

Lower Heyford Parish Council would like to add the following comments to our earlier submissions:

Traffic Calming for Caulcott

LHPC would like S106 funds for effective traffic calming along the B4030 through Caulcott. We do not agree with the traffic reassessment which states that the village will receive a 90% reduction in traffic. Firstly, there is no reason why cars to Bicester would not continue to use this road as they could simply route through Chilgrove Drive and south onto the B430 to Middleton Stoney. At present, this would add 4 mins onto a journey time to Bicester. Secondly, the mitigation enables a more direct route to the M40 and A43. Above all, the reassessment appears to ignore the fact that Caulcott will be on a main route to Heyford Park itself.

There are further very good reasons for traffic calming here. The Caulcott dip is a speeding hot spot; residents report that exiting the village at this junction is potentially dangerous; pedestrians, too, have no choice but to cross the B4030 at this location. Children cross the road for the school bus pick up and visitors to the pub cross it because the pub is on the opposite side of the road to its parking; in addition cars drop those who are less able at the pub entrance and turn round in the road. This is unsafe in a high speed area made worse by the fact that speeding vehicles can only see/be seen once they are over the brow of the hill. OCC informed us that speed and safety would also be taken into consideration. Caulcott has previously been the site of fatalities and we would not wish for a repetition due to this apparent oversight.

It is unacceptable that for a major development site such as Heyford Park, no traffic calming at all has been assigned for the village of Caulcott. It is not only next door to the development site but also lies on the main route to Chilgrove Drive from the west and the south. This is a key access point for Heyford Park.

Weight Restriction on Station Road, Lower Heyford

We have already expressed our urgent need for a weight limit at Lower Heyford and the detrimental impact that HGVs are having on this village and Rousham Bridge. We hope this will be pursued without further delay.

A matching weight limit at Lower Heyford will also mean that the on-road cycle route from Chilgrove Drive to Bicester will become largely free of HGVs. While the weight limit at Mid Stoney will reduce HGVs bound for Bicester, it will not stop those going to Heyford Park and using it as an east/west rat run to the M40/A43 and to the A4260/B4030 west. OCC's survey of June 2019 recorded an average 250 HGVs a day along the B4030 (2 axle rigid up to 5+ axle articulated lorries). This volume is only likely to increase as Heyford Park and Bicester expand.

LHPC is aware that routing agreements alone have been largely ineffective. HGVs along the B4030 comprise only a proportion of those that go through Lower Heyford. A further 30% of our total HGV traffic comes from the direction of Camp Road. This is amply demonstrated by an OCC survey (June 2019) recording an average 125 HGVs a day from Camp Road to Lower Heyford (and vice versa) along Station Road.

Routing Agreements

LHPC has repeatedly requested a complete list of routing agreements at Heyford Park over a number of years without success. This should be made available without further delay otherwise we will have little option but to lodge a freedom of information request.

S106 Funds from the first allocation at Heyford Park

We would like to see a timely distribution of S106 funds. It is regrettable that we have still not received any S106 funding at all from the first allocation of 1075 houses in 2010 despite experiencing a large increase in traffic from this development.