

## Comments from the Bicester Delivery Team, Cherwell District Council

19/01746/OUT – Bicester 10

### Cycle Route Enhancements

The proposed improvements include the provision of combined footway cycleway from the south of the site access roundabout along the eastern side of Wendlebury Road connecting with the commencement of provision at the Pioneer Way junction. The TA states that the proposed width is 3m (2.5m where there is insufficient room within the highway boundary. At each crossing point (access roundabout, David Lloyd Racquet Club, Thames Valley Water, service exit from Bicester Avenue and main access to Bicester Avenue) dropped kerbs and tactile paving are proposed.

In accordance with Oxfordshire Cycling Design Standards **priority should be given to the cycle way across each of the access points.** This is Sustrans route and will be identified for improvement within the forthcoming LCWIP. Despite stating that the path will be 3m, DTA's drawing number 19539-11-01 shows a 2.5m path. **A 3m path should be sought as a minimum.** A more detailed plan is required to show how the cycleway returns to the carriageway to the west of the access roundabout drawing number 19539-15-01 shows this ending with a dropped kerb perpendicular to the path alongside a marked section of cycle lane. A protected exit should be considered here.

### Cycle Parking and Cycle Access

The Transport Assessment doesn't state whether cycle parking is to be covered or where they are to be located. There needs to be a firm commitment to provide covered provision close to the main entrances. The site layout plan only shows the location of cycle parking within the David Lloyd Racquet Centre. This layout requires cyclists to use the vehicular access. **A separate access point from the cycleway should be provided.** The site layout should seek to emphasise that cycling is a key mode for access. Note that OCC's pre-application advice includes the requirement that "a cycle and pedestrian link should also be provided directly into the proposed John Lloyd centre from Wendlebury Road, to minimise walking and cycling distance for users and staff, thereby encouraging sustainable travel."

### Framework Travel Plan

**Targets:** The FTP sets out a target to reduce the proportion of single occupancy trips to the site by 10% over the initial five-year travel plan period. This is based upon trip rates set out within the Transport Assessment. As such this should be incorporated more clearly into the Travel Plan with travel surveys to be validated by traffic counts referring to the trip rates on a pro-rata basis with respect to the quantum of development which is occupied. The existing and future trip rates need to be set out within the Travel Plan. For simplicity, the target should refer to car driver modal share, therefore:

**The travel plan targets a 10% reduction in the car driver modal share for the whole site from a baseline of 61% over the first five years following initial occupation.**

The response rates set out within Appendix 10 of OCC's Travel Plan guidance should be adhered to. Baseline data on staff origins and anticipated mode of travel should be collected and collated continuously to inform the appropriateness of measures.

Should this target not be met after the five-year monitoring period, a S106 contribution will be required to meet the costs of remediation.

Travel Plan Coordinator: Section 7 of the FTP sets out the role of the site wide Travel Plan Coordinator alongside additional requirements for site specific coordinators. The use of 'TPC' for both of these roles results in some lack of clarity. This should be amended with definite hours identified for the role of the Site-wide coordinator alongside funding for site-wide initiatives. The FTP sets out how the individual TPCs will identify initiatives following the staff surveys. This does not provide any commitment and given that all the occupiers will have the same transport opportunities and constraints some initiatives should be identified and supported for the whole site. The FTP should be updated to include commitments to develop opportunities relating to the following:

- Increase bus use (providing clear incentives for bus use and close liaison with local bus operators)
- Connecting journeys from the stations (e.g. pool bikes, liaison with Chiltern Railways to develop initiatives, work with bus operators to ensure transfer to bus is cost effective and efficient)
- Proactive support for cycling (commitment to provide high quality facilities on site, further development of cycle route enhancements – see comments above, marketing the site as a 'cycle-to' destination)
- Car share – (confirm the current status of Oxfordshire LiftShare.com, if not live commit to establishing and bespoke database, request that staff register at the time of induction if planning to drive. Provide marked car-share parking bays to demonstrate the importance and commitment to reducing single occupancy car trips)

A commitment should be included to work with other Travel Plan Coordinators in Bicester to share resources and best practice.

Paragraph 7.3.5 of the FTP sets out how it will “investigate if a Transport Working Group could be set up”. A working group comprising of the Site wide TPC, occupier's representatives, OCC, CDC and local transport operators needs to be established as a requirement to support the effective implementation of the Plan.