Bicester and Surrounding Villages
Movement and Place Plan

Summary Document

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OXFORDSHIRE
COUNTY COUNCIL

Vision: Bicester and the Surrounding Villages

We envisage Bicester and the surrounding villages as sustainable, connected healthy places where communities thrive.

A people-first approach will be utilised, focusing on sustainable connectivity to new developments, prioritising walking, wheeling, cycling, and public transport to provide choice in how residents travel to schools, leisure facilities and local employment.

We will deliver streets that support sustainable growth, enhance biodiversity and connect people to nature, showcasing Bicester's Garden Town status and the beauty of the surrounding villages. To improve the public realm, creating places for people to meet, places to stop and rest, while ensuring this is sensitive to the character and needs of residential areas and the historic core of Bicester, improving the connectivity of villages whilst maintaining their rural nature making the surrounding villages and Bicester a more desirable place to live, work, and visit.

Area context

The MAP Plan area comprises Bicester and its surrounding villages, with a population of 58,570 as of the 2021 census. This area is characterised by strong interconnections between the town and villages, especially for education, employment, and leisure, which are expected to strengthen further over time. The Plan encompasses villages such as Ardley, Bucknell, Mixbury, Fringford, Stoke Lyne, Stratton Audley, Launton, Upper Arncott, Piddington, Wendlebury, Chesterton, Kirtlington, Duns Tew, The Astons, The Heyfords, and Somerton. Some villages are governed by neighbourhood plans, notably the Mid-Cherwell Neighbourhood Plan, which this MAP Plan complements and updates as needed. The Plan supports local and county-level transport and development policies and will supersede existing area strategies once adopted.

Bicester, as the plan's main focus, is a historic market town in north Oxfordshire, located northeast of Oxford with a population of 37,172. It has experienced considerable growth, being designated as a Garden Town in 2014, and boasts a wide array of amenities such as shops, supermarkets, restaurants, and a thriving market centred around Market Square. Major investments have improved the town centre, notably Pioneer Square and associated retail.

The MAP Plan considers the dynamic relationships between Bicester and its rural surroundings, assessing impacts of future developments up to 2050. This includes substantial potential growth at Heyford Park, which may become a new town with over 10,000 homes, subject to government decisions. Speculative developments also present pressures on infrastructure and amenities, requiring careful assessment of cumulative impacts.

Employment opportunities in Bicester are diverse, spanning distribution, retail, motorsports, offices, and defence, with proximity to Oxford, London, and Birmingham enhancing its appeal. Bicester is also recognised as an Eco Zone and Corporate HQ Hub, hosting innovative projects like the UK's first vertiport at Bicester Motion. Key employers include Bicester Village outlet, attracting around 6 million visitors annually and providing significant local employment, and Bicester Motion, focusing on historic vehicles and future mobility tech.
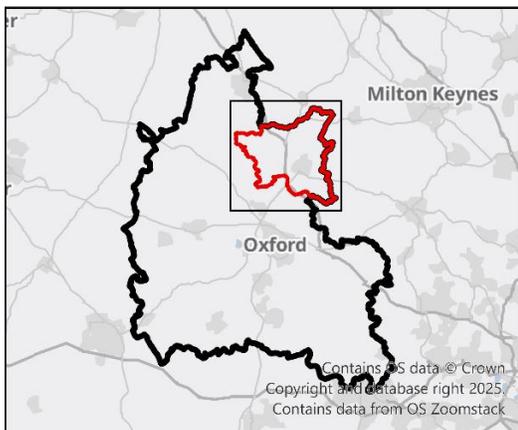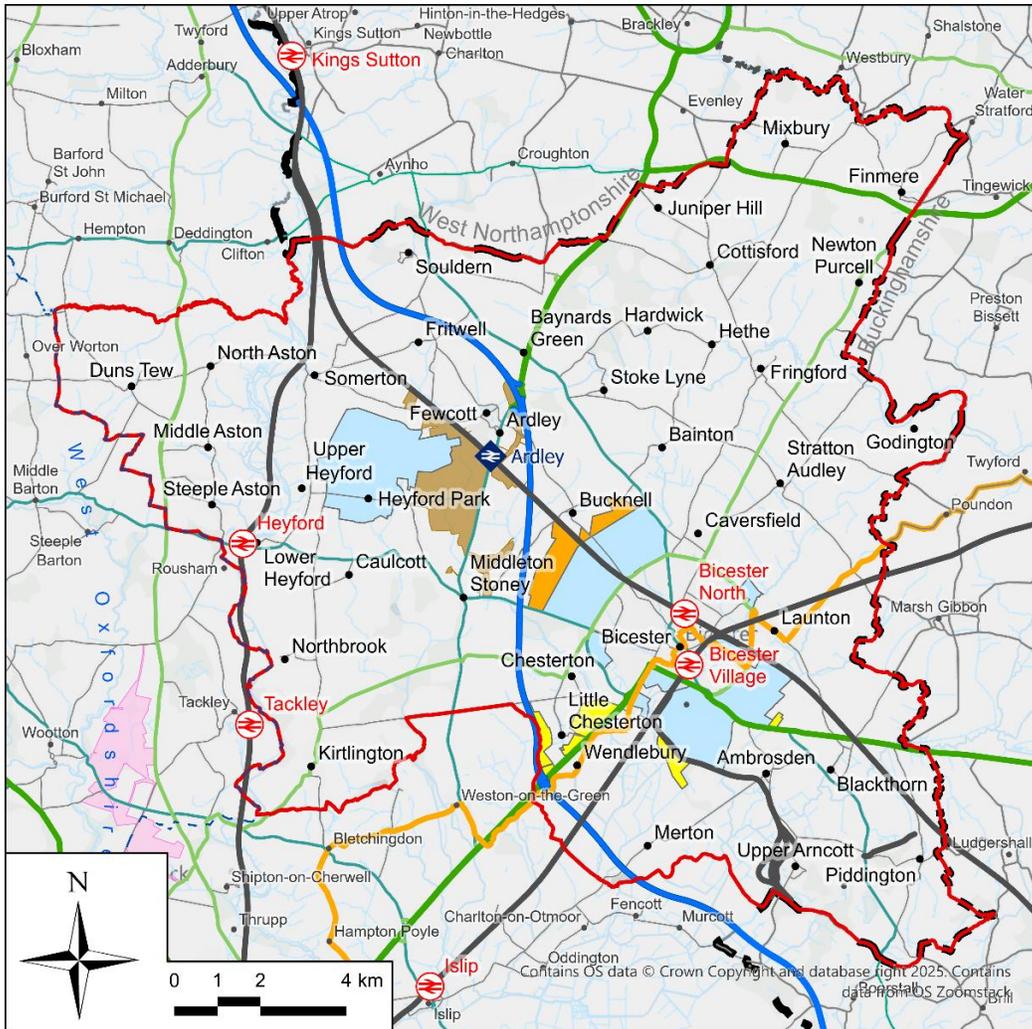
The area's rural landscape and open spaces, including parts of Oxford's Green Belt, support recreation and wellbeing. Bicester's flat topography and compact layout make walking, wheeling and cycling viable, supported by national cycle routes and a network

of footways and paths, though some residential streets lack permeability. The Plan aims to address barriers to sustainable mobility, especially for walking, wheeling, and cycling.

Villages are linked through a mix of walking, wheeling, cycling routes, and a comprehensive network of Public Rights of Way. Nationally recognised recreational routes further enhance leisure opportunities. Transport connectivity is robust, with two railway stations in Bicester and one at Heyford, extensive bus services, and proximity to major roads like the A41, M40, and A34. These connections make the area attractive for commuters and underpin future growth prospects.

Overall, the MAP Plan area is poised for significant expansion, with new homes and employment sites planned, particularly in Bicester and the North-West Bicester development. Strategic transport and infrastructure investments are key to supporting this growth and ensuring the area remains a desirable place to live, work, and visit.

Map of Bicester and the Surrounding Villages

Challenges and opportunities

The MAP Plan area, encompassing Bicester and surrounding villages, is undergoing significant development that will impact movement and connectivity. This growth presents both challenges and opportunities, with a key focus on maintaining the area's rural character and lifestyle while embracing sustainable development. The Cherwell Local Plan designates Bicester and Heyford Park as major growth areas, with thousands of new homes and extensive employment land planned. The government has also shortlisted Heyford Park as a potential New Town, aiming for a sustainable community centred on clean technology and improved infrastructure.

Future developments are expected to enhance transport infrastructure, public realm, and promote sustainable travel options such as walking, wheeling, cycling, and public transport. The aim is to encourage modal shift, reduce car dependency, and improve connectivity within Bicester and between villages. New developments will be required to submit Travel Plans and support integrated transport solutions, including micromobility hubs and improved public transport services. The provision of transport choice is intended to reduce car ownership, improve air quality, health outcomes, and support economic growth.

Improving connectivity will involve addressing gaps in the current network, making sustainable travel the preferred option for local journeys and linking new developments to key amenities. The plan also recognises the health and wellbeing benefits of increased active travel, such as lower rates of cardiovascular disease and obesity, and aims to reduce inequalities by ensuring equitable access to sustainable transport. Air quality improvements are highlighted, with potential health and economic savings if pollution levels are reduced to reach World Health Organisation guidelines.

Place-shaping is a central theme, building on Bicester's status as a Garden Town and the UK's first eco-town at North West Bicester. The plan promotes healthy living, resilient infrastructure, and nature-based solutions to improve environmental quality and community cohesion. It advocates a holistic approach to community needs, preserving cultural assets, and addressing gaps in leisure and retail provision, especially in villages.

Walking, wheeling, and cycling infrastructure will be expanded, leveraging the area's compact and flat topography. The plan seeks to improve connectivity, remove barriers, and incorporate e-bike innovations, especially in rural areas. Enhancements to Public

Rights of Way and recreational routes are proposed to increase accessibility and promote active lifestyles.

Public transport improvements are outlined, particularly for villages with limited services. The plan calls for better bus and rail integration, increased frequency, improved passenger amenities, and accessible pedestrian routes to bus stops. Rail improvements, including new stations and service enhancements, are necessary to support growth and regional connectivity.

Road safety measures are emphasised, following OCC's Vision Zero Strategy to eliminate fatalities and serious injuries. High vehicle flows and single occupancy trips are identified as issues, with interventions needed to promote sustainable travel, reduce congestion, and improve safety, especially in villages affected by traffic.

Addressing climate resilience and environmental challenges is integral, with commitments to decarbonise transport, manage flooding risks, and support ecological recovery. The plan aligns with Oxfordshire's climate and nature recovery strategies, aiming for a sustainable and resilient future.

In summary, the MAP Plan sets out a people-first approach for sustainable growth over the next 25 years. It aims to create inclusive, active, and healthy communities, improve urban and rural environments, and deliver a transport system that supports economic and environmental goals while preserving the unique character of Bicester and surrounding villages.

Delivered infrastructure and schemes

The transport strategy in Bicester over recent decades has concentrated on constructing peripheral routes to divert traffic away from the town centre, notably King's End and Queens Avenue, with developments such as Vendee Drive and traffic-calming measures on Banbury Road and Buckingham Road. In recent years, a range of infrastructure improvements have been introduced by the County Council, including upgraded junctions, new roundabouts, widened road corridors, and enhanced pedestrian and cycle facilities with Toucan crossings and segregated paths. Notable schemes include signalisation at Ploughley Road/A41 junction, conversion of Charbridge Lane level crossing to an overbridge, and the new Bicester Park & Ride facility.

Electric vehicle infrastructure has been expanded with new charging hubs and points at various sites in Bicester and the surrounding villages, alongside the introduction of a Car Club at Elmsbrook. Active travel has been promoted through improved pedestrian and cycle links, including new routes, crossings and wayfinding projects. Village mitigation measures have provided new traffic calming, signage, parking, and speed limit adjustments across multiple parishes.

Further countywide initiatives include the proposed Strategic Active Travel Network (SATN), and the Bicester Local Cycle and Walking Infrastructure Plan (LCWIP) ten-year plan to increase walking and cycling. Bus service improvements have restored and introduced new routes connecting Bicester with surrounding villages and key destinations such as hospitals and business parks, improving accessibility and connectivity for rural and urban communities alike.

Planned infrastructure delivery

Ongoing efforts to enhance transport and movement in Bicester include a range of active travel and infrastructure projects, prioritising schemes outlined in the Bicester LCWIP. Key initiatives underway are new two-way cycleways and improved pedestrian crossings along Middleton Stoney Road and London Road, both scheduled for delivery in Autumn 2026 following approved designs. The Middleton Stoney Road/Oxford Road junction will be redesigned to better support walking, wheeling, and cycling by Summer 2026. Pedestrian and cycle facilities are planned for the A41 (south and east), with completion expected between March 2026 and 2027. Improved active travel links are being developed between Graven Hill, Kingsmere, and surrounding countryside. The realignment of A4095 at Howes Lane/Lords Lane aims to alleviate congestion and enhance connectivity for new developments.

Oxfordshire's LEVI programme will introduce at least 1,200 new public EV charging points by the end of 2027, including 230 low-power chargers across Cherwell. Village mitigation measures such as gateway features, traffic calming, build-outs, vehicle activated signs, and speed limit adjustments are proposed for numerous local villages to enhance safety and accessibility. Notably, a new walking, wheeling, and cycle route is being investigated to connect Heyford Park with Heyford Station, along with improved bus connectivity to support sustainable growth and access to Oxford and Banbury.

Objective BSV1

Create a sense of place through implementing healthy place shaping interventions

The Place Shaping objective (BSV1) within the Bicester and Surrounding Villages Movement and Place Plan (MAP Plan) prioritises the transformation of streets and public spaces to foster vibrant, healthy, and liveable communities. Aligned directly with Policies 8 to 14 of the Local Transport and Connectivity Plan (LTCP), and supporting a broader range of LTCP policies, this objective emphasises the importance of streets as multifunctional spaces that go beyond transport, serving as hubs for social interaction, economic activity, and cultural engagement.

Recognising that Bicester's historic town centre and many surrounding villages are currently dominated by motor vehicle use, this objective seeks to rebalance priorities by creating environments that encourage walking, wheeling, cycling, and public transport use. The aim is to facilitate social engagement, strengthen local businesses, and support cultural and recreational activities, ultimately improving residents' and visitors' quality of life and supporting LTCP outcomes such as improved public health, reduced inequalities, and stronger local economies.

The approach leverages the Healthy Streets Toolkit and seeks community involvement to deliver tailored place shaping schemes. Key actions outlined include conducting audits to guide inclusive street improvements, developing strategies for enhanced public spaces across Bicester and its villages, implementing cohesive wayfinding schemes, introducing art and green spaces, creating play streets and school zones, and working with partners on regeneration and cumulative impact assessments for new developments. There is a strong focus on community ownership of placemaking assets and ensuring that new and existing amenities serve evolving needs and support social cohesion.

Through these interventions, the MAP Plan aims to ensure that Bicester and surrounding villages become better connected, environmentally sustainable, and welcoming for everyone, while safeguarding their unique heritage and character.

Objective BSV2

Deliver comprehensive and inclusive walking, wheeling and cycling network interventions

This objective seeks to make walking, wheeling, and cycling the natural choice for short journeys across Bicester and neighbouring villages. Central to the Local Transport and Connectivity Plan (LTCP), these modes are prioritised in the transport user hierarchy and supported by neighbourhood design improvements to enable safe, enjoyable, and extensive movement corridors. The ambition is to create liveable neighbourhoods where children can travel safely to school, residents can access local services easily, and all can enjoy healthy lives and greater transport choice.

Current data shows walking and cycling rates are relatively low, especially in Bicester, highlighting the need to shift travel habits. The council's Active Travel Strategy aims to increase cycle trips by 200% by 2031, with supporting measures outlined in the adopted LCWIP, and new county-wide infrastructure projects. Proposed actions include expanding networks, upgrading rural lanes and towpaths, developing green corridors, and introducing micro-mobility schemes such as e-bikes and e-scooters, particularly to improve connectivity between villages and transport hubs like Heyford Station.

To ensure inclusivity, the plan recommends removing access barriers, providing cycle parking for all types of cycles, and supporting behavioural change through initiatives like Bikeability training and community bike loans. Partnership work will underpin delivery, funding, and ongoing monitoring to measure the impact on active travel modal share. Ultimately, the objective supports health, wellbeing, climate, economic growth, and social cohesion for Bicester and surrounding communities.

Objective BSV3

Create a network of mobility hubs

Objectives BSV3 to BSV6 aim to increase public transport use in Bicester and surrounding villages, building on the policies outlined in the LTCP. Currently, fewer than 10% of commuting trips within Bicester are made using public transport, with over 60% by car. Key destinations for commuting include Oxford, Banbury, and London, all well-served by bus and train links, which presents opportunities for modal shift.

However, bus passenger satisfaction in Oxfordshire has declined significantly, highlighting the need to improve cost, frequency, travel time, and convenience.

Bicester benefits from two train stations connecting Bicester to a number of destinations including several major cities. Future rail services will further enhance connectivity. Rural stations like Heyford have less frequent train services, leading to greater car dependency. Efforts are underway to explore a new rail station near Ardley and Heyford Park New Town to improve sustainable travel options.

The integration of public transport with walking, cycling, and wheeling is vital for enabling multi-modal journeys and creating a sustainable network. Levels of travel by sustainable modes are currently low, with only 13.4% walking and 4.9% cycling to work. The OCC's Mobility Hub Strategy, adopted in 2023, guides the development of various types of mobility hubs tailored to local contexts.

Actions to deliver Objective BSV3 include exploring a network of mobility hubs at strategic sites such as at Bicester's railway stations, Park and Ride, and Pioneer Square, with potential enhancements at Heyford and Ardley. Improvements to hubs will focus on better waiting facilities, safety, digital connectivity, restrooms, cycle and EV parking, and links to leisure, education, and coach services. The plan also supports rural, suburban, and mini mobility hubs to foster greater travel choice, economic growth, and community benefits.

Objective BSV4

Interventions to enhance bus infrastructure

This objective highlights the importance of high-quality bus infrastructure to ensure efficient and inclusive public transport in Bicester and surrounding villages. It stresses the need for well-maintained roads, footpaths, and safe crossing points to enhance the user experience. Integrating walking and cycling with bus services is seen as essential for seamless 'door to door' connectivity. The current situation shows inconsistency in bus stop quality, limited real-time information, and accessibility challenges, especially in rural locations. The strategy proposes improvements such as better bus stops with shelters, seating, lighting, and real-time information, alongside mobile app solutions for rural users. It is recognised that there are limited bus priority measures in place and that many of the vehicles are dated and have high levels of emissions. However, there are plans to update these services to improve reliability, air quality, and journey times. Key actions include developing a bus route hierarchy, implementing smart

infrastructure, improving waiting facilities, and working with local communities, stakeholders, and developers. The overarching aim is to support economic growth, social inclusion, and environmental goals, aligning with relevant policies and encouraging a shift towards sustainable transport modes.

Objective BSV5

Interventions to enhance bus services

This objective explores interventions to enhance bus services in Bicester and surrounding villages. Multiple bus operators provide connections to key regional destinations such as Oxford, Banbury, and Milton Keynes, but there is a notable lack of high-frequency services. Most villages are served by buses running once per hour or less, with limited evening and weekend coverage. Only a handful of routes operate during these times, making access challenging for residents, particularly in rural areas. Coordination between the various operators is limited, despite the introduction of the MyBus Oxfordshire ticket, which covers most local buses.

Bus commuting rates are low, particularly in villages, where many residents work from home or are retired. To increase bus patronage, improvements to frequency, reliability, and passenger satisfaction are seen as vital. The strategy includes collaborating with operators and developers to fund and enhance services, especially for new developments using S106 funding, and connecting communities to key residential, leisure, and employment sites. Additional aims include developing new long-distance and orbital routes, enhancing community transport, and optimising existing services to improve coverage and reliability.

The plan also calls for digital and behavioural strategies to raise awareness of the bus network and its improvements, with the overall objective of reducing car dependency, supporting sustainable development, to align with wider county and national transport policies.

Objective BSV6

Work alongside partners to improve rail services and infrastructure

The rail network in the Bicester MAP Plan area comprises three stations: Bicester Village, Bicester North, and Heyford, with plans to explore reopening a fourth at Ardley. Bicester and surrounding villages will benefit from the East West Rail (EWR) project,

which aims to provide up to six trains per hour by the mid-2030s, improving connections to Milton Keynes, Bedford, Cambridge, and potentially further afield. Aspirations also exist to extend services to Didcot, Swindon, Bristol or Reading as part of the OxRail 2040 strategy.

Bicester Village and Bicester North are important regional stations, offering fast and direct services to key destinations including Oxford, Birmingham, High Wycombe, London, and more, with significant passenger numbers and high performance for punctuality. Both stations provide ample cycle parking and car parking, supporting access from surrounding villages and boosting local tourism. Heyford station, in contrast, has fewer services and limited facilities, future plans propose service improvements and facility upgrades.

The reopening of Ardley station is proposed to support new developments, with sustainable access links being a key consideration. Across the network, the aim is to improve rail service frequency, reliability, and station accessibility, as well as to integrate rail with other modes of transport (bus, cycling, walking). Recent enhancements include the first phase of East West Rail and the upgrade of Chiltern Railways rolling stock with new coaches.

Specific objectives include supporting and promoting additional services, upgrading facilities, enhancing integration with other transport modes, delivering electrification and 5G connectivity, and planning new stations and infrastructure to meet future population growth. These actions support a shift towards sustainable travel, reduce car dependency, and align with the council's transport policy goals.

Objective BSV7

> **Support the development of a car club network and car share schemes**

Car clubs and car sharing, collectively referred to as shared mobility, offer significant benefits including reduced car ownership, improved air quality, and increased use of public transport and active travel. Policy 39 of the LTCP highlights car clubs as an appealing alternative to private car ownership, fostering greater use of sustainable transport options and providing access to vehicles when needed, thereby enhancing local air quality and reducing inequalities. Currently, Bicester and its surrounding villages lack car clubs, presenting an opportunity to develop a network of zero-emission vehicles situated at key locations such as employment sites and transport interchanges. With 85% of Bicester households owning at least one car, higher than the

national average. Car clubs could help shift reliance away from private vehicles, with evidence suggesting each car club vehicle replaces 14 to 32 private cars and encourages members to walk or cycle more frequently. Financial savings, particularly with EVs, are also noteworthy.

Car sharing involves multiple people sharing journeys, promoted locally through channels such as Cherwell District Council and platforms like Liftshare. Even occasional car sharing can reduce individual trips by around 20%, decreasing congestion, pollution, and travel costs, while also fostering social connections. The Eco Business Centre in Bicester exemplifies local car sharing promotion, though such schemes are less prevalent in surrounding villages, highlighting a disparity in travel options. The outlined objective BSV7 supports several LTCP policies and will be delivered through actions such as establishing a comprehensive network of car clubs with prioritised parking, encouraging zero-emission vehicles, collaborating with developers and businesses for EV charging and parking, and developing a car share awareness and expansion programme in partnership with local stakeholders.

Objective BSV8

Implement demand management

This objective outlines the strategic approach for managing transport demand and developing infrastructure in Bicester and surrounding villages. In accordance with LTCP Policy 34, the plan aims to discourage private car use through targeted demand management measures, particularly in areas with strong sustainable travel options. These measures are designed to improve air quality, reduce congestion, and promote healthier and more sustainable forms of travel.

Objective BSV8 addresses the challenges posed by high car ownership, through traffic, and projected growth in housing and employment. The impact on congestion, air quality, public health, and the reliability of public transport is highlighted, with special concern for rural roads not suited to increased traffic volumes. Actions include implementing parking restrictions, controlled zones, low emission and clean air zones; and promoting alternatives such as walking, wheeling, cycling and public transport. The objective also supports a range of LTCP policies, seeking to prioritise sustainable travel, improve safety, and encourage a modal shift away from private cars.

Infrastructure development, as described under Policy 36 of the LTCP, follows a 'decide and provide' approach, prioritising new or improved facilities for walking, cycling,

wheeling, and public transport before in the final instance, considering increased road capacity. Infrastructure schemes are intended to reduce physical barriers, tackle congestion and pollution, enhance connectivity, and support local economic and community wellbeing.

Objective BSV9

Deliver existing movement infrastructure schemes

Objective BSV9 will be achieved by progressing a series of ongoing infrastructure schemes designed to enhance travel and connectivity, improve health and wellbeing, and tackle climate and environmental change in the region. Key actions include realigning the A4095 to create a strategic link road, developing the Eastern Peripheral Movement Corridor (Charbridge Lane/Skimmingdish Lane), and constructing the South East Peripheral Road (SEPR). Additionally, collaboration with National Highways aims to secure improvements to Junction 10 of the M40, covering Baynard's Green and the B4100 on both sides of the junction.

Objective BSV10

Deliver future movement infrastructure schemes

The objectives outlined focus on improving Bicester's transport infrastructure to support sustainable travel and reduce reliance on cars. Key initiatives include diverting traffic away from central Bicester through the delivery of the South East Peripheral Road (SEPR), enhancing Vendee Drive and the A41 corridor, and exploring a bypass for Ardley and Middleton Stoney to protect village communities should the proposed OxSRFI come forward. Infrastructure upgrades will prioritise walking, wheeling, cycling and public transport, with junction improvements and place shaping measures across central corridors, radial routes, and villages. Collaborative efforts with partners, developers, and the local community will be essential for funding, planning, and implementing these schemes. The overarching goals are to improve road safety, air quality, and the overall attractiveness and connectivity of the area, adopting a Vision Zero Strategy to eliminate road fatalities and serious injuries, while also discouraging unsuitable rural traffic routes and safeguarding local communities.

Objective BSV11

Work with freight and delivery operators to improve movement efficiency and provide zero emission deliveries

The delivery of goods is crucial for supporting both residents and the local economy in Bicester and its neighbouring villages. The freight system, as outlined in Oxfordshire's Freight and Logistics Strategy, is complex and consists of long distance, local, and last-mile movements. A 2023 HGV report highlighted significant safety and network challenges in Bicester, necessitating targeted interventions.

Objective BSV11 aims to address these challenges using the Healthy Streets approach, prioritising the safety and wellbeing of people. There has been a notable increase in Light Goods Vehicles (LGVs) due to online shopping, and both LGVs and HGVs contribute to congestion and emissions. These vehicles also present risks to vulnerable road users, especially in rural areas with limited active travel infrastructure.

Proposed solutions include enforcing weight restrictions (potentially via ANPR technology), developing micro-consolidation and collection hubs, and promoting the use of e-cargo bikes for last-mile deliveries. Routing strategies for HGVs are planned, particularly in relation to new developments, to mitigate their impact.

Actions to deliver Objective BSV11 involve further restricting HGV movements in sensitive areas, collaborating with partners for dedicated studies and solutions, implementing Direct Vision Standards for safety, and supporting the transition to low-carbon freight through EV charging and shifting deliveries from road to rail. Additional measures include installing parcel lockers at key transport hubs and ensuring effective routing strategies for large construction projects.

These initiatives collectively support local connectivity, economic growth, health and wellbeing, and environmental objectives, and align with the county's policies for sustainable freight management.

Objective BSV12

Deliver infrastructure and placemaking schemes which are resilient to changing climate

The Climate Resilience section outlines the risks posed by increasingly frequent and severe weather events to Bicester and nearby villages, emphasising the importance of creating communities capable of withstanding climate change. It details actions to deliver transport and place-shaping schemes that are resilient, including enhancing green and blue infrastructure based on OCC's and CDC strategies. These efforts aim to contribute to a climate-positive transport network by 2050, improve biodiversity, air quality, and provide healthy spaces for residents.

Objective BSV12 focuses on minimising carbon emissions from the transport sector and ensuring schemes enhance and make nature more accessible. National policy highlights the role of green infrastructure, such as sustainable drainage, tree planting, green roofs, and rain gardens in delivering environmental and wellbeing benefits. The council recognises the economic and health value of investing in green infrastructure, with plans to protect existing spaces and create new ones in developments like North West Bicester.

Actions to achieve this objective include protecting and enhancing green and blue infrastructure, placing solar panels on transport facilities, using nature-based solutions for biodiversity, minimising whole life carbon emissions, promoting Sustainable Drainage Systems (SuDS), and supporting greening and re-wilding schemes aligned with local recovery strategies. These measures collectively support travel, connectivity, health, wellbeing, community, culture, local economies, and environmental goals.

Objective BSV13

Utilise emerging and future technologies to develop innovation in Bicester and support a vibrant and connected village community

Objective BSV13 focuses on promoting innovation and the adoption of new technologies within Bicester and its surroundings. Defined by the LTCP as the introduction or novel application of technologies, processes, or approaches, this objective aims to enhance traditional methods to support community growth and connectivity.

Bicester has a history of innovation, exemplified by developments such as Bicester Motion's partnership with Skyports Infrastructure, to create the UK's first vertiport testbed for air taxis. The town's role as a Living Labs Testbed, as identified in the Oxfordshire Local Industrial Strategy, enables large-scale smart living pilots and the integration of emerging technologies into housing developments.

Delivering Objective BSV13 involves collaborating with partners to implement initiatives such as electric charging hubs, comprehensive Wi-Fi coverage, East-West Rail 5G networks, integrated SMART infrastructure, zero-emission self-driving vehicles, expanded EV charging, drone flights and air taxis, Mobility as a Service solution, and driverless bus routes. These efforts support various LTCP policies and aim to maximise the town's growth potential while fostering inclusive, safe, and net-zero transport systems.

Additional actions include seeking funding, facilitating the adoption of new technologies in transport networks, monitoring and evaluating schemes, and providing data-driven support as a living lab. The objective supports broader themes of travel and connectivity, economic growth, social and community development, cultural assets, and climate and environment priorities.