

Transport & Movement

A **Transport Assessment** has been undertaken by Hub Transport to demonstrate a technical understanding of the pertinent transport and highways matters related to the development of the Site.

Local Highway Network

The geographical scope of assessment has been agreed with the Local Highway Authority.

There are significant highway infrastructure proposals for the wider Heyford Park development that will improve the capacity of the existing highway network; these proposals have been taken into account within the Transport Assessment report.

The location of the site is adjacent to the Camp Road/Chilgrove Drive signalised junction proposals, agreed as part of the wider Heyford Park development infrastructure; a minor improvement to this layout is proposed as part of the development mitigation.

The proposed residential development would have a modest trip generation of just over two vehicles every minute during peak periods. The development traffic distribution utilises the Bicester

Transport Model, which takes into consideration the proposed highway infrastructure improvements in the area.

Further afield, the impact across the wider highway network is minimal as traffic disperses.

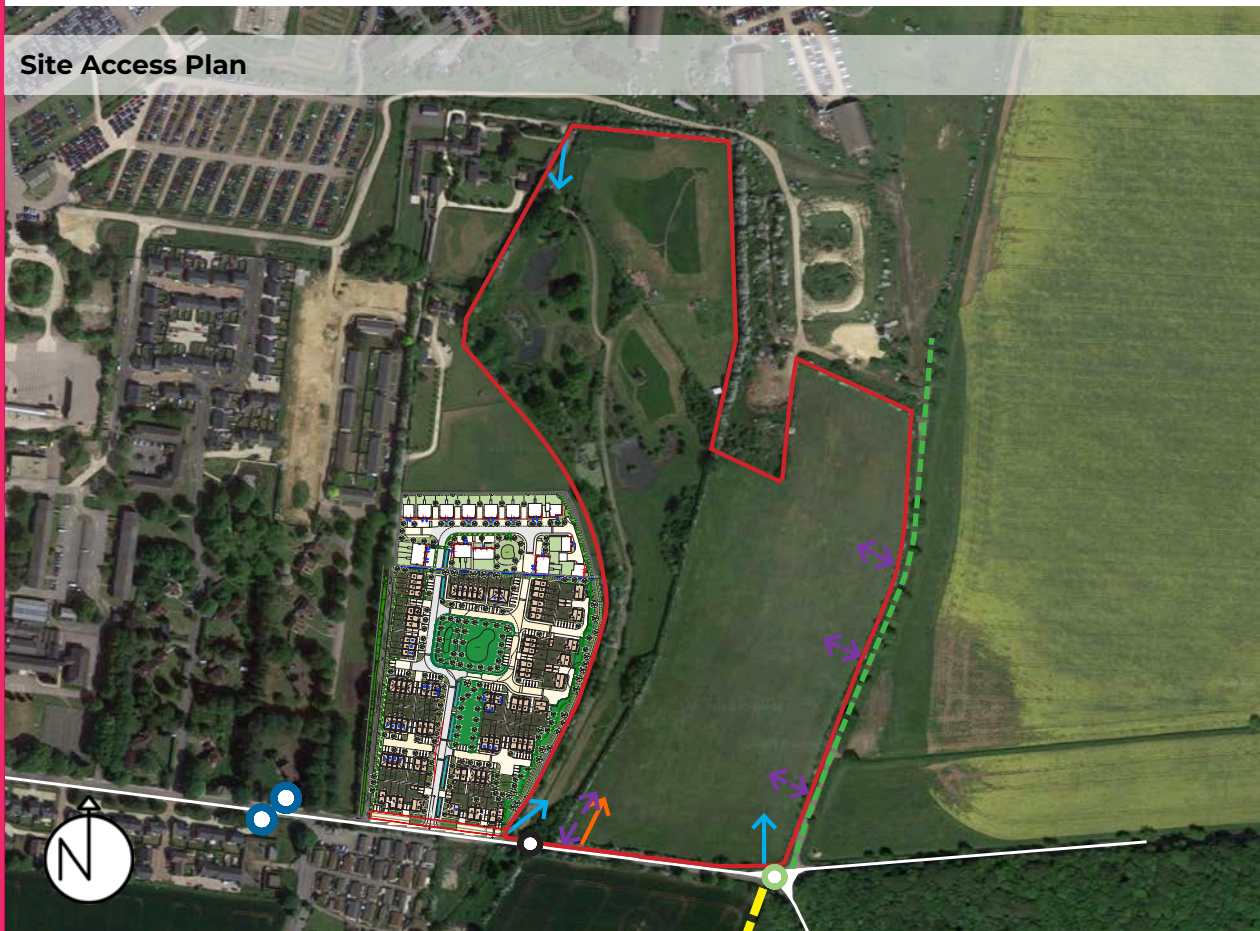
Sustainable Travel Options

Figure 1 details local facilities in the vicinity of the site that will typically be used on a day-to-day or weekly basis by residents. It should also be noted that as part of the wider Heyford Park proposals, further facilities are planned including education, leisure, retail and employment. A Sainsbury's Local has been the first retail store to open as part

KEY:

- Site boundary;
- Existing Site vehicular access;
- Proposed vehicular access;
- Proposed signalised junction & crossing;
- Proposed zebra crossing;
- ↔ Proposed pedestrian connection;
- Public Right of Way bridleway;
- Proposed future bridleway
- Existing bus stops;

Site Access Plan



of the wider Heyford Park development retail centre.

A number of facilities, including Heyford Park Free School, are located within the average walk distance of 1.36km (National Travel Survey 2020 data), whilst all are within the maximum 2km walking distance referred to in MfS guidance.

Access to all facilities is via the existing footway/cycleway network in the vicinity of the site. Footways will be provided from the site on the northern side of Camp Road, with a crossing point to the footway/cycleway on the southern side. Connections will also be provided to proposed public open space adjacent to the housing, as well as the future footpath/bridleway to the east of the site along Chilgrove Drive.

Existing bus stops are located on Camp Road c.550m to the south of the site, with new closer bus stops also proposed as part of the adjacent Pye Homes development. Bus service number 250 provides an hourly service throughout the day, Monday to Saturday, between Bicester and Heyford Park. Financial contributions towards the improvement of bus service provision are expected, in line with that of the wider Heyford Park development, alongside new bus stop provision on the realigned Chilgrove Drive.

Heyford Rail Station is located c.3 miles to the southwest of the site and provides a direct morning and evening service to Oxford. Bicester North and Bicester Village Rail Stations are located c.6 miles to the southeast of the site and provides regular services to London Marylebone, Birmingham, Oxford and Banbury. The number 250 bus service runs to Bicester Town Centre and stops within walking distance of both Bicester North and Bicester Village Rail Stations.

A Residential Travel Plan and Travel Information Packs has been prepared to support the application and to encourage residents at the site to travel via sustainable modes.

Access

Vehicular access to the development is proposed off Camp Road, approximately 100m to the west of the Camp Road/Chilgrove Drive junction. The proposed access takes the form of a priority

T-junction and has been set out in line with Oxfordshire County Council's Residential Road Design Guide.

As part of the access strategy, the proposed zebra crossing associated with the wider approved Heyford Park development will be relocated slightly to allow for an extension to the footway provision along the northern side of the carriageway.

Design Considerations

A number of key design considerations have emerged following the baseline review, and should be incorporated into the evolving masterplan. These are summarised below:

- The development will provide high quality connections to the wider Heyford Park development, including the significant employment opportunities, local facilities and school;
- High-quality pedestrian and cycle links will be provided within the site and connect with the existing (and proposed upgraded) Chilgrove Drive bridleway, as well as to the existing bus service on Camp Road. The bus service provides opportunities for travel to larger centres for employment, leisure and retail purposes;
- The development should make a contribution to the bus service provision, in line with the wider Heyford Park development;
- The development should ensure that high quality broadband connections are provided to each dwelling to allow for home working where possible; and
- The development should deliver minor improvements to the proposed Camp Road/Chilgrove Drive signalised junction, to provide additional highway network capacity in the vicinity of the site.