

REPORT

Parcel R, Kingsmere, Bicester

C3 Residential Dwellings Travel Plan

Client: Preferred Homes Bicester Ltd & Countryside (Bicester)
Ltd

Reference: PC5143-RHD-ZZ-XX-RP-R-0004

Status: Final/1

Date: 26 October 2023

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1 Introduction

1.1 Preface

1.1.1 This C3 Residential Dwellings Travel Plan been prepared by Royal HaskoningDHV (RHDHV) on behalf of Preferred Homes Bicester Ltd & Countryside (Bicester) Ltd (the 'applicant'), in association with 14 proposed residential market dwellings (Class C3) at Parcel R, Kingsmere, Bicester ('the Site'). The highway authority for the Site is Oxfordshire County Council, and the local authority is Cherwell District Council.

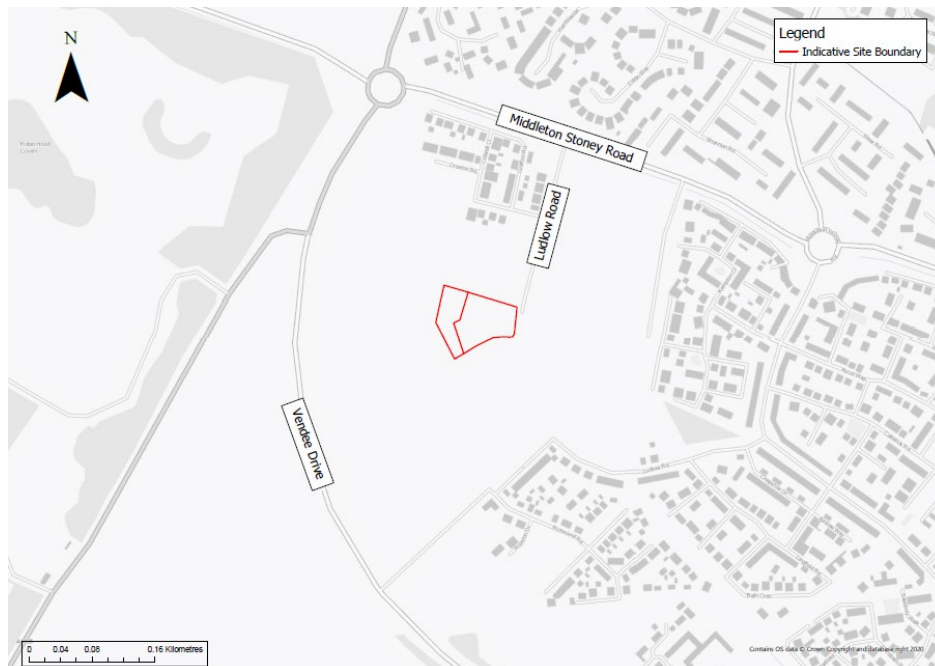
1.1.2 The proposed C3 residential dwellings form part of a larger development that incorporates an 82 no. apartment extra care home. This C3 Residential Dwellings Travel Plan is associated with the proposed 14 residential units, only.

1.1.3 The C3 dwellings are proposed in 'outline' with the design details to be subject to reserve matters applications, in due course.

1.2 The Site

1.2.1 The Site is located within Kingsmere Phase 2 development, which comprises up to 709 homes, 2 primary schools, a small convenience store and various open spaces, including parks and children's play areas. Kingsmere Phase 2 is located on land west of the A41 and south of Middleton Stoney Road and planning permission for the development was secured in outline, under planning application reference 13/00847/OUT).

Insert 1.1 Site Location



- 1.2.2 A 'Framework Travel Plan and Residential Travel Plan' was prepared by the consultant WSP in association with 13/00847/OUT, a copy of which is provided as **Appendix 1** of this document. The WSP document was prepared to discharge Planning Condition 20 of 13/00847/OUT). The WSP document was submitted to Cherwell Council under application number 18/00196/DISC and was approved in July 2018.
- 1.2.3 The WSP document was prepared with regard to OCC's '*Transport for New Developments: Transport Assessment and Travel Plans*' (March 2014), which recognised that a residential development of over 700 dwellings would require a Full Travel Plan.
- 1.2.4 This C3 Residential Dwellings Travel Plan has been prepared with reference to the approved WSP document, with the proposed 14-dwelling residential development to be subject to the same Travel Plan 'measures' and 'targets' as the approved Kingsmere Phase 2 development.

1.3 Scope of the Residential Travel Plan

- 1.3.1 This document does not intend to repeat the full content of the approved 'Framework Travel Plan and Residential Travel Plan', however, this document does make the commitment to adhere to the requirements of the wider approved Kingsmere Phase 2 Residential Travel Plan, which is funded by Countryside Properties (Bicester) Ltd.

2 Site Audit / Context

2.1 Overview

- 2.1.1 The Site comprises Parcel R of the Kingsmere Phase 2 development and is located to the west of Ludlow Road, approximately 210 metres (m) south of the junction between Middleton Stoney Road and Ludlow Road.
- 2.1.2 The area surrounding the Site is currently mostly unoccupied or under construction as part of the Kingsmere Phase 2 development. To the southeast of the Site the Alchester Park Play Area has been recently constructed.
- 2.1.3 Further detail regarding the baseline conditions in the vicinity of the Site are presented within the associated TS.

2.2 Accessibility on Foot

- 2.2.1 The local pedestrian network provides connections to local amenities and residential streets, providing good opportunities for Site residents to travel to and from the Site on foot.
- 2.2.2 Good quality pedestrian infrastructure is available in the vicinity of the Site, with footways provided on Ludlow Road, Vendee Drive and Middleton Stoney Road and a footpath connecting into the north of the Site providing access to Vendee Drive.
- 2.2.3 It is widely recognised that walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly those under 2 kilometres (km). In this case, the Site is located within walking distance of a number of facilities and amenities.
- 2.2.4 **Table 2.1** provides a summary of the location of facilities with respect of the Site. Facilities that are located within the Village Centre or Commercial Centre associated with Kingsmere Phase 1 development are highlighted in **green**.

Table 2.1 Summary of Facilities and Amenities

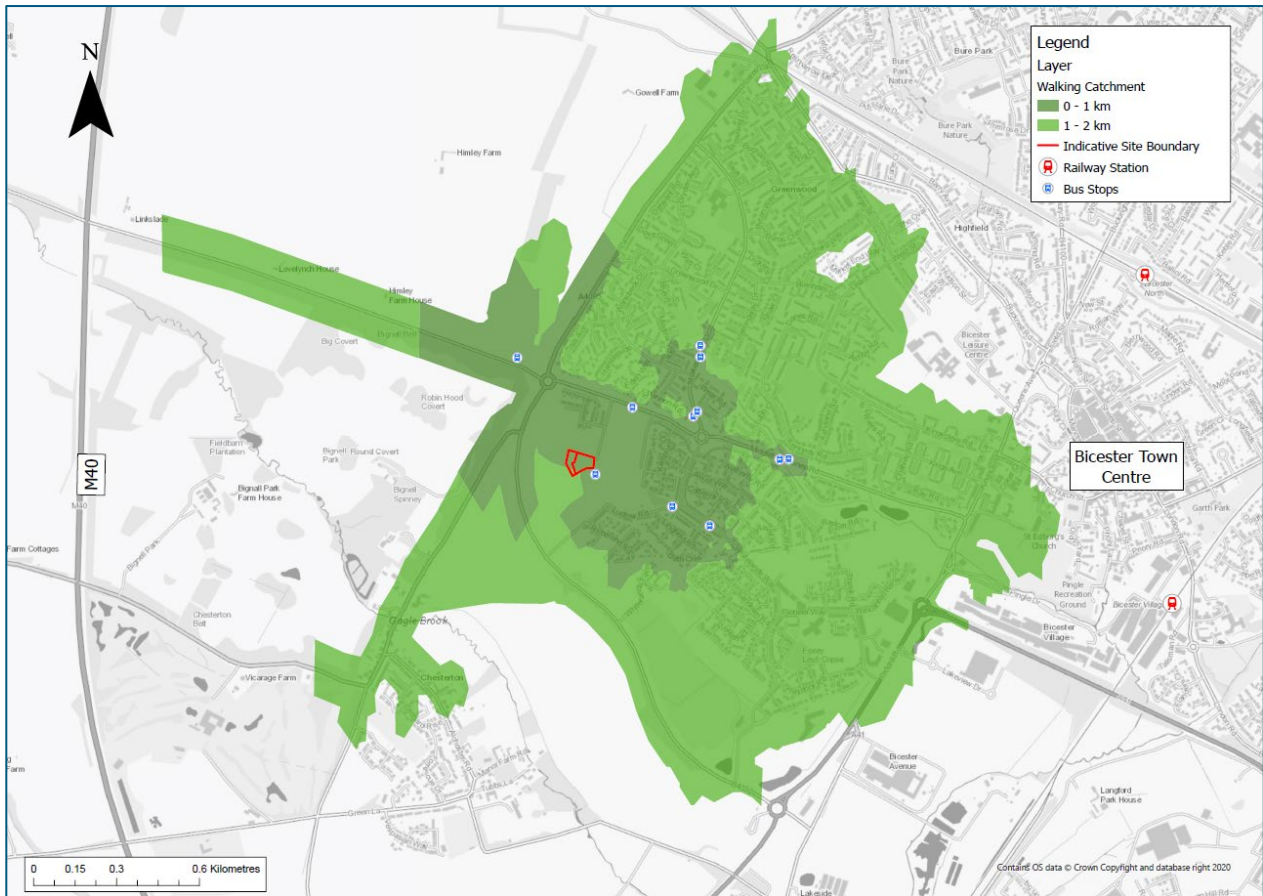
Service Type	Service Name	Address	Approximate Walk Distance (m)
Food Outlet – Restaurant/Takeaway	The Two Sisters	5 Bowmont Sq, Bicester OX26 2GJ	900
	The Finest Catch	Kingsmere, Unit 4 Whitelands Way, Bicester OX26 1EG	950
	The Shakespeare Pub and Kitchen	The Shakespeare Pub, Bowmont Sq, Bicester OX26 2GJ	1000
	The Brasserie at the Chesterton Hotel	Chesterton, nr Green, Bicester OX26 1UE	1000
Food Outlet – Shopping	Tesco Express	1-3 Bowmont Sq, Shakespeare Dr, Bicester OX26 2GJ	900
	Co-Operative Food	Unit 1 Whitelands Way, Kingsmere, Bicester OX26 1EG	900
	Morrisons Daily	58 Villiers Rd, Bicester OX26 2BB	1600

Service Type	Service Name	Address	Approximate Walk Distance (m)
Access to Cash	Tesco Bank ATM	Tesco Express, Bowmont Sq, Shakespeare Dr, Bicester OX26 2NL	850
	Morrisons Daily ATM	58 Villiers Rd, Bicester OX26 2BB	1600
	Spar ATM	Oxford Rd, Bicester OX26 1BT	1700
Access to Outdoor Space	Pingle Brook Open Space	Redcar Rd, Bicester OX26 1AA	1200
Access to Recreation/Leisure Facilities	PureGym Bicester	Shopping Park, Oxford Rd, Bicester OX26 1BT	1300
	Kea Social Club and Sports Field	Queens Ave, Bicester OX26 2NR	1500
Access to Postal Services	Villiers Road Post Office	58 Villiers Rd, Bicester OX26 2BB	1600
Access to Community Pharmacy	Boots	Unit A, Shopping Park, Kelsa Road, Bicester OX26 1ES	1400
Access to Doctor's Surgery	Dr G C Moncrieff & Partners	Health Centre, Coker Cl, Bicester OX26 6AT	1400
	Bicester Community Hospital	Piggy Ln, Bicester OX26 6HT	1800
Childcare Facility or School	Busy Bees at Bicester Kingsmere	Kingsmere, Whitelands Way, Bicester OX26 1EG	1100
	St Edburg's CE Primary School	Pioneer Way, Bicester OX26 1BF	1100
	Impact Montessori nursery	Bric, Queens Ave, Bicester OX26 2NR	1900

2.2.5 A 1 and 2km walking catchments from the Site are shown in **Insert 2.1**, and at a higher resolution in **Appendix 2**.

2.2.6 A 1km catchment from the Site includes several bus stops, and a 2km catchment includes multiple amenities, including those set out in **Table 2.1**.

Insert 2.1 Walking Catchment



2.2.7 Many of the local amenities are located in areas of Bicester north and east of the Kingsmere Phase 2. There is a local centre within Kingsmere Phase 1 which provides for the immediate day-to-day needs of the Phase 2 residents.

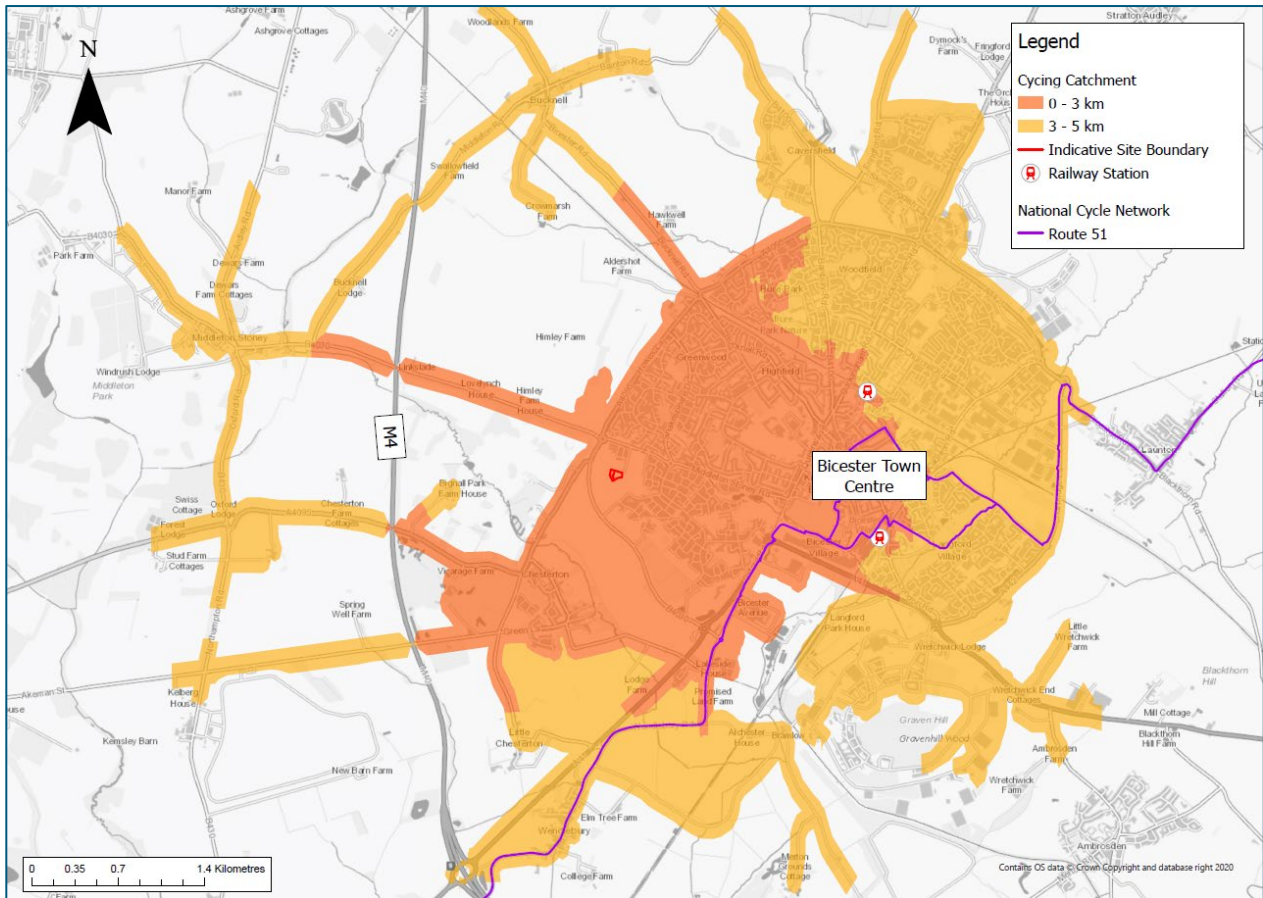
2.3 Accessibility by Cycling

2.3.1 There is cycle provision on Vendee Drive in the form of a footway / cycleway on the eastern side of the carriageway. There are also advisory on-carriageway cycle lanes in the vicinity of the Site, on Middleton Stoney Road. There is an additional shared use footway / cycleway running to the north of the Site which connects to Vendee Drive.

2.3.2 The Site is located close to National Cycle Network Route 51, which extends between Oxford and Felixstowe.

2.3.3 A cycling catchment from the Site is shown in **Insert 2.2**, and at a higher resolution in **Appendix 3**. Both Bicester railway stations are accessible within a 3 km cycle from the Site, and the majority of Bicester Town is encompassed in a 5 km cycle from the Site.

Insert 2.2 Cycling Catchment



2.4 Accessibility by Public Transport

- 2.4.1 The closest bus stop to the Site is located on Ludlow Road approximately 30m to the south of the Site. The bus stop is served by bus service 26 operated by Stagecoach. Route 26 operates at a frequency of 2 bus per hour from Kingsmere to Bicester town centre. The service operates 06:00 to 20:00, Mondays to Saturdays,
- 2.4.2 Whiteland's Way bus stop is located approximately 550m walk from the Site. From this bus stop, bus service S5 is operated by Stagecoach between Bicester and Oxford and provides up to 4 buses per hour. There are 6 departures in the morning from Kingsmere to Oxford and 6 return journeys in the PM.
- 2.4.3 Other bus services in proximity to the site include the X5 bus service operated by Stagecoach which provides an express bus service between Oxford – Bicester – Buckingham – Milton Keynes and Bedford which is approximately 1.6km from the site.
- 2.4.4 Bus services are provided as part of the Kingsmere Phase 2 development, and 2 additional bus stops have been provided on the eastern side of Central Square and Alchester Play Area, some 50-70m east of the Site.

- 2.4.5 The nearest railway stations to the site are Bicester Village and Bicester North, both of which are served by Chiltern Railways. Bicester Village railway station is 2.6km from the site and is served by 2 trains per hour between Oxford and London Marylebone. Bicester North railway station is 2.7km from the site and is served by hourly trains between London Marylebone, Banbury and Birmingham Snow Hill.

2.5 Age-related/Disability Accessibility

- 2.5.1 Infrastructure is provided locally to support sustainable travel patterns for both older and younger generations.
- 2.5.2 The nearest bus stop on Ludlow Road is provided with a bus shelter and seating. It is noted that other bus stops on Whiteland's Way and Middleton Stoney Road do not have shelter or seating provided.
- 2.5.3 Footways with a smooth and level surface are present on Ludlow Road, Middleton Stoney Road and Vendee Drive.
- 2.5.4 Informal crossings are provided at Middleton Stoney Road and at Howes Lane / Middleton Stoney Road / Vendee Drive / B4030 roundabout, which are defined by tactile paving. The crossing at Middleton Stoney Road is defined by bollard protection for pedestrians, and there are traffic calming measures in the form of speed bumps to reduce vehicle speeds.
- 2.5.5 Street lighting is present on the highway in the vicinity of the Site.
- 2.5.6 The development will be supported by 3 on-site car parking spaces dedicated for use by blue badge holders only .

2.6 Summary

- 2.6.1 A review of the Site's accessibility by 'non-car' modes of travel indicates that there are existing opportunities for access by 'active' and 'sustainable' travel modes.

3 Proposed Development

3.1 Development Overview

3.1.1 As outlined in the introductory Section of this TS, the proposed development forms a hybrid application comprising:

- (i) in FULL, the construction of an 82 no. apartment affordable extra care home (class C2) with associated bistro, open space, landscaping, car/cycle parking, service infrastructure (drainage, highway, lighting) and engineering operations, and
- (ii) in OUTLINE, the erection of a maximum of 14 market residential dwellings (class C3), on land known as Parcel R, Kingsmere, Bicester.

3.1.2 This document is associated with the 'outline' element of the scheme, only.

3.2 Proposed Access Strategy

Proposed Site Access

3.2.1 The C3 residential development would be accessed from a dedicated vehicular route that would form a simple priority junction with Bishops Road. The junction would be located approximately 65m to the west of the junction of Ludlow Road and Bishops Road. Both Ludlow Road and Bishop Road have recently been constructed as part of the Kingsmere Phase 2 development.

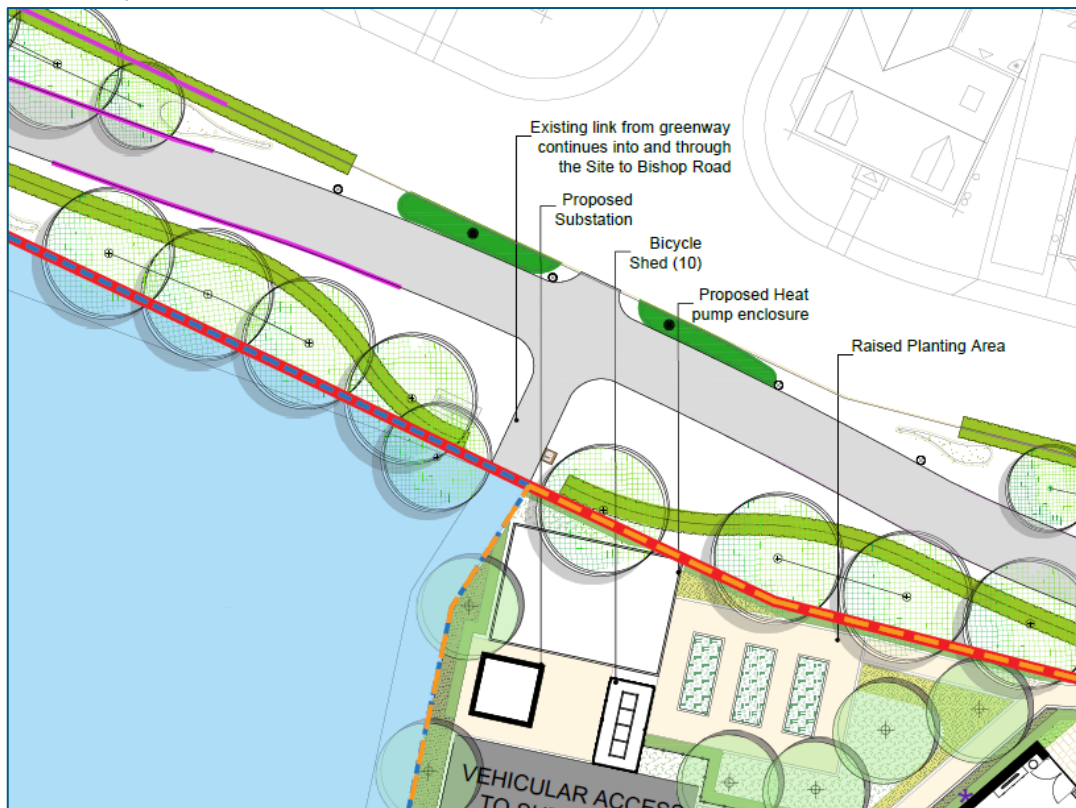
3.2.2 Footways would be provided on both sides of the access road which will connect into the Site and provide access to the development for pedestrians.

3.2.3 Pedestrian linkage between the existing footway/cycleway to the north of the Site and the C3 dwellings would be provided. As a result of creating this connection future Site residents would be able to access the wider network of footways and cycleways that are provided throughout Kingsmere Phase 2 development.

3.2.4 Cyclist access is also possible from the southeast of the Site from Bishops Road.

3.2.5 A connection would also be provided to the pedestrian/cycle route to the north (**Insert 3.1**). The design code for the approved Kingsmere Masterplan identifies the route as a 'Cycle Route', however, the currently constructed route is indicated to be a shared pedestrian/cyclist route. Depending on the County Council's permanent designation of this route any reserved matters application associated with the C3 dwellings can be developed to facilitate shared pedestrian and cycle permeability via this route that flanks the northern perimeter of the Site.

Insert 3.1 Proposed Pedestrian Connection



3.3 Internal Layout

3.3.1 Due to the 'outline' nature of the C3 residential development, the planning application has shown the residential site layout indicatively and the detail of such will be reserved

3.4 Car Parking

3.4.1 Parking provision will be in accordance with OCC parking standards.

3.4.2 One-bedroom units would be provided with a space in a communal parking area, 2-bedroom units would be served by off-street parking spaces in adjacency to the associated property, while 3-bedroom dwellings would be provided with a garage and a driveway space: providing opportunity for 'up to 2 car parking spaces' in accordance with OCC parking standards.

3.4.3 In addition, a visitor space would be provided per 5 residential units, which for 14 dwellings would equate to 3 visitor parking spaces..

3.4.4 Parking for powered 2-wheelers are considered to be catered for within driveway and garages for the dwellings that benefit from such provision.

3.4.5 EV car charging would be provided in accordance with adopted OCC parking standards, and this would mean making some provision for both on-plot parking spaces and spaces that are within the communal parking court.

3.5 Cycle Parking

3.5.1 OCC cycle parking standards stipulate provision of 2 spaces per bedroom for residential 'houses' and 'flats'. Based on the proposed C3 residential housing mix, the minimum cycle parking requirement would equate to 70 cycle parking spaces. The detailed design of the C3 residential dwellings would incorporate suitable covered and secured cycle parking areas, in locations that would be accessible without bringing bicycles through the interior of the residential units.

3.6 Residential Development Trip Generation

3.6.1 The Transport Statement submitted with the application provides an assessment of residential trip generation. This assessment provides a baseline against which any Travel Plan targets can be judged. The anticipated travel generation for the C3 14-unit residential development is provided in **Table 3.1**.

Table 3.1 Proposed 14 Residential Dwellings

Mode of Travel	Weekday 08:00-09:00			Weekday 17:00-18:00			Weekday 07:00-19:00		
	Arrivals	Depart's	Total	Arrivals	Depart's	Total	Arrivals	Depart's	Total
Vehicles									
Cars	1	3	4	3	1	4	15	17	32
Taxis	0	0	0	0	0	0	1	1	1
LGVs	0	0	1	0	0	0	2	2	5
OGVs	0	0	0	0	0	0	0	0	1
Total Vehicles	1	3	5	3	1	4	19	20	39
People									
Vehicle Occupants	1	5	6	4	2	6	26	27	52
Pedestrians	0	1	2	0	1	1	5	6	11
Cyclists	0	0	0	0	0	0	1	1	2
Public Transport Users	0	0	0	0	0	0	0	1	1
Total People	2	7	8	5	2	7	32	34	66

3.6.2 **Table 3.1** indicates that the C3 residential development would generate 66 two-way person trips over the course of a typical weekday (07.00-19.00) and 39 two-way vehicle trips during the same typical weekday 12-hour daytime period (07.00-19.00).

3.6.3 Peak hour trips associated with the residential development have been estimated as 5 two-way trips in the AM, and 4 two-way trips in the PM peak hour.

4 Travel Plan Objectives, Targets and Management

4.1 Travel Plan Objectives

4.1.1 The WSP 'Framework Travel Plan and Residential Travel Plan' document contained over-arching objectives, as follows¹:

1. *To enable people to make better informed travel choices;*
2. *To minimise single occupancy car trips;*
3. *To promote the use of alternatives to the car including walking, cycling, bus, train and car sharing;*
4. *To reduce traffic speeds and manage demand through traffic management schemes which will in turn provide a safer and more favourable environment for pedestrians and cyclists;*
5. *To provide an efficient and attractive public transport service for the proposed development; and*
6. *To provide a mechanism for the implementation and assessment of travel plan measures through the employment of the travel plan co-ordinator."*

4.1.2 These objectives are to be achieved through introduction of a package of Travel Plan 'measures' that have a focus on promoting access to the site by sustainable modes of transport as an alternative to the private car. The 'measures' proposed in the Framework Travel Plan and Residential Travel Plan' are provided in Section 6 of this document.

4.2 Preliminary Travel Plan Targets

4.2.1 The WSP 'Framework Travel Plan and Residential Travel Plan' document proposed the following residential travel plan target.

- **No more than 55% of residents usually travelling to work as a single occupancy car driver (including those who work from home).**

4.2.2 This target will be adopted for the new C3 dwellings.

4.2.3 The trip generation assessment presented in Section 3.6 indicates that 59% (39/66) of person trips would be undertaken driving a motor vehicle, and the target therefore can be considered reasonable in the context of the expected travel patterns.

4.3 Travel Plan Management

4.3.1 This Travel Plan would align with the 'Management Strategy' presented in Section 4 of the WSP 'Framework Travel Plan and Residential Travel Plan'. This would mean the Travel Plan would be managed and monitored by the Travel Plan Coordinator, responsible for the wider Kingsmere Phase 2 development. As a consequence, future site residents could benefit from:

- Travel ticket offers secured with the bus and rail operators, or discounts from local cycling stores.
- Area wide opportunities, measures or promotional materials/ tools;

¹ Framework Travel Plan and Residential Travel Plan, WSP, 2018 (Section 3.2)

- Travel Information Packs, to be provided to residents on first site occupation.
- Supplementary tailored travel information materials and advice, including Personalised Journey Plans, where requested by residents;
- Other Travel Plan measures (discussed in section 5).

5 Travel Plan Measures

- 5.1.1 A variety of measures would be implemented to the benefit of all residents of the Phase 2 Kingsmere development, with the purpose of the measures being to ensure that the Travel Plan's objectives and targets are met.
- 5.1.2 It is understood that the Travel Plan Coordinator would be able to adapt 'measures' designed to encourage sustainable travel patterns, subject to the Travel Plan's performance and the outcome of Travel Plan monitoring. However, based on the content for the approved 'Framework Travel Plan and Residential Travel Plan', the following measures would be expected²:
- Travel Information Packs to be provided to all residents on first site occupation. The packs would include:
 - essential travel information including maps of local walking and cycle routes;
 - Travel Plan marketing materials;
 - public transport service timetables;
 - local car share services;
 - website links to local bus and rail operators, and local Council travel information; and
 - the contact details for the Travel Plan Coordinator.
- 5.1.3 As part of the wider Travel Plan roll-out, travel information already provided online for the Kingsmere area: <https://kingsmere-bicester.com/your-travel-choices/>. All residents of the additional 14 dwellings would be directed to this information source.
- 5.1.4 In terms of infrastructure, the approved Framework Travel Plan and Residential Travel Plan confirms that *"All pedestrian routes will be safe, lit, direct and have adequate surveillance". Furthermore, the document states that "All residential development will be in close proximity to a safe route to school and most will reside within a 400m walk of a bus stop with direct pedestrian links."*
- 5.1.5 With reference to cycling, the approved Framework Travel Plan and Residential Travel Plan states that *"a combination of designated and on street cycle provision has been designed into the development to create a comprehensive network. Dedicated cycle routes will be shared with pedestrians on the green ways, the public rights of way and on some of the open spaces. These will give direct and safe links between the key elements of the [wider] development."*
- 5.1.6 As part of the sustainable credentials of the wider Kingsmere development, it is understood that an obligation to undertake bus diversions was secured (route number 26). As a consequence of this measure, bus route 26 now routes along Middleton Stoney Road and Ludlow Way, close to the site.
- 5.1.7 The approved Travel Plan states that "to encourage residents to choose more sustainable modes of travel, it is proposed that, subject to agreement of operators, rail and bus taster tickets will be offered to residents." This could include:
- Free 28-day Oxfordshire Megarider Gold Ticket from Stagecoach;
 - Two free off-peak return rail tickets will be provided by Chiltern Railways. The ticket could be valid for 3 months from redemption.

² Framework Travel Plan and Residential Travel Plan, WSP, 2018 (Section 5)

- 5.1.8 Residents would be made aware of the local car share schemes and in particular reference would be made to <https://liftshare.com/uk/community/oxfordshire>. This car sharing scheme can be used by residents to find other drivers and passengers. This 'measure' would be promoted via the travel information packs.
- 5.1.9 Residents would be invited by the Travel Plan Coordinator to participate in local, regional or national 'sustainable travel' events such as 'Bike Week'.

6 Travel Plan Monitoring

- 6.1.1 The approved Kingsmere Phase 2 'Framework Travel Plan and Residential Travel Plan' included a system for monitoring travel patterns, so that the success of the travel plan can be judged. The document states that "*The most extensive data to inform the monitoring process will be derived from biennial resident travel surveys, following the initial baseline survey.*" Future site residents would take part in any questionnaire survey undertaken to support the wider Residential Travel Plan. It is expected that the survey would obtain both information on travel patterns and attitudes towards travel.
- 6.1.2 To maximise the take up of the survey, it would be issued to households on online and paper formats.
- 6.1.3 Full details of the topics likely to be covered in the monitoring survey are provided in Section 8.2 of the approved 'Framework Travel Plan and Residential Travel Plan' (refer to **Appendix 1**).
- 6.1.4 It is expected that monitoring would continue to be undertaken every 2 years, until after completion of the Kingsmere Phase 2 build out.
- 6.1.5 On completion of the monitoring exercise, monitoring reports would be prepared and issued to OCC, within 3 months of the data collection. The result of the monitoring exercise for the 14 C3 dwellings would be reported as part of the responses for the full 'Kingsmere Phase 2' travel plan.
- 6.1.6 The content of the monitoring reports is detailed in full within Section 8.6 of the approved 'Framework Travel Plan and Residential Travel Plan' (refer to **Appendix 1**).
- 6.1.7 The cost associated with distributing, collecting, analysing and reporting on Resident Travel Surveys would be funded by Countryside Properties (Bicester) Ltd.

7 Summary

- 7.1.1 This Residential Travel Plan has been prepared by Royal HaskoningDHV (RHDHV) on behalf of Preferred Homes Bicester Ltd & Countryside (Bicester) Ltd (the 'applicant'), in association with 14 C3 residential market dwellings at Parcel R, Kingsmere, Bicester ('the Site').
- 7.1.2 The proposed C3 residential dwellings forms part of a larger development that incorporates an 82no. apartment extra care home.
- 7.1.3 The Site is located within Kingsmere Phase 2 development, which comprises up to 709 homes (application number 13/00847/OUT).
- 7.1.4 The Site is accessible on foot, by cycle and by public transport.
- 7.1.5 A 'Framework Travel Plan and Residential Travel Plan' was prepared by the consultant WSP in association with 13/00847/OUT, a copy of which is provided as **Appendix 1** of this document.
- 7.1.6 The WSP document was prepared to discharge Planning Condition 20 of 13/00847/OUT and was approved in July 2018. This C3 Dwelling Travel Plan document makes a commitment that the additional 14 residential dwellings would be included in the wider approved Kingsmere Phase 2 Residential Travel Plan. This would mean that all associated Travel Plan 'measures' and 'monitoring' would apply..
- 7.1.7 In aligning with the approved residential Travel Plan, this document adheres to the stated Travel Plan 'objectives', which are:
1. *To enable people to make better informed travel choices;*
 2. *To minimise single occupancy car trips;*
 3. *To promote the use of alternatives to the car including walking, cycling, bus, train and car sharing;*
 4. *To reduce traffic speeds and manage demand through traffic management schemes which will in turn provide a safer and more favourable environment for pedestrians and cyclists;*
 5. *To provide an efficient and attractive public transport service for the proposed development;*
and
 6. *To provide a mechanism for the implementation and assessment of travel plan measures through the employment of the travel plan co-ordinator."*
- 7.1.8 Travel Plan 'measures' are proposed to encourage sustainable travel patterns, and these measures include the promotion of walking, cycling, public transport use and car sharing. The measures would align with those adopted for the wider Kingsmere Phase 2 Residential Travel Plan.
- 7.1.9 The Travel Plan would be managed by the Travel Plan Co-ordinator for the wider Kingsmere Phase 2 residential development.
- 7.1.10 The approved Kingsmere Phase 2 Residential Travel Plan has a target of no more than 55% of residents travel to work as a single occupancy car driver. The results of travel plan monitoring for the wider Kingsmere Phase 2 development would in future include the occupiers of the additional C3 residential dwellings, and the outcome of the surveys would be measured against this adopted Travel Plan target.

Appendix 1

Application no: 21/03645/PREAPP

Proposal: Pre-Application Enquiry - Erection of a 80 bed Extra Care home with associated open space, landscaping, and car/cycle parking; and the provision of 16 new residential dwellings

Location: Phase 2 SW Bicester Kingsmere Parcel R East Of, Ludlow Road, Bicester,

Transport Development Control

It should be noted that the advice below represents the informal opinion of an Officer of the Council only, which is given entirely without prejudice to the formal consideration of any planning application, which may be submitted. Nevertheless, the comments are given in good faith and fairly reflect an opinion at the time of drafting given the information submitted.

Key issues:

- Development needs to align with the wider Kingsmere development site.
- Information provided in the scoping note relating to car parking is appreciated, it would be useful to have more information on staff numbers/expected mode of transport etc but also any data available on daily average visitor trips to fully assess parking numbers.
- Cycle parking should be provided in line with the Oxfordshire Cycling Design Standards. For the care home, again it would be useful to know staff numbers to decide how many spaces should be provided. Cycle parking for staff and residents should be covered whilst visitor spaces should be provided close to the entrance for convenience.
- Pedestrian and cycle links to the surrounding area and local amenities should be provided, these should be clear and obvious to users. It is expected that wayfinding will be provided as part of the access works via a S278 agreement, sustainable/active travel S106 contributions will also be requested.

Detailed comments:

Car & Cycle Parking

Following the pre-application meeting dated 30/11/21, a scoping note has been provided giving more detail to how the car parking has been devised which is appreciated. This uses 2 TRICS surveys to create a parking accumulation calculation which the parking for the care home is based on. Whilst this is beneficial and does show the car parking level is adequate, it would be useful to have a bit more information regarding staff numbers and how it is expected they will travel. Whilst I am pleased that a low level of car parking is being proposed, we want to ensure there is sufficient car parking for staff and visitors to ensure informal parking on the carriageway/pavements does not occur which can lead to safety concerns. It would also be useful if possible to have data for expected visitor trips per day based on other care homes of similar sizes.

The car parking proposed for the residential units is in line with Oxfordshire County Council standards, however, it should be noted that Oxfordshire County Council do

not encourage the use of garages as stated in the new Street Design Guide and Manual for Streets. These are often not utilised as parking bays and as such can lead to informal on-street parking, I would therefore suggest converting these to carports. All parking spaces must meet the following dimensions:

- 5m x 2.5m if unobstructed
- 5m x 2.7m if obstructed on 1 side
- 5m x 2.9m if obstructed on both sides (includes carports)
- 6m x 3m for garages
- 5.5m x 2.9m (plus 1m) for disabled bays

The Oxfordshire Electric Vehicle Infrastructure Strategy has now been released which states that all properties with allocated parking must provide at least 1 EV charging point. In addition, 25% of all unallocated parking must be for EV vehicles.

Similarly to above, it would be useful to have more detail on staff numbers to assess the need for cycle parking requirements. Residents of the care home will also need cycle parking and with the emergence of E-bikes, any cycle parking will need to be able to fit such bikes. Staff and resident cycle parking should be covered, visitor parking should be conveniently located near the entrance to the building.

In terms of the residential properties, all cycle parking will need to be in line with the Oxfordshire Cycling Design Standards and should be covered, secure and accessible without having to wheel bikes through properties.

Strategy Comments

It must be demonstrated how the site will be integrated with the surrounding development and wider town through walking and cycling. This includes connecting with key routes within the Bicester LCWIP* that benefit the site (for example Middleton Stoney Road) and the public rights of way network (for example 129/36/10). Contributions will be sought towards the maintenance of these connections; it is expected that wayfinding measures will be dealt with via a S278 agreement.

*The Bicester LCWIP can be found at:

https://www.oxfordshire.gov.uk/sites/default/files/file/roads-and-transport-connecting-oxfordshire/Bicester_LCWIP_2020.pdf

A preference for accessing the site by car should be avoided and instead equal consideration given to all modes when planning the site access. All walking and cycling infrastructure provided must be in line with LTN 1/20, this includes segregated spaces for people walking and cycling.

The Oxfordshire Electric Vehicle Infrastructure Strategy EVI 8: to 'meet or exceed the following standards...where parking is to be provided, planning permission will only be granted for developments if provision is made for EV charging points for each residential unit with an allocated parking space; and non-allocated spaces are provided at least 25% (with a minimum of 2) having electric charging points installed' should be incorporated within the development.

Detailed Design

- Driveways should be splayed to ensure cars can turn in without over running full height kerbs.
- Shared surface areas need to comply with the new Oxfordshire Street Design Guide.
- Footways should be 2m wide.
- Northern access appears to be potentially narrowed to single lane; however it is not clear that visibility will be good enough for this.
- The application will need to comply with OCC street design guide. Offsite works to be designed in accordance with the DMRB.
- Where there is not a footway adjacent to the carriageway i.e. a shared surface carriageway, a minimum 800mm maintenance margin is required.
- A long section indicating the vertical alignment will be required to determine appropriate carriageway and footway gradients. They will need to be DDA compliant i.e. maximum 1:20 or 5%.
- The Service corridor will need to be a minimum 2m wide under the footway or verge.
- There are no visibility splays indicated. Junction and Forward Visibility Splays must be in accordance with Manual for Streets and dedicated to OCC if they fall out of the existing highway boundary.
- OCC require a swept path analysis for an 11.6m in length refuse vehicle for all manoeuvres in forward gear passing an on-coming or parked family car throughout the layout. The swept path does not indicate how an oncoming or parked car and evidence will be required if this layout is to be adopted. The carriageway will also require widening on the bends
- The carriageways that are straight for over 70m will require some form of traffic calming to ensure vehicle speeds are less than 20mph.
- Provide a Stage 1 Road Safety Audit in accordance with GG119 (5.46.1) including a designers response.

NOTE *The highway scheme can be designed by an organisation working for the third-party organisation rather than an organisation working for the Overseeing Organisation.*

5.46.1 A stage 1 RSA report should be undertaken before planning consent is applied for as this demonstrates that the potential for road user safety issues has been addressed.

NOTE *The third party organisation-led scheme is submitted for planning approval to the local planning authority and, where there are highway implications, the highway or Overseeing Organisation is consulted.*

- No private drainage is to discharge onto any area of existing or proposed adoptable highway. The drainage proposals will be agreed at the Section 38 Agreement stage once the drainage calculations and detailed design are presented.
- Foul and surface water manholes should not be placed within the middle of the carriageway, at junctions, tyre tracks and where informal crossing points are located.
- Trees must not conflict with streetlights and must be a minimum 10 metres away and a minimum 1.5m from the carriageway. Trees that are within 5m of

the carriageway or footway will require root protection. Given the number of trees indicated it would be helpful that the proposed street lighting is provided as trees will have to be located at least 10 metres away to ensure the streetlights can perform effectively.

- Trees within the highway will need to be approved by OCC and will carry a commuted sum. No private planting to overhang or encroach the proposed adoptable areas.
- The visitor parking bays parallel to the carriageway, can be adopted but accrue a commuted sum. Any other bays (echelon or perpendicular) or private bays will not be considered for adoption.
- No property should be within 500mm to the proposed highway. No doors, gates, windows, garages or gas/electric cupboards should open onto the proposed highway.
- No Highway materials, construction methods, adoptable layouts and technical details have been approved at this stage. The detailed design and acceptable adoption standards will be subject to a full technical audit.
- The Highway boundary needs to be checked with OCC Highway Records (highway.records@oxfordshire.gov.uk) to determine whether or not it coincides with the site boundary at the proposed access junction. The highway boundary is usually identified along the roadside edge of the ditch.
- OCC require saturated CBR laboratory tests on the sub-soil likely to be used as the sub-formation layer. This would be best done alongside the main ground investigation for the site but the location of the samples must relate to the proposed location of the carriageway/footway.

Travel Plan

The site wide Framework Travel Plan will need to be updated and resubmitted to include details of the proposed development. The Residential Travel Plan will need updated to include details of the 16 new residential dwellings.

The proposed care home triggers the requirement for a Travel Plan and an associated Monitoring Fee, in line with Oxfordshire County Council thresholds.

The scooter parking is welcomed.

We would like to see:

- Secure and convenient cycling parking for the residential dwellings and the care home, including visitor parking at the care home.
- Shower and changing facilities for care home staff.
- EV charging spaces.

Officer's Name: Will Madgwick

Officer's Title: Transport Planner

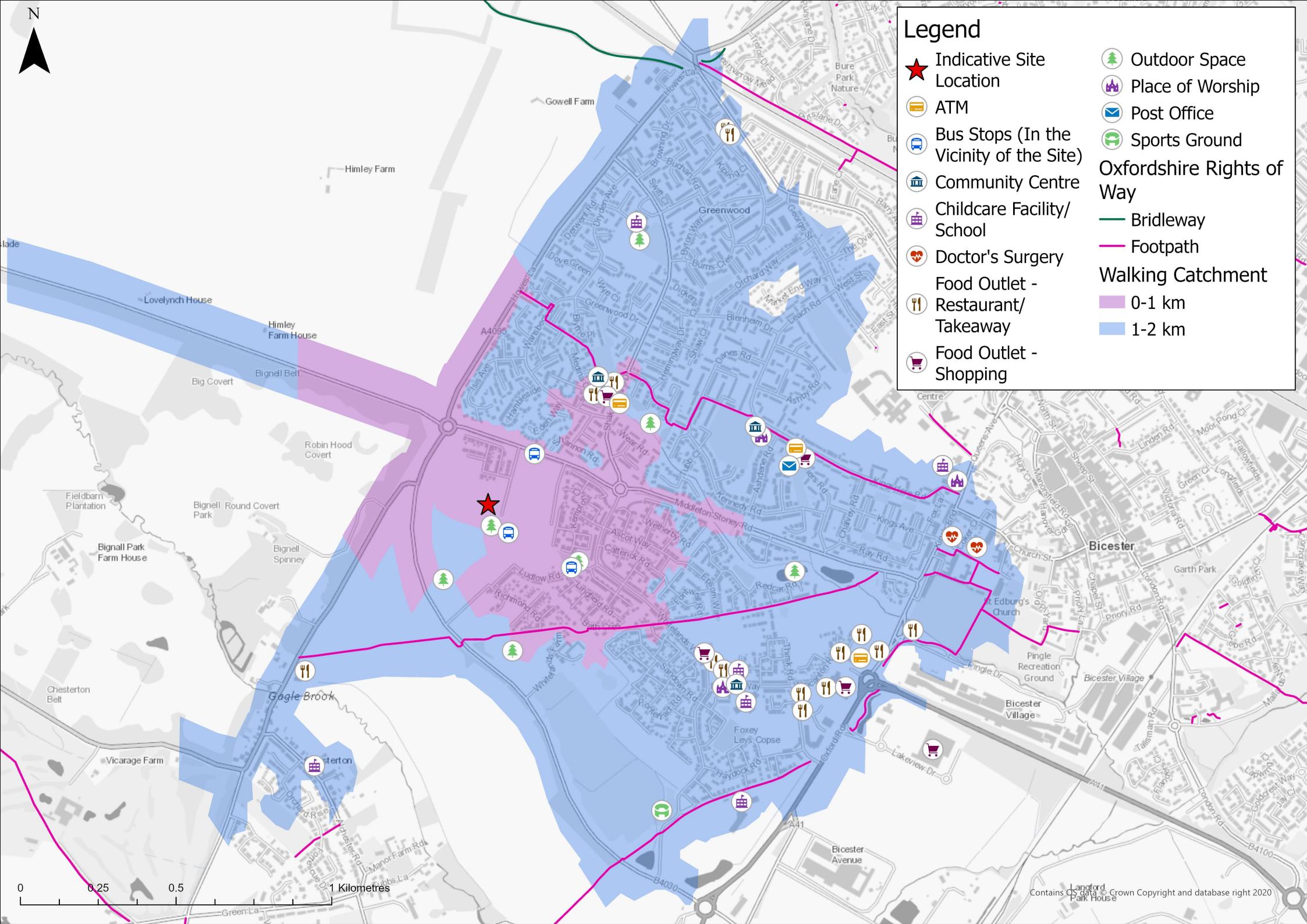
Date: 16 December 2021

Appendix 2



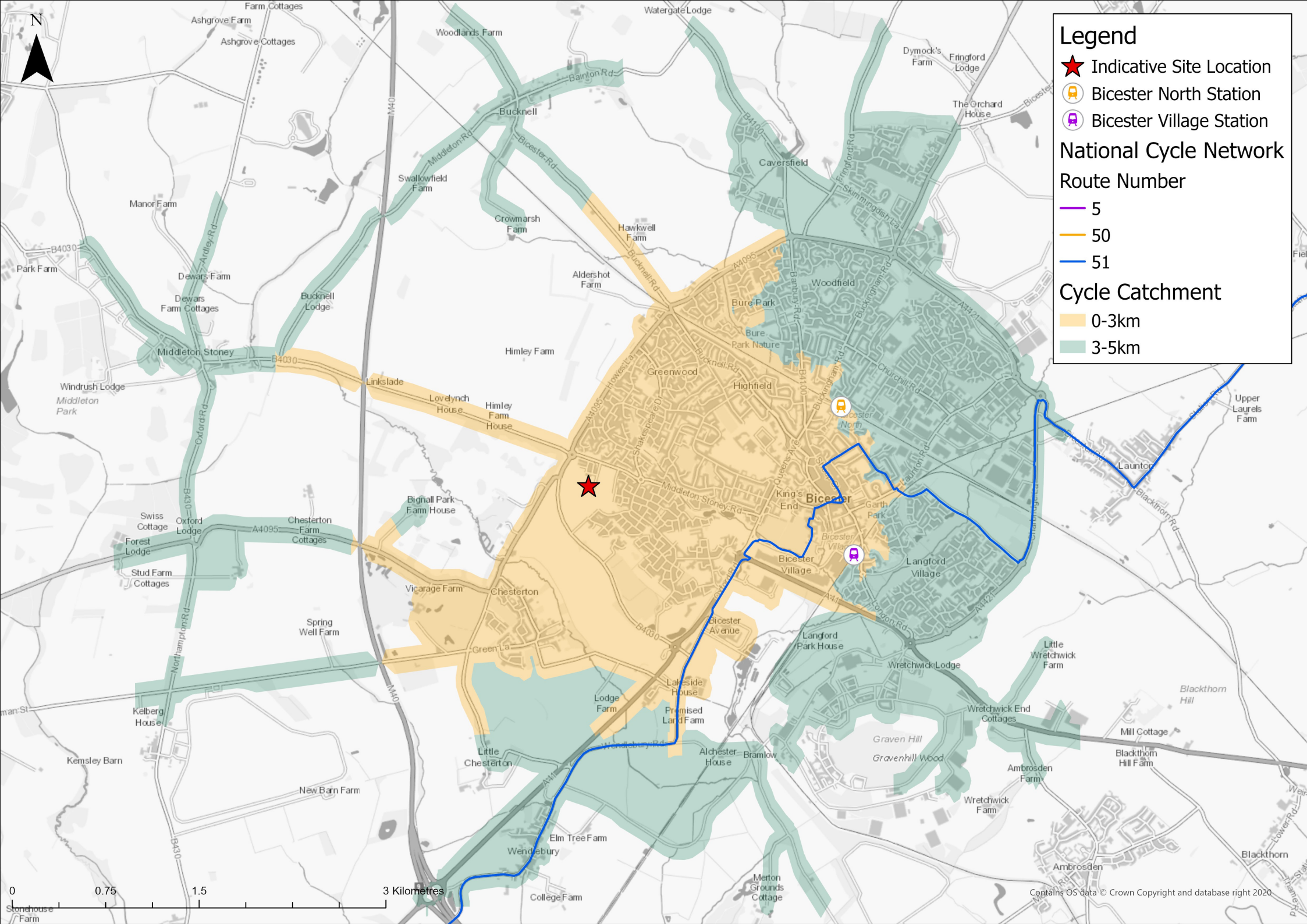
Legend

	Indicative Site Location		Outdoor Space
	ATM		Place of Worship
	Bus Stops (In the Vicinity of the Site)		Post Office
	Community Centre		Sports Ground
	Childcare Facility/School		Oxfordshire Rights of Way
	Doctor's Surgery		Bridleway
	Food Outlet - Restaurant/Takeaway		Footpath
	Food Outlet - Shopping		Walking Catchment 0-1 km
			Walking Catchment 1-2 km



0 0.25 0.5 1 Kilometres

Appendix 3



Legend

- ★ Indicative Site Location
- Bicester North Station
- Bicester Village Station

National Cycle Network

Route Number

- 5
- 50
- 51

Cycle Catchment

- 0-3km
- 3-5km

