

Fryer, Ben - Oxfordshire County Council

From: Calum McGoff <cmcgoff@motion.co.uk>
Sent: 01 December 2025 13:38
To: Area Movement and Place Strategies
Cc: Richard Gough; Rob Monie
Subject: Movement and Place Plan: Bicester and Mid Cherwell - Consultation Response

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Dear Sir/Madam,

Thank you for the opportunity to comment on the Bicester and Mid-Cherwell Movement and Place Plan. Motion provides highway and transport advice to Value Retail, the operators of Bicester Village. The following comments are provided in that capacity and on behalf of Value Retail.

We welcome the Plan's ambition to deliver sustainable growth and a people-first approach. However, we wish to emphasise the following key points:

Cumulative Impact Assessment

The Plan identifies significant growth across Bicester and Mid-Cherwell, including:

1. 7,977 new homes in Bicester (2020–2042),
2. 2,342 homes at Heyford Park,
3. 150 hectares of employment land along the A41 corridor,
4. Additional 4,075 homes at North-West Bicester beyond 2042.

It should further be noted that, in addition to the planned growth set out above, significant speculative development is currently under consideration including:

1. Puy du Fou
2. OXSRFI (rail freight interchange)
3. Further development at Heyford Park comprising up to 9,000 homes.

These developments will collectively place substantial pressure on the M40, A41 corridor, peripheral routes, and the central network within Bicester. It is essential that transport modelling fully accounts for cumulative impacts of all committed and planned developments, rather than assessing schemes in isolation. This aligns with the principles of Objective BIC8 (Demand Management) and BIC9/BIC10 (Infrastructure Delivery), which recognise the need to mitigate congestion and air quality impacts through proactive planning.

Need to Secure Infrastructure

We strongly support the principle of “Decide and Provide” set out in the Local Transport and Connectivity Plan (LTCP) and reflected in Policy 36 and Objectives BIC9 and BIC10. To achieve this, a range of infrastructure packages are identified, which would assist in the delivery of planned growth across Bicester and the surrounding area.

The introduction of large scale speculative development outside of the Local Plan process will likely require significant additional infrastructure beyond that already identified if it is to proceed. Without these measures in place, there is a risk of severe congestion, air quality deterioration, and failure to meet LTCP objectives. It is critical that the promoters of these schemes identify a comprehensive package of measures and demonstrate how these would meet the policy objectives set out above. Due to the inherent uncertainty associated with speculative developments, consideration also needs to be given to how these might come forwards both in isolation and cumulatively.

Careful consideration must also be given to the timing and trigger points for infrastructure delivery. The LTCP includes ambitious mode shift targets which, given the likely delivery timescales of the developments identified above, will only be achieved if appropriate infrastructure provision is made from the outset.

Transparency and Monitoring

We recommend clear publication of:

1. Modelling assumptions and cumulative impact scenarios,
2. Delivery timelines for strategic infrastructure,
3. Mechanisms to secure funding and enforce delivery through planning obligations.

These steps will ensure alignment with Objective BIC13 (Innovation and Monitoring) and support the LTCP’s “Decide and Provide” approach.

Cattle Creep Scheme

The ‘Cattle Creep’ scheme is listed as ‘in progress’. While the strategic role of this route in connecting Graven Hill to the centre of Bicester is recognised, our view is that alternatives may also need to be considered. There are real challenges associated with this scheme which include assumptions on what can be achieved with respect to adequate drainage, the safety of the route for users, works within the cattle creep itself and the use of third party land. Meaning there is a significant risk that this route is undeliverable in practice.

We trust these points will be considered in shaping the final Plan and associated policies. Please do not hesitate to contact us should you require further clarification.

Kind Regards,

Calum McGoff|Associate

motion|Quadrant House, Broad Street Mall, Reading, RG1 7QE
t0118 467 4498|m07769 334279|ecmcgoff@motion.co.uk|www.motion.co.uk
LinkedIn|X

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