



P3Eco Limited & A2 Dominion
NW Bicester Eco Town
Exemplar Site Transport Assessment

Scoping Note

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A handwritten signature in blue ink, appearing to read "Janice Hughes", is positioned above a horizontal line.

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1 Introduction

This note provides a scope for the production of the transport assessment and travel plan for the Exemplar Site as part of NW Bicester Eco Town.

The note sets out the approach to undertaking the transport assessment and travel planning in order to seek the agreement of the highway authority, Oxfordshire County Council, to the scope and to assist in forthcoming discussions with the Highways Agency.

It is intended that further discussions will take place to agree a number of aspects during the production of the Transport Assessment and Travel Plan, including modal share targets, vehicular access arrangements, proposals for walking, cycling and public transport and travel planning measures.

The site represents the first phase of the NW Bicester Eco Town development, which is anticipated to eventually comprise some 5,000 homes together with employment, education, leisure, community and open space uses.

The development site is intended to be an exemplar Eco development. The supplement to PPS1 sets out standards for Eco Towns to achieve, including ET11 for Transport. In summary, the development should support people's desire for mobility whilst achieving the goal of low carbon living. The scope for the transport assessment and travel plan takes into account the five transport principles as set out in the PPS.

It is proposed that the transport assessment will be structured so as to firstly consider modal share by trip purpose and then assess the impact of the residual traffic on the network.

The travel plan will be a full travel plan, provided as a separate document.

2 Development Overview

The development site (subject to final confirmation) comprises **21.4 hectares/ 53 acres** of land lying to the west of the B4100 Banbury Road and Home Farm, Caversfield, Bicester.

The final development schedule is currently being determined, but is likely to comprise:

- 350 homes, of which 30% (105 homes) would be affordable;
- A primary school (1.82 ha site area);
- A care home (0.8 ha site area);
- Local foodstore (up to 4,500 sq ft/ 418m²);
- Eco business centre (10,000 sq ft/ 929m²);
- Other uses to be confirmed, such as
 - Doctor's surgery;
 - Sports facilities;
 - Public house;
 - Café;
 - Community hall;
 - Multi-faith centre.

- Public open space/ open space

3 Policy

An overview of relevant policy will be provided including the following key documents:

- PPS1 supplement – Eco Towns, July 2009;
- Oxfordshire County Council, LTP2 2006-2011 and emerging LTP3; and
- Cherwell District Council Draft Core Strategy, February 2010.

4 Trip Generation

It is proposed that the Bicester households included in the 2007 Household Travel Diary Survey, undertaken for the Central Oxfordshire Transport Model (COTM) is used to estimate average trip rates per household for each trip purpose over a full 24 hour period. A total of 937 households were included in the survey. This data is comprehensive and at only three years old, much more recent than the 2001 Census (although the Census provides a useful comparator).

This will be supplemented as appropriate by TRICS data for main land uses, particularly to provide further information on the trip generation of non residential uses on site and a 24 hour profile of arrivals and departures.

5 Modal Share

Existing modal share for the total trips will be derived from an analysis of the modal share for trips by purpose, from the household travel diary survey. Anticipated modal share for the development will be arrived at in agreement with the highway authority and will take into account:

- The policy target in the supplement to PPS1 of achieving at least 50 per cent of trips originating from the Eco Town to be by non-car means, with the potential for this to increase to at least 60 per cent;
- Existing modal share in Bicester from the travel diaries; and
- The extent of existing measures and measures proposed as part of the Exemplar site to support and encourage non-car travel.

Modal share will be addressed in total for the development and for each of the main trip purposes. Mode of travel categories will be:

- Car driver;
- Car passenger;
- Bus passenger;
- Train passenger;
- Motorcycle;
- Bicycle;
- Walk;
- Taxi;

- Light goods van;
- Heavy goods vehicle;
- Coach passenger;
- School bus; and
- Community transport.

The trip purpose categories are to be confirmed but are likely to be:

- Employment;
- Education;
- Shopping;
- Obtaining other services;
- Recreation/ Leisure; and
- Visiting friends or relatives.

6 Traffic Assessment

The traffic generated by the development will be the residual trips (i.e. those that are not walking, cycling or public transport trips) travelling by car, motorcycle or goods vehicle to and from the site.

6.1 Extent of Assessment

Figure x shows the extent of the proposed assessment of traffic impact. The junctions highlighted in red will included in the assessment. Junctions in Bucknell have been included in order to assess any impacts on the village of traffic heading north from the Exemplar site.

6.2 Baseline Traffic Data

The baseline traffic data is being obtained between Thursday 1st July 2010 and Thursday 8th July 2010, with the turning count, pedestrian and vehicle queuing surveys taking place on Tuesday 6th July 2010. The base year of the assessment will therefore be 2010.

6.3 Assessment Hours

The traffic impact will be assessed in the AM and PM weekday peak hours. The day of assessment will be the peak day as identified by the ATC's.

6.4 Future Years

The opening year of the development is currently being confirmed. The design year for assessment purposes will be 15 years from the opening year.

The opening year and design year traffic levels will be factored from the 2010 baseline traffic using NRTF/ TEMPRO using the same assumptions as the Central Oxfordshire Transport Model (COTM) (assumptions to be confirmed).

Committed developments to be taken into account are those as of July 2010 and shown on Figure x, which are proposed to include:

- SW Bicester (1,585 homes and associated facilities);
- Business Park;
- Dymock's Farm (900 homes); and
- Gavray Drive (500 homes).

The assessment will not include the full Eco Town development, but will take into account in the layout the emerging masterplan and proposals, recognising that the Exemplar Site is a first phase of the overall development.

6.5 Distribution and Assignment

The distribution of development traffic in the AM and PM peak periods will be undertaken using the data on trip destinations for different purposes taking place in these peak periods. This will then be assigned to the road network on the most appropriate route.

6.6 Junction Assessment

An assessment will be made of AM and PM peak hour traffic turning movements with development at each of the junctions identified in the assessment. Junctions will be modelled using the appropriate software (ARCADY, PICADY etc).

7 Personal Injury Analysis

It is proposed that PIA data will be obtained and an analysis undertaken of accidents for the most recent five years available. The extent of the accident analysis will correspond with the road network included in the traffic surveys.

8 Access Arrangements

The access arrangements would be agreed with the highway authority following assessment of the likely traffic levels and taking into account the Exemplar Site masterplan.

9 Parking Provision

The parking provision for each of the elements of the development will be determined in agreement with the highway authority. The level of parking will be in line with the maxima standards as set out in Appendix B of the Cherwell Local Plan for a Type 2 (non central area). In establishing the parking standards, account will be taken of the need to encourage sustainable travel and relative proximity to sustainable travel opportunities.

10 Sustainable Travel

The transport assessment will include an analysis of existing provision for walking, cycling and public transport and an overview of committed proposals. Accessibility of the development to services and facilities will be assessed.

Proposals will be put forward to ensure that the development (both intern and external trips) has a high level of accessibility by sustainable travel modes.

11 Travel Planning

The travel plan will be developed as a standalone document in accordance with relevant guidance. The scope of the travel plan will be separately agreed with the highway authority.