3 Aims and Objectives

3.1 Aims

3.1.1 Taking into account the complexity of the proposed development, it is important that the Travel Plan will:

- Address the future residents, employee and visitor needs of access;
- Look into the possible difficulties and special requirements that each individual may face when travel is required; and
- Ensure as many amenities and destinations as possible can be easily reached through travel by modes other than the private car.

3.1.2 The ultimate aim of such document is to provide measures, information and support initiatives that will facilitate a range of realistic and achievable alternative modes of travel and provide employees, residents and visitors with an opportunity to reduce the number of single vehicle occupancy trips.

3.2 Objectives

3.2.1 The key objectives are identified as follows:

- Raise awareness of transport issues and reduce the impact of the traffic on the local environment;
- Reduce car dependency and in particular the number of single occupancy vehicle journeys;
- Increase travel choice for employees, residents and visitors;
- Provide all necessary on-site facilities to encourage walking, cycling and public transport use as appropriate;
- Cooperation with neighbouring communities, the Local Authority, and other relevant organisations in achieving the maximum modal shift away from solo car journeys;
- Control the onsite parking demand and thus reduce any potential risk of overspill on-street parking;
- Minimise the impact of social exclusion caused by poor health and mobility issues.

3.2.2 In order to meet the aim of the travel plan and achieve these objectives, the introduction of a wide range of measures, initiatives and mechanisms is proposed onsite once the development is built and the travel demand is fully understood. Details are included in **Section 8** below.

4 Development Proposals

4.1 Development Proposals

4.1.1 The detailed description of the development proposals is set out below:

"Mixed Use Development of up to 3,100 dwellings (including extra care); residential and care accommodation(C2); mixed use local centre (comprising Commercial, Business and Service Uses, residential uses, C2 uses, Local Community Uses (F2(a) and F2(b)), hot food takeaways, public house, wine bar); employment area (B2, B8, E(g)); Learning and Non-residential institutions (Class F1) including primary school (plus land to allow extension of existing Gagle Brook primary school); Green Infrastructure including formal (including playing fields) and informal open space, allotments, landscape, biodiversity and amenity space; burial ground; play space (including Neaps/Leaps/MUGA); changing facilities; ground mounted photovoltaic arrays; sustainable drainage systems; movement network comprising new highway, cycle and pedestrian routes and access from highway network; car parking; infrastructure (including utilities); engineering works (including ground modelling); demolition".

4.1.2 The Development Framework Plan is attached at **Appendix A** and an extract is provided in **Figure 4.1.**

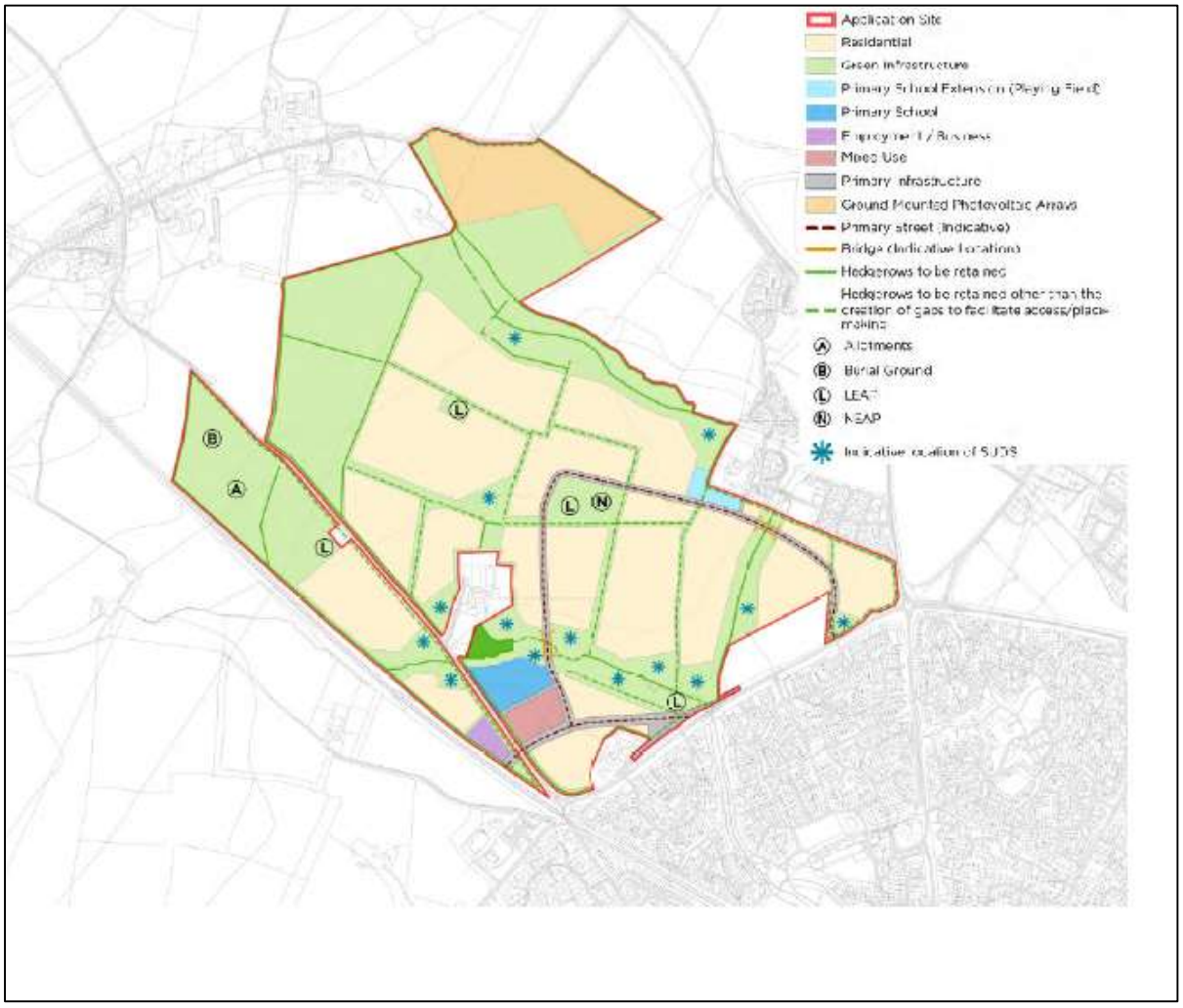

Figure 4.1 Development Framework Plan

4.2 Access and Movement Strategy

4.2.1 As part of the NWB masterplan, an Access and Travel Strategy was prepared for the scheme in March 2014 and included Figure 11 of the NWB SPD which was adopted in February 2016. The document set out the overarching access and movement strategy for the whole allocation in order to guide the delivery of the internal circulation as well the associated transport investment and movements priorities for the eco-community.

4.2.2 The aspiration for NWB is to encourage non-car use by the delivery of suitable and appropriate walking, cycling and public transport infrastructure which enables journeys to be undertaken sustainably and through the promotion of sustainable transport initiatives, ensuring also that the highway network and access arrangements are fit for purpose.

4.2.3 **Figure 4.2** provides a visual representation of the overarching NWB masterplan movement and access framework.

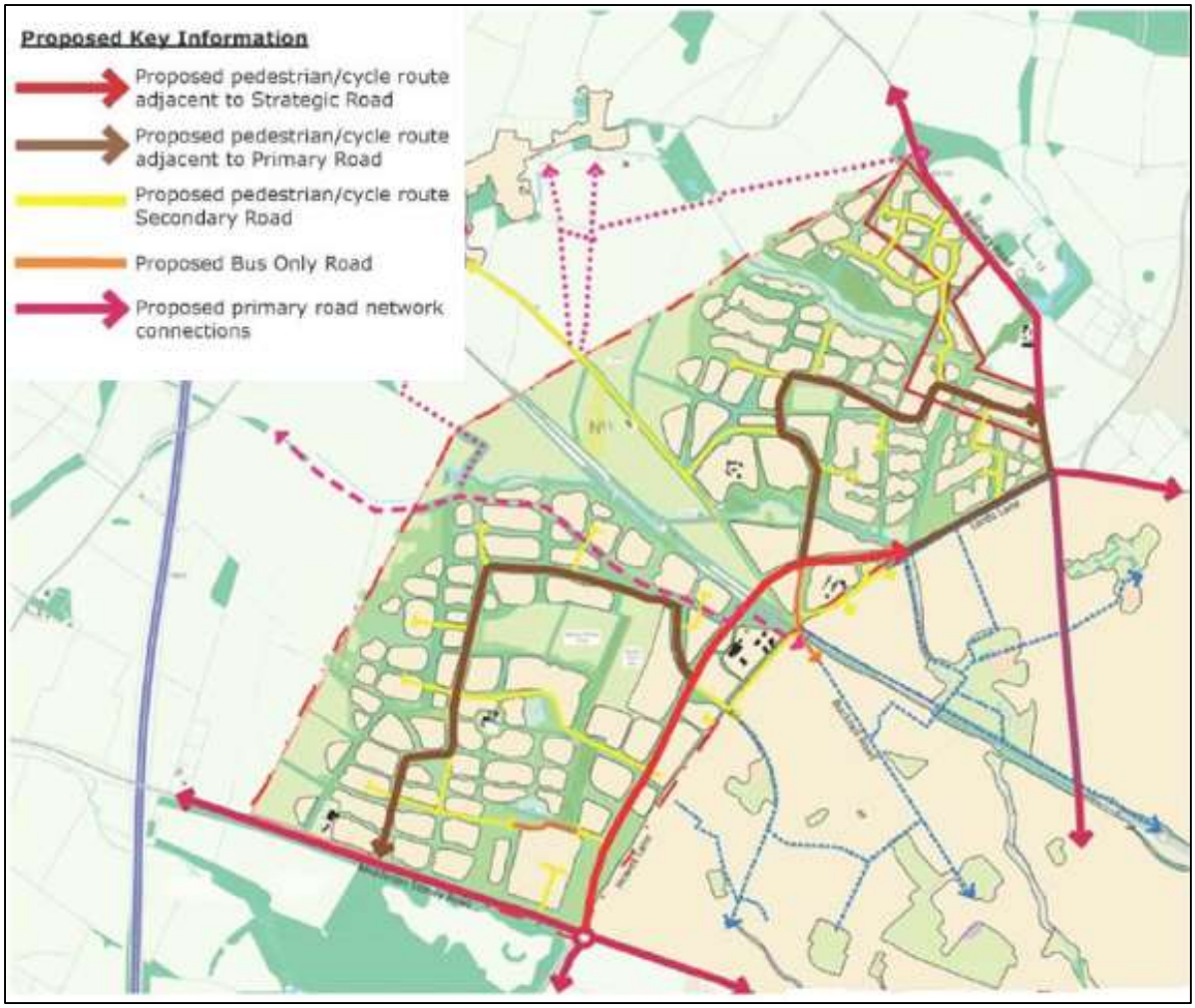

Figure 4.2 NW Bicester Masterplan Movement and Access Framework

4.3 Vehicle Access Strategy

4.3.1 In order to adequately serve the proposed NWB allocation, increase the network capacity and remove any barriers and constraints, a new NW Strategic Link Road, through the realignment of the A4095, was

proposed as part of the Vehicle Access Strategy. This scheme is being delivered by Oxfordshire County Council with completion due in 2023 and is illustrated in **Figure 4.3.**

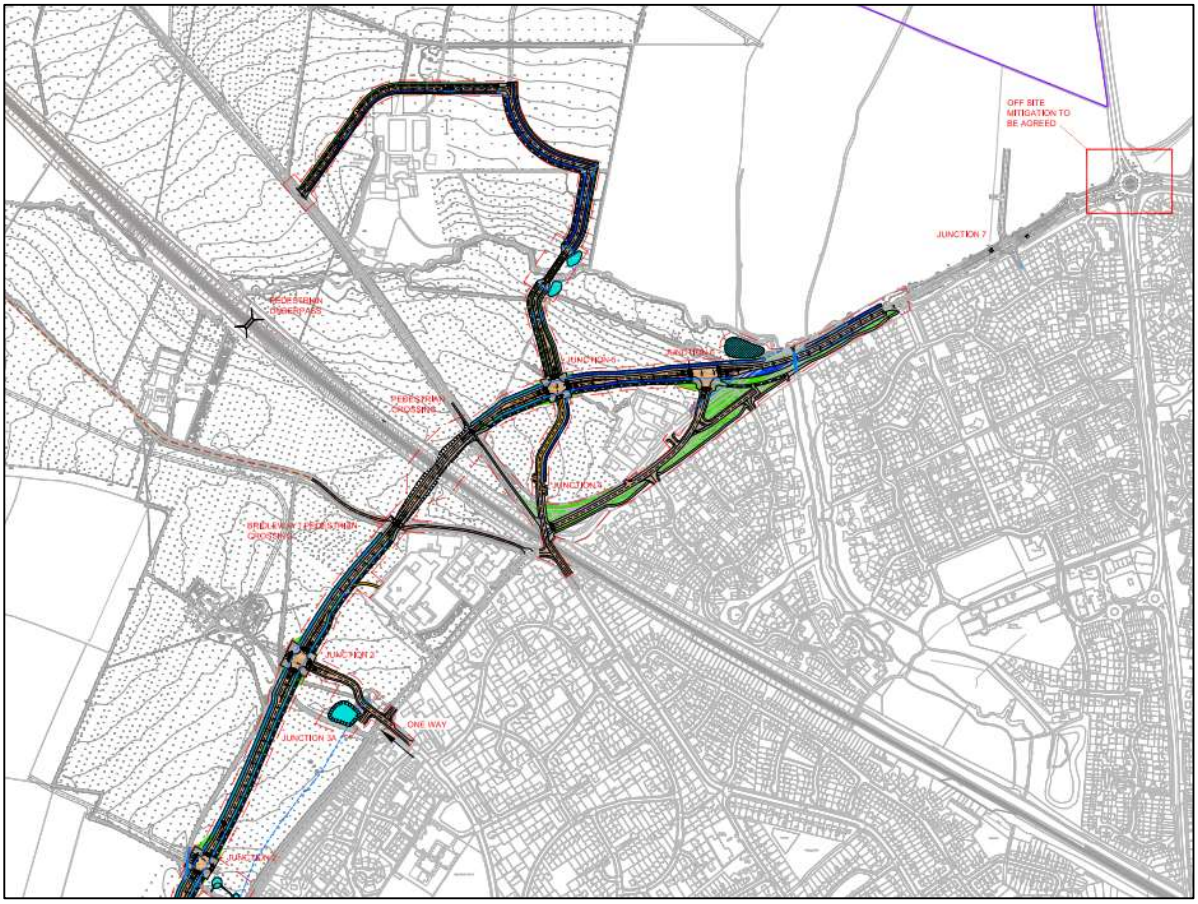

Figure 4.3 *NW Bicester Strategic Link Road*

4.3.2 The design includes:

- Introduction of a new road to replace Howes Lane and Lord's Lane from the Middleton Stoney Road roundabout to join Lord's Lane east of Purslane Drive;
- Provision of a new underpass of the railway north of the existing Avonbury Business Park, passing to the north of Lord's Farm on the east side of the railway;
- Keeping part of the old Howes Lane and Lord's Lane to provide access to and from the existing residential areas and Bucknell Road to the south;
- Closure of Bucknell Road to the north of Lord Lane with traffic travelling from the town centre diverted to remaining section of Lord's Lane (eastern end), then north through the Masterplan, thus aiming to reduce the attractiveness of the route for through traffic. Bucknell Road will be downgraded, and traffic calming introduced to reduce the attractiveness of the route reducing vehicle use and speed;
- A single point of direct access onto the new link road from the Shakespeare Drive area to avoid as much through traffic as possible.

4.3.3 In order to ensure suitable and safe access can be attained, a strategy for vehicular access for the Proposed Development has been progressed. **Figure 4.4** sets out the points of access and the text below undertakes a description.

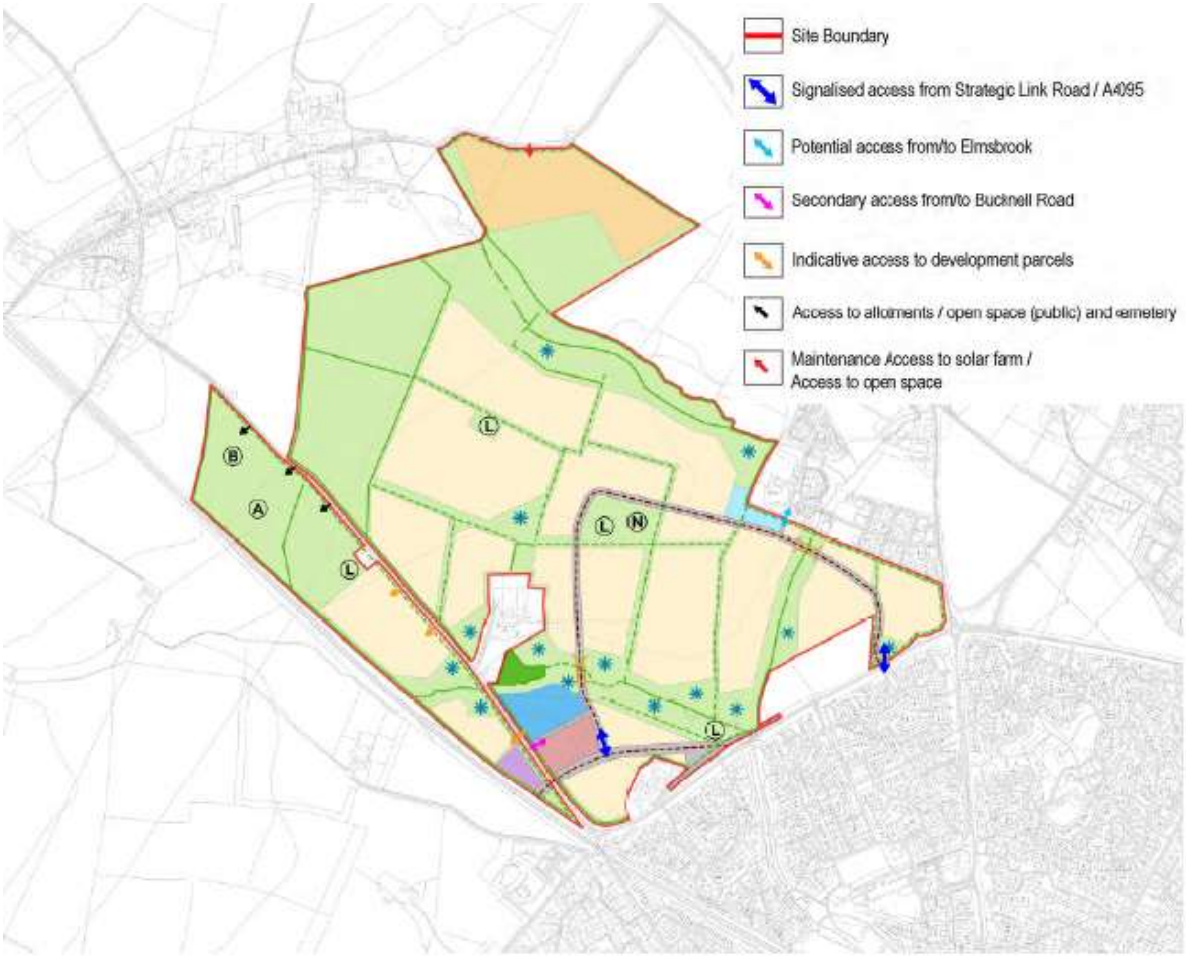

Figure 4.4 Vehicular Access to the Proposed Development

4.3.4 The access strategy provides a robust and effective interface with the existing public highway as follows:

- Access via a junction on the NW Bicester SLR – this would take the form of a four-arm signalised junction providing access to the principal area of the development to the north of the SLR but also to the small area of proposed housing to the south of the SLR
- Access via a junction on the NW Bicester SLR – this would take the form of a three-arm priority junction with a ghost right turn lane serving the existing farm and access to the existing residential development served by Purslane Drive and Trefoil Drive;
- Access via a junction on the NW Bicester SLR – this would take the form of a four-arm signalised junction with Germander Way providing the southern arm – in this scenario the access road would continue north and northwest over the existing watercourse to establish an internal circular route
- The closure of Bucknell Road between the existing A4095 and the proposed NW Bicester Strategic Link Road – there would be no access from the proposed SLR to Bucknall Road, a vehicular route would be established internally via the development (6),
- This option also delivers a circular bus route between the two accesses on the SLR
- There will also be a number of minor priority accesses formed on the traffic calmed Bucknell Road to enable access to development parcels; and
- A minor priority access will be formed on Bainton Road to provide maintenance to the proposed solar farm.

4.3.5 In addition there is an option to facilitate a potential additional access through to Elmsbrook. This would take the form of a priority junction and would enable an additional public transport route through the Site and the Exemplar site. Consent is sought for the junction connection arrangements and would be constructed up to the edge of the Elmsbrook site (within the applicant's control).

4.4 Walking and Cycling Strategy

4.4.1 A permeable network of high-quality built cycling and walking routes will be provided across the NWB allocation to maximise the site's accessibility and permeability by active modes of travel. These routes will be delivered in a combination of segregated cycleways, traffic free routes, shared paths and roadside provision. The routes will join with the existing active travel provision in the surrounding area facilitating continuous pedestrian and cycling connections to the local villages and into Bicester.

4.4.2 In order to achieve a high uptake of walking and cycling to/from NWB, the masterplan was developed to ensure a high level of accessibility by walking and cycling within the site as well as strong connections on foot and cycle to off-site destinations. A Walking and Cycling Strategy was formulated with regard to local and national policy as shown in **Figure 4.3.**

4.4.3 From this earlier masterplan strategy the strategy for the Site has been has developed to provide the internal circular leisure route which also provides links to the existing PRoW to the north alongside the more direct commuter routes providing links to the wider Bicester network including a link to the development southwest of the Marylebone to Birmingham railway line via the new underpass. The proposed framework of active travel routes is shown in **Figure 4.5.**

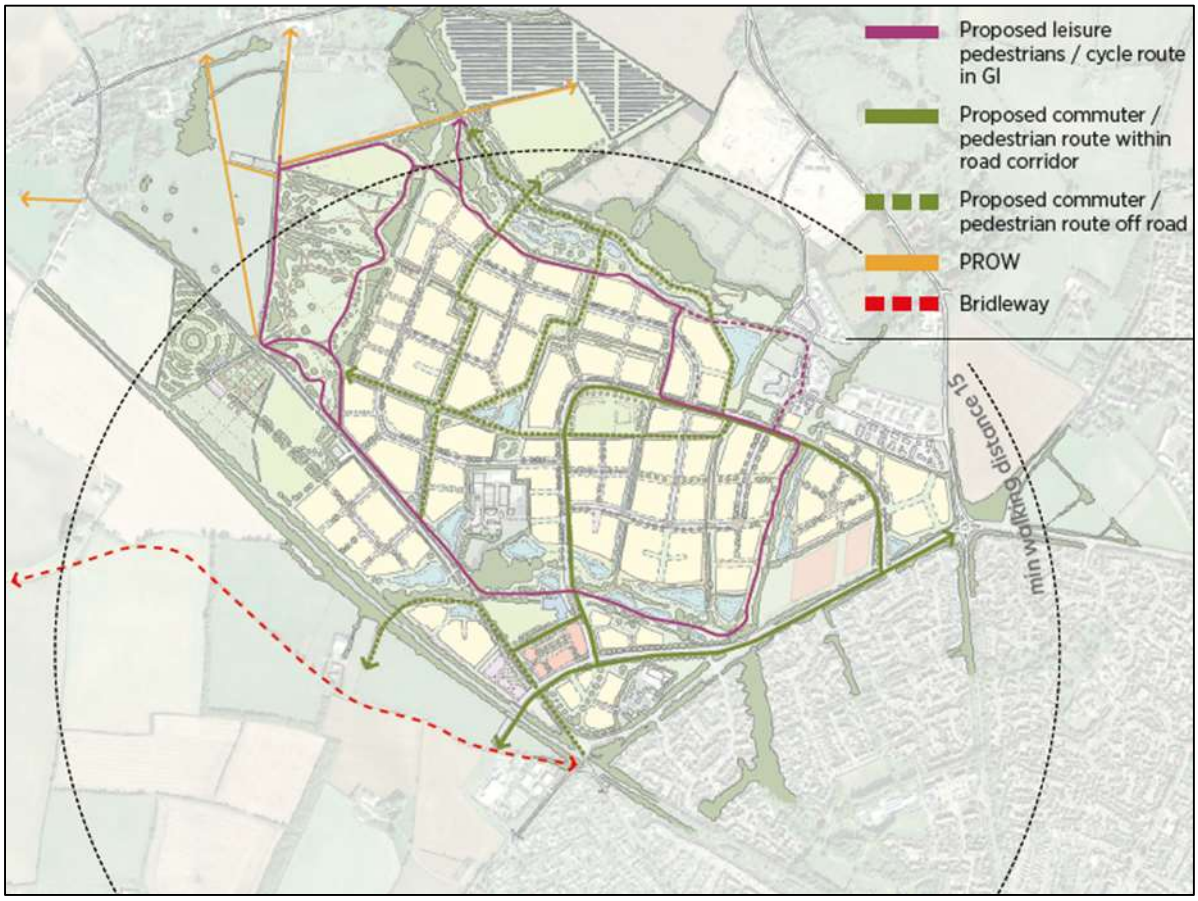

Figure 4.5 Proposed Active Travel Routes

4.4.4 Externally, the signalised site accesses, the signalisation of the Banbury Road / A4095 and a controlled crossing linking the severed Bucknell Road will provide safe and convenient crossing facilities for pedestrians and cyclists.

4.5 Public Transport Strategy

4.5.1 High quality bus routes will be provided as part of the wider NWB scheme facilitating frequent and direct bus connection to key destinations, including local centres, employment sites and the main public transport hub in Bicester. The masterplan sought to establish a circular bus route for the development areas either side of the Marylebone to Birmingham railway line with buses to the north of the railway line arriving and returning to Bicester and the railway station via Banbury Road.

4.5.2 The proposed bus route for the two scenarios for the internal highway network and 400m walking isochrones to bus stops are shown in **Figure 4.6.**

4.5.3 As can be seen, the majority of the dwellings will be within the recommended 400 metres of a bus stop with all dwellings within 600 metres of a bus stop.

4.5.4 Engagement with OCC regarding bus provision has been undertaken and discussions are continuing.

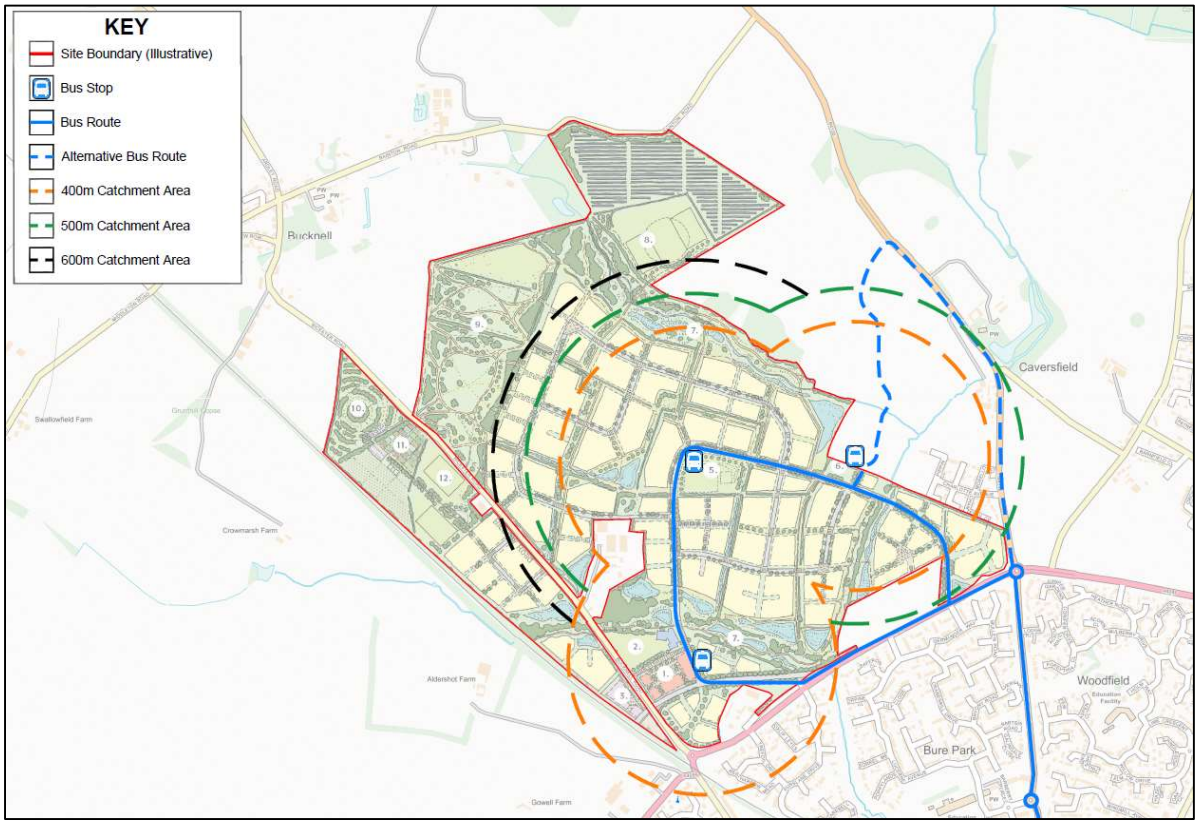

Figure 4.6 Public Transport Route and Bus Stop Isochrones

4.5.5 'Buses in Urban Developments' (CIHT, 2018) states:

"In planning new developments, a balance must be struck between providing very short walks to stops and providing fast, direct services. The time involved in reaching a bus stop (and hence the catchment size) is not a stand-alone consideration. For example, closer spacing of bus stops along a route will result in shorter walk times to bus stops but will lengthen the time taken by the bus to complete the route.

As Bus Services and New Residential Developments (Stagecoach, 2017) advises, there will be circumstances where achieving a 400-metre walking catchment 'results in an inefficient and contrived layout, greatly undermining the potential effectiveness of the proposed bus route. Stagecoach will always prefer an efficient bus routing strategy, serving the great majority of dwellings well, than one that serves all homes poorly with a low-frequency or indirect service. Thus we support policy approaches offering some degree of flexibility on walking distances to bus stops where this is appropriate'."

4.5.6 Given the desire to deliver a fast, efficient and effective bus service and the delivery of a network of well-designed and direct walking routes it is considered that the proposed route and bus stops is suitable to serve the proposed development.

4.5.7 In response to the 2014 application OCC stated in their response dated 13th January 2015:

"*The eventual service level for this development site of 2600 dwellings (which would also incorporate the Exemplar site of 397 dwellings) has been assessed as requiring 4 buses to fulfil the stated eventual service level. This is based on the delivery of a 10-minute frequency (6 buses per hour) with a round-trip journey time from Bicester Town station, around the development and back to Bicester Town, of between 30 and 40 minutes.*

The initial bus service from the first completion would commence with a single vehicle and then the frequency of the service would be increased at agreed trigger-points, to a two-bus service, a three-bus service and eventually a four-bus service. There would also be specified levels of service for evenings, Sundays, public holidays.

The cost of each additional bus inserted into the service level for NW Bicester is calculated as requiring £720k of financial support over a period of 8 years from the start of service for each of these buses.

This amount is calculated from a declining financial support profile of £160,000 in the first year, £140,000 in the second year, £120,000 in the third year, £100,000 in the fourth year, £80,000 in the fifth year, £60,000 in the sixth year, £40,000 in the seventh year and £20,000 in the eighth year. In this calculation, each bus is assumed to reach commercial viable from the ninth year onwards.

The trigger points for service enhancement would approximately be:

- *1 bus service from first occupation*
- *2 bus service from 401st occupation*
- *3 bus service from 1000th occupation*
- *4 bus service from 2000th occupation*

This level of service would subsume the Service Level Agreement for the Exemplar site.

4.5.8 It is proposed that the development will contribute, on a proportionate basis with the Exemplar/Elmsbrook and Firethorn developments, towards an appropriate section 106 contribution.

4.6 Mobility Hub

4.6.1 A mobility hub will be incorporated into the proposed Local Centre in the vicinity of the proposed bus stops. It could provide electric bike/scooter hire facilities, car club vehicle(s), electric vehicle charging points, storage lockers for home deliveries, a co-working area and sustainable travel information.

4.7 Baseline Travel Pattern

4.7.1 To provide an indication of the level of external multi modal trip generation the 'Method of Travel to Work' Census data for 2011 for the MSOA Cherwell 012 and Cherwell 014 has been interrogated and the average modal split is shown in **Table 4.1.**

Mode	Census 2011 Percentage
Underground, metro, light rail, tram	0.1%
Train	3.2%
Bus, minibus or coach	4.5%
Taxi	0.3%
Motorcycle, scooter or moped	0.8%
Driving a car or van	69.6%
Passenger in a car or van	7.1%
Bicycle	4.3%
On foot	9.6%
Other method of travel	0.4%

Table 4.1 – External Modal Splits

5 Site Accessibility Audit

5.1 Introduction

5.1.1 This section provides a comprehensive review of the sustainability credentials of the site, encompassing a review of accessibility to existing facilities and services in north west Bicester, as well as opportunities for journeys to and from the site to be made by sustainable means.

5.1.2 Due to the nature of the development and the wide range of services and facilities that the entire NWB development will provide an additional assessment has been undertaken to understand the future accessibility of the site.

5.1.3 The requirement to locate residential developments within walking distance of day-to-day needs is set out in the NPPF, which states that "*Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes*".

5.2 Local Facilities and Services

5.2.1 This section of the TP considers the location of the proposed site in relation to existing local facilities and services.

5.2.2 The site is positioned in close proximity to a selection of local facilities and services. This allows for sustainable modes of travel such as walking and cycling to form the mode of transport for day-to-day journeys to and from the site.

5.2.3 **Figure 5.1** below presents a non-exhaustive overview of the selection of facilities and services which are accessible from the site.

5.2.4 **Figure 5.1** additionally provides an indication of the accessibility of these provisions, by use of a 2km walking isochrone. It should be noted that this walking isochrone has been measured from the approximate centre of the site and follows established pedestrian routes.

5.2.5 **Table 5.1** below summarises the walking distance from the centre of the site to these provisions. Again, these distances have been measured from the centre of the site and follow walking routes. Also included are the estimated walking and cycling journey times calculated using a walking speed of 1.4 metres per second (abstracted from Institution of Highways and Transportation's [IHT] *Guidelines for Providing for Journeys on Foot*, 2000) as well as a cycling speed of 4 metres per second.

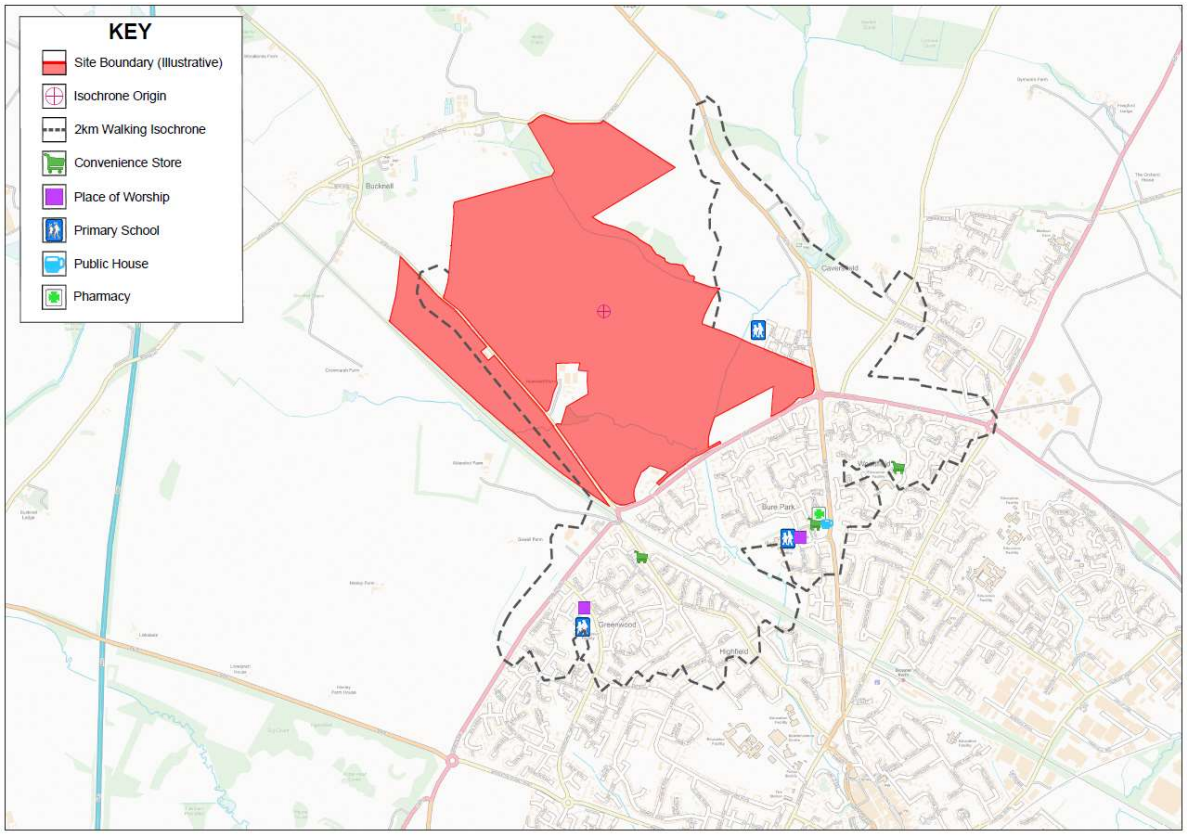

Figure 5.1 – Accessibility to Local Facilities and Services

5.2.6 As shown above, there is a primary school located adjacent to the site and as such this destination lies within a 10-minute walk of the site's centroid.

5.2.7 The distance and estimated journey times (for walking and cycling) from the site to the identified facilities and services are summarised in **Table 5.1**. These distances have been measured from the centre of the site and follow suitable routes. The estimated journey times are calculated based on a walking speed of 1.4 metres per second (abstracted from IHT, 2000) and a cycling speed of 4 metres per second.

Service/Facility	Location		Walking Distance (metres)	(minutes)	Cycling Distance (metres)	(minutes)
Food Convenience Store						
Co-op	Barberry Pl	OX26 3HA	1726	21	1726	7
Co-op	Bucknell Rd	OX26 2XE	1344	16	1344	6
Tesco Express	Holm Square	OX26 3YQ	1875	22	1875	8
Education						
Gagle Brook Primary School	Cranberry Ave	OX27 8BD	889	11	889	4
Bure Park Primary School	Lucerne Ave	OX26 3BP	1771	21	1771	7
Kings Meadow Primary School	Shakespeare Dr	OX26 2LU	1711	20	1711	7
Health						
Jardines Pharmacy	Barberry Pl	OX26 3HA	1726	21	1726	7
Place of Worship						
Emmanuel Church	Barberry Pl	OX26 3HA	1786	21	1786	7
Lifehouse Community Church	Shakespeare Dr	OX26 2YN	1711	20	1711	7
Public House						
Bure Farm	Bure Park	OX26 3HA	1826	22	1826	8

Table 5.1 – Distance to Local Facilities and Services

5.2.8 Importantly, a convenience store, pharmacy, place of worship, and a number of Primary Schools are all located within a 2km walk. As such, the proposed site is well-situated in relation to a range of existing facilities and services.

5.2.9 Given the above assessment, it is reasonable to conclude that the site is located in a sustainable position, being well-related to the existing town of Bicester and the range of facilities and services hosted within. Some of these destinations lie within a 'reasonable' walking distance and the entirety of Bicester is within cycling distance of the site, and as such there is a genuine opportunity for everyday journeys to and from the site to be made sustainably and without a dependence on the private car.

5.2.10 Given the location of the site, and the demonstrable opportunity for everyday journeys to be made on foot and by bicycle, the site presents the opportunity to create. a development that is sustainable and that encourages journeys to be made actively.

5.2.11 IHT guidance (2000) states that the preferred maximum walking distance, for pedestrians without a mobility impairment, to daily facilities is 2km. Thus, the assessment presented in **Table 5.1** demonstrates that a range of facilities and services are reachable on foot, including a primary school and a convenience store.

5.2.12 Therefore, the assessment of the accessibility of the site shows that there will not be a need to rely on the use of the private car for day-to-day journeys to local facilities and services, with a range of daily needs being located within walking and cycling distance of the site.

5.3 Future Local Facilities and Services

5.3.1 As aforementioned, the proposed site forms part of the wider NWB development. As part of the NWB there will be new services and facilities introduced to support the future employees, residents and visitors.

5.3.2 **Figure 5.2** below is based on the North West Bicester Masterplan movement and access framework and shows the expected services and facilities to be delivered upon completion of the NWB.

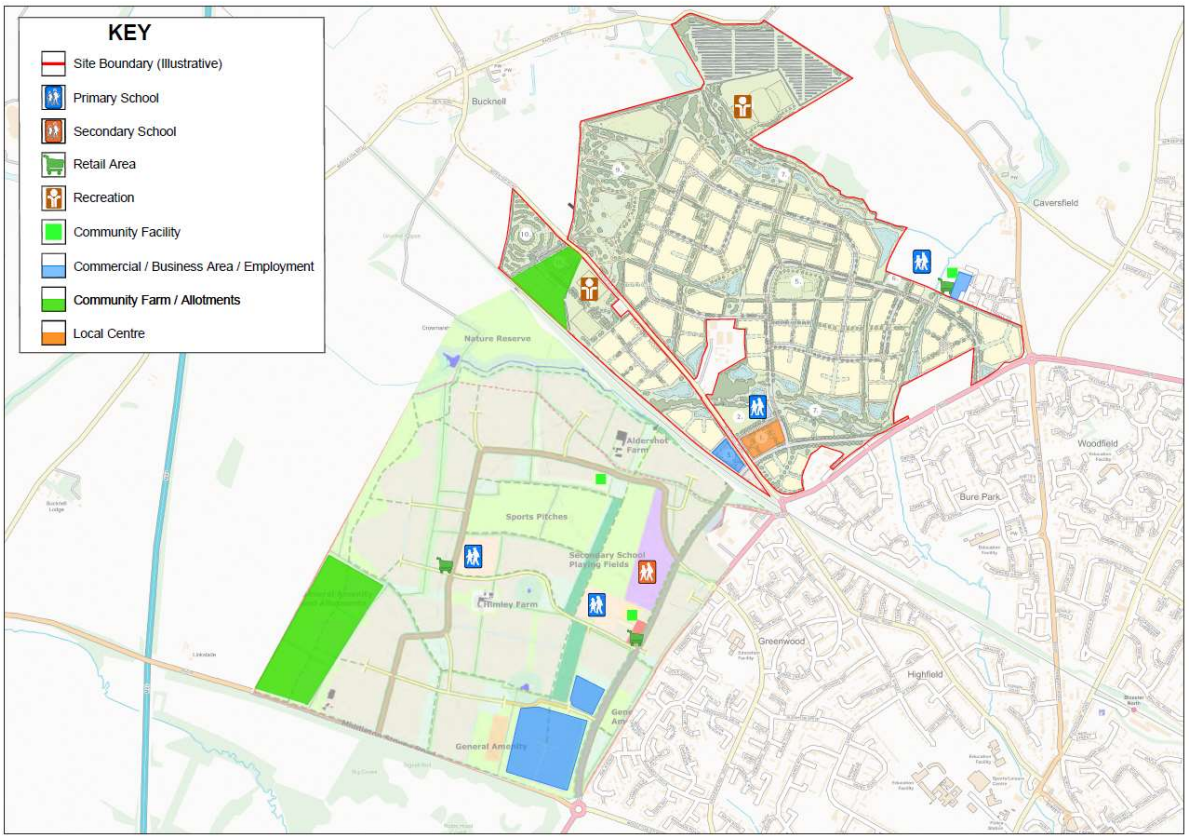

Figure 5.2 – Future Site Accessibility

5.3.3 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.

5.3.4 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.

5.4 Pedestrian Accessibility

5.4.1 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.

5.4.2 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.

5.4.3 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.

5.4.4 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.

5.4.5 **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 employees, residents and visitors 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.

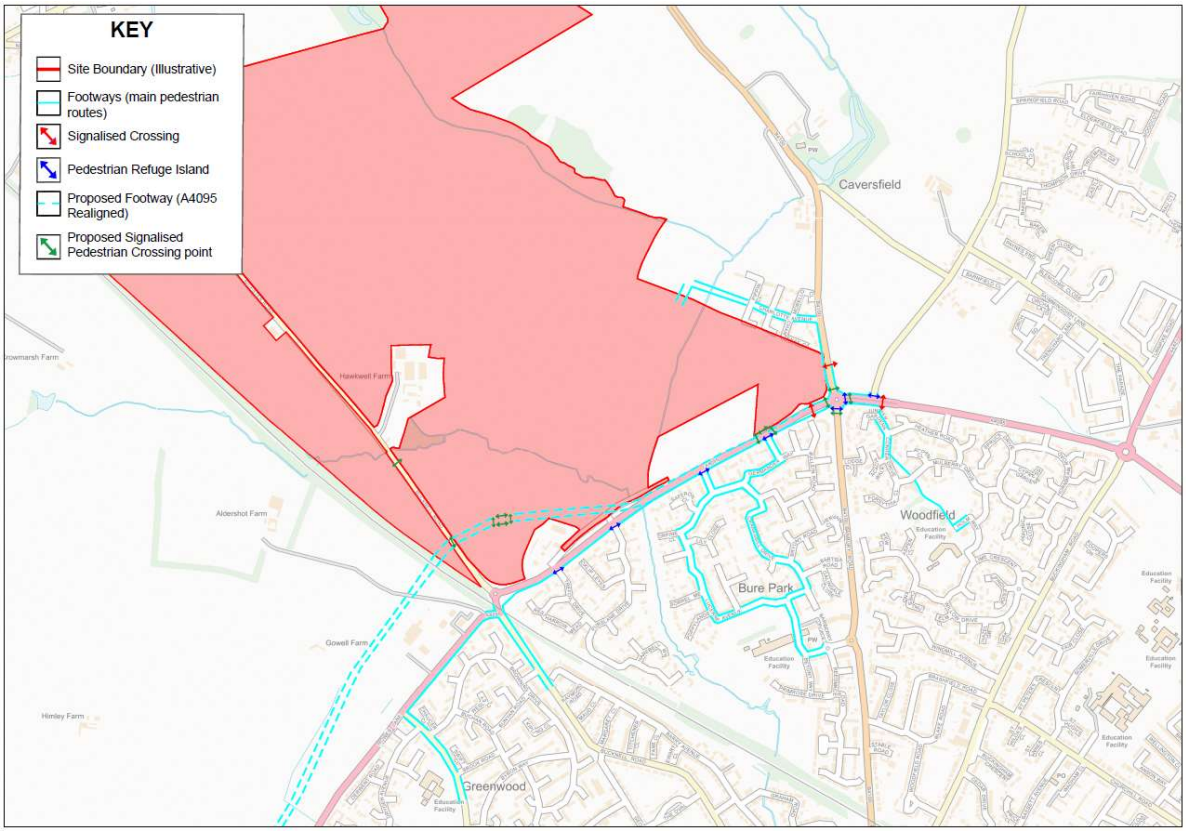

Figure 5.3 - Pedestrian Accessibility

5.4.6 It is thought that pedestrians are most likely to travel within North West Bicester to the future services and facilities it would offer, however, other predominant pedestrian movements would include movements to the south towards Bicester.

5.4.7 To the east of the site lies a new estate which the proposed development will connect to 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.

5.4.8 The B4100 has a shared use footway/cycleway along the western side of the carriageway which continues in a southernly 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.

5.4.9 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 A4905 carriageway. At this point, there is a shared use access point into the Woodford residential area which provides access to a convenience store.

5.4.10 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.

5.4.11 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.

5.4.12 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.

5.4.13 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.

5.5 Public Rights of Way

5.5.1 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.

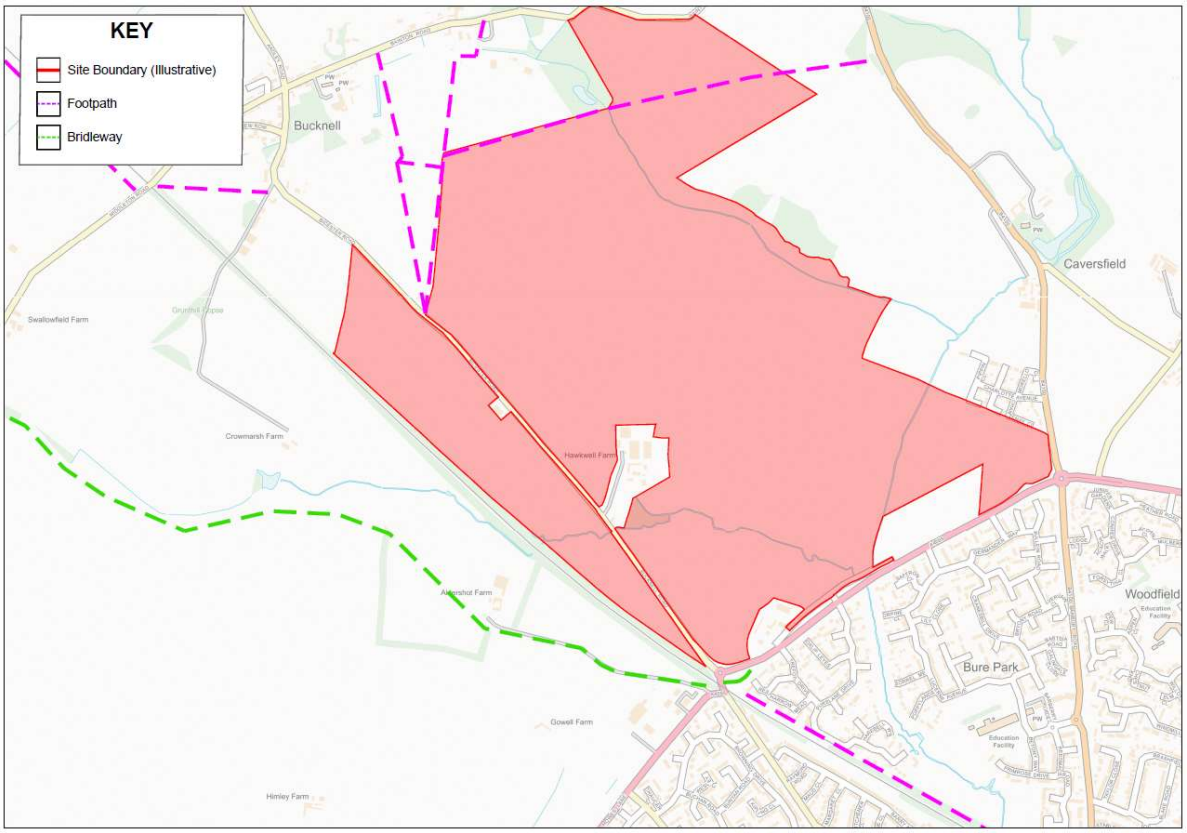

Figure 5.4 – Public Rights of Way

5.5.2 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 northernly section of the site.

5.6 Cyclist Accessibility

5.6.1 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.

5.6.2 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.

5.6.3 **Figure 5.5** below demonstrates the area surrounding the site which lies within a 5km cycle.

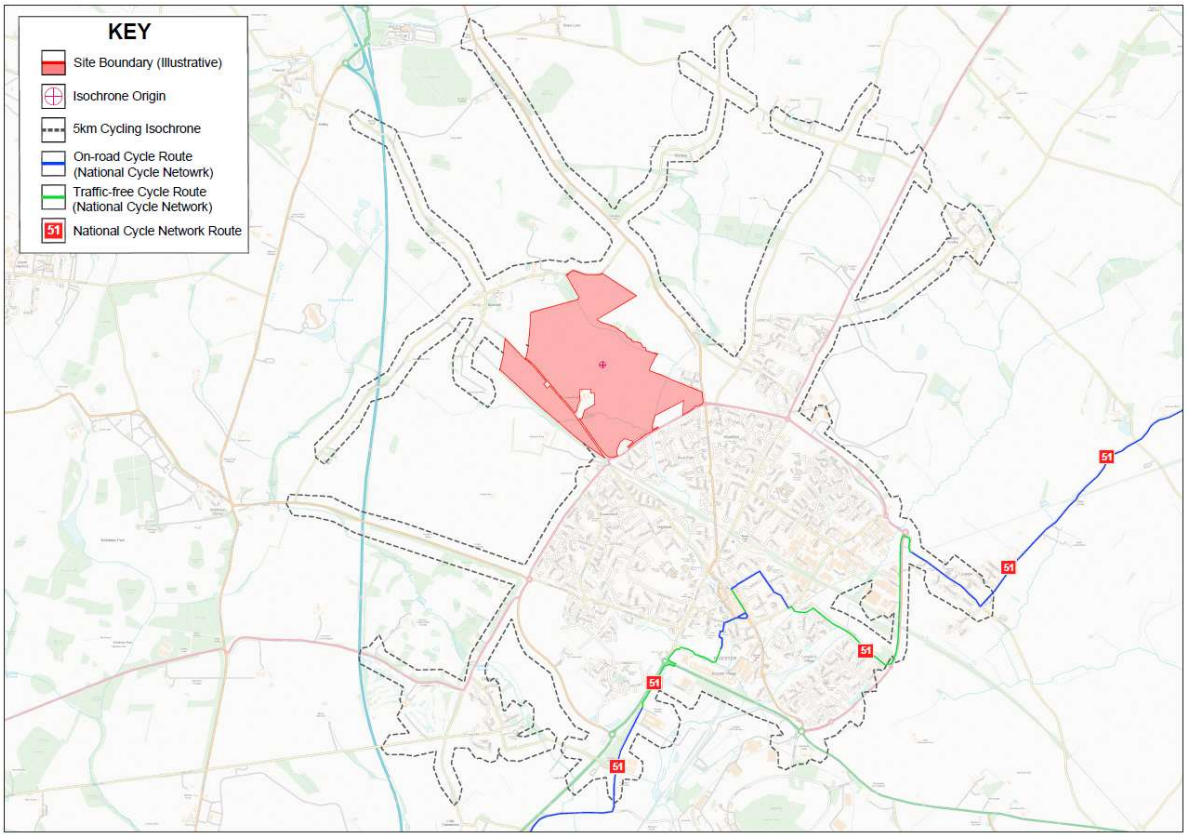

Figure 5.5 – Cycling Isochrone National Cycle Network

5.6.4 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.**

5.6.5 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.

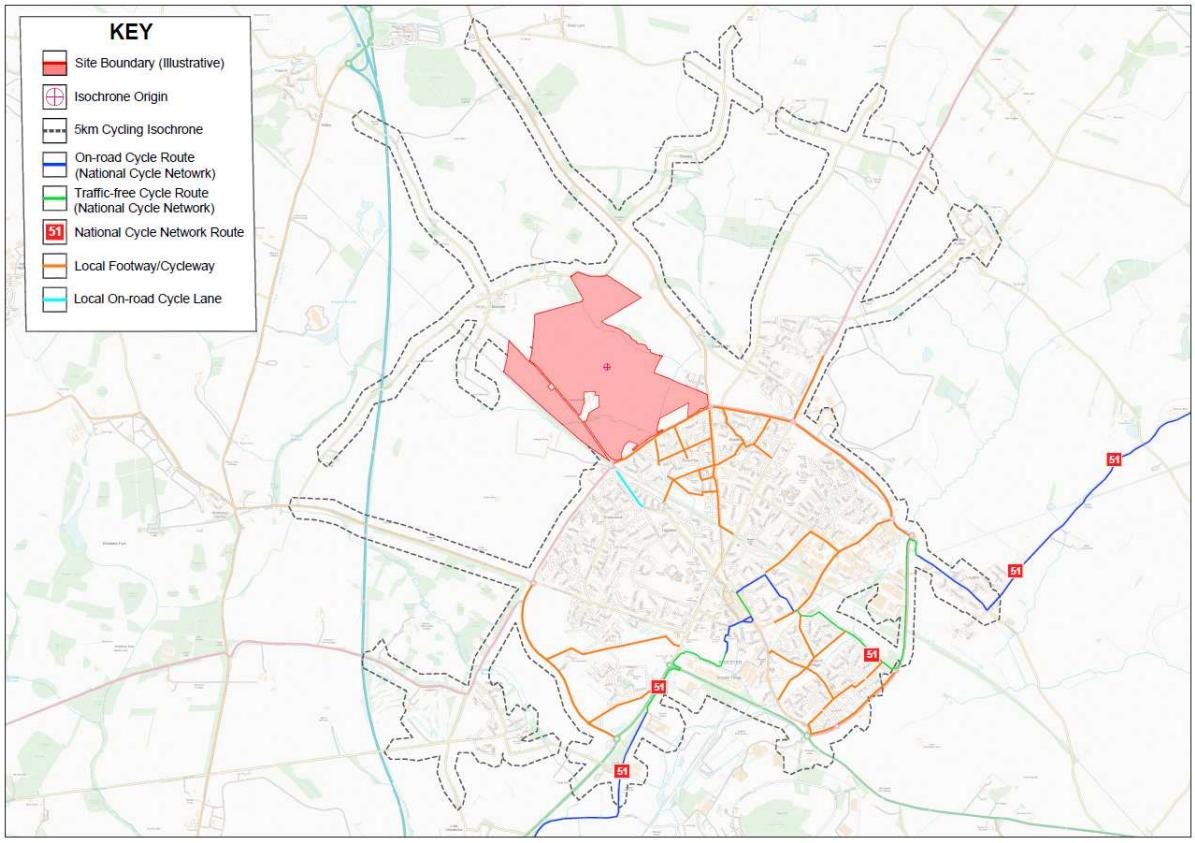

Figure 5.6 – Local Cycle Network

5.7 Public Transport Accessibility – Bus

5.7.1 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.

5.7.2 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'. These bus stops are situated in close proximity to the eastern proposed access point and therefore are conveniently located for employees, residents and visitors of the Development.

5.7.3 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.

5.7.4 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 B** of this TP.

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

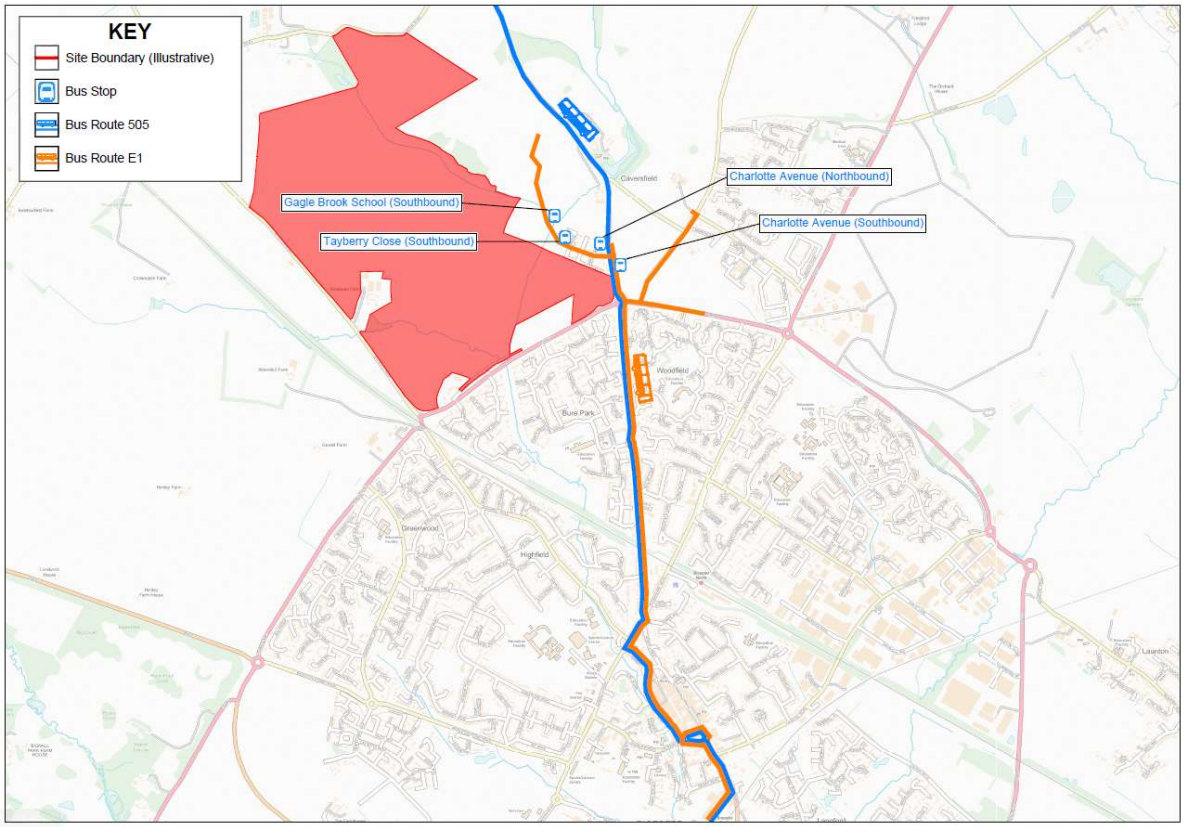

Figure 5.7 – Details and Frequency of Local Bus Routes

5.7.5 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).

5.7.6 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.

5.7.7 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 and as such creates the opportunity for journeys to and from these destinations to be undertaken sustainably.