

Figure 5.2 – Future Site Accessibility

- 5.4.3 As shown above, once the NWB is complete it will encompass additional facilities and services which include: primary schools, a secondary school, community facilities, retail, Local Centre community farm / allotments and commercial / business areas.
- 5.4.4 This will present future residents of the proposed site and surrounding sites with an abundance of facilities and services that can be accessed by means of sustainable transport and therefore, reduce reliance on the private car as a primary mode of travel.

5.5 Pedestrian Accessibility

- 5.5.1 Walking is the primary mode of travel for local journeys and is widely recognised as the most sustainable form of travel (IHT, 2000). As such, walking forms an important part of sustainable growth, with the NPPF guiding that opportunities to promote walking are identified and maximised.
- 5.5.2 Therefore, by locating developments to minimise the need to travel, and to maximise the use of sustainable modes of transport, sustainable growth can be encouraged.
- 5.5.3 As set out above the location of the site is conducive to the creation of a sustainable development, with a range of everyday facilities and services lying within 'reasonable' walking distance.
- 5.5.4 The site is linked to these facilities by way of the existing continuous network of footways and footpaths that run through Bicester which facilitate journeys to and from the site on foot. Generally, this network provides streetlights, footways/footpaths and pedestrian crossing facilities of a reasonable quality.

- 5.5.5 **Figure 5.3** shows a non-exhaustive plan of the existing pedestrian network. The plan shows the main footways and existing crossing points which future residents will utilise to get to the existing services and facilities. In addition to the existing footways, it shows the proposed footways either side of the carriageway along the realigned A4095, and the proposed signalised crossing points at A4095 / B300 / Banbury Road roundabout, the site access points along A4095 and Bucknell Road.

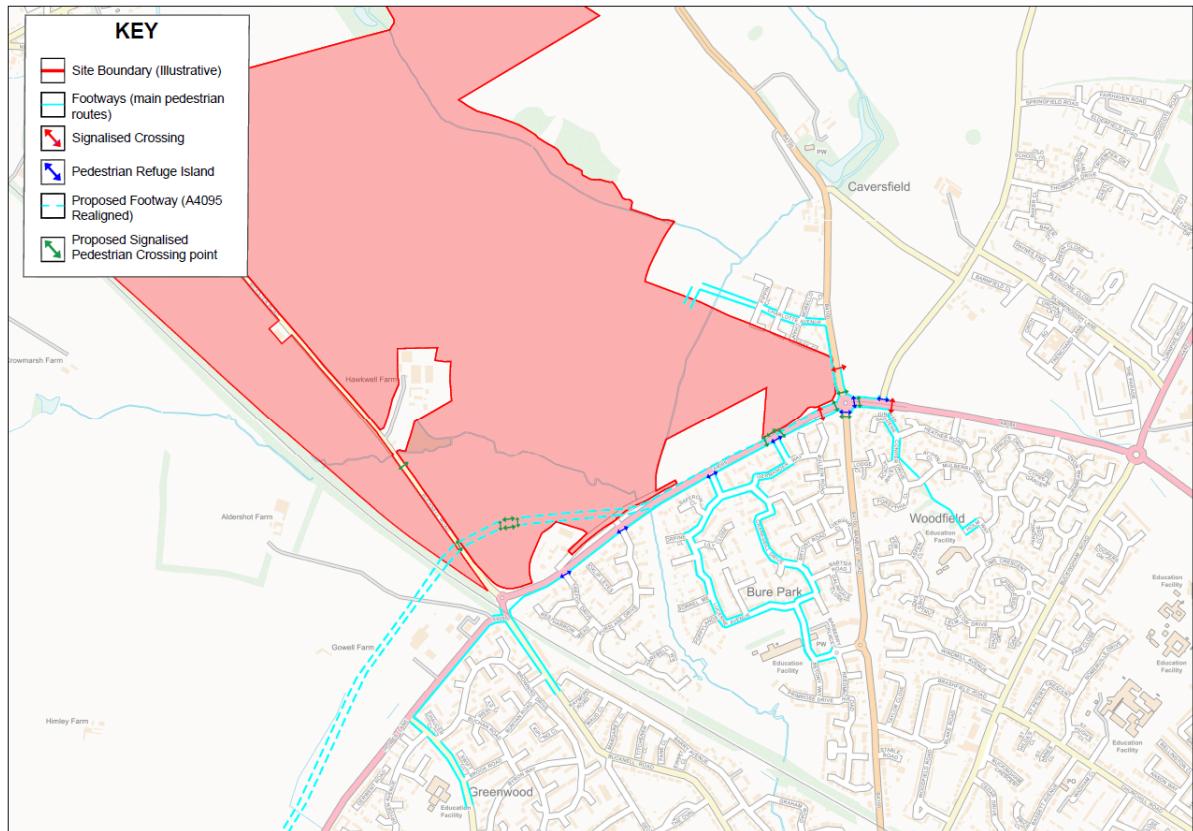


Figure 5.3 Site Accessibility

- 5.5.6 It is thought that pedestrians are most likely to travel within the North West Bicester Eco-Town to the future services and facilities it would offer, however, other predominant pedestrian movements would include movements to the south towards Bicester.
- 5.5.7 To the east of the site lies Elmsbrook to which the proposed development will facilitate connections via Cranberry Avenue. The new estate has 2m footways either side of the primary roads and provides a link to Gagle Brook primary school and the B4100.
- 5.5.8 The B4100 has a shared use footway/cycleway along the western side of the carriageway which continues in a southerly direction toward the A4095. On the approach to the A4095/B4100/Banbury Road Roundabout there is a pelican crossing providing pedestrians a safe and convenient opportunity to travel eastward along the A4095.
- 5.5.9 Travelling east of the A4095/B4100/Banbury Road Roundabout, pedestrians will cross Fringford Road via an uncontrolled pedestrian crossing with a central refuge which then provides access to a staggered controlled crossing across the A4095 carriageway. At this point, there is a shared use access point into the Woodford residential area which provides access to a convenience store.
- 5.5.10 To the west of the A4095/B4100/Banbury Road Roundabout, there is a short section of footway along the northern side of the carriageway and another Pelican crossing which facilitates safe crossing of the A4095.

- 5.5.11 Continuing west along the southern side of the A4095, a footway/cycleway is present which provides access to Germander Way and Lucerne Avenue that continue southward toward Bure Park residential area that hosts a number of services and facilities. All minor roads along this section of the A4095 include dropped kerbs, tactile paving and pedestrian refuge islands.
- 5.5.12 Further west along the A4095, on the approach to the A4095/Bucknell Road roundabout, the footway continues to the south underneath rail bridge and in a southerly direction along Bucknell road. Underneath the railway bridge there is an uncontrolled pedestrian crossing point with dropped kerbs and tactile paving which facilitates crossing towards Howes Lane and thus providing access to Kings Meadow Primary school.
- 5.5.13 As such, it is considered that there is a suitable existing pedestrian network that the site can utilise and tie into to access a range of existing services and facilities within northern Bicester. Furthermore, with the introduction of North West Bicester there will be a whole new network of pedestrian connections introduced that will encourage walking as a primary mode of transport.

5.6 Public Rights of Way

- 5.6.1 A network of PROW partially run through and surrounds the site, **Figure 5.4** below shows the public footpaths within the area of the site.

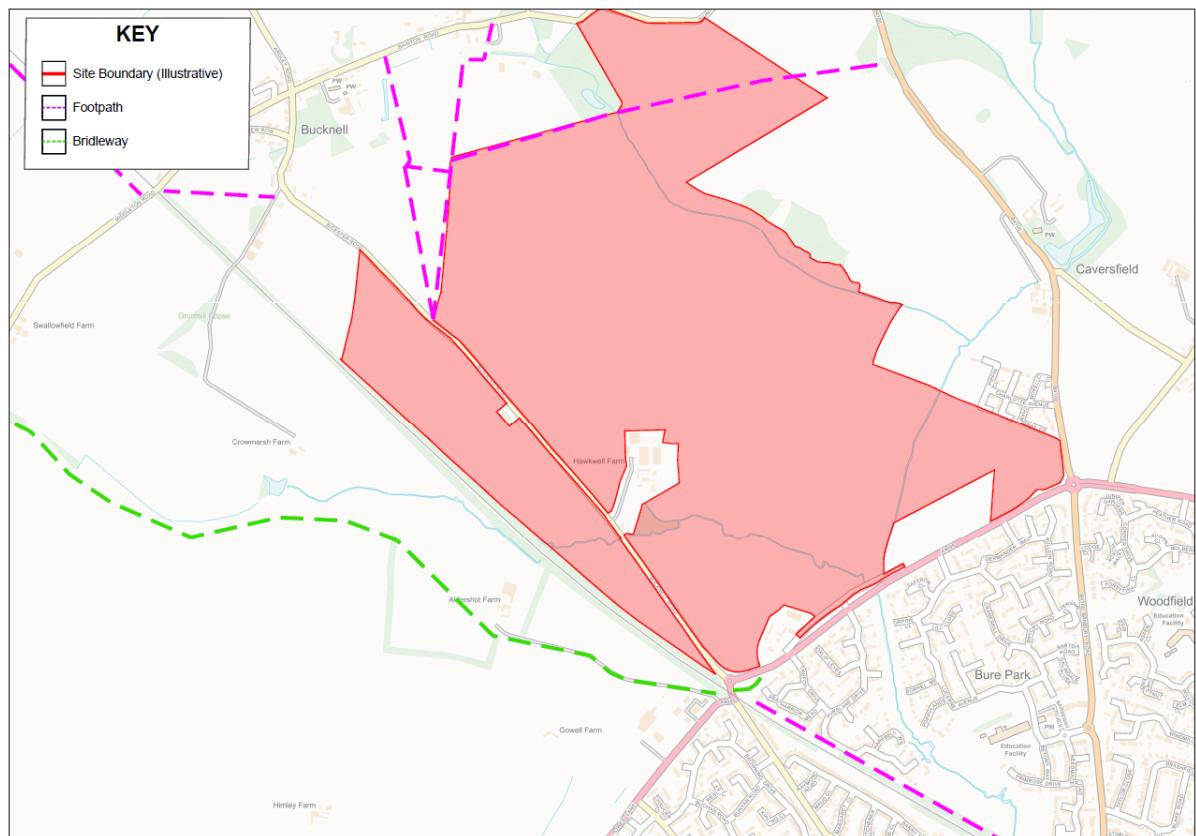


Figure 5.4 – Public Rights of Way

- 5.6.2 As shown, there is a series of PROW comprising footpaths and bridleways in Bicester. To the northwest of the site there is a PROW route which runs along the boundary of the site, linking Bicester Road with Bainton Road to the north. To the north of the site a footpath runs through the most northerly section of the site.

5.7 Cyclist Accessibility

- 5.7.1 Cycling is recognised as one of the most sustainable forms of transport (CIHT's Planning for Cycling, 2015). In general, given the compact nature of Bicester, it is considered that cycling offers a real alternative to the private car for day-to-day journeys to and from the site. Indeed, the entirety of Bicester lie within a 5km cycle of the site, with this distance widely recognised as a reasonable cycling distance. As such, the facilities, services and employment opportunities within these villages lie within a reasonable cycling distance of the site.
- 5.7.2 It is also noted that The Cooper School Secondary School is located approximately 2.5km to the south of the site and therefore can be reached within a 'reasonable' cycling distance of the site. As such, there is the opportunity for day-to-day journeys to this destination to be made sustainably.
- 5.7.3 **Figure 5.5** below demonstrates the area surrounding the site which lies within a 5km cycle.

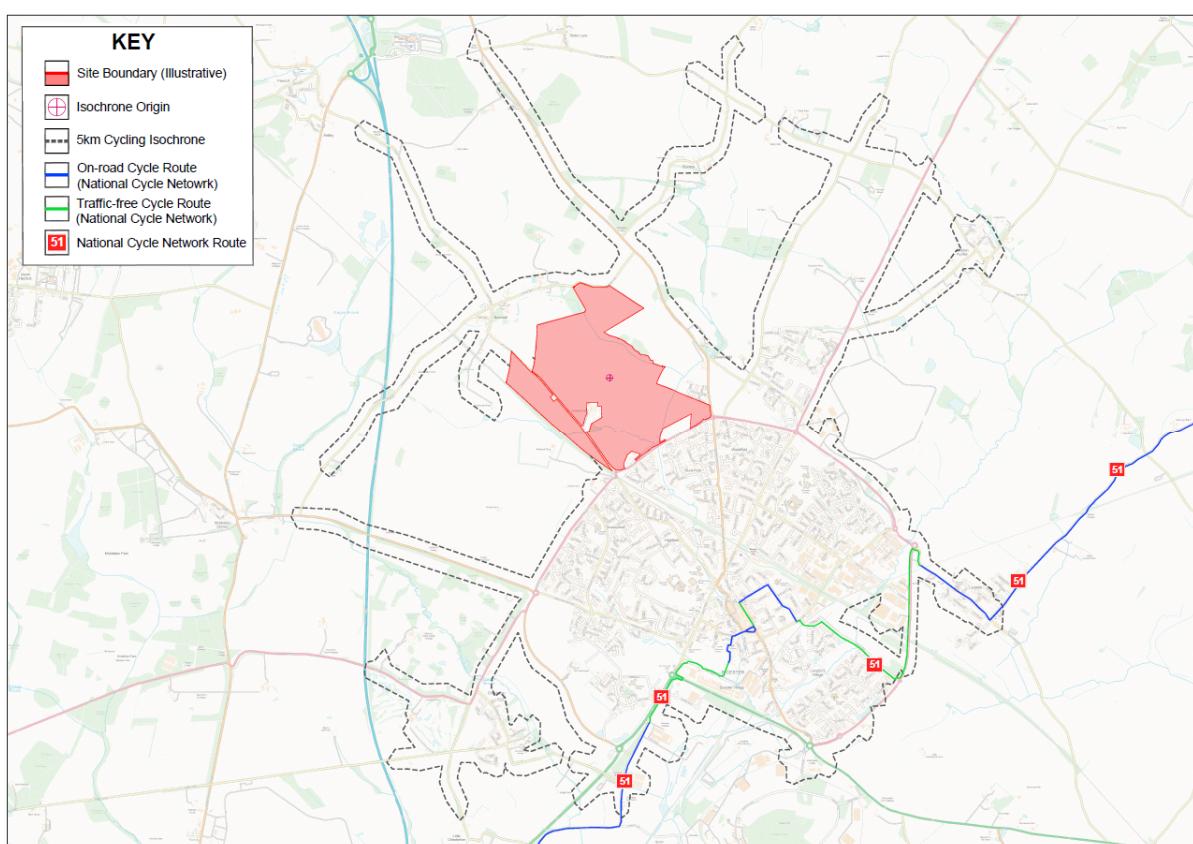


Figure 5.5 – Cycling Isochrone National Cycle Network

- 5.7.4 In addition to the NCN, there is a network of local cycle routes which are either on-road cycle lanes or shared use footway/cycleway routes, these routes have been extracted from the Bicester Local Cycling and Walking Infrastructure document and can be seen in **Figure 5.6**.
- 5.7.5 These local routes provide additional cycle connections across Bicester which aids to provide continuous cycle routes to Bicester Town Centre and a range of services and facilities.

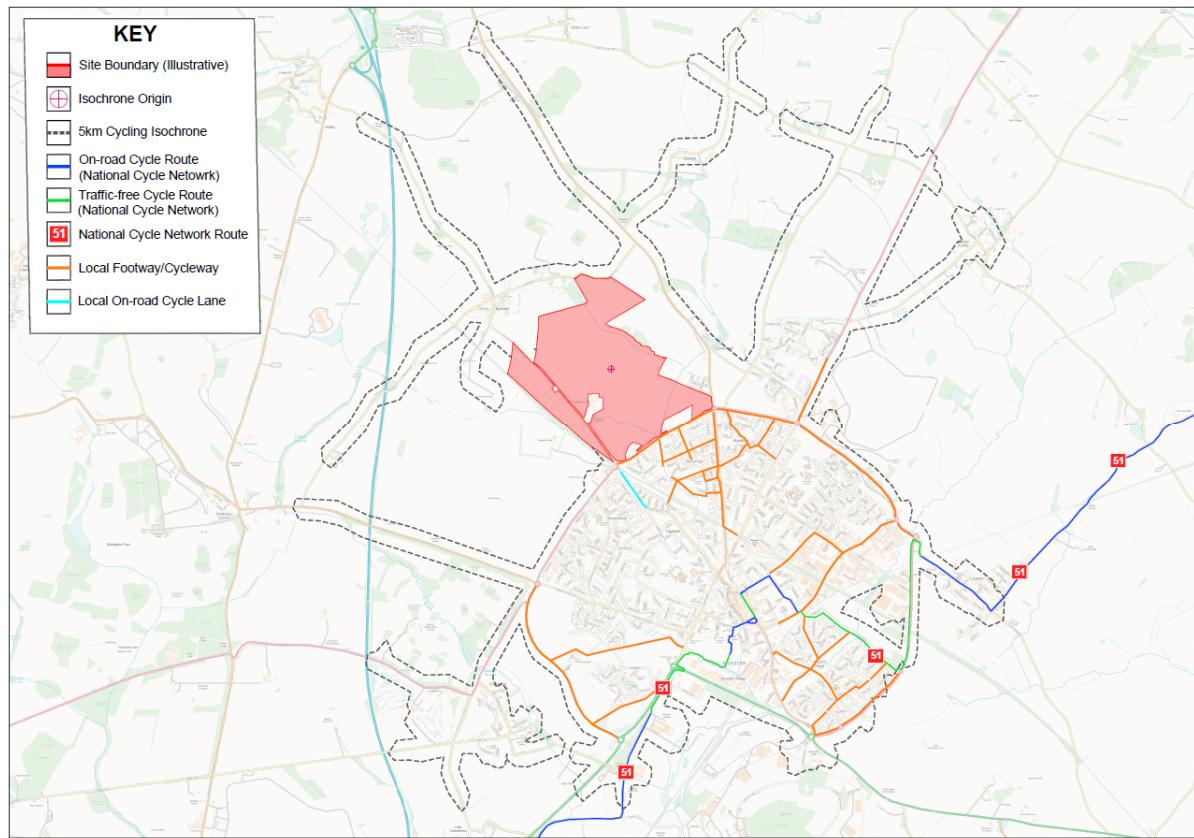
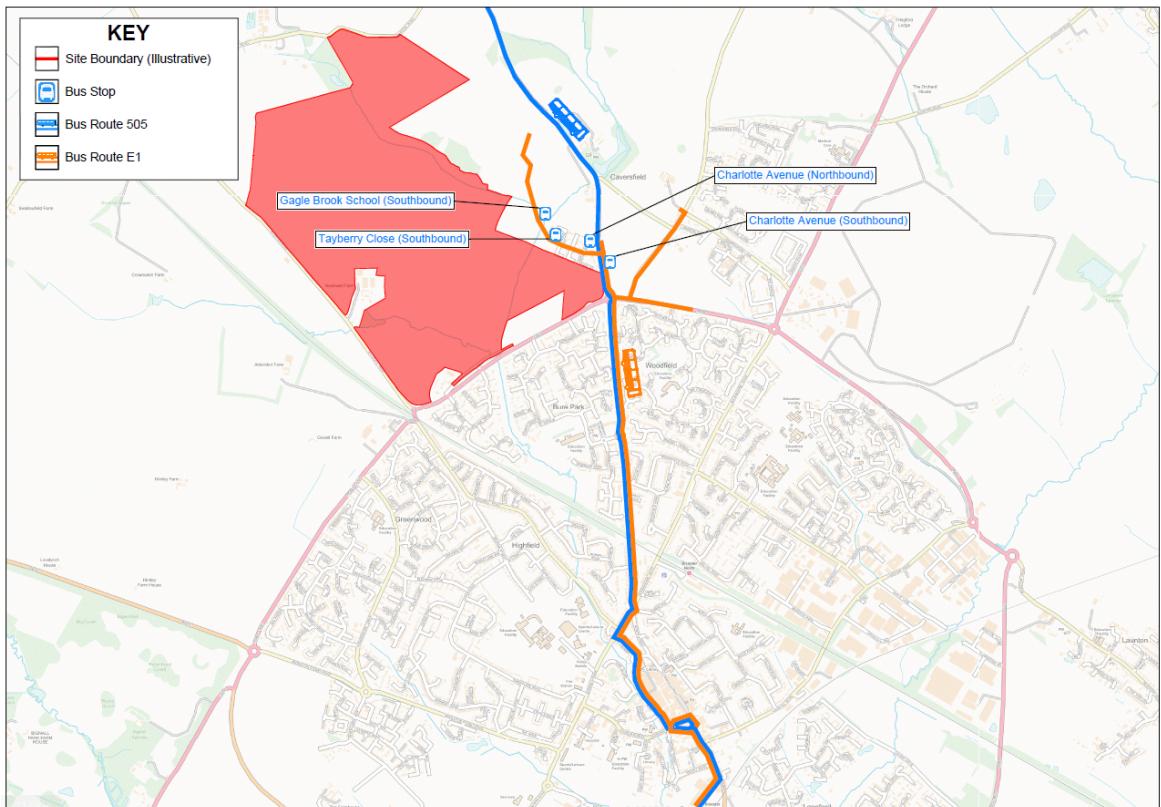


Figure 5.6 – Local Cycle Network

5.8 Public Transport

- 5.8.1 The site is located in close proximity to bus routes of the existing bus services that pass-through Bicester, and as a result there is an opportunity to encourage the use of the existing bus services for day-to-day journeys to and from the site.
- 5.8.2 The closest bus stops to the site are located along Charlotte Avenue and are referred to as 'Tayberry Close' and 'Gagle Brook School'. Another bus stop is located along the B4100 and referred to as 'Charlotte Avenue'.
- 5.8.3 Bus stops on Charlotte Avenue (i.e. that stop at one or more of these stops) encompass service E1. Bus services operating along the B4100 include the 505 and E1 bus services.
- 5.8.4 A summary of the services stopping at these bus stops is provided in **Table 5.2**. This table presents the service, bus stop, route, approximate frequency and operating hours of these services. In addition, **Figure 5.7** illustrates the routes of these services in the vicinity of the site. Full details of bus timetables have also been included as **Appendix A** of this TA.

Service	Bus Stop	Route	Weekday	Saturday	Sunday
505	Charlotte Avenue	Brackley - Bicester	120 mins	120 mins	No Service
E1	Charlotte Avenue, Tayberry Close, Gagle Brook School	Elmsbrook Estate – Bicester Village Station	30 mins	30 mins	No Service

Table 5.2 – Summary of Bus Services Passing in Close Proximity to the Site*Figure 5.7 – Bus Services*

5.8.5 In combination the bus services stopping in close proximity to the site provide a combined frequency equating to 2-3 buses an hour (i.e. 1 bus every 20-30 minutes).

5.8.6 The approximate journey times, from the bus stops close to the site, to a selection of destinations are summarised below:

Bicester – From Charlotte Avenue – via 505 service - 9 minutes;

Elmsbrook – From Charlotte Avenue – via E1 service - 30 minutes; and

Brackley – From Charlotte Avenue – via 505 – 14 minutes.

5.8.7 It is evident from the above review that bus services that pass-through Bicester in the vicinity of the site provide regular connections to the towns in the surrounding area and also provide a link to Bicester Railway station for onward connection. As such, it is considered that the site is well-positioned to tie into the existing bus network of Bicester via a variety of options and as such creates the opportunity for journeys to and from these destinations to be undertaken sustainably.

5.9 Rail

- 5.9.1 The site is well situated in relation to Bicester North Railway Station, which lies broadly 2.3km approximately 10-minute cycle from the centre of the site to the south. Approximately 3.4km or 15-minute cycle south of the site lies Bicester Village Railway Station.
- 5.9.2 Furthermore, convenient connections to these stations can be obtained via the aforementioned E1 and 505 bus services.
- 5.9.3 Bicester North Railway Station is on the Chiltern Main Line and services are operated by Chiltern Railways. The station also offers sheltered, secure bicycling parking facilities by way of cycle stands which are monitored by CCTV; there is capacity for 65 bicycles. As such, there is the opportunity for journeys to the station to be made by bicycle for onwards travel by rail.
- 5.9.4 **Table 5.3** below sets out a summary of these services, including key destinations, approximate journey times and approximate frequencies on a typical weekday.

Destination	Approximate Journey Time	Approximate Frequency
Banbury	15 minutes	Every 50 minutes
London Marylebone	60 minutes	Every 30 minutes
Birmingham Snow Hill	70 minutes	Every 180 minutes

Table 5.3 – Summary of Train Services from Bicester North Railway Station

- 5.9.5 Bicester Village Railway Station is on the Oxford-Bedford Line and services are operated by Chiltern Railways. The station also offers sheltered, secure bicycling parking facilities by way of cycle stands which are monitored by CCTV; there is capacity for 50 bicycles. As such, there is the opportunity for journeys to the station to be made by bicycle for onwards travel by rail.
- 5.9.6 **Table 5.4** below sets out a summary of these services, including key destinations, approximate journey times and approximate frequencies on a typical weekday.

Destination	Approximate Journey Time	Approximate Frequency
Oxford Parkway	10 minutes	Every 30 minutes
London Marylebone	60 minutes	Every 25 minutes

Table 5.4 – Summary of Train Services from Bicester North Railway Station

- 5.9.7 As such, it is considered that the services that call at Bicester North and Bicester Village Railway Stations provide the opportunity for travel by sustainable means to a number of destinations. These stations are accessible from the site by sustainable modes, creating the opportunity for multi-modal travel and representing an alternative to the private car. **Figure 5.8** on the next page shows the location of the railway stations in relation to the site.

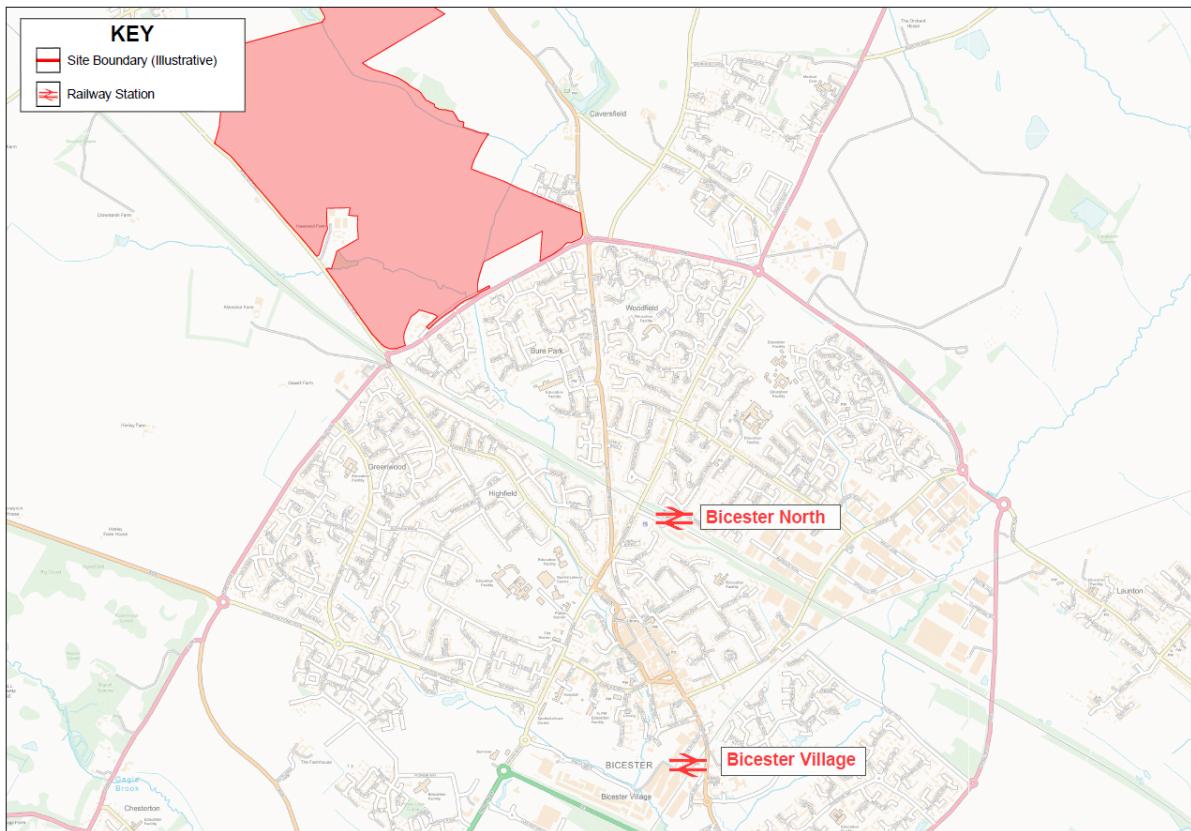


Figure 5.8 – Location of Local Railway Stations