

**Application no: 21/01630/OUT**

**Location:** Land at North West Bicester Home Farm, Lower Farm and SGR2 Caversfield

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## **Transport Schedule**

### **Recommendation:**

**No objection subject to planning obligations and conditions as set out in our earlier response.**

### **Comments:**

Further to my comments of 25 November, I have received clarification from Velocity in an email of 30 November.

The development traffic assumed in TN011 is consistent with the revised development traffic distribution, and having re-read TN008 Rev B, I now see that the disparity in queue lengths is because the previous, longer queue related to the earlier surveys which were not carried out on a typical day, whereas the shorter queue related to the repeat surveys carried out in July. A larger adjustment was required to the Junctions 10 model to calibrate it to the July surveys. Therefore I now accept that the predictions of queue length in delay in TN011 are reasonable.

The results show that in the worst case delay would increase by 50% from 6 to 9 minutes average delay per vehicle through the critical junction, comparing the situation in 2026 with and without the development. (This compares to earlier predictions of delays of up to 17 minutes.)

In the context of an increasingly urban setting, drivers will become accustomed to congestion on all routes into and around Bicester by 2026, where they may face similar delays. Whilst there is no definition of what constitutes a 'severe' impact, a doubling of delay would in my opinion be severe and even an increase to 9 minutes could be seen as unreasonable. However, although there is currently no certainty of the A4095 realignment being delivered via external funding, there are current development proposals on the land required for the scheme, which means the land can potentially be safeguarded and there is some likelihood of the road eventually being delivered by developers, particularly as the most challenging element of the project, namely the bridge under the railway, has already been delivered. Therefore although the impact of the development may be felt for many years, it is likely to be temporary, if long-term temporary.

As a result I can remove our highway objection on the basis that the traffic impact would not be considered severe, subject to planning obligations and conditions as previously set out.

**Officer's Name: Joy White**

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

**Date:** 2 December 2022