Bicester and the Surrounding Villages
Movement and Place Plan

Local Transport and Connectivity Plan – Supporting strategy

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OXFORDSHIRE COUNTY COUNCIL

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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 overall population of the Plan area based on the 2021 census data is 58,570. The plan covers Bicester and surrounding villages recognising the strong association the villages and town of Bicester have with one another (i.e. for education, employment, recreational and leisure trips) this is likely to strengthen over the coming years. The MAP Plan area is outlined in **Figure BSV1**. Alongside Bicester the MAP Plan covers the surrounding villages of (not an exhaustive list): to the north of Bicester, Ardley, Bucknell, Mixbury, Fringford, Stoke Lyne, Stratton Audley; to the south east, Launton, Upper Arncott, Piddington, to the west; Wendlebury, Chesterton, Kirtlington, Duns Tew, The Astons, The Heyfords, and Somerton.

Some villages fall under neighbourhood plans, such as the Mid-Cherwell Neighbourhood Plan area. This MAP Plan does not override those plans but complements and strengthens their goals. The Mid-Cherwell Neighbourhood Plan will be reviewed in early 2026, with policy updates integrated into revisions of this ongoing MAP Plan, as this document remains live. Additionally, this Plan supports both existing and emerging Cherwell Local Plan policies and aligns with Oxfordshire's Local Transport Connectivity Plan (LTCP) targets. When adopted, the MAP Plan will replace current LTP 4 Connectivity Area Strategies and help secure funding for future projects.

Bicester, the main town in the plan area will be the significant focus of this plan although the cumulative impact of the development on the surrounding areas will need to be considered. Bicester is an historic market town in north Oxfordshire with a rich history. It lies approximately 18km northeast of Oxford with a population of 37,172[1] residents and has seen significant growth over the last few decades. In 2014, Bicester was designated a Garden Town and located in the Cherwell district of Oxfordshire. It has a range of amenities and services including restaurants, library, supermarkets, pharmacies, thriving weekly market and other shops centred mostly around Market Square, at the heart of the town. There has been a significant investment in Bicester town centre with the opening of Pioneer Square in 2013 and associated retail units and amenities.

Map of Bicester and the Surrounding Villages

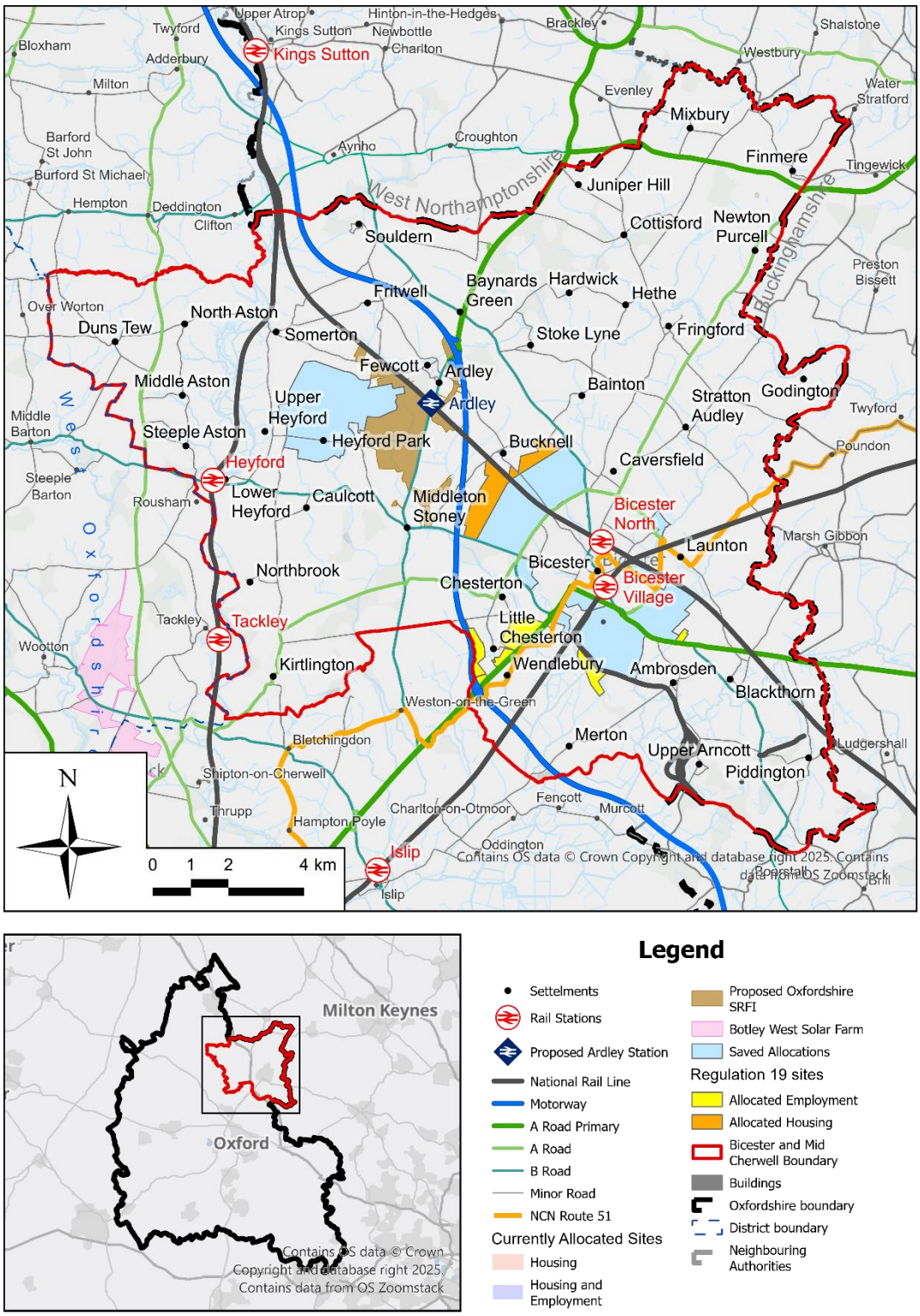


Figure BSV1: Map of Bicester and Surrounding Villages

The Bicester and the surrounding villages MAP Plan will consider the interactions between the town and rural communities which rely on Bicester and each other for essential services, employment, education and leisure etc. The area illustrated in **Figure BSV1**, Bicester and surrounding villages, is not officially a planning area or boundary and the impact of future development will go beyond the highlighted area. Albeit for the purpose of the plan, it was considered a good reference, as there are many associated movement and community links between the areas now which will grow over the life of this planning period – up until 2050 to align with LTCP planning period.

The MAP Plan will also consider how movement will develop within the plan area such as connections and links between Bicester and Heyford Park which at the time of writing has been identified as one of the proposed 12 new towns in the government's New Town Taskforce published in September 2025[2]. This Plan will need to take account of decisions that will be made by the new task force, which will bring a variety opportunities to this area as the residential allocation could be more than 10,000 homes. Should Heyford Park be put forward as a deliverable New Town, this Plan will be updated, and further work will be identified to provide the best outcomes for communities from a movement and place perspective. In addition to planned growth, speculative developments have been proposed within the MAP Plan area which would put additional pressure on infrastructure and key amenities. The cumulative impact on movement and places will need to be assessed as planning decisions are confirmed.

Bicester supports a wide variety of employment opportunities. Due to its proximity to the city of Oxford, and its location within the Oxfordshire Knowledge Spine, the Oxford-Cambridge Arc and its good transport connections to other major employment areas such as London or Birmingham. Bicester benefits from a diverse set of industries including distribution, retail, motorsports, offices, and defence due to its status as a garrison town. The Oxfordshire Industrial Strategy[3] also identifies Bicester as an Eco Zone and Corporate HQ Hub providing an opportunity for 'living labs'. In 2024, planning was approved for Bicester Motion to be a 'living lab' for the UK's first vertiport[4]. There are also employment opportunities in the surrounding villages including Baynards Green Industrial Estate, Cherwell Valley services, Heyford Park, Ardley Quarry, the Ardley Energy Waste Power Plant, Kirtlington Park, Manor Farm (Weston-on-the-Green), HM Prison Bullingdon, Lakeside Farm Business Park (Steeple Aston) and Park Farm Kirtlington.

The rural landscape within the MAP Plan area, and the Cherwell Valley provide a scenic environment for locals and visitors. Merton, Weston-on-the-Green, and Charlton-on-

Otmoor are within Oxford's Green Belt. These open spaces support recreation and benefit health and wellbeing.

One of the major employers in the area is Bicester Village, a world-renowned outlet shopping centre attracting many local and international visitors. The shopping outlet attracts nearly 6 million visitors per year and ranks as one of the top tourist destinations for the UK. Bicester Village is a key economic driver in the area, employing around 3,500 people directly and many others indirectly. Another significant employment site is Bicester Motion, the UK's only business park dedicated to the promotion and preservation of historic motor cars. Alongside this, it is a centre for future mobility technology such as drones and being a 'vertiport' for flying electric taxis.[5]

Bicester's topography is well-suited to walking and cycling, as the town is compact and flat, and this is true of surrounding villages especially to the south. Route 51 of the National Cycle Network (NCN) from Oxford to Felixstowe passes through Bicester and some of its surrounding villages (e.g. Wendlebury and Launton) and Route 5 of the NCN runs North – South along rural roads to the west of Duns Tew. Within Bicester there is a network of footways, footpaths and some cycleways that provide links around the town and to key facilities such as the town centre, schools, doctors surgeries and other shopping facilities. With the town centre being located right in the middle, most residents can access it within a 30-minute walk or a 10-minute cycle. However, as detailed in the Bicester Local Cycling and Walking Infrastructure Plan (LCWIP), residential streets lack permeability, creating barriers to movement. This plan will seek to address barriers to walking, wheeling and cycling, including the absence of safe / dedicated routes, specifically in **Objectives BSV1 and 2**.

The villages within the MAP Plan area generally have footways to provide links for those walking or wheeling within each of the settlements. The villages are connected to the surrounding countryside, other villages, Bicester and employment sites via a mix of walking, wheeling and cycling routes and paths that vary in quality and accessibility, including options suitable for horse riders. There is a comprehensive network of Public Rights of Way (PRoW) within the MAP Plan area which consists of over 900 paths or approximately 406 km in distance. National Cycle Route 51 runs through the MAP Plan area and is composed of quiet roads, bridleways, byways, and purpose-built paths, the quality of which varies significantly. Furthermore, there are a range of nationally recognised recreational routes extending through the MAP Plan area, namely the Oxfordshire Way, Palladian Way, Oxford Canal Walk, Roman Way, Seven Shires Way and the Claude Duval Bridleroute. The recreational routes provide walking, wheeling and cycling opportunities for leisure

purposes. In addition, the National Byway Network, which is a 5,000km sign-posted leisure cycling route in the UK runs through the MAP Plan area.

The MAP Plan area is well-connected by various transport links, typically attracting people who need to commute for work (i.e. to Oxford, London, Birmingham or further afield). This makes living in Oxfordshire villages attractive to people who need to work in urban areas. Bicester has the advantage of having two railway stations, Bicester North and Bicester Village. A third station is also accessible at Heyford. These strategic transport connections link Bicester to key destinations such as Oxford, London, Birmingham, and Milton Keynes. This increases the attractiveness for future development and growth, although the capacity of the strategic network is itself limited and at times exceeded. The rail network is supported by a comprehensive bus network centred around Bicester. The bus network provides a range of connections between the rural and urban areas of the MAP Plan, as well as to other key regional destinations including Oxford, Buckingham, Milton Keynes, Brackley, Kidlington, Banbury and Aylesbury. In terms of the strategic highway network, it is connected to the A41, which links to the nearby M40 motorway and the A34.

Over the coming years, the town is projected to grow significantly, up to 18% by 2031[6]. New residential and employment sites are planned to be developed. The proposed North-West Bicester development will deliver thousands of new homes, and the hectares of allocated land for employment along the A41 corridor plus other sites identified in Cherwell District Council Local Plan 2042 will deliver new opportunities in the area.

Key facts and figures

66,100 residents in 2030

58,570 residents in 2021

7,977 new homes by 2042 and a **further 4,075** beyond 2042 at NW Bicester. With 100 in Mid-Cherwell

150 hectares of land for new employment

Bicester:

- First documented in **Domesday Book (1086)**
- **Historic town centre**
- Designated as a **Garden Town** in 2014, but also as a **Healthy Town** and **Eco-town**
- A **garrison town,** hosting the Ministry of Defence
- Bicester Village attracted over **7 million visitors in 2019**

35% of commuting trips start and end in Bicester

65% of residents travel to work by driving

Within Bicester the Town centre is accessible within **30 minutes by walking,** or **10 minutes by cycling**

Transport links include:

3 railway stations plus one station proposed at Ardley.

Future EastWest Rail services from Bicester to **Milton Keynes** and **Cambridge**

Bus services connecting the **villages** as well as **Oxford, Banbury, Aylesbury and Milton Keynes.**

Bicester Park & Ride

Direct access to A41 linking to M40

88% of households own at least one car
(vs 77% of national average)

49% of households own multiple vehicles
(vs 35% of national average)

Challenges and opportunities

The MAP plan area is undergoing significant changes from development that will affect movement and connectivity across the area. These changes will provide challenges and opportunities that we can take advantage of to make Bicester and surrounding villages a healthy, sustainable and connected place but at the same time, protecting its rural and village fabric/ lifestyle that is enjoyed by the community. It is essential that the development must go hand in hand with preserving the feel and rural nature of the area at the same time this presents a wealth of opportunities for the area to exploit. In addition, OCC needs to ensure the local transport network helps to deliver net-zero transport network by 2040, a key headline target in OCC's Local Transport and Connectivity Plan (LTCP).

A challenge common to all MAP Plan documents is the need to deliver against the policies and targets of the LTCP. As this document forms part of the LTCP, it should be read alongside the LTCP and its supporting strategies, with this MAP Plan helping to achieve the policies and targets within the LTCP.

Future growth

Cherwell's Local Plan identifies Bicester and Heyford Park as areas to focus further development with 7,977 new homes are planned to be delivered in Bicester from 2020 to 2042 with a further 2,342 planned at Heyford Park. Further homes are allocated in the

villages, with 100 homes allocated in the Mid-Cherwell neighbourhood plan, as set out in Policy RUR 1[7] of the emerging Local Plan 2042. This is around a third of the growth for Cherwell district. Additionally, 4,075 homes will be delivered at North-West Bicester beyond 2042. Aside from the increased housing supply in Bicester, 150 hectares of land are planned to be developed for new employment. These figures are subject to the Government's New Town Taskforce. The UK government shortlisted Heyford Park (former RAF Upper Heyford) as proposed "New Towns" in late 2025 to create a large, sustainable community with up to 13,000 homes, focusing on clean technology, green energy, and new infrastructure, with plans including schools, jobs, and improved transport links like better bus/rail services. In total, 12 areas have been identified across England with Heyford Park being the only one in Oxfordshire. The government is likely to decide on which proposals it takes forward during Spring / Summer 2026. New Towns Taskforce: Report to government sets out the full proposals. While allocations for development for housing and employment are contained in the Cherwell Local Plan (2042), a number of speculative development applications are proposed in addition to planned allocations. The MAP Plan will be updated to reflect the outcome of these applications and the outcome of New Towns Taskforce.

The new developments will provide opportunities to enhance existing and provide new transport infrastructure and public realm to support population and employment growth; this will support the area to grow sustainably and provide opportunities for residents to thrive. Moving home or starting a new job is regarded as a key life moment when individuals are most likely to switch to a different transport mode[8], the growth in Bicester and its surrounding villages will help create the conditions to enable and promote modal shift toward walking, wheeling, cycling and public transport in alignment with LTCP objectives. There is a balance to be struck between investment in transport infrastructure to support growth and conserving the sense of place created by village environments and its inherent biodiversity, maintaining healthy levels of air quality as well as keeping natural constraints on transport, such as the LTCP's objective to achieve a net zero transport network by 2040.

To provide the environment for Bicester and surrounding villages to grow sustainably, future residential and employment developments will need to be in locations which are accessible by walking, wheeling, cycling and public transport.

Proposals for a new rail freight interchange at Ardley, connected to the Chiltern Mainline, have been put forward as a Nationally Significant Infrastructure Project (NSIP). Should this proposal come forward, air quality will need to be monitored to assess the impact on the local environment and need for mitigations.

Working with partners, we aim to transform how people move around Bicester and the surrounding villages. Improving the availability and accessibility of alternatives to private cars, will provide communities with choice in how they travel and will improve the outcomes through enhancing access to education, employment, key amenities and support social cohesion. It will support Local Transport and Connectivity Plan (LTCP) transport targets as well as contribute to climate change mitigation, adaption and the improvement of public health. Creating an equitable transport system will remove barriers to the labour market and education, evidence shows that transport problems are a known barrier to accepting job offers[9]. Analysis of the National Travel Survey showed 19% of unemployed people in England turned down a job or did not apply due to transport problems.

To reduce the potential impact growth may have on the A41, central and peripheral corridors, we will need to work with partners and the community to address congestion, safety and invest in walking, wheeling, cycling and public transport to enable modal shift. The delivery of the South East Peripheral Road (SEPR) will be required to support growth and limit the impact of through traffic: enabling Bicester to become a town where walking, wheeling, cycling and public transport are the first choice for local journeys. Streets and footways need to be of high quality and safe, with attention paid to dropped kerbs and other accessibility features. We will need to invest in public realm to create places which enhance community cohesion: creating wider health and wellbeing benefits.

In 2025 a Climate Impact Assessment (CIA) was submitted and reviewed for SEPR. The CIA set out the potential risk of flooding, induced traffic and risk of feasibility of bus routes. It is acknowledged further work is required to mitigate concerns raised in the initial CIA and a further CIA will be required as feasibility work progresses.

Future growth will create opportunities for Bicester and the village communities to exploit its position in the Oxford-Cambridge corridor and deliver transport and healthy place

shaping schemes which meet the needs of a healthy and sustainable town and villages. Through forward planning, we can integrate new and existing housing and employment developments with Bicester town centre by prioritising sustainable modes of travel from the start, reducing reliance on private motor vehicles. Providing a high-quality walking, cycling, and public transport network along with enhancing biodiversity will support growth, improve public health, and make it a more attractive place for residents, workers, visitors, wider community, and investment.

Improving connectivity

To maintain and improve connectivity for existing and new residents and those living in the surrounding villages, enhancements will be required for walking, wheeling, cycling and public transport. The planned growth across Bicester and the surrounding villages will provide opportunities to enhance the existing walking, wheeling, cycling and public transport connectivity and complete gaps in the transport network where severance or barriers to access currently exist, this will provide opportunities to maximise Bicester's compact nature and enhance the connections with surrounding villages. We will seek to make walking, wheeling, cycling and public transport the first choice for journeys within Bicester and to become a viable option for travel into Bicester from surrounding villages and while travelling around neighbouring rural areas. New developments will have the services and amenities, creating liveable neighbourhoods where residents will be able to walk, wheel, cycle and take public transport to local shops, schools and other key amenities. They will provide connections to existing routes, enabling residents to access Bicester town centre, rail stations and leisure facilities by sustainable means. All new developments must submit and work towards an approved Travel Plan by OCC.

The future planning period will support the delivery of infrastructure which provides a variety of transport options including quality pedestrian corridors, electric bikes, segregated cycling infrastructure, conveniently located cycle parking and electric bike charging facilities. It will provide opportunities to deliver micromobility hubs supporting shared bike/ scooter network and allowing for seamless transition between different modes of transport. To provide transport choice public transport will be enhanced and integrated with other modes of transport with frequent services to support a changing economy. Other transport alternatives may include a comprehensive car club offering, reducing the need for car ownership or removing the need for a second car. The provision of transport choice will mean residents will not need to rely on their car, this will improve air quality, health outcomes[10], reduce congestion and enable public transport to run efficiently, and those who need to travel by car will be able to do so.

Transport choice will help Bicester and the villages thrive as it develops and support opportunity for people to live and work within Bicester and wider area. It will further the area's economic reach and increase communities' access to the labour market. Providing choice will reduce the need to travel by car for short journeys and remove the reliance on vehicle ownership. 2021 census data shows 85.5% of households in Bicester own at least one car or van, for the whole MAP Plan area this rises to 88.4%. If Bicester is excluded from the census data, then the number of households with at least one vehicle rises further to 93.6%[11]. In Bicester, 43% of households owning at least two cars and this rises to 49% including the surrounding villages[12]. This is higher than the national average but locally it is broadly in line with other areas of Oxfordshire such as Science Vale (89% own a car) and West Oxfordshire Lowlands (88% own a car)[13]. This shows the greater reliance on car ownership in rural areas and the opportunity to enable a greater number of people to walk, wheel, cycle and use public transport through improved infrastructure and services.

Health, wellbeing and inequalities

Increasing walking, wheeling and cycling has various positive impacts on health and wellbeing. From an increase in physical activity levels, which are linked to lower levels of cardiovascular disease (CVD), such as diabetes, hypertension and stroke to reduced levels of overweight and obesity. The design of cities, villages and towns with better active travel and public transport options can contribute to better mental wellbeing and community connection[14]. High speed roads cutting communities in half or creating residential areas where it is not safe for children to play increase the likelihood of loneliness, isolation and anxiety.

Oxfordshire County Council is committed to reducing inequalities, in 2024 became A Marmot Place with the aim to create a fairer and healthier Oxfordshire[15]. Inequalities within rural areas can be dispersed in nature making it difficult to assess using standard mapping approaches to deprivation and research is being undertaken to understand rural inequalities as part of OCC's commitment to being A Marmot Place. Oxfordshire's Health and Wellbeing Strategy[16] identifies Thriving Communities and Climate Change and Health as enablers to good health. Walking, wheeling and cycling supports these priorities by supporting connection in communities and reducing carbon emissions, and air pollution associated with private car use for local trips. Since December 1997, all local authorities in the UK have been carrying out a review and assessment of air quality in their areas through monitoring air pollution levels[17]. During this process, if an area has air pollution levels above or close to the limit values set out in the Air Quality Standards Regulations (2010) legislation, they must declare an Air Quality Management Area (AQMA)[18].

There is currently one AQMA in Bicester which incorporates sections of Kings End, Queens Avenue, Field Street and St Johns Street.[19] Poor air quality is associated with poor health outcomes. Some health indicators for Bicester are significantly worse than the national average such as deaths from respiratory diseases in Bicester North and Caversfield, and the incidence of lung cancer in Bicester East.[20] Improving air quality is necessary to reduce the risk to public health. Recent monitoring data shown in Cherwell's annual status report[21] shows that air quality in Bicester is improving since 2015 when the AQMA was declared however, more work is required to further lower air pollution levels to enable health benefits.

Road transport is responsible for significant contributions to air pollution.[22] The greenhouse gas emissions from road traffic also contributes to climate change, increasing the risk of heatwaves, droughts and flooding, which exacerbates threats to human health and safety. In addition to poor air quality, car dominance creates a more sedentary lifestyle, increasing other health risks such as obesity and type 2 diabetes[23]. In Bicester, around 1 in 3 children in Year 6 are overweight.[24] Studies suggest that children who regularly walk or cycle to school are less likely to be overweight or obese than those who travel by car[2526]. Health conditions such as obesity, diabetes and heart disease are linked to physical inactivity. Transport interventions to support walking, wheeling and cycling have the potential to mitigate health problems which are borne out of inactivity[27]. Bicester and Surrounding Villages MAP Plan will seek to provide policy to create transport infrastructure which gives residents and visitors the choice to travel actively and enjoy the associated health and wellbeing benefits this provides.

No_2 and $PM_{2.5}$ are the key pollutants considered in terms of local air quality management. The annual mean modelled concentrations in 2023 for Bicester were 13.04 µg/m^3 for NO_2 and 8.78 µg/m^3 for $PM_{2.5}$.[1] The maximum annual concentrations within the Bicester were 15.88 µg/m^3 for NO_2 and 12.45 µg/m^3 for $PM_{2.5.}$ All concentrations exceed the annual mean 2021 air quality guidelines recommended by the World Health Organisation of 10 µg/m^3 for NO_2 and 5 µg/m^3 for $PM_{2.5}$ [1].

The Air Quality Lifecourse Assessment Tool (AQLAT) has been developed by the University of Birmingham for Oxfordshire County Council. The tool looks at health and economic savings where air pollutant concentrations are reduced in Oxfordshire. The AQLAT was used to calculate the health and economic savings that would be seen if pollution levels in the MAAP plan area reached those set out in the World Health Organisation 2021 air quality

[1] Figures were calculated by taking the average of LSOA-averaged annual mean concentrations. The calculations included all LSOAs fully within the Bicester and surrounding villages geographical boundary. LSOAs partially within the boundary were removed from the average annual mean concentration calculation.

guidelines for NO_2 and $PM_{2.5}$.[2] The following savings could be seen in 10 years: £1.12 million NHS cost savings, £523 k social care cost savings, £464 k in productivity costs, 93 early deaths prevented, 74 asthma cases prevented, 50 coronary heart disease cases prevented, 10 lung cancer cases prevented, and 26 stroke cases prevented. This shows the importance of lowering air pollution levels in MAAP plan area.

To obtain better health outcomes we must reduce air pollution, and in doing so, we will simultaneously reduce greenhouse gas emissions that will affect our local climate. One way to do this is to tackle the use of the most polluting forms of transport by delivering transport interventions that will support the decarbonisation of the transport network, creating choice which enables travel behaviours that are more sustainable and active.

The burden of poor health is not equally experienced across the population, with some groups having poorer health than others. Those on lower incomes are one group which is more likely to have poor health. Financial hardship can cause transport poverty, which in turn impacts access to the labour market, education, services and leisure. Although Bicester and its surrounding villages typically does not have high levels of deprivation, there are wards which are in the top 20% most deprived areas of Cherwell[28], Bicester West and Bicester South and Ambrosden. There are areas in Bicester deprived in aspects of education, skills and training. Bicester has small areas within the top 10% and 20% most deprived in England[29]. Additionally, dispersed deprivation within rural communities requires specific approaches which the research being carried out by being A Marmot Place is supporting.

Research published by Active Lives Survey[30] shows the widening gap between those living in the most deprived areas compared to those living in the least and mid deprived areas. If we are to reduce this gap, we need to ensure equitable opportunities to walking, wheeling, cycling and public transport. It is known that the negative impacts of transport affect poorer, more vulnerable groups more[31]. Consequently, vulnerable groups are most in need of public transport, quality walking and cycle routes to access healthcare, education, employment and social networks along with access to safe spaces for children to play.

Understanding inequalities and the barriers to access public transport, walking, wheeling and cycling will be vital to transforming how residents of Bicester and its villages move around. The availability of transport options impacts the accessibility of health services especially for the more vulnerable and those who do not have access to a car. Providing

[2] AQLAT calculations were completed with a 2023 baseline. The results may over-estimate health and economic savings as the tool works at a MSOA-level, therefore some parts of the input MSOAs may not be within the MAAP plan geographical boundary.

transport options which support the needs of all communities can reduce missed appointments[32], creating positive health outcomes and savings for the health sector.

Data on Transport-Related Social Exclusion (TRSE) indicates that transport may be contributing to social exclusion in parts Bicester and the surrounding villages, however it is varied across MAP Plan area. Typically, areas close to the town centre, such as Kingsmere, Glory Farm and Highfield all are within the top 20% nationally that are most at risk of TRSE. This appears to be driven by high levels of deprivation, high levels of caring or those with disabilities. This is in comparison to other areas such as Kirtlington, Stratton Audley or Finmere, which all feature in 80% national areas less at risk to TRSE. These figures all have been derived from the TRSE in England Visualiser. This tool allows the user to focus in on any given English authority to obtain TRSE data. The typical trend being the closer towards the town centre of Bicester the more at risk you become of TRSE and bringing forward objectives to address this will hopefully address this and re-balance this across the MAP Plan reducing social exclusion.

According to the Index of Multiple Deprivation (IMD), most neighbourhoods in the area are amongst the least deprived in the country, with neighbourhoods on the periphery of Bicester being amongst the 10% least deprived, while many of the rural areas are within the area 20% least deprived. Within this there are pockets of deprivation. For instance, areas around Kingclere Road and Bicester Town Centre are in the 40% most deprived in the country. In rural areas, areas around Upper Arncott, Piddington, Brill, and Boarstall are among the 40% most deprived in the country.

Place-shaping – The Garden Town and its surrounding villages

In 2014, Bicester was designated as a Garden Town as it was identified as a key area for growth in the UK. As a Garden Town, government funding has aimed to create new homes with access to green spaces that will enable healthy living. There are also aims to enhance the town centre which, like many towns, has seen the closure of retail units resulting in empty units in the town centre. The Cherwell District Council 2022 Retail Study identified challenges and opportunities, recommending investment in public realm, to create a more attractive and distinctive place. Additionally, the North West Bicester development was named the UK's first eco-town, which aims to create truly sustainable communities embracing blue green infrastructure.

To fulfil these aims, movement and places in Bicester will need to be low carbon, be resilient to climate change, and provide transport choice for the residents of Bicester and visitors. This can be achieved by delivering healthy place shaping interventions that enable walking, wheeling and cycling and public transport whilst reducing reliance on private motor vehicles. One notable example of this is the Health Routes funded by NHS England as part of the Bicester Healthy New Town Programme[33]. Various routes around the town were marked with blue lines to create a 5km circular route, with the aim of encouraging daily exercise and increasing physical activity amongst residents.[34] The focus will be to deliver nature-based solutions to ensure greening of new and existing developments to make Bicester a healthier, environmentally friendly place and support the aims of the LTCP in creating a net-zero transport system by 2040. Future place making schemes will build on Bicester's unique character and heritage, creating identity and a sense of place. For example, sheep bollards along Sheep Street help reinforce the area's unique character, history and identity of Bicester.

Place shaping will require a holistic approach across the MAP Plan area. Each village and community will have different needs, ideas and heritage which will form the basis of shaping the places of rural and urban communities. Recognising and celebrating the cultural assets in a sustainable way will add value and preserve the fabric of communities within the MAP Plan area.

Developing healthy place-shaping across the whole of the plan area will improve access to healthcare, community facilities, help support community cohesion, reduce rural inequalities and make it easier for people to live healthy lives. To develop this, we will work closely with communities using Marmot Principles[35], to create places where everyone has the same opportunities.

Taking a holistic approach, place shaping should consider the presence and accessability of leisure and retail facilities. Many of the villages surrounding Bicester do not have a village shop, and are losing vital community assets such as pubs or other 'third spaces' and do not have the required walking, wheeling, cycling and public transport links which promote healthy lives and opportunity. Collectively this erodes the sense of place and togetherness, as well as creating the conditions requiring residents to drive for shopping, leisure, health appointments and visit friends. Within Heyford Park there is a philosophy to become self-contained, where residents have access to key amenities and reducing the need to travel beyond Heyford Park. Where growth is planned around these settlements, we will actively seek opportunities to address gaps and provision for all.

Walking, wheeling and cycling

Bicester, the surrounding villages and employment sites can be more accessible for walking, wheeling and cycling through physical infrastructure improvements, demand management and behaviour change initiatives. Bicester is well-suited for walking, wheeling and cycling, as it is particularly flat and compact. There are no pronounced elevation changes except Graven Hill in the south, and the town centre is approximately 2km away from the ring road in all directions. As previously highlighted, future growth will increase the need for high quality cycle connections for trip distances beyond 2km when walking becomes less viable. In contrast, the topography of a number of villages surrounding Bicester are undulating. The UK topographic map provides a visualization of this. For example, Steeple Aston sits atop a valley and places like Somerton and North Aston share similar gradients and undulations. These villages are popular for leisure cyclists; however, undulations provide a barrier to accessing cycling. (There are very good examples of places using e-bikes to remove such barriers including Staveley, Lake District where the community have rental access to two e-bikes).

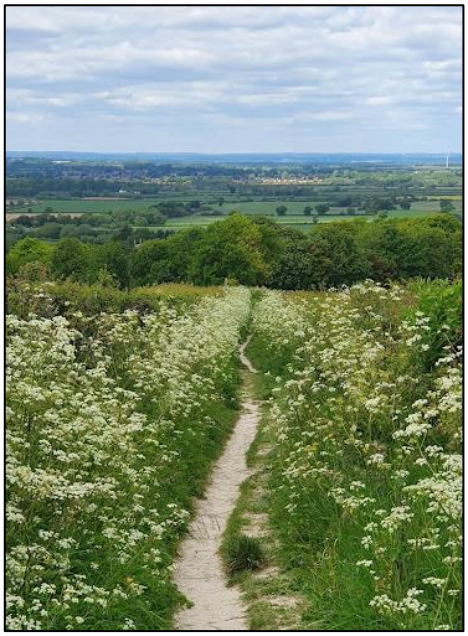
The rural roads within the MAP Plan area tend to be narrow and have significant through traffic, which creates concerns for less confident cyclists. To the south of Bicester, the flatter landscape means cycling is more accessible, but the same challenge of narrow roads remains, and often these are bordered by deep drainage ditches which can be off putting to new or less confident cyclists. Footpaths and bridleways can fall into disrepair and are not inclusive for all users creating further barriers to access walking, wheeling and cycling.

To improve cross town connectivity an 18-month trial began in February 2025 removing the prohibition of cycling on Sheep Street. However, as detailed in the Bicester Local Cycling and Walking Infrastructure Plan (LCWIP), residential streets lack permeability and the main corridors are highly trafficked and frequently congested, and lack the necessary infrastructure to provide safe and easy to navigate routes for people who walk, wheel and cycle.

A significant number of people in the MAP Plan area travel short distances, where walking (up to 2km), wheeling and cycling (up to 8km) can provide a suitable alternative. In total 42% of people in the MAP Plan areas travel less than 10km for work, with this being 46% in Bicester[36]. Of the trips that are less than 10km the majority are undertaken by car, with 58% of trips less than 10km across the whole MAP Plan area being undertaken by car, with this being 55% for those in living in Bicester[37]. In the surrounding villages 35% travel less than 10km, with driving again being preferred mode[38]. Trips of less than 10km generally have viable alternatives to car use, mainly through cycling and public transport. When looking at trips of 2km or less, where walking, wheeling and cycling are a viable alternative, the data

shows a similar pattern. Data from the 2011 Census showed that 22% of people in the MAP Plan area travelled less than 2km for work, for Bicester this was 30% while in the surrounding villages this was 9%[39]. For the MAP Plan area 45% of trips of less than 2km are driven, with this being 48% in Bicester, making it more popular than walking, cycling, and using public transport combined which demonstrates that there is a high level of opportunity for shifting short distance trips to sustainable transport. It is noted that despite Bicester having a more comprehensive network of walking, wheeling and cycling routes more people in the surrounding villages walk for trips of less than 2km, with 51% of trips undertaken on foot and only 36% undertaken by a vehicle[40].

The 2011 census data outlined above shows there are significant opportunities to increase levels of walking, cycling and public transport. The data shows 35%[41] of work trips are internalised within Bicester meaning that nearly a third of people both live and work in Bicester. The localisation of these trips and compact nature of Bicester provide an excellent opportunity to increase the number of people who walk, wheel and cycle with the provision of high-quality infrastructure. Achieving this, Bicester will gain public health and environmental benefits from the added physical exercise, noise reduction, reduced congestion, increased productivity[42], climate change mitigation, greater road safety, and improved community cohesion.[43]



In the rural areas and villages, it is not realistic to undertake all journeys by walking, wheeling and cycling. This can be due to the distance, topography and infrastructure as well as individual circumstances. However, rural areas offer a great opportunity to enhance access to walking, wheeling and cycling increasing connectivity within and between villages. Developer funding as well as existing planning obligations are starting to lead to the creation of some walking, wheeling and cycling routes. An opportunity exists in the form of former road links from Somerton, Fritwell and Ardley to Heyford Park, severed on construction of the former Upper Heyford Airbase runway, which could be reopened as a walking, wheeling and cycling route.

PRoWs are important in achieving rural connectivity, and Oxfordshire County Council has in place its Oxfordshire Rights of Way Management Plan (2015); the county council's plan to manage, improve and extend the public rights of way and countryside access network. This also helps to provide traffic free routes between the villages in the MAP Plan area, as well as to Bicester. In this MAP Plan area, there are 250 Bridleway equating to approximately 119km, 634 footpaths equating to nearly approximately 278km and 26 restricted byways equating

to approximately 9km. This helps to provide a network of walking routes. These PRoW are also supported by recreational walking, wheeling and cycle routes formed of national trails. In the MAP Plan area, these are as follows:

- **National Byway Network**: A 5,150km signposted cycle route between through England, Scotland and Wales[44]. This route runs through Kirtlington, Weston-on-the-Green, Wendlebury Bicester, Launton, Marsh Gibbon and Charlton-on-Otmoor providing onward connections to Tackley, Charlbury and Buckingham.
- **Oxfordshire Way**: A 108km route which crosses Oxfordshire between the Cotswolds to the Chilterns. This route runs through Kirtlington and Weston-on-the-Green providing onward connections to Islip, Henley-on-Thames, Charlbury and Bourton-on-the-Water.
- **Palladian Way**: A 189km route between Bath and Buckingham. This route runs through Enslow, Kirtlington, Tackley, Middleton Stoney and Evenley and providing onward connections to Brackley, Buckingham and Woodstock.
- **Oxford Canal Walk**: A 137km route along the UK canal network between Oxford and Coventry. This route runs through Somerton, the Heyfords, providing onward connections to Tackley, Kings Sutton and Banbury.
- **Roman Way**: A 275km circular route around Oxfordshire, Gloucestershire, Wiltshire, Hampshire and Berkshire. This route runs through Kirtlington, Weston-on-the-Green, Chesterton, Merton and Chalton-on-Otmoor providing onward connections to Oxford's Eastern Arc and the Cotswolds.
- **Seven Shires Way**: A 372km circular route along the county boundary of Oxfordshire which also runs through the counties of Buckinghamshire, Gloucestershire, Northamptonshire, Oxfordshire, Warwickshire, West Berkshire and Wiltshire. This route runs through Souldern, Finmere, Mixbury, Marsh Gibbon and Blackthorn, providing onward connections to Kings Sutton and Thame.
- **Claude Duval Bridleroute**: A 120km route between Quainton and the Ridgeway near Faringdon. This route runs through Kirtlington, Heyford, Bucknell, Stratton Audley, Calvert and Great Tew.

Walking increases social interactions and connectedness in our communities. Places and spaces that prioritise and support walking help to foster safer, more accessible and inviting neighbourhoods and reduce air and noise pollution. Walking is an excellent way for people to connect with greenspaces which boosts mental wellbeing. High quality people-focused walking infrastructure improves pedestrian safety, encourages people to walk more, and makes our communities more attractive, friendlier and healthier places. Where commuting on foot is possible it can enhance work productivity and improves employee wellbeing. The

cost-benefit ratio of walking is exceptional, particularly when combined with the health, social and environmental benefits[45].

A challenge in the areas is to achieve the improvement of PRoW to allow use at all times of the day and year and by a bigger range of users. Another challenge to achieving increased levels of walking, wheeling, and cycling is the removal of physical barriers to movement in rural and urban areas - this can include roads, rivers and railways by providing safe crossing opportunities for those walking, wheeling, and cycling. In the MAP Plan area this includes but is not limited to the River Cherwell, M40, A34, A41, Cherwell Mainline and the Cherwell Valley Line. Another barrier faced in rural and urban areas are design access barriers which disproportionately affects people with mobility aids and non-standard cycles[46]. Removing barriers to walking, wheeling and cycling will create an inclusive network of routes for all. Research carried out by Cycling UK shows demand to improve connectivity in rural areas, providing communities choice in how they travel[47]. In 2021 the Government published a Call for Evidence whereby innovation could improve the range of transport options available in rural areas. The report states one of the strongest messages was the opportunity for e-bikes[48] to make cycling more accessible in rural areas. Improving infrastructure and enabling access to e-bikes would deliver health and well-being benefits to communities and reduce the reliance on private motor vehicle for trips. It would also improve access to employment and reduce social isolation for people without access to a motor vehicle.

Improving infrastructure in urban and rural areas can enable children to walk, wheel and cycle to school, providing transport independence, give choice in everyday journeys and deliver health and wellbeing benefits[49], providing stronger and more connected communities. A range of schemes and initiatives are currently being developed to help address these challenges, including the walking, wheeling and cycling improvements set out in Local Cycling and Walking Infrastructure Plans (LCWIPs) as well delivering Strategic Active Travel Network (**SATN**) routes. Further work will be required with a view to incorporating the surrounding villages into future iterations of Bicester's LCWIP to create a network of walking, wheeling and cycling across the Plan area. The SATN routes proposed are as follows:

- **Primary Links**
    - Bicester to Oxford via Otmoor
    - Bicester to Kidlington
    - Bicester to Heyford
    - Bicester to Steeple Claydon
    - Heyford to Kings Sutton
    - Heyford to Kidlington
- **Secondary Links**

- Bicester to Brackley
- Bicester to Westcott
- Bicester to Buckingham

Enhancing public transport

Bicester has a wide range of options for public transport services, although within the surrounding villages this is more limited. Data from the 2011 census outlined that 8.0% of residents and 4.8% of those work in the MAP Plan area commute to work by public transport[50]. The census data also shows a similar mode share within Bicester, with 8.3% of residents and 5.2% of those work the town commuting to work by public transport. The public transport options in Bicester provide the town with various bus and rail links to several key destinations such as Oxford, London, Milton Keynes, Birmingham, and Bedford. Bus and rail connections provide a viable alternative to driving a car. For example, it will take around 35 minutes to drive from Bicester to Oxford. Travelling by bus is a bit longer (40-60 minutes), but takes people closer to the facilities in Oxford, is cheaper, and there is a service every 10-15 minutes at peak times. Taking the train is quicker, only 17 minutes, from station to station.

To maximise the services, further enhancements will be required particularly for the villages who do not have or enjoy the same level of service. Bicester is the main hub for buses across the MAP Plan area being served by five (out of six) of the inter-urban bus routes as well as being the hub for the local routes serving the villages. The existing local bus network provides a range of connections within the area and to other destinations such as Oxford, Brackley, Banbury, Kidlington, Heyford, Aylesbury, John Radcliffe Hospital, Buckingham and Milton Keynes.

A single high-frequency (minimum of four buses per hour) bus service operates in the MAP Plan area, with this being the S5 between Bicester and Oxford. The principal bus services are operated by Stagecoach (X5, S4, S5, 25, 26, 29, 500 H5), Red Rose Travel (17, 18, 24, 25, 108) Ability (81,82) and Oxford Bus Company (21, BV1) are operated by diesel buses. Bus services serving the surrounding villages are more mixed in terms of frequency and coverage. Heyford Park, Caversfield, Arncott, Steeple Aston, Ambrosden, Merton and Middleton Stoney are serviced by hourly bus services operated by Stagecoach, providing connection to Oxford and/ or Bicester and / or Banbury. The other villages in the plan area are either served by less frequent bus services on local routes, such as the five per day

service 24 between Bicester and Oxford serving Kirtlington, Bletchingdon, Weston on the Green and Wendlebury, or by community buses – typically because they don't have a regular bus - such as the Bicester Bee or OurBusBartons etc (e.g. , operated by not-for-profit community interest group, Ability Community Transport. They work in many ways just like a 'normal bus' operated for commercial profit or private organisations i.e. benefiting from the DfT fare cap of £3 per journey, offering contactless pay mechanisms, dedicated routes and timetables. For example, the Bicester Bee is a valuable asset linking residents to communities, key services and amenities, though does have service limitations. Supporting Bicester Bee to expanding the service would provide a great benefit, it would enable people to link up with rail services and long-distance bus network and reduce reliance on motor vehicle for journeys into Bicester and beyond. Promised developer-funded shuttle services between Heyford Park and Heyford station, as well as a direct bus link from Heyford Park to Oxford, would also address existing service gaps.

The quality of bus infrastructure varies across the Bicester and surrounding villages area, with limited provision of real-time information (RTI), raised kerbs, shelters, seating and lighting. These features are associated with improved passenger experience, increased efficiency, enhanced reliability, and accessibility. Pedestrian routes to bus stops require upgrading through pavement provision, repair and/or the provision of dropped kerbs to allow pushchair or wheelchair users to access public transport safely. In terms Real Time Information (RTI) only 6.3% of bus stops in Bicester have RTI, with the only villages within the MAP Plan area that benefit from on-street RTI being Heyford Park, Launton, Elmsbrook and Upper Arncott. When looking at other bus infrastructure across the MAP Plan area, there are limited bus priority measures, with bus stops themselves varying with generally limited provision of raised kerbs, shelters and seating at bus stops. This highlights the need for further investment to improve the passenger experience[51].

We will need to deliver priority bus lanes and integrate public transport with other forms of transport to create seamless transition from one to the other. We will need to ensure that they are safe, accessible and comfortable for everyone. We also must improve reliability, frequency, and provide more economical services for passengers. Increased patronage on public transport will also make services more viable in the long run. The Bus Service Improvement Plan (BSIP) identifies some of the improvements that have already been made with some further identified service and infrastructure improvements noted for Bicester and surrounding villages. Further to this, an objective of the Mid-Cherwell Neighbourhood Plan is to secure the future of bus services linking the neighbourhood's

villages with each other and local towns and the need to improve rural rail services. In the villages within walking distance of existing regular bus services such as Duns Tew, Arncott and Finmere, safe footway links would make a significant contribution to sustainable movement.

The MAP Plan area is served by three rail stations Bicester Village, Bicester North and Heyford. Furthermore, as detailed in OxRail 2040: A Plan for Rail there are plans to explore the potential of opening a fourth rail station in the area at Ardley, on Chiltern Railways (in future Great British Railways) route between Birmingham and London Marylebone.

Bicester Village and Bicester North Stations are the fourth and sixth busiest stations in Oxfordshire, seeing 1.93 million and 822,816 entries and exits[52]. The stations in Bicester benefit from two trains per hour between Oxford and London (Bicester Village) and Birmingham and London (Bicester North). Heyford is the 16th busiest station in Oxfordshire with only 45,552 entries and exits in 2024-2025, an increase of 36% on the previous year and offers fewer services than Bicester's two stations, with just one train running every two hours between Banbury and Oxford. Additionally, it lacks facilities like a café, toilets, lifts, and other amenities and growth here is constrained by the physical environment. This therefore presents another challenge – something which has been addressed in the recent OxRail 2040: A Plan for Rail.

Rail improvements are necessary for Bicester and its villages to benefit from their position within the Oxford Knowledge Spine and the Oxford-Cambridge Arc. The upcoming East West Rail (EWR) will connect to Cambridge by the mid-2030s with up to six trains per hour. Plans include a new Ardley station and increased service at Heyford. Chiltern Railways, which operates the UK's oldest rolling stock, introduced new MK5 coaches in January 2026.

Achieving local and national transport goals requires an integrated network that ensures smooth connections between all modes of travel – essential for achieving national and local transport targets. This includes accessible footways, improved cycling infrastructure, well-placed bus stops, integrated ticketing, and consideration for the entire journey from home to destination.

These interventions will bring changes to the MAP Plan area and will need careful consideration to ensure they are right for the people of Bicester and surrounding villages. For example, working with partners to identify solutions for the London Road Level Crossing to maintain cross town connections and understand the cumulative impact of EWR, as it will

provide opportunities for people to live in MAP Plan area to work in town/city locations such as Milton Keynes, Oxford and Cambridge.

Road safety

By improving and managing the road network we can ensure the residents can move around by any mode safely within an inclusive transport network, across the area. The LTCP adopted a Vision Zero Strategy using a Safe System approach[53] which aims to eliminate all Killed or Seriously Injured incidents (KSIs) on Oxfordshire's roads and streets, with the Council seeking to '*have zero, or as close as possible, road fatalities or life-changing injuries'* by 2050. Safe System[54] is a concept that originated in Sweden and the Netherlands in 1990's, and it contains five pillars that need to work together to minimise the chance of a collision, or if one takes place, to prevent death or serious injury occurring. The five pillars are:

1 Safe Roads
2 Safe Speeds
3 Safe Vehicles
4 Safe Road Users
5 Post-crash Care

Minimising road danger is fundamental in creating a safe environment for those walking, wheeling, riding a bike and using public transport. Looking at KSIs in the Bicester and the surrounding area, several areas were identified as having high concentrations of KSI collisions. These are:

- A4095 (between Bucknell Road and the B4100)
- Entrance to Bicester Park and Ride
- M40 (Junction 9, Wendlebury Interchange)
- Peregrine Way and the A4421 Roundabout
- A4421 Bicester Road Junction (Caversfield)
- A41 Blackthorn
- A4260/North Aston/Duns Tew crossroads
- M40 J10 (Ardley)
- M40 Junction 9 (Wendlebury)
- A4095/ B4030 Junction
- A43 Baynards Green Junction
- Camp Road - Heyford

Vehicle trips

In Bicester, the A41 is a primary route linking from J9 of the M40 to Aylesbury, Watford and beyond. The A41 carries 36,000[55] vehicles each day, impacting how people move within and around the area. There is also a significant demand between the A34 and the A4421, with cars using either the central corridor through the AQMA on King's End/Queens Avenue or the eastern peripheral route using Charbridge Lane and Skimmingdish Lane.

The issue of high vehicle flows is exacerbated by large amounts of Single Occupancy Vehicle (SOV) trips, which account for 70% of trips for both residents and workers[56]. Furthermore, a significant number of SOV trips are short distances (45.65% for trips less than 2km, 67.1% of trips between 2km and 5km and 80.9% of trips between 5km and 10km[57]) where alternative modes of transport offer a practical and viable alternative.

The issue of high vehicle flows is not limited solely to Bicester, with a number of the classified A and B roads in the MAP Plan area having high flows, which can have a severe impact on villages along these routes, many of which have properties and amenities (such as schools or villages halls) fronting on to these roads, often with very limited space between the highway and houses. Traffic on rural roads has increased in recent years due to growth in the local area as well as in the neighbouring towns in Buckinghamshire. This is a prevalent issue on the following roads which as per the latest traffic counts have significant vehicle flows: the A4421 (Newton Purcell, Newton Morell and Caversfield) with 12,210, the B4100 (Elmsbrook) with 11,831 vehicles per day, the B4030 (Lower Heyford and Middleton Stoney) with 8,417 vehicles per day and the B4011 (Blackthorn) with 7,123 vehicles per day. As well as on Ploughley Road (Ambrosden, Arncott) with 7,135 per day. It is likely without interventions car levels will continue to increase and the aspirations of the MAP Plan and LTCP will not be achieved.

Roads can present a distinctive barrier to walking, wheeling and cycling for residents who reside in rural villages, creating severance in our communities. There is no predominant East – West corridor for walking, wheeling and cycling and a shortage of safe routes from most villages even where distance would otherwise make travelling actively a feasible option. It also affects our ability to provide high-quality public transport, with buses unable to move freely at peak times, resulting in long bus journey times and poor service reliability. With the right interventions there is significant potential to increase walking, wheeling, and cycling within the towns and villages in the area. However, high traffic volume limits this potential, discouraging active travel, reducing road safety, raising air and noise pollution levels, and negatively affecting health, especially for vulnerable groups and those with respiratory conditions[58].

To deliver a transport system which supports the projected growth in Bicester and within the surrounding villages we will need to work alongside various partners to create transport choice for the communities and for those visiting/commuting for work, which will support LTCP targets to remove 1 in 4 vehicle trips by 2030 and 1 in 3 by 2040. Measures to mitigate growth in vehicle trips will create opportunities, support growth and reduce the number of motorised vehicle trips passing through Bicester and support LTCP Vision Zero ambition. We will need to balance addressing the immediate opportunities to deliver impact, with planning and where possible investing for the longer term to lay the groundwork for future improvements.

Climate Change, resilience and the environment

We recognise the need to take action to tackle climate change. The LTCP has a 2040 net zero transport target that puts addressing the climate emergency at the forefront, by seeking to decarbonise the transport system which will contribute to a climate-positive and net-zero future, protecting our communities and supporting their long-term wellbeing. In 2019, the County Council declared a Climate Emergency and prepared a climate action framework in response. The Cherwell Local Plan (and emerging) shares this commitment. Flooding, extreme temperatures and droughts are the most serious climate related challenges faced by people across the UK, affecting homes, businesses and daily life. Through the LTCP, we are putting people at the heart of our response to the climate emergency. By reducing emissions from transport and creating cleaner, safer and more reliable ways for people to travel, we can build a climate positive future. This approach will help ensure that the infrastructure communities rely on is as resilient as possible to the impacts of climate change.

In addition to LTCP targets to reduce car trip dependence, promote active travel and public transport, **Policies 27** to **30**, also put addressing the climate emergency at the forefront, contributing to a climate-positive future, and improving resilience for our communities. An important feature is ensuring schemes and interventions are prioritised and delivered in accordance with PAS2080 - a global standard by the British Standards Institution for managing whole-life carbon in buildings and infrastructure. Similarly, every scheme, project or intervention needs to align to Climate Change Adaptation Route Map[59] for Oxfordshire.

Within the MAP Plan area, there is a risk of flooding from rivers and surface water, with several locations in the area at the greatest risk (a greater than 1 in 30 (3.3%) chance of flooding each year[60]) from river flooding. This is mainly apparent in locations in the catchment for either the River Cherwell or River Ray or Langford Brook including Lower Heyford, Upper Heyford, Merton Somerton, Wendlebury, Ambrosden, Upper and Lower Arncott, Blackthorn, Launton, Langford and Stratton Audley[61].

There are locations also at a high risk of surface water flooding, in particular the low-lying areas to the south and east of Bicester including Ambrosden, Upper and Lower Arncott, Blackthorn, Launton[62]. While flooding directly affects the communities in these areas, it can also severely disrupt local walking, wheeling, and cycling routes as well as motorised transport links, rendering routes impassable and cutting off communities. This for example is becoming very clearly demonstrated by the noted cancellation of Bicester Park Run which takes place in Langford Fields, off Mallards Way. An area which floods annually, during the winter, due to the nearby Brook bursting is banks. The latest event taking place on the 17th January 2026, as detailed further by the Oxford Mail and previous cancellations detailed on the Bicester Facebook page.

The MAP Plan will seek to support Oxfordshire's Local Nature Recovery Strategy by setting objectives and actions which provide opportunities for ecological connectivity and recovery to deliver measurable biodiversity gains, it is now mandatory that each scheme provides biodiversity net gain of at least 20%[63]. It will ensure that the Council's transport proposals "have regard" to the Local Nature Recovery Strategy and actively contribute to nature recovery and environmental resilience.

Summary

The challenges and opportunities section of the Bicester and surrounding villages MAP Plan provides the context for the objectives and actions set out later in this document which the council alongside developers, district councils, and stakeholders are expected to deliver as a supporting document to LTCP. What follows will outline how Bicester and surrounding villages can grow sustainably over the following 25 years with a people first approach, whilst also helping to improve the lives of those who currently live, work and visit the area.

The objectives and actions will share how we and partners intend to improve the urban environment and deliver an inclusive transport system within Bicester and the surrounding villages, making streets safer and better for walking, cycling and public transport, enhancing access to schools, workplaces, improving Bicester town centre and it district centres and improving the local facilities and infrastructure in the villages. There will also be a focus on improving connections for rural communities surrounding Bicester and providing choice with how people wish to travel.

Enhancing public spaces will be a key element of the MAP Plan. The objectives and actions will support the delivery of schemes which will enable people to be more active and enjoy social lifestyles. Every objective and action will support the aim, vision and targets of the LTCP and create a greener, fairer and healthier county.

Delivered infrastructure and schemes

Transport strategy over the last few decades has focused on delivering peripheral routes around Bicester to reduce the number of cars driving through the central corridor of King's End and Queens Avenue and then splitting between Banbury Road and Buckingham Road. Previous developments on the edge of the town have delivered various sections of this system, including most recently Vendee Drive as the south west peripheral route. Complementary measures were put in using chicanes at the northern end of Banbury Road and Buckingham Road to encourage use of these routes.

Over the last few years, a range of infrastructure and transport schemes have been delivered by the County Council, developers and other partners across the MAP Plan area, reflecting the ongoing investment in movement, safety and connectivity. The following list highlights key schemes that have been completed or implemented in Bicester and the surrounding villages:

- **Ploughley Road/ A41 junction improvements –** The signalisation of the Ploughley Road/ A41 junction (southeast of Graven Hill) and the provision of walk, wheel and cycle facilities including Toucan crossings and improved footways within the vicinity of the junction.

- **A41/ Pioneer Roundabout –** New roundabout on the A41 to the southeast of Graven Hill and the provision of walk, wheel and cycle facilities including Toucan crossings and improved footways within the vicinity of the junction.
- **A41 Oxford Road corridor -** Widening of A41 at the logistics site just north of M40 J9 to provide a dedicated turning lane and new signalised crossing, with pedestrian crossing facilities to serve Wendlebury. The northbound bus layby at the same location has also been improved.
- **Banbury Road junction (B4100/ A4095):** Conversion of the Banbury Road (B4100)/ A4095 roundabout and the Fringford Road/ A4095 priority junctions to signal controlled junctions to help improve capacity. The conversion of these junctions also allowed the improvement of the existing shared footway / cycleway to include segregated paths, Toucan crossings and cycle bypasses.
- **Highway capacity improvements to peripheral routes –** Provision of two new bridges under the Chiltern Mainline to the north west of Howes Lane/ Bucknell Road to support the future realignment of the A4095 (Howes Lane) and to provide walking, wheeling and cycling links across the new housing area.
- **Middleton Stoney Road –** New roundabout with crossing facilities for pedestrians and cyclists at the Middleton Stoney Road/ Whitelands Way/ Shakespeare Drive junction and an improved shared footway/cycleway between Villiers Road and the town centre via either Kings End or Piggy Lane.
- **Charbridge Lane crossing:** Conversion of the level crossing on Charbridge Lane (A4421) to a grade separated overbridge to support the double tracking of the railway line as part of EWR.
- **Bicester Park & Ride –** providing a connection to buses to Oxford, staff parking for Bicester Village and overspill parking on special event days.
- **Electric Vehicle (EV) initiatives:**
    - Introduction of new Park & Charge EV charging hubs at Cattle Market and Claremont Car Parks
    - Introduction of charging points at The Heyford Hotel (2 chargers), Charlotte Avenue (1 charger), Holiday Inn Bicester (5 chargers), Bicester A4421 - Greggs Bicester (8 chargers), David Lloyd Bicester, 17 (chargers), Holm Square (1 charger), Elmsbrook (Bicester Eco Town, 6 chargers), Bicester Village Shopping Centre, (5 chargers), Palmer Avenue (6 chargers). The full list of them can be found here.
    - Provision of a Car Club and associated infrastructure at the Elmsbrook development (NW Bicester Phase 1).
- **Bicester pedestrian and cycle links**:
    - Provision of a footpath and appropriate signage from Priory Lane to Bicester Village Rail Station.

  - Introduction of pedestrian crossings over South West Perimeter Road (Vendee Drive), Oxford Road and Middleton Stoney Road.
  - Implementation of new cycle route on the B4100 from the Elmsbrook site to Lord's Lane junction and across Lord's Lane.
- **Bicester Wayfinding Project** – Project working with CDC as part of Healthy Bicester which aims to enhance the town's infrastructure and promote active, sustainable travel. The project includes the installation of monoliths and fingerposts in Bicester, providing detailed information on distances and times for travel by foot and cycle.
- **Tubbs Crossing–** Provision of a new pedestrian, wheeling and cycle overbridge over the Chiltern mainline between Launton Drive and Gavray Drive/ Mallards Way, to provide connections between Langford and Bicester town centre.
- **Village mitigation measures –** so far, the following has been delivered:

Measures	**Village/ Parish**
New Chicanes	Ambrosden (on Arncott Road).
New Footpaths	Caversfield (Fringford Road between Springfield Road and public footpath to Bainton).
Vehicle-Activated Signs	Ardley, Caulcott, Chesterton, Fringford, Kirtlington, Langford Village, Launton, Lower Heyford, Middleton Stoney, Newton Purcell, Steeple Aston, Stratton Audley.
20mph speed limits	Ambrosden, Ardley, Bucknell, Chesterton, Cottisford, Duns Tew, Fringford, Fritwell, Hethe, Juniper Hill, Kirtlington, Langford Village, Launton, Little Chesterton, Lower Heyford, Middleton Aston, Middleton Stoney, North Aston, Somerton, Souldern, Stoke Lyne, Stratton Audley, Upper Heyford, Wendlebury.
30mph speed limits	Ardley, Lower Heyford, Middleton Stoney, Upper Arncott (Palmer Avenue).
40mph speed limits	Chesterton, Kirtlington, Little Chesterton, Lower Heyford, Stoke Lyne.
New Gateways and Signage	Cottisford, Juniper Hill, Launton, Stoke Lyne, Upper Arncott.
New Parking at Primary School	Fringford.
New Village Nameplates	Godington, Heyford Park.
Pedestrian and Oncoming vehicles warning signs in	Somerton.

place, Bridge regulatory signs changed to deter HGVs	
Gated Road	Little Chesterton.

- **SATN Routes** – Oxfordshire proposed SATN is a proposal for a countywide Active Travel network of walking and cycling routes. Stage 1 (Routing) of the development process is now complete with Stage 2 underway. The current proposals include a number of routes with the MAP Plan area.
- **Bicester LCWIP** – Was approved in September 2020 and provides a ten-year plan to improve and increase cycling and walking in the town. It sets out cycling and walking interventions that should be implemented to maximise the uptake of walking, wheeling and cycling.
- **Buses route improvements** – Bus service and infrastructure improvements have been introduced over the last few years, including:
    - Bus lane on Charlotte Avenue, Elmsbrook.
    - New bus stops on A4421 adjacent to Bicester Business Park.
    - The provision of bus facilities at Bicester Village Station including a new turning head and new bus stops on London Road within the vicinity of the Shell Garage.
    - Route 81 and 82 have been restored to many villages to the north of Bicester as well as the provision of Route 108 serving Langford village[64].
    - Introduction of routes 24/25 to replace withdrawn route 250. Providing connections to Heyford, Middleton Stoney, Kirtlington, Wendlebury and Weston-on-the-Green. The 24 has provided Wendlebury and Weston-on-the-Green there first bus routes since 2016.
    - Introduction of route H5 between Bicester and the John Radcliffe Hospital and Headington, creating a bus connection for Merton, Graven Hill, Ambrosden and Islip.
    - Introduction of route 29 between Bicester and Bullingdon Prison/ Arncott via Graven Hill.

Planned infrastructure delivery

Work continues to improve transport and movement in Bicester. There are several transport projects that are in progress, with a particular focus on delivering the priority schemes in the Bicester LCWIP. These are the following:

- **Middleton Stoney Road Active Travel Scheme (an LCWIP route):** A new two-way cycleway along the full length of Middleton Stoney Road, between Oxford Road and Howes Lane, together with new footway and zebra crossings at five locations along Middleton Stoney Road, new footway on the south side between Whitelands Way and King's End, and a traffic restriction on Chalvey Road/ Villiers Road junction. Consultation was completed and design approved in 2025, with delivery anticipated for Autum 2026.
- **London Road Active Travel Scheme (an LCWIP route):** A new two-way cycleway between the A41/ Ploughley Road junction and London Road/ Launton Road junction together with new footway and zebra crossings. To provide a cycling/ walking link between Graven Hill and Talisman Roundabout. Consultation was completed and design approved in 2025, with delivery anticipated for Autum 2026.
- **Redesign of the Middleton Stoney Road / Oxford Road junction:** with a strong focus on walking, wheeling and cycling connectivity. Delivery due Summer 2026.

- **A41 Active Travel Scheme (south):** Provision of a pedestrian and cycle facilities linking Siemens employment site near M40 Junction 9 to Vendee Drive roundabout. Options and feasibility work will complete March 2026.
- **A41 Active Travel Scheme (east):** Provision of cycle route along the A41 from its junction with the A4421 to Pioneer roundabout, with a potential extension to Ploughley Road junction. Delivery expected in 2027.
- **Active Travel connections between Graven Hill and Bicester (LCWIP routes):** Two routes are being considered to address the lack of a walking, wheeling, cycling route between Graven Hill and Kingsmere. A route to the north of Boundary Way using a 'cattle creep' under the railway line is being developed and one to the south across to Lakeview Drive. A further connection from Graven Hill into the countryside is also being investigated.
- **Realignment of the A4095 at Howes Lane / Lords Lane:** to reduce congestion at the Bucknell Road junction, reduce the impact on residents east of Howes Lane and provide high quality walking, wheeling and cycling connectivity for the new housing and employment area.
- **EV Charging Points** – The council has ambitious plans, as part of Oxfordshire's LEVI programme, to deliver at least 1,200 new public EV charging points across Oxfordshire by the end of 2027, with this including at least 230 low power EV charging points across Cherwell.
- **Village mitigation measures** – A range of mitigation measures are proposed, including:
    - Gateway features at Caulcott, Upper Heyford and Steeple Aston.
    - Traffic calming features in Somerton, Bucknell, Kirtlington, Middleton Stoney, The Astons, Fritwell, Lower Heyford and Upper Heyford, Wendlebury
    - A trial of chicanes in North Aston.
    - Ardley – New build-outs, various roads in the village.
    - Caversfield – Traffic calming Fringford Road and Skimmingdish Lane.
    - Chesterton – Build out on A4095.
    - Lower Heyford – Fixed solar-powered Vehicle Activated Sign (VAS) x 2.
    - Newton Purcell – HS2 A4421 diversion needs relocation.
    - North Aston – Traffic calming, temporary trial to be set up.
    - Somerton - Extension to 20mph on Heyford Road, new 40mph between Somerton & Ardley.
    - Stratton Audley - Extension to 20mph and new 50mph on Station Road.
- **Heyford Station** - investigation into the viability and practicality of the introduction of a new walking, wheeling and cycle route to the station from Heyford Park, with enhanced bus connectivity to the surrounding areas. This would support sustainable growth and connectivity at Heyford Park and surrounding areas, unlocking more frequent access to Oxford and Banbury.

Vision: Bicester and the Surrounding Villages

For Bicester and the surrounding villages to be sustainable and healthy places where communities thrive and protection is given to the fabric and identity of its villages.

Utilise a people-first approach

Support sustainable growth

Prioritise walking, wheeling, cycling, and public transport

Enhance biodiversity and connect people to nature

Providing choice in how residents travel to schools, leisure facilities and local employment.

Focus on sustainable connectivity

Improve the connectivity of the villages whilst making the area a more desirable place to live, work, and visit

Improve public realm, creating opportunities for interaction

Objectives and actions

Oxfordshire's transport system affects the lives of all residents in Bicester and surrounding villages by connecting communities, supporting businesses, and enabling journeys for education, leisure, and work. It is therefore vital that we improve the lives of those who live and work within Bicester and the surrounding villages, and support the council's nine priorities, its LTCP targets, the existing and emerging local plans and national planning requirements. At the time of writing this MAP Plan, the area is subject to proposed speculative growth and a potential New Town at Heyford Park. The objectives and actions reflect this, however, will need updating once the details of future developments are known.

This section defines how the Bicester and Surrounding Villages Movement and Place (MAP) Plan will help to achieve the targets of the LTCP, whilst also helping to address challenges that are specific to the area, as established from the review of the evidence base and from site visits. Each objective will be supported by a series of actions that set out how the objective will achieve the aims and targets of the LTCP. Every action included below is categorised to show which of the place components (more detail can be found in MAP Plans: An Introduction) is relevant to that action, with this shown as follows:

This section defines how the Bicester and Surrounding Villages Movement and Place Plan (MAP Plan) will help to achieve the targets of the Local Transport and Connectivity Plan (LTCP), whilst also helping to address challenges that are specific to the area. Each objective will be supported by a series of actions that set out how the objective will achieve the aims and targets of the LTCP. There is a clear shift from LTP4 to having a place-shaping focus as part of the MAP Plan, where attention is given not just to movement but the places through which people travel and how this influences the design.

In LTP4 Bicester Area Strategy, various schemes were proposed for the town, and a number of these schemes have either been completed, partially completed, or are currently being progressed. Schemes already delivered and in progress are listed in pages 30-36. Where schemes have not been completed or progressed, they have been assessed to determine whether they are still relevant. The relevant schemes have been carried forward and developed in this MAP Plan to build upon the policies included within the LTCP and the local plans.

Place shaping

Objectives BSV1 and BSV2 focus on providing transport choices and healthy place shaping for trips to and from:

- **School**
- **Local Shops**
- **Shopping**
- **Community Centres/facilities**
- **Work**
- **Healthcare**
- **Public Transport**
- **Leisure facilities**
- **Access to greenspaces**

The first objective focuses on place shaping and is directly aligned to **Policies 8 to 14** of the LTCP and indirectly supports other policies within the LTCP. As set out in the Introduction chapter for the MAP Plans, place shaping has defined by a 'place wheel'. It is made up of six components all of which are detailed after each action in this Plan. When considering places, it is important to recognise that streets are not just about movement, they are important public spaces which create social interactions and enable people to partake in various activities. Streets play a vital role in delivering vibrant, healthy, liveable communities in urban and rural areas. Each place is unique, has its own history, purpose and sense of community. By delivering places people want to be in, we will create a street environment which is attractive, safe, sustainable and accessible for everyone.

It is important that streets facilitate social engagement and are multi-functional, creating the spaces where local businesses can thrive, enhance the quality of the local environment, and can host cultural and recreational activities. This will improve the quality of life for residents and visitors. This approach is vital to achieving LTCP outcomes such as improved public health, reduced inequalities, and stronger local economies.

Objective BSV1

Create a sense of place through implementing healthy place shaping interventions

Why this objective?

Bicester's historic town centre and the surrounding villages are dominated by motor vehicles to the detriment of the movement of people. There are many listed buildings in Bicester's historic core based around a narrow road layout which is not suitable for today's vehicles. The focal point of Bicester, Market Square, is a car park with multiple motor vehicle movements. Local centres and amenities provide excellent facilities for motor vehicles, however, spaces for pedestrians and cycles are limited and often an afterthought which limits how residents and visitors interact with the space. To establish healthy behaviours, we will aim to create places which enable social interactions and provide the space for people to walk, wheel, cycle and use public transport. We will also explore understanding the cumulative impact of planned or speculative development on the transport network and ensuring the evolving MAP Plan and surrounding areas (e.g. but not limited to Deddington, Marsh Gibbon, and Tackley) include place shaping measures to mitigate the impact.

Within the villages the focus will be to create vibrant, connected rural communities through healthy place-shaping that enhances and protects their history and fabric, at the same time, creating opportunities to enjoy and utilise the local environment. Utilising the Healthy Streets Approach highlighted in **Policy 8** of the LTCP, we will create streets which are easy to cross for everyone, reduce street clutter, enhance biodiversity, reduce noise and create places where people wish to dwell. Also, this work will support local shops and hospitality venues, of particular importance in keeping village communities served and connected to their surrounding areas and creating a sense of belonging. Improvements to the walking environment which are well-planned can see an increase of up to 40% in shopping footfall[65].

We will focus on place shaping in rural villages, working with communities to understand what makes them unique to deliver positive health outcomes, and strengthen communities. It will be important to ensure community ownership of placemaking assets such as community facilities, co-working spaces and play areas. There is increasingly strong evidence to show that time spent with neighbours, friends and in green spaces is good for

both physical and mental health. It is also important to recognise that walking should be considered and encouraged as part of accessing and improving connectivity to green spaces. We will re-examine Bicester's streets and surrounding villages to create an area which is well connected to key facilities and provides public spaces for residents and visitors to enjoy using the principles of the Transport User Hierarchy highlighted in **Policy 1** of the LTCP.

The National Design Guide[66] states '*well designed places influence the quality of our experience as we spend more time in them and move around them*.' These principles underpin the following actions, which will deliver well designed interventions to create a vibrant, healthy, and successful town which supports Bicester's growth in a sustainable way. Through healthy place shaping interventions, this objective will enable and support **Policy 1 - 3, 7 – 11, 13 – 16, 18, 21, 22 and 30** of the LTCP.

We will deliver Objective **BSV1** through the following actions:

1.1 Conduct an audit across Bicester and surrounding villages using the Healthy Streets Toolkit, to support implementation of place-shaping schemes along with inclusive and accessible walking, wheeling and cycling routes.
Travel & Connectivity | Economic Growth | Health & Wellbeing | Social & Community | Culture & Assets | Climate & Environment

1.2 Prepare a strategy and action plan to develop place shaping solutions for improved public realm in Bicester within the town centre, central corridor, local/ district centres and surrounding villages. For example, Kirtlington, Launton, Middleton Stoney, Fritwell, Heyford Park, Stratton Audley and Ambrosden.
Travel & Connectivity | Economic Growth | Health & Wellbeing | Social & Community | Culture & Assets | Climate & Environment

1.3 Build upon and deliver a cohesive wayfinding scheme working towards a localised branding, to benefit all residents and visitors, aiming to ensure a consistent brand across Bicester and its surrounding villages.
Travel & Connectivity | Economic Growth | Health & Wellbeing | Social & Community | Culture & Assets

1.4 Collaborate with the community and partners to support the introduction of murals, artwork, rest places, greener spaces, pocket parks, play spaces, and community parks.
Social & Community | Culture & Assets | Climate & Environment

1.5 Collaborate with communities and partners to identify locations to deliver play streets and to how best to use local parks and recreational grounds to encourage safe play and foster social interaction.
Social & Community | Culture & Assets | Climate & Environment

1.6 Identify and delivery School Streets and School Zones where appropriate.
Travel & Connectivity | Health & Wellbeing | Social & Community | Climate & Environment

1.7 Working with partners to explore regeneration opportunities in and around Bicester town centre with a focus on place shaping.
Economic Growth | Health & Wellbeing | Social & Community | Culture & Assets

1.8 Work with partners and communities to develop place shaping measures in light of a cumulative impact assessment to understand the impact of both allocated and speculative development. Consideration should also be given to surrounding neighbouring villages/towns, for example, but not limited to i.e. Deddington, Clifton, Marsh Gibbon and Tackley.
Travel & Connectivity | Economic Growth | Health & Wellbeing | Social & Community | Culture & Assets | Climate & Environment

1.9 Explore solutions to deliver streets for people (e.g. by providing benches, widening footpaths etc) to create place shaping opportunities and cater for all modes of transport. To support the council's emerging Street Design Code and transport user hierarchy.
Travel & Connectivity | Social & Community

1.10 Work with partners and communities to enhance village amenities and community hubs which supports future development and social cohesion, and where development is planned to actively enhance place shaping amenities (e.g. play facilities, retail and communal spaces).
Travel & Connectivity | Economic Growth | Health & Wellbeing | Social & Community

Walking, wheeling and cycling

This objective focuses on walking, wheeling and cycling. Walking and cycling are at the heart of the LTCP, with both at the top of the transport user hierarchy. The LTCP also recognises the wider role of how we design our neighbourhoods, and how we need to make it easy and enjoyable for people to walk, wheel and cycle by considering the design and connectivity of our streets and places. There is an overarching ambition to create movement corridors and streets which enable extensive walking, wheeling and cycling routes and prioritise public transport in and around Bicester and the surrounding villages, with peripheral routes and or spine routes through major developments. If this ambition is achieved, it would deliver liveable neighbourhoods aligned with **Policy 13** of the LTCP enabling children to walk, wheel and cycle to school, support people to live healthy lives and provide choice in how everyone moves around the MAP Plan area. A similar approach has been taken in Ghent[67], Belgium delivering a positive impact by reducing collisions, improving air quality, decreasing noise levels, reducing congestion and increasing the number of people cycling. Such measures would need to be incorporated within a wider mobility strategy for Bicester which factors in public transport, motor vehicle movements and parking.

A review of 2011 census demonstrates the opportunities that exist to grow the modal share for walking and cycling. Across the MAP Plan area, 13.4% of residents walked to work, while 4.9% of residents cycled, for people that work in the MAP Plan area, 10.3% commute on foot and 4.1% use a bike[68]. Furthermore, it is also important to note a significant number of the trips that are undertaken over short distances, where walking (up to 2km), wheeling and cycling (up to 8km) can provide a suitable alternative. For example, 45% of trips of less than 2km are driven.

In Bicester, which is compact area, the number of people walking and cycling is still low and, in some circumstances, lower than across the MAP Plan area. In total 12.2% of residents walked to work, while 5.0% of residents cycled, for people that work in Bicester, 15% commute on foot and 5.9% use a bike[69]. As indicated these numbers show the importance of making walking, wheeling and cycling the natural choice so that a shift in transport behaviour can be achieved.

Alongside the LTCP, the council also adopted an Active Travel Strategy, a supporting document which expands on the LTCP policies related to walking, wheeling and cycling. This plan set cycling targets at a local level, and for Bicester it aims to increase the number of cycle trips by 200%, or 60,000 cycle trips a week by 2031 from a baseline of 20,000. The objectives and actions set out in this MAP Plan will support the delivery of these targets and the LTCP vision of creating an inclusive and safe Oxfordshire net-zero transport system.

Objective BSV2

Deliver comprehensive and inclusive walking, wheeling and cycling network interventions

Why this objective?

Bicester is well suited to becoming a town where walking, wheeling, and cycling is the natural choice for short journeys. As noted earlier, the topography of Bicester is relatively flat, and very compact (roughly 3.5 km edge to edge). As the town expands over the next planning period up to 2042 a much higher commitment will be required to reach the government's targets and to avoid new developments becoming isolated and car dependant. In Bicester, focus should be given to the creation and support of local centres, where residents can access food and other services, particularly in the more distant areas to Bicester's town centre. This will reduce the need for residents to have to drive into the centre of Bicester. The schemes should create cycle infrastructure which is accessible to everyone, adheres to Local Transport Note (LTN) 1/20[70] guidance, and is accessible for non-standard cycles[71] if Bicester is to meet government targets of 50% of trips in England towns

to be walked, wheeled or cycled by 2030[72] and LTCP target to replace or remove 1 out of every 4 current car trips in Oxfordshire by 2030 and additional 1 in 3 by 2040.

There is limited space on routes within Bicester to create the space where all modes of travel can co-exist without conflicts. We will need to look at innovative ways such as reprioritising road space to enable and increase in walking, wheeling and cycling. To improve walking, wheeling and cycling conditions in Bicester, the LCWIP[73] for the town was published in 2020. The LCWIP identified how the current cycle infrastructure is lacking, resulting in a disjointed network. The town and villages within MAP Plan area have significant severance caused by the highway, historic planning with limited permeability, rail network, the high level of vehicle flows along key corridors, poor-quality footway network and a disconnected street network for pedestrians. The LCWIP proposed measures to enable more people to walk, wheel and cycle.

Providing high-quality links to give residents of Bicester access to nature which reflects Bicester's Garden Town status will be at the forefront of the walking, wheeling and cycling network, this will include providing green corridors to new developments, villages, and places of interest. This will provide transport choice and enable residents of Bicester to live healthy lives. Green corridors will provide places for people to dwell, connect with nature and children to play which support Liveable Neighbourhoods. To help support this Cherwell District Council worked with the NHS as part of the Bicester Healthy New Town Programme to create three 5km Health Routes in Bicester, to help increase physical activity amongst residents. This scheme could be expanded to more locations, particularly in the villages.

We will need to look at a range of measures including expanding the existing Bicester LCWIP to incorporate surrounding villages and / or assessing the need for a standalone LCWIP for Heyford Park and surrounding rural areas. Improvements to the walking, wheeling and cycling network could include rural quiet lanes, upgrading public rights of way and canal tow paths, traffic calming, widening and improving footways within and between villages. The new SATN, a county-wide project for walking and cycling infrastructure, will incorporate existing walking and cycling routes and expand upon them, in line with Policy 4 'Strategic Walking, wheeling and cycle Network' of the LTCP. The SATN routes will help to ensure connectivity between settlements in Bicester and surrounding villages, providing connections to key local facilities and services. By protecting the rural way of life and giving people greater options in how they move around will improve public health and create more social interactions.

For the villages, providing walking, wheeling and cycling routes will require different ideas to enable residents and visitors to travel between places and to ensure connectivity between them. One way of achieving this, is by enhancing and improving the existing Public Rights of Way (PRoW) which connect villages within the Plan area - of which there are over

900 paths (approximately 11km in length). National recognised recreational routes which extend through the MAP Plan are: - National Cycle Route 51 and the nationally recognised recreational routes which extend through the MAP Plan area (Oxfordshire Way, Palladian Way, Oxford Canal Walk, Roman Way, Seven Shires Way, Claude Duval Bridle Route and National Byway Network).

Furthermore Cherwell District Council has developed a series of Countryside walks and health routes across the district these include Cherwell Circular Walks and Village Trails, at present there is a single route in the MAP Plan area, in Fringford. There would be benefit expanding these countryside walks and health routes to more of the villages in the MAP Plan area.

Case Study: Quite Lane Suffolk

A Quiet Lane is a nationally recognised designation for single-track roads that have no line markings or footpaths and experience low levels of traffic. These lanes are shared by both motorised and non-motorised users, with the aim of encouraging considerate driving and making the road space enjoyable and safe for everyone. Official Quiet Lanes are clearly marked with advisory signage at each end, informing motorists that they are entering a shared space.

In Suffolk, there are two notable examples of Quiet Lanes: one in Snape and another in Glemsford. In Snape, five lanes were formally designated as Quiet Lanes on 16 March 2021. These routes were already popular with both residents and visitors for activities such as walking, horse riding, jogging, and cycling, as they provided a relatively safe environment for such uses.

The implementation of the Quiet Lanes in Suffolk was supported by Snape Parish Council and Glemsford Parish Council, with guidance and advice from Quiet Lanes Suffolk. The designation has helped to formalise and protect these valued local routes, ensuring they remain accessible and enjoyable for all who use them.

Whilst sustainable modes of transport are promoted and encouraged for the benefit of all, not everyone has the same access to them. Cycling, for example, requires equipment that some may find difficult to access due to constraints related to finances or space. Shared micromobility (short term rental of zero emission vehicles capable of speeds up to 15mph such as e-bikes, e-cargo bikes and e-scooters) which can provide this access, enabling more people to participate in changing their behaviour towards travel. Steps to improve access have already been undertaken by Active Oxfordshire who launched a Bike Library at Bicester

School with up to 45 young people regularly attending sessions to develop their bike skills[74] and further initiatives will be required across the Plan area.

A shared micromobility scheme in Bicester can complement other transport schemes introduced in the town, to support first and last mile trips. Although micromobility schemes typically operate in cities with bigger population sizes such as Oxford, some schemes in smaller cities have been operating successfully as demonstrated in Hereford (see case study). Bicester's compact size, flat topography, and anticipated growth make the town an ideal location for shared micromobility. A shared e-bike scheme should be considered to enhance connections between Heyford Park and Heyford Station. There is significant elevation change between the two places, and an e-bike would remove a significant barrier and reduce reliance on vehicle trips to the station.

Delivering a comprehensive inclusive walking, wheeling and cycling network will help towards achieving **Policies 1 - 8, 10, 11, 13 - 16, 18, 21 - 23, 38, 50 and 54** of the LTCP which will provide numerous health and economic benefits for Bicester and its surrounding villages [75].

We will deliver Objective **BSV2** through the following actions:

2.1 Ensure the delivery of walking, wheeling and cycling schemes contained within adopted documents (such as LCWIPs and SATN) to create seamless links to existing and new developments, ensuring safe routes along the central corridors, radial routes, peripheral routes and other linking corridors. This could also include looking outside of the highway boundary.
Travel & Connectivity | Economic Growth | Health & Wellbeing | Social & Community | Culture & Assets | Climate & Environment

2.2 To review the LCWIP for Bicester assessing the scope, to include links to the surrounding villages.
Travel & Connectivity | Economic Growth | Health & Wellbeing | Social & Community | Culture & Assets | Climate & Environment

2.3 To deliver a separate and standalone LCWIP for Heyford Park and its surrounding villages, ensuring it is reflective of the current needs and aspirations and explore other routes not noted within the LCWIP.
Travel & Connectivity | Economic Growth | Health & Wellbeing | Social & Community | Culture & Assets | Climate & Environment

2.4 To support the delivery of schemes in the capital programme:

a. BR1 - Middleton Stoney Road Active Travel Scheme.
b. BR8 - London Road Active Travel Scheme.
c. BR10 - A41 Corridor – Siemens to Vendee Road.

d. BR8 - A41 Corridor – Rodney House Roundabout to Ploughley Road to provide connectivity to Ambrosden.

Travel & Connectivity | Economic Growth | Health & Wellbeing | Social & Community | Culture & Assets | Climate & Environment

2.5 Seek funding through S106 developer funds, Active Travel England and other sources to progress schemes in the pipeline (not limited to) or where deemed required:

a. BR17 and BR18 - Kingsmere to Graven Hill link - two route options identified within the LCWIP.
b. BR8 - Walking, wheeling and cycling link between along Ploughley Road between Ambrosden and A41.
c. BR3 - The Causeway.
d. Aunt Em's Lane (Elmsbrook to Caversfield).
e. Banbury and Buckingham Road junction.
f. BR0 - Bicester peripheral routes.
g. BR5 - Bucknell Road.
h. BR10 - Central Corridor / Oxford Road / Buckingham Road.
i. BR12 - Launton Road.
j. BR13 - Churchill Road.
k. BR22 - Whitelands Way / Shakespeare Drive.
l. Heyford Park to Bicester.

Travel & Connectivity | Economic Growth | Health & Wellbeing | Social & Community | Culture & Assets | Climate & Environment

2.6 Create a strategy and action plan to deliver quality pedestrian corridors to integrate with other modes of transport.

Travel & Connectivity | Economic Growth | Health & Wellbeing | Social & Community | Culture & Assets | Climate & Environment

2.7 Explore opportunities to work with partners and stakeholders to create movement corridors which enable and prioritise extensive walking, wheeling, cycling and public transport.

Travel & Connectivity | Economic Growth | Health & Wellbeing | Social & Community | Culture & Assets | Climate & Environment

2.8 Explore opportunities to develop rural quiet lanes between villages in the MAP Plan area and toward Bicester to encourage walking, wheeling and cycling creating a pleasant environment for everyone to enjoy.

Travel & Connectivity | Health & Wellbeing | Social & Community | Climate & Environment

2.9 Develop blue and green infrastructure, aligning with the emerging Street Design Code, including investigating changes to the PRoW and Greenway network to enable use by a wider range of Non-Motorised Users for different journey purposes to support connectivity around villages of Bicester.

Travel & Connectivity | Economic Growth | Health & Wellbeing | Social & Community | Climate & Environment

2.10 Ensure all developments provide direct links to wider walking, wheeling and cycling schemes such as LCWIP, SATN, PRoW and Greenway routes to align with Oxfordshire County Council's standards (e.g. cycling and walking).

Travel & Connectivity Economic Growth Health & Wellbeing Social & Community Climate & Environment

2.11 Explore opportunities to connect villages within the MAP Plan area by (not limited to):

a. Upgrading PRoW routes. Including and updated alongside updates of the LCWIP:
   - BR0 - (Graven Hill to Wendlebury).
   - BR6 - (King's End to Heyford Park).
   - BR8 - (Elmsbrook to Baynard's Green).
   - BR12 - (Glory Farm to Stratton Audley).
   - BR15 - (Langford to Launton).
   - BR21 - (Kingsmere to Chesterton).

b. Upgrading canal tow path between Somerton, Upper Heyford and Heyford.

c. Connect villages of Mixbury and Finmere to the proposed Buckinghamshire Greenway.

d. Developing walking, wheeling and cycling links to Heyford Rail Station including community e-bike scheme.

Travel & Connectivity Economic Growth Health & Wellbeing Social & Community Climate & Environment

2.12 Ensure future junction improvements in Middleton Stoney create a safer environment for walking, wheeling and cycling, including potential Middleton Stoney bypass which will create the opportunity for further Place shaping measures.

Travel & Connectivity Health & Wellbeing Social & Community Climate & Environment

2.13 Prepare a strategy and action plan to deliver with partners a network of inclusive cycle parking, hubs, hangars including provision for non-standard cycles within Bicester town centre, village centres, along key bus routes/stops, rail stations, public transport interchanges, local centres and residential streets.

Travel & Connectivity Economic Growth Health & Wellbeing Social & Community Climate & Environment

2.14 Remove or redesign Access Control Barriers to enable equality of access and ensure walking, cycling and wheeling is accessible to everyone with no barriers in place for continuous movement.

Travel & Connectivity Economic Growth Health & Wellbeing Social & Community Climate & Environment

2.15 Work with partners to develop e-bike micro-mobility schemes in to support longer distance travel and to improve connections between the surrounding villages and Bicester.

Travel & Connectivity | Economic Growth | Health & Wellbeing | Social & Community | Climate & Environment | Culture & Assets

2.16 Depending upon national legislation, work with partners to develop an e-scooter based micro-mobility scheme to support internal travel within Bicester and Heyford Park.

Travel & Connectivity | Social & Community | Climate & Environment

2.17 Work with partners and the community to assess the long-term feasibility of an e-bike hub for Heyford Park, Heyford Station and explore other potential locations.

Travel & Connectivity | Economic Growth | Social & Community | Climate & Environment | Health & Wellbeing

2.18 Work with partners to deliver a suite of behaviour change initiatives which will support the delivery of new infrastructure and provide the skills and confidence to walk, wheel and cycle, including but not limited to:

a. Bikeability for schools, families and adults.
b. Work with partners to explore a community bike loan scheme.
c. Explore opportunities to work with local employers to deliver bike share schemes.
d. Work with partners to develop Active Travel Hubs / Bike Kitchens / Dr Bike (or something similar).

Travel & Connectivity | Economic Growth | Health & Wellbeing | Social & Community | Climate & Environment

2.19 Working with partners and stakeholders to support a monitoring process to measure active travel modal share across the wider Bicester and the surrounding villages and assess the effectiveness of policy interventions.

Travel & Connectivity | Economic Growth | Social & Community | Climate & Environment

Case study: Hereford shared bike scheme[76] add e-scooter trial in North Northamptonshire[77]

Shared micromobility schemes have been implemented successfully in some market towns in the UK. Hereford, a city in the West Midlands with a population of 60,000, has a shared bicycle scheme operating since 2019. The scheme, operated by Beryl, has since recorded 425,000 journeys covering more than one million km. According to the local council, this helped reduce congestion and improve the health of its residents. Industry calculations showed nearly 40 tonnes of carbon emissions had been saved due to the scheme.

Another example of a successful scheme is the e-scooter trials in North Northamptonshire launched in 2020. The e-scooters are available in various towns in the district such as Corby

with a population of 75 thousand, and in towns as small as Higham Ferrers with a population of only eight thousand. The council says that since launch, 1.9 million trips in total have been taken and 3.64 million km have been travelled, saving 998,000 car journeys and 365 tonnes of carbon emissions.

Beryl and Herefordshire Council celebrate the impact of e-bikes in first year | Beryl

Public transport

Objectives BSV3 to BSV6 focus on public transport and build on the six policies set out in the LTCP. Increased public transport use will help to reduce the number of private motor-vehicle trips, improve connectivity, and deliver air quality improvements.

Objectives BSV3 and BSV4 centre on improving bus services and infrastructure to enable wide bus usage to and from

- **Villages, Towns and Cities**
- **Leisure facilities**
- **School**
- **Work**
- **Healthcare**
- **Transport Hubs**

Based on census data, less than 10% of commuting trips are undertaken by public transport in Bicester.[78] Meanwhile, more than 60% are completed by driving a car.[79] Commuting data also shows that 35% of commuting trips start and end in Bicester, 17% end in Oxford, 3.5% end in Banbury, and 3% end in London[80]. These are locations where bus and train links are present, thus indicate excellent potential for encouraging more commuting trips by public transport.

From 2019 to 2023, overall satisfaction of bus passengers across Oxfordshire declined by 16 percentage points, the highest among the local authorities in the survey. This decline can discourage potential passengers from using the bus as their primary method of travel. Some

key elements of a bus service that must be improved are cost, service frequency, travel time, waiting facilities and convenience.

Additionally, Bicester, a relatively medium sized town, benefits from two train stations (Bicester North and Bicester Village) with services linking the town to major cities such as London and Birmingham. The introduction of new East West Rail services to Milton Keynes and in the future Bedford and Cambridge will provide more opportunities for Bicester and its surrounding Villages.

In terms of the villages, Heyford benefits from its own train station which has connections between Banbury and Didcot Parkway, enabling onward travel to either Birmingham and Manchester in the north and Bristol, Cardiff, Swindon, Reading and Cheltenham. Services from Heyford are typically the peak hours to Oxford and less frequent (i.e. one services every other hour). The route is currently served by a two-train coach diesel service, something Great Western Railways is looking to improve and recognised in the recent OxRAIL 2040: Plan for Rail. Nonetheless, this reinforces that train services do not operate the same frequency in rural areas compared to Bicester, therefore meaning people are going to be more reliant on their cars. To enable more sustainable journeys within the MAP Plan area, as highlighted in OxRail 2040: Plan for Rail, we are exploring the feasibility of a new rail station close to Ardley and proposed Heyford Park New Town on the Chiltern Mainline.

Public transport will be vital in ensuring multi-modal journeys. The integration of public transport with walking, wheeling, and cycling for first and last mile connectivity will deliver greater choice for communities and provide a more sustainable transport network.

Objective BSV3

Create a network of mobility hubs

Why this objective?

Levels of travel by sustainable modes are low in Bicester and its surrounding villages and as a result many choose to drive as it is more convenient than other modes of transport. Data from the 2011 census outlined that 8.0% of residents and 4.8% of those work in the MAP Plan area commute to work by public transport[81]. For walking and cycling the census data show 13.4% of residents walked to work, while 4.9% of residents cycled, for people that work in the MAP Plan area, 10.3% commute on foot and 4.1% use a bike[82]. The need to improve multi-modal

Objective BSV5 focuses on integration between different modes of transport to support trips of all lengths, for the following purposes:

- **Leisure**
- **Work**
- **Healthcare**
- **Shopping**
- **Holiday Travel**

travel and integrate different transport modes is key to addressing transport challenges faced in Bicester and surrounding villages. As set out in Policies 22 and 23 of the LTCP, developing mobility hubs that integrate multiple modes seamlessly will help encourage people to walk, cycle, and use public and shared transport more.

The delivery of this objective is guided by the council's Mobility Hub Strategy which was adopted in 2023. Distinct types of mobility hubs will be developed based on their specific locations and contexts. This objective supports **LTCP Policies 1 - 4, 8, 11, 12, 13, 14, 18 – 23, 29, 38, 39, 50, 51 and 54.**

We will deliver Objective **BSV3** through the following actions:

3.1 Explore the feasibility and opportunities to provide a network of mobility hubs within Bicester and the surrounding villages including, but not limited to:

a. Redesigning Bicester Park and Ride into a Mobility Hub.
b. Bicester North Railway Station.
c. Bicester Village Railway Station.
d. Pioneer Square.
e. Explore other new strategic locations on the radial routes around Bicester (including potential enhancement at Heyford Railway Station and delivery of Ardley station).
f. Work with EWR to develop mobility hubs at EWR stations.

Travel & Connectivity **Economic Growth**

3.2 Explore opportunities to improve mobility hubs by, but not limited to:

a. Improving waiting facilities.
b. Improving safety and security.
c. Providing digital connectivity.
d. Providing rest, and toilet facilities, etc.
e. Providing cycle parking (including e-bike charging facilities) and connections towards the existing and or new walking and cycling network.
f. Providing EV charging facilities, helping to support parcel/taxi operators.
g. Linking to long distance coach services.
h. Co-locating with complimentary land uses and services.
i. Linking to leisure and educational facilities.

Travel & Connectivity **Economic Growth** **Culture & Assets**

3.3 Support the implementation of rural, suburban, and mini mobility hubs, in line with the Mobility Hub Strategy.

Travel & Connectivity **Economic Growth** **Social & Community**

Objective BSV4

Interventions to enhance bus infrastructure

Why this objective?

The infrastructure which supports bus services is a critical element in the smooth running of bus services. To maximise the bus network in Bicester and surrounding villages, we will need to ensure roads and footpaths are well maintained and crossing points are safe and inclusive to ensure users experience a smooth and safe journey. We will need to think about how we integrate walking and cycling with bus services by improving first and last mile connections to create a seamless transition between modes and 'door to door' connectivity in Bicester and surrounding villages. Bus stops are the calling card for bus services and attention should be given to given to their visual presence. If bus stops are poorly maintained, missing information or of inadequate quality, and are poorly connecting to walking and cycling network, people will be more likely to use other modes of transport.

The quality and accessibility of bus stops vary across the area, with limited provision of real-time information (RTI), raised kerbs, shelters, seating and lighting. Some bus stops in the area only have a flag and pole with some also not having timetable information, while some have shelters, seating, lighting or raised kerbs. Very few across the MAP Plan area feature safe crossing points. Footpaths to bus stops also vary significantly in quality and accessibility, with broken pavements, lack of dropped kerbs, and poorly-maintained footpaths all generating barriers to access. In terms Real Time Information (RTI) only 6.3% of bus stops in Bicester have RTI, with the only villages within the MAP Plan area that benefit from on-street RTI being Heyford Park, Launton, Elmsbrook and Upper Arncott. The inconsistency and poor quality of bus stops will impact use of local buses. To create an inclusive network, bus stops would ideally be accessible for all users featuring a covered waiting area with seating, as well as having crossings points with dropped kerbs, tactile paving and connections for footways or footpaths. Where it may not be practical to roll out RTI creating live bus arrival information for all bus services via mobile phone apps would greatly benefit those in more rural locations and support journey planning.

Bus infrastructure also includes bus priority measures that can help to speed up bus services such as bus gates, bus lane and traffic signal priority. Across the MAP Plan area, the

provision of bus priority measures is limited with only two traffic signals with pre-detection located in the area (two in Bicester) and a single bus gate in Elmsbrook. To help speed up bus services and to make them more reliable we would look to implement bus prioritisation/ SMART infrastructure throughout the MAP Plan area.

Bus infrastructure also extends to the types of vehicles used to provide bus services. In Bicester and the surrounding villages only a single route, BV1, is operated by an Electric Vehicle (EV), although Stagecoach occasionally uses an EV on its S5 or H5 service. As such, provision of zero-emission buses for all routes in Bicester and the surrounding villages is a key priority, as it will help to improve air quality, passenger experience and speed of journeys through improved acceleration.

Enhancing bus infrastructure will support **LTCP Policies 1-3, 7, 8, 10 - 15, 18- 23, 35 – 37 and 54.**

We will deliver Objective **BSV4** through the following actions:

4.1 Working alongside public transport operators to develop a strategy and action plan for a bus route hierarchy and to implement bus prioritisation/SMART infrastructure along key movement corridors including as per Infrastructure Delivery Plan:

a. On the B4030 and at the Vendee Drive Roundabout
b. On the A41
c. On the B4100 between Baynard's Green roundabout and A4095 junction.
d. Bus only link, west of Howes Lane – linking to the A4095 re-alignment.

Travel & Connectivity **Economic Growth** **Social & Community** **Climate & Environment**

4.2 Develop a strategy and action plan with the local community and stakeholders in Bicester and the surrounding parishes to identify opportunities to improve bus infrastructure (e.g. waiting facilities, location for new bus stops, Real Time Information (RTI), live bus information for all services on smart phones, AI, raised kerbs, lighting, shelters, CCTV, onward travel maps and greening/solar.) including the following:

a. Town Centre interchange at Pioneer Square – including space constraints.
b. Bus routes into strategic employment and residential sites.
c. Along bus routes through North West Bicester and on Middleton Stoney Road and potentially beyond to Ardley and Heyford.
d. Work alongside developers to ensure they provide new bus stop infrastructure in new developments.
e. In the surrounding villages across the MAP plan area.

f. Mobility Hubs: Strategic locations offering co-located services (bus stops, bike hire, EV charging, real-time info) to improve accessibility and encourage modal shift.

Travel & Connectivity | Economic Growth | Health & Wellbeing | Social & Community | Climate & Environment

4.3 Work with stakeholders to investigate the opportunities to enhance bus stops, safety and public realm at Pioneer Square and assess future needs.

Travel & Connectivity | Social & Community | Culture & Assets | Climate & Environment

4.4 Explore opportunities to improve bus stops and public realm in villages across MAP Plan area and align with adopted neighbourhood plans for area, to reduce the barriers to access public transport ensuring there is high quality walking and cycling footpath provision.

Travel & Connectivity | Social & Community | Culture & Assets | Climate & Environment

4.5 Work with public transport operators to deliver a zero-emission bus fleet within Bicester and its surrounding villages.

Travel & Connectivity | Health & Wellbeing | Climate & Environment

Objective BSV5

Interventions to enhance bus services

Why this objective?

Bicester and the surrounding villages are served by a variety of bus operators, providing connections to Oxford, Brackley, Banbury, Kidlington, Heyford, Aylesbury, John Radcliffe Hospital, Buckingham and Milton Keynes. There are no high-frequency (minimum of four buses per hour) bus services operating in the MAP Plan area, the S5 is the most frequent bus service, three per hour. The remaining buses in the area having a range of frequencies including one half-hourly service, and six hourly services with the remaining services being less than once per hour. As a result, the villages are generally served by buses with a frequency of one bus per hour or less. Another issue is the lack of services, particularly in the villages, during the evening and over the weekend. For example, of the 14 regular bus services (minimum five per day) only four (X5, S4, S5, 500) operate in the evenings and on both days of the weekend. When looking specifically at evenings (after 1930) there are only six services (X5, 29 (not full route), S4, S5, H5, 500), while on a Sunday only five routes operate (X5, S4, S5, 25, 500). Providing a bus service linking Heyford Park to Oxford is important now and will become more so with the proposed growth.

Bicester Village Railway Station is accessible from Heyford Park via the No. 25 bus service, which will route via Bicester Park & Ride, reinforcing Bicester Village Railway Stations position as a key node in the integrated transport system.

The majority of the bus services accept the recently launched MyBus Oxfordshire ticket, the benefits of which could be amplified by expanding this ticket to all operators. However, why the majority of the local buses can be accessed through a single ticket, due to large number of different operators (Stagecoach, Red Rose, Oxford Bus Company, Langston & Tasker, ABILITY and OurBus Bartons) coordination between services is poor limiting the opportunity for users to change services.

According to the 2011 census, across the MAP Plan area 4.2% of residents and 3.0% of those work in the MAP Plan area commute to work by bus[83]. In Bicester 4.7% of residents commute to work by bus and 3.2% of those work in the town commute by bus. In the villages, this is lower, 1.5% of residents commute by bus although interestingly, 40% of residents mainly work from home compared to around 25% of residents in Bicester. This trend is to be expected as villages have more elderly population, over retirement age in the villages so fewer people need to commute to work.

Frequency and reliability are crucial[84] if we are to see an increase in patronage on services. Passenger satisfaction plays a big part in determining someone's preference for their main mode of travel. Therefore, it is important that we improve bus services to make sure people are satisfied. We will collaborate with operators to identify the potential for improvements by making them more frequent and more reliable. We will also work with the operators and developers through S106 funding to ensure new developments in the area will have access to buses through new services or improving existing routes, including improving services for the rural hinterland. Initially, it will be the responsibility of the developer to fund bus services to and from new developments to meet the travel needs of the local community. This objective supports **Policies 1, 2, 7, 11 - 14, 18, 21 – 23, 35, 37, 51 and 54** of the LTCP, the goals of BSIP, and the aims of the forthcoming countywide Bus Strategy.

We will deliver Objective **BSV4** through the following actions:

5.1 Develop a strategy and action plan with stakeholders and partners to identify opportunities to deliver and fund long distance coach services which link to regional and national locations.
Travel & Connectivity Economic Growth

5.2 Ensure developers provide S106 funding to enhance existing services and provide new services to enable sustainable development and reduce car dependency. Routes would include but not limited to:

a. NW Bicester bus service connecting to the town centre.
b. Investigate the potential of providing a new bus service to strategic employment sites (developments to fund additional services).

c. Work with developers (to fund additional services) to ensure bus services connect to key residential and leisure facilities, such as but not limited to, key places Bicester, Banbury, Deddington, Oxford and Heyford Station.
d. Explore an orbital bus route to serve the villages of Bicester.
e. Other villages across the MAP Plan area (e.g. improve community transport options).

Travel & Connectivity | Health & Wellbeing | Social & Community | Climate & Environment

5.3 Work with partners to enhance bus services to meet demands, with consideration given to increasing frequencies (including "turn up and go" services) and express, or limited stop services and the optimisation of existing services.

Travel & Connectivity | Economic Growth

5.4 Work with bus operators and employers to ensure improved reliability, attractiveness and resilience of services.

Travel & Connectivity | Economic Growth | Culture & Assets

5.5 Work with partners to develop a digital strategy to support the bus network within Bicester and surrounding areas.

Travel & Connectivity | Economic Growth

5.6 Work with partners to develop a behavioural strategy to raise awareness about the existing bus network and enhancements.

Travel & Connectivity | Social & Community

Objective BSV6

Work alongside partners to improve rail services and infrastructure

Objective BSV6 focuses on rail connectivity and facilities to improve access for those travelling to and from:

- **Holiday and Travel**
- **Villages, Town and Cities**
- **Work**
- **Transport Hubs**
- **Healthcare facilities**
- **Shopping**

And to Support

- **Improved Air Quality**
- **Increased Rail Freight**
- **Decarbonisation**

Why this objective?

The rail network in the MAP Plan area consists of three rail stations Bicester Village, Bicester North and Heyford. In addition, there are aspirations to open a fourth rail station in the area at Ardley. Bicester Village will also be location on EWR, which by the mid-2030's is expected to provide up to six trains per hour along the EWR route with services in the west towards Milton Keynes, Bedford and Cambridge. As part OxRail 2040: A Plan for Rail there are also aspirations to extend the EWR services from Oxford along the Cowley Branch Line for connections to Oxfords Eastern Arc, Didcot for the Science Vale and potentially on to Swindon, Bristol or Reading. The following rail-based improvements will collectively reduce pressure on the local and strategic road network, offering high-capacity alternatives for regional trips and improving overall transport sustainability for the wider area.

Bicester Village and Bicester North Railway Stations, provide fast and easy connections to key destinations such as Oxford, Birmingham, Wycombe and London. Both stations feature cycle parking stands (Bicester North 65 spaces, Bicester Village 50 spaces) as well as large car parks (Bicester North 530 spaces, Bicester Village 223 spaces) to support access for those in the surrounding villages. Bicester Village and Bicester North are highly important from a tourism perspective helping open the doors for visitors from far and wide to access easily Bicester's attractions, such as Bicester Village and in the future Great Wolf and the emerging scheme for a Puy du Fou resort, subject to this receiving planning permission. Once East West Rail comes into operation it will provide opportunities for residents to travel to the Universal Resort proposed near Bedford. According to the latest figures from Office for Rail and Road (ORR), Bicester Village and Bicester North Stations are the fourth and sixth busiest stations in Oxfordshire, seeing 1.93 million and 882,816 entries and exits[85], respectively. Bicester North and Bicester Village are two of the best performing stations for on-time services as well as the number of cancellations in Oxfordshire (top 7)[86]. The top five destinations from Bicester Village are London Marylebone, Oxford, London Paddington, Oxford Parkway and Reading, while three destinations have direct services, those in

travelling to Paddington and Reading have to change trains at Oxford[87]. While the top 5 from Bicester North are London Marylebone, Banbury, Birmingham Moor Street, Haddenham and Thame Parkway and Leamington Spa, all these destinations are direct[88].

Heyford is the 16th busiest station in Oxfordshire with 45,552 entries and exits in 2024-2025. The station offers fewer services than Bicester's two stations, with just one train running every two hours between Banbury and Oxford. Additionally, it lacks facilities like a café, toilets, lifts, and other amenities. This therefore presents another challenge – something which has been addressed in the recent OxRail 2040: A Plan for Rail. This includes the aspirations for two trains per hour at Heyford as well as the improvement of the station and its facilities. The top five destinations from Heyford are Oxford, Banbury, London Paddington, Reading and London Marylebone[89]. Heyford Station sits within the Rousham conservation area and is bordered by the Oxford Canal and the Cherwell floodplain; all of these constrain potential growth at this location.

Also, if approval is granted for major developments such as Puy du Fou and Heyford Park New Town, there is a proposal to re-open the Ardley Railway station. This will offer direct services to Banbury, Birmingham Moor Street, High Wycombe and London Marylebone. There are existing bridleways and footpaths that could link to the proposed new station. If found feasible, it will need high quality active links and public transport links to ensure the site is sustainable and reduce the need to travel by car, aligning with the council's LTCP targets. Where required, OCC will be able to work up appropriate business cases for any additional funding to deliver extra value and services for the proposed developments.

Train journeys are much more sustainable, emitting 10 times less carbon than cars[90]. To encourage people to use the train for longer distance journeys and to shift away from cars, we need to improve rail services infrastructure and explore opportunities for new stations in areas with high level growth to create an integrated transport network. We will do this by making services more dependable and frequent, and infrastructure more comfortable and accessible. Some of the rail improvements in the Bicester area have already been delivered. This includes the first phase of the East West Rail project, improving connections between Bicester and Oxford. Further phases of this project will link Bicester to destinations such as Milton Keynes, Bedford and Cambridge. In addition, enhancements to the existing rail rolling stock are being undertaken in 2026 with Chiltern Railways, replacing its MK3 coaches with new MK5 coaches.

Bicester Village Railway Station is accessible from Heyford Park via the No. 25 bus service, which will route via Bicester Park & Ride, reinforcing Bicester Village's position as a key node in the integrated transport system. Bicester Village Railway Station also benefits from sheltered bicycle parking for 50 bicycles with CCTV monitoring, allowing access to the

station for cyclists through the local road network. It is noted there are wider / committed proposals to provide a direct cycle link from Heyford Park to Bicester town centre.

The proposed OxSRFI is located between the B430 and the former Upper Heyford Airfield. It is immediately south of the Chiltern Main Line. As part of the proposed development, new infrastructure proposals are included which will need to be considered through the planning process for Nationally Significant Infrastructure Projects (NSIP).

By delivering this objective, we will enable better rail connectivity in Bicester and surrounding area which will provide better opportunities for the town and its residents. This objective supports **Policies 1 – 3, 9, 11 – 14, 15, 18 – 23, 29, 37, 38, 51 and 54** of the LTCP and will support the aspirations of OxRail 2040: A Plan for Rail.

We will deliver Objective **BSV6** through the following actions:

6.1 Support and promote additional services to improve the passenger experience at Bicester North and Bicester Village Rail Stations.

Travel & Connectivity | Economic Growth | Climate & Environment

6.2 **Bicester Village Railway Station**

a. Support the upgrade of the station to accommodate an increase in patronage by enhancing the waiting facilities, interaction of bus and train services, alongside information and improve and enhance cycling and e-mobility.
b. Support the delivery of East West Rail services unlocking the benefits of regional connectivity between Oxford and Cambridge.
c. Work with partners to deliver 5G connectivity along the East West Rail route.
d. Promote and support the delivery of the electrification of the East West Rail route.

Travel & Connectivity | Economic Growth | Climate & Environment

6.3 Work with EWR Company to ensure they deliver an underpass to the London Road Crossing making appropriate provision for walking, wheeling, cycling, public transport and motor vehicle solutions, and to consider appropriate opportunities to maximise sustainable and active door-to-door connectivity.

Travel & Connectivity | Economic Growth | Health & Wellbeing | Social & Community | Climate & Environment

6.4 **Bicester North Railway Station**

a. Explore feasibility of additional pedestrian access.
b. Assess existing and future parking capacity.
c. Develop feasibility to enhance cycling access.

Travel & Connectivity | Economic Growth | Health & Wellbeing | Social & Community | Climate & Environment

6.5 Heyford Railway Station

a. Work with stakeholders to explore better connectivity between Heyford Station and the residential areas. Subject to the New Towns Taskforce decision and other planning applications, further collaboration will be required to ensure seamless door to door connectivity between Heyford Station (other stations) and Heyford Park.

b. Work with partners to monitor the impact of future e-bike trials in Heyford Park.

c. Explore feasibility of enhanced rail connectivity to support employment, education and leisure.

Travel & Connectivity | Economic Growth | Health & Wellbeing | Social & Community | Climate & Environment

6.6 Ensure delivery of high-quality public transport and walking, wheeling and cycling links to Bicester North and Bicester Village and Heyford rail stations.

Travel & Connectivity | Health & Wellbeing | Climate & Environment

6.7 Work with partners and stakeholders to support the ability to provide charging infrastructure for zero-emission battery trains aligning to OxRAIL 2040: Plan for Rail.

Travel & Connectivity | Climate & Environment

6.8 Enhance station facilities across the Bicester MAP Plan area to meet future population growth, and to improve accessibility and where applicable, consider opportunities for new stations (e.g. Ardley), aligning to OxRAIL 2040: Plan for Rail.

Travel & Connectivity | Economic Growth | Social & Community | Climate & Environment

6.9 Ardley Railway Station

a. Collaborate with partners to deliver and develop a Strategic Outline Business Case for the re-opening of Ardley station.

b. Subject to the successful Strategic Outline Business Case, work with partners and the community to Ardley rail station, improving and enhancing connectivity for the area.

Travel & Connectivity | Economic Growth | Climate & Environment

6.10 Work with partners to explore the delivery of the proposed OxSFRI on the Chiltern mainline.

Travel & Connectivity | Economic Growth

Car clubs and car sharing

Car clubs and car sharing are covered by the term shared mobility. Shared mobility such as car clubs and car sharing help to reduce car ownership and use, improve air quality, and encourage a shift towards the use of active travel or public transport, as evidenced by **Policy 39** of the LTCP. It notes that car clubs offer residents an attractive, convenient alternative to private car ownership; encouraging a greater usage of public transport, walking and cycling, whilst giving access to a car when needed. This therefore improves local air quality and makes local areas more relaxing. Other benefits include reduction in inequalities – as it provided opportunities for people who don't have access and/or afford a car - or breaks downs barriers for people who are unable to walk or cycle.

Objective BSV7 focuses on providing an alternative to car ownership to support a variety of trips, including:

- **Holiday and Travel**
- **Villages, Towns and Cities**
- **Shopping**
- **Leisure Facilities**
- **Day Trips**
- **Large purchases**

Objective BSV7

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

Why this objective?

There are currently no car clubs operating in Bicester or its surrounding villages. There is an opportunity to develop car clubs and establish a comprehensive network of zero-emission car club vehicles located at employment sites, transport interchanges, leisure facilities and within residential areas. Most households in Bicester have access to a car, with 85% of households owning at least one car[91]. This is much higher than the national average of 77%, although it is lower than in the Science Vale and in the West Oxfordshire Lowlands area (Witney and Carterton). Car clubs can play a key role in driving this modal shift away from private cars. According to CoMoUK, each car club in the UK replaces between 14 and 32 private cars[92]. It also reduces the need for people to require two or more cars[93].

Car clubs also encourage a more thoughtful approach to mobility, as it is seen members of car clubs are likely to walk and cycle more than they did prior to obtaining membership. For example, 42% car club members travel by bicycle at least once a week compared to the average in England of 14%[94]. Moreover, one of the added benefits of car clubs is the ability to lead to considerable financial savings compared to traditional car ownership. On average, EV use through car clubs annually saves £5,573 compared to owning a new EV[95].

Car share involves people sharing trips with at least one other person rather than travelling separately. Schemes within Bicester are promoted via Cherwell District Council and development webpages such as Kingsmere Bicester. With participants encouraged to join the Liftshare website. Car sharing, even once per week, can reduce trips by in the region of 20%[96], resulting in reduced congestion, whilst also saving those who car share, either as a driver or passenger[97]. The Eco Business Centre in Bicester, Elmsbrook, is an example whereby they encourage those who are travelling there to do so by this method. Although there are no published examples for the villages, echoing the disparity in terms travel options between a town and village landscape. In addition, car sharing can reduce the costs of travelling, cut congestion, pollution and help alleviate parking issues; it also provides social benefits by improving networking opportunities and allowing users to make new friends[98]. This objective will support **LTCP Policies 13, 14, 22, 23, 29, 38 and 39.**

We will deliver Objective **BSV7** through the following actions:

7.1 Identify with partners a comprehensive network of car clubs, including the prioritisation of parking for car clubs at existing and new developments across Bicester and surrounding villages.
Travel & Connectivity | Climate & Environment | Social & Community

7.2 Aim for car clubs to be zero emission only.
Travel & Connectivity | Climate & Environment | Health & Wellbeing

7.3 Work with developers and businesses to provide EV charging (e.g. e-bikes, cars and motorbikes) and parking to support car clubs and car share, including the delivery of a guidance document for delivery.
Travel & Connectivity | Climate & Environment | Health & Wellbeing | Social & Community

7.4 Collaborate with partners and businesses to develop a car share awareness/ expansion programme.
Travel & Connectivity | Economic Growth | Health & Wellbeing | Social & Community | Climate & Environment

Demand management

As set out in LTCP **Policy 34**, there are situations where it will be necessary to discourage private car use through demand management measures to improve air quality, enable an increased use in sustainable transport and reduce congestion. Although it is important to set out that any proposals for demand management will only be proposed in locations with good levels of sustainable travel access.

The focus of Objective BSV8 is to enable our communities to have transport choice by improving safety, access and inclusivity for those:

- **Walking**
- **Wheeling**
- **Cycling**
- **Using Micro-mobility**
- **Buses**
- **Rail**

Objective BSV8

Implement demand management

Why this objective?

High car ownership and through traffic in Bicester and the surrounding villages are creating congestion which impacts air quality[99], public health, access to active travel and the reliability of public transport. The future housing and employment growth will put further pressure on the existing transport network and sustainable mitigations will be required. This is particularly the case for many of the rural roads within MAP Plan area which are typically engineered for light traffic only, often single track and unsuitable for the increases in traffic volume experienced over recent years. This can be exacerbated in the event of disruption to the strategic road network. Measures to differentiate through and rural traffic, involving elements of demand management, form a part of this.

To address the cumulative impacts, as set out in LTCP **Policy 34** it may be necessary to implement measures which discourage private car use. Such measures would only be implemented where attractive sustainable alternatives exist which provide choice for those who reside, work in and visit Bicester. This objective will support **LTCP Policies 1 - 3, 8, 10, 11, 13 - 16, 18, 19 - 23, 28, 34 and 35.**

Demand management, which includes reducing public and private car parking using Parking Standards for New Developments[100], Workplace Parking Levy[101] and on and off-street parking reductions. Implementing Controlled Parking Zones[102] (CPZs), other on-street parking or movement restrictions (double yellow lines, loading bans, clearways, banned turns, red routes), low emission zones, use of modal filters, or charging schemes will be considered to help mitigate or support the following issues:

- **Pollution/Air Quality** – Bicester contains an AQMA which has been in place since 2014[103]. High levels of NOx, CO2, and Particulate Matter $(PM)_{2.5}$ create significant health risks for the most vulnerable in society[104].
- **Vision Zero -** There have been 68 KSIs in the Bicester MAP Plan area over the last five years, equating to 1.13 KSIs per month. The LTCP aims to get the number of KSIs as close to zero as possible.
- **Active Travel** – Busy, congested roads are a barrier to active travel. Demand management schemes which create space for other transport modes and reduce congestion will increase uptake and deliver health benefits.
- **Travel distances** – Within the MAP Plan area 28% (33% in Bicester Town) of people commute distances less than 2km, with 44% commuting less than 5km and 56% commuting less than 10km. These trip lengths are suitable to be undertaken by either active travel or public transport with the right infrastructure and services.
- **Car dominance** – Bicester and in particular the surrounding villages have high car ownership compared to national figures, and the central corridor is heavily trafficked which creates a barrier for active travel, creates severance and perpetuates car journeys due to poor alternatives.
- **HGV Use** – Some roads in the rural villages are too narrow for HGV's to safely use. The presence of HGV's presents a safety hazard and an even greater barrier to walking, wheeling and cycling and HGV's are recommended to follow OCC HGV routes.
- **Parking** – Bicester is well served by car parking including free parking within the town centre. This convenience compared to other modes makes car use extremely attractive within Bicester. The existing over supply of car parking was illustrated in Bicester Sustainable Transport Strategy[105] with car parks on average 50% full.
- **Capacity** – Future employment and housing growth will impact the capacity of the road network. Attractive alternatives which prioritise sustainable transport modes will be required. An assessment of alternative routes in the event of disruption on the Strategic Road Network will also be required to access and minimise the impact in rural areas.

We will deliver Objective **BSV8** through the following actions:

8.1 Identify the demand management tools and appropriate locations where these may be required in short to medium term, agree further measures to complement the delivery of the Southeast Peripheral Road to mitigate the risk of induced traffic and enable an increase in walking, wheeling and cycling for local journeys within Bicester.

Travel & Connectivity | Economic Growth | Health & Wellbeing | Social & Community | Climate & Environment | Culture & Assets

8.2 In support of our Vision Zero Strategy, using a Safe System approach, we will reduce vehicle speeds within Bicester and its surrounding villages to prioritise the safe movement of people.
Travel & Connectivity | Economic Growth | Health & Wellbeing | Social & Community | Culture & Assets | Climate & Environment

8.3 Work with partners to investigate opportunities to consolidate public parking within town centre and village locations and other public areas, to reduce the need to travel by car as per the LTCP, to prioritise sustainable travel.
Travel & Connectivity | Health & Wellbeing | Climate & Environment

8.4 Ensure future employment sites adhere to OCC Parking Standards for New Developments[106] and implement Travel Plans with sustainable travel measures, encourage a modal shift away from private car usage towards public and active travel.
Travel & Connectivity | Health & Wellbeing | Climate & Environment

8.5 Explore the viability of a Clean Air Zone and Zero Emission Zone identified in the CDC Air Quality Action Plan 2024.
Travel & Connectivity | Health & Wellbeing | Climate & Environment

8.6 Explore opportunities to deliver a Workplace Parking Levy and Controlled Parking Zones.
Travel & Connectivity | Health & Wellbeing | Climate & Environment

8.7 Where applicable and in accordance with OCC parking standards ensure provision for motorcycle parking and bikes / e-bikes is delivered which caters for non-standard bikes and land is safeguarded to allow for future growth in usage.
Travel & Connectivity | Climate & Environment

Infrastructure development

As set out in **Policy 36** of the LTCP, the general approach is that new road capacity should only be provided where other options have been explored first. This includes providing new or improved walking, wheeling, cycling, public transport facilities, to improve safety or to improve highway capacity for private vehicles where it provides wider community benefits such as improving air quality. This MAP Plan will seek to apply these principles in the development of new schemes.

To ensure that any infrastructure schemes align with our transport vision, we take a 'decide and provide' approach rather than the traditional

Objectives BSV9 to BSV10 focuses on those travelling within MAP Plan area, to provide transport choice, improve journey time for all users, reduce congestion, to benefit those making trips to and from:

- **School**
- **Shops**
- **Community Facilities**
- **Work**
- **Healthcare Facilities**
- **Villages, Towns and Cities**
- **Leisure Facilities**
- **Holidays and Travel**

'predict and provide' approach, when assessing impacts and the need for such schemes. All schemes will need to deliver at least 20% biodiversity net gain and include a Climate Impact Assessment to assess the impact and mitigations of proposed schemes.

In certain circumstances there are benefits to new or upgraded infrastructure, and these include removing severance and physical barriers, tackling congestion and pollution which provide benefits to health, encouraging suitable routeing of motorised vehicles, supporting the economy, improving the connectivity between villages and ensuring the county remains an attractive place to work and live. The delivery of new or upgraded infrastructure is key, as many of our infrastructure schemes incorporate new walking, wheeling, cycling and public transport infrastructure. The following two objectives will support Policies 1 – 4, 8, 9, 11, 14, 15, 18 – 23, 28, 31, 35, 36, 47 – 51 and 53 of the LTCP, the objectives of the Air Quality Strategy and as previously outlined, support the implementation of the Planned Infrastructure delivery section.

Objective BSV9

Deliver existing movement infrastructure schemes

9.1 W**e will deliver** Objective BSV9 **through the following actions:**
Progress the current ongoing schemes in the pipeline:

a. A4095 realignment (strategic link road).
b. Eastern Peripheral Movement Corridor (Charbridge Lane / Skimmingdish Lane).
c. South East Peripheral Road (SEPR).
d. Work with National Highways to secure improvements to Junction 10 of the M40, including Baynard's Green and the B4100 (north and south of the junction).

Travel & Connectivity **Health & Wellbeing** **Climate & Environment** **Economic Growth** **Culture & Assets**

Objective BSV10

Deliver future movement infrastructure schemes

Why these objectives?

Whilst our priority is on reducing car usage and enabling sustainable travel, we recognise that in some cases, new highway infrastructure and/or improvements such as re-purposing the highway may be necessary to ensure a reliable, efficient transport network and to deliver schemes which support walking, wheeling, cycling and public transport. To

transform the central area of Bicester, and make it a more attractive place for walking, wheeling and cycling, we intend to divert traffic to peripheral routes around Bicester through delivering the South East Peripheral Road (SEPR) and enhancing Vendee Drive and the A41 corridor. Should further major development occur in the area between M40 Junction 10 and Heyford Park and the potential OxSRFI, mitigation measures will need to be explored to divert traffic away from villages, including a proposed bypass of Ardley and Middleton Stoney Relief Road.

The SEPR would allow traffic to bypass the central section of the A41, notably the Oxford Road/Boundary Way signalised roundabout adjacent to Bicester Village. It is currently envisaged that the road would be provided as single carriageway.

Vendee Drive / A41 highway improvements, high level design review is being carried out of four potential junction upgrade options to understand their operational performance, capacity implications, and opportunities for improved pedestrian provision. This will be used in negotiations with developers to secure its funding to implement the scheme.

A41 Corridor Study: A study was produced to identify and assess a range of potential schemes and interventions, to address existing issues along the A41 corridor and to determine two preferred packages of measures.

By delivering these objectives, we will be able to improve road safety and air quality in the area. As in the LTCP, we will adopt a Vision Zero approach, making sure that any infrastructure development or improvements will incorporate design aiming for zero road fatalities and serious injuries. Redirecting vehicular traffic away from areas with high activity will also extend the distance from pollution sources, improving air quality for people to breathe safely.

We will deliver **Objective BSV10** through the following actions:

10.1 Work with partners and the local community to explore the following schemes (but not limited to):

a. Place shaping improvements to the central corridor, Kings End to Queen Avenue and extending along Banbury Road and Buckingham Road (phased with delivery of other measures in the MAP Plan).

b. SEPR complementary place shaping measures along relieved sections of the current A41 (e.g. bus lanes and cycling improvements).

c. Work with National Highways to consider future improvements at Junction 9 of the M40.

d. Develop junction capacity and safety improvements on priority highway routes with high quality walking, wheeling and cycling access and bus priority measures where space permits (but not limited to):
    - A41 / Vendee Drive
    - A4095 / B4030 (Howes Lane / Middleton Stoney Road)
    - A4095 / A4421 (Southwold Lane / Buckingham Road)
    - A41 / A4421 (Rodney House Roundabout / Seelscheid Way)

e. Develop junction safety improvements for all users along radial routes into Bicester, for example, but not limited to:
    - Caversfield junction improvements (Junction of Aunt Ems Lane and B4100)
    - Blackthorn Rd (junctions)
    - Charlotte Avenue, explore signalisations to improve safety

f. Explore junction safety improvements for all users along routes in the villages within the MAP Plan area. For example, but not limited to:
    - Ardley Roundabout
    - Middleton Stoney Crossroads
    - B4030/ Port Way
    - B4030 Lower Heyford Road/ Unnamed Road
    - A4260/ Somerton Road
    - Hopcrofts Holt
    - A4260/ B4027
    - Ardley Road/ Station Road
    - Other village locations to be considered as appropriate

g. Discourage use of unsuitable rural routes by through traffic, by working with communities to develop place shaping measures through villages in the MAP Plan area that slow traffic and provide a more inviting environment for local people.

h. Work with developers and local communities, if large-scale speculative sites are given planning permission, to seek agreement for mitigation measures for movements to safeguard the fabric of the local community.

Travel & Connectivity **Economic Growth** **Health & Wellbeing** **Social & Community** **Culture & Assets** **Climate & Environment**

Freight, deliveries, and servicing

Delivery of goods is important to support the residents and the wider community of Bicester and the surrounding villages. It is essential in supporting the town's economy by delivering supplies to industries, and more locally, bringing food and other products to shops and

homes. The freight system is a complex process, and in Oxfordshire's Freight and Logistics Strategy, it recognises three distinct movements reflecting this complexity: long distance, local, and last-mile movements.[107]

Objective BSV11 focuses on improving and reducing freight, deliveries and servicing, the benefits of this are

- **Improved Air Quality**
- **Decarbonisation**
- **Reduced HGV movements**
- **Improvements Road Safety**
- **More Local Access**

In 2023 an HGV report was published by transport consultants on behalf of OCC, the purpose of the report was to support future decision making relating to Heavy Goods Vehicle movements across Oxfordshire[108]. The report highlights that Bicester (as an area) ranked highest amongst the towns and villages tested for safety concerns and network performance issues. Finding solutions to the concerns raised will be required, this objective and associated actions will be part of this process.

Objective BSV11

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

Why this objective?

Using a Healthy Streets approach, people will be at the heart of transport and place making schemes in Bicester and surrounding villages. It is imperative that people within MAP Plan area feel safe, a core component of Healthy Streets and OCC Vision Zero Strategy. The growth in online shopping means residential streets see a greater number in Light Goods Vehicles (LGVs) than ever before. The number of LGVs on UK roads increased by over a third in the past decade, with more than 1.1 million vans recorded.

The movement of freight is a complex process and to support Vision Zero, innovative solutions will be required to remove conflicts between goods vehicles and people walking, cycling and riding motorcycles and action will be required to ensure safe freight vehicles are used within Oxfordshire. There are a number of locations in the MAP Plan area being used by significant numbers of Heavy Good Vehicles (HGVs) (greater than 5% of total traffic) and LGVs (greater than 15% of total traffic)[109]. For HGVs this includes the M40, A41 (both

south and east of Bicester), A43, A4421 (both in Caversfield and south of Finmere), Charbridge Lane in Bicester, B4030 in Ardley. Meanwhile for LGVs this includes the M40, A41 (both south and east of Bicester), A43, A4421 south of Finmere, Charbridge Lane, the A4095 (in Kirtlington and Chesterton) and the A4260 near Duns Tew. It is also noted that the B4030 through Ardley and Middelton Stoney is used as a diversionary route during closures of the M40 between Junctions 9 and 10.

HGVs and LGVs contribute significantly to congestion, carbon and nitrogen oxide emissions. The impact can be reduced through zero-emission vehicles and ensuring that HGV vehicles are travelling on dedicated routes, as per OCCs Freight Map.

HGVs and LGVs can make vulnerable road users feel less safe, posing a greater risk to pedestrians, cyclists, and other vulnerable road users due to their size, weight, and manoeuvrability – which could be a particular concern in rural communities where there is limited dedicated footpath or cycle provision and action is needed where there is greatest risk due to the interactions between people, vulnerable road users and freight. This can be a barrier to walking, wheeling and cycling, particularly in rural areas with less developed infrastructure. As development comes forward, consideration will need to be given towards place shaping interventions and / or other measures to mitigate the traffic impact on communities within the MAP Plan area, including weight restrictions enforced by ANPR equipment.

Furthermore, we can look to reduce the number of LGV and HGV journeys by exploring micro consolidating hubs and utilising the potential of collection hubs which can be reached on foot, saving unnecessary delivery journeys through consolidation, which can provide societal, environmental and economic benefits[110] and supporting other transition (e.g. towards rail). E-cargo bikes are a great alternative for last-mile deliveries and will require the infrastructure to support their potential. This will remove carbon emissions associated with deliveries, and as reported from pilot schemes in other parts of the UK, can provide other benefits such as reduced journey times and improved health and wellbeing.[111]

In terms of potential increases in HGV movements towards the area this is likely to be driven by the proposed and speculative development sites. For example, with EWR to ensure the environmental impact of HGV traffic to and from OxSRFI is minimised it is intended to implement a routeing strategy for HGVs and OCC will work with them to ensure the Transport Assessment is upheld. This approach will be needed with other development locations thus the need to deliver area wide HGV study, aiming to deliver an action plan of potential mitigation measures to preserve the character of the area.

This objective will support the county's Freight and Logistics Strategy for the local and last mile movements, specifically those occurring in Bicester. The delivery of this objective will ultimately support **Policies 1 – 3, 8, 10, 13, 15, 29, 47 - 50** of the LTCP.

We will deliver Objective **BSV11** through the following actions:

11.1 Actively seek opportunities to identify further HGV restrictions in areas with high walking, wheeling and cycling movements, areas with limited footpath provision and consider enforcement across the Bicester and surrounding villages to protect villages' fabric, learning lessons from previous and/or emerging HGV studies (e.g. Henley-on-Thames and Windrush Valley) to develop bespoke mitigation schemes for this area.
Travel & Connectivity | Health & Wellbeing | Climate & Environment

11.2 Work with partners to understand HGV concerns and find solutions for the area (e.g. as recommended in the 2023 Atkins freight study[112] or utilising dedicated freight studies conducted by the council), conducting an audit of lay-by provision and to ensure HGVs are travelling on designated roads as per OCCs Freight Map. Also, consideration will be given of signage, physical measures, environmental weight restrictions and monitoring using ANPR cameras or other technology.
Travel & Connectivity | Economic Growth | Health & Wellbeing | Climate & Environment

11.3 In support of OCC Vision Zero Strategy, we will actively seek to implement and use Direct Vision Standard for HGVs across the Plan area.
Travel & Connectivity | Economic Growth | Health & Wellbeing | Climate & Environment

11.4 Working with local community groups, stakeholder etc., conduct an area wide restriction study for this MAP Plan area, exploring the proposed and speculative development.
Travel & Connectivity | Economic Growth | Health & Wellbeing | Climate & Environment

11.5 Collaborate with partners to develop feasibility of first and last mile delivery hubs using cargo bikes and e-cargo bikes at employment sites.
Travel & Connectivity | Economic Growth | Health & Wellbeing | Climate & Environment

11.6 Support the rollout of parcel / grocery lockers at key transport locations such as Bicester Village and Bicester North Rail Station's, Bicester Bus Interchange (Pioneer Square), Heyford Park, Bicester Park and Ride, Mobility Hubs, and local/ district centres to support integrated travel.
Travel & Connectivity | Health & Wellbeing | Social & Community | Climate & Environment

11.7 Explore opportunities which support the transition of freight from road to rail.
Travel & Connectivity | Economic Growth | Climate & Environment | Health & Wellbeing

11.8 Identify EV charging locations for freight to support the transition towards low carbon freight travel.
Travel & Connectivity | Economic Growth | Climate & Environment

11.9 Working with partners to explore the potential impact of the proposed OxSRFI to minimise and mitigate the impact of HGVs needed for construction and ensure an HGV routing strategy is agreed before work commences.
Travel & Connectivity | Economic Growth | Climate & Environment

Climate resilience

The growing frequency and severity of extreme weather events including flooding, storms, droughts, wildfires and air pollution pose risks to Bicester and the surrounding villages. Creating communities which are resilient to climate change is one of the six key themes in LTCP.

We intend to deliver transport and place-shaping schemes to withstand the increases in severe weather events. We will develop blue green infrastructure and build on Cherwell's Green and Blue Strategy[113], Green Infrastructure Framework[114] and Oxfordshire's Local Nature Recovery Strategy[115]. This will ultimately support the LTCP vision of a transport network that contributes to a climate positive future by 2050. Delivering urban green spaces will deliver biodiversity and air quality benefits, assist with revoking the existing AQMA[116] in Bicester along with providing active and healthy places for residents.

Objective BSV12

Deliver infrastructure and placemaking schemes which are resilient to changing climate

Why this objective?

As already demonstrated, the transport sector is responsible for a large percentage of carbon emissions in the area, directly contributing to climate change. It is therefore essential that the schemes we are going to deliver consider the wider effects to the environment and are resilient to the changing climate. We also need to ensure that these schemes enhance the environment and make nature more accessible to residents.

Objective BSV12 focuses on climate resilience to the benefit of:

- **Biodiversity**
- **Air Quality**
- **The Local Economy**
- **Reduced Damage**
- **Flooding**
- **Infrastructure**

National Planning Policy Framework identifies provision of safe and accessible green infrastructure as a way to enable and support healthy lives.[117] Green infrastructure is defined as a "network of multi-functional green and blue

spaces and other natural features, urban and rural, which is capable of delivering a wide range of environmental, economic, health and wellbeing benefits for nature, climate, local and wider communities and prosperity." Examples of green infrastructure include links to the rights of way network, sustainable drainage systems, tree planting in public spaces, green roofs, rain gardens and green walls. Developing green infrastructure adjacent to more traditional infrastructure has the potential to deliver biodiversity benefits.

The council recognises the value of green infrastructure in benefitting all our lives. In 2021, it commissioned a review of the role and benefits of green infrastructure in Oxfordshire.[118] The report estimated that investing in green infrastructure will provide £6 billion in economic benefits up to 2050 in Oxfordshire, due to reduced flood risk, better health and wellbeing, improved air quality, thriving biodiversity, among others.

In Bicester, this means protecting existing green spaces, making them more accessible, such as Bure Park and Gavray Meadows and creating new green spaces in new developments like North West Bicester where 40% is targeted for green infrastructure[119].

As previously noted, across this MAP Plan areas are at risk from river and surface flooding – a number of areas have a greater than 1 in 30 (3.3%) chance of flooding each year, one way of reducing this is by including Sustainable Drainage Systems (SuDs) for new and existing developments. By delivering these objectives, this will help ensure that we protect homes, businesses and communities from such events. Finally, this objective will help deliver the policies of the LTCP and of this MAP Plan area, including **Policies 2 - 9, 13, 18, 21, 23, 28 and 30.**

We will deliver Objective **BSV12** through the following actions:

12.1 Ensure development and highways schemes across the MAP Plan area protect and enhance existing green and blue infrastructure in line with Cherwell District Council Local Plan.
Travel & Connectivity **Health & Wellbeing** **Social & Community** **Culture & Assets** **Climate & Environment**

12.2 Develop a strategy to provide greening of and placing solar panels on bus stops, car parks, train stations, signage, mobility hubs, etc.
Travel & Connectivity **Health & Wellbeing** **Culture & Assets** **Climate & Environment**

12.3 Work with partners using nature-based solutions to ensure new green and blue infrastructure is created in new developments and highways schemes to protect and enhance biodiversity in line with OCC's Local Nature Recovery Strategy (LNRS) to deliver at least 20% biodiversity net gain.
Travel & Connectivity **Health & Wellbeing** **Social & Community** **Culture & Assets** **Climate & Environment**

12.4 To support the delivery of a net zero transport network by 2040 (a target of the LTCP), all infrastructure developments should aim to minimise whole life carbon emissions following PAS 2080 standard (in accordance with **Policy 27** of LTCP).
Travel & Connectivity | Health & Wellbeing | Social & Community | Culture & Assets | Climate & Environment

12.5 Support wider use of SuDS and at new developments, where applicable.
Travel & Connectivity | Health & Wellbeing | Social & Community | Culture & Assets | Climate & Environment

12.6 Support schemes that achieve greening and re-wilding of places, contributing to the Local Nature Recovery Strategy.
Travel & Connectivity | Health & Wellbeing | Social & Community | Culture & Assets | Climate & Environment

Innovation and new technologies

Objective BSV13 concentrates on innovation and new technologies for our communities. Innovation can mean a number of things depending on the context. However, in accordance with LTCP, innovation is defined as anything which is new or being applied in new ways or contexts to traditional approaches. This can range from new technologies to new processes or approaches. Further details regarding this are outlined in the councils Innovation Framework.

Objective BSV13 is in relation to innovation, the benefits of this are:

- **New Technology**
- **Decarbonisation**
- **The Local Economy**
- **Business Growth**
- **Digital Connectivity**
- **Green Freight**

Objective BSV13

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

Why this objective?

Innovation has flourished in Bicester and the surrounding areas for years. Within the town is a former RAF airbase which now houses Bicester Motion, an estate at the forefront of mobility technology. For example, in 2024, Bicester Motion unveiled plans with Skyports Infrastructure to become the UK's first vertiport testbed for the air taxi industry – pouting Bicester and county as the forefront of this new technology.

In the Oxfordshire Local Industrial Strategy published by Oxfordshire Local Enterprise Partnership (OxLEP), Bicester was one of the towns identified as a Living Labs Testbed, a

scheme where smart living pilots can be undertaken at scale using emerging technologies integrated into major housing developments[120]. Utilising new technology and allowing innovation to flourish, Bicester will be able to maximise its potential as a growing town.

Providing better connectivity across the Plan area will enable this growth. Exploring opportunities to improve transport via new technologies will be necessary to achieve our vision of an inclusive, safe, and net-zero transport system. This objective supports various policies of the LTCP including **Policies 2, 11, 15, 18, 20 - 25, 29, 38 and 41 - 43**.

We will deliver Objective **BSV13** through the following actions:

13.1 Working with partners, explore innovation opportunities to support the delivery of the following, but not limited to:

a. Electric charging hubs for bus, car, e-bikes etc.
b. Deliver full network coverage and access to WI-FI across the MAP area.
c. East-West Rail 5G network Bicester and Bletchley (short term) and between Oxford and Bicester on to Milton Keynes (long term).
d. Develop integrated SMART Infrastructure, such as smart lighting to support active travel and luminous lining.
e. Work with partners to develop a zero-emission shared self-driving vehicles to link key employment sites.
f. Deliver EV charging infrastructure at Bicester Park and Ride, across Plan Area to enable the transition to EV vehicles.
g. Drone flights/air taxis at Bicester Motion.
h. Explore innovative Mobility as a Service (MaaS) solutions within the Plan area.
i. Utilising the growth in Bicester and across the Plan area to explore innovative ways to integrate new developments and existing communities.
j. Utilise the opportunities to exploit and deliver new technologies at Heyford Park, subject to national government decision on the New Towns.
k. Driverless bus/guided bus routes.

Travel & Connectivity **Economic Growth** **Social & Community** **Culture & Assets** **Climate & Environment**

13.2 We will seek to:

a. Facilitate forthcoming new technology to inform future movement and place networks.
b. Pro-actively seek funding opportunities to deliver and support innovation.
c. Facilitate forthcoming new technology on our transport network.

d. Undertake monitoring and evaluation of schemes.
e. Support the county and other LAs by providing data and insights (living lab).

Travel & Connectivity | Economic Growth | Social & Community | Culture & Assets

Our 9 defined outcomes:

1. A place that works towards delivering on net-zero carbon transport network

2. A place with a transport network that clearly reflects the priorities of the transport user hierarchy

3. Improved safety realised through the Vision Zero approach to transport safety across Oxfordshire

4. A comprehensive, safe, inclusive walking, wheeling and cycling network through the implementation of the LCWIP and Strategic Active Travel Network

5. A connected and inclusive public and shared transport network including the development of mobility hubs

6. A place where freight movements are appropriate and safe

7. A place where EV charging, and other low-carbon technologies help to reduce the impact of motorised vehicles

8. Improve air quality to safe levels, to remove the need for Air Quality Management Areas on transport grounds

9. A place where people are more receptive to active travel, sustainable modes and want to promote travel changes.

Objectives summary

Table 1 below sets out the objectives identified for Bicester and the surrounding area and their connection to the nine MAP Plan outcomes:

		Outcome								
		1	2	3	4	5	6	7	8	9
BSV1	Create a sense of place through implementing healthy place-shaping interventions	✓	✓	✓	✓	✓	✓		✓	✓
BSV2	Deliver comprehensive and inclusive walking, wheeling and cycling network interventions	✓	✓	✓	✓	✓	✓		✓	✓
BSV3	Create a network of mobility hubs	✓	✓	✓	✓	✓		✓	✓	✓
BSV4	Interventions to enhance bus infrastructure	✓	✓	✓		✓		✓	✓	✓
BSV5	Interventions to enhance bus services	✓	✓	✓		✓		✓	✓	✓
BSV6	Work alongside partners to improve rail services and infrastructure	✓	✓	✓		✓	✓		✓	✓
BSV7	Support the development of a car club network and car share schemes	✓				✓		✓	✓	✓
BSV8	Implement demand management	✓	✓	✓	✓	✓	✓	✓	✓	✓
BSV9	Deliver existing movement infrastructure schemes	✓	✓	✓	✓	✓	✓	✓	✓	✓
BSV10	Deliver future movement infrastructure schemes	✓	✓	✓	✓	✓	✓	✓	✓	✓
BSV11	Work with freight and delivery operators to improve movement efficiency and provide zero emission deliveries	✓	✓	✓			✓	✓	✓	✓
BSV12	Deliver infrastructure and placemaking schemes which are resilient to changing climate	✓	✓	✓	✓	✓		✓	✓	✓
BSV13	Utilise emerging and future technologies to develop innovation in Bicester and support a vibrant and connected village community	✓	✓	✓	✓	✓		✓	✓	✓

Table 1: Bicester and Surrounding Villages Objectives vs MAP Plan outcomes

Conclusion and Next Steps

This MAP Plan has set out the objectives and actions to enable the residents of Bicester, and the surrounding villages flourish to live healthy, active and happy lifestyles by taking a people first approach.

Taking a holistic approach to how people embark on their day-to-day journeys will create the opportunity to delivery an inclusive transport network which thinks of every aspect someone's journey from the moment they leave the front door to the moment they return home. What this document must do is deliver a transport network where children can walk, wheel and cycle to school, deliver choice for how people travel and support the creation of places which people want to visit and spend time in.

The MAP Plan will be and remain a live document which will be monitored, and subsequent updates will share in greater detail, as funding is secured, how we will engage with residents to deliver identified schemes. Subject to the findings of the governments New Town Taskforce this plan will be required to be reviewed to ensure it meets the aspirations of the community from a movement and place perspective.

This document is the start of a journey which will support the long-term investment in people of Bicester and its connected villages – which are so uniquely important to its rich heritage. It will be a focal point for those investing in the area and help secure additional funding to achieve the vision of the MAP Plan and LTCP. It is recognised to deliver some of the actions within this plan enforcement will be key. The council will therefore need to work with our partners to uphold and deliver some of the actions, as we don't hold the full enforcement powers necessary.

Objectives and Actions

Objective BSV1: Create a sense of place through implementing healthy place-shaping.

1.1. Conduct an audit across Bicester and surrounding villages using the Healthy Streets Toolkit, to support implementation of place-shaping schemes along with inclusive and accessible walking, wheeling and cycling routes.

1.2. Prepare a strategy and action plan to develop place shaping solutions for improved public realm in Bicester within the town centre, central corridor, local/ district centres and surrounding villages. For example, Kirtlington, Launton, Middleton Stoney, Fritwell, Heyford Park, Stratton Audley and Ambrosden.

1.3. Build upon and deliver a cohesive wayfinding scheme working towards a localised branding, to benefit all residents and visitors, aiming to ensure a consistent brand across Bicester and its surrounding villages.

1.4. Collaborate with the community and partners to support the introduction of murals, artwork, rest places, greener spaces, pocket parks, play spaces, and community parks.

1.5. Collaborate with communities and partners to identify locations to deliver play streets and to how best to use local parks and recreational grounds to encourage safe play and foster social interaction.

1.6. Identify and delivery School Streets and School Zones where appropriate.

1.7. Working with partners to explore regeneration opportunities in and around Bicester town centre with a focus on place shaping.

1.8. Work with partners and communities to develop place shaping measures in light of a cumulative impact assessment to understand the impact of both allocated and speculative development. Consideration should also be given to surrounding neighbouring villages /towns, for example, but not limited to i.e. Deddington, Clifton, Marsh Gibbon and Tackley.

1.9. Explore solutions to deliver streets for people (e.g. by providing benches, widening footpaths etc) to create place shaping opportunities and cater for all modes of transport. To support the council's emerging Street Design Code and transport user hierarchy.

1.10. Work with partners and communities to enhance village amenities and community hubs which supports future development and social cohesion, and where development is planned to actively enhance place shaping amenities (e.g. play facilities, retail and communal spaces).

Objectives and Actions

Objective BSV2: Deliver comprehensive and inclusive walking, wheeling and cycling network interventions.

2.1 Ensure the delivery of walking, wheeling and cycling schemes contained within adopted documents (such as LCWIPs and SATN) to create seamless links to existing and new developments, ensuring safe routes along the central corridors, radial routes, peripheral routes and other linking corridors. This could also include looking outside of the highway boundary.

2.2 To review the LCWIP for Bicester assessing the scope, to include links to the surrounding villages.

2.3 To deliver a separate and standalone LCWIP for Heyford Park and its surrounding villages, ensuring it is reflective of the current needs and aspirations and explore other routes not noted within the LCWIP.

2.4 To support the delivery of schemes in the capital programme:

a. BR1 - Middleton Stoney Road Active Travel Scheme.
b. BR8 - London Road Active Travel Scheme.
c. BR10 - A41 Corridor – Siemens to Vendee Road.
d. BR8 - A41 Corridor – Rodney House Roundabout to Ploughley Road to provide connectivity to Ambrosden.

2.5 Seek funding through S106 developer funds, Active Travel England and other sources to progress schemes in the pipeline (not limited to) or where deemed required:

a. BR17 and BR18 - Kingsmere to Graven Hill link - two route options identified within the LCWIP.
b. BR8 - Walking, wheeling and cycling link between along Ploughley Road between Ambrosden and A41.
c. BR3 - The Causeway.
d. Aunt Em's Lane (Elmsbrook to Caversfield).
e. Banbury and Buckingham Road junction.
f. BR0 - Bicester peripheral routes.
g. BR5 - Bucknell Road.
h. BR10 - Central Corridor / Oxford Road / Buckingham Road.
i. BR12 - Launton Road.
j. BR13 - Churchill Road.
k. BR22 - Whitelands Way / Shakespeare Drive.
l. Heyford Park to Bicester.

2.6 Create a strategy and action plan to deliver quality pedestrian corridors to integrate with other modes of transport.

2.7 Explore opportunities to work with partners and stakeholders to create movement corridors which enable and prioritise extensive walking, wheeling, cycling and public transport.

2.8 Explore opportunities to develop rural quiet lanes between villages in the MAP Plan area and toward Bicester to encourage walking, wheeling and cycling creating a pleasant environment for everyone to enjoy.

2.9 Develop blue and green infrastructure, aligning with the emerging Street Design Code, including investigating changes to the PRoW and Greenway network to enable use by a wider range of Non-Motorised Users for different journey purposes to support connectivity around villages of Bicester.

2.10 Ensure all developments provide direct links to wider walking, wheeling and cycling schemes such as LCWIP, SATN, PRoW and Greenway routes to align with Oxfordshire County Council's standards (e.g. cycling and walking).

2.11 Explore opportunities to connect villages within the MAP Plan area by (not limited to):

a. Upgrading PRoW routes. Including and updated alongside updates of the LCWIP:
   - BR0 - (Graven Hill to Wendlebury).
   - BR6 - (King's End to Heyford Park).
   - BR8 - (Elmsbrook to Baynard's Green).
   - BR12 - (Glory Farm to Stratton Audley).
   - BR15 - (Langford to Launton).
   - BR21 - (Kingsmere to Chesterton).

b. Upgrading canal tow path between Somerton, Upper Heyford and Heyford.

c. Connect villages of Mixbury and Finmere to the proposed Buckinghamshire Greenway.

d. Developing walking, wheeling and cycling links to Heyford Rail Station including community e-bike scheme.

2.12 Ensure future junction improvements in Middleton Stoney create a safer environment for walking, wheeling and cycling, including potential Middleton Stoney bypass which will create the opportunity for further Place shaping measures.

2.13 Prepare a strategy and action plan to deliver with partners a network of inclusive cycle parking, hubs, hangars including provision for non-standard cycles within Bicester town centre, village centres, along key bus routes/stops, rail stations, public transport interchanges, local centres and residential streets.

2.14 Remove or redesign Access Control Barriers to enable equality of access and ensure walking, cycling and wheeling is accessible to everyone with no barriers in place for continuous movement.

2.15 Work with partners to develop e-bike micro-mobility schemes in to support longer distance travel and to improve connections between the surrounding villages and Bicester.

2.16 Depending upon national legislation, work with partners to develop an e-scooter based micro-mobility scheme to support internal travel within Bicester and Heyford Park.

2.17 Work with partners and the community to assess the long-term feasibility of an e-bike hub for Heyford Park, Heyford Station and explore other potential locations.

2.18 Work with partners to deliver a suite of behaviour change initiatives which will support the delivery of new infrastructure and provide the skills and confidence to walk, wheel and cycle, including but not limited to:

a. Bikeability for schools, families and adults.
b. Work with partners to explore a community bike loan scheme.
c. Explore opportunities to work with local employers to deliver bike share schemes.
d. Work with partners to develop Active Travel Hubs / Bike Kitchens / Dr Bike (or something similar).

2.19 Working with partners and stakeholders to support a monitoring process to measure active travel modal share across the wider Bicester and the surrounding villages and assess the effectiveness of policy interventions.

Objective BSV3: Create a network of mobility hubs.

3.1 Explore the feasibility and opportunities to provide a network of mobility hubs within Bicester and the surrounding villages including, but not limited to:

a. Redesigning Bicester Park and Ride into a Mobility Hub.
b. Bicester North Railway Station.
c. Bicester Village Railway Station.
d. Pioneer Square.
e. Explore other new strategic locations on the radial routes around Bicester (including potential enhancement at Heyford Railway Station and delivery of Ardley station).
f. Work with EWR to develop mobility hubs at EWR stations.

3.2 Explore opportunities to improve mobility hubs by, but not limited to:

a. Improving waiting facilities.
b. Improving safety and security.
c. Providing digital connectivity.
d. Providing rest, and toilet facilities, etc.
e. Providing cycle parking (including e-bike charging facilities) and connections towards the existing and or new walking and cycling network.
f. Providing EV charging facilities, helping to support parcel/taxi operators.
g. Linking to long distance coach services.
h. Co-locating with complimentary land uses and services.
i. Linking to leisure and educational facilities.

3.3 Support the implementation of rural, suburban, and mini mobility hubs, in line with the Mobility Hub Strategy.

Objectives and Actions

Objective BSV4: Interventions to enhance bus infrastructure.

4.1 Working alongside public transport operators to develop a strategy and action plan for a bus route hierarchy and to implement bus prioritisation/SMART infrastructure along key movement corridors including as per Infrastructure Delivery Plan:

a. On the B4030 and at the Vendee Drive Roundabout
b. On the A41
c. On the B4100 between Baynard's Green roundabout and A4095 junction.
d. Bus only link, west of Howes Lane – linking to the A4095 re-alignment.

4.2 Develop a strategy and action plan with the local community and stakeholders in Bicester and the surrounding parishes to identify opportunities to improve bus infrastructure (e.g. waiting facilities, location for new bus stops, Real Time Information (RTI), live bus information for all services on smart phones, AI, raised kerbs, lighting, shelters, CCTV, onward travel maps and greening/solar.) including the following:

a. Town Centre interchange at Pioneer Square – including space constraints.
b. Bus routes into strategic employment and residential sites.
c. Along bus routes through North West Bicester and on Middleton Stoney Road and potentially beyond to Ardley and Heyford.
d. Work alongside developers to ensure they provide new bus stop infrastructure in new developments.
e. In the surrounding villages across the MAP plan area.
f. Mobility Hubs: Strategic locations offering co-located services (bus stops, bike hire, EV charging, real-time info) to improve accessibility and encourage modal shift.

4.3 Work with stakeholders to investigate the opportunities to enhance bus stops, safety and public realm at Pioneer Square and assess future needs.

4.4 Explore opportunities to improve bus stops and public realm in villages across MAP Plan area and align with adopted neighbourhood plans for area, to reduce the barriers to access public transport ensuring there is high quality walking and cycling footpath provision.

4.5 Work with public transport operators to deliver a zero-emission bus fleet within Bicester and its surrounding villages.

Objectives and Actions

Objective BSV5: Interventions to enhance bus services.

5.1 Develop a strategy and action plan with stakeholders and partners to identify opportunities to deliver and fund long distance coach services which link to regional and national locations.

5.2 Ensure developers provide S106 funding to enhance existing services and provide new services to enable sustainable development and reduce car dependency. Routes would include but not limited to:

a. NW Bicester bus service connecting to the town centre.
b. Investigate the potential of providing a new bus service to strategic employment sites (developments to fund additional services).
c. Work with developers (to fund additional services) to ensure bus services connect to key residential and leisure facilities, such as but not limited to, key places Bicester, Banbury, Deddington, Oxford and Heyford Station.
d. Explore an orbital bus route to serve the villages of Bicester.
e. Other villages across the MAP Plan area (e.g. improve community transport options).

5.3 Work with partners to enhance bus services to meet demands, with consideration given to increasing frequencies (including "turn up and go" services) and express, or limited stop services and the optimisation of existing services.

5.4 Work with bus operators and employers to ensure improved reliability, attractiveness and resilience of services.

5.5 Work with partners to develop a digital strategy to support the bus network within Bicester and surrounding areas.

5.6 Work with partners to develop a behavioural strategy to raise awareness about the existing bus network and enhancements.

Objective BSV6: Work alongside partners to improve rail services and infrastructure.

6.1 Support and promote additional services to improve the passenger experience at Bicester North and Bicester Village Rail Stations.

6.2 **Bicester Village Railway Station**

a. Support the upgrade of the station to accommodate an increase in patronage by enhancing the waiting facilities, interaction of bus and train services, alongside information and improve and enhance cycling and e-mobility.
b. Support the delivery of East West Rail services unlocking the benefits of regional connectivity between Oxford and Cambridge.
c. Work with partners to deliver 5G connectivity along the East West Rail route.
d. Promote and support the delivery of the electrification of the East West Rail route.

6.3 Work with EWR Company to ensure they deliver an underpass to the London Road Crossing making appropriate provision for walking, wheeling, cycling, public transport and motor vehicle solutions, and to consider appropriate opportunities to maximise sustainable and active door-to-door connectivity.

6.4 **Bicester North Railway Station**

a. Explore feasibility of additional pedestrian access
b. Assess existing and future parking capacity
c. Develop feasibility to enhance cycling access

6.5 **Heyford Railway Station**

a. Work with stakeholders to explore better connectivity between Heyford Station and the residential areas. Subject to the New Towns Taskforce decision and other planning applications, further collaboration will be required to ensure seamless door to door connectivity between Heyford Station (other stations) and Heyford Park.
b. Work with partners to monitor the impact of future e-bike trials in Heyford Park.
c. Explore feasibility of enhanced rail connectivity to support employment, education and leisure.

6.6 Ensure delivery of high-quality public transport and walking, wheeling and cycling links to Bicester North and Bicester Village and Heyford rail stations.

6.7 Work with partners and stakeholders to support the ability to provide charging infrastructure for zero-emission battery trains.

6.8 Enhance station facilities across the Bicester MAP Plan area to meet future population growth, and to improve accessibility and where applicable, consider opportunities for new stations (e.g. Ardley), aligning to OxRAIL 2040: Plan for Rail.

6.9 **Ardley Railway Station**

a. Collaborate with partners to deliver and develop a Strategic Outline Business Case for the re-opening of Ardley station.
b. Subject to the successful Strategic Outline Business Case, work with partners and the community to Ardley rail station, improving and enhancing connectivity for the area.

6.10 Work with partners to explore the delivery of the proposed OxSFRI on the Chiltern mainline.

Objective BSV7: Support the development of a car club network and car share schemes.

7.1 Identify with partners a comprehensive network of car clubs, including the prioritisation of parking for car clubs at existing and new developments across Bicester and surrounding villages.

7.2 Aim for car clubs to be zero emission only.

7.3 Work with developers and businesses to provide EV charging (e.g. e-bikes, cars and motorbikes) and parking to support car clubs and car share, including the delivery of a guidance document for delivery.

7.4 Collaborate with partners and businesses to develop a car share awareness/ expansion programme.

Objective BSV8: Implement demand management.

8.1 Identify the demand management tools and appropriate locations where these may be required in short to medium term, agree further measures to complement the delivery of the Southeast Peripheral Road to enable an increase in walking, wheeling and cycling for local journeys within Bicester.

8.2 In support of our Vision Zero Strategy, using a Safe System approach, we will reduce vehicle speeds within Bicester and its surrounding villages to prioritise the safe movement of people.

8.3 Work with partners to investigate opportunities to consolidate public parking within town centre and village locations and other public areas, to reduce the need to travel by car as per the LTCP, to prioritise sustainable travel.

8.4 Ensure future employment sites adhere to OCC Parking Standards for New Developments and implement Travel Plans with sustainable travel measures, encourage a modal shift away from private car usage towards public and active travel.

8.5 Explore the viability of a Clean Air Zone and Zero Emission Zone identified in the CDC Air Quality Action Plan 2024.

8.6 Explore opportunities to deliver a Workplace Parking Levy and Controlled Parking Zones.

8.7 Where applicable and in accordance with OCC parking standards ensure provision for motorcycle parking and bikes / e-bikes is delivered which caters for non-standard bikes and land is safeguarded to allow for future growth in usage.

Objective BSV9: Deliver existing movement infrastructure schemes.

9.1 W**e will deliver** Objective BSV9 **through the following actions:**

Progress the current ongoing schemes in the pipeline:

a. A4095 realignment (strategic link road).
b. Eastern Peripheral Movement Corridor (Charbridge Lane / Skimmingdish Lane).
c. South East Peripheral Road (SEPR).
d. Work with National Highways to secure improvements to Junction 10 of the M40, including Baynard's Green and the B4100 (north and south of the junction).

Objective BSV10: Deliver future movement infrastructure schemes.

10.1 Work with partners and the local community to explore the following schemes (but not limited to):

a. Place shaping improvements to the central corridor, Kings End to Queen Avenue and extending along Banbury Road and Buckingham Road (phased with delivery of other measures in the MAPP).

b. SEPR complementary place shaping measures along relieved sections of the current A41 (e.g. bus lanes and cycling improvements).

c. Work with National Highways to consider future improvements at Junction 9 of the M40.

d. Develop junction capacity and safety improvements on priority highway routes with high quality walking, wheeling and cycling access and bus priority measures where space permits (but not limited to):
   - A41 / Vendee Drive
   - A4095 / B4030 (Howes Lane / Middleton Stoney Road)
   - A4095 / A4421 (Southwold Lane / Buckingham Road)
   - A41 / A4421 (Rodney House Roundabout / Seelscheid Way)

e. Develop junction safety improvements for all users along radial routes into Bicester, for example, but not limited to:
   - Caversfield junction improvements (Junction of Aunt Ems Lane and B4100)
   - Blackthorn Rd (junctions)
   - Charlotte Avenue, explore signalisations to improve safety

f. Explore junction safety improvements for all users along routes in the villages within the MAP Plan. For example, but not limited to:
   - Ardley Roundabout
   - Middleton Stoney Crossroads
   - B4030/ Port Way
   - B4030 Lower Heyford Road/ Unnamed Road
   - A4260/ Somerton Road
   - Hopcrofts Holt
   - A4260/ B4027
   - Ardley Road/ Station Road
   - Other village locations to be considered as appropriate

g. Discourage use of unsuitable rural routes by through traffic, by working with communities to develop place shaping measures through villages in the MAPP area that slow traffic and provide a more inviting environment for local people.

h. Work with developers and local communities, if large-scale speculative sites are given planning permission, to seek agreement for mitigation measures for movements to safeguard the fabric of the local community.

Objective BSV11: Work with freight and delivery operators to improve movement efficiency and provide zero emission deliveries.

11.1 Actively seek opportunities to identify further HGV restrictions in areas with high walking, wheeling and cycling movements, areas with limited footpath provision and consider enforcement across the Bicester and surrounding villages to protect villages' fabric, learning lessons from previous and/or emerging HGV studies (e.g. Henley-on-Thames and Windrush Valley) to develop bespoke mitigation schemes for this area.

11.2 Work with partners to understand HGV concerns and find solutions for the area (e.g. as recommended in the 2023 Atkins freight study or utilising dedicated freight studies conducted by the council), conducting an audit of lay-by provision and to ensure HGVs are travelling on designated roads as per OCCs Freight Map. Also, consideration will be given of signage, physical measures, environmental weight restrictions and monitoring using ANPR cameras or other technology.

11.3 In support of OCC Vision Zero Strategy, we will actively seek to implement and use Direct Vision Standard for HGVs across the Plan area.

11.4 Working with local community groups, stakeholder etc., conduct an area wide restriction study for this MAP Plan area, exploring the proposed and speculative development.

11.5 Collaborate with partners to develop feasibility of first and last mile delivery hubs using cargo bikes and e-cargo bikes at employment sites.

11.6 Support the rollout of parcel / grocery lockers at key transport locations such as Bicester Village and Bicester North Rail Station's, Bicester Bus Interchange (Pioneer Square), Heyford Park, Bicester Park and Ride, Mobility Hubs, and local/ district centres to support integrated travel.

11.7 Explore opportunities which support the transition of freight from road to rail.

11.8 Identify EV charging locations for freight to support the transition towards low carbon freight travel.

11.9 Working with partners to explore the potential impact of the proposed OxSRFI to minimise and mitigate the impact of HGVs needed for construction and ensure an HGV routing strategy is agreed before work commences.

Objective BSV12: Deliver infrastructure and placemaking schemes which are resilient to changing climate

12.1 Ensure development and highways schemes across the MAP Plan area protect and enhance existing green and blue infrastructure in line with Cherwell District Council Local Plan.

12.2 Develop a strategy to provide greening of and placing solar panels on bus stops, car parks, train stations, signage, mobility hubs, etc.

12.3 Work with partners using nature-based solutions to ensure new green and blue infrastructure is created in new developments and highways schemes to protect and enhance biodiversity.

12.4 To support the delivery of a net zero transport network by 2040 (a target of the LTCP), all infrastructure developments should aim to minimise whole life carbon emissions following PAS 2080 standard (in accordance with **Policy 27** of LTCP).

12.5 Support wider use of SuDS and at new developments, where applicable.

12.6 Support schemes that achieve greening and re-wilding of places, contributing to the Local Nature Recovery Strategy.

Objective BSV13: Utilise emerging and future technologies to develop innovation in Bicester.

13.1 Working with partners, explore innovation opportunities to support the delivery of the following, but not limited to:

a. Electric charging hubs for bus, car, e-bikes etc.
b. Deliver full network coverage and access to WI-FI across the MAP area.
c. East-West Rail 5G network Bicester and Bletchley (short term) and between Oxford and Bicester on to Milton Keynes (long term).
d. Develop integrated SMART Infrastructure, such as smart lighting to support active travel and luminous lining.
e. Work with partners to develop a zero-emission shared self-driving vehicles to link key employment sites.
f. Deliver EV charging infrastructure at Bicester Park and Ride, across Plan Area to enable the transition to EV vehicles.
g. Drone flights/air taxis at Bicester Motion.
h. Explore innovative Mobility as a Service (MaaS) solutions within the Plan area.
i. Utilising the growth in Bicester and across the Plan area to explore innovative ways to integrate new developments and existing communities.
j. Utilise the opportunities to exploit and deliver new technologies at Heyford Park, subject to national government decision on the New Towns.
k. Driverless bus/guide bus routes.

Objectives and Actions

13.2 We will seek to:

a. Facilitate forthcoming new technology to inform future movement and place networks.
b. Pro-actively seek funding opportunities to deliver and support innovation.
c. Facilitate forthcoming new technology on our transport network.
d. Undertake monitoring and evaluation of schemes.
e. Support the county and other LAs by providing data and insights (living lab).

Glossary

Term	Definition
Access Control Barriers	Access control infrastructure such as bollards used to address a safety issue or prevent illegal motor vehicle access. It must not limit access for people walking, wheeling and cycling.
Active travel	Active travel refers to modes of travel that involve a level of activity. The term is often used interchangeably with walking and cycling, but active travel can also include trips made by wheelchair, mobility scooters, adapted cycles, e-cycles, scooters, as well as cycle sharing schemes.[121]
Air Quality Management Area (AQMA)	Since December 1997 each local authority in the UK has been carrying out a review and assessment of air quality in their area. This involves measuring air pollution and trying to predict how it will change in the next few years. The aim of the review is to make sure that the national air quality objectives (PDF) will be achieved throughout the UK by the relevant deadlines. These objectives have been put in place to protect people's health and the environment. If a local authority finds any places where the objectives are not likely to be achieved, it must declare an Air Quality Management Area there.
Annual Mean Modelled Concentration	The annual mean is the average concentration of a pollutant measured over one year.
Bicester Transport Model (BTM)	The BTM is a SATURN based highway model that also includes a variable demand model and public transport module. The model includes M40 Junctions 9 and 10 and is used to support the transport work for the town of Bicester and adjacent developments including Heyford Park and the OxSRFI.

Term	Definition
Car club	Car clubs provide residents, visitors or businesses with access to a vehicle as a short-term rental, usually by the hour. Car clubs may also include other vehicles such as vans alongside cars. Car club operating models include commercial car clubs, peer-to-peer commercial car sharing and community car clubs.
Car share	Lift sharing, also known as car sharing, car-pooling or ride sharing is the coordinated matching up of lifts between drivers and passengers who share a common or similar route.
CDC	Cherwell District Council
Census	A national survey of the population of the United Kingdom, taking place every 10 years. This includes asking questions on car ownership and travel to work. The last two were in 2011 and 2021.
Connected and Autonomous Vehicle (CAV)	Vehicles equipped to exchange information with surrounding environment and can operate in a mode which is not being controlled by an individual
Controlled Parking Zones (CPZs)	An area where parking is only permitted in designated parking bays, and the rest of the kerbside space is restricted by yellow lines. Any illegally parked cars are issued with a parking ticket.
Decide and Provide	The Decide and Provide approach to transport planning decides on a preferred vision of the future and then provides the means to work towards that whilst also accommodating uncertainty about the future.
Defra	Department for Environment, Food and Rural Affairs - A department of the UK Government of the United Kingdom that is responsible for environmental protection, food production and standards, agriculture, fisheries and rural communities.

Term	Definition
Department for Transport (DfT)	A department of the UK Government of the United Kingdom that is responsible for the transport network.
Direct Vision Standard (DVS)	The DVS measures how much an HGV driver can see directly through their cab windows. This is expressed as a star rating from zero (limited) to five (good) direct vision, indicating the level of risk to vulnerable road users, such as people walking and cycling.
Electric vehicle (EV)	A vehicle that uses an electric motor for propulsion, comprising BEV's, as well as plugin hybrid electric vehicles that have an attached petrol or diesel engine to power the battery engine.
Fatal collision	A collision in which at least one person is killed.
Freight	Freight is the general term for goods transported from one place to another by any means. Freight can therefore be moved in a variety of ways including by Heavy Goods Vehicles (HGV), Light Goods Vehicles (LGV), rail, cargo bikes and emerging modes such as drones.
Heavy Goods Vehicles (HGV)	Commercial trucks that feature a gross combination mass of over 3500kg. In the UK HGVs have a max legal length of 16.5m.
Heyford Park	Heyford Park is an existing settlement and has been announced by the Government to be one of the locations recommended in the New Towns Taskforce Final Report, to be developed as a New Town, designed to deliver thousands of homes, new infrastructure, and support economic growth in the area. The final decision is yet to be announced at time of writing.
Injury collision	A collision involving human injury or death.
Killed or Seriously Injured (KSI)	The number of people, or number of collisions on the highway network which result in people being, killed or seriously injured as a result of a road traffic collision.

Term	Definition
Light Goods Vehicles (LGV)	Commercial trucks that feature a gross combination mass of under 3500kg.
Living Labs	The Eco-Bicester Living Lab (EBLL), which is a joint collaboration between Oxford Institute for Sustainable Development (OISD) at Oxford Brookes and BioRegional Development Group, has been developed to capture the learning and innovation that is happening in Bicester.
Local Cycling and Walking Infrastructure Plans (LCWIPs)	LCWIPs are a strategic approach to identifying cycling and walking improvements at the local level. They enable a long-term approach to developing local cycling and walking networks over the next ten years and form a vital part of the Government's strategy to increase the number of trips made on foot or by cycle.
Local Plan	A Local Plan is a statutory, council-produced document (CDC in this context) setting a 15–20-year vision for land use, development, and infrastructure in a specific area. It acts as the primary framework for deciding planning applications, addressing housing, employment, and environmental protection in line with national policy.
Local Transport and Connectivity Plan (LTCP)	Oxfordshire County Council's new Local Transport Plan.
Local Transport Note (LTN) 1/20 – Cycle Infrastructure Design	Guidance for local authorities on delivering high-quality, safe cycle infrastructure. Cycle Infrastructure Design
Micromobility	Micromobility refers to a range of small, lightweight vehicles that are driven by users personally. This includes electric bikes (e-bike): Bicycles with a battery-powered assist and electric scooter (e-scooters): Motorised stand-up scooter with an electric motor. It can also include private e-scooters, rollerblades and 'hoverboards'.

Term	Definition
Mobility Hub	Mobility hubs bring together shared transport with public transport and active travel making it easier for people to interchange from one mode of transport to another.
Mode of transport	Method of travelling from one place to another.
Multi-modal	Using two or more modes of transport, like bus, train, walking, or cycling, in one journey.
National Cycle Network (NCN)	The UK-wide network of signed paths and walking routes for walking, wheeling, and cycling outdoors. Routes forming part of the National Cycle Network shall be designed in accordance with current best practice design guidance, in collaboration with the local community and provide convenient links to key destinations – connecting cities, towns and countryside.
National Travel Survey (NTS)	A household survey designed to monitor long-term trends in personal travel and to inform the development of policy. It is the primary source of data on personal travel patterns by residents of England within Great Britain.
Non-Motorised Users (NMU)	A 'non-motorised user' (or NMU) is someone walking or cycling, or a horse rider.
Office for Rail and Road (ORR)	Is the independent economic and safety regulator for Britain's railways. They also regulate performance and efficiency on England's strategic road network.

Term	Definition
Oxides of Nitrogen (NO_X)	Combustion processes emit a mixture of nitrogen oxides (NO_X), primarily nitric oxide (NO) which is quickly oxidised in the atmosphere to nitrogen dioxide (NO_2). Nitrogen dioxide has a variety of environmental and health impacts. It is a respiratory irritant which may exacerbate asthma and possibly increase susceptibility to infections. In the presence of sunlight, it reacts with hydrocarbons to produce photochemical pollutants such as ozone. NO_2 can be further oxidised in air to acidic gases, which contribute towards the generation of acid rain.
Oxfordshire Strategic Rail Freight Interchange (OxSRFI)	An SRFI is a large multi-purpose freight interchange and distribution centre linked into both the rail and trunk road systems. The proposed OxSRFI is located east of the former Upper Heyford Air Base, south of the Chiltern Main Line, and southwest of Junction 10 of the M40 motorway.
Particle Matter (PM)	Airborne PM includes a wide range of particle sizes and different chemical constituents. It consists of both primary components, which are emitted directly into the atmosphere, and secondary components, which are formed within the atmosphere as a result of chemical reactions. Of greatest concern to public health are the particles small enough to be inhaled into the deepest parts of the lung. Air Quality Objectives are in place for the protection of human health for PM_{10} and $PM_{2.5}$ – particles of less than 10 and 2.5 micrometres in diameter, respectively.
Place shaping	Creating places which improves the quality of life for residents, enables growth and supports vibrant sustainable communities.
Predict and Provide	Predict and Provide can be broadly described as an approach to transport planning that uses current or historical traffic patterns to determine the future need for infrastructure.
Public realm	The public realm is the publicly accessible spaces between buildings that allow people to move around and interact. It includes streets, squares, parks, and other outdoor spaces.

Term	Definition
Public Rights of Way (PRoW):	Network of routes where public use is legally protected.
Quality Pedestrian Corridors (QPC)	A quality pedestrian corridor is a walkway that's comfortable, safe, and well-connected, with adequate space for pedestrians. It also includes features like lighting, signage, and crossing facilities.
Real Time Information (RTI)	Live tracking of bus and rail services provided either via information screens of applications.
Safe System Approach	A road safety strategy targets zero deaths or serious injuries by creating a system tolerant of human error, so crashes are not fatal. Responsibility is shared among all stakeholders, and multiple layers of protection—safe roads, vehicles, speeds, users, and post-crash care—work together to prevent serious harm, treating every fatality as both unacceptable and preventable.
Section 106 (S106) contribution	A financial contribution made by a developer under Section 106 of the Town and Country Planning Act 1990, often for a specific purpose (e.g. new infrastructure).
Severance	This refers to barriers to movement and consist of hard severance features – such as rivers, major roads and railways and soft severance features – minor roads.
Strategic Active Travel Network (SATN)	The Strategic Active Travel Network is a proposal for a countywide Active Travel network of walking and cycling routes. Oxfordshire towns already have LCWIPs, creating a network of walking and cycling routes within towns. The SATN will connect these networks, enabling longer-distance walking and cycling across the county. Some of these routes already exist, others are proposed and will be developed in the future.

Term	Definition
Strategic Road Network (SRN)	Roads managed by National Highways comprising motorways and some A roads
Sustainable drainage systems (SuDS)	Designed to manage stormwater locally (as close its source as possible), to mimic natural drainage and encourage its infiltration, attenuation and passive treatment.
Transport-related Social Exclusion (TRSE)	This tool allows the user to focus in on any given English authority to obtain TRSE data.
Vision Zero	The aim of vision zero is to have zero road fatalities or serious injuries on Oxfordshire's transport system by 2050. This aligns with and will contribute to the global political commitment to improve road safety made through the Stockholm Declaration.
Walking, Wheeling, and Cycling	Walking, wheeling and cycling refers to modes of travel that involve a level of activity. The term is often used interchangeably with walking and cycling, but walking, wheeling and cycling can also include trips made by wheelchair, mobility scooters, adapted cycles, e-cycles, scooters, as well as cycle sharing schemes.
Zero Emission Zones (ZEZs)	An area where all vehicles except those with zero tailpipe emissions are restricted or charged.

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