

CABINET
17 MARCH 2026

Movement and Place Plan: Bicester and Surrounding Villages
Report by Director for Environment & Highways

RECOMMENDATION

1. **The Cabinet is RECOMMENDED to: -**

- a) Approve the adoption and publication of the Bicester and Surrounding Villages Movement and Place Plan (**Annex A**), and its subsequent supporting documents at A1-A4 (Delivery Plan, proposals map, people postcards, summary of plan).

Executive Summary

- 2. This paper seeks cabinet approval for the Bicester and Surrounding Villages Movement and Place (MAP) Plan – the second plan in the MAP Plan programme.
- 3. These Movement & Place Plans will replace the current “Area Strategies” as adopted in 2016, as part of Local Transport Plan 4 (LTP4). The MAP Plans form “Part 2s” of the Local Transport Connectivity Plan (LTCP). This specifically addresses and supports, ***Policies 52 and 53 of the LTCP***.
- 4. During the pre-engagement phase, stakeholder officers collaborated with the Portfolio Holder, Local Members, Town and Parish Members, and key stakeholders to develop the Plan.
- 5. The team planned to hold a public exhibition in November (2025) but due to a weather event this was cancelled. Nonetheless, further online engagement and discussions with key stakeholders took place.
- 6. After the public consultation held over four weeks in November 2025 through the Let’s Talk Webpages, a decision was reached to initiate additional engagement with local members and parishes in response to feedback received during the consultation process. Consequently, the adaptation of the plans has been postponed until now.

7. An additional three meetings were held in January and February to obtain feedback from local councillors, including those representing towns and parishes. The feedback gathered was thoroughly reviewed and integrated into the preparation of the plan submitted to the cabinet.

Background: Movement and Place Plans

8. MAP Plans are 'daughter' documents ("Part 2s") of the council's LTCP, adopted in July 2022 – a statutory requirement of the Transport Act 2000. A number of MAP Plans are being developed, which will support the LTCP and its' targets. This is alongside other specific strategies (i.e. Mobility Hubs, Freight and Logistics, Active Travel, Rail and Bus and Coach).
9. Each MAP Plan builds upon and replaces the '*Connecting Oxfordshire: Area Strategies*', adopted in 2016 as part of LTP4, where they exist (Science Vale, Witney, Carterton, Banbury & Bicester). The MAP Plans are informed and will be developed using a comprehensive evidence base, from national, regional, and local data sources along with site visits. The evidence gathered establishes the existing conditions in each area, which will help identify the challenges and opportunities.
10. The requirement to replace the area strategies from LTP4 is set out in ***Policies 52 and 53 of the LTCP***.
11. The MAP Plans are considered "*live*" documents, with annual or biennial updates, where required. This will ensure that they reflect the latest local policy guidance, future Local Plans, likely speculative growth, new or updated government guidance, funding streams, and the development of schemes. It is worth noting that continuing resource will be required (e.g. staff resource) to deliver this.

Engagement and Consultation: Bicester and Surrounding Villages

12. Extensive engagement and public consultation took place to inform the final version of the MAP Plan, subject to cabinet feedback. **Figure 1**, outlines the engagement and consultation the team followed, and officers presented at following local events prior to formal consultation:
 - Bicester Area Oversight Group – (July - October 2025)
 - Bicester Locality Meeting – (September 2025)
 - County and District Councillors – (September 2025)
 - Parish and Town Councils – (September 2025)

- Bicester Town Council Meeting – (October 2025)

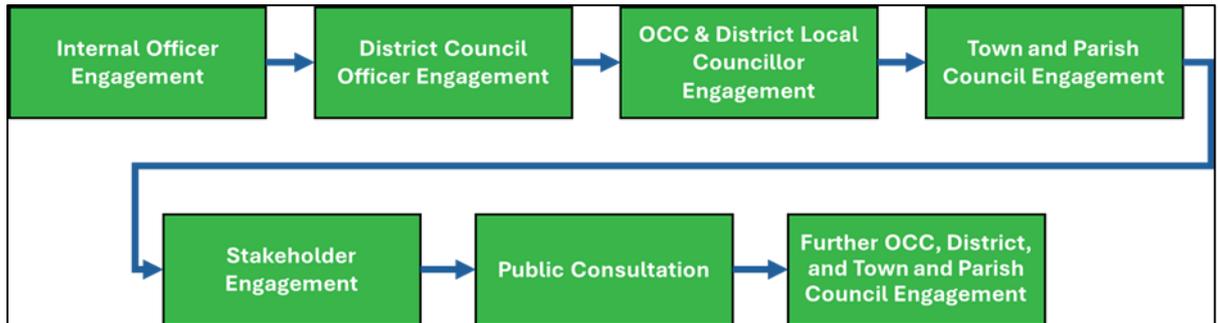


Figure 1: MAP Plan: Engagement and consultation process for Bicester and Surrounding Villages.

13. The public consultation was conducted over a four-week period, from Monday 3rd November to Monday 1st December. During this time, respondents were invited to complete an online questionnaire via the council's Let's Talk Oxfordshire interactive platform. The planned public exhibition could not take place due to an amber weather warning (Storm Claudia). Nevertheless, additional engagement was carried out with local members, town and parish councils, and key stakeholders throughout the consultation period.
14. The consultation yielded 118 responses, the majority of which were submitted by local residents (78%), with additional input from councillors, business representatives, and visitors. The gender distribution was relatively even, comprising 49% male, 39% female, and 12% who chose not to disclose their gender.
15. Among the respondents, 45% expressed support for the vision, 17% were uncertain, and 38% indicated disagreement. The primary concerns originated from village residents, who felt their priorities were not adequately considered and questioned the accuracy of the plan's name, 'Mid-Cherwell.' Consequently, adoption of the plan was deferred to allow for further engagement, including three additional meetings with local councillors and councils. **Annex B** contains a comprehensive breakdown of feedback obtained during the public consultation.

Delivery programme & funding

16. The Bicester and Surrounding Villages MAP Plan outlines a comprehensive delivery programme spanning the next 25 years, which the council is aspiring to implement. The plan includes 13 objectives and 83 actions, systematically arranged according to the transport user hierarchy.

17. It is recognised that to deliver each objective, the council will need to work with central government, partners, developers and key stakeholders etc. to deliver, fund and enforce these actions. Each action will continue to be monitored. This is set out in the delivery Plan (see **Annex A1**)

Corporate Policies and Priorities

18. The county council's Strategic Plan for 2022-28 sets out a vision for Oxfordshire to be a place where everyone has the opportunity to live well, where communities thrive, and where our local economy benefits all our residents. The MAP Plan builds upon all of these principles, as it addresses the meaning of movement and place for all the residents noted within the designated area.
19. The council's Strategic Plan outlines key headline projects delivering a "Greener, Fairer and Healthier" Oxfordshire. This is alongside the nine strategic priorities. The Bicester and Surrounding Villages MAP Plan helps to address this, due to the relationship between transport, quality of life, health and the environment. The plan will directly seek to reduce carbon emissions and aim for a net-zero transport system by 2040. There is also a strong focus on healthy place shaping and encouraging active lives. This will help to improve health and wellbeing by providing safer walking, wheeling and cycling routes to school and improving air quality.
20. The MAP Plans do not introduce any policies or proposed service changes that are not in line with the corporate policies and priorities.
21. As noted above, this specifically works towards achieving the LTCP targets and aspirations, and directly addresses the commitments made in ***policies 52 and 53***.

Financial Implications

22. The adoption of the documents as set out in the recommendations do not have any direct financial implications but do help and support future investment decisions of the county council. They set out a development plan for a specific area, noting potential investment and funding opportunities, which will be needed to deliver the outlined transport schemes.

23. Any additional investment to enhance existing monitoring capabilities and delivery of the Movement and Place Plans will be considered through individual business cases and funding would be sought in line with the council's budget setting process.

Comments checked by:

Filipp Skiffins, Finance Business Partner,
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Legal Implications

24. Under the Transport Act 2000, local transport authorities in England are required to prepare and maintain a Local Transport Plan (or plans) that set out their transport policies and proposals.
25. The Bicester and Surrounding Villages MAP Plan is considered part of the council's LTCP. This was last updated in 2016 and therefore a more up to date document is considered positive from a legal perspective.
26. There are no specific legal implications for the council in adoption of documents as recommended in this report.
27. Any schemes being delivered under the Bicester and Surrounding Villages MAP Plan will be assessed on their own merits as they develop and will be implemented in accordance with the relevant statutory framework applying at the time.

Comments checked by:

Jennifer Crouch Principal Solicitor (Regulatory)
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Staff Implications

28. The development and subsequent review and delivery of the Movement and Place Plans are and will continue to be delivered through existing council resources.
29. Any additional staff resource requirements to implement schemes within the MAP Plans will be considered and included within specific scheme budgets.

Equality & Inclusion Implications

30. An Equalities Impact Assessment (EqIAs) has been completed, please see **Annex C**. This will be further developed as specific commitments within the MAP are progressed, with specific scheme EqIAs undertaken as required for the development of the MAP Plan programme; reflecting their unique and distinct challenges and characteristics.

Sustainability Implications

31. The approved Climate Impact Assessment (CIA) by the climate impact team is available in **Annex D**. The plan outlines how LTCP policies will be implemented within the MAP Plan area, references the goal of achieving a net zero transport network by 2040, and adopts a whole life carbon approach referencing inclusion of PAS2080 — including embodied emissions — in line with Policy 27.
32. The plan prioritises sustainable transport enhancements, including the promotion of walking, cycling, and infrastructure to accommodate anticipated growth. While the proposals detail measures to encourage active travel and increased public transport usage, they also support the development of new transport infrastructure. Further actions to mitigate induced traffic and improve the affordability of public transport should be explored.
33. It is worth noting, the South-East Peripheral Road is included in the plan. Although due to its current CIA score and the need for at least a 20% biodiversity net gain, further review is recommended once the scheme is conceptualised/if brought forward.
34. Figure 2, demonstrates where the Plan builds and supports the council's aspirations to reduce carbon emissions and achieve the aspirations detailed in the LTCP.

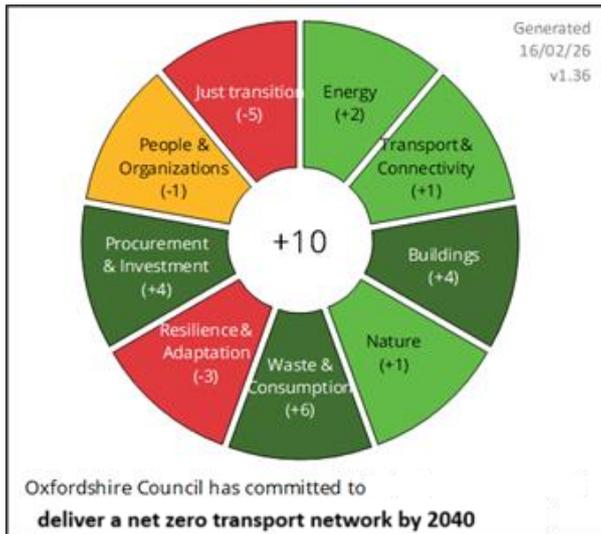


Figure 2: Carbon Impact Assessment Score

Risk Management

35. A Risk Management Strategy was developed for this programme of work. It identified risks associated with the progress and development of the plans.
36. As part of the Risk Management Strategy a mitigation action for each of the risks identified will be implemented to reduce the risk. They are reviewed on a biannual basis to ensure that this reflects the most up to date information.
37. The primary strategic risk concerned achieving effective engagement to secure a positive consultation outcome. This risk was proactively managed and mitigated through regular communication with members and key stakeholders, providing them with opportunities to contribute and shape the plan before it proceeds to public consultation, where there remained a final opportunity to influence its content.

PAUL FERMER

Director of Environment and Highways

Annexes:

Annex A – Bicester and Surrounding Villages Movement Place Plan

Annex A1 Delivery Plan

Annex A2 Proposals Map

Annex A3 People Post Cards

Annex A4 Summary of Plan

Annex B – Bicester and Surrounding Villages Consultation Summary Report

Annex B1 – B4 Consultation email responses

Annex C – Equalities Impact Assessment

Annex D – Climate Impact Assessment

Background Documents:

[Local Transport Connectivity Plan](#)

[Connecting Oxfordshire: Area Strategies](#)

[Strategic Plan for 2022-28](#)

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