

**APPENDIX 6.2
RESIDENTIAL TRAVEL PLAN**

LAND AT NORTH WEST BICESTER

FRAMEWORK RESIDENTIAL TRAVEL PLAN

PROJECT NO. 4600/1100 DOC NO. D003

DATE: APRIL 2021

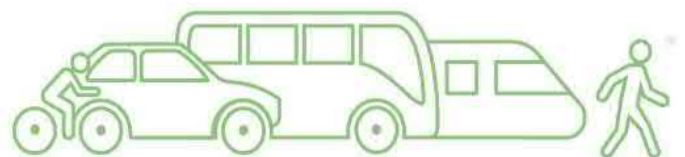
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1 INTRODUCTION

1.1 INTRODUCTION

1.1.1 Velocity Transport Planning (VTP) has been appointed by Firethorn Trust (The Applicant) to prepare this Framework Residential Travel Plan (RTP) providing highways and transport planning advice for an outline planning application relating to the development of up to 530 dwellings on land which forms part of the North West Bicester Eco Town development located in Oxfordshire in England.

1.1.2 The outline planning application is described as follows:

“Outline planning application for residential development (within Use Class C3), open space provision, access, internal estate roads, vehicle and cycle parking, drainage and all associated works and operations including but not limited to demolition, earthworks and engineering operations, with the details of appearance, landscaping, layout and scale reserved for later determination.”

1.1.3 This RTP supports the Transport Assessment (TA) also submitted as part of the planning application for the proposed development. The RTP should be read in conjunction with the TA and demonstrates how the design of the proposed development will encourage sustainable travel choices by future residents and responds to the travel planning requirements of the North West Bicester Supplementary Planning Document (SPD), which was adopted in February 2016.

1.1.4 This RTP document sets out the measures and targets in accordance with Oxfordshire County Council’s guidance on ‘Transport for New Developments: Transport Assessments and Travel Plans’ (March 2014).

1.1.5 The RTP sets out a suite of measures, targets and strategies to encourage the reduction of single occupancy private car trips associated with the proposed development as well as providing measures to reduce single car occupancy trips in the surrounding areas adjacent to the site.

1.1.6 The RTP constitutes a working document, given that the Application Site will have a build out period of a number of years. The RTP will be regularly monitored, reviewed and updated as the site develops, as part of a commitment to ensuring traffic impacts from the development are minimised, and that emerging and new technologies and travel practices are fully considered.

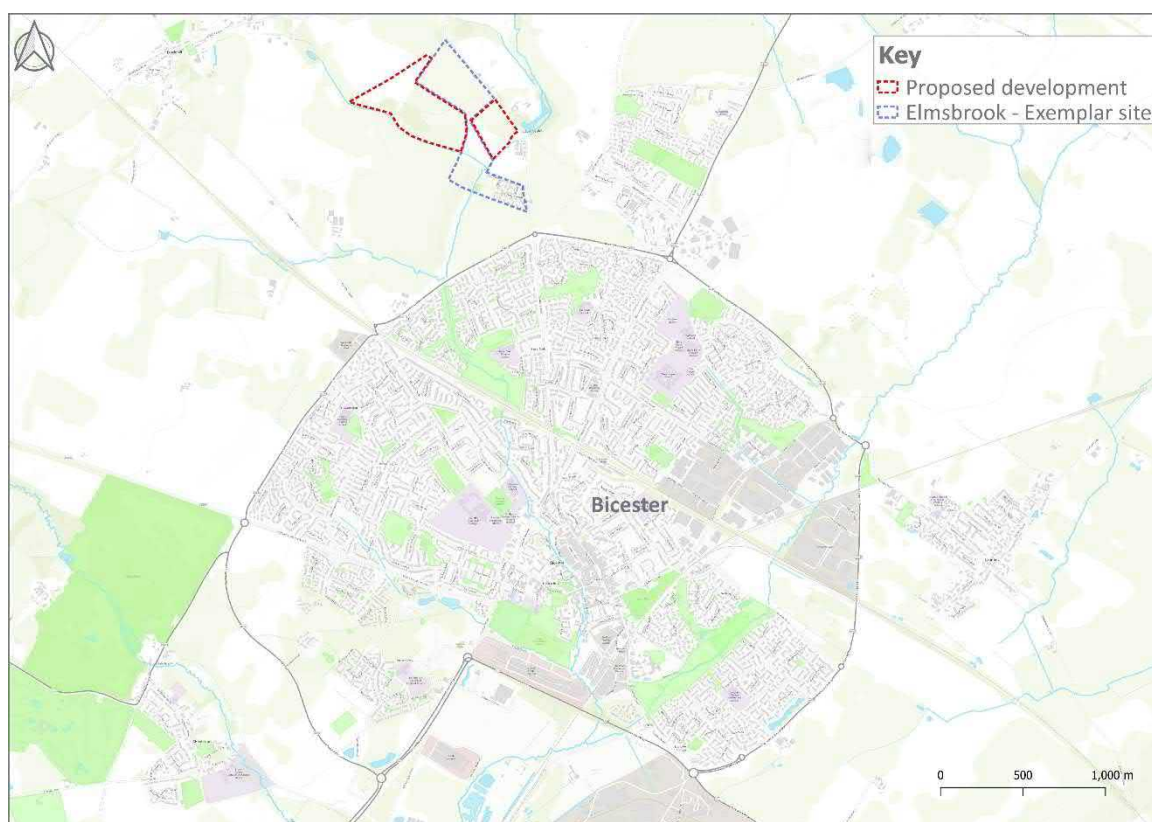
1.2 SITE LOCATION

1.2.1 The Application Site comprises two separate development parcels totalling approximately 22ha of uncultivated agricultural land. It is located to the north of Bicester within the administrative area of Cherwell District Council (CDC) and within Oxfordshire County Council (OCC), which are the local highway authority.



- 1.2.2 The permitted Exemplar Scheme lies to the south east and north east of the Application Site, which separates the two development parcels. The larger development parcel is located to the west and the smaller development parcel to the east. The Western Parcel of land is currently bound by uncultivated agricultural land to the north west, a water course and wooded area to the south, whilst the remaining boundary along the eastern and northern edges is the as-built Exemplar Scheme. The Eastern Parcel of land is bound by the B4100 Banbury Road to the north east, Home Farm to the south east, with the remaining boundaries along the south west and north west being the as-built Exemplar Scheme.
- 1.2.3 The Western Parcel is to be accessed from the permitted Exemplar Scheme via three locations. A new priority junction will be provided to the south of the existing bus gate, which separates Phases 1 & 2 of the Exemplar Scheme from Phases 3 & 4. A second priority junction will be provided to the north of the bus gate. Finally, a further access will be provided at a point approximately mid-way along the northern boundary of the western parcel, which will be via an extension into the Application Site from Phase 4 of the Exemplar Scheme. A number of further pedestrian and cycle links are to be provided from the Western Parcel that will provide additional links to the surrounding areas and the existing Exemplar Scheme.
- 1.2.4 The Eastern Parcel is to be accessed from an extension to an existing access road that is located to the south of the existing bus gate. A number of further pedestrian and cycle links are to be provided from the Eastern Parcel that will provide additional links to the surrounding areas and the existing Exemplar Scheme.
- 1.2.5 The Site is located to the north of Bicester and is presented within the wider context of the local area within **Figure 1-1**.

Figure 1-1: The Application Site within the Wider Context of Bicester



- 1.2.6 Mosaic Urban Design & Masterplanning have prepared an Illustrative Masterplan, which provides further details of the proposed site layout.
- 1.2.7 This Illustrative Masterplan is included at **APPENDIX A** of this RTP, an extract of which is included at **Figure 1-2**.



Figure 1-2: Proposed Site Layout Plan



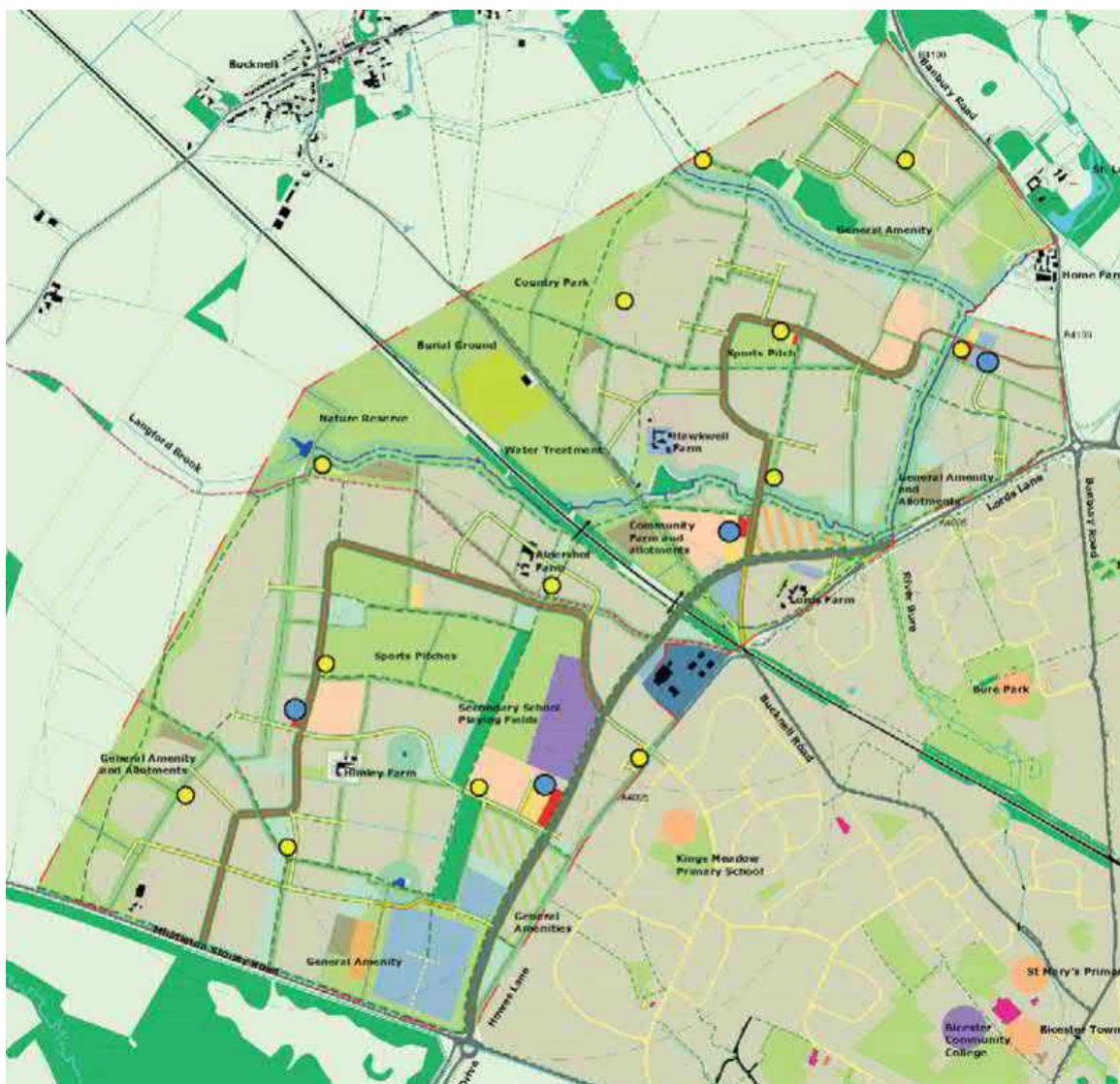
1.3 NORTH WEST BICESTER ECO TOWN

- 1.3.1 The Application Site forms part of the wider North West Bicester Eco Town proposals. The North West Bicester Eco Town is a zero-carbon sustainable development that will provide a new community of up to 6,000 homes, new employment opportunities, and attractive amenities on 390 hectares of land to the north west of Bicester.
- 1.3.2 The overall Eco Town scheme is guided by the North West Bicester Masterplan, which is detailed within CDC's North West Bicester SPD. This SPD expands upon Policy Bicester 1 of the adopted CDC Local Plan 2011-2031 and sets out the key principles of the development, such as land use distribution and the overall access strategy by all modes of transport. It provides a guide for all future planning applications across the site and establishes a framework against which these planning applications will be considered by the local planning authority.
- 1.3.3 In summary, the Bicester Eco Town will provide through the North West Bicester Masterplan:
- Up to 6,000 "true" zero carbon homes;
 - Employment opportunities providing at least 4,600 new jobs;
 - Up to four primary schools 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.



- 1.3.4 The initial phase of development at the North West Bicester Eco Town is referred to as the Exemplar Scheme (Planning Ref 10/01780/hybrid), known as Elmsbrook, which was granted planning permission on the 10th of July 2012 for 393 residential units on land adjacent to this Application Site. The Exemplar scheme is close to completion and once finished, will comprise the 393 residential units, a primary school, a mix of commercial uses including an Eco-Business Centre, and a community centre.
- 1.3.5 The wider North West Bicester Eco Town is presented at Figure 10 of the adopted SPD and **Figure 1-3** presents an extract of this for ease of reference.

Figure 1-3: North West Bicester Masterplan



1.4 PROPOSED DEVELOPMENT

- 1.4.1 The Proposed Development is to provide up to 530 residential units over the two identified parcels of land. For ease of reference, these are referred to as the Western Parcel, which is proposed to deliver approximately 75% of the proposed development (up to 400 dwellings) and the Eastern Parcel, which is effectively the same parcel of land that was considered for the Home Farm planning application (Planning Ref 18/00484/OUT) and is proposed to deliver the remaining 25% of the proposed development (up to 130 dwellings).
- 1.4.2 The general vehicular access arrangements have been identified as being at 3 locations to the Western Parcel and a single location to the Eastern Parcel with additional pedestrian connection points at appropriate locations along the boundary of both parcels.

1.5 OBJECTIVE OF THE FRAMEWORK RESIDENTIAL TRAVEL PLAN

- 1.5.1 The overall objective of this 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.
- 1.5.2 To achieve this objective, the RTP will:
- Provides an overview of the future travel demand of potential residents at the development site;
 - 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.

1.6 DOCUMENT STRUCTURE

- 1.6.1 Following this introduction, the remainder of this RTP is structured as follows:
- **Section 2** - reviews relevant transport planning policy;
 - **Section 3** – provides a description of the site within the North West Bicester Masterplan;
 - **Section 4** – provides details of the baseline conditions and site accessibility;
 - **Section 5** – provides description of the proposed development and access strategy;
 - **Section 6** – sets out the aims of a Travel Plan;
 - **Section 7** – reviews the objectives and targets;
 - **Section 9** – reviews the travel plan strategy;
 - **Section 9** – provides the measure and initiatives;
 - **Section 10** – sets of the monitoring and review;
 - **Section 11** – provides the Action Plan;



2 PLANNING POLICY

2.1.1 The national and local transport policies relevant to this development are well documented and this section does not seek to replicate them. Instead, the key themes in the relevant national and local policies are summarised briefly below and, where relevant, policies which relate directly to the Proposed Development are addressed.

2.1.2 This relevant transport policies for this application include the following:

- National Planning Policy Framework (NPPF);
- Good Practice Guidance: Delivering Travel Plans Through the Planning Process;
- Planning Policy Statement: Eco Towns – A Supplement to Planning Policy Statement 1;
- Oxfordshire Local Transport Plan 4 2015-2031 – Part 1;
- Cherwell Local Plan 2011-2031 – Part 1;
- North West Bicester Supplementary Planning Document; and
- Bicester Local Cycling and Walking Infrastructure Plan 2020

2.2 NATIONAL PLANNING POLICY FRAMEWORK

2.2.1 Paragraph 111 of the National Planning Policy Framework sets out that all developments which generate significant amounts of transport movements should provide a Travel Plan.

2.2.2 It identifies that transport issues should be considered from the earliest stages of plan making and development proposals so that:

- (a) the **potential** impacts of development on transport networks can be addressed.
- (b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated.
- (c) opportunities to promote walking, cycling and public transport use are identified and pursued.
- (d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.
- (e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.



2.3 GOOD PRACTICE GUIDELINES: DELIVERING TRAVEL PLANS THROUGH THE PLANNING PROCESS

2.3.1 The DfT developed ‘good practice’ guidance in 2009 to assist all stakeholders to secure an effective policy framework; determine when a Travel Plan is required; and outline how it should be prepared, within the context of an integrated planning and transport process. They also set out how Travel Plans should be evaluated, secured, implemented and then also monitored and managed in the longer term as part of this process. The document comprises technical guidelines and does not set out any new policy or legal requirements.

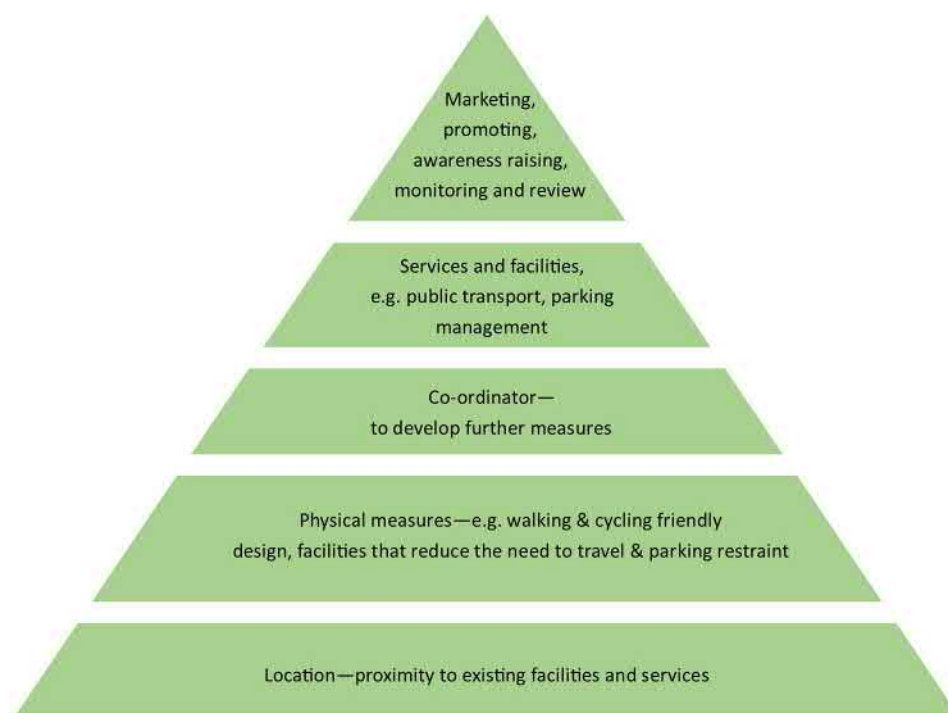
2.3.2 The guidelines recognise that the planning process provides the key opportunity to ensure that new development can be effectively accessed by everyone who needs to get to and from a site, minimise the impact of developments on the transport infrastructure, and help to reduce CO2 emissions.

2.3.3 Travel Plans are important for major new developments in order to:

- support increased choice of travel modes;
- promote and achieve access by sustainable modes;
- respond to the growing concern about the environment, congestion, pollution and poverty of access; and
- promote a partnership between the authority and the developer in creating and shaping ‘place’.

2.3.4 The document also recognises that it can be helpful to view a TP for a new development as a pyramid of measures and actions, which are constructed from the ground up with each new layer building on the last, all set within the context of the outcomes sought, as shown in **Figure 2-1**.

Figure 2-1: Travel Plan Pyramid



2.3.5 The Travel Plan Pyramid demonstrates how successful plans are built on the firm foundations of a good location and site design. Additional hard and soft measures should be integrated into the design, marketing and occupation of the site.

2.4 PLANNING POLICY STATEMENT – ECO TOWNS

2.4.1 Planning Policy Statements (PPS) set out the national policies on different aspects of spatial planning in England before all, inclusive of the PPS on Eco Towns, were superseded by the NPPF 2012.

2.4.2 The PPS on Eco Towns supplements PPS1 which outlines the overarching planning policies on delivery of sustainable development through the planning system. It sets out the objectives for sustainable development in the form of large-scale development providing more homes while responding to the impact of climate change as well as a wide range of standards for the delivery of zero carbon development, homes, transport, jobs and other components of an Eco Town.

2.4.3 The objectives for planning set out in the PPS1 supplement were:

- To **promote** sustainable development by ensuring that eco-town achieve sustainability standards significantly above equivalent levels of development in existing towns and cities by setting out a range of challenging and stretching minimum standards for their development, in particular by:
 - **providing** a good quality of green spaces of the highest quality in close proximity to the natural environment
 - **offering opportunities** for space within and around dwellings
 - **promoting healthy and sustainable environments** through `Active Design 2` principles and healthy living choices
 - **enabling opportunities** for infrastructure that makes best use of technologies in energy generation and conservation in ways that are not always practical or economic in other developments
 - **delivering a locally appropriate mix of housing type and tenure** to meet the needs of all income groups and household size, and
 - **taking advantage of significant economies of scale and increases in land value** to deliver new technology and infrastructure such as for transport, energy and community facilities.
- To reduce the carbon footprint of development by ensuring that households and individuals in eco-towns are able to reduce their carbon footprint to a low level and achieve a more sustainable way of living.

2.4.4 The PPS1 supplement states that Eco Towns should develop unique characteristics by responding to the opportunities and challenges of their location and community aspirations and that all Eco Town proposals should meet the standards as set out in the PPS1 supplement or any standards in the development plan which are of a higher standard. The document identifies at Appendix A that the North West Bicester site allocation will be required to meet the Eco Town standards.



- 2.4.5 Policy ET11 – Transport in the PPS1 supplement identifies the standards for transport in an Eco Town. It states that “travel in eco-towns should support people’s desire for mobility whilst achieving the goal of low carbon living. The towns should be designed so that access to it and through it gives priority to options such as walking, cycling, public transport and other sustainable options, thereby reducing resident’s reliance on private cars, including techniques such as filtered permeability. To achieve this, homes should be within ten minutes’ walk of (a) frequent public transport and (b) neighbouring service. The provision of services within the eco-town may be co-located to reduce the need for individuals to travel by private car and encourage the efficient use of the sustained transport options available.”
- 2.4.6 PPS1 states that Travel Plans are required to be included with any planning application with respect to Eco Town development and should demonstrate:
- How the town’s design will enable at least 50% of trips originating in eco-towns to be made by non-car means, with the potential for this to increase over time to at least 60%;
 - Good design principles drawing from Manual for Streets, Building for Life, and community Travel Planning principles;
 - How transport choice messages, infrastructure and services will be provided from “day one” of residential occupation; and,
 - How the carbon impact of transport in the eco-town will be monitored, as part of embedding a long-term low-carbon approach to travel within plans for community governance.
- 2.4.7 PPS also states that where an Eco Town is close to an existing higher order settlement, in this case Bicester, planning applications should also demonstrate:
- Options for ensuring that key connections around the eco-town do not become congested as result of the development, for example by extending some aspects of the Travel Plan beyond the immediate boundaries of the town; and,
 - Significantly more ambitious targets for modal share than the 50% (increasing to 60% over time) for the use of sustainable transport.
- 2.4.8 Eco Towns should also be “designed in a way that supports children or cycling to school safely and easily. There should be a maximum walking distance of 800m from homes to the nearest school for children aged under 11.”

2.5 OXFORDSHIRE LOCAL TRANSPORT PLAN 4 2015-2031

- 2.5.1 The Oxfordshire Local Transport Plan (LTP4) ‘Connecting Oxford’ includes objectives and policies for improving transport in Oxfordshire to 2031. These objectives and policies look at, in addition to other issues, minimising the need to travel and encouraging active travel.
- 2.5.2 The focus of the LTP4 is to attract and support economic investment and growth, deliver transport infrastructure, tackle congestion and improve quality of life. In Connecting Oxfordshire Volume 1, it also sets out policy priorities for parts of Oxfordshire less affected by the Knowledge Spine; therefore, it provides a basis for securing transport improvements to support development across the whole of Oxfordshire.
- 2.5.3 LTP4 has been developed with 3 over-arching transport goals.
- Goal 1 – To support jobs and housing growth and economic vitality;



- Goal 2 -To reduce emissions, enhance air quality and support the transition to a low carbon economy;
- Goal 3 – To protect and enhance Oxfordshire’s environment and improve quality of life.

2.5.4 To achieve these transport goals, 10 objectives for transport have been developed:

- “Maintain and improve transport connections to support economic growths and vitality across the county;
- make most effective use of all available transport capacity through innovative management of the network;
- increase journey time reliability and minimise end-to-end public transport journey times on main routes;
- develop a high quality, innovative and resilient integrated transport system that is attractive to customers and generates inward investment;
- minimise the need to travel;
- reduce the proportion of journeys made by private car by making the use of public transport, walking and cycling more attractive;
- Influence the location and layout of development to maximise the use and value of existing and planned sustainable transport investment;
- reduce per capita carbon emissions from transport in Oxfordshire in line with UK government targets;
- mitigate and wherever possible enhance the impact of transport on the local built, historic and natural environment; and
- improve public health and wellbeing by increasing levels of walking and cycling, reducing transport emissions, reducing casualties, and enabling inclusive access to jobs, education, training and services.”

2.5.5 A number of policies in the LTP4 are important to Eco Town developments:

- Policy 03 – Oxfordshire County Council will support measures and innovation that make more efficient use of transport network capacity by reducing the proportion of single occupancy car journeys and encouraging a greater proportion of journeys to be made on foot, by bicycle, and/ or by public transport;
- Policy 19 – Oxfordshire County Council will encourage the use of travel associated with healthy and active lifestyle;
- Policy 20- Oxfordshire County Council will carry out targeted safety improvements on walking and cycling routes to school, to encourage active travel and reduce pressure on school bus transport;
- Policy 22 – Oxfordshire County Council will promote the use of low or zero emission transport, including electric vehicles and associated infrastructure where appropriate; and
- Policy 23 – Oxfordshire County Council will work to reduce the emissions footprint of transport assets and operation where economically viable, taking into account energy consumption and the use of recycled materials.



2.5.6 BIC1 -Improve access and connections between key employment and residential sites and the strategic transport system by:

- Continuing to work with Highways England to improve connectivity to the strategic highway;
- Investing a new motorway junction as part of the Garden Town work;
- Reviewing key county road links out of Bicester, including those that cross the county boundary;
- Investigating options for infrastructure improvements and bus priority;
- Delivering effective peripheral routes around the town;
- Investigating solutions to East- West Rail Phase 2 challenges; and
- Supporting the proposal to secure a potential freight interchange at Graven Hill and working with the district and developers to achieve this.

2.5.7 BIC2 – We will work to reduce the proportion of journeys made by private car though implementing the Sustainable Transport Strategy by:

- Significantly improving public transport connectivity with key areas of economic growth within Oxfordshire, through access to high-quality, high frequency services on the core network between Bicester, Oxford, Banbury, Witney and Science Vale operating on a `turn up and go` basis throughout the day; integrated connections between local bus services and services on the core network; and flexible, cashless payment, with the ability to switch between modes of travel without penalty or the need to make separate payments;
- Improving Bicester’s bus services along key routes and providing improved public transport infrastructure;
- Enhancing pedestrian, cycle and public transport links to the Bicester Village Station, Bicester North Station and key employment sites;
- Securing green links will be considered between proposed development sites on the outskirts of town and existing Public Right of Way, providing a series of leisure/ health walks. We will also pursue opportunities to join a number of missing links in the Public Right of Ways network through working with developers;
- The Bicester Sustainable Transport Strategy has identified a number of new sections of urban pedestrian and cycle routes to better connect residential developments with the town centre and key employment destinations; and
- Progressing a Wayfinding Project for Bicester with the aim of improving signage across the town.

2.5.8 BIC3 – We will increase people’s awareness of the travel choices available in Bicester, which should improve public health and wellbeing by:

- Undertaking travel promotions and marketing measures;
- Developing a coordinated parking strategy in partnership with Cherwell District Council;
- Discourage undesirable routing of traffic by developing a signage strategy;
- Providing coordinated information and advance notice of construction closures and traffic related issues;



- Providing new approaches to transport through the North-West Bicester development site, including a heavy emphasis on sustainable modes and travel choice advice, as well as early provision of bus services and cycle routes. This may unlock opportunities for wider travel choice options.

2.5.9 BIC4 - To mitigate the cumulative impact of development within Bicester and to implement the measures identified in the Bicester Area Transport Strategy Oxfordshire Council will:

- Secure strategic transport infrastructure contributions from all new development;
- Secure sustainable transport measures through all major new development. For large new or expanded housing development sites, the following principles for cycle provision apply:
 - Developers must demonstrate through master planning how their site has been planned to make cycling convenient and safe for cyclists travelling to, from, within and through the site;
 - Site road network and junctions must be constructed with cycling in mind, including providing space for cycling on main/ spine roads through the provisions of, as a minimum, advisory cycle lane
 - We will ask developers to fund cyclability, so that the local user view is incorporated into new cycle facilities
- Secure strategic public transport contributions for new or improved public transport services as well as bus stop infrastructure to supply sustainable development.

2.5.10 The wider North West Bicester site is indicated on the indicative map of transport infrastructure and proposed growth in Bicester as 'Local Plan Mixed Use Areas Comprising Residential and Employment' in the context of the Eco Town. A proposed secondary school and the Western Peripheral Corridor transport scheme are also indicated on the map within the wider site area.

2.6 CHERWELL LOCAL PLAN 2011-2031

2.6.1 The Cherwell Local Plan 2011-2031 part 1 sets out how Cherwell will grow and change in the period up to 2031. Consultation on the Local Plan was undertaken between July 2020-September 2020 to inform and review of the adopted Cherwell Local Plan. The policies of the existing adopted Local Plan will be reviewed in the next three-year period with further stages of consultations to follow.

2.6.2 The Local Plan demonstrates the importance of the North West Bicester Eco Town to Cherwell as a whole through Policy Bicester 1. It states that "an Eco Town development of 6,000 homes will be developed on land identified at North West Bicester in accordance with the standards set out on the former Eco Towns PPS." The policies map as well as the inset map for Policy Bicester 1: North West Bicester Eco Town both identify the location and the area of the Eco Town scheme and development proposals.

2.6.3 Any development proposals as part of the Eco Town scheme should ensure the below:

- A zero-carbon development as defined in the Eco Towns PPS and Eco Bicester One Shared Vision;
- Delivery of a high quality local environment;
- Climate Change adaption: Eco Town standards are met on water, flooding, green infrastructure and biodiversity;
- Homes that achieve at least Level 5 of the Code of Sustainable Homes;



- Employment: at least 3,000 jobs within the plan period (approximately 1,000 jobs on B use class land on the site within the plan period). An economic strategy will be required and there should be local sourcing of labour, including providing apprenticeships during construction;
- Transport: at least 50% of trips originating from the development to be made by means of other than car;
- promotions of healthy lifestyles;
- Provision of local services and facilities;
- Green Infrastructure and biodiversity: 40% of the total gross site area will be provided as green space of which at least half will be public open space;
- Sustainable management of waste.

2.6.4 Policy Bicester 1 also states that “a masterplan for the North west Bicester site will be required to demonstrate how proposals will achieve the standards set out in the Eco Towns PPS and Eco Bicester One Shared Vision. Development will be considered on the basis of a masterplan for the whole development area, to ensure that development takes place in an integrate, coordinated and planned way, whilst recognising that phasing of development within the overall masterplan strategy will be required. It will integrate with and complement the function and urban form of Bicester and reinforce the role of Bicester town centre as the primary retail and service centre.” Policy Bicester 1 ensures that the Eco Town scheme will be designed as an exemplar which incorporates best practice and provide a showcase for sustainable living.

2.6.5 Policy Bicester 1: North West Bicester Eco Town

- Development Area: 390 hectares
- Development Description: A new zero carbon mixed use development including 6,000 homes will be developed on a land identified at North West Bicester.
- Planning permission will only be granted for development at North West Bicester in accordance with a comprehensive masterplan for the whole area to be approved by the Council as part of a North West Bicester Supplementary Planning Document.

2.6.6 The council will expect the North West Bicester Masterplan and applications for planning permission to meet the following requirements which relate to transport and movement:

- Proposals should enable residents to easily reduce their carbon footprint to a low level and live low carbon lifestyles.
- Layout of development that enables a high degree of integration and connectivity between new and existing communities.
- A layout that maximises the potential for walkable neighbourhoods.
- New footpaths and cycleways should be provided that link with existing network, the wider urban area and community facilities with a legible hierarchy of routes to encourage sustainable modes of travel.
- A layout which makes provisions for and prioritises non-car modes and encourages a modal shift from car use to other forms of travel.
- Infrastructure to support sustainable modes of transport will be required including enhancement of footpath and cycle path connectivity with the town centre, employment and rail stations.



- Measures to ensure the integration of the development with the remainder of the town including measures to address movement across Howes Lane and Lords Lane.
- Good accessibility to public transport services should be provided for, including the provision of a bus route through the site with buses stopping at the railway stations and at new bus stops on the site.
- Contributions to improvements to the surrounding road networks, including mitigation measures for the local and strategic highway network, consistent with the requirement of the Eco-Town PPS to reduce reliance on the private car, and to achieve a high level of accessibility to public transport services improvements to facilities for pedestrians and cyclists and the provision and implementation of a Travel plan to maximise connectivity with existing development;
- Provision of a Transport Assessment;
- Measures to prevent vehicular traffic adversely affecting surrounding communities; and
- Significant green infrastructure provision, including new footpaths and cycleways, enhancing green modal accessibility beyond the site to the town centre and Bicester Village Railway station, and adjoining developments;
- Public open space to form a well-connected network of green areas suitable for formal and informal recreation.

2.6.7 All proposals for development across the Eco Town site will be required to meet the Eco Town development standards set out in Policy Bicester 1: North West Bicester Eco Town and make a degree of contribution towards transport mitigation measures.

2.7 NORTH WEST BICESTER SUPPLEMENTARY PLANNING DOCUMENT (2016)

2.7.1 The North West Bicester Supplementary Planning Document expands upon Policy Bicester 1 of the adopted Cherwell Local Plan 2011-2031. The SPD provides further detail to the policy and means of implementing the strategic allocation at North West Bicester.

2.7.2 The PSD sets out the minimum standards to be achieved by proposed development across the Eco Town. It is encouraged that developers exceed these standards where possible and will be expected to apply new higher standards that arise during the life of the document and reflect up to date best practice and design principles.

2.7.3 The key elements of the SPD are:

- The North West Bicester Masterplan;
- Development and design principles aimed at delivering a high quality scheme;
- Requirements for addressing sustainable design;
- Requirements relating to the scheme's delivery and implementation, and
- Requirements which should be met at the detailed planning application stage and beyond to ensure adequate and consistent approaches to quality and delivery.

2.7.4 It is recognised that the SPD supports the implementation of Policy Bicester 1 of the Cherwell Local Plan 2011-2031 Part 1 and will be a material consideration in determining planning applications on the North West Bicester site.



- 2.7.5 The SPD will ensure that the vision for the Eco Town will be successful delivery; it has taken key elements for the North West Bicester Masterplan and vision documents. The Masterplan illustrates the key components of the development strategy for the site and includes the landscape framework that underpins the master planning providing connectivity and structure to the site.
- 2.7.6 The SPD sets a number of development principles and requirements for the Eco Town.
- 2.7.7 Development Requirement 6(a) – Sustainable Transport – Modal Share and Containment states that planning applications should include Travel Plans which demonstrate how the design will enable at least 50% of trips originating in the development to be made by non-car means with the potential to increase to 60% by 2020.
- 2.7.8 It further states that planning applications should set out how they will deliver:
- High containment of trips within the town;
 - Enhanced bus services from North West Bicester into and around Bicester;
 - Additional bus priority measures;
 - Street plans to discourage car movements;
 - Travel awareness plans (personalised travel plans etc.);
 - Real time travel information including access to train and train services;
 - High quality walking and cycling links to and from the town and waymarking;
 - Cycle storage within new homes;
 - Be supported by a Walking and cycling Strategy; and,
 - Transport Assessments addressing the guidance in this SPD.
- 2.7.9 Development Requirements 6 (b) – Electric and low emission vehicles states that proposals should make provision for electric and low emission vehicles through infrastructure provision and support in Travel Plans.
- 2.7.10 Development Principle 6 – Transport, Movement & Access states that the following key consideration for movement should be addressed in planning applications:
- Reducing car dependency;
 - Prioritising walking and cycling;
 - Generating activity and connectivity;
 - Highways and transport improvements; and
 - Bus priority and links and infrastructure including RTI
- 2.7.11 The SPD states that planning applications are required to illustrate the permeability of the site.
- 2.7.12 A key consideration of the SPD is that all planning applications for development in the Eco Town should include a Travel Plan which demonstrates how the design of the development will enable at least 50% of all trips from the development to be made by non-car modes of travel with a potential increase to 60% by 2020. The SPD also states that all planning applications need to be supported by a Transport Assessment which addresses the guidance in the SPD.



2.8 BICESTER LOCAL CYCLING AND WALKING INFRASTRUCTURE PLAN (LCWIP) (2020)

2.8.1 Bicester LCWIP is a 10-year plan (2020-2031) to improve and increase cycling and walking in the town. The year 2031 is in line with the adopted Cherwell Local Plan which sets out the development framework for expansion of Bicester and forms the basis of the LWIPC targets and scheme delivery proposals.

2.8.2 Section 10 sets out Bicester LCWIP policies which will guide the future programme and plans. Together they will establish the essential policy background of creating a viable, popular and convenient walking and cycling network.

2.8.3 Bicester Walking and Cycling Network:

- **Policy BCW 3:** The County Council will improve the Bicester cycling and walking network in line with the network proposals in the Bicester LCWIP, Oxfordshire Cycle Design Standards (OCDS) and Oxfordshire Walking Design Guide (OWDG). This includes ensuring that the network is prioritised in other transport and road plans.
- **Policy BCW 4:** The County Council in partnership with Cherwell Council will work with developers to improve the Bicester cycling and walking network including by S106 and S278 works. Bicester LCWIP Cycle and Walking Network will be a material consideration in the approval and network plans of new developments.
- **Policy BCW 5:** The Council will sign the Bicester Cycle and Walking Network, in line with OCDS, by the use of both surface and vertical signage.
- **Policy BCW 6:** Measures will be undertaken to ensure that cyclists and pedestrians can cross the ring road easily, safely and without excessive delay, detour or danger.
- **Policy BCW 7:** The Council will ensure that cycling and walking measures are prioritised in the East-West rail proposals and that they do not create additional barriers to walking and cycling.
- **Policy BCW 8:** The council will review the crossing needs of pedestrians and cyclists on cycle path on main roads to minimise delay or diversion and to satisfy existing or potential flows.
- **Policy BCW 9:** The Council will review all barriers on cycle paths, both those on the Bicester Cycle and Walking Network and local access cycle routes, to ensure that they are convenient and accessible for cycling, taking account of the needs of disabled cyclists and cycle delivery companies.
- **Policy BCW 10:** The Council will set up a maintenance regime for the Bicester Cycle and Walking Network to ensure that the cycle paths are clear of vegetation, surfaces are smooth and safe, which takes into account the extra vulnerability of cyclists to potholes and rough and deformed surfaces.

2.8.4 Walking:

- **Policy BCW19:** The Council will assess the feasibility of “Quality Pedestrian Corridors” for all main radials within 2 km of the city centre, but particularly the main pedestrian corridors into the town centre.
- **Policy BCW 20:** The Council will at side roads on the Bicester Walking and Cycling Network, wherever possible and funding is available, for the benefit of all pedestrians but particularly older and disabled pedestrians:
 - (a) Extend footways across side road entries so there is a raised crossing
 - (b) Set back the Give Way lines to give priority to the pedestrian crossing



(c) Narrow kerb radii to the minimum possible whilst maintaining access for appropriate vehicles

- **Policy BCW 21:** The Council will set up a monitoring system to assess the baseline walking and cycling flows to help identify the impact and value for money of the Bicester LCWIP schemes.

2.9 ADDITIONAL LOCAL DESIGN GUIDANCE USED TO INFORM THE PROPOSALS

2.9.1 The following local design guidance has also been considered in the preparation of this TP and the design of the North West Bicester Masterplan:

- Oxfordshire County Council “Residential Road Design Guide” (2015)
- Oxfordshire County Council “Parking Standards for New Residential Developments” (2011)
- Oxfordshire County Council “Oxfordshire Walking Design Standards” (2017)
- Oxfordshire County Council “Oxfordshire Cycling Design Standards” (2017)

2.10 POLICY COMPLIANCE

2.10.1 This RTP demonstrates that the development proposal strives to take into account the objectives of the above national and local policy guidance documents for transport and movement across the North West Bicester Eco Town scheme and encourages travel by sustainable modes of transport.



3 SITE CONTEXT AND ACCESS

3.1 INTRODUCTION

3.1.1 This section provides a description of the Application Site within the North West Bicester Masterplan with regards to its access opportunities. It provides an overview of the highway infrastructure proposed for the wider Eco Town scheme through the North West Bicester Masterplan and describes 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 NORTH WEST BICESTER MASTERPLAN ACCESS OBJECTIVES

3.2.1 The existing context of the site 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 Application Site. The broader North West Bicester Masterplan Movement and Access Framework is illustrated in **APPENDIX B** of this report.

3.2.2 The North West 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”.

3.2.3 The following strategic access objectives for the wider site are also set out within The North West Bicester Masterplan and these are:

- 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.*

3.2.4 The North West Bicester Masterplan outlines that walking and cycling routes through the Eco Town will be 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.

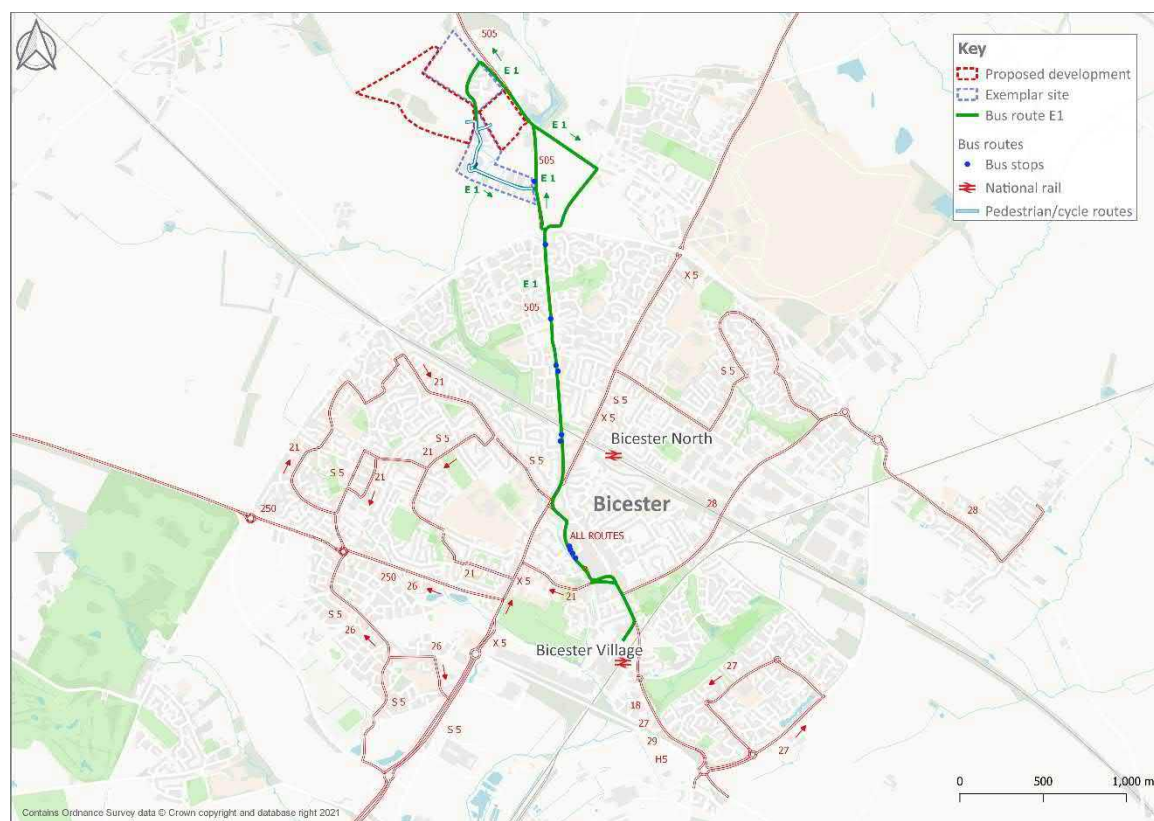
3.2.5 It is proposed that walking and cycling routes across the Eco Town will be split into two distinct categories: `Direct Routes` will act as commuting routes to enable direct and fast access to key local employment areas, schools, local centres and hubs; while `Leisure Routes` will be introduced to provide links to local centres, employment sites and public transport interchanges.

3.2.6 The E1 bus service currently operates within the Exemplar Scheme and provides direct link from the Application Site to the town centre and local facilities to encourage bus travel.

3.3 SUSTAINABLE ACCESS OPPORTUNITIES

3.3.1 The opportunities to access the Application Site by sustainable modes of transport are linked to the Exemplar Scheme and the wider infrastructure proposed through the North West Bicester Masterplan. Sustainable access opportunities to the site are shown within **Figure 3-1**.

Figure 3-1: Site Accessibility



4 BASELINE TRANSPORT CONDITIONS

4.1 INTRODUCTION

- 4.1.1 This section sets out the baseline review of existing transport conditions and accessibility surrounding the site, including assessing the local provision for walking, cycling, bus and rail services within the local area and the wider town of Bicester.
- 4.1.2 OCC have prepared the Draft Bicester Local Cycling and Walking Infrastructure Plan (LCWIP), which is a 10-year plan (2020 to 2031) to *improve* and *increase* cycling and walking in the town. The 10-year period coincides with the end of the CDC Local Plan period, 2031 which forms the basis of the LCWIP targets and scheme delivery proposals. The Bicester LCWIP will form part of the future Local Transport Plan update and will set out a programme of measures to improve cycling and walking within the area. It is considered appropriate to ensure that the Bicester LCWIP will be embedded within the transport and planning policies to ensure that these sustainable means of transport are encouraged, particularly as the area is expected to see considerable population and development growth over the plan period.
- 4.1.3 The LCWIP was presented to the Bicester Town Council Cabinet on the 15th of September 2020 with a recommendation for approval. The report to Cabinet and the associated LCWIP Plan of Bicester and the immediate surroundings is included at **APPENDIX C** of this RTP.

4.2 PEDESTRIAN NETWORK

- 4.2.1 The National Travel Survey identifies that walking is the most frequent travel mode used for short-distance trips (within 1 mile/1.6 km). Therefore, the infrastructure that supports travel on foot is vital to promote sustainable and active travel as a viable alternative to short car trips.
- 4.2.2 The Chartered Institute of Highways and Transportation (CIHT) published the document '*Guidelines for providing for journeys on foot*' (2000), which suggests acceptable walking distances to local facilities. A summary of the guidelines is presented in **Table 4-1**.

Table 4-1: Summary of the CIHT '*Guidelines for providing for journeys on foot*' (2000)

| CIHT GUIDELINES | DISTANCE | | | WALKING TIME | | |
|-----------------|---------------------------------------|-------------|-----------------------------|---------------------------------------|-------------|-----------------------------|
| | Commuting, to School and Recreational | Walking and | Other Non-Commuter Journeys | Commuting, to School and Recreational | Walking and | Other Non-Commuter Journeys |
| Desirable | 500m | | 400m | 7 mins | | 5 mins |
| Acceptable | 1,000m | | 800m | 13 mins | | 10 mins |
| Considered | 2,000m | | 1,200m | 25 mins | | 15 mins |

- 4.2.3 The CIHT '*Guidelines for planning for public transport in developments*' (1999) suggests that the maximum walking distance to bus stops from a development should be no more than 400m. Nonetheless this document also states that having access to direct and simple bus routes which link to key facilities is more important than the 400m distance.



4.2.4 As mentioned in Section 1, the Application Site is currently private land in the form of uncultivated agricultural land and therefore there is no formal means of access to the site for the public and there are no pedestrian footways present within the site. Access by foot and by bicycle to the Application Site is provided through the Exemplar Scheme via appropriate and adequate pedestrian footways located along both side of Charlotte Avenue. There is a footway with a minimum width of 2.0m provided on either side of the carriageway from its junction with the B4100 Banbury Road with uncontrolled pedestrian crossing points provided with dropped kerbs and tactile paving located at regular intervals. This established network of footways through the Exemplar Scheme will provide access from the Application Site to the Gagle Brook Primary School, nearby facilities and amenities, and local bus stops all within the existing Exemplar Scheme.

4.2.5 An example of the existing pedestrian footways and associated environment within the adjacent Exemplar Scheme in close proximity to the Gagle Brook Primary School, is shown within **Figure 4-1**.

Figure 4-1: Pedestrian Environment within the Exemplar Scheme



4.2.6 There are numerous pedestrian routes that connect the existing Exemplar Scheme with Bicester Town centre and other destinations. **Figure 4-3** shows that the majority of facilities and amenities in Bicester are located within a radius of 3km from the centre of the Application Site.

4.2.7 Outside of the Exemplar Scheme, a shared footway/cycleway is provided alongside the northbound carriageway of B4100 Banbury Road which provides direct access on foot and by cycle into the Exemplar Scheme in the south-eastern corner of the smaller parcel of land and linking to the existing footway alongside the southern section of Charlotte Avenue.

- 4.2.8 A signalised toucan crossing is provided on the B4100 Banbury Road to the south of the existing access to the Exemplar Scheme at Charlotte Avenue (as shown in **Figure 4-2**) to enable pedestrians and cyclists to safely cross the carriageway and head eastwards onto another shared footway/cycleway route alongside the A4095 which is separated from the carriageway by a grass verge. The shared footway/cycleway continues south into Bicester town centre where further pedestrian and cyclist connections are provided towards the existing residential areas to the south and Bicester North Railway Station.

Figure 4-2: Existing Toucan crossing on the B4100 Banbury Road



- 4.2.9 There is currently no footway provision along either side of the B4100 Banbury Road to the north of the existing junction with Charlotte Avenue, with the exception of a pedestrian link to the existing northbound bus stop on the B4100 Banbury Road located approximately 50m north of the priority junction. As such, footway provision within the existing Exemplar Scheme does not extend beyond the northern limit of the site at the junction of Braeburn Avenue with the B4100 Banbury Road.
- 4.2.10 Local amenities accessible by foot are shown within **Figure 4-3** and are set out within **Table 4-2**.



Figure 4-3: Local Amenities in proximity to the Application Site

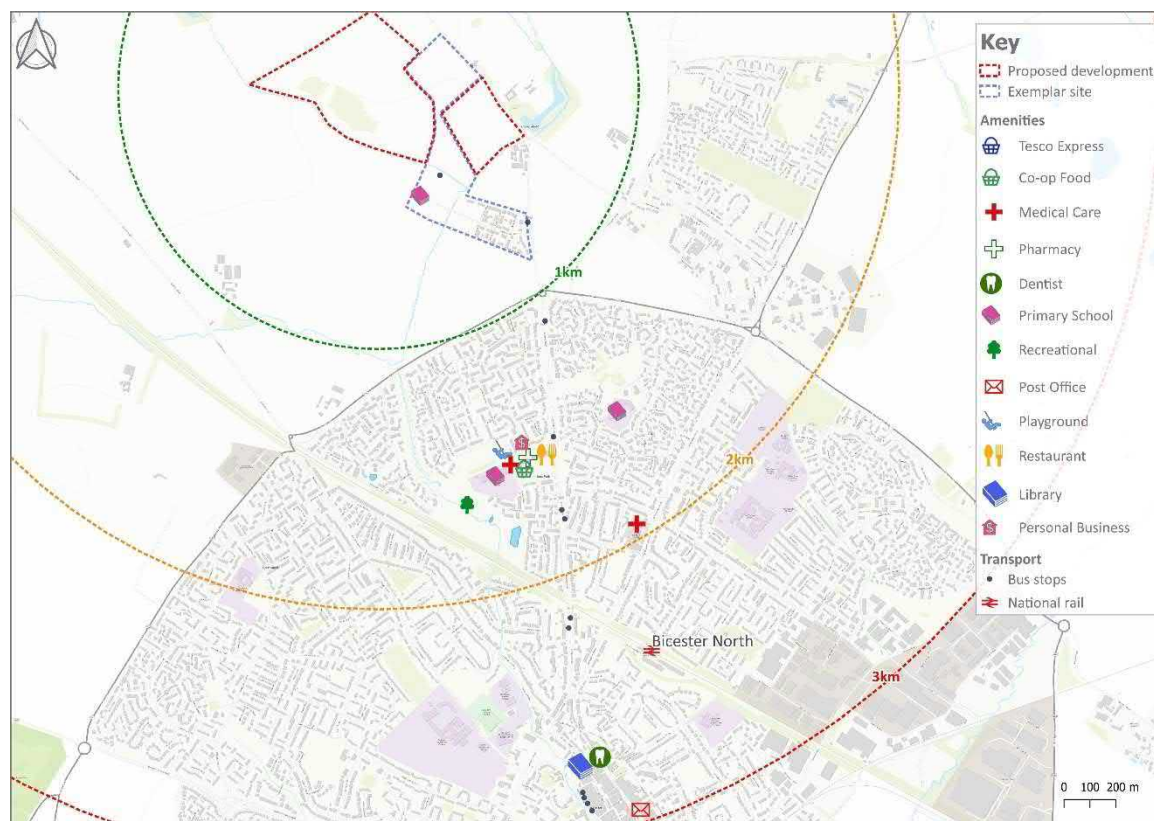


Table 4-2: Amenities in Proximity to the Application Site

| AMENITIES | WALKING DISTANCE (M) | TIME (MINS) |
|-----------------------------|----------------------|-------------|
| Grange Brook Primary School | 300 | 4 |
| Bicester Play Area | 650 | 8 |
| Tesco Express | 850 | 11 |
| Jardines Pharmacy | 1,000 | 12 |
| North Bicester Surgery | 1,000 | 12 |
| Bure Park Nature Reserve | 1,500 | 18 |
| Bicester Post Office | 2,000 | 30 |

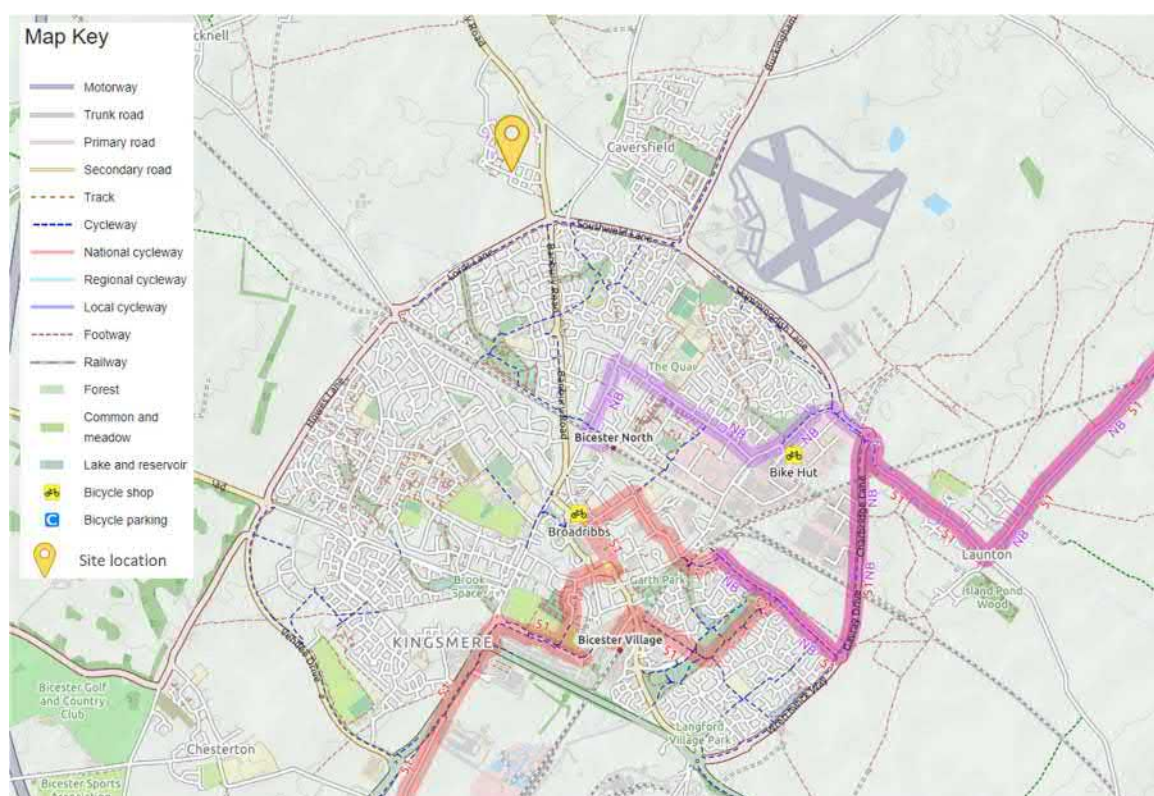
4.3 CYCLE NETWORK

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



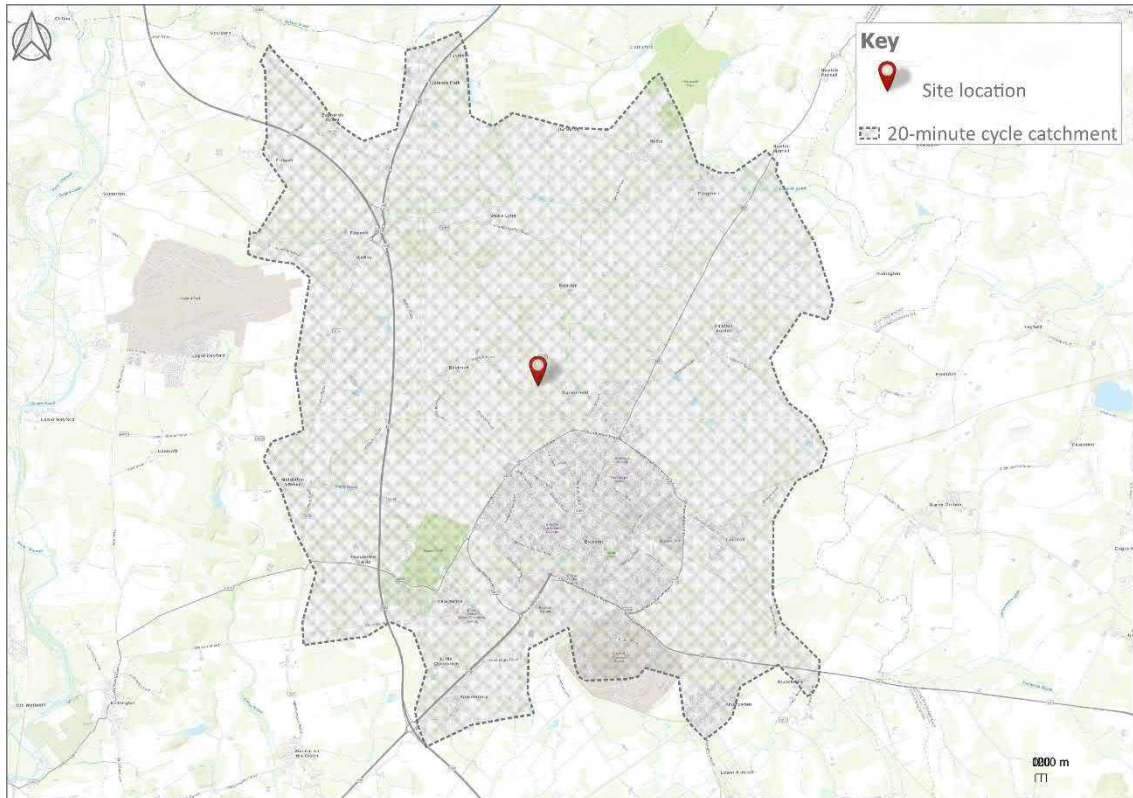
- 4.3.2 As already identified, the Application Site is currently not open to the public and there is no existing cycle infrastructure within the Application Site to facilitate cycle movement. The layout of the neighbouring Exemplar Scheme offers strong sustainable connections to the Application Site with easy movement by bicycle including shared vehicle/bicycle lanes due to the nature of the existing highway network within the Exemplar Scheme, which is within a 20mph zone. Charlotte Avenue and Braeburn Avenue form the primary Estate Road through the Exemplar Scheme providing a link from the B4100 Banbury Road at the south east to the north west of the existing development, which includes traffic calming features to ensure that the 20mph speed limit is adhered through the Exemplar Scheme.
- 4.3.3 Cycleways in Bicester are shown within **Figure 4-4**. National Cycle Route 51 provides long distance connections between towns and connects east Bicester with Oxford. Local cycle Route NB provides a connection between east Bicester and Bicester Village Rail Station. Local cycleways close to the development site provide connections to nearby destinations.
- 4.3.4 There is a shared pedestrian and cycle route from the Exemplar Scheme southwards along the northbound carriageway of the B4100 Banbury Road. An existing toucan crossing located approximately 120m south of the junction of Charlotte Avenue with the B4100 Banbury Road provides a safe means of crossing the B4100 Banbury Road. This off-carriageway shared footway/cycleway links the Exemplar Scheme to Bicester town centre and provides a continuous segregated route to Bicester North Railway Station.

Figure 4-4: Local Cycle Routes



- 4.3.5 **Figure 4-5** highlights the extent of the of the site's accessibility to the surrounding area by bicycle. It demonstrates that Bicester is accessible by bike within a 20-minute cycle journey. Other destinations within a 20-minute cycle journey are Caversfield, Bucknell and Stoke Lyne.

Figure 4-5: 20-Minute Cycle Catchment around the Application Site



Source: <https://traveltime.com/>

- 4.3.6 The adjacent Exemplar Scheme has provided a lot of the infrastructure required to promote walking and cycling from the development site, such as wide footways, traffic calming measures on Charlotte Avenue and Braeburn Avenue, and cycle parking at all community facilities, including the primary school. A Brompton bike storage facility and Sheffield stands are provided to the rear of the Sales & Marketing Suite located near the junction of Charlotte Avenue with the B4100 Banbury Road and an example is shown within **Figure 4-6**.



Figure 4-6: Existing Brompton Storage & Sheffield Stands



- 4.3.7 A copy of the cycle network in and around the town of Bicester and as set out within the Draft Bicester LCWIP, is included at **APPENDIX C** of this RTP. Whilst this does not currently identify the segregated pedestrian and cycle link from the Exemplar Scheme to Bicester North Rail Station, it has been established that there is a continuous segregated link from the existing Exemplar Scheme that is expected to be included within the final version of the LCWIP.

4.4 BUS NETWORK

- 4.4.1 The E1 bus service currently provides a connection from the Exemplar Scheme to Bicester town centre. **Figure 3-1** presents the E1 bus service and other local routes and **Table 4-3** provides details of these routes, including peak hour frequencies.
- 4.4.2 A bus map showing Stagecoach Routes within Oxfordshire and Stagecoach Routes within Bicester, is included at **APPENDIX D** along with a Timetable of Bus Service E1.



Table 4-3: Bus Service Frequencies

| SERVICE NO. | ROUTE | PEAK HOUR FREQUENCY (SERVICES PER HOUR) | |
|-------------|---|---|----|
| | | AM | PM |
| E1 | Elmsbrook Braeburn Avenue – Elmsbrook Gagle Brook School – Bicester Manorsfield Road – Bicester Village Station – Bicester Manorsfield Road – Elmsbrook Charlotte Avenue | 1 | 2 |
| 505 | Banbury – Fartinghoe – Brackley – Elmsbrook – Bicester – Bicester Village station | 1 | 1 |
| 18 | Bicester (Manorsfield Road and Bicester North Station) – Steeple Claydon – Buckingham | 2 | 1 |
| 22 | Bicester town centre – Fields Farm – Langford – Southwold – Caversfield – Bure Park | 2 | 1 |
| 23 | Bicester Town Centre – Fields Farm – Langford – Southwold | 1 | 1 |
| 25A | Bicester Town Centre – Middleton – Upper Heyford – Kirtlington – Hampton Poyle – Gosford - Oxford City Centre | 1 | 1 |
| S 5 | Ambrosden – Bicester town centre – Bicester Village – Gosford – Summertown – Oxford City Centre | 3 | 3 |
| X 5 | Buckingham – Caversfield – Bicester Town Centre – Oxford City Centre | 2 | 1 |

- 4.4.3 As the E1 bus service passes through the Exemplar Scheme, entering via the Braeburn Avenue junction with the B4100 Banbury Road, passing along the primary Estate Road through the development by way of the existing bus gate, and exiting via the Charlotte Avenue junction with the B4100 Banbury Road.
- 4.4.4 There are a number of existing bus stops located within the Exemplar Scheme. To the north of the Exemplar Scheme, a bus stop is located on Braeburn Avenue approximately 130m south of the junction with the B4100 Banbury Road. This existing bus stop includes an area of hard standing for waiting passengers and a solar-powered electronic timetable. The location of this bus stop ensures that the majority of both parcels of the Application Site are within a 400m distance of a bus stop, with the exception of the westernmost edge of the Western Parcel and the southernmost edge of the Eastern Parcel.
- 4.4.5 A further bus stop is located on Charlotte Avenue directly outside the Gagle Brook Primary School. This existing bus stop includes a shelter and a Sheffield stand for cycle parking. The location of this bus stop ensures that the southernmost edge of the Eastern Parcel of the Application Site is within a 400m distance of a bus stop. **Figure 4-7** presents the existing bus stop facilities that are within close proximity of the Application Site.

Figure 4-7: Bus Stops within the Exemplar Scheme



- 4.4.6 As the E1 bus service connects with other bus services at key points of interchange within Bicester town centre, including the Bicester North and Bicester Village Railway Stations, connections can be made to other bus services that serve the wider area, including services to Oxford and Buckingham.
- 4.4.7 An existing bus gate has been constructed along the Estate Road within the Exemplar Scheme. This bus gate is in the form of a road narrowing to only 4.0m width and will prevent private cars from passing between Phases 1 & 2 and Phases 3 & 4 of the Exemplar Scheme but does accommodate on-carriageway cyclists. To the south of the bus gate, the Estate Road is identified as being Charlotte Avenue and to the north, Braeburn Avenue.
- 4.4.8 As the Estate Road has yet to be adopted, this bus gate is not currently enforceable and whilst visiting the site on a number of occasions, private cars were observed passing through this bus gate. It is expected that prior to the occupation of any dwellings on the Application Site, the internal road network of the Exemplar Scheme will have been adopted by OCC and at that point any vehicles that do pass through this bus gate will be subject to enforcement.
- 4.4.9 **Figure 4-8** presents the northern end of the existing bus gate and it is evident that a camera is expected to be installed which will automatically capture the number plate of any vehicle that does not adhere to the restricted access arrangement, resulting in a Fixed Penalty Notice being issued.

Figure 4-8: Existing Bus Gate within the Exemplar Scheme



4.5 RAIL NETWORK

4.5.1 Bicester town has two rail stations, Bicester North and Bicester Village. Bicester North is located approximately 2km to the southeast of the site and Bicester Village station is situated approximately 3.1km southeast of the site. The rail service provision for both rail stations is summarised within **Table 4-4**.

Table 4-4: Rail Services Frequencies

| STATION | ROUTE | JOURNEY (APPROXIMATE) | TIME FREQUENCY | BUS CONNECTIONS |
|------------------|-------------------|--------------------------|-------------------|-------------------|
| Bicester North | London Marylebone | 60 minutes | 4 per hour | 8, 22, 23, S5, X5 |
| | Birmingham | 20 minutes | 2 per hour | |
| Bicester Village | Oxford | 30 minutes | 1 every 2 hours | E1 |

4.5.2 As **Table 4-4** shows, there are regular rail services throughout the day to a range of destinations. Central London can be reached within a 60-minute train ride from Bicester North with a frequency of four trains per hour. Employment, recreational and shopping opportunities within Oxford are available within a 30-minute rail journey from Bicester Village station.

4.5.3 Whilst the CIHT document '*Guidelines for providing for journeys on foot*' (2000) identifies that a distance of 2km might be considered by pedestrians, as set out in **Table 4-1**, it is more likely that both Bicester North and Bicester Village rail stations are to be accessed by cyclists from the Application Site. It is considered that a distance of 2km and 3.1km would take a cyclist approximately 6 minutes and 10 minutes respectively to reach at a speed of 320 metres per second (m/s). Both stations have cycle parking facilities. Bicester North station offers 136 cycle parking spaces and Bicester Village station offers 182 cycle parking spaces.

4.6 SUMMARY

4.6.1 The adjacent Exemplar Scheme provides footways of at least 2.0m width and connects to a wider pedestrian network that provides connections to amenities within the Eco Town and Bicester town. These footways are considered to be adequate for young children to use for the purpose of cycling to the Gagle Brook Primary School.

4.6.2 The layout of the Exemplar Scheme offers strong sustainable cycling connections within the site to link to the wider area. As the Exemplar Scheme is subject to a 20mph zone, the low vehicle speeds help to encourage on-carriageway cycling within the Exemplar Scheme.

4.6.3 A continuous off-carriageway shared footway/cycleway is available from the Exemplar Scheme along the B4100 Banbury Road southbound towards Bicester town centre and linking the Application Site with Bicester North rail station. An existing toucan crossing located approximately 120m south of the Charlotte Avenue junction with the B4100 Banbury Road provides a safe means of crossing this busy distributor road to connect with shared footway/cycleway links towards the east of Bicester and Caversfield.

4.6.4 The Exemplar Scheme is currently served by the E1 bus service which has an existing frequency of 2 services per hour and connects the Application Site with Bicester town centre and the Bicester rail stations. Other bus services are accessible from the Exemplar Scheme bus stop, located on the B4100 Banbury Road to the immediate north of the Charlotte Avenue junction and adjacent to the Elmsbrook Sales & Marketing Suite.



5 PROPOSED DEVELOPMENT AND ACCESS STRATEGY

5.1 INTRODUCTION

5.1.1 This section outlines the proposed development and access strategy of the Application Site.

5.2 DEVELOPMENT DESCRIPTION

5.2.1 The Proposed Development is to provide up to 530 residential units over the two identified parcels. The Western Parcel, which is proposed to deliver approximately 75% of the proposed development (up to 400 dwellings) and the Eastern Parcel, which is proposed to deliver the remaining 25% of the proposed development (up to 130 dwellings).

5.2.2 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 160 affordable dwellings. The detailed mix, type and location of the affordable units will be determined through future reserved matters applications.

5.2.3 An Illustrative Masterplan for the scheme has been prepared by Mosaic Urban Design & Masterplanning, a copy of which is contained at **APPENDIX A**. This plan shows the general principles of the proposed development and the site access locations are fixed.

5.3 ACCESS STRATEGY

5.3.1 The access strategy for the proposed development builds upon the aspirations of the North West Bicester Masterplan, as set out within the adopted SPD. Vehicular access to the Western Parcel is proposed from 3 locations. A simple priority junction is proposed from Charlotte Avenue at a location to the south of the existing bus gate. A further simple priority junction is proposed from Braeburn Avenue at a location to the north of the existing bus gate. A new 2.0m wide pedestrian footway will be provided between these simple priority junctions along the frontage of the Western Parcel where there currently is only a grass verge. This footway will be extended to link with the existing provision within the Exemplar Scheme to ensure a continuous provision for pedestrians from the Western Parcel to connect with the amenities provided within the Exemplar Scheme and the wider area. A third vehicular access will be provided from an extension to an existing cul-de-sac that forms part of the permitted road layout within Phase 4 of the Exemplar Scheme, which is currently under construction.

5.3.2 Vehicular access to the Eastern Parcel will be via an extension to an existing cul-de-sac located to the south of the existing bus gate. This existing cul-de-sac forms a simple priority junction with Charlotte Avenue and provides direct access to a number of existing properties within the Exemplar Scheme and 2 chagemaster parking bays for electric vehicles which is located adjacent to an existing sub-station.



5.3.3 The scheme will be designed to provide permeability and prioritise pedestrian and cyclist movements to encourage travel by sustainable modes within the Eco Town and toward the town centre. Detailed Plans have been prepared of the site access arrangements as discussed above and these drawings are included within the TA. For ease of reference, **Figure 5-1** presents the four site access junctions.

Figure 5-1: Site Access Strategy



PEDESTRIAN AND CYCLIST ACCESS

- 5.3.4 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 adjacent scheme while potential future pedestrian / cycle connections are proposed to enhance the permeability of the scheme and sustainable travel aspirations of the wider North West Bicester Masterplan.
- 5.3.5 In addition to these future pedestrian and cycle connections from the main access routes, it is proposed to provide additional footway links through the adjacent development linking to the Application Site. The detailed design of these potential future links through the site will be established at the reserved matters stage, however their proposed locations are shown on the extract from the Illustrative Masterplan presented at **Figure 1-2**.

WESTERN PARCEL

- 5.3.6 As shown in **Figure 1-2**, 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 existing **Exemplar Scheme** and the wider transport network. These pedestrian connections are identified in more detail on the Illustrative Masterplan contained at **APPENDIX A** but are identified at points 10 and 11 and adjacent to the vehicular access points, identified at points 1.

EASTERN PARCEL

- 5.3.7 As shown in **Figure 1-2**, 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 proposal. These pedestrian connections are identified in more detail on the Illustrative Masterplan contained at **APPENDIX A** but are identified at points 10 and 11 and adjacent to the vehicular access point, identified at point 1.

SUMMARY

- 5.3.8 To ensure pedestrian and cycle routes within the street network are well used and fit for purpose, it is proposed they are well lit, of high-quality surface materials consistent with that which has been used within the **Exemplar Scheme** and ensure natural surveillance. Safety of pedestrians and cyclists will be ensured by providing routes of adequate widths and with numerous crossing points. Additionally, traffic calming measures will be implemented along the primary and secondary streets within the Application Site to reduce vehicle speeds and maximise pedestrian and cycle safety across the development.
- 5.3.9 A comprehensive network of pedestrian and cycle routes within the Application Site will maximise ease of movement by foot and by bike. In particular, it will help encourage cycling as an alternative to the car for internal trips.
- 5.3.10 This strategy will provide strong pedestrian and cycle links from the development to the wider Eco Town and surrounding areas and supports the wider walking and cycling access strategy of the North West Bicester Masterplan.
- 5.3.11 As the planning application is in outline, the detail of these internal routes for pedestrians and cyclists is not being considered at this stage but will be considered as part of future reserved matters applications.



VEHICLE ACCESS

- 5.3.12 The access strategy for the proposed development builds upon the aspiration of the NW Bicester Masterplan and those set out within the SPD. Existing vehicular junctions with the B4100 Banbury Road are provided via the **Exemplar Scheme** at 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.
- 5.3.13 The bus gate 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 gate, as per the VTP Drawing **4600-1100-T-009 Rev C** – Site Accesses A, B, C, a copy of which is included within the TA.

EASTERN PARCEL

- 5.3.14 As per **Figure 5-1**, vehicular access to the Eastern Parcel is via an already constructed cul-de-sac within the **Exemplar Scheme**. Due to the bus gate preventing access for vehicles from Braeburn Avenue to Charlotte Avenue, all development traffic associated with the Eastern Parcel will access via the existing junction of Charlotte Avenue with the B4100 Banbury Road.
- 5.3.15 This access arrangement to the Eastern Parcel is presented on VTP Drawing **4600-1100-T-009 Rev C** – Site Accesses A, B, C, a copy of which is included within the TA and referenced as Site Access A. The existing width of the cul-de-sac is identified as being 6.0m with kerbed footways of 2.0m width provided on both sides. This arrangement will be retained for the extended access road into the Eastern Parcel, which is considered to be suitable for a road that is proposed to provide access for up to 130 dwellings in accordance with the OCC Residential Road Design Guide (2nd Edition – 2015).

WESTERN PARCEL

- 5.3.16 As per **Figure 5-1**, vehicular access to the Western Parcel is via three proposed access junctions that will connect with the internal highway arrangement within the **Exemplar Scheme**.
- 5.3.17 Two primary vehicular access junctions are proposed to the south (Site Access B) and to the north (Site Access C) of the bus gate, as presented on VTP Drawing **4600-1100-T-009 Rev C** – Site Accesses A, B, C, a copy of which is included within the TA. All development traffic utilising the southern access to the Western Parcel will access the Application Site via Charlotte Avenue and all development traffic utilising the northern access to the Western Parcel will access the Application Site via Braeburn Avenue.
- 5.3.18 The simple priority junction at Site Access C, to the north of the bus gate, has an extended footway provision to the north of the junction arrangement to ensure that adequate visibility can be provided at 2.4m x 35.0m.
- 5.3.19 The design of the access roads at Site Accesses B and C is identified as being consistent with the provision on the **Exemplar Scheme**, which is 6.0m carriageway widths with 2.0m wide footways on both sides of the access road.
- 5.3.20 A further vehicular access, Site Access D is proposed from a location to the north of the Western Parcel that will provide a vehicular connection to the Estate Road through the as-built **Exemplar Scheme**. This access arrangement is presented on VTP Drawing **4600-1100-T-010 Rev A** - Site Access D, a copy of which is included within the TA.



INTERNAL ROAD ARRANGMENT

- 5.3.21 Due to the fact that the application is in outline, it is not intended for the internal roads, footways, or cycleways to be considered in detail at this stage. These details will be addressed as part of future reserved matters submissions. However, it is expected that all routes within the Application Site that are proposed to be adopted, will be designed and constructed in accordance with the Road Types identified within the OCC Residential Road Design Guide (2nd Edition – 2015).

5.4 CYCLE PARKING PROVISION

- 5.4.1 Cycle parking will be provided in line with the CDC's Residential Design Guide SPD (adopted on the 16th of July 2018) which sets out the Cycle Parking Standards at Table 5.1, which in turn is an extract from OCC's Residential Road Design Guide (2nd Edition – 2015). The cycle parking standards for residential developments are set out in **Table 5-1**.

Table 5-1: CDC 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 cycle 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 | |

Table 5.1 Cycle Parking Standards for residential development, (extract from Residential Road Design Guide, Second Edition 2015, OCC)

- 5.4.2 The final 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.

5.5 CAR PARKING PROVISION

- 5.5.1 The latest parking standards for residential developments are set out within Table A6.B1 of Appendix F of the CDC Residential Design Guide SPD (adopted on the 16th of July 2018).

- 5.5.2 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 allocated spaces per dwelling in line with the number of bedrooms proposed for each dwelling, plus additional unallocated parking provision.

- 5.5.3 The following principles will govern parking provision:

- Allocated parking spaces are to be provided on-plot or within parking courts in close proximity to the relevant plot;
- Unallocated 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.

5.6 CAR CLUB PROVISION

5.6.1 It is acknowledged that there are a number of car club spaces on the Exemplar Scheme. Two of these are currently located near the Sales & Marketing Suite in close proximity to the Charlotte Avenue access. Whilst VTP have tried to make contact with the providers of this car club service, we have not had any feedback to date.

5.6.2 With a view to ensuring that the use of car clubs is a viable opportunity for the Application Site, VTP contacted Enterprise Car Club who have expressed an interest in providing the appropriate services for the Application Site, at the appropriate stage.

5.6.3 A letter of intent has been provided by Enterprise Car Club, a copy of which is contained at **APPENDIX E**. This letter identifies that Enterprise would provide the following at this stage, subject to further agreement and negotiation:

- An agreed number of Year's Free Membership for Enterprise Car Club to residents of the development, giving them access to over 2,500 vehicles across the UK;
- Up to 3 vehicles on-site or on agreed council highways;
- £50 Free Driving credit per resident;
- Briefing of sales staff and promotional material for the development;
- 24/7 Clubhouse customer service team;
- 24/7 Booking Tool on web desktop, android and apple devices;
- Vehicle insurance;
- Vehicle maintenance and valeting;
- Creation of reports and statistics for the developer and local council; and
- Discount for active car club members with Enterprise Rent-A-Car.

5.7 PUBLIC TRANSPORT ACCESS

5.7.1 The location of the residential units within the majority of the site 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.

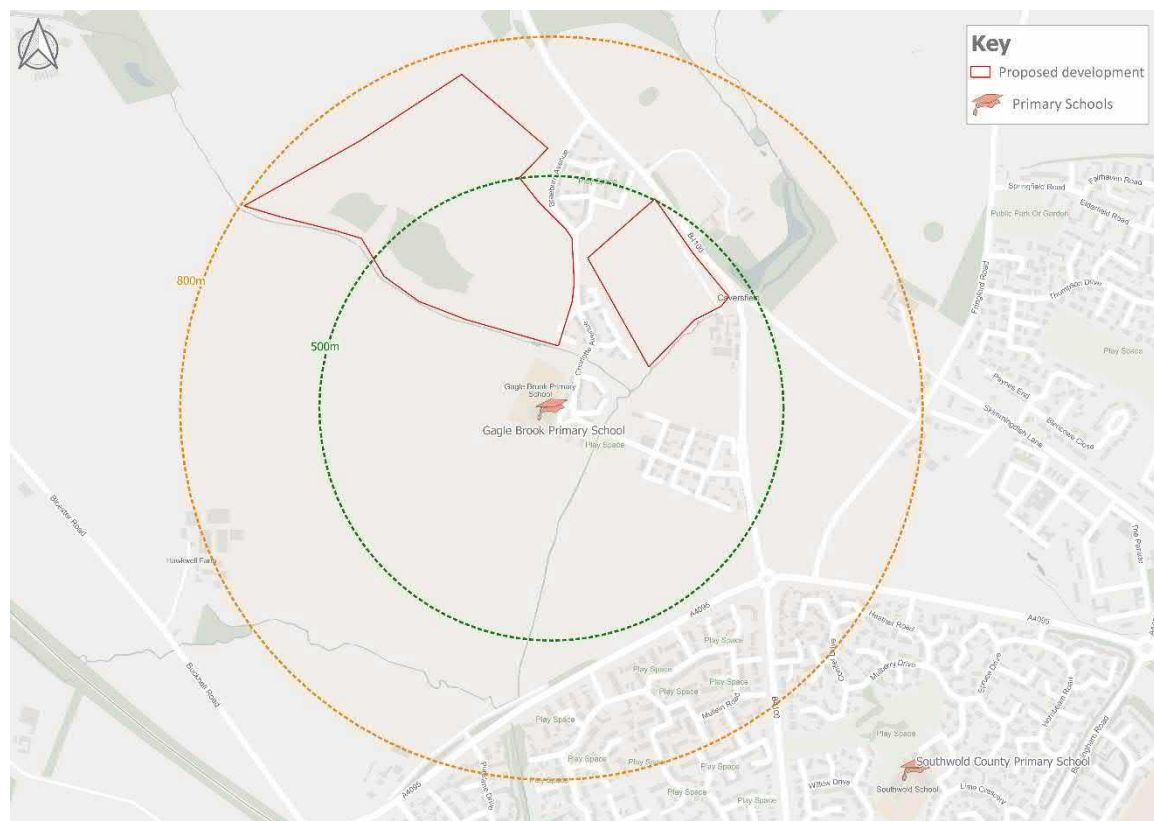
5.7.2 As part of any planning permission granted for the development proposal, it is expected that the Applicant will be required to make a financial contribution towards the ongoing provision of this local bus service to be agreed as part of the Section 106 financial contributions to fund public transport improvements and services, which is consistent with other schemes that have recently been permitted within the wider North West Bicester Eco Town to serve development sites.



- 5.7.3 As part of the planning permission, it is expected that a planning condition is likely to be identified that would require the future developer of the Application Site to participate in a North West Bicester Bus Forum to plan future bus services as part of the wider public transport strategy of the North West Bicester Masterplan.
- 5.7.4 This approach is consistent with local transport policy and strategic objectives as well as the delivery of other local development sites. 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.
- ## 5.8 SAFER ROUTES TO SCHOOL
- 5.8.1 The proposed development will provide multiple walking and cycling routes, connecting footpaths and streets internally and beyond the site.
- 5.8.2 The nearest primary school to the site is Gagle Brook Primary School, which is located within the **Exemplar Scheme**. The existing connections within the adjacent site are considered to be safe for young children wishing to access the local primary school with footways of 2.0m width and sufficient lighting. Whilst there are a number of informal crossing points provided in the vicinity of the school on Cranberry Avenue with dropped kerbs and tactile paving, there are currently no road markings identifying these crossing facilities.
- 5.8.3 Discussions with the Gagle Brook Primary School headmaster and Governor at a meeting on the 16th of March 2021 identified concerns raised by parents and teachers with respect to the potential improvements that could be delivered to enhance the routes to the local Primary School. These included the provision of road markings at the existing informal crossing facilities in the form of a zebra crossing arrangement. It is felt that this would help young children and drivers clearly define the location of crossing points. It is considered that whilst not necessarily something that could be delivered by the Applicant in relation to the proposed development as these works would not be within the adopted highway (until the road network of the **Exemplar Scheme** were to be adopted), nor are these roads within the control of the Applicant, a suitable and proportionate financial contribution to the delivery of these minor road works to enhance the safety for young children accessing the primary school could be agreed as part of the Section 106 financial contributions.
- 5.8.4 The location of Gagle Brook Primary School is shown within **Figure 5-2**.



Figure 5-2: Location of Gagle Brook Primary School



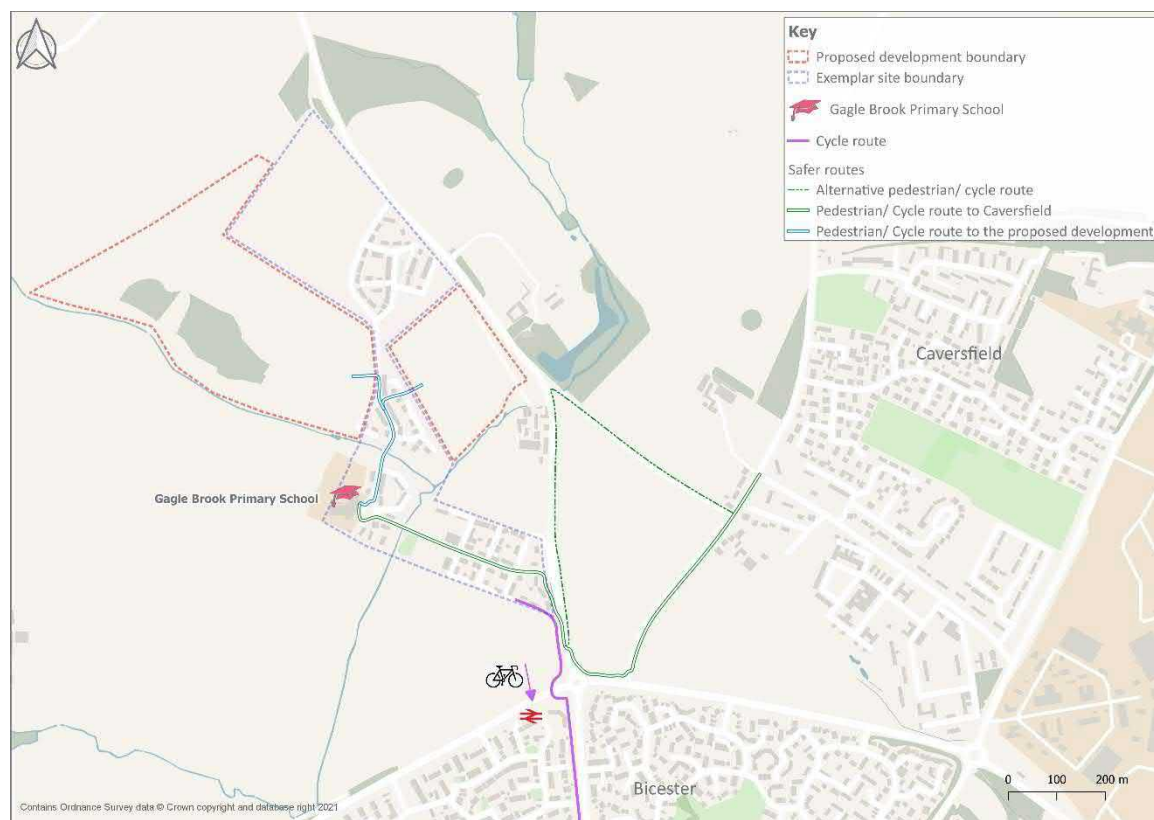
- 5.8.5 As identified on **Figure 5-2**, all of the proposed dwellings within the Eastern Parcel and the majority of the area of the Western Parcel are located within a 500m radius of the Gagle Brook Primary School. The remaining area of the Western Parcel is within an 800m radius around the school. Therefore, it is considered that the local primary school will be easily accessible on foot from within the proposed development.
- 5.8.6 In addition to providing primary school education facilities for the existing and proposed residents of the Exemplar Scheme and the Application Site, Gagle Brook Primary School currently provides education to primary aged children living within locally and in Caversfield.
- 5.8.7 Following the consultation with key stakeholders and local parties, it was requested that pedestrian and cycle links from the nearby residential area of Caversfield to the Gagle Brook Primary School be considered to establish if improvements could be made as part of the development proposals. To this extent, two routes were reviewed from a common point within Caversfield at the junction of Fringford Road with Aunt Ems Lane.
- 5.8.8 Fringford Road has a kerbed pedestrian footway that runs along the eastern side of the road for its full length from Caversfield to the junction with the A4095. This footway is considered to be wide enough to accommodate young cyclists that might wish to travel to the Primary School without the need to use the carriageway. From the junction of Fringford Road with the A4095, a dedicated shared footway/cycleway is signed along the northern side of the A4095 which links with the provision on the B4100 Banbury Road towards the Exemplar Scheme, Gagle Brook Primary School, and the Application Site.



- 5.8.9 Aunt Ems Lane is a single carriageway road that is derestricted along the majority of its length with a couple of access points to agricultural land and a single private dwelling. There is no footway provision and there is limited width provided along the verges due to established hedgerows. As the road is derestricted, vehicle speeds could reach as much as 60mph and therefore it is not considered that Aunt Ems Lane currently provides a sensible route for cyclists to access the Gagle Brook Primary school from Caversfield. It is also worth noting that there is currently no footway provision along the B4100 Banbury Road to either the Charlotte Avenue or Braeburn Avenue junctions with the B4100 Banbury Road that provide access the Exemplar Scheme.
- 5.8.10 From the common point at the junction of Fringford Road with Aunt Ems Lane, the distance along Fringford Road via the shared footway/cycleway and via the existing toucan crossing facility on the B4100 Banbury Road south of the Charlotte Avenue junction to the Gagle Brook Primary School, is identified as being 1.15km. The entire route is off carriageway and considered to be a safe a practical route for young children wishing to cycle to the school.
- 5.8.11 From the same point, the distance along Aunt Ems Lane and via the B4100 Banbury Road to the Charlotte Avenue junction and on to the Gagle Brook Primary School, is identified as being 1.25km, which is slightly longer. However, this alternative route is not considered to be safe or practical for use by young children due to the potentially high vehicle speeds along Aunt Ems Lane, the lack of segregated provision on Aunt Ems Lane and the B4100 Banbury Road, and the lack of a suitable crossing facility over the B4100 Banbury Road in close proximity to the Charlotte Avenue junction.
- 5.8.12 Both the alternative routes and the safe route connecting Caversfield with Gagle Brook Primary School are shown within **Figure 5-3**.



Figure 5-3: Safer Routes



- 5.8.13 **Figure 5-3** shows pedestrian/cycle connections between the Exemplar Scheme and the Application Site. A number of options were investigated for safe routes between the western parcel and the school. One option investigated a possible link along the southern boundary of the western parcel with a secondary gate at the northern corner of the school to provide direct access for pupils to the school. However, this option would require a pedestrian bridge over the water course and a secondary gate at the school. The possibility of frequent floods of the brook would create a danger and a maintenance issue. Therefore, it was established that this option would not be more beneficial for the whole of the Western Parcel than the proposed route via Charlotte Avenue.
- 5.8.14 From the Eastern Parcel, a pedestrian link is proposed to connect from the Application Site directly to the shared surface arrangement along the residential streets provided within the Exemplar Scheme. It is understood that the shared surface is to be adopted and maintained by OCC as per the future adoption process. This will ensure that the surface treatment, condition, and suitability of this pedestrian route will be maintained in perpetuity.
- 5.8.15 Safe pedestrian/cycle routes to the school will be provided via Charlotte Avenue to the Eastern and Western Parcel. There are wide, continuous footways provided on both sides of Charlotte Avenue. Due to the 20mph speed limit within the Exemplar Scheme and the lack of through traffic, Charlotte Avenue is suitable for cycling, therefore it can be considered a safe route.
- 5.8.16 Pedestrian/cycle routes in the vicinity of the school on Charlotte Avenue are shown within **Figure 5-4**.



Figure 5-4: Footway on Charlotte Avenue – looking south.



6 TRAVEL PLAN AIMS

- 6.1.1 The aim for developments across the Eco Town is as follows: *“Reduce the need or desire to travel through integrated design and provide sustainable travel choice options that have less reliance on private cars and seek to relieve congestion.”*
- 6.1.2 A Travel Plan is a package of measures tailored to the needs of development sites and aims to:
- encourage sustainable travel;
 - lessen traffic generation and its detrimental impacts;
 - reduce carbon emissions and climate impacts;
 - create accessible, connected, inclusive communities;
 - improve health outcomes and quality of life;
 - improve road safety; and
 - reduce the need for new development to increase existing road capacity or provide new roads.
- 6.1.3 A Travel Plan involves the creation of a set of mechanisms, initiatives, and targets on the environment, whilst also provide other benefits to residents. The plan will evolve over time in accordance with changing circumstances and the environment within which it is implemented.
- 6.1.4 The specific aims of this Residential Travel Plan (RTP) are:
- To increase the awareness of residents for the potential to, and advantages of travel by more sustainable transport modes;
 - To provide practical information to residents on how they can access non-car modes of transport;
 - To facilitate the introduction of physical measures and initiatives that will encourage residents to travel by non-car modes;
 - To provide local bus information including nearest bus stops, timetables, routes to all residents;
 - To provide local walking and cycling routes to and from the site including approximate journey times;
 - To provide the potential health and financial benefits that travelling by sustainable modes can offer; and
 - The inclusions of the above measures into a new resident starter pack to encourage sustainable travel at the outset.
- 6.1.5 The key targets for the success of this RTP will be the reduction in sole occupancy car journeys, to increase the take up of public transport trips, to increase walking and cycle use, and increase awareness of the benefits of sustainable travel.



7 OBJECTIVES AND TARGETS

7.1 INTRODUCTION

7.1.1 This section sets out the overarching objectives for the RTP, as well as targets for the short and medium term. It includes indicators through which progress towards meeting the targets will be measured. Further information on monitoring and review of the RTP can be found in Section 9.

- **Objectives** are the high-level aims of the RTP. They help to give the RTP direction and provide a clear focus.
- **Targets** are the measurable goals by which progress will be assessed. The RTP sets out targets which the development will seek to reach within the period covered by this RTP. In addition, interim targets have been set.

7.2 OBJECTIVES

7.2.1 The overarching objective for developments across the Eco Town is as follows: *“Reduce the need or desire to travel through integrated design and provide sustainable travel choice options that have less reliance on private cars and seek to relieve congestion.”*

7.2.2 Guidance on Transport Assessments and Travel Plans (2008) identifies that the objectives and targets set out in the RTP should be appropriate to the site. They should:

- Create a high-quality environment for people to live in;
- Reduce the need to travel by providing the facilities people need to “work-from-home”;
- Reduce the need to travel by providing amenities within the site;
- Promote the use of sustainable modes of travel, such as walking, cycling and public transport;
- Raise residents’ awareness of sustainable modes of travel available at the development;
- Raise residents’ awareness of the health and fitness benefits of walking and cycling for short journeys;
- Provide a safe environment for those travelling by active modes, such as walking and cycling;
- Reduce the travel related carbon impact of the development by reducing the number of single occupancy vehicle trips made by residents and to reduce the impact of traffic from the development on the wider area; and
- Provide the capability for ongoing management of the RTP.

7.3 RESIDENTIAL TRAVEL PLAN TARGETS

7.3.1 When setting appropriate targets and actions, it is essential to achieve the overarching aim of the Eco Town. Therefore, the targets set out within the RTP should be ‘SMART’: Specific, Measurable, Achievable, Realistic and Time-bound.

7.3.2 The RTP aims to address all trips made by residents of the site and those travelling to the site for school, shopping, work or other purposes.



- 7.3.3 The targets below are set from occupation of the development with the definition of this being when 75% of the residential units are occupied.
- 7.3.4 The North West Bicester SPD states in paragraph 4.119 (Development requirement 6a – Sustainable Transport – Modal Share and Containment) that:
- “Planning applications should include Travel Plans which demonstrate how the design will enable at least 50% of trips originating in the development to be made by non-car means with the potential to increase to 60% by 2020.”*
- 7.3.5 All targets set in the RTP have been formed from the policies set out in the North West Bicester SPD.
- 7.3.6 Within the TA submitted as part of this application, the baseline mode share for work/employment and other purpose trips from the development are identified as being in the order of approximately 78% of trips that would be made by car (driver or passenger).
- 7.3.7 Therefore, the overarching target for the RTP for development is:
- **Target 1:** 60% of all trips originating from the development will be made by non-car modes of transport following occupation of the site;
- 7.3.8 The target of 60% of all trips being made by non-car modes following occupation of the site is ambitious but considering the measures that are to be provided as part of the RTP, this target should be considered achievable.
- 7.3.9 The North West Bicester SPD states in paragraph 4.117 that:
- “The aim is to achieve an overall modal share of not more than 50% by car. The targets suggest an overall increase in walking trips from 22% at present to 30% for North West Bicester; increasing cycling trips from 4% to 10% and bus trips also include journeys to the railway stations as part of longer journeys by public transport.”*
- 7.3.10 The paragraph above has been used to form the following target:
- **Target 2:** 60% of all trips originating from the development will be made by active modes of travel (walking and cycling), by one year following occupation;
 - **Target 3:** 10% of all trips originating from the development will be made by bus, by one year following occupation.
- 7.3.11 Paragraph 4.115 of the North West Bicester SPD states that:
- “The target level of containment is for at least 35% of trips to be within North West Bicester and 60% to be within Bicester as a whole, that is, 40% or less travelling outside of Bicester. This compares to an estimated 25% at present within the neighbourhood and 56% within Bicester as a whole. It aims at some increase in containment, recognising the complexities and limited influence over people’s choices about where they live, work, shop and send their children to school.”*
- 7.3.12 The above paragraph has been used to form the following target:
- **Target 4:** 35% of all trips originating from the development will be made within North West Bicester and 60% will be made within Bicester one year following occupation.
- 7.3.13 All the targets set out above are to be reviewed at the end of the first year from occupation to assess how well the measures are working and whether there is a need to develop them to encourage the use of sustainable travel modes.



8 RESIDENTIAL TRAVEL PLAN STRATEGY

8.1 INTRODUCTION

8.1.1 This section outlines the RTP strategy and a range of measures that will be commenced and implemented prior to or during the development build-out phase. It also outlines the details of appointing a Travel Plan Co-ordinator (TPC) and their roles and responsibilities. The TPC will be responsible to for keeping the RTP up-to-date based on the initial travel behaviour of the residents.

8.2 TRAVEL PLAN CO-ORDINATOR

8.2.1 It is expected that the Application Site will be managed by an appointed Management Company who will have a presence on-site. The Management Company will be defined as part of the future reserved matters submissions, which will consider not just the layout of the Application Site in more detail, but the management of the Application Site. The Management Company would be expected to appoint a TPC who will manage the day to day running of the RTP. The TPC's role will involve:

- Giving a `human face` to the RTP, explaining its purpose and the opportunities on offer. This may include offering personalised journey planning advice and providing information on transport-related subjects to residents and visitors;
- On-site co-ordination of data collection for the monitoring of the RTP;
- Helping establish and promoting the individual measures in the RTP;
- Implementing any additional measures.

8.3 TRAVEL PLAN CO-ORDINATOR RESPONSIBILITIES

8.3.1 The TPC will be responsible for administration of the RTP, the implementation of measures, and for its on-going monitoring and review. The TPC will report to the Management Company and other stakeholders such as the Residents' Associations (if applicable), OCC and CDC regarding the implementation and progression of the RTP.

8.3.2 Administration of the RTP will involve the maintenance of the necessary systems, data and paperwork, consultation and promotion associated with its implementation. Regular updating of the RTP document is part of the responsibility of the nominated TPC.

8.3.3 A filing system will be established and maintained, for recording all correspondence relating to the RTP, the results of periodic monitoring and the results of each review. The content of the document will be shared with OCC to ensure it has the maximum potential to encourage use of non-car modes.

8.3.4 The TPC will ensure that physical measures such as cycle racks are maintained and useable. The TPC will be the central point of contact between the site occupants, will promote and market the RTP, organise and undertake travel surveys, be responsible for on-going monitoring, and will liaise with OCC and CDC in relation to any transport concerns related to the development.

8.3.5 It is proposed that the TPC will be appointed three months prior to initial occupation of the residential units in order to provide sufficient time for the TPC to engage with sales staff and prepare the supporting information for the RTP.



8.4 RESIDENTIAL TRAVEL PLAN MARKETING STRATEGY

- 8.4.1 Future occupiers will receive information regarding the RTP at the earliest possible stage. Ideally future occupiers will be informed of the RTP at the point of sale when agreements are signed.
- 8.4.2 Occupiers will also receive travel information within the Welcome Travel Packs that they will receive at the start of their occupation. The TPC will use mail drops to individual dwellings to help inform occupiers of the RTP measures. The TPC will also seek to attend residents' meetings to gain information and promote the RTP measures with the occupiers of the Application Site.
- 8.4.3 Travel information points will be installed at key access points within the site which will detail bus, cycling and walking routes, and bus/rail timetables.
- 8.4.4 The most important and cost-effective measure to be introduced as part of this RTP are the Welcome Travel Packs, which would be made available to all new residents of the site upon occupation. It is recognised that it is easier to influence travel behaviour early on before unsustainable travel habits become established. The Welcome Travel Pack will contain the following information:
- A summarised version of the RTP document that sets out the purpose and benefits of the RTP;
 - Timetables and route maps for public transport;
 - A description of distance, time, and routes for travelling from the site to key local destinations on foot, bicycle and public transport;
 - Contact numbers and web details for the National Rail Enquiry;
 - Cycling and walking maps for the local area; and
 - Details of any site specific measures implemented over time such as Dr Bike sessions.
- 8.4.5 The information would be prepared immediately prior to the first occupation of any of the residential dwellings and will be updated on an annual basis for an agreed period of time, expected to be in the order of five years.

8.5 THE WIDER STRATEGY

- 8.5.1 The TPC's of the other development sites within the Eco Town are expected to collaborate and work together in the form of an Action Group to ensure co-ordination between the RTP's across the NW Bicester Eco Town.



9 MEASURES AND INITIATIVES

9.1 INTRODUCTION

9.1.1 This section outlines the measures which will be implemented on site in order to achieve the objectives set out within the RTP. These measures form the core of the RTP. The measures have been grouped into three types as follows and considered in turn in the following sections:

- `Hard` engineering measures incorporated into the design;
- `Key` services and facilities, and
- `Soft` marketing and management measures which ensures that sustainable travel behaviour is maximised.

9.2 HARD MEASURES

9.2.1 Physical aspects of the design of the proposed development will influence travel patterns from the outset. The hard engineering measures that will be incorporated into the design of the development are discussed individually below. These measures would be provided prior to occupation of the Application Site and would be funded by the developer.

CONTAINMENT OF LAND USES

9.2.2 An effective means of limiting the need to travel is to mix housing areas in with areas of employment, education, retail and community uses so that the need for single occupancy car travel is considerably reduced or even removed.

9.2.3 The Application Site itself contains just residential and recreational land uses, however as part of the wider North West Bicester Masterplan, and in particular the adjacent **Exemplar Scheme**, the Application Site will be in very close proximity to employment/commercial, educational and retail uses. A primary school is included within the adjacent **Exemplar Scheme**, along with community and local retail facilities. These are within easy walking distance from any of the residential dwellings proposed at the Application Site and require no travel outside of the wider Eco Town.

CYCLE PROVISION

9.2.4 As set out in **Section 4** of this document, the proposed walking and cycling access strategy for the development will provide strong pedestrian and cycle links from the development to the Eco Town and surrounding areas.

9.2.5 To promote cycling the following initiatives will be put forward:

- Quality cycle paths, cycle storage at homes and cycle parking facilities;
- Cycle parking provision for each proposed unit will be compliant with the identified standards;
- Promotion of electric bikes through link up with local bike shops offering supply and maintenance;
- Develop a strong cycling identity which is incorporated into the Eco Town;



- Best practice in cycle promotion through cycle to work schemes, cycle to school schemes, Bikeability programme and taking advantage of all the best practice learnt by Sustrans; and
- Hold an annual Bicester Bike Day that will promote the use of cycling within Bicester.

9.2.6 These measures will be considered and promoted by the TPC through the local press, magazine articles, the on-site sales office within the wider site, including information and staff knowledgeable in cycling.

JOURNEY PLANNING

9.2.7 The TPC will be available to provide personalised travel planning advice to residents of the development. The TCP will be able to identify routes to public transport services for residents travelling to work, schools, and other key facilities.

9.2.8 Residents can also plan their journey using the following:

- Sustrans (<https://www.sustrans.org.uk/national-cycle-network/>)
- Cycle Streets (<https://www.cyclestreets.net/journey/>)

PROVISION OF BROADBAND ACCESS IN HOMES

9.2.9 All dwellings within the Application Site are expected to be broadband ready, providing residents with the opportunity to sign up to an internet service provider. This will provide opportunities for both home working and home shopping, reducing the need to travel by single occupancy car.

CAR CLUB/CAR SHARING

9.2.10 A Car Club involves the provision of a single car to be used by several people as and when they need it. This reduces the need to have multiple cars parked on site when the demand is reduced. There are a number of electric cars provided on the Exemplar Scheme as part of an existing Car Club and it is expected that residents of the proposed development could make use of these. These existing Car Club spaces are located within a convenient walking distance for residents located at the application site. An existing electric car club space, with two vehicles provided, within the Exemplar Scheme near the Sales & Marketing Suite is shown within **Figure 9-1**.



Figure 9-1: Existing Electric Car Club Provision



- 9.2.11 A car club is an effective way of reducing car ownership and could be a useful mitigation measure when it comes to managing parking levels in the development if there is a future need. Electric cars will be used for the car club to achieve the sustainable objectives set for the development. They will generate better air quality within the development and can be charged in 15 minutes. This makes them ideal for car clubs across the Eco Town. Charging points are provided at the car club parking space and, if necessary, can be provided throughout the development.
- 9.2.12 Whilst VTP sought to make contact with the existing Car Club provider within the Exemplar Scheme, at the time of preparing this RTP, there had been no response from them. As such and with a view to ensuring that the use of Car Clubs is a viable opportunity for the Application Site, VTP contacted Enterprise Car Club who have expressed an interest in providing the appropriate services for the Application Site, at the appropriate stage. The details from Enterprise Car Club are set out with section 5 of this RTP.
- 9.2.13 Car sharing will be promoted among commuting residents. Oxfordshire Liftshare, and other car sharing websites will be identified by the TPC to help encourage car sharing by residents making similar trips.
- 9.2.14 These techniques, although promoting sustainable travel, do not help shift the mode share towards Target 1 of this RTP, therefore, car clubs and car sharing will be promoted amongst those who would otherwise travel by single occupancy vehicle.

9.3 SOFT MEASURES

- 9.3.1 The location of the site, its design and proximity to public transport services within the surrounding area will create all of the conditions to make sustainable travel choices a natural option. However, it is also recognised that a communication strategy is key to the success of the RTP. Details of the communication strategy for the site are set out below.



WELCOME TRAVEL PACK

9.3.2 Residents of new dwellings will be provided with a Welcome Travel Pack upon first occupation. The key role of the Welcome Travel Pack is to raise awareness of sustainable travel options and initiatives available to occupants including:

- **Promotion of local sustainable travel networks**, including:
 - The bus services which are available; and
 - The local cycle routes which are available.
- Links to relevant **public transport travel information websites** (such as National Rail journey planner) will be provided.
- **Promotion of local amenities**: The Welcome Travel Pack will include the locations of many of the nearby key amenities and will encourage trips by foot.
- **Promotion of the cycle parking**: Making residents aware of the cycle parking which is available to them.
- **Promotion of health benefits associated with alternative modes of transport**: The Welcome Travel Pack will provide details of the health benefits associated with walking and cycling regularly.
- **Details of carbon foot-printing**: provision of details of the established 'Act on CO₂ carbon calculator' and provision of information to raise awareness of the environmental and cost saving benefits associated with sustainable travel and reducing car usage.
- **Promotion of key services and facilities**: Full details of the key services and facilities available will be included in the Welcome Travel Pack, including:
 - the availability of the personalised journey planning service;
 - the availability of broadband internet and the benefits of home working;
 - the availability of the car club and where to find information about using the service; and
 - the residential delivery lockers.

9.3.3 The Welcome Travel Pack also invites those persons wishing to raise specific transport-related matters to discuss them with the TPC for consideration.

9.3.4 The Welcome Travel Pack will be available in both hard copy and electronically. The Welcome Travel Plan will be updated periodically and redistributed in electronic form.

CYCLE GROUPS AND CLUBS

9.3.5 There are a number of cycle groups and clubs that operate and meet locally which are available to future residents to explore. These include:

- **Cycling UK Oxfordshire** (<http://cyclingukoxfordshire.org/cycling-groups/ctc-oxfordshire/>)
 - Is a hub for cycling activities across the county and beyond
- **Bicester Millennium Cycle Club** (<https://www.bmcc2000.com/>)
 - Consists of a group of Bicester sporting and leisure cyclists across the ages and experiences.
- **Bicester Social Cycling Group** (<https://livewell.oxfordshire.gov.uk/Services/172/Bicester-Social-Cycl>)
 - The group is affiliated to Cycling UK.



- **Wheels for Wellbeing** (<https://wheelsforwellbeing.org.uk/>)
 - Wheels for Wellbeing (WfW) is an award-winning charity supporting disabled people of all ages and abilities to enjoy the benefits of cycling. WfW run inclusive cycling sessions for disabled people and their families, carers or friends. Their qualified instructors, supported by volunteers, help participants try our cycles or get comfortable on the one that suits them, and offer ongoing support.

WORKING FROM HOME

- 9.3.6 Working from home provides an alternative to commuting and reduces the need to travel to and from the Application Site, particularly at peak times. Employers are becoming more open to the idea of working from home and so the Application Site is expected to provide suitable broadband facilities to all new dwellings.

TRAVEL AWARENESS

- 9.3.7 Travel awareness initiatives will be promoted to residents in conjunction with OCC's Travel Plan team. These are short term schemes, such as *Bike Week*, *Walk to School Week* and *Liftshare Week*, which aim to change people's travel behaviour for the long term by opening them to other, more sustainable options for travelling. The TPC would be responsible for promoting these initiatives, and these could be promoted in conjunction with other neighbouring developments across the Eco Town.

PROMOTING PUBLIC TRANSPORT

- 9.3.8 The E1 bus route runs through the **Exemplar Scheme** along the Estate Road, which includes both Charlotte Avenue and Braeburn Avenue. This route currently acts as a form of shuttle bus service between the Eco Town and Bicester town centre.
- 9.3.9 As part of the North West Bicester Masterplan, buses will be given priority through the wider Eco Town which will promote the use of the bus as an attractive travel option. Existing bus stops through the **Exemplar Scheme** are provided with seating and real time information which indicates the status of the bus service. The bus stop located adjacent to Gagle Brook Primary School also provides one Sheffield Stand for cycle parking.
- 9.3.10 Bus services will provide a connection to both Bicester railway stations, providing access further afield than Bicester by public transport.
- 9.3.11 To promote public transport the following incentives will be provided to residents as part of the North West Bicester Masterplan:
- Real Time Information available within each household;
 - Bus services will be very frequent;
 - Direct cycle and walking links to both railway stations, as well as connection between the application site and the stations by bus.



10 MONITORING AND REVIEW

10.1 MONITORING

10.1.1 It is expected that the RTP will be monitored for a five-year period following first occupation. An initial baseline travel survey will be undertaken at the Application Site. The first and second monitoring surveys will be undertaken at Years 1 and 3 (on the first and third anniversary of the initial baseline travel survey). The final monitoring survey will be carried out on the fifth anniversary of the initial baseline survey.

10.1.2 The baseline travel survey will be undertaken within 6 months of the occupation or when 75% of the residential units are occupied. This baseline survey represents the start of the RTP for monitoring purposes and is referred to as Year 0. The exact requirements for the monitoring and baseline surveys will be discussed with OCC prior to commissioning these surveys.

10.1.3 Monitoring surveys will ultimately allow collection of data related to:

- Conducting multimodal traffic surveys to establish residential mode share;
- Monitoring the level of disabled car parking within the site and on nearby streets;
- Monitoring the take-up by residents/others of the car club scheme;
- Monitoring the demand for cycle parking, and
- Collecting and recording any comments from local residents in terms of on-site sustainability and success of the RTP in helping to encourage sustainable travel.

10.1.4 Information gathered through the monitoring process will be recorded for input to the Review Report, which will include the following information:

- Details of progress made since the previous survey;
- Analysis of the data collected, as well as any additional data collected, such as cycle parking use; and
- An outline of any remedial actions required for the forthcoming survey period based on achievement of meeting targets.

10.1.5 The information will be made available to OCC as part of the Annual Monitoring Report.

10.2 REMEDIAL ACTIONS

10.2.1 Should the RTP be found to not be meeting the identified targets, measures will need to be updated and improved to reflect a better mode share.

10.3 REPORTING

10.3.1 The TPC will compile an Annual Monitoring Report, which will include details of the travel surveys at Years 1, 3 and 5 outlining the results of the review. The report will also incorporate the results of on-going monitoring throughout the preceding period. The report will be issued to OCC.



11 ACTION PLAN

- 11.1.1 The draft Action Plan outlined below in **Table 11-1** sets out the measures included within the RTP that are directed at influencing residents associated with the Application Site.

Table 11-1: Draft Action Plan



| ACTION TYPE | ACTION | RESPONSIBILITY | TIMEFRAME | NOTES |
|---|---|-------------------------------------|---|--|
| Management | Appointment of Travel Plan Coordinator (TPC) | Site Management | Three months prior to occupation | This is preferable to be completed as soon as possible, i.e. when the site is occupied. The TPC will need to undertake baseline travel surveys within 6 months of the occupation of the site |
| Baseline Travel Patterns | Baseline travel survey | TPC | Within 6 months of the occupation of the site | Survey results will need to be reported back to OCC so targets can be set. The baseline survey represents the RTP Year 0 start point, i.e. the point that implementation occurs |
| Travel Plan Document Progression | Finalisation of measures to be implemented | TPC and Planning Authority officers | Within 3 months of the baseline survey | The measures should be agreed with OCC during the application process; however the baseline survey might reveal other possible measures to implement |
| | Target setting | TPC and OCC officers | Within 3 months of the completion the baseline survey | Targets will need to be agreed with OCC |
| | Full Travel Plan document completion | TPC | Within 3 months of the completion of the baseline survey Revised at Year 3 after full review | On-going |
| Monitoring, Review & Reporting | Monitoring of measures and initiative take-up | TPC | On-going | This will involve regular monitoring of cycle parking use and uptake of other measures implemented |
| | First snapshot/monitoring survey | TPC | At Year 1 | On the first anniversary of the completion of the baseline survey |
| | Partial review and reporting 1 | TPC and OCC officers | Following Year 1 snapshot survey result analysis | This will be a partial review focusing on revision of targets and measures where necessary |
| | Second snapshot/monitoring survey | TPC | At Year 3 | On the third anniversary of the completion of the baseline survey |
| | Full review and reporting | TPC and OCC | Following Year 5 monitoring survey results analysis | This will be a full review at the end of the 5-year monitoring and review period. The RTP s expected to be revised. At this time the role of the TPC will transfer from the management company to a local interest group or representative |

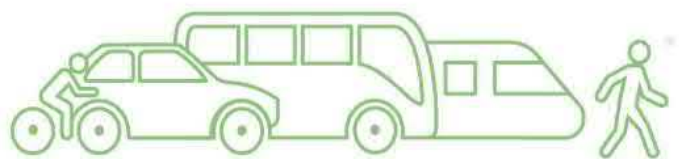


| | | | | |
|-----------------------|----------------------------|--|---|--|
| Implementation | Implementation of measures | TPC with liaison with Management Company | From the start of construction and on-going | Dependent on the nature of the measure, physical measures will be implemented during construction. Policy measures will be implemented on an on-going basis. The TPC will need to create a detailed implementation timetable |
|-----------------------|----------------------------|--|---|--|



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

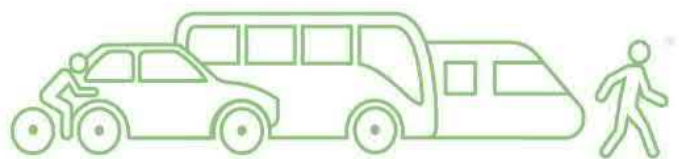


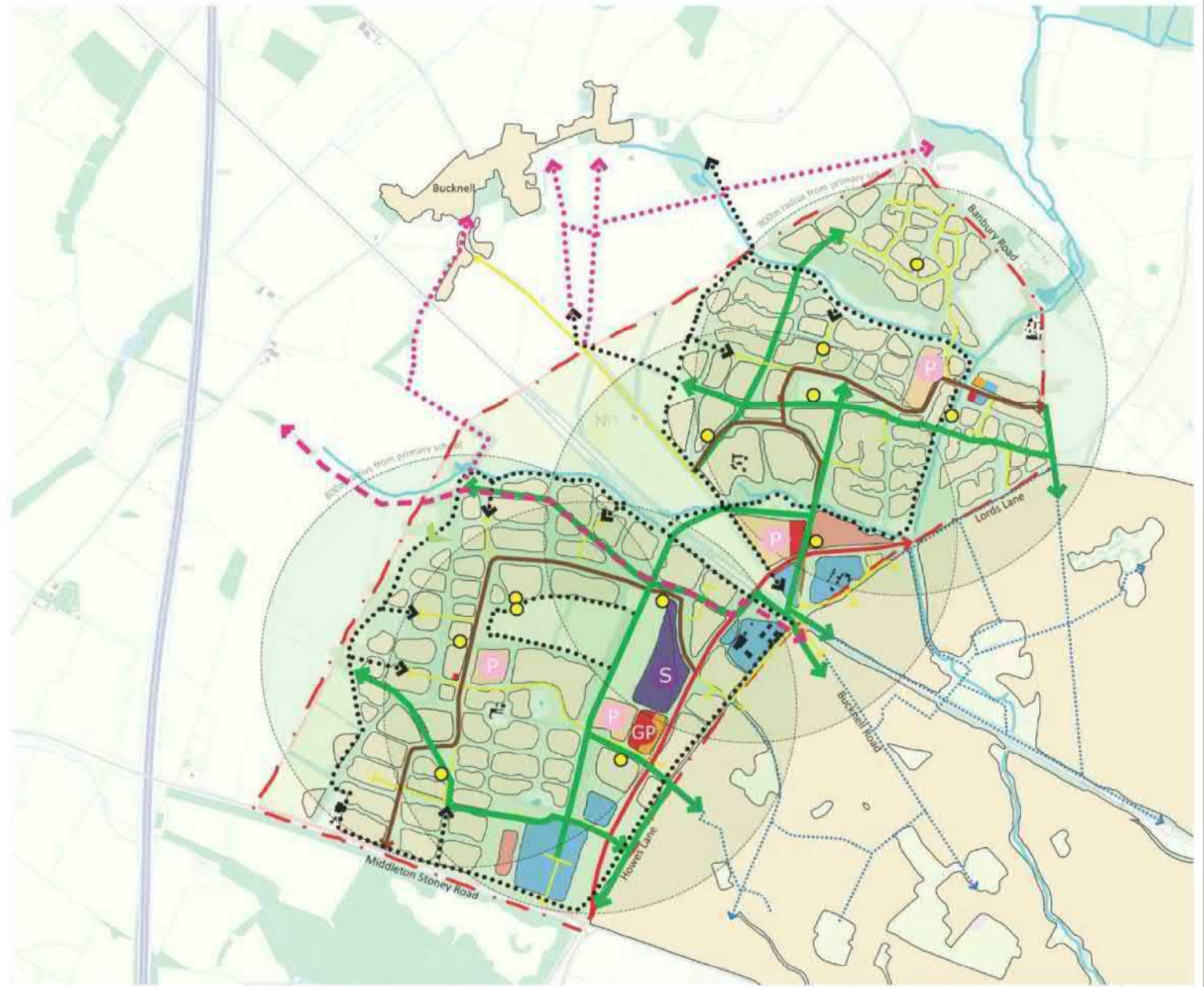
CLIENT: Firethorn
 PROJECT: North West Bicester
 DRAWING: Illustrative masterplan
 PROJECT NUMBER: I192
 DRAWING NUMBER: SK004 CHECKED BY: MI/LA
 REVISION: C STATUS: Draft
 DATE: 14/04/2021 SCALE: 1:2,000



APPENDIX B

NW BICESTER MOVEMENT & ACCESS FRAMEWORK





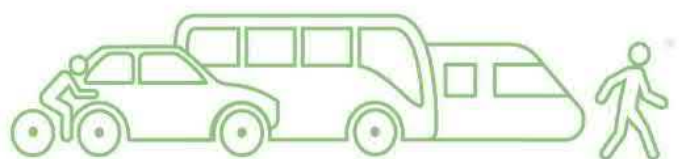
Proposed Key Information

- 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 C

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:

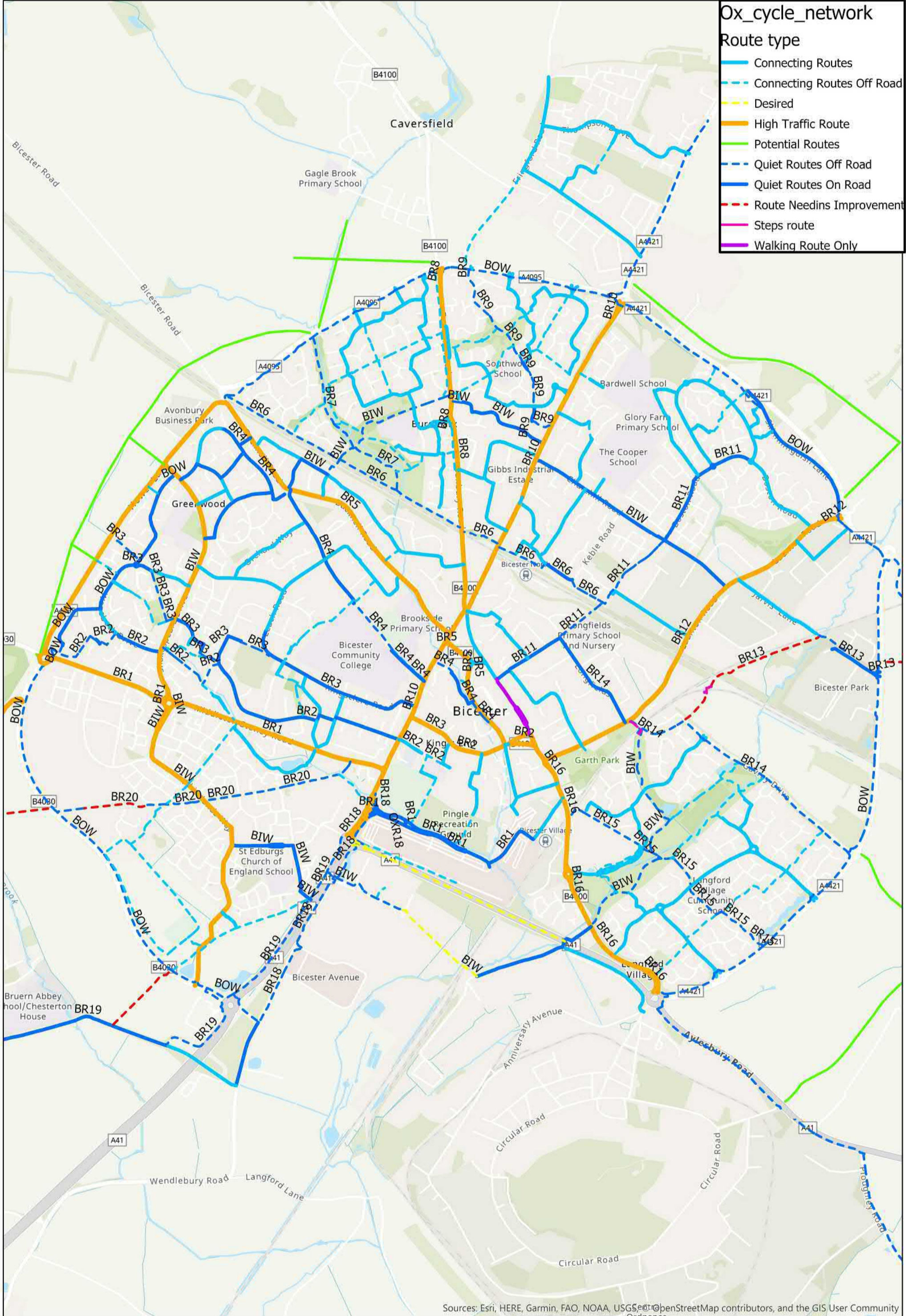
Bicester Draft LCWIP
Bicester Cycle and Walking Network Map- Town and Villages
Bicester Cycle and Walking Network Map- Town only

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

Ox_cycle_network

Route type

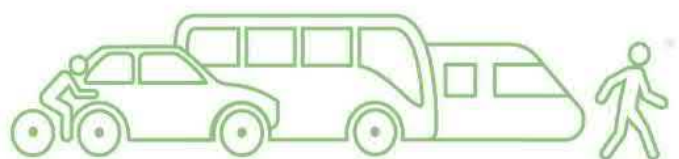
- Connecting Routes
- - - Connecting Routes Off Road
- - - Desired
- High Traffic Route
- Potential Routes
- - - Quiet Routes Off Road
- Quiet Routes On Road
- - - Route Needs Improvement
- Steps route
- Walking Route Only

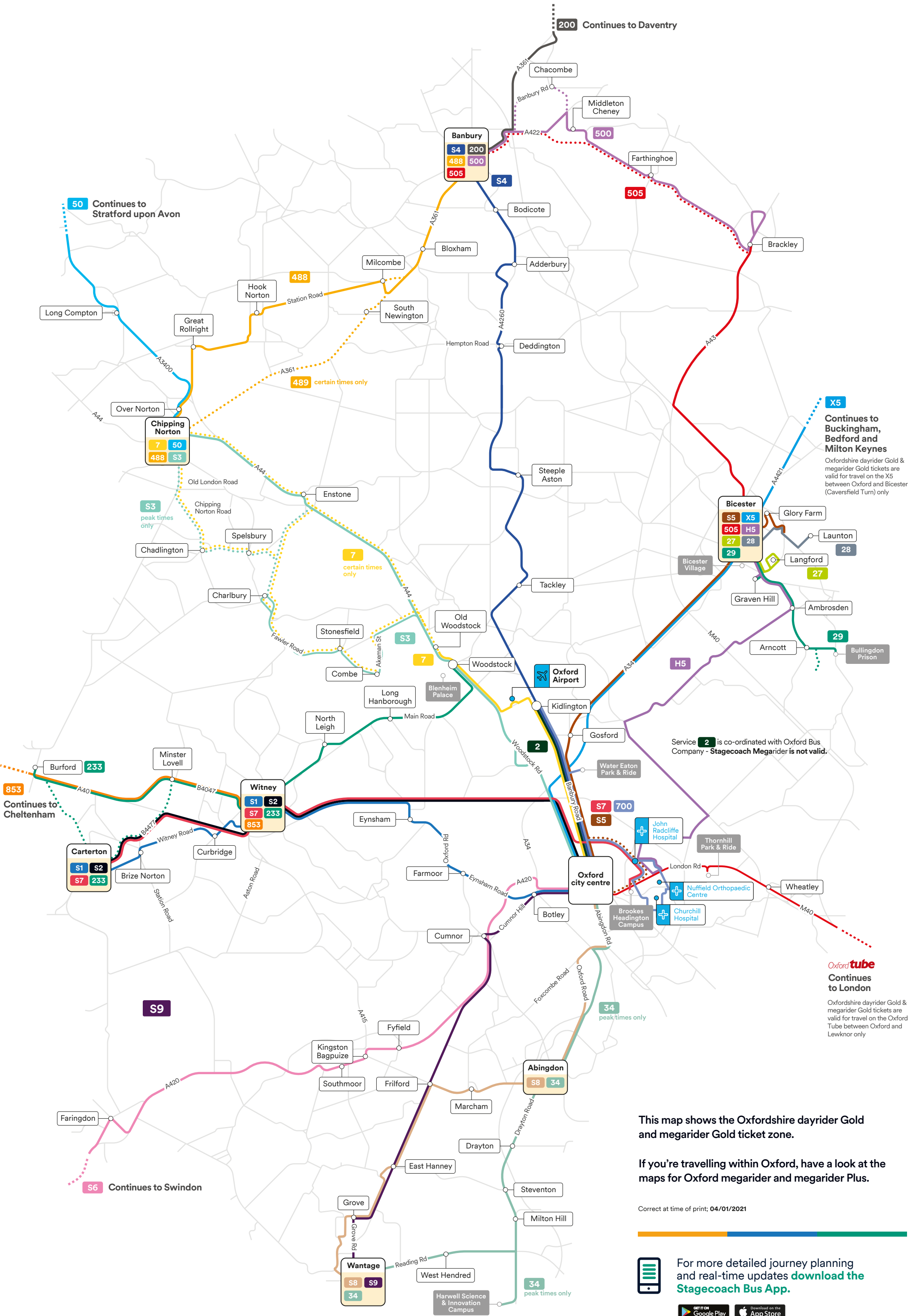


Sources: Esri, HERE, Garmin, FAO, NOAA, USGS, ©OpenStreetMap contributors, and the GIS User Community

APPENDIX D

BUS MAP & TIMETABLE INFORMATION





This map shows the Oxfordshire dayrider Gold and megarider Gold ticket zone.

If you're travelling within Oxford, have a look at the maps for Oxford megarider and megarider Plus.

Correct at time of print; 04/01/2021

For more detailed journey planning and real-time updates **download the Stagecoach Bus App.**





Some routes may alter at different times. For route variations please refer to the service timetable.

Correct at time of print; 04/01/2021



For more detailed journey planning and real-time updates **download the Stagecoach Bus App.**



**E1****Elmsbrook Estate - Bicester Village Station**

Grayline Coaches

Timetable valid from 01/10/2019 until further notice.

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

Mondays to Fridays

| | | | | | | | | | | | | | | |
|---|-----------------|-------------|-------------|-------------|-------------|-------|-----------|-----------|-------|-------------|-------------|-------------|-------------|-------------|
| Elmsbrook, Braeburn Avenue (S-bound) | 0638 | 0710 | 0750 | 0825 | 0900 | | 00 | 30 | | 1630 | 1700 | 1740 | 1805 | 1840 |
| Elmsbrook, opp Gagle Brook School | 0640 | 0712 | 0752 | 0827 | 0902 | | 02 | 32 | | 1632 | 1702 | 1742 | 1807 | 1842 |
| § Elmsbrook, Tayberry Close (E-bound) | | 0712 | 0752 | 0828 | 0902 | | 02 | 32 | | 1632 | 1703 | 1742 | 1807 | 1842 |
| § Elmsbrook, Charlotte Avenue (N-bound) | | 0713 | 0753 | 0829 | 0903 | | 03 | 33 | | 1633 | 1703 | 1743 | 1808 | 1843 |
| § Caversfield, o/s Old Vicarage | | 0714 | 0754 | 0832 | 0905 | | 05 | 35 | | 1635 | 1706 | 1745 | 1810 | 1845 |
| § Bicester, Banbury Road Roundabout (S-bound) | 0641 | 0715 | 0755 | 0835 | 0906 | | 06 | 36 | | 1636 | 1708 | 1746 | 1811 | 1846 |
| § Bicester, opp Barberrry Place Shops | 0642 | 0716 | 0756 | 0837 | 0907 | then | 07 | 37 | | 1637 | 1709 | 1747 | 1812 | 1847 |
| § Bicester, adj Blake Road | 0642 | 0717 | 0757 | 0838 | 0908 | at | 08 | 38 | | 1638 | 1710 | 1748 | 1813 | 1848 |
| § Highfield, opp Rowan Road | 0643 | 0718 | 0758 | 0840 | 0909 | these | 09 | 39 | | 1639 | 1712 | 1749 | 1814 | 1849 |
| Bicester Town Centre, Manorsfield Road (Stand 6) | arr 0645 | 0720 | 0800 | 0844 | 0912 | mins | 12 | 42 | until | 1642 | 1715 | 1752 | 1817 | 1852 |
| Bicester Town Centre, Manorsfield Road (Stand 6) | dep 0646 | 0721 | 0801 | 0850 | 0920 | past | 20 | 50 | | 1650 | 1720 | 1755 | 1820 | 1855 |
| Bicester, Bicester Village Station (main entrance) | arr 0650 | 0725 | 0805 | | | each | | | | | | | 1824 | 1859 |
| Bicester, Bicester Village Station (main entrance) | dep 0655 | 0735 | 0810 | | | hour | | | | | | | 1825 | 1900 |
| Bicester Town Centre, Manorsfield Road (Stand 8) | arr 0659 | 0739 | 0814 | | | | | | | | | | 1829 | 1904 |
| Bicester Town Centre, Manorsfield Road (Stand 8) | dep 0700 | 0740 | 0815 | | | | | | | | | | 1830 | 1905 |
| § Highfield, adj Rowan Road | 0702 | 0742 | 0817 | 0852 | 0922 | | 22 | 52 | | 1652 | 1726 | 1757 | 1832 | 1907 |
| § Bicester, opp Blake Road | 0704 | 0744 | 0819 | 0854 | 0924 | | 24 | 54 | | 1654 | 1729 | 1759 | 1834 | 1908 |
| § Bicester, Banbury Road Roundabout (N-bound) | 0706 | 0746 | 0821 | 0856 | 0926 | | 26 | 56 | | 1656 | 1735 | 1801 | 1836 | 1910 |
| Elmsbrook, Charlotte Avenue (N-bound) | 0708 | 0748 | 0823 | 0858 | 0928 | | 28 | 58 | | 1658 | 1738 | 1803 | 1838 | 1912 |

Saturdays

| | | | | | | | | | | | | | | |
|---|-----------------|-------------|-------------|-------|--|--|-----------|-----------|-------|-------------|-------------|-------------|--|--|
| Elmsbrook, Braeburn Avenue (S-bound) | 0750 | 0825 | 0900 | | | | 00 | 30 | | 1630 | 1700 | 1740 | | |
| Elmsbrook, opp Gagle Brook School | 0752 | 0827 | 0902 | | | | 02 | 32 | | 1632 | 1702 | 1742 | | |
| § Elmsbrook, Tayberry Close (E-bound) | 0752 | 0828 | 0902 | | | | 02 | 32 | | 1632 | 1703 | 1742 | | |
| § Elmsbrook, Charlotte Avenue (N-bound) | 0753 | 0829 | 0903 | | | | 03 | 33 | | 1633 | 1703 | 1743 | | |
| § Caversfield, o/s Old Vicarage | 0754 | 0832 | 0905 | | | | 05 | 35 | | 1635 | 1706 | 1745 | | |
| § Bicester, Banbury Road Roundabout (S-bound) | 0755 | 0835 | 0906 | | | | 06 | 36 | | 1636 | 1708 | 1746 | | |
| § Bicester, opp Barberrry Place Shops | 0756 | 0837 | 0907 | then | | | 07 | 37 | | 1637 | 1709 | 1747 | | |
| § Bicester, adj Blake Road | 0757 | 0838 | 0908 | at | | | 08 | 38 | | 1638 | 1710 | 1748 | | |
| § Highfield, opp Rowan Road | 0758 | 0840 | 0909 | these | | | 09 | 39 | | 1639 | 1712 | 1749 | | |
| Bicester Town Centre, Manorsfield Road (Stand 6) | arr 0800 | 0844 | 0912 | mins | | | 12 | 42 | until | 1642 | 1715 | 1752 | | |
| Bicester Town Centre, Manorsfield Road (Stand 6) | dep 0801 | 0850 | 0920 | past | | | 20 | 50 | | 1650 | 1720 | 1755 | | |
| Bicester, Bicester Village Station (main entrance) | arr 0805 | | | each | | | | | | | | | | |
| Bicester, Bicester Village Station (main entrance) | dep 0810 | | | hour | | | | | | | | | | |
| Bicester Town Centre, Manorsfield Road (Stand 8) | arr 0814 | | | | | | | | | | | | | |
| Bicester Town Centre, Manorsfield Road (Stand 8) | dep 0815 | | | | | | | | | | | | | |
| § Highfield, adj Rowan Road | 0817 | 0852 | 0922 | | | | 22 | 52 | | 1652 | 1726 | 1757 | | |
| § Bicester, opp Blake Road | 0819 | 0854 | 0924 | | | | 24 | 54 | | 1654 | 1729 | 1759 | | |
| § Bicester, Banbury Road Roundabout (N-bound) | 0821 | 0856 | 0926 | | | | 26 | 56 | | 1656 | 1735 | 1801 | | |
| Elmsbrook, Charlotte Avenue (N-bound) | 0823 | 0858 | 0928 | | | | 28 | 58 | | 1658 | 1738 | 1803 | | |

Sundays

no service

Bank Holidays

no service

Notes: § - Time at this stop is indicative. You are advised to be at any stop several minutes before the times shown

**E1****Elmsbrook Estate - Bicester Village Station**

Grayline Coaches

For times of the next departures from a particular stop you can use **traveline-txt** - by sending the SMS code to **84268**. Add the service number after the code if you just want a specific service - eg: **buctdgt 60**. The return message from **traveline-txt** will show the next three departures, and it currently costs 25p plus any message sending charge. Departure times will be real-time predictions where available, or scheduled departure times if not.

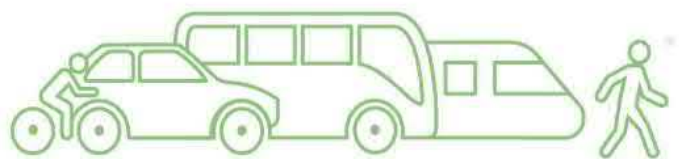
You can also get the same information by using the SMS code at www.nextbuses.mobi (only normal browsing charges apply) or through several iPhone or Android apps that offer access to **NextBuses**.

NOTE: SMS codes are different in each direction. Make sure you choose the right direction from these lists.

| SMS Code | Stop Name | Street | ATCO Code |
|----------|--|--------------------|--------------|
| oxfgwjdg | Elmsbrook, Braeburn Avenue (S-bound) | Braeburn Avenue | 340002358SOU |
| oxfgwdgt | Elmsbrook, opp Gagle Brook School | Charlotte Avenue | 340002357SCH |
| oxfgtmgt | Elmsbrook, Tayberry Close (E-bound) | Charlotte Avenue | 340002357ELM |
| oxfgtpjd | Elmsbrook, Charlotte Avenue (N-bound) | B4100 Banbury Road | 340002358ELM |
| oxfgwdgw | Caversfield, o/s Old Vicarage | unclassified road | 340002357VIC |
| oxfawtpd | Bicester, Banbury Road Roundabout (S-bound) | Banbury Road | 340002357SOU |
| oxfawtpj | Bicester, opp Barberry Place Shops | Banbury Road | 340003256OPP |
| oxfawtpt | Bicester, adj Blake Road | Banbury Road | 340003255CNR |
| oxfawtwa | Highfield, opp Rowan Road | Banbury Road | 340003254OPP |
| oxfgtppg | Bicester Town Centre, Manorsfield Road (Stand 6) | Manorsfield Road | 340000093BP6 |
| oxfgmagw | Bicester, Bicester Village Station (main entrance) | Station Approach | 340001734APP |
| oxfgtmjp | Bicester Town Centre, Manorsfield Road (Stand 8) | Manorsfield Road | 340000093BP8 |
| oxfawtwd | Highfield, adj Rowan Road | Banbury Road | 340003254CNR |
| oxfawtpw | Bicester, opp Blake Road | Banbury Road | 340003255OPP |
| oxfawtpg | Bicester, Banbury Road Roundabout (N-bound) | Banbury Road | 340002357NOR |

APPENDIX E

ENTERPRISE CAR CLUB – LETTER OF INTENT





24th March 2021

To Mark Kirby at Velocity

Dear Mark,

Please find this letter as an expression of intent to provide Enterprise Car Club Membership and up to 3 vehicles at your proposed site Charlotte Avenue, Bicester.

Enterprise Car Club will provide the following at this site:

- An agreed number of Year's Free Membership of Enterprise Car Club to residents of the development, giving them access to over 2500 vehicles across the UK.
- Up to 3 vehicles onsite or on agreed council highways.
- £50 Free Driving credit per resident provided.
- Briefing of sales staff and promotional material for the development.
- 24/7 Clubhouse customer service team.
- 24/7 Booking Tool on web desktop, android and apple devices.
- Vehicle insurance.
- Vehicle Maintenance and Valeting.
- Creation of reports and statistics for the developer and local council.
- Discount for active car club members with Enterprise Rent-A-Car.

Yours sincerely

Tony Barnard
Head of Car Club South East Region – Enterprise Car Club

