

LAND AT NORTH WEST BICESTER

TRANSPORT ASSESSMENT VOL 2 (iii) – APPENDIX K - N

PROJECT NO. 4600/1100 DOC NO. D002

DATE: APRIL 2021

VERSION: 0.4

CLIENT: FIRETHORN TRUST

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Velocity Transport Planning Ltd
www.velocity-tp.com



VELOCITY
Transport Planning

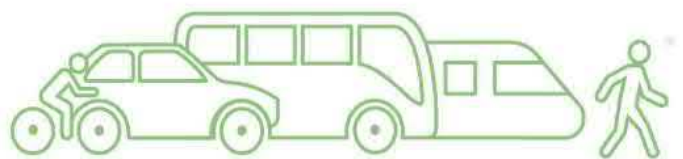
APPENDICES

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APPENDIX K

CDC Parking Standards (Table A6.B1)



Appendix F: Residential Road Design Guide, OCC, Appendix A6 Parking standards for the City & Districts

A6.B – Cherwell Urban Areas Parking Standards

The parishes, which define the urban areas in Cherwell are:

- i. Banbury,
- ii. Bicester,
- iii. Kidlington,
- iv. Bloxham,
- v. Bodicote,
- vi. Adderbury,
- vii. Yarnton
- viii. Gosford & Water Eaton.

The car parking provision in new developments for the urban areas in Cherwell area are set out in Table A6.B1.

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

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

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

A6.C – Parking Recommendations for all Other Areas in Oxfordshire (Other than Oxford and Cherwell Urban Areas)

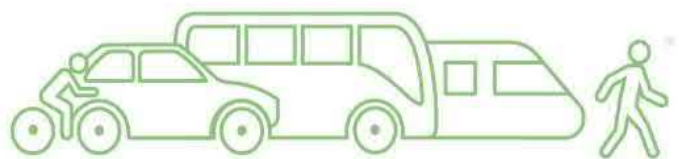
Car parking provision recommendations for all other areas of Oxfordshire (other than Oxford and Cherwell Urban Areas) are set out in Table A6.C1.

| Table A6.C1 Car parking Provision in New Developments for all Areas of Oxfordshire (Other than Oxford and Cherwell Urban areas) | | | | | | |
|---|----------------------------|--|--------------------|--|--------------------|--|
| Number of bedrooms per dwelling | Number of allocated spaces | Number of spaces when 2 allocated spaces per dwelling are provided | | Number of spaces when 1 allocated spaces per dwelling are provided | | Number of unallocated spaces when no allocated spaces are provided |
| | | Allocated spaces | Unallocated spaces | Allocated spaces | Unallocated spaces | |
| 1 | 1 | N/A | N/A | 1 | 0.4 | 1.2 |
| 2 | 2 | 2 | 0.3 | 1 | 0.6 | 1.4 |
| 2/3 | 2 | 2 | 0.3 | 1 | 0.8 | 1.6 |
| 3 | 2 | 2 | 0.4 | 1 | 0.9 | 1.8 |
| 3/4 | 2 | 2 | 0.5 | 1 | 1.1 | 2.1 |
| 4+ | 2 | 2 | 0.6 | 1 | 1.5 | 2.4 |

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

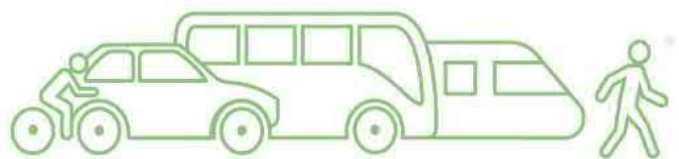
APPENDIX L

Enterprise Car Club – Letter of Intent



APPENDIX L

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:

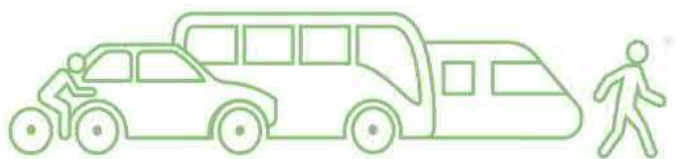
- An agreed number of Year's Free Membership of Enterprise Car Club to residents of the development, giving them access to over 2500 vehicles across the UK.
- Up to 3 vehicles onsite or on agreed council highways.
- £50 Free Driving credit per resident provided.
- Briefing of sales staff and promotional 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.

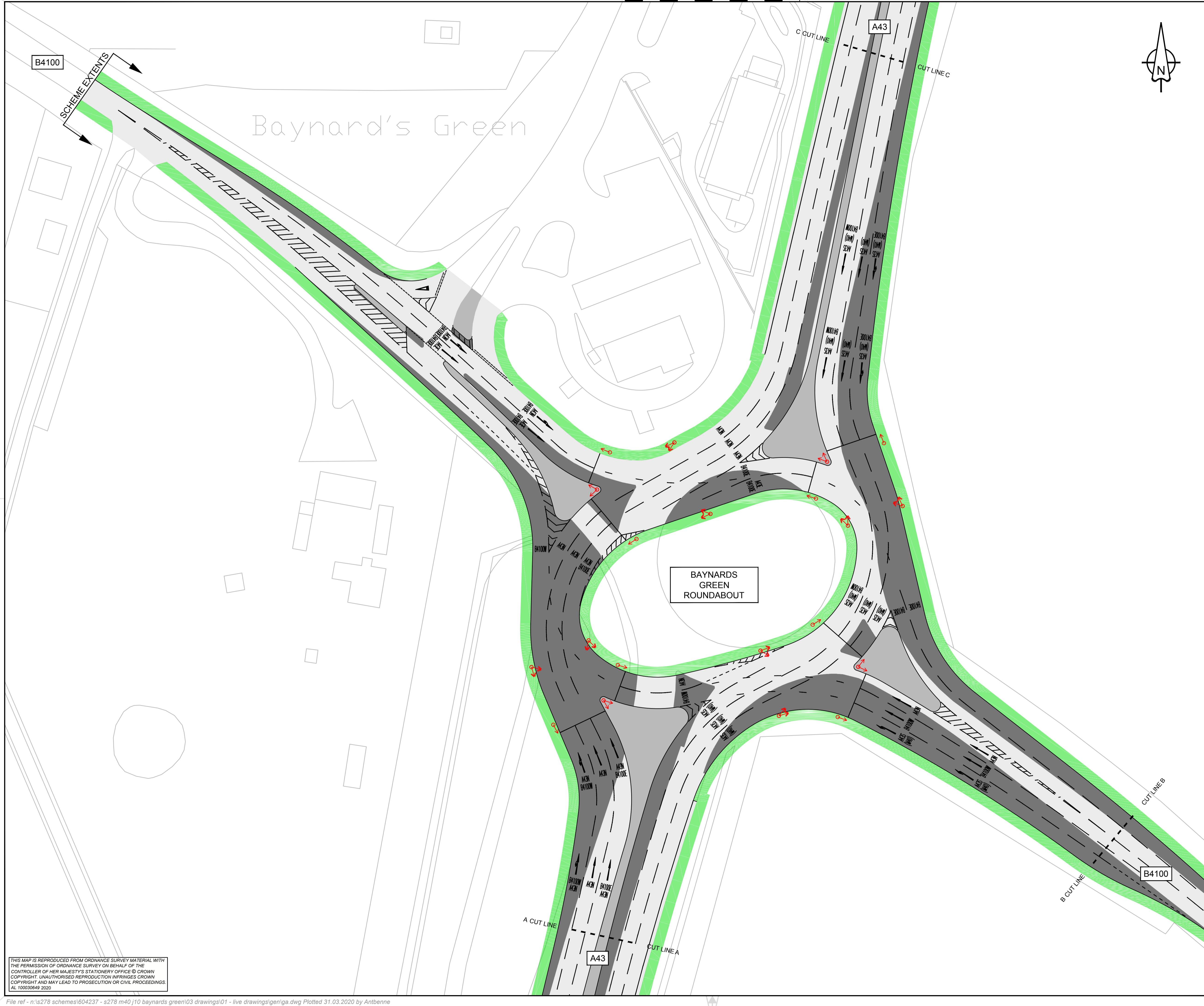
Yours sincerely

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

APPENDIX M

B4100/A43 Baynards Green Roundabout Scheme





- NOTES:**
1. ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE STATED.
- KEY:**
- PROPOSED CARRIAGEWAY WIDENING WORKS.
 - PROPOSED SPLITTER ISLANDS AND HARDSTANDING AREAS.
 - VERGE.
 - EXISTING CARRIAGEWAY, AREA TO REMAIN WITHIN EXTENTS OF WIDENING WORKS.
 - PROPOSED TRAFFIC SIGNALS

| REV | DETAILS | CHKD | APPD | DATE |
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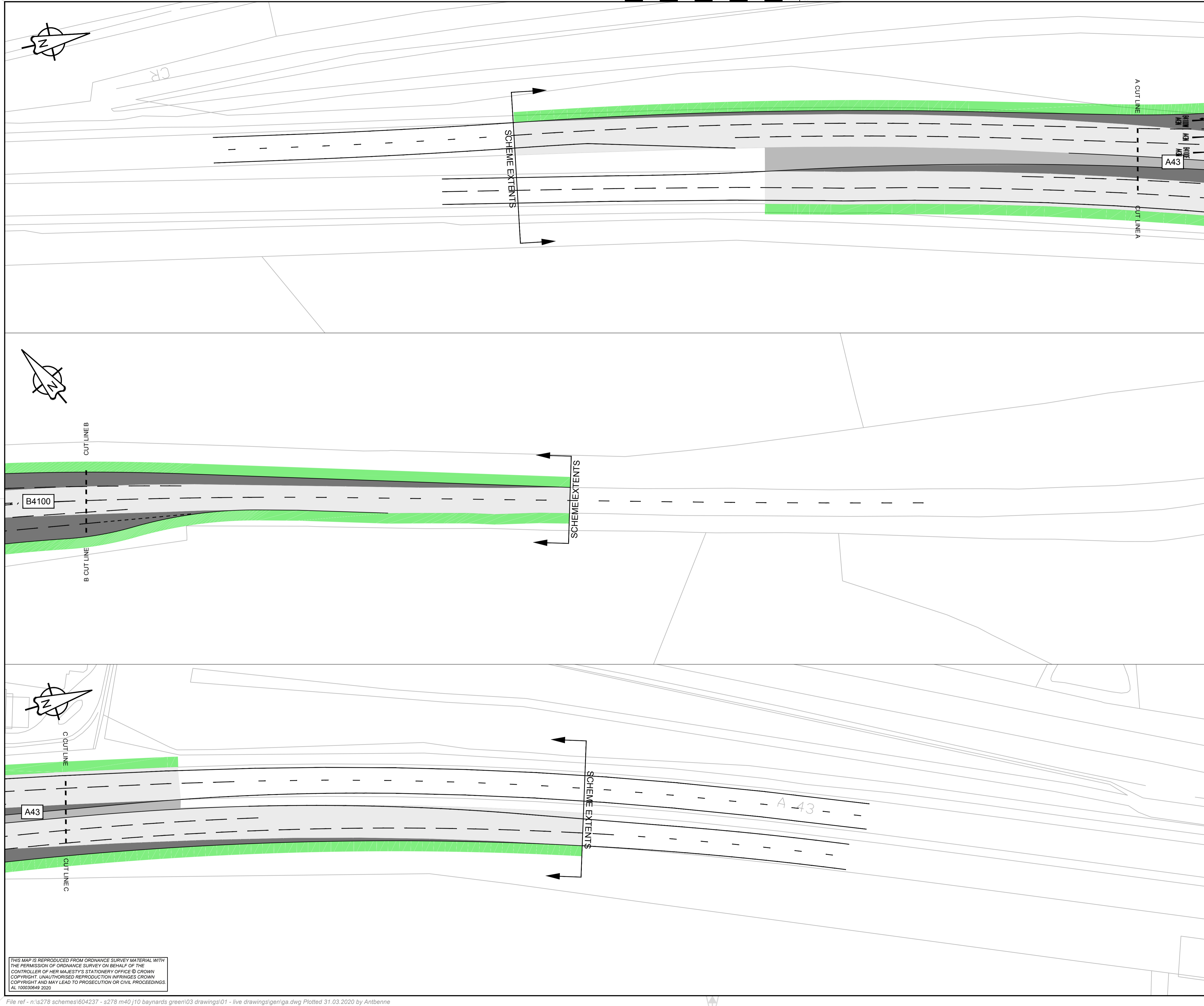


SCHEME NAME
M40 J10 IMPROVEMENT SCHEME

DRAWING TITLE
**BAYNARDS GREEN ROUNDABOUT
 GENERAL ARRANGEMENT
 SHEET 1 OF 2**

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- NOTES:**
- ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE STATED.
- KEY:**
- PROPOSED CARRIAGEWAY WIDENING WORKS.
 - PROPOSED SPLITTER ISLANDS AND HARDSTANDING AREAS.
 - VERGE.
 - EXISTING CARRIAGEWAY, AREA TO REMAIN WITHIN EXTENTS OF WIDENING WORKS.
 - PROPOSED TRAFFIC SIGNALS

| REV | DETAILS | CHKD | APPD | DATE |
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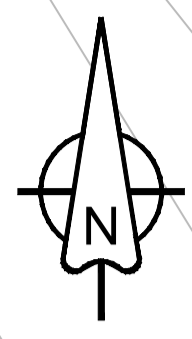


SCHEME NAME
M40 J10 IMPROVEMENT SCHEME

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BAYNARDS GREEN ROUNDABOUT
GENERAL ARRANGEMENT
SHEET 2 OF 2

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SCHEME EXTENTS

SCHEME EXTENTS

EXISTING TRAFFIC SIGNS WITHIN THE PROPOSED SCHEME EXTENTS TO BE REMOVED. ALL NEW TRAFFIC SIGNS SHALL BE MOUNTED ON PASSIVELY SAFE POSTS WHERE THERE IS A REQUIREMENT TO PROTECT SUCH SIGNS AGAINST VEHICLE IMPACT

EXISTING HARDSHOULDER TO BE TERMINATED IN ADVANCE OF THE PROPOSED LEFT TURN LANE. END OF HARD SHOULDER MARKINGS SHALL BE IN ACCORDANCE WITH TSRGD DIA 1040.5

M40 J10 SB EXIT SLIP ROAD

PROPOSED STREET LIGHTING EXTENTS ON THE M40 J10 SB EXIT SLIP ROAD TO BE REVIEWED AS PART OF THE DETAILED DESIGN. ALL NEW STREET LIGHTING SHALL BE PASSIVELY SAFE

EXISTING M40 J10 SB EXIT SLIP ROAD TO HAVE AN ADDITIONAL LANE NEAR SIDE LANE CONSTRUCTED WHICH IS TO UTILISE PART OF THE EXISTING HARDSHOULDER. TOTAL LENGTH OF NEW LANE SHALL BE 80M, WITH 3.65M WIDE LANES

EXISTING OFFSIDE RRS TO BE REMOVED

M40 J10 EXIT SLIP RD TO A43 PADBURY ROUNDABOUT TO BE SIGNALISED. LOCATION OF MOVA LOOPS & DUCTING TO BE INSTALLED WITHIN THE SLIP ROAD TO BE DETERMINED AT DETAILED DESIGN

A43 RESURFACING EXTENTS SHALL BE DETERMINED AT THE DETAILED DESIGN STAGE, ONCE ALL GEOMETRY REQUIREMENTS ARE KNOWN

EXISTING A43 PADBURY ROUNDABOUT TO BE FULLY SIGNALISED

A43/M40 J10 PADBURY ROUNDABOUT

EXISTING STREET LIGHTING AT A43 PADBURY ROUNDABOUT TO BE REVIEWED WITHIN SCHEME EXTENTS AS PART OF THE DETAILED DESIGN. ALL NEW STREET LIGHTING SHALL BE PASSIVELY SAFE

EXISTING M40 J10 EXIT SLIP RD & A43 HIGHWAY DRAINAGE TO BE REVIEWED AT DETAILED DESIGN TO DETERMINE EXISTING CAPACITY. ANY ADDITIONAL HIGHWAY FLOWS SHALL BE ATTENUATED WITHIN THE EXISTING HIGHWAY BOUNDARY PRIOR TO IT BEING DISCHARGED INTO THE EXISTING ATTENUATION BASIN

EXISTING ATTENUATION BASIN

A43 RESURFACING EXTENTS SHALL BE DETERMINED AT THE DETAILED DESIGN STAGE, ONCE ALL GEOMETRY REQUIREMENTS ARE KNOWN

NOTES:

1. ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE STATED.

KEY:

- PROPOSED CARRIAGEWAY WIDENING WORKS.
- PROPOSED SPLITTER ISLANDS AND HARDSTANDING AREAS.
- EXISTING VERGE.
- EXISTING CARRIAGEWAY, AREA TO REMAIN WITHIN EXTENTS OF WIDENING WORKS.
- PROPOSED TRAFFIC SIGNALS
- HIGHWAYS ENGLAND MAINTENANCE BOUNDARY

| REV | DETAILS | CHKD | APPD | DATE |
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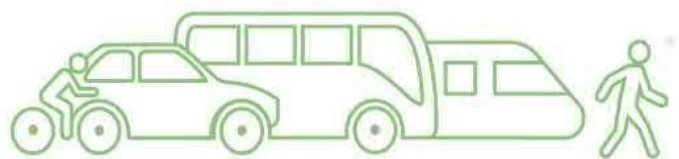
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APPENDIX N

B4100/A4095/Banbury Road Roundabout Scheme



Welcome to the Consultation

We are consulting on proposals to improve the A4095 / B4100 Banbury Road Roundabout, north of Bicester town centre.

Bicester is one of the fastest growing towns in Oxfordshire and is identified as a key location for economic growth. Improving the junction is necessary to reduce future congestion, support new housing and jobs, and ensure residents can travel efficiently.

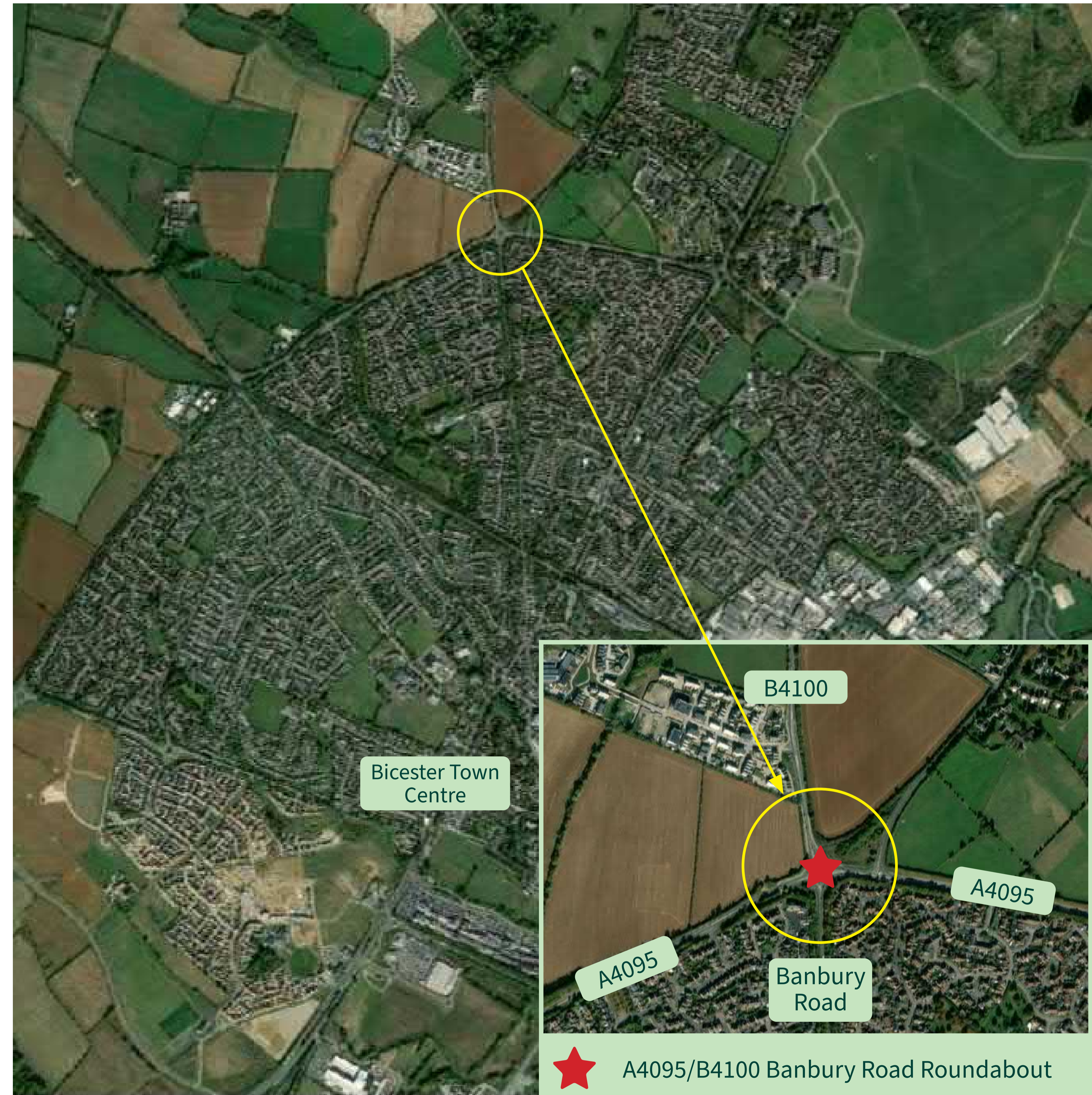
The need for improvements at the roundabout have been identified in Oxfordshire County Council's Local Transport Plan, and within the masterplan for the north west Bicester development site. The Local Transport Plan sets out the policy and strategy for developing the transport system in Oxfordshire through to 2031, including improvements to transport infrastructure that are needed. The site is located within an identified garden town, setting out strong ambitions for Bicester to support existing residents whilst welcoming new, ensuring connectivity with new communities.

Subject to planning approval, construction will begin in early 2022 and be completed in 2023. The scheme will be financed through £5.5m of funding via the Ministry of Housing, Communities and Local Government, and from developer contributions.

We are consulting on three design options to address the scheme's objectives. We want to ensure your views are taken on board to help us consider which design should be taken forward when a planning application is submitted this spring. You can provide your feedback by responding to our online survey [here](#).

Due to the advice from Government with respect to Coronavirus (COVID-19), it has not been possible to hold this information event in various locations in the local area. Therefore, we are holding this consultation virtually.

If you know anyone who does not have access to the internet and you think would be interested in this consultation event, we would appreciate your help in telling them about it. They can call us on 01865 792422 or email banburyroadroundabout@oxfordshire.gov.uk to discuss the proposals and request printed copies of the information materials.



Map of the A4095 / B4100 Banbury Road Roundabout, located north of Bicester town centre

Project Objectives

Bicester is one of the fastest growing towns in Oxfordshire and is identified as a key location for economic growth.

To support future growth and address the identified challenges in the local area, a set of localised objectives have been developed for the scheme including:

- To support the growth of new homes and jobs, and increase economic vitality
- To provide a resilient solution which addresses the forecast levels of congestion at the roundabout
- To mitigate the impact of vehicular traffic issues at the roundabout on communities and the urban environment
- To reduce carbon emissions from transport in the town
- To encourage alternative forms to car use where suitable, including public transport, active travel and smarter modes
- To reduce casualties and dangers associated with travel

How have we identified these three options?

Initially, a wide range of options were generated and reviewed against the scheme objectives and other criteria, such as affordability and deliverability.

From this initial stage, it was concluded that a junction improvement should be taken forward.

The next step included determining which type of junction improvement would be most in line with the scheme objectives. Three options were considered to have the greatest potential to meet the objectives and these are the options we are asking for your feedback on.

On the next three consultation boards you will be able to read about the three junction improvement options in more detail.

Option 1: Higher capacity roundabout

What is a higher capacity roundabout?

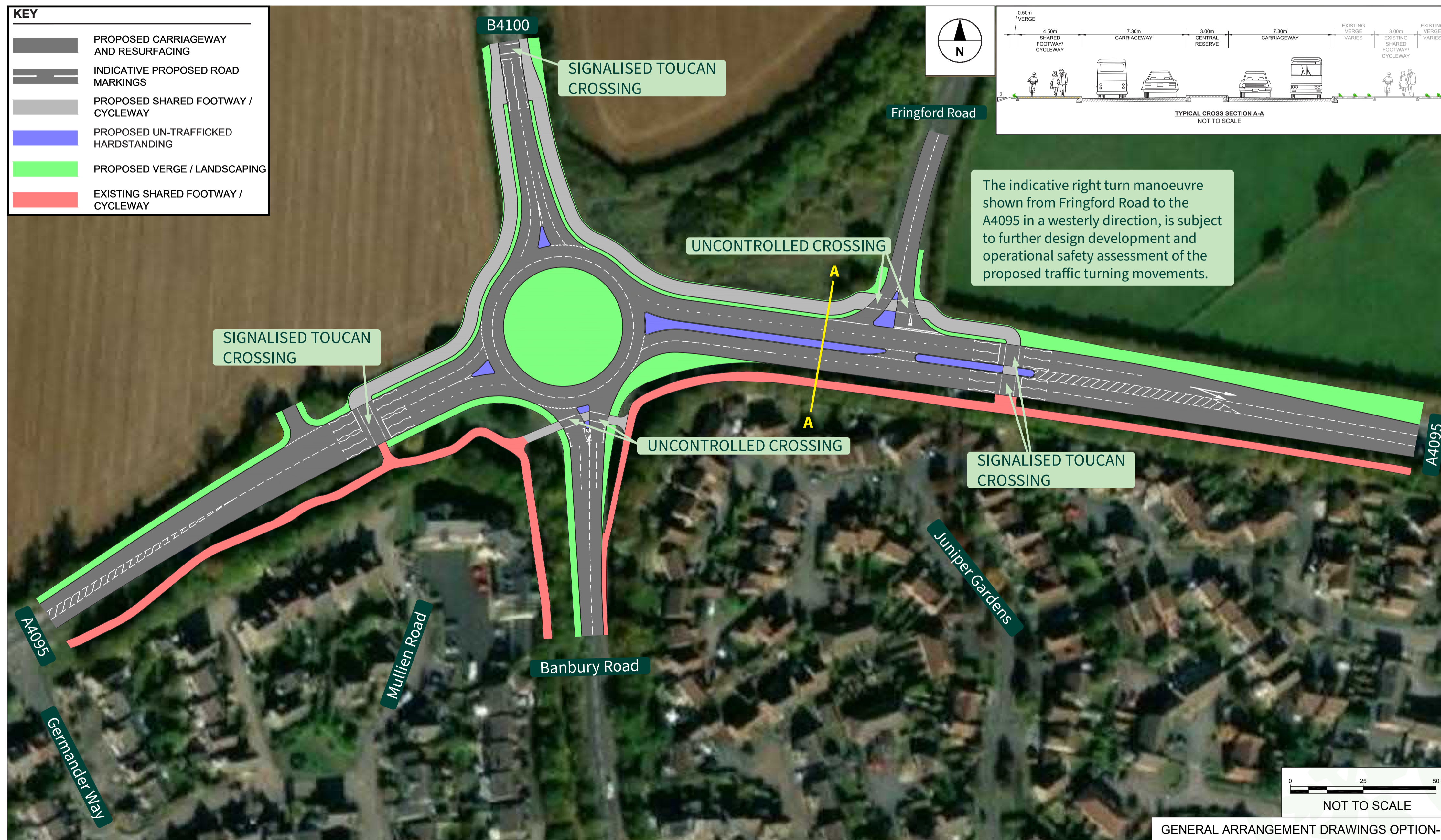
The roundabout would increase in size to provide more road capacity for motorised vehicles, with two lane entries and exits at the roundabout. Pedestrian and cyclist crossings are provided away from the roundabout in a similar position to existing crossing facilities, and improved where possible.

Why is this option being considered?

- It increases road capacity for motorised vehicles which will improve the flow of traffic, and therefore helps to mitigate the impact of growth.
- It retains crossing facilities for pedestrians and cyclists.

Potential issues with this option:

- Though crossing facilities for pedestrians and cyclists will be enhanced where possible, the locations are not close to some of the desire lines for movement.



This drawing is indicative and is subject to ongoing design development. Some features may change as the design evolves

Option 2: Signalised junction

What is a signalised junction?

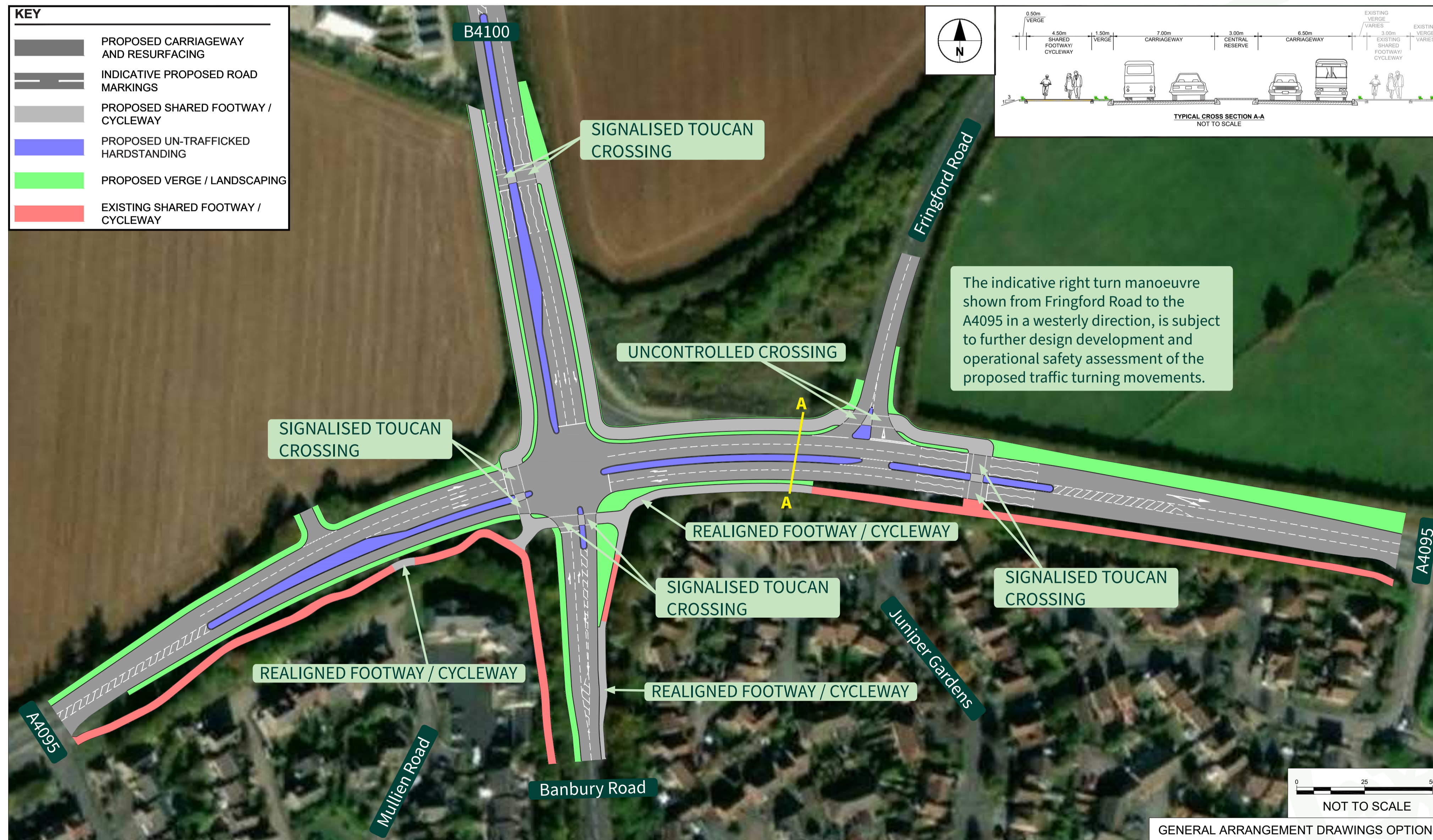
The signalised option is a standard signalised crossroads junction, with two lane entries to the junction at a minimum. Pedestrian and cyclist crossings can be provided close to the junction in the form of toucan crossings at the western and southern arms, to improve links between the surrounding cycle and pedestrian facilities. A toucan crossing is a type of pedestrian crossing that also allows bicycles to be ridden across. At the northern and eastern arms, crossings will be provided in a similar location to existing crossings.

Why is this option being considered?

- It increases road capacity for motorised vehicles and therefore helps to mitigate the impact of growth.
- It promotes sustainable travel through safe and convenient crossings for pedestrians and cyclists.
- Signalisation allows for signal priority to buses approaching the junction, minimising delay for future bus services.

Potential issues with this option

- This option provides crossings that tie in with the surrounding off-road cycle network, so there is less provision for cyclists approaching the junction on the carriageway compared to the CYCLOPS option (option 3). Crossing the road for cyclists may take longer in some instances, as it will take two stages to cross two arms of the junction.



This drawing is indicative and is subject to ongoing design development. Some features may change as the design evolves

Option 3: CYCLOPS junction

What is a CYCLOPS junction?

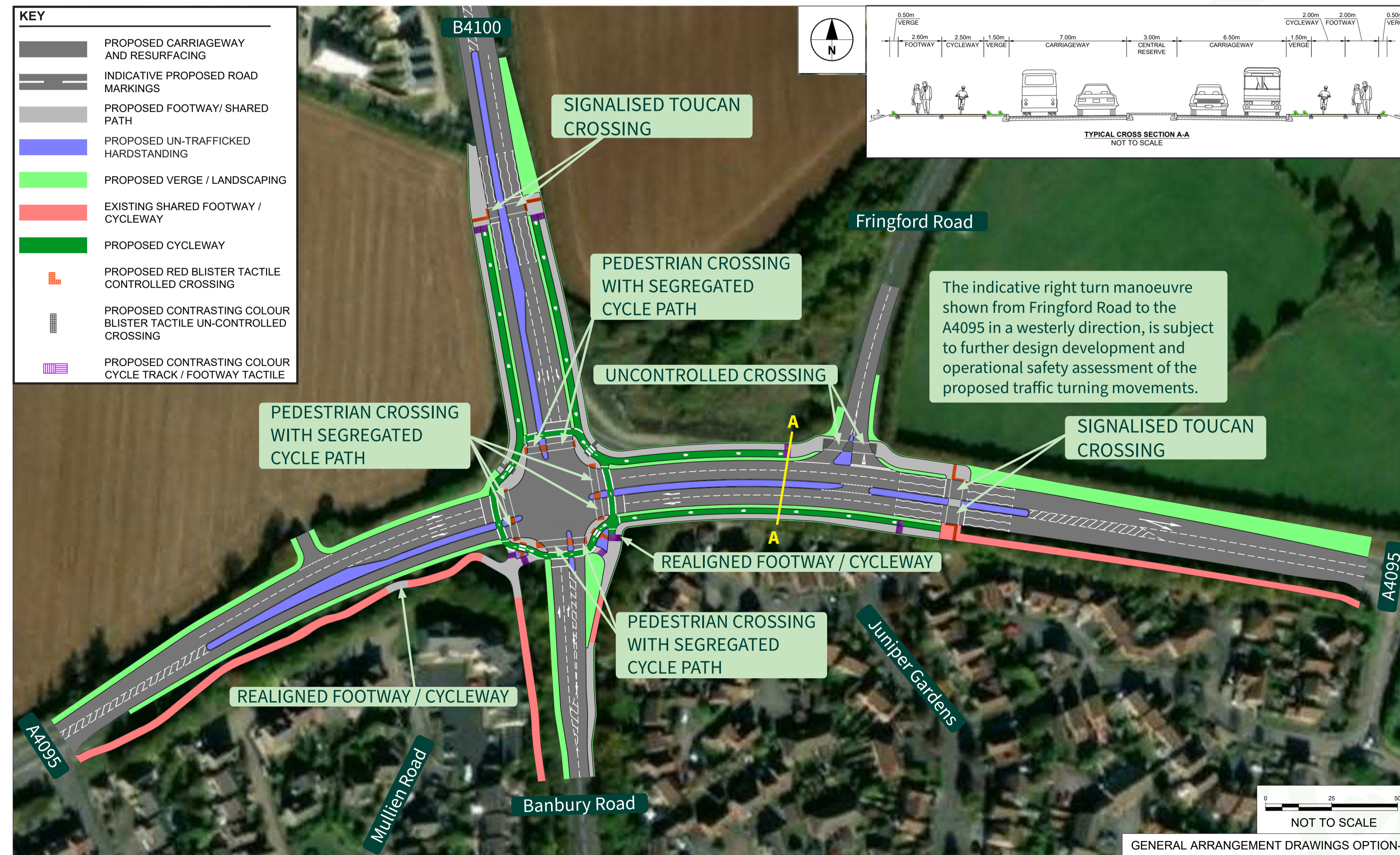
The CYCLOPS (Cycle Optimised Protected Signals) junction is a type of signalised junction which includes a segregated cycle track that encircles the junction. Cyclists can turn right while being protected from traffic, and can make this manoeuvre in one movement (subject to signal timings). Pedestrians cross the cycle track to refuge islands where they can access direct crossings over each arm of the junction. The pedestrian and cyclist crossings are provided close to the junction.

Why is this option being considered?

- By minimising delay for pedestrians and cyclists, it promotes travel by walking and cycling, encouraging sustainable travel.
- It improves protection for pedestrians and cyclists from motorised traffic.
- Preserves capacity for motorised vehicles, whilst enhancing pedestrian and cycle crossings.
- Signalisation allows for signal priority to buses approaching the junction, minimising delay for future bus services.

Potential issues with this option:

- This option is not likely to increase capacity for motorised vehicles to the same extent as the other two options.



This drawing is indicative and is subject to ongoing design development. Some features may change as the design evolves

Environmental Considerations

There are a number of environmental factors to take into consideration when reviewing the different options for improving the roundabout. The key factors to consider are listed on this board.

Air quality

- An **Air Quality Assessment** will be undertaken and will assess the impact of the scheme on local air quality and climate change, during construction and operation.

Arboriculture

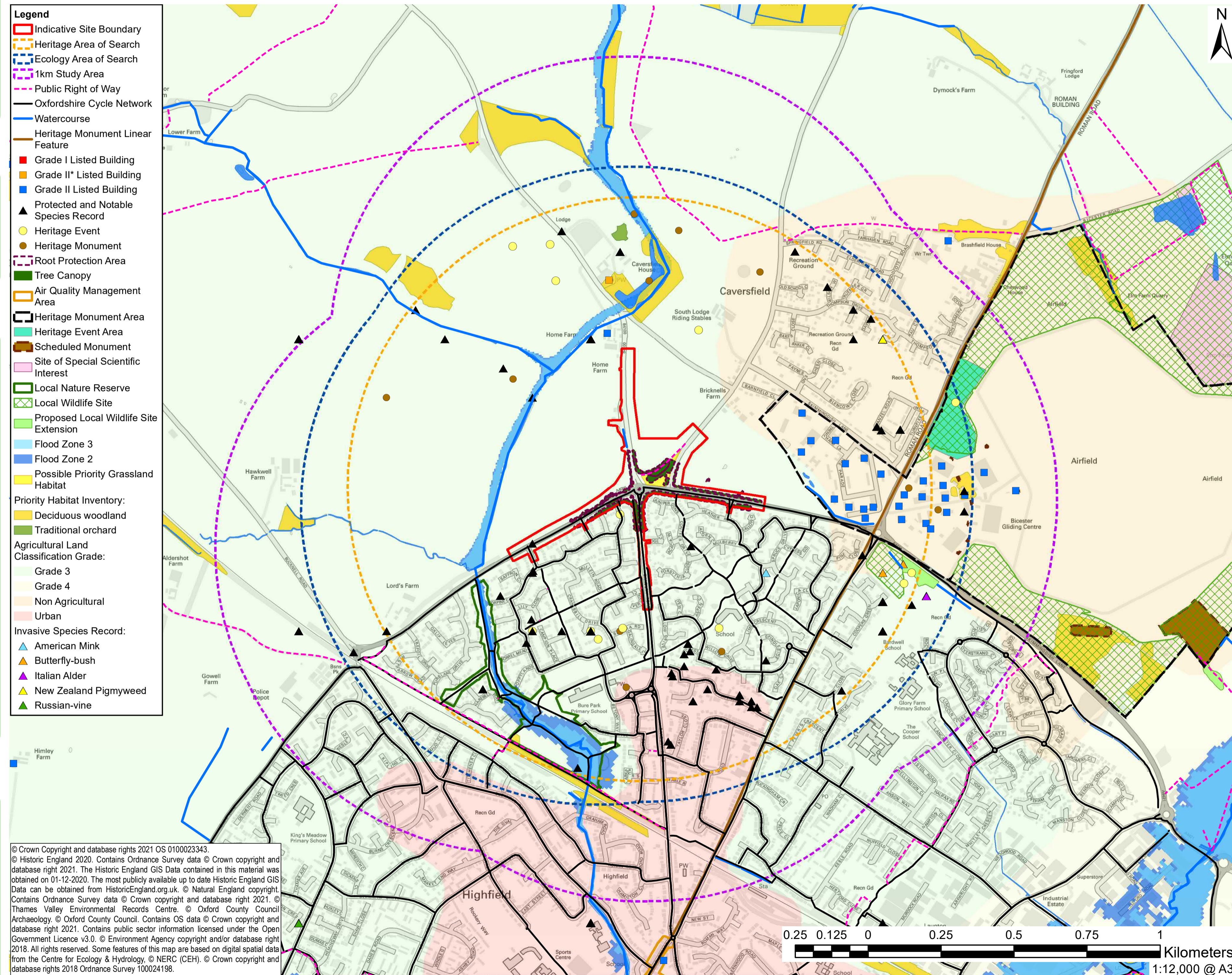
- An **Arboricultural Impact Assessment** will be undertaken and will assess the impact of the scheme on nearby trees.

Biodiversity

- A **Preliminary Ecological Appraisal** will be undertaken which will outline the potential impact of the scheme on nearby ecological sites and protected and notable species.
- The Bure Park Local Nature Reserve (LNR) is located approximately 580m southwest of the roundabout. Therefore, the impact that the scheme may have on the nature reserve will be investigated.
- There is the potential for protected and notable species to be found within 500m of the site.

Flood risk assessment

- A **Flood Risk Assessment** will be prepared to assess the impact the scheme will have on flooding.
- The roundabout is located in a 'Flood Zone 1' area which means there is a very low risk of surface water flooding.



Cultural heritage

- A **Cultural Heritage Assessment** will be undertaken to assess the impact of the scheme on heritage assets.
- There are approximately 25 Grade II listed buildings located at the former RAF Bicester barracks. The nearest of which is located approximately 525m from the roundabout.

Landscape and visual impacts

- The roundabout is visible from a Public Right of Way to the north-east and potentially from residential properties to the south. RAF Bicester Conservation Area is located to east and the Bicester Conservation Area is located to the south.
- A **Landscape Management Plan** will be produced and will outline a scheme of landscape planting which will help integrate the scheme into the landscape and reduce visual impacts.

Noise

- There are residential properties located south of the roundabout, these are considered noise sensitive receptors. Therefore, a Noise Impact Assessment will be undertaken and will assess the impact of the scheme, during its operation, on these receptors.
- A **Construction Environmental Management Plan** will be produced ahead of construction.

Have your say and next steps

Thank you for visiting the virtual consultation. We hope you found it useful and informative.

We would be very grateful for your feedback to help shape the improvements to Banbury Road roundabout. Please let us know your views by completing our feedback form [here](#).

If you have any comments or questions, please contact us on one of the following:

Phone: **01865 792422**

Email: **banburyroadroundabout@oxfordshire.gov.uk**

The consultation will remain open until Friday 9 April 2021.

If you know anyone who does not have access to the internet and would be interested in this consultation event, we would appreciate your help in telling them about it. They can call us on **01865 792422** or email **banburyroadroundabout@oxfordshire.gov.uk** to discuss the proposals and request printed copies of the information materials.

Next steps

Development of scheme design, including consideration of comments received through this consultation and further survey work

Ongoing

Planning application submitted

Spring 2021

Construction to start

Early 2022

Construction to end

2023

