could be carried out alongside the S278 process.

Travel Plan

A revised travel plan has been received, and the comments made in our previous response have been taken into account and amendments made.

However, we believe that the Eco Bicester travel plan targets which have been incorporated into and accepted by this plan will be challenging and that the travel plan in its current form may not be able to deliver the reductions and subsequent increases in sustainable modes that are being sought.

Because the timescale for achieving these targets is relatively short term, i.e. one year after occupation, our view is that it will be better to review the situation once this point has been reached.

If significant progress is not being made towards achieving these targets we will expect to see that the travel plan will be updated and that new measures will be introduced to address the situation.

The travel plan should be amended accordingly. We have requested a condition for a travel plan and will expect to see this taken account of when we are consulted on its discharge.

Other comments:

As this is an outline planning application, I have not reviewed the indicative layout in detail. However, there are a few aspects of the Design and Access statement where further advice from the Highway Authority should be sought, particularly in relation to adoptability. These include:

- Tree planting along the tree-lined avenue
- Parking on the tree-lined avenue
- Dimensions of low key access roads
- Types of lighting

Planning Conditions:

As per our previous response with the following amendment:

Access: Full Details

Prior to the commencement of the development hereby approved, full details of the means of access between the land and the highway, to provide access to the allotments and the church car park only, including, position, layout, construction, drainage and vision splays shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, and prior to the first use of the car park the means of access shall be constructed and retained in accordance with the approved details.

[Reason DR1](#)

Construction access: Full details

Prior to the commencement of the development hereby approved, full details of the temporary construction access including, position, layout, construction, drainage and vision splays shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, and prior to commencement, the temporary means of access shall be constructed and retained in accordance with the approved details for the duration of the construction of the site, and shall be closed and the highway verge reinstated immediately thereafter.

[Reason DR1](#)

Pedestrian and cycle links

Prior to the commencement of the development hereby approved, full details of the pedestrian and cycle connections including the off carriageway pedestrian/cycle route through the site, the pedestrian link between the site and Caversfield Church, and linkages to existing facilities on adjacent parcels, which shall include construction, layout, surfacing, drainage and lighting, together with a timetable for their implementation, shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the pedestrian/cycle route and links shall be constructed in accordance with the approved details and the approved timetable.

[Reason DR2](#)

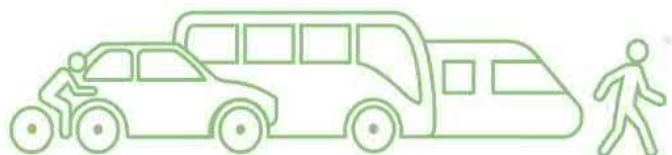
Officer's Name: Joy White

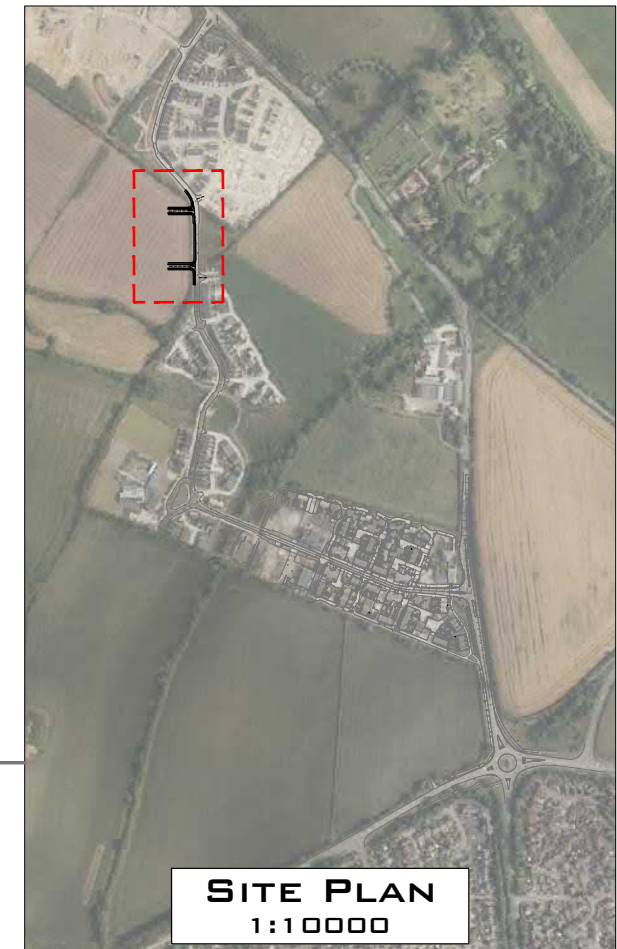
Officer's Title: Principal Transport Planner

Date: 02/11/18

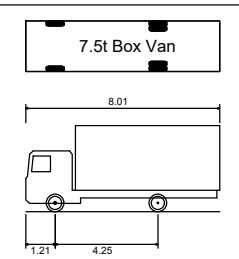
APPENDIX D

VTP SITE ACCESS JUNCTIONS





SITE PLAN
1:10000



7.5t Box Van
Overall Length 8.010m
Overall Width 2.100m
Overall Body Height 3.556m
Min Body Ground Clearance 0.351m
Track Width 2.064m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.400m

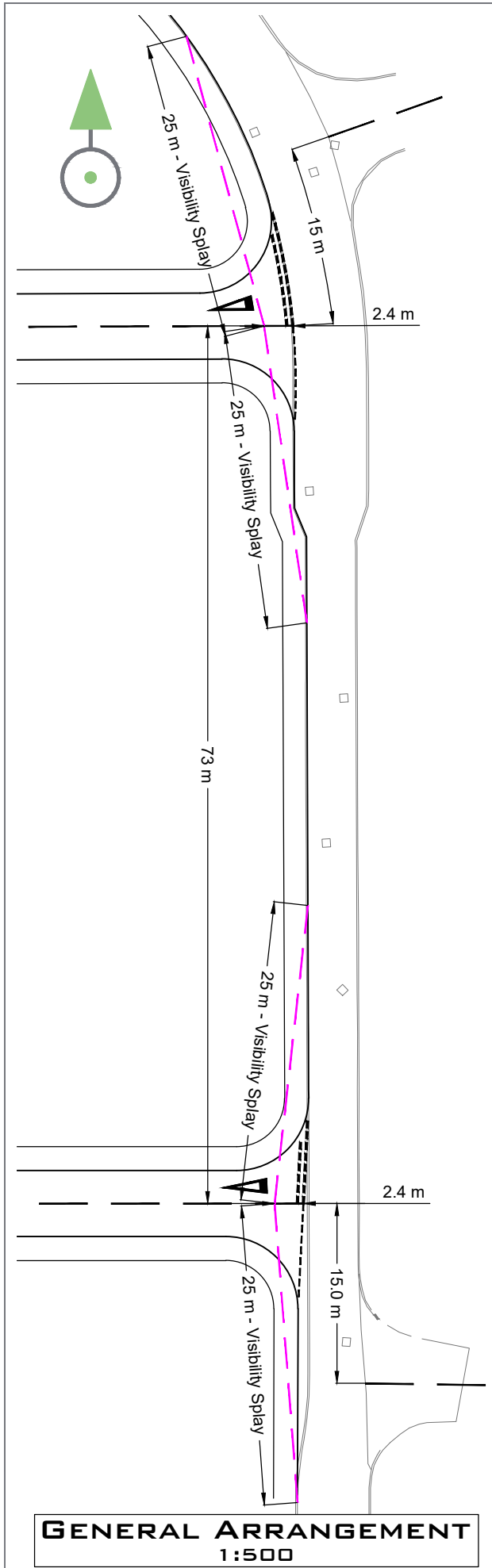
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A	23.10.20	First Issue	MP
REV	DATE	COMMENT	APP

REVISION DETAILS

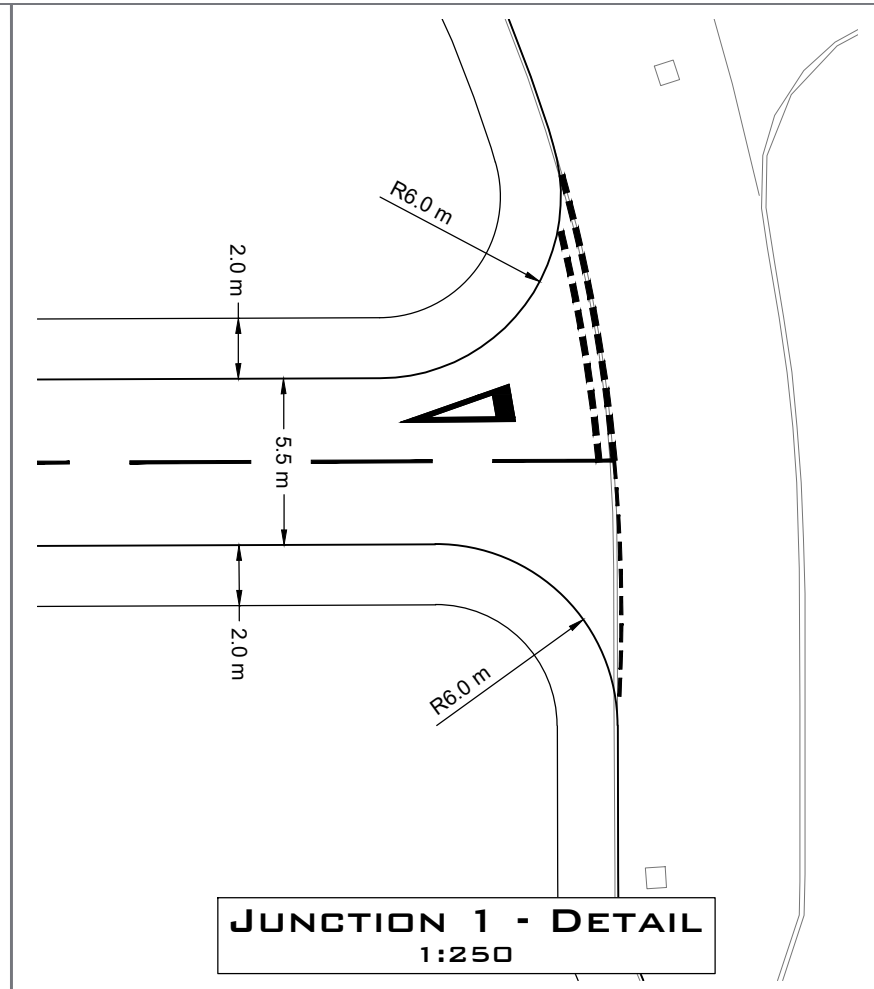
DRAWING NO.
4600-1100-T-001

DRAWN	APPROVED	DATE
EP	MP	OCT 20

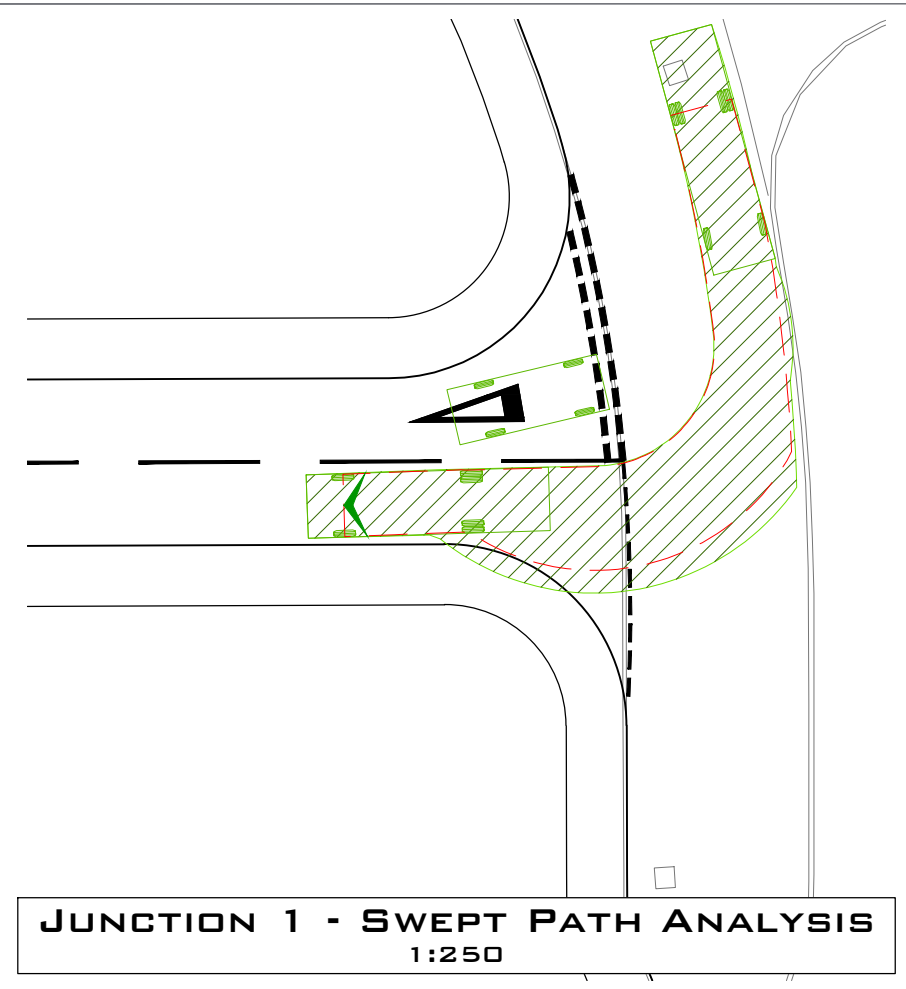
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As SHOWN @ A3	B



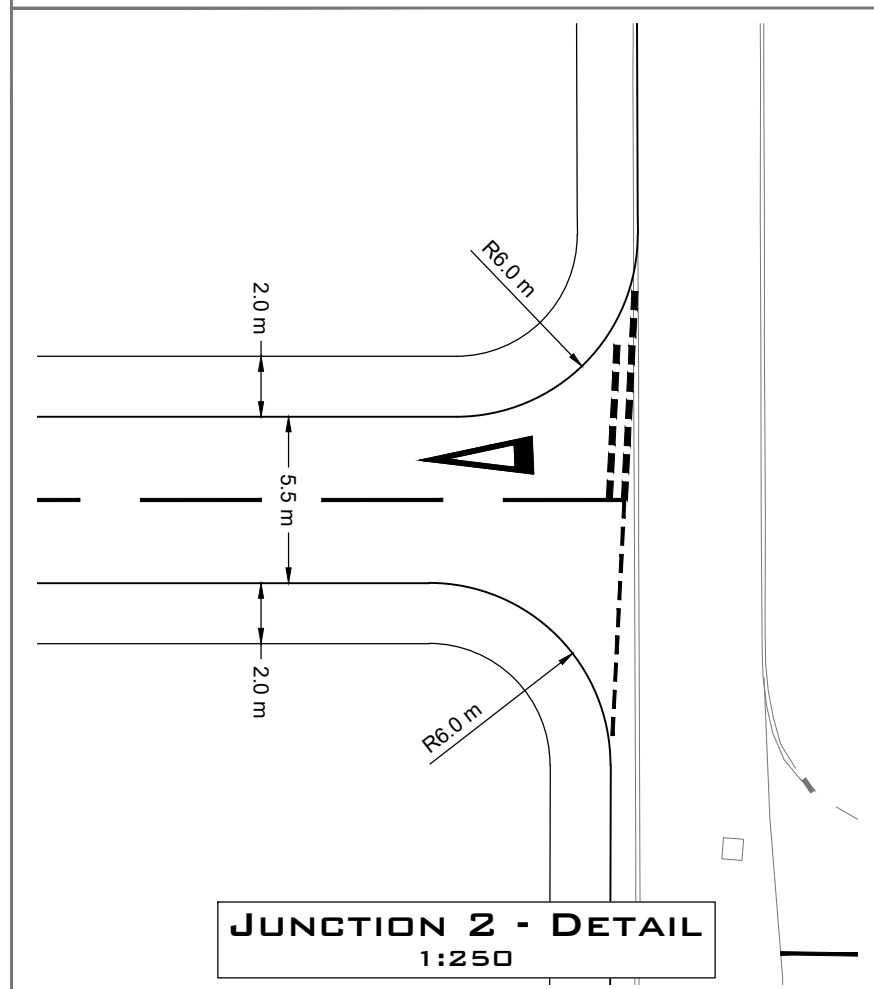
GENERAL ARRANGEMENT
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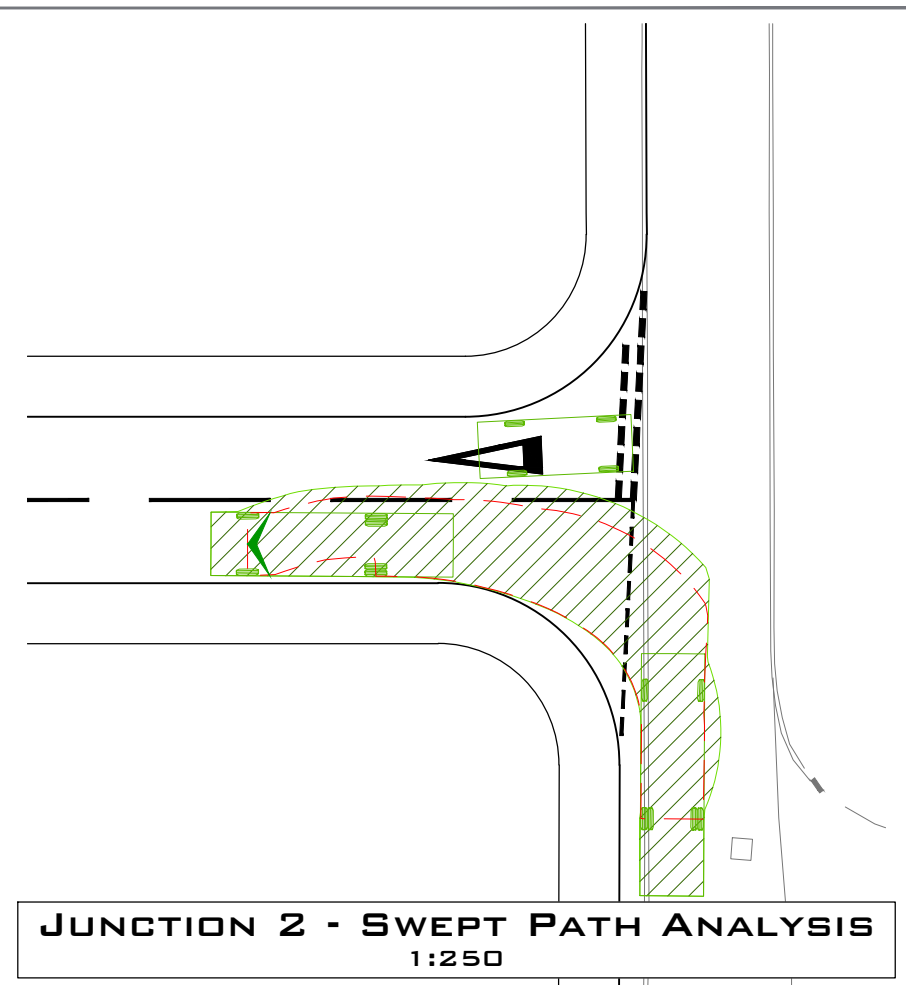
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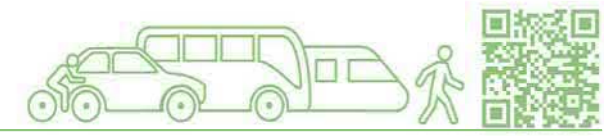
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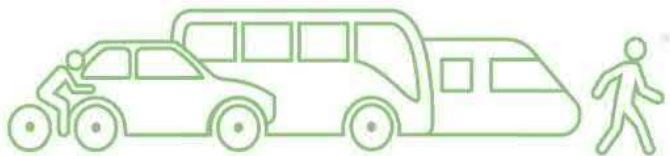


JUNCTION 2 - DETAIL
1:250



JUNCTION 2 - SWEEP PATH ANALYSIS
1:250





Application no: 20/CH0007/Preapp

Location: Land north of the railway line at North West Bicester – Home Farm, Lower Farm, and SGR2

Transport Development Control

As you may be aware, Oxfordshire County Council is a consultee of the local planning authority and provides advice on the likely transport and highways impact of development where necessary.

It should be noted that the advice below represents the informal opinion of an Officer of the Council only, which is given entirely without prejudice to the formal consideration of any planning application, which may be submitted. Nevertheless, the comments are given in good faith and fairly reflect an opinion at the time of drafting given the information submitted.

1. Background

OCC as Highway Authority has been consulted on proposals for a residential development of up to 550 dwellings adjacent to Elmsbrook at NW Bicester, a part of the Policy B1 allocation. A meeting was held on Friday 13 November with the development team and officers from CDC. A note of the meeting has been submitted by Barton Wilmore in the form of a letter dated 20 November. This contains a number of questions which arose from the meeting. The response below includes answers to the transport and highways related questions.

Separately, Mark Kirby of Velocity Transport planning has submitted a draft Transport Assessment Scoping Note, reference 4600/1100, D001, version 0.1 for comment. Initial comments are included in the response below, but a meeting has been arranged for 11 December to discuss it further.

Finally, further standard advice on layout is provided – although it is appreciated that this is going to be an outline application, this advice could have relevance for the creation of parcels.

2. Follow up from meeting of 13th November – comments on letter of 20 November

1.v – note that pedestrian, as well as vehicle access points will need to be secured on the outline permission.

1.vi – parking – in accordance with the CDC Residential Design Guide the allocated parking per dwelling should be one space. The Guide also makes

provision for visitor parking of up to one further unallocated space per dwelling. Unallocated parking is extremely important for visiting tradesmen, carers and social visiting which cannot be made by public transport. On Elmsbrook it has been found there is a lack of visitor parking. While one visitor space per dwelling may seem a lot, there will be an optimum number that is considerably more than on Elmsbrook. I would suggest that parking surveys in fully occupied streets should be carried out to determine parking demand in this area. Extract from Design Guide below:

Note 2: The Council will consider North West Bicester Ecotown as a special case provided that certain minimum criteria are met. If there is a full range of every day services provided within easy walking or cycling distance of the dwelling and convenient access to an efficient public transport system accessing a wider range of services including employment, one allocated car parking space per dwelling will be required, regardless of dwelling size or tenure. This may be on plot or off plot. Off plot provision may be grouped in a parking court provided the courts are small, close by, secure and conveniently accessed. Additional unallocated off plot car parking may also be provided according to the principles of this document up to a maximum of one space per dwelling. A lower standard of parking may be acceptable dependent upon the layout and accessibility to services and to other modes of transport in agreement with the Highway Authority.

3.i-x – these points are covered in section 3 below – comments on TA Scoping Note

5. i) – planning obligations – a proportionate contribution to the infrastructure and bus service requirements for NW Bicester, following the same principles as set out in the Home Farm application
- ii) The proportion payable by the proposed development would be based on the proposed number of dwellings relative to the total number of dwellings across the allocation.

3. Comments on Transport Assessment Scoping Note

In general this looks good, with appropriate reference being made to the NW Bicester Access and Travel Strategy, as well as to OCC's response to the Home Farm planning application, 18/00484/OUT. Specific comments are set out below.

- 1.4.2 – To note, we will be looking for maximum connectivity and most direct walking/cycling routes to bus stops and local facilities, but also between adjacent residential parcels.
- 1.4.3 – Having visited the site, I do not consider the location of the primary vehicular access immediately north of the Bus Only Link to be safe as it has insufficient visibility, being on the inside of a bend. The proposed 25m visibility splays are not adequate for the spine road, where there is a likelihood of vehicles travelling over 20mph. Is there not the possibility of moving the access to the north west, albeit it would need to cross some of the open space in Elmsbrook? I am investigating the suitability of the secondary connection. Note that the site only needs two access points.

- Maximum pedestrian connectivity is sought and key pedestrian connection points will need to be secured in the outline permission.
- 2.1.3 Public transport service – The NW Bicester SPD says that applications must demonstrate that homes are within a 5-minute walk, not a 10 minute walk, of a frequent public transport service. I am investigating at what point it is planned to run the bus service through the northern part of the Exemplar site.
- 3.3.7 – The eventual bus routing is still to be confirmed. It has not been possible to come up with a bus priority scheme for Bucknell Road, so Buckingham Road may be used instead for the northern loop.
- 3.8.10 It is recommended that flows and turning movements from the BTM 2026 scenario are provided by OCC and the development traffic added to them. Given the size of the development we would also like to see a 2031 assessment (the BTM has a 2031 scenario).
- 4.3.2 I think you mean that the red line will include the access route as far as the public highway – this is what we would expect.
- 4.3.3 We welcome the footway along the W side of the bus only link but would expect this to be extended along the site frontage to link to existing footway to the south. We would expect to see an internal path close to the site boundary linking the northernmost (secondary) access to the footway on the spine road.
- 4.3.4 It is recommended that further guidance is sought from CDC regarding the distance from properties to the collection points. Swept path must be provided for a large refuse vehicle 11.6m in length.
- 4.3.6 - we will need to see details of the cycle route connections and the connection points must be secured on the outline permission. Please refer to OCC's Walking and Cycling Design Standards:

County Council Walking Design Standards

<https://www2.oxfordshire.gov.uk/cms/sites/default/files/folders/documents/roadsandtransport/transportpoliciesandplans/newdevelopments/WalkingStandards.pdf>

County Council Cycling Design Standards

<https://www2.oxfordshire.gov.uk/cms/sites/default/files/folders/documents/roadsandtransport/transportpoliciesandplans/newdevelopments/CyclingStandards.pdf>

-
- LTN 1/20 has been released since these were adopted. Cycle infrastructure must be designed in accordance with LTN 1/20 where this varies from our standards.
- 4.3.9 – early discussions are recommended (ahead of the planning application) on the construction access strategy.

- 4.4.4 – See earlier comment under section 2. On street parking is to be designed in bays and discouraged elsewhere.
- 4.5.2 – For properties without garages, covered cycle storage must be provided. It must have easy, unobstructed, level access to the street and must provide sufficient space for baskets, child seats, trailers, cargo bikes etc.
- 5.2 – Vehicular trip rates are not provided – it would be reasonable to follow the recent application on the eastern parcel, ref 18-00484.
- 5.2.2 – it is accepted to follow the distribution used in the above planning application. Care will need to be taken with assumptions of the traffic using each access onto the B4100, bearing in mind the bus only link. The assumptions must be clearly set out in the TA.
- 6.2.8 – The BTM has been updated since application 18-00484-OUT was considered. We can provide you with the flows and uncertainty logs from the updated scenarios.
- 6.3.2 – we would consider these junctions to be the ones that should be assessed, with the possible addition of A4095/Middleton Stoney Road. Proportional impact assessment may rule some out.
- Section 8: A similar approach to S106 contributions will be sought to that of 18-00484-OUT. Regarding table 8.1 it should be noted that School Transport is considered part of the education ask, which may or may not be relevant to this site. Additionally I would point out that the S106 for Himley Village did secure contributions towards the strategic road link (A4095 diversion) including the railway overbridge. Our response to 18-00484-OUT said: ‘Additionally the site will need to make a proportionate contribution towards the cost of the strategic infrastructure at NW Bicester being provided by others, including the realignment of the A4095’.
- It may be that the development triggers the need for signalisation of the Charlotte Avenue junction, in which case we may ask for this to be delivered under S278 and the cost offset from other proportionate contributions.

There will be a requirement for this site to provide the crossing of the B4100 to Caversfield Church, as mentioned in the Home Farm application response.

Also, as with our response to the Home Farm application, the development would be subject to a restriction on occupations prior to the opening of the NW Bicester Strategic Link Road (realignment of the A4095).

4. Advice on layout

The layout will need to be in accordance with OCC’s Residential Road Design Guide. This is currently being updated with stakeholder consultation expected early next year. However, the following principles are unlikely to change.

- OCC require a swept path analysis for an appropriate refuse vehicle for all manoeuvres in forward gear. Refuse vehicles in Oxford City are smaller than in Cherwell but the waste collection strategy should be confirmed with Oxford City Council, in case there are plans to share services with Cherwell DC. (Cherwell refuse vehicle = 11.6m length, Oxford City = 9.2m length)
- All internal bends and junctions will need to be tracked with two vehicles using the bend/junction at the same time.
- Highway boundary needs to be checked with OCC Highway Records (highway.records@oxfordshire.gov.uk) to determine whether or not it coincides with the site boundary at the proposed access junction. If there is a ditch present the highway boundary is usually the roadside edge of the ditch.
- Visibility Splays must be dedicated to OCC if they fall out of the existing highway boundary.
- No private drainage to discharge onto existing Highway.
- No private drainage to discharge onto any area of proposed adoptable highway.
- No Highway materials, construction methods, adoptable layouts and technical details have been approved at this stage. The detailed design will be subject to a full technical audit.
- Offsite works to be designed in accordance with the DMRB.
- Minimum width of access road to be 5m however, this is dependent on size of development
- Footway width adjacent to carriageway to be a minimum of 2m
- If there is not a footway adjacent to the carriageway an 800mm maintenance margin is required.
- Trees within the highway will need to be approved by OCC and will carry a commuted sum. No private planting to overhang or encroach the proposed adoptable areas.
- Trees that are within 5m of the carriageway or footway will require root protection, trees must not conflict with street lights.
- Visitor parking bays parallel to the carriageway, can be adopted but accrue a commuted sum. Any other bays (echelon or perpendicular) or private bays will not be considered for adoption.
- Shared surfaces width is to be a minimum of 6m (localised narrowing's are permitted). A minimum of 800mm maintenance margin is required either side of the shared surface.
- Service corridors are to be 2m wide.
- No property should be within 500mm of the proposed highway. No doors, gates, windows, garages or gas/electric cupboards should open onto the proposed highway.
- Foul and surface water manholes should not be placed within the middle of the carriageway, at junctions, tyre tracks and where informal crossing points are located.
- Minor residential roads that serve four or less properties will not be considered for adoption. Roads serving 5 or more houses can be considered for adoption but will need to meet adoptable criteria

Officer's Name: Joy White
Officer's Title: Principal Transport Planner
Date: 08 December 2020

MEETING NOTE

Subject: North West Bicester – Firethorn Trust Development

Location: MS Teams

Date: Friday the 12th of March 2021 @ 12:00

Present:

Joy White	(JW)	-	Oxfordshire County Council
Chris Brice	(CB)	-	Oxfordshire County Council
Patrick Blake	(PB)	-	Highways England
Eric Cooper	(EC)	-	Highways England
Zoe Townend	(ZT)	-	WSP (on behalf of Highways England)
Glen Strongitharm		-	WSP (on behalf of Highways England)
Mark Kirby	(MK)	-	Velocity Transport Planning
Matt Penn	(MP)	-	Velocity Transport Planning

Item	Subject	Action
1.0	Introduction	
	PB confirmed that different areas of Highways England (HE) have responsibility for different parts of the SRN: <ul style="list-style-type: none"> • M40 Junction 9 – Patrick Blake • M40 Junction 10 – Eric Cooper • A43/B4100 Baynards Green – Birmingham Office (contact TBC) 	PB
2.0	Proposed Development	
	MK provided a summary of the proposed Firethorn Trust Development in the context of the wider North West Bicester (NWB) Masterplan and the surrounding area	
3.0	Traffic Assessment	
	Strategic Road Network <ul style="list-style-type: none"> • M40 Junction 9: <ul style="list-style-type: none"> ○ PB confirmed that the proposed improvement scheme is a signalised ‘pinch point’ scheme ○ ZT has provided a copy of the 2013/14 LinSIG Model ○ PB confirmed that there is no current VISSIM Model available ○ VTP to review the historic assessment of this junction as part of the evidence base for the CDC Local Plan – NWB Masterplan Interim Access and Travel Strategy (March 2014) • M40 Junction 10: <ul style="list-style-type: none"> ○ EC confirmed that the Heyford Park application recently assessed this junction in detail ○ A VISSIM Model is available, but not considered appropriate to model the junction again either ‘with’ and ‘without’ the application site or the wider NWB as this would result in the traffic model redirecting traffic for the respective scenarios ○ EC suggests an alternative approach to identify the level of traffic associated with the application site predicted to pass through the junction to calculate traffic impact and contributions 	VTP



Item	Subject	Action
	<ul style="list-style-type: none"> ○ JW provided the Heyford Park Addendum TA (March 2020), which is expected to include the technical work undertaken to support the approved junction mitigation ○ VTP to review the Addendum TA and respond to EC with a proposed approach to calculate impact and contributions ● A43/B4100 Baynards Green Roundabout <ul style="list-style-type: none"> ○ The Heyford Park Addendum TA is expected to include details of the assessment of the approved junction mitigation ○ VTP to review the Addendum TA and respond to EC & JW with a proposed approach to calculate impact and contributions 	VTP
	<p>Local Road Network</p> <ul style="list-style-type: none"> ● B4100/A4095/Banbury Road Roundabout <ul style="list-style-type: none"> ○ CB confirmed that OCC have prepared a number of improvement options for this junction, which will be consulted upon from the 19th of March 2021 ○ VTP to review these options to calculate an appropriate level of impact and contributions ● A4095/A4421/Skimmingdish Lane/Buckingham Road Roundabout <ul style="list-style-type: none"> ○ JW noted that the South East Link Road does not include this junction, but the Eastern Periphery Road does ○ OCC are proposing to dual this element of Skimmingdish Lane ○ The nearby Bicester Heritage application at the Airfield is likely to have a significant impact on this junction ○ VTP to consider the proposed improvement scheme (OCC or Bicester Heritage) to calculate impact and contributions ● A4095/Vendee Drive/B4030/Middleton Stoney Road Roundabout <ul style="list-style-type: none"> ○ VTP to consider the permitted improvement scheme (NW Bicester Strategic Highway Link) to calculate impact and contributions ● B4100/Charlotte Avenue <ul style="list-style-type: none"> ○ CB confirmed that the proposed improvements to the Banbury Road Roundabout include a signalised junction at the B4100/Charlotte Avenue junction ○ VTP to set out a signalised scheme within the application for this junction 	VTP
4.0	Bicester Transport Model	
	<ul style="list-style-type: none"> ● JW confirmed that Tetra Tech are preparing a Technical Note that will set out further details of what has been included within the BTM ● Once this Technical Note has been reviewed, VTP to feedback to the authorities with any queries and the proposed strategy for utilising the BTM to calculate impacts and contributions 	OCC VTP
5.0	Contributions	
	Subject to further review of the Heyford Park Addendum TA and other existing/proposed technical assessments that have been undertaken at the identified junctions, VTP to prepare a brief Technical Note setting out the proposed approach to contributions for the off-site highway improvements	VTP
6.0	AOB	
	VTP to investigate the opportunity to work collaboratively with adjacent land promoters/developers and their consultants	VTP



Mark Kirby

From: Harrison, Dave - Communities <Dave.Harrison@Oxfordshire.gov.uk>
Sent: 12 January 2021 20:58
To: Mark Kirby
Cc: White, Joy - Communities
Subject: RE: NW Bicester - Highways Scoping Note
Attachments: Bicester bus map January 2021.jpeg

Follow Up Flag: Follow up
Flag Status: Completed

Categories: Purple category

[EXTERNAL] This message was sent from outside your organization

Hi Mark

Thank you for your email, apologies for the delay in response.

It is agreed that a proportional contribution would be appropriate for this development as you describe. However, it is an important point that the current E1 service is not operated under contract to us but rather funded directly by the developer. I currently expect that the funds available for this service will be exhausted by 2025, unless passenger numbers increase significantly.

Depending on when occupations commence from the Firethorn development, some of the funds may be used for a certain period to maintain the existing service, or making relatively minor improvements to it (for example through an evening or Sunday service). Consequently, the Council cannot guarantee what level of frequency or type of vehicle would be secured with the funds, only that an appropriate level of bus service will be provided. We also would not be able to specify who the operator of such a service would be, only that a tender process would need to be undertaken for any significant improvements or for a replacement of the existing service.

On that basis, the S106 should simply make reference to a bus service to/from the site, rather than any further specific detail.

In relation to the position of bus stops on the existing route, it would appear from the information we have that significant areas of your site will indeed be within an acceptable walking distance of existing facilities on Charlotte Avenue and Braeburn Avenue. I do not anticipate any changes to the route being necessary at this stage, although as the NW Bicester area is built out more generally then this will be kept under review. I would welcome a focus on higher density areas of the development being closest to the bus route.

As timescales for wider development are not guaranteed, it makes sense for the Council to be prudent in its procurement approach to ensure that funds are not exhausted before significant occupations have been achieved.

I have enclosed an updated version of the Bicester bus map you supplied – the town bus services shown on this were withdrawn in 2017 and there were a number of other changes which took place from 4 January 2021. The route of the E1 has also been corrected.

I hope that sets out the Council's position, but the main point is that the contribution you propose is in line with the overall strategy and at this stage, without prejudice, is acceptable from my point of view.

Please let me know if you have any further queries.

Thanks and kind regards
Dave

Dave Harrison

Senior Public Transport Planner

Planning and Place

Oxfordshire County Council | County Hall | Oxford | OX1 1ND

Mobile: 07901331751

Email: dave.harrison@oxfordshire.gov.uk

www.oxfordshire.gov.uk

From: Mark Kirby <mkirby@velocity-tp.com>

Sent: 05 January 2021 10:35

To: Harrison, Dave - Communities <Dave.Harrison@Oxfordshire.gov.uk>

Cc: White, Joy - Communities <Joy.White@Oxfordshire.gov.uk>

Subject: RE: NW Bicester - Highways Scoping Note

Good Morning Dave,

Further to Joy White's email of the 15th December 2020 (see below) I understand that you are aware of the forthcoming planning application for up to 550 dwellings at North West Bicester. Joy's recent email included the Transport Assessment Scoping Report that I prepared on behalf of the applicant (Firethorn Trust) and I would like to discuss the likely requirements of the application towards public transport provision.

Section 4.6 of the TA Scoping Report refers to Public Transport provision and notes that the E1 Bus Service (operated by Grayline Coaches) currently serves the site and provides a link to Bicester town centre and the Bicester Village Rail Station. I have attached the current timetables (dated 10/11/2020) and an extract of the Bus Plan that is included within the Scoping Report for ease of reference. The Bus Plan shows the route of the E1 Bus Service, and other services within Bicester, in the context of the application site.

The Cherwell District Council North West Bicester Supplementary Planning Document (Feb 2016), Development Principle 6(d) – Public transport states at para 4.147 *"The location of internal bus stops should be within 400 metres (walking distance) of homes and located in the site's local centres where possible. Bus stops should be designed to provide Real Time Information infrastructure, shelters and cycle parking."* With this in mind, I have reviewed the Section 106 Heads of Terms that were submitted with the recent Home Farm application referred to as SGR 1 (Planning Ref 18/00484/OUT) with reference to the bus provision, which is dated June 2018 (copy attached). The S106 HoTs identifies that a proportionate financial contribution was identified for the 75 units that were applied for and I would expect that a similar pro-rata approach would be expected from the application site, which is identified as being for up to 550 dwellings.

Based on the this pro-rata approach, the total financial requirement to deliver a 10 minute frequency, electric hybrid vehicles, and Real Time Information (RTI) provision was identified by OCC as being in the order of £2,990,064.00 for the 2,600 dwellings identified as being delivered as part of the wider NW Bicester Masterplan to the north of the railway line. As such, I would expect that the proportionate contribution from the Firethorn Trust development would be 550/2,600 equating to approx £632,514. I also noted that it was proposed to form a NW Bicester Bus Forum that developers would be expected to be a part of.

Whilst I would like to request your confirmation of the above approach, I would also like to clarify that the Elmsbrook Scheme that is currently being completed on site (Planning Ref 10/01780/HYBRID), which was consented on the 10th July 2012 for up to 393 dwellings, the Gagle Brook Primary School, and other uses, has provided a number of bus stops along Charlotte Avenue and Braeburn Avenue that are currently in place. Based on the location of these existing bus stops, the proposed Firethorn Trust development would generally be within 400m of these bus stops and it is understood that the appropriate provision has been made for shelters and RTI to be provided. I would note that the current frequency of the E1 Service is generally every 30 minutes throughout the day, but with the proportionate contribution being made, I would expect that this service would be taken on by the local provider (Stagecoach) and increased to 10 minutes once there is higher patronage identified by the additional residents being accommodated on the application site.

Once you have had the chance to review this information, I would be grateful if we could discuss the approach that OCC would expect for this application site. I'd be happy to have this discussion over the phone or via MS Teams, but will wait for you to come back to me. In the meantime, if you would like any other information from me, please feel free to touch base.

Kind regards,

Mark Kirby

Associate Director, Velocity Transport Planning

Mob: 07385 382 701

From: White, Joy - Communities <Joy.White@Oxfordshire.gov.uk>
Sent: 15 December 2020 18:32
To: Mark Kirby <mkirby@velocity-tp.com>
Cc: Harrison, Dave - Communities <Dave.Harrison@Oxfordshire.gov.uk>
Subject: RE: NW Bicester - Highways Scoping Note

[EXTERNAL] This message was sent from outside your organization

Hi Mark,

Thank you for this, which I will discuss with my Road Agreements Team colleagues.

The meeting note is a fair representation of our discussion. There will obviously need to be further discussion regarding the S106 asks.

Before I send you the LMVR addendum, I am double checking with Jacqui Cox regarding the correct model update to use as something she said today suggested that there has been a more recent update. I'll come back to you on that as soon as possible - please could you not contact John until we've sorted that out.

Dave Harrison is copied into this email. I have already discussed the site briefly with him. Please can you copy me in to any correspondence you have with him.

Kind regards

Joy

Joy White
Principal Transport Planner
Transport Development Control: Cherwell, West Oxfordshire and Oxford City
Communities
Oxfordshire County Council
Mobile 07554103522
Email: joy.white@oxfordshire.gov.uk

From: Mark Kirby <mkirby@velocity-tp.com>
Sent: 15 December 2020 15:28
To: White, Joy - Communities <Joy.White@Oxfordshire.gov.uk>
Cc: Matt Penn <mpenn@velocity-tp.com>; Caroline Ford <Caroline.Ford@Cherwell-DC.gov.uk>; Rob Bolton <rb@reviewpartners.uk.com>; Hannah.Leary@bartonwillmore.co.uk; Paul Martin <pmartin@firethorntrust.com>;

emusgrove@firethorntrust.com

Subject: NW Bicester - Highways Scoping Note

Afternoon Joy,

Following our meeting on Friday I have prepared the attached Highways Scoping Meeting Note identifying a number of actions that arose from our discussion.

I have also included an updated drawing presenting the proposed site access junctions either side of the existing Bus Only Link within the Exemplar scheme. I would be grateful if you could consider the proposed increase in footway width at the northern site access junction so as to accommodate the appropriate visibility splays of 2.4m x 25.0m (20mph design speed - MfS) towards the north. As we discussed, there is a Deed of Easement in place between Firethorn Trust and the Exemplar Developer(s) that would limit the opportunity to move this northern junction further around towards the north west. I appreciate that this junction is on the wrong side of the bend to achieve the best visibility, but we also identified that vehicle speeds approaching this junction would be slowing due to the fact that the Bus Only Link would prevent through traffic for general activity.

Subject to receiving the latest LMVR for the Bicester SATURN Model, I will prepare a separate Tech Note requesting the appropriate traffic flows that we would wish to extract from the model for our technical assessments.

Please feel free to respond with any comments that you may have on the attached Note so that we can ensure that we have an accurate representation of the points discussed and what it is that OCC are expecting the supporting Transport Assessment to contain.

Kind regards,

Mark Kirby

Associate Director

Mob: 07385 382 701

VELOCITY
Transport Planning

Unit A, Taper Studios, The Leather Market, 120, Weston Street, London, SE1 4GS

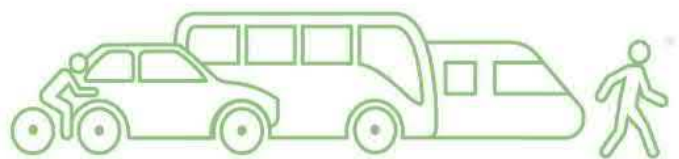


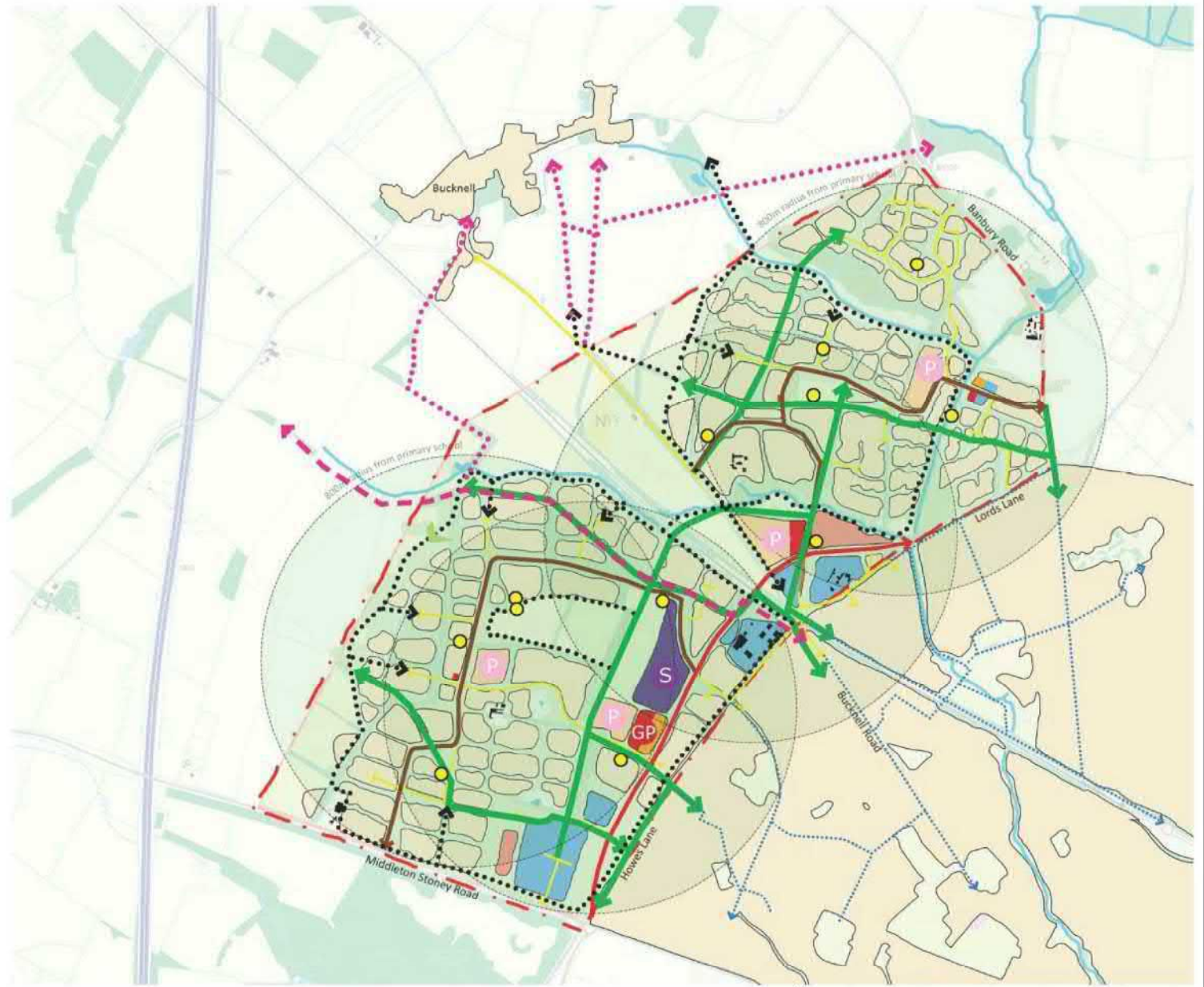
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APPENDIX C

NW BICESTER MOVEMENT & ACCESS FRAMEWORK





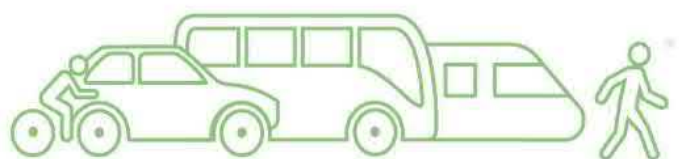
Proposed Key Information

- Proposed Secondary School
- Proposed Primary School
- 800m diameter walking distance
- Business
- Retail/Leisure
- Social/Community
- Hotel or Care Home
- Extra Care Home
- GP Health Care
- Play Area

**BIMP6 03 NW Bicester Masterplan
Movement and Access Framework: With Key Destinations**

APPENDIX D

LCWIP – CABINET REPORT & PLAN



CABINET – 15 SEPTEMBER 2020

BICESTER LOCAL AND CYCLING AND WALKING IMPLEMENTATION PLAN (LCWIP)

Report by Director for Planning and Place

RECOMMENDATION

1. **Cabinet is RECOMMENDED to approve the Bicester Local Cycling & Walking Infrastructure Plan (LCWIP), including the Bicester cycle network plans.**

Executive Summary

2. The Bicester Local Cycling and Walking Infrastructure Plan (LCWIP) is the second LCWIP to be completed in Oxfordshire following Oxford LCWIP approval in March 2020. Bicester LCWIP sets out a walking and cycling network plan for the town including links to the nearby villages and measures to improve the network over a 15-year timescale to 2035. At a base level, it is expected that development of this network could triple levels of cycling in the town over this period, but the LCWIP also sets out options for greater interventions in the transport network that are forecast to increase cycling and walking trips further. Bicester LCWIP supports the expansion of Bicester's population from around 30,000 to 55,000 by 2035, is very much aligned to its Garden Town and Healthy New Town designations, and fits in with wider transport, environment, place shaping and health policy.

Introduction

3. The Bicester LCWIP is the second LCWIP to be developed in Oxfordshire, with the first one for Oxford approved by County Council Cabinet in March 2020. The LCWIP programme is a key part of our strategy for transforming Active & Healthy Travel and helping to meet Council aims and objectives on Climate Action, Air Quality and Healthy Place Shaping. Further LCWIPs are now proposed to be developed for Abingdon and Didcot, with the programme planned to be extended to other towns such as Witney and Banbury, as soon as possible depending on budgets and priorities.
4. Bicester LCWIP is based on existing County and District policy, particularly the *Local Transport Plan 4* (Bicester Area Study), *Bicester Local Plan* and *Bicester Garden Town Masterplan*. Its delivery will also meet Council aims and objectives on Climate Action, Air Quality and Healthy Place Shaping. Bicester LCWIP will also become a subsidiary document of the forthcoming *Local Transport and Connectivity Plan* (LTCP).

5. The Plan sets out clear proposals for how to encourage walking and cycling in Bicester. It sets out the evidence for increasing cycling and walking, including policies and programmes to achieve this, along with outline plans for each proposed new walking and cycling route. It will also be important in the context of post-Covid recovery planning, with the role of active and healthy travel a key national priority in this work.

National Policy

6. The LCWIP is an output of national Government policy. It forms an essential element of the national Cycling and Walking Investment Strategy (CWIS) in which there is an ambition to double cycling nationally by 2025. The CWIS obliges Government to identify funding to achieve those ambitions. Government has given indications that the LCWIP will be a key document in the allocation of funding to local authorities and LCWIP guidance emphasises the importance of an evidence review of walking and cycling, explicitly stating that “evidence of the benefits of schemes will also strengthen the case for further investment”.
7. The Bicester LCWIP has two functions: firstly, it sets out evidence-backed plans of how the Council could achieve a measurable and step-change increase in cycling and walking in Bicester. Secondly, for the Government, it sets out the scale of our ambition to achieve this change. It includes a detailed analysis of the challenges and potential impact of cycling and walking schemes, and a base target to increase cycle journeys in Bicester by 200% in line with delivery of a comprehensive cycle network.
8. The Government has indicated that LCWIPs will be a key document in the allocation of CWIS funding to local authorities. LCWIPs also feature strongly in recent Government advice to local authorities in response to the Covid 19 crisis. Reallocating Road Space statutory guidance and the DfT letter (27 May 2020) allocating emergency active travel funding both include a statement that it will “*enable local authorities to implement schemes already planned in Local Cycling and Walking Infrastructure Plans (LCWIPs)*”. It also very much fits with the ‘Gear Change: A Bold Vision for Cycling and Walking’ document published by central government on 28th July which recognises the importance of LCWIPs in planning for cycle improvements

Key issues and proposals

9. Bicester LCWIP supports the planned growth of Bicester population from around 30,000 to 55,000 by 2035. It is predicted that this expansion will result in an increase from 50,000 to 90,000 in internal trips per day by Bicester residents, namely trips from one part of Bicester to another.
10. Over the next 15 years as Bicester expands, the challenge is to what extent these local trips will be by car, which will determine whether the town faces significant congestion along its main roads. Additionally, there is already an Air Quality Management Area (AQMA) declared for the Central Corridor which

would be exacerbated by more traffic. Detailed data analysis shows that many, if not most of these short trips within Bicester could be made on foot or by cycle.

11. The Bicester LCWIP recognises the difficult challenges of achieving such a modal shift towards cycling as the normal mode of travel for short journeys across Bicester, including opportunities for Active Travel connections to the town's two railway stations (which will be particularly important at Bicester Village with East West Rail Phase 2) and the Park & Ride site.
12. At the heart of Bicester LCWIP, we have developed 3 levels of schemes from category C to A, measured by the "Commitment to Active Travel Scale" (or CAT scale for short). The CAT scale helps to articulate the consequences of the different choices in planning and transport schemes.
13. At the minimum the LCWIP recommends implementing category C which sees the creation of a comprehensive walking and cycling network in line with its Eco-town, Healthy New Town and Garden Town aspirations. The measures will also support both the County Council and District Council developing policy on Healthy Place Shaping to help address inequalities and the health and well-being of residents to make Bicester a healthier, inclusive and happier place.
14. Category B is where the Council makes bold decisions to restrict car use through the centre, including traffic filtering along the Central Corridor and in Market Square in the town centre. Category A is the most ambitious and aspirational. It proposes traffic cells throughout the town. It is based on the traffic layout of a very similar new town in the Netherlands called Houten.
15. For each category, there is a predicted balance as to whether internal trips will be by car or by sustainable travel modes (walking, cycling and bus):
 - Category C: 60% car vs. 40% sustainable
 - Category B: 50% car vs. 50% sustainable
 - Category A: 40% car vs 60% sustainable
16. Bicester LCWIP includes a target for category C of increasing cycling from 3000 to 9000 trips (200%) and walking from 18,000 to 24,000 trips (50%) a day. However, this only caters for the overall increase in trips due to the population increase and maintains the same balance between car (60%) and sustainable trips (40%). To avoid severe congestion and improve access and liveability, it is calculated that category B schemes are needed as a minimum.
17. There is also currently a gap in the quality and consistency of data and information on travel patterns in the Bicester area, affecting our ability to reliably monitor these changes. A system of monitoring trips within Bicester to assess the impact of the Bicester LCWIP will need to be agreed and established. This will build on work being undertaken by the Oxfordshire Innovation Hub on better ways to monitor transport movements.

Engagement and communications

18. Development of the LCWIP has been informed by:
 - a) Engagement with the Bicester cycling and walking contacts in 2019, followed by further discussions with the newly formed Bicycle Users Group on draft LCWIP proposals
 - b) Engagement with Bicester Transport Advisory Group in early 2019, followed by presentations to local County members on progress in 2020
 - c) Engagement with Cherwell District Council Active Travel Officers
 - d) Feedback received as part of the Oxfordshire-wide cycle survey in 2019, which included 213 responses related to Bicester matters
19. Bicester LCWIP builds on current policy in LTP 4 for the Bicester Area Strategy, but the more significant interventions proposed, particularly under Category B and C, will need to be tested and developed as part of the revised Bicester area strategy for the Council's new LTCP. This updated strategy will be subject to public consultation as part of the wider LTCP work.

Risk Management

20. There are challenges involved in ensuring alignment of policies and strategies within the Council involving the LCWIP, LTCP, and others such as the Oxfordshire Infrastructure Strategy (OxIS). In particular, there is a need to ensure timescales align and there is a clear and consistent message which supports funding bids. There is also a need to work closely with Cherwell District Council and Bicester Town Council to ensure that LCWIP policies are taken into consideration, for example in relation to planning matters, and where possible adopted and/or included in other policy documents.
21. There may be reputational and practical risks with the development and delivery of specific LCWIP schemes and these will need to be managed through the relevant risk management and project management processes. There may also be legal processes such as Traffic Regulation Orders that will need to be undertaken, depending on specific measures progressed. These will be subject to separate assessment and consideration as specific scheme proposals are developed.

Financial and Staff Implications

22. There are no immediate revenue budget implications, with the review of policies and practice able to be accommodated through existing staff resources within the Growth and Place Directorate. The LCWIP will assist in the implementation of the current and future capital programme of the Bicester Area Strategy and help prioritise funding from new developments. Development of any new

LCWIP schemes will need to be considered through the County Council capital programme setting process.

23. Having the Bicester LCWIP puts the Council in a good position to identify measures for funding bids to central government, as demonstrated by the recent Emergency Active Travel Fund bid process.

Equalities Implications

24. Investment in walking and cycling measures improves travel choice and encourages active, healthy lifestyles. The LCWIP can make a positive contribution to improving connectivity across the town through improved access to walking and cycling infrastructure for all socio-economic groups and through encouraging active travel could help to reduce inequalities in health. Improved cycle and walking routes will also help accessibility between the more deprived areas in Bicester and the rest of the town.

SUE HALLIWELL
Director Planning and Place

Background papers:

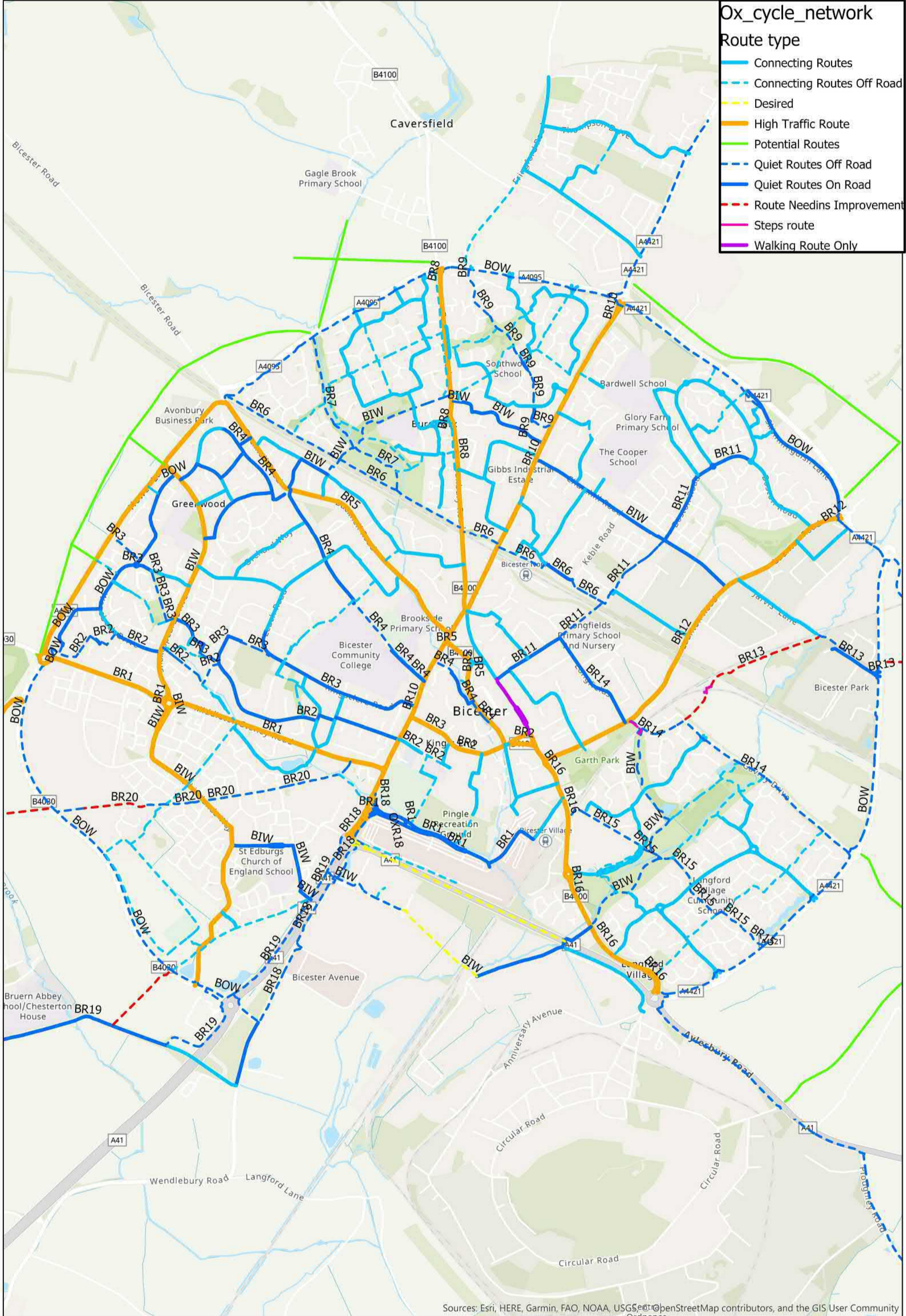
Bicester Draft LCWIP
Bicester Cycle and Walking Network Map- Town and Villages
Bicester Cycle and Walking Network Map- Town only

Contact Officer: Patrick Lingwood, Active Travel Hub Lead
September 2020

Ox_cycle_network

Route type

- Connecting Routes
- - - Connecting Routes Off Road
- - - Desired
- High Traffic Route
- Potential Routes
- - - Quiet Routes Off Road
- Quiet Routes On Road
- - - Route Needs Improvement
- Steps route
- Walking Route Only



Sources: Esri, HERE, Garmin, FAO, NOAA, USGS, ©OpenStreetMap contributors, and the GIS User Community

