

Bicester & Surrounding Villages Movement and Place Plan

Local Transport and
Connectivity Plan –
Consultation Summary Report

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**OXFORDSHIRE
COUNTY COUNCIL**

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Introduction

This report sets out the findings from the public consultation undertaken for the Bicester & Surrounding Villages (Formerly Bicester & Mid-Cherwell) Movement and Place (MAP) Plan through Oxfordshire County Council's Let's Talk consultation platform from 3rd November until 1st December.

The Public Consultation formed part of the development of the Bicester and Surrounding Villages Movement MAP Plan, which is a supporting strategy to the Local Transport and Connectivity Plan (LTCP). The previous stages have included engagement with Cherwell District Council, councillors from all levels of local government, town/ parish councils as well as key stakeholders. **Figure 1** outlines the process followed which was agreed by the portfolio holder.

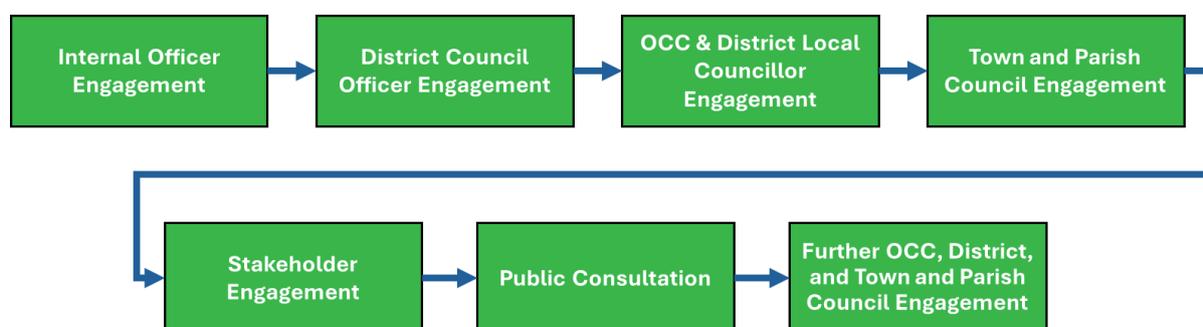


Figure 1 Engagement and Consultation Stages

The engagement process undertaken has ensured that all parties have had the opportunity to input and provide feedback on the Plan. In engaging with our communities and stakeholders we have used a variety of methods including through meetings, online presentations and via the Public Consultation.

This report summarises:

- Generic information regarding the consultation.
- Participation levels and response volumes.
- Key results from the consultation, including levels of support for the MAP Plan's vision, outcome and a summary of the levels of support for the MAP Plan's objectives, grouped into topic areas.
- Thematic analysis of comments, highlighting recurring themes such as active travel, public transport, rural connectivity, and delivery priorities.
- Feedback received outside the formal Let's Talk consultation, including correspondence from stakeholders and community groups.

Public consultation

The Public Consultation ran for four weeks from the **3rd November** to **1st December 2025** through Oxfordshire County Council's Let's Talk platform. As part of this process, residents, businesses and stakeholders were invited to share their views on the Plan through an online survey on the feedback on the MAP plan's vision, objectives, and its defined outcomes.

It should be noted that at the time of the consultation, the plan was referred to as the Bicester & Mid Cherwell MAP Plan. However, the name of this plan was changed post-public consultation to reflect comments raised during the consultation and is now because of the consultation, referred to as the Bicester and Surrounding Villages MAP Plan.

As part of the Let's Talk platform we sought feedback on the following documents:

- Movement and Place Plans: An Introduction
- Bicester & Mid Cherwell MAP Plan
- Bicester & Mid Cherwell – Proposals Map
- Bicester & Mid Cherwell – Summary
- Bicester & Mid Cherwell MAP Plan – Delivery Plan
- Bicester & Mid Cherwell MAP Plan – People Postcards

The Let's Talk platform provided respondents a series of questions these are listed as follows:

1. Please indicate to what extent you agree or disagree with our vision for Bicester & Mid Cherwell?
2. Please indicate to what extent you agree or disagree with the following the objectives of this plan? (each objective was listed in turn).
3. Please indicate to what extent you agree or disagree with the key outcomes?
4. Please tell us if you think there are any other ways this plan could help or affect the community that we should think about?
5. What is the most important transport infrastructure and service improvement you would like to be considered within your area?
6. Here is a list of our schemes. Is there anything else you feel is missing?
7. How often would you like to hear about how we are progressing against the MAP Plan?

Who Took Part?

In total, **114 responses** were received via the Let’s Talk platform, supplemented by 4 written submissions and email feedback. The responses reflect a broad spectrum of views from residents, businesses, and community organisations across the area as in **Figure 2**.

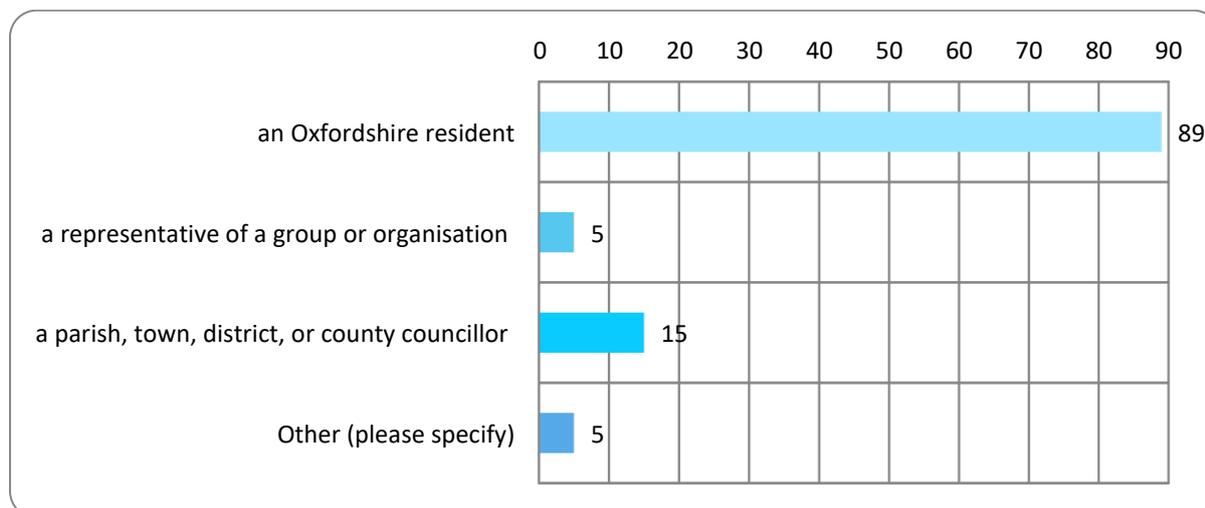


Figure 2 Number of respondents from each group

The responses to the consultation also reflect a mix of genders and broad spectrum of ages and health outcomes. The demographics of those who responded to the public consultation via the Lets Talk platform are outlined in **Table 1** below:

Table 1 Survey Respondents: Demographic Summary

Category	Results							
	Gender	Male			Female			Prefer Not to Say
49%			39%			12%		
Age	16 - 24	25 - 34	35 - 44	45 - 54	55 - 64	65 - 74	75 - 84	Prefer not to say
	1%	8%	12%	22%	21%	24%	5%	6%
Long-term illness, health problem or disability	Yes - a lot		Yes - a little		No		Prefer not to say	
	2%		6%		83%		9%	
Ethnicity	White (British, Irish, or any other white background)			Prefer not to say			Other	
	76%			21%			3%	

The respondents to the public consultation have a broad mix of connections to Oxfordshire including residents, workers, visitors as well as those that commute through the area as shown in **Figure 3** below.

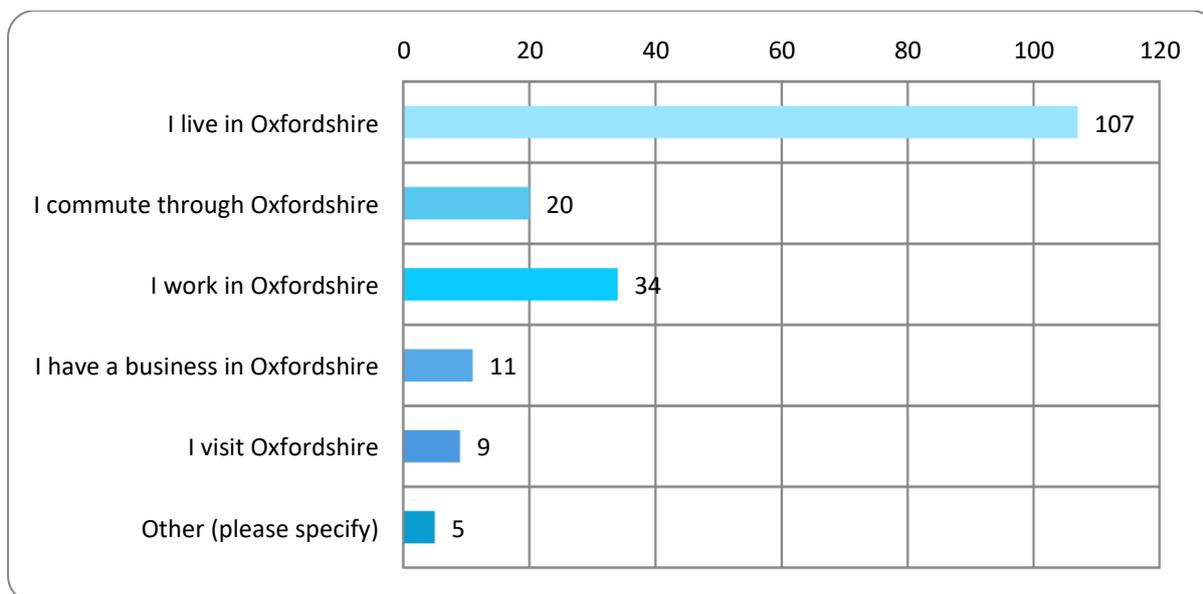


Figure 3 What is your connection to Oxfordshire?

Encouraging participation

Pre-consultation

In advance of the public consultation, we held a number of pre-consultation events with councillors at both a county and district level as well as the parish and town councils within the MAP Plan area. These events were undertaken online via Microsoft Teams, with attendees given a briefing and a Q&A session. In addition, several in person presentations took place briefing councillors and key stakeholders. The events were undertaken on the following dates:

- Bicester Area Oversight Group – 10th July
- County and District Councillors – 2nd September 2025
- Bicester Locality Meeting – 15th September
- Parish and Town Councils – 22nd September 2025
- Bicester Town Council Meeting – 13th October 2025
- Bicester Area Oversight Group - 15th October 2025

These events were followed up by emails, which informed members of the upcoming public consultation, and provided links to the pre-consultation version of the MAP Plan document as well as other supporting documents. Key stakeholders were also emailed at the start of October as part of this process.

Active Travel Roundtable

On the 3rd November 2025 the Transport Policy & Strategy Team attended the November meeting of the Active Travel Roundtable between the hours of 1730 and 1900 to provide a briefing on the MAP Plan. The presentation covered the consultation process to raise awareness of the plans, how to take part in the consultation and the requesting of feedback.

Consultation Public Event

Bicester Vision Meeting – 12th November 2025

A public consultation event was planned at Bicester Market on 14th November 2025. However, due to an amber weather warning for rain and wind on that day, the event and the market itself were cancelled.

Consequently, officers held an online Question and Answer session with councillors and local stakeholders online on Friday 21st November and other meetings took place, at the request of key stakeholders or members.

To date in 2026, there have been a number of further meetings with local members and other stakeholders to reflect and take on board all comments received. [These meetings also provided a means to update Local Members and the other other Stakeholders.](#)

Survey analysis

The responses received in the public consultation were analysed to understand public sentiment towards the MAP Plan. Analysis has been undertaken for every question, for the closed questions the results are showing in a chart including percentages. Meanwhile for the open questions we have used a thematic analysis, which is a research method used to identify and interpret patterns or themes in a data set, by using key words to organise response into categories based on their shared characteristics. Please note due to rounding, some percentages may not add up to 100% for each question. All data was processed and reported in accordance with GDPR, ensuring respondent anonymity and data protection throughout.

Q1: To what extent you agree or disagree with our vision for Bicester and Mid Cherwell MAP Plan

As shown in **Figure 4**, there is some support for the vision of the MAP Plan with 45% of respondents either strongly agreeing or agreeing. This compares to 38% who either strongly disagreed or disagreed.

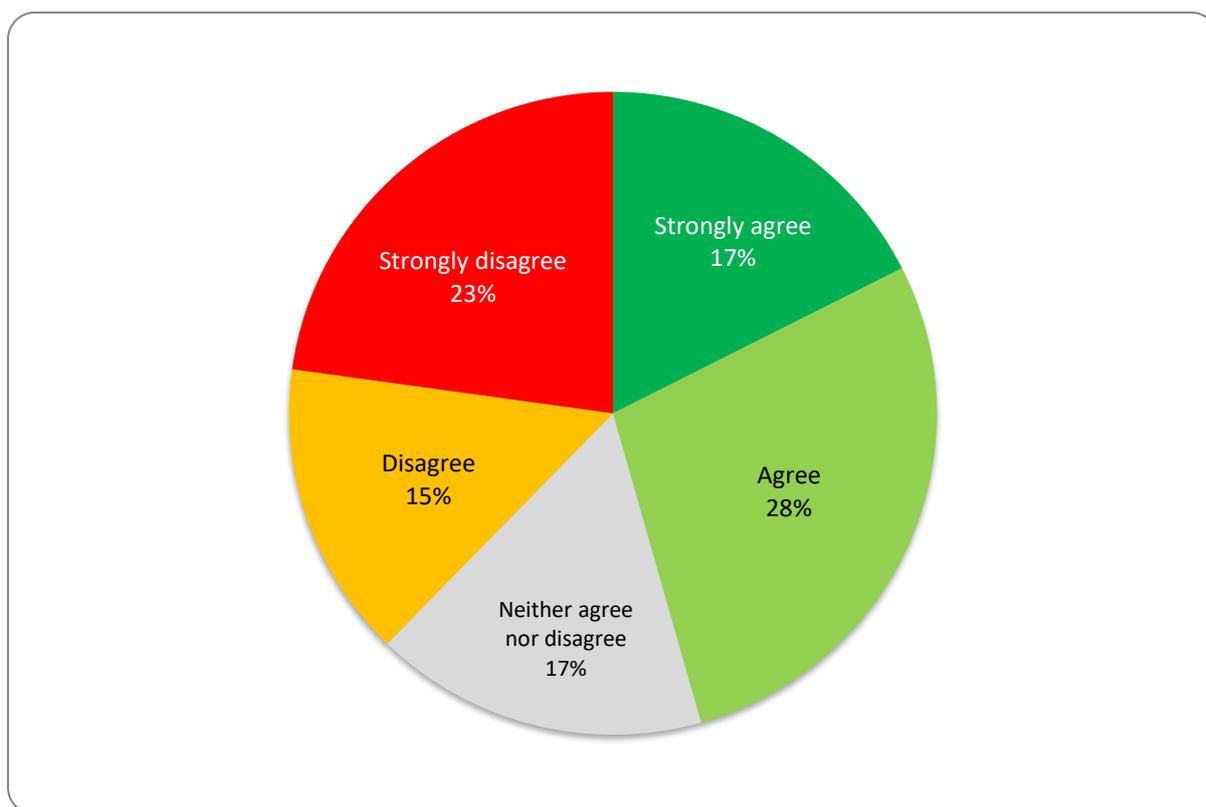


Figure 4 To what extent you agree or disagree with our vision for Bicester and Mid Cherwell

To help understand why respondents selected the answer they did, a second part of the question asked an open question about the reason they gave the answer they did. The responses received to this question are summarised below.

Many respondents stress that cars remain essential, especially in rural areas or for families. People feel proposals underestimate real-world mobility needs. Common points relating to this included:

- Rural residents must drive; limited alternatives
- Weather and distance make walking/cycling unrealistic
- Concerns that vision is “anti-motorist”
- Bicester Village, Bicester Motion and other attractions create car demand that can’t be avoided

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- Car-related charges (parking, restrictions) deter local trips rather than supporting the town

A significant theme is frustration with poor public transport, especially for the villages. With common points including:

- Limited bus services, irregular and overpriced trains
- Makes reduction of car travel unrealistic
- Scepticism that infrastructure improvements will actually materialise

Many respondents value existing natural environments, raising concerns about:

- Warehouses and new development destroying biodiversity
- Urbanised green spaces replacing natural spaces
- Need to protect agricultural land and historic landscapes
- Desire for connected blue/green corridors, not manicured parks

Respondents note Bicester's tourist destinations, such as Bicester Village, Great Wolf, and Bicester Motion. These generate car travel, with risks of higher congestion unless integrated into transport plans. Some say tourism needs to link better to the town centre through active travel and public transport.

A practical theme that came from multiple respondents was the need to improve the safety and condition of local roads:

- Cycling is unsafe due to potholes, poor surface quality
- Cars cannot predict cyclists' movements when dodging defects
- Some argue enforcement, not road redesign, is needed for safety

The matter of protecting rural identity and preventing overdevelopment was highlighted by many respondents, including:

- Preserving villages
- Preventing rural areas being "swallowed" by towns
- Avoiding greenfield overdevelopment

Despite this, there is mixed but present support for the vision, with respondents particularly noting:

- Agree with the vision in principle
- Highlight sustainability, biodiversity, and historic sensitivity as positives
- See the vision as clear and well framed-framed
- BUT still worry about practicality, especially for families and schools

Q2. To what extent you agree or disagree with the following the objectives of this plan.

In this section each of the objectives will be grouped into topic areas to provide an overview of the level of support for each of the topic areas. It should be noted that in the final version of the MAP Plan, these objectives have different reference numbers. The original reference numbers as written in the draft versions that were consulted upon are included here for ease of reference.

Place Shaping (Objective BMC1)

Overall, 50% of respondents either strongly agreed or agreed with objective BMC1, as shown in **Figure 5**. This contrasts with only 23% of people disagreeing or strongly disagreeing.

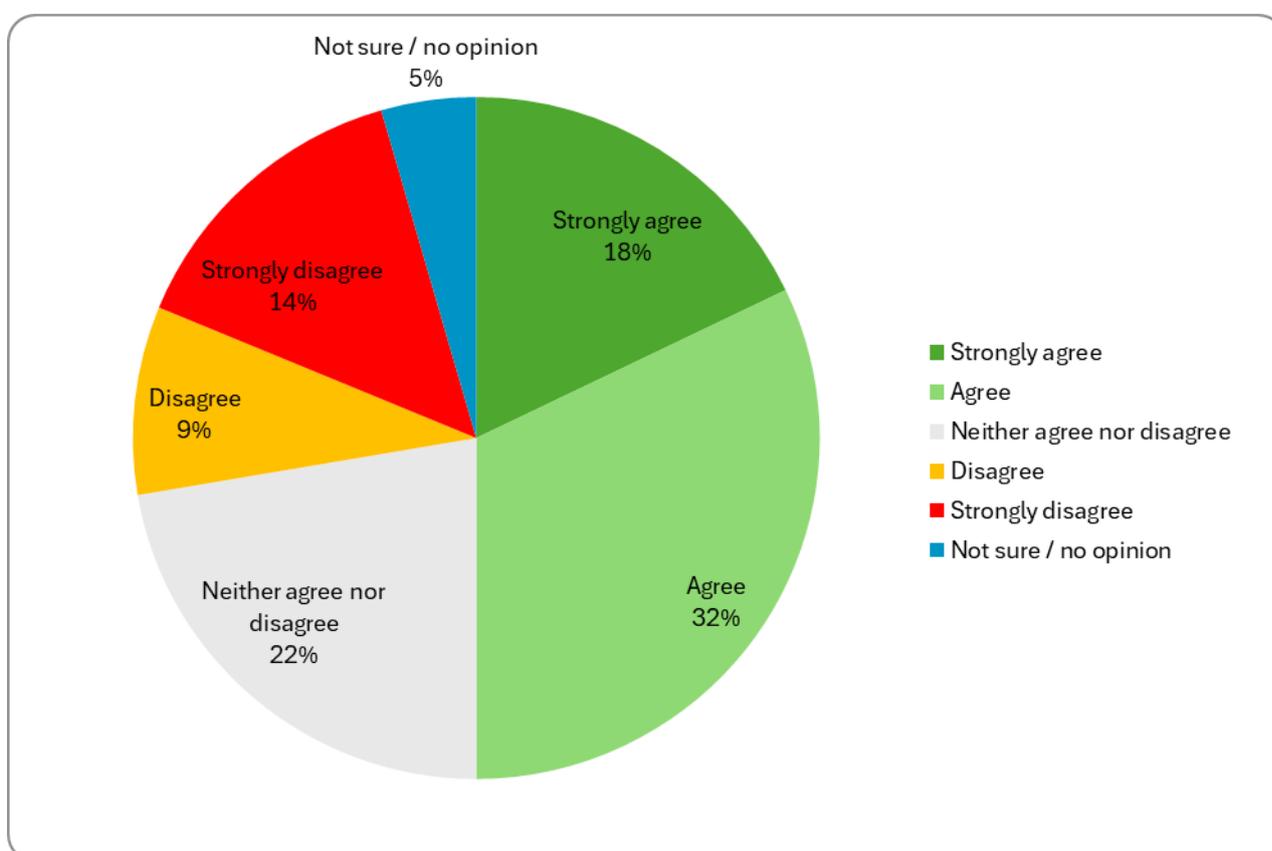


Figure 5 To what extent you agree or disagree with Objective BMC1

Walking, wheeling, cycling (Objective BMC2)

For this objective relating to walking wheeling and cycling 58% of the respondents either strongly agreed or agreed, as shown in **Figure 6**. This shows support for this objective. This is further highlighted by the fact that 25% disagreed or strongly disagreed, with a combine 17% saying either not sure or no opinion, or neither agree nor disagree.

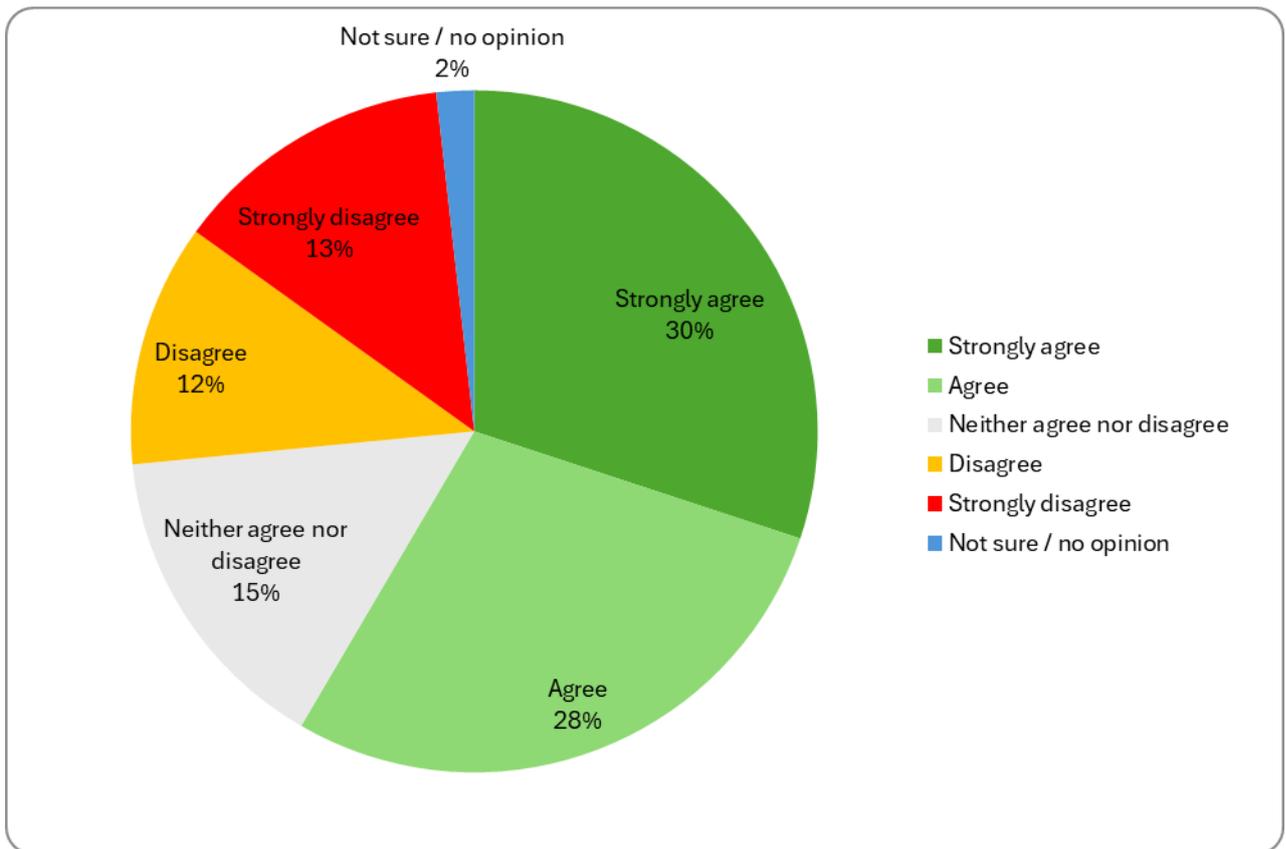


Figure 6 To what extent you agree or disagree with Objective BMC2

Public transport (Objectives BMC3 to BMC6)

In total three objectives focused on public transport; there was strong support for the proposed objectives. Objective BMC3 had 78% of respondents responding that they either agree or strongly agree, while 79% did the same for BMC4. While BMC5 only had 49% agree or strongly agree, only 17% disagreed or strongly disagreed. These figures are shown in **Figures 7 to 9**.

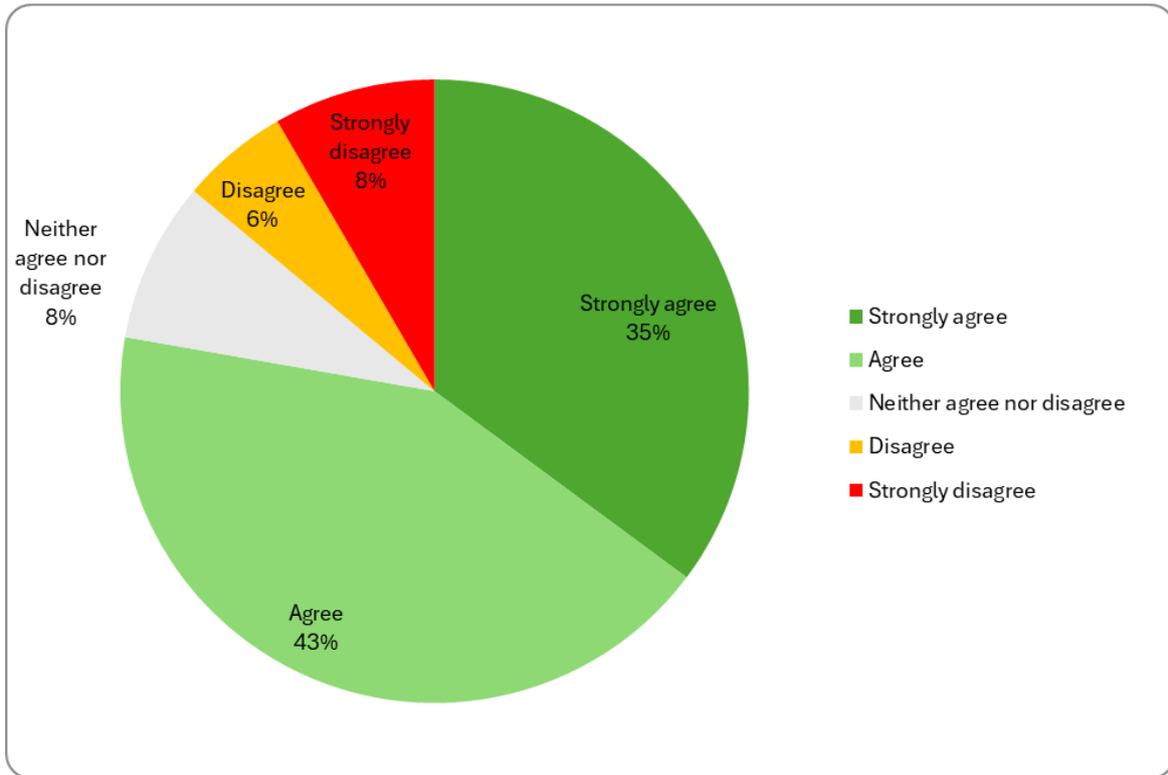


Figure 7 To what extent you agree or disagree with Objective BMC3

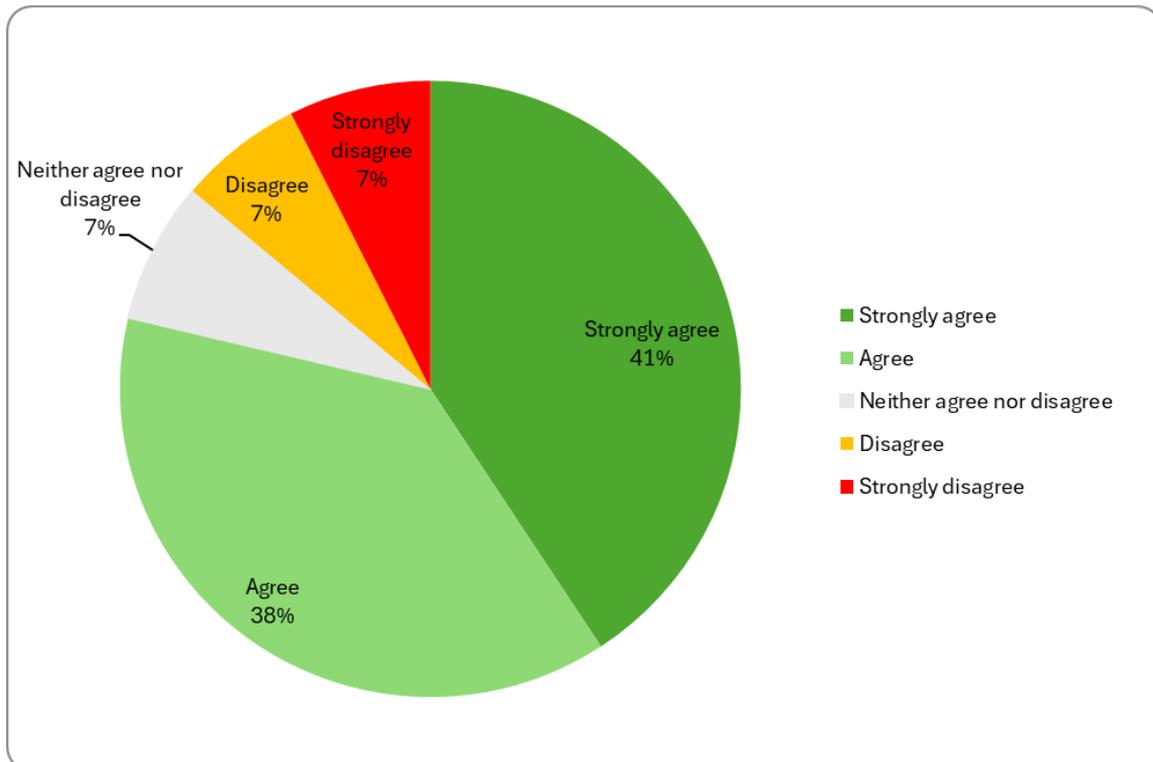


Figure 8 To what extent you agree or disagree with Objective BMC4

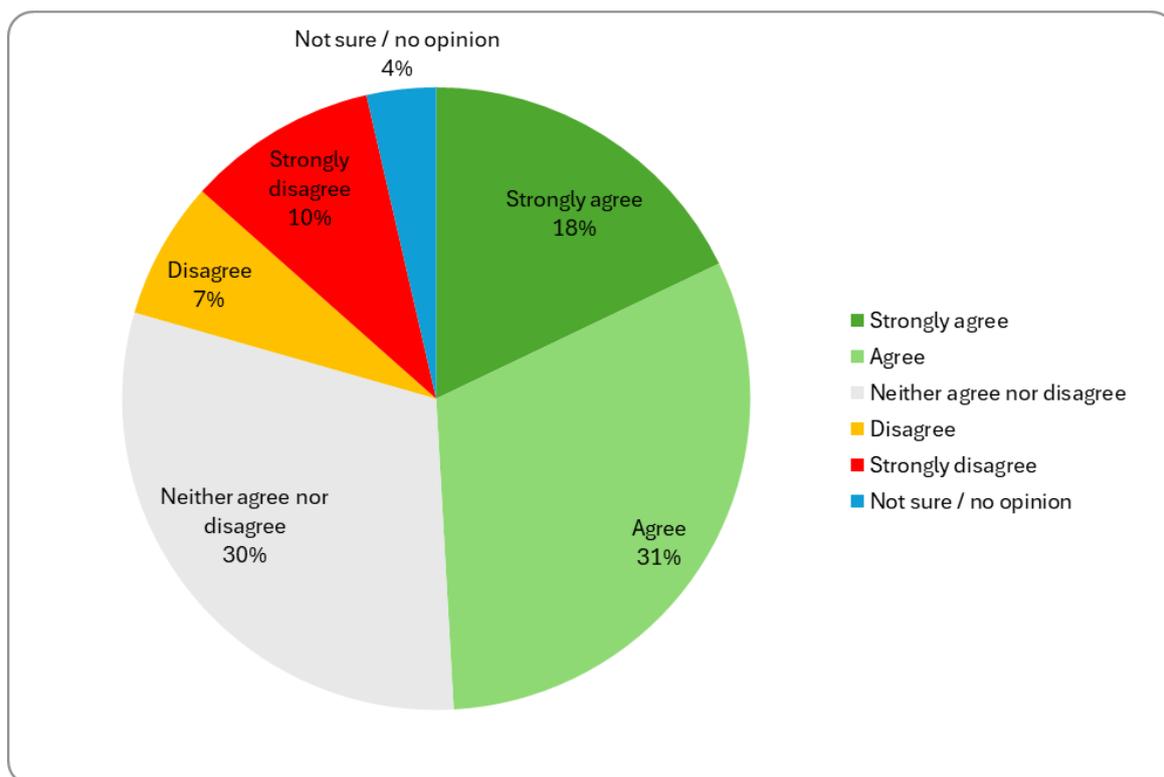


Figure 9 To what extent you agree or disagree with Objective BMC5

Roughly, **Figure 9**, shows, 50% of respondents support the induction of Mobility hubs within Bicester and its surrounding areas, with a large portion of respondents (30%) indicating a neutral viewpoint at this stage of how it would affect them.

In total 75% of respondents supported improvements to local rail services across the MAP area, as outlined in **Figure 10**. This would appear to indicate that plans to boost rail services enjoy a broad level of support, with 14% either disagreeing or strongly disagreeing, and a further 11% either not sure or no opinion, or neither agreeing nor disagreeing.

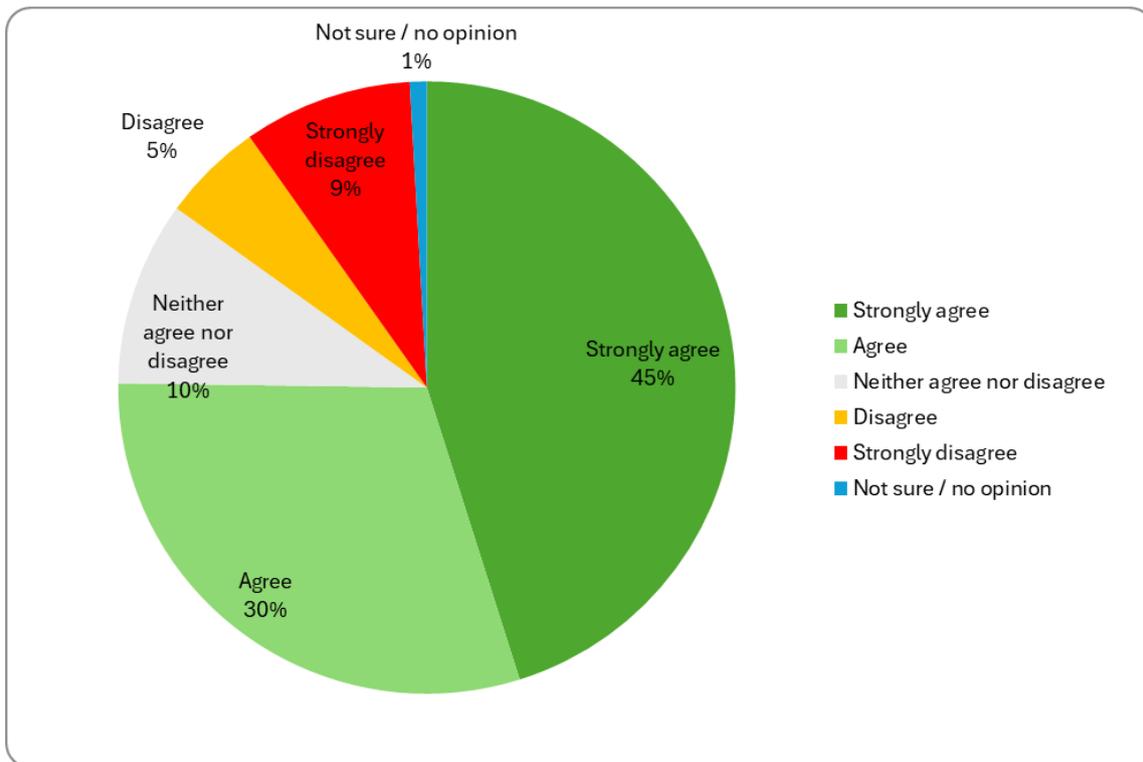


Figure 10 To what extent you agree or disagree with Objective BMC6

Car share and club (Objective BMC7)

In total 32% of respondents supported the car club and car share objective, with of the respondents either strongly agreeing or agreeing. With 41% of respondents responding either 'neither agree nor disagree' or 'not sure', indicating a degree of neutrality towards this objective, as outlined in **Figure 11**.

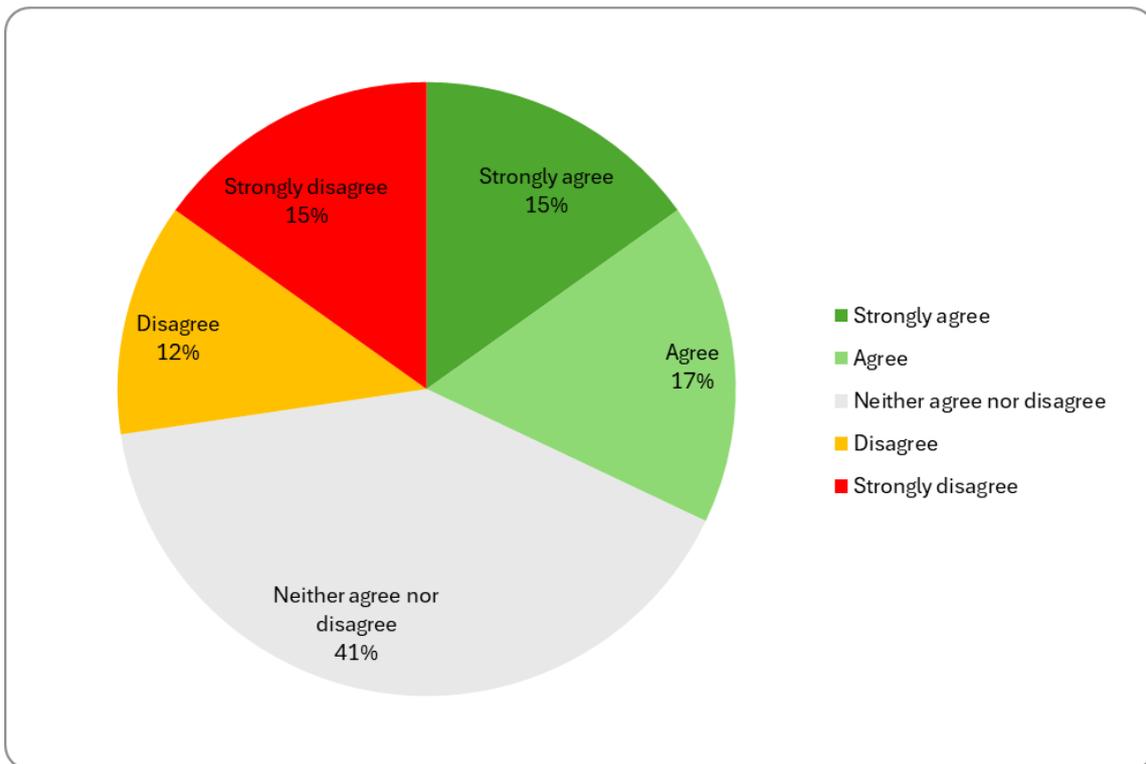


Figure 11 To what extent you agree or disagree with Objective BMC7

Demand management (Objective BMC8)

For the demand management objective, 41% of the respondents either strongly agreed or agreed to the objective. A significant percentage of respondents (35%) with neither agree nor disagree. A lower figure of 24% disagree or strongly disagree, as summarised in **Figure 12**. This means that efforts to more effectively manage traffic have a more even split of views compared to other measures in the MAP Plan.

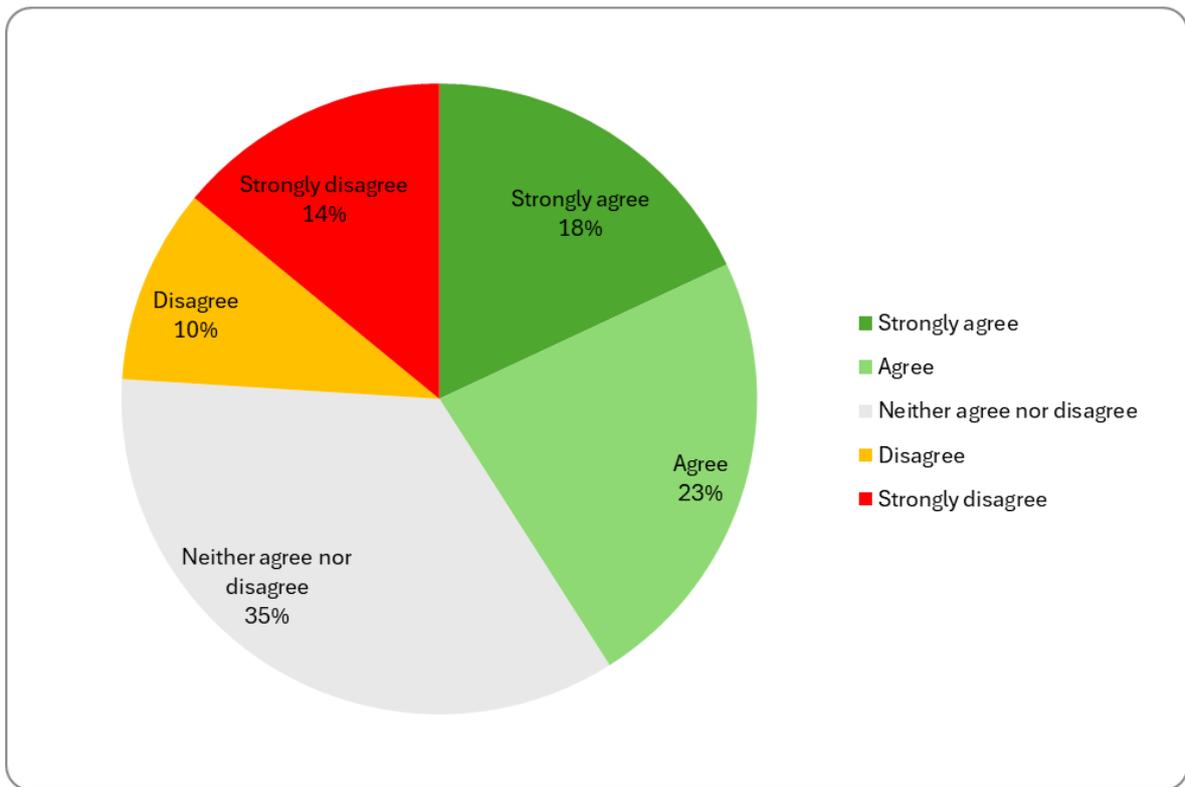


Figure 12 To what extent you agree or disagree with Objective BMC8

Infrastructure development (Objectives BMC9 and BMC10)

Across the two infrastructure development objectives there was more support than opposition. For Objective BMC9, 51% of respondents agreed or strongly agreed, with 55% of respondents BMC10 responding the same. As outlined in **Figures 13 and 14**. A further 26% of respondents neither agreed nor disagreed, while 23% either disagreed or strongly disagreed.

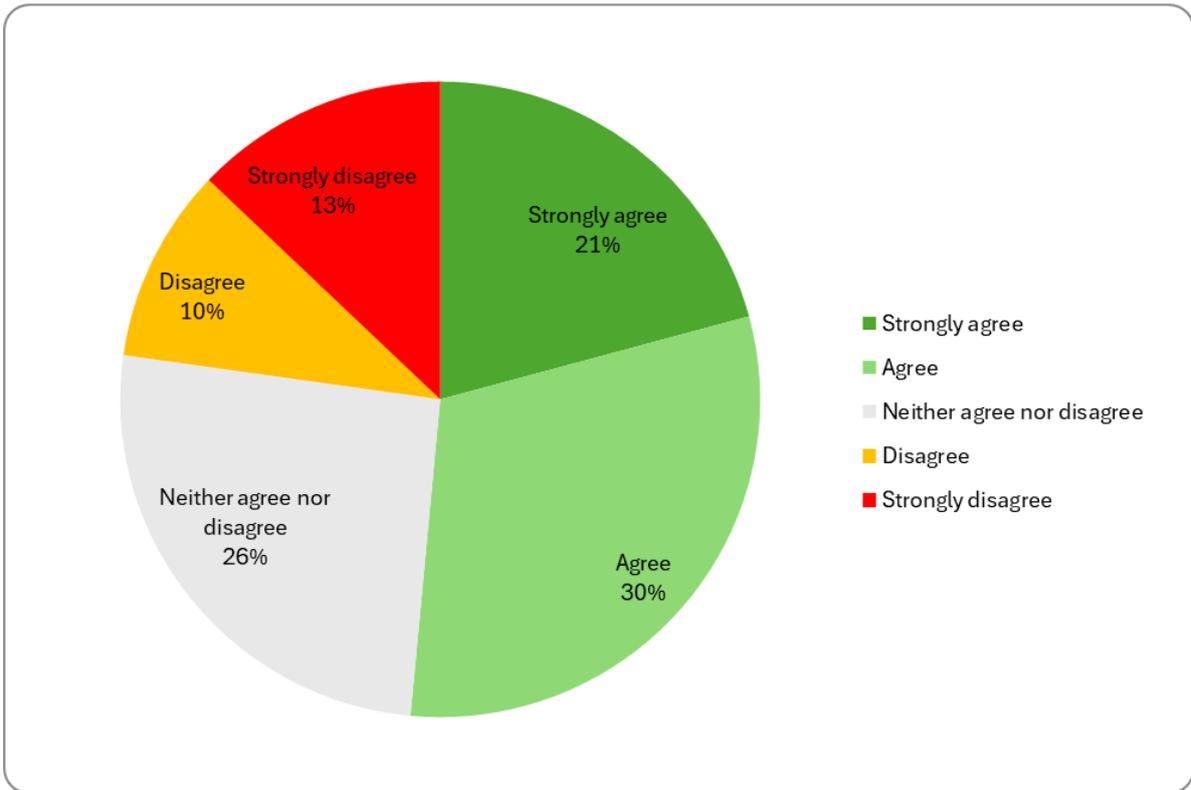


Figure 13 To what extent you agree or disagree with Objective BMC9

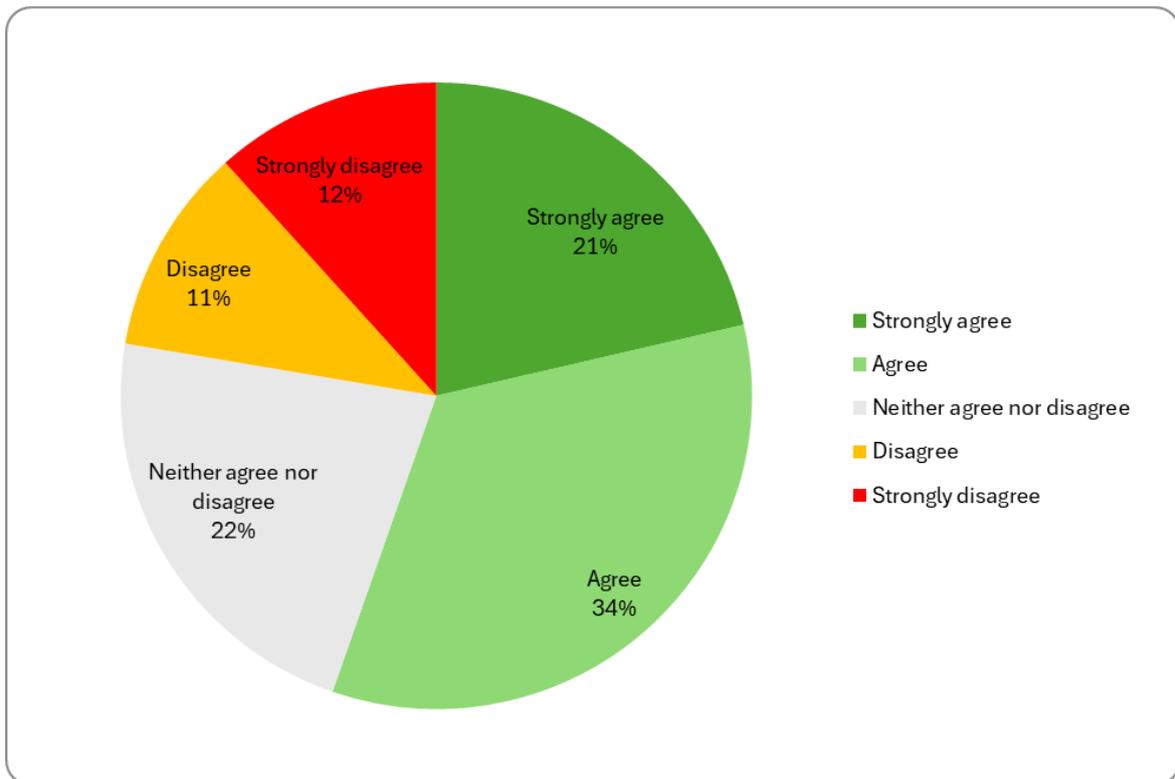


Figure 14 To what extent you agree or disagree with Objective BMC10

Freight, delivery and servicing (Objective BMC11)

In total 60% of respondents either strongly agreed or agreed with the freight, delivery and servicing objective indicating a strong level of support. Of the remaining respondents, 23% either disagreed or strongly disagreed, while 17% neither agreed nor disagreed as outlined in **Figure 15**.

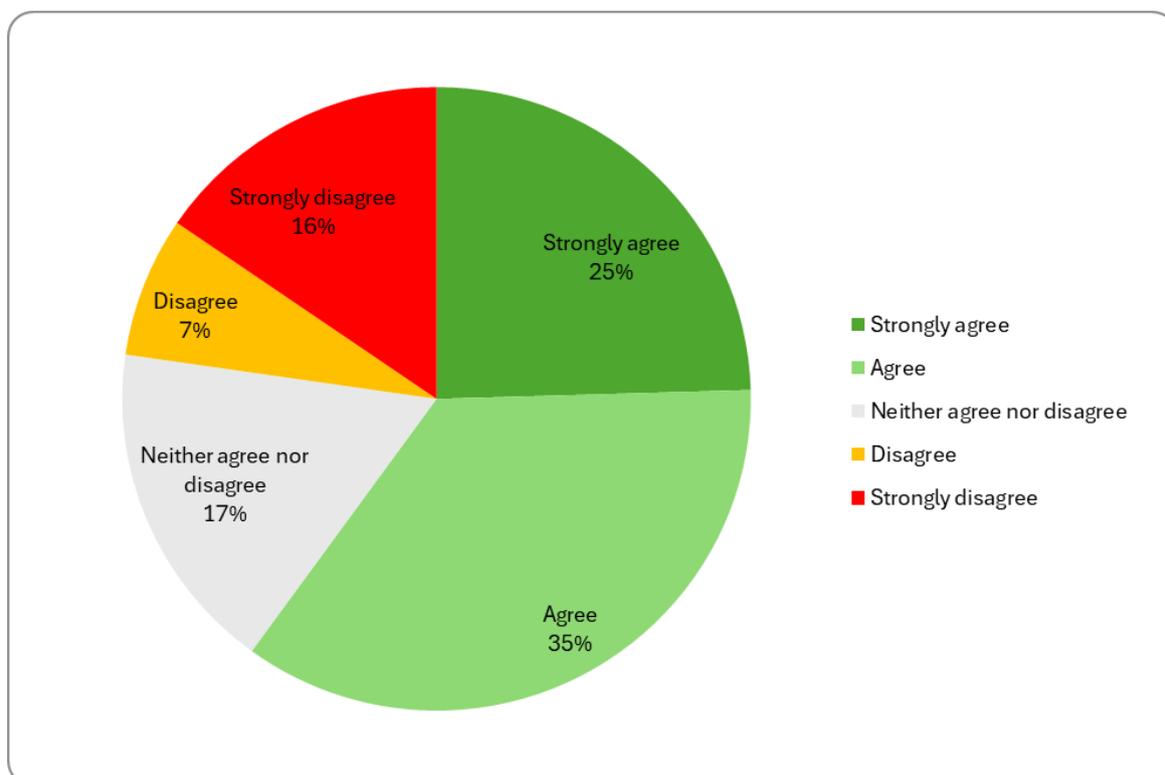


Figure 15 To what extent you agree or disagree with Objective BMC11

Climate resilience (Objective BMC12)

In relation to the single climate resilience objective a majority were in favour, with 62% of respondents either strongly agreeing or agreeing. Of the remaining respondents 23% either strongly disagreed or disagreed, while 15% neither agreed nor disagreed. The responses to this objective are summarised in **Figure 16**.

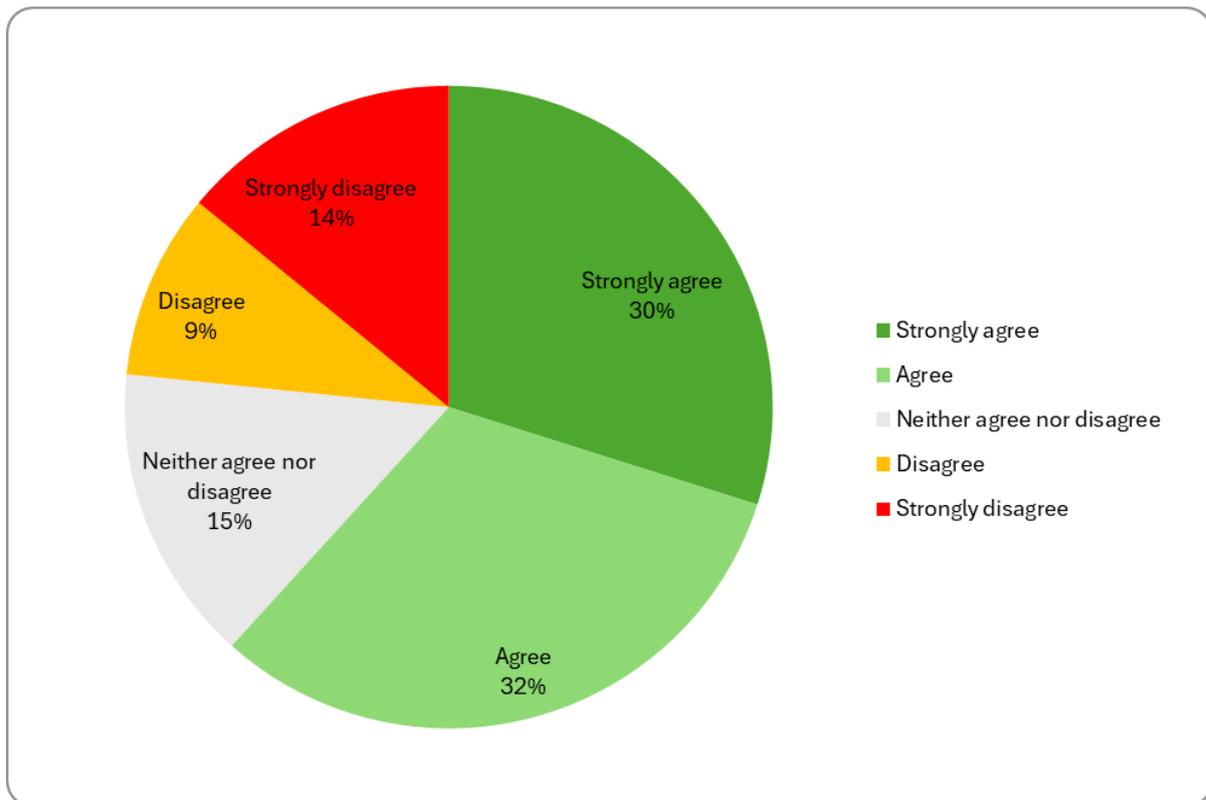


Figure 16 To what extent you agree or disagree with Objective BMC12

Innovation and new technologies (Objective BMC13)

There was strong support for the ‘innovation and new technologies’ objective with a total 69% of respondents either strongly agreeing or agreeing. Of the remaining respondents 14% either disagreed or strongly disagreed, and 17% responded as neither agreeing nor disagreeing, as outlined in **Figure 17**.

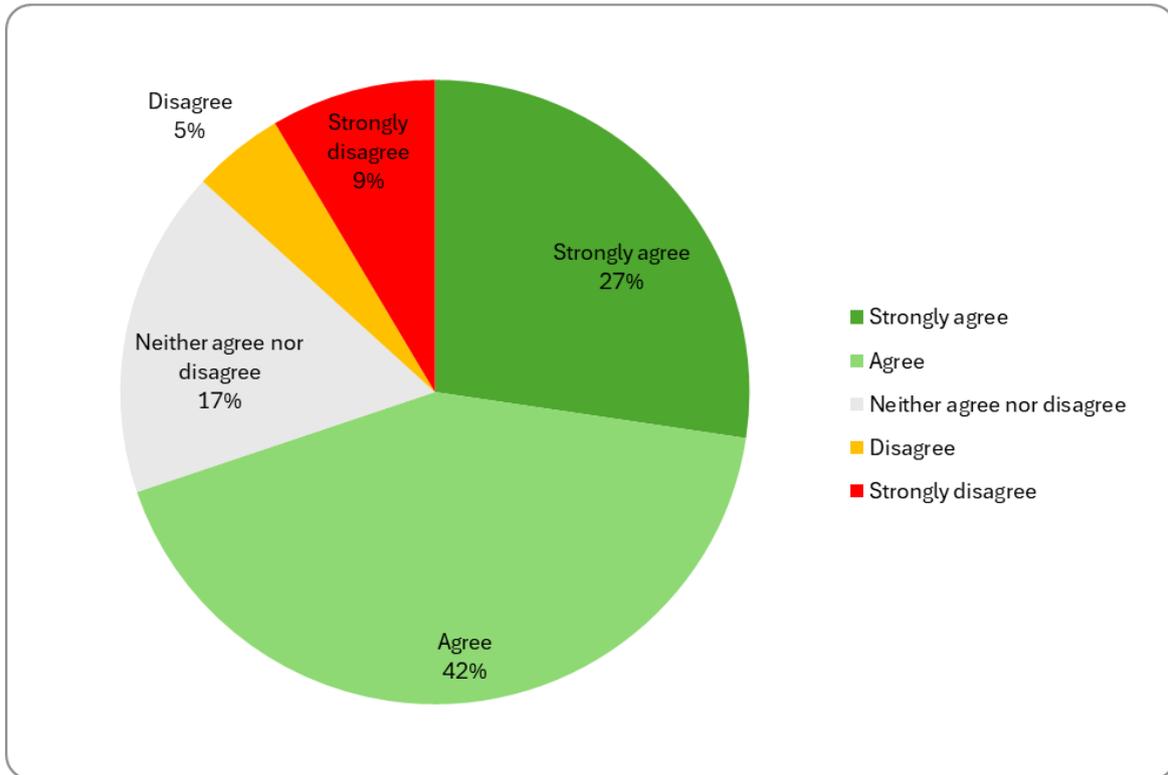


Figure 17 To what extent you agree or disagree with Objective BMC13

Q3. To what extent you agree or disagree with the MAP Plan outcomes?

As shown in **Figure 18**, there were mixed views on the MAP Plan outcomes. With 52% either agreeing or strongly agreeing. This contrasts with 40% either disagreeing or strongly disagreeing.

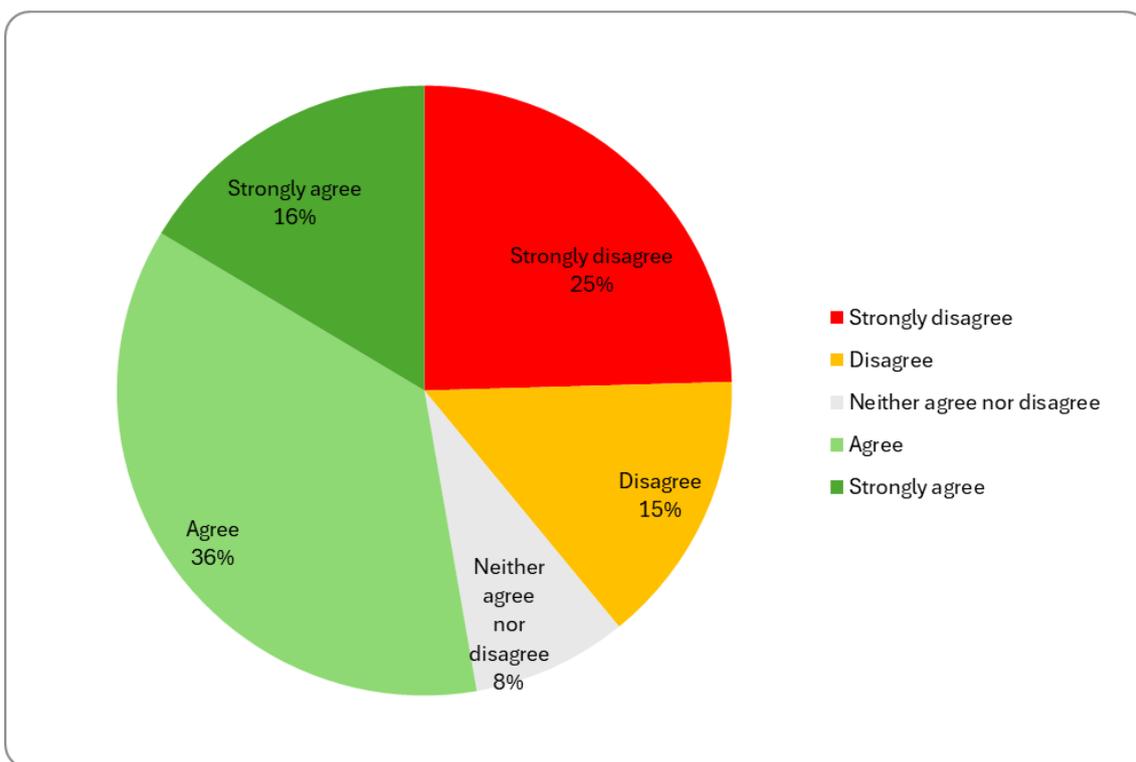


Figure 18 To what extent you agree or disagree with our defined outcomes

To help understand why respondents selected the answer they did, a second part of the question asked an open question about the reason they gave the answer they did; and their comments are set out in summarised commentary below.

Many respondents feel the vision is unrealistic, overly idealistic or disconnected from day-to-day life, particularly for rural communities and people who rely on cars because of distance, weather, mobility needs or childcare. Some go further and describe the plan as anti-motorist or socially controlling, often invoking “15minute cities.” Others, though fewer, express broad support for sustainability goals but doubt the deliverability of the proposals without major investment in public transport, cycling infrastructure and road maintenance. A frequent complaint is that the plan focuses heavily on Bicester while failing to address the distinct needs of Mid-Cherwell villages, whose narrow roads, lack of pavements and absence of safe cycling routes make the proposals feel urban centric and impractical. Respondents from rural parishes repeatedly criticise the lack of meaningful engagement and argue for a separate rural plan rather than being “forced fit” into a Bicester focused document. Today life, particularly for rural communities and people who rely on cars because of distance, weather, mobility needs or childcare. Some go further and describe the plan as anti-motorist or socially controlling, often invoking “15minute cities.” Others, though fewer, express broad support for sustainability goals but doubt the deliverability of the proposals without major investment in public transport, cycling infrastructure and road maintenance. A frequent complaint is that the plan focuses heavily on Bicester while failing to address the distinct needs of Mid Cherwell villages, whose narrow roads, lack of

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There is deep concern that the plan ignores the cumulative impact of major proposed developments nearby—including Puy du Fou, the Oxford Rail Freight Interchange, large warehouse schemes at Baynards Green and the 9,000plus homes proposed at Heyford Park. Many fear these will overwhelm rural roads, worsen congestion at M40 junctions 9 and 10, increase HGV movements and damage local environments and village character. Respondents emphasise declining or inadequate public transport, especially in villages with only one infrequent bus route, and call for better links, demand responsive options, realistic cycling and walking infrastructure, and strong environmental protections. There is anger about issues such as the London Road level crossing closure, the delayed Howes Lane tunnel, poor road conditions, antisocial behaviour in the town centre and the lack of coordination between OCC and Cherwell District Council. Some welcome the plan’s sustainability ambitions, but many argue it fails to reflect the scale of future growth, lacks credibility, overlooks logistics needs, and underestimates how dependent rural residents will remain on cars; plus, homes proposed at Heyford Park. Many fear these will overwhelm rural roads, worsen congestion at M40 junctions 9 and 10, increase HGV movements and damage local environments and village character. Respondents emphasise declining or inadequate public transport, especially in villages with only one infrequent bus route, and call for better links, demand responsive options, realistic cycling and walking infrastructure, and strong environmental protections. There is anger about issues such as the London Road level crossing closure, the delayed Howes Lane tunnel, poor road conditions, antisocial behaviour in the town centre and the lack of coordination between OCC and Cherwell District Council. Some welcome the plan’s sustainability ambitions, but many argue it fails to reflect the scale of future growth, lacks credibility, overlooks logistics needs, and underestimates how dependent rural residents will remain on cars. -plus homes proposed at Heyford Park. Many fear these will overwhelm rural roads, worsen congestion at M40 junctions 9 and 10, increase HGV movements and damage local environments and village

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Q4. What is the most important transport infrastructure and service improvement you would like to be considered within your area?

As shown in **Figure 19**, based on the results of the survey, public and shared transport are considered to be the most important infrastructure and service improvement that needs to be considered in the MAP Plan, with 53% selecting this option. The next most popular response was for private and single occupancy vehicles.

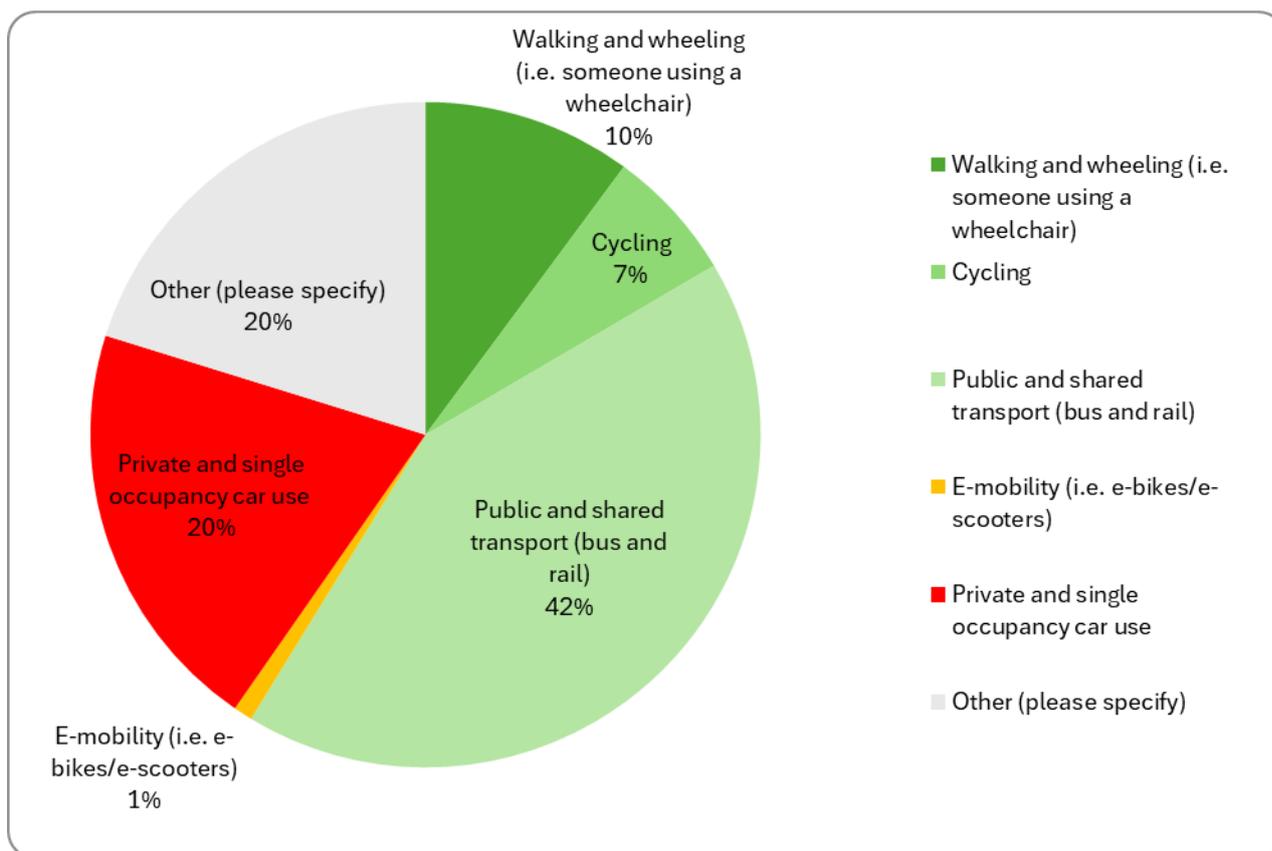


Figure 19 What is the most important transport infrastructure and service improvement you would like to be considered within your area?

The comments are summarised below.

Many respondents’ express frustration that while national and local policy appears to discourage driving, everyday life in rural Oxfordshire still depends overwhelmingly on private cars. People point out that the country’s climate, long travel distances, lack of lighting, icy roads in winter, and the absence of safe pavements or cycle routes make walking and cycling unrealistic for most journeys. Several describe rural roads as dangerous, poorly maintained, full of potholes and unsuitable for any form of active travel, especially at night. For many, cycling is simply impossible or unsafe, and even those who would prefer to walk or bike feel the infrastructure is not there. In rural villages in particular, residents say they have no choice but to drive because buses are infrequent, unreliable, expensive or non-existent. Parents describe the difficulty of reaching school, college, clubs or evening activities without a car. Elderly and nondrivers report being cut off from shops, healthcare and essential services. Across the board, there is a sense that despite encouragement to shift away from cars, public transport is nowhere near good enough to support such a change. People consistently say that better, faster, more reliable and affordable bus and rail services are essential if car use is to reduce. D-rivers report being cut off from shops, healthcare and essential services. Across the board, there is a sense that despite encouragement to shift away from cars, public transport is nowhere near good

enough to support such a change. People consistently say that better, faster, more reliable and affordable bus and rail services are essential if car use is to reduce.

Another major theme is deep concern about the scale of new developments around Bicester, Heyford Park and Mid Cherwell, with many arguing that the plan does not acknowledge the cumulative traffic impacts of thousands of new homes, major employment proposals, warehouses, a large theme park, and the Oxford rail freight interchange. Respondents believe this growth will overwhelm already overstretched roads, especially around M40 junctions 9 and 10, and increase HGV pressure on rural routes that are already struggling. Some fear villages will become rat runs with dangerous traffic levels, while community identity and rural character erode. There is scepticism that promised infrastructure will ever arrive in time, noting past delays such as the Howes Lane tunnel and the perceived failure to address core problems like speeding, road safety and crime. Many feel that the needs of villages have been overlooked in favour of a Bicester centric vision, and argue that walking, cycling and scooters may suit town residents but do not reflect the realities of rural life. There is repeated emphasis on the need for stronger rail connections, investment in stations such as Ardley or Heyford, improved first and last mile access, and more joined up planning that integrates bus, rail and safe active travel. Environmental considerations also matter to many, but people emphasise that protecting biodiversity and rural landscapes must begin at the site selection stage, rather than after development is already assumed. Overall, the document paints a picture of communities feeling overstretched, underserved by transport, and anxious that decisions are being made without realistic understanding of local conditions or meaningful engagement with the people most affected. Cherwell, with many arguing that the plan does not acknowledge the cumulative traffic impacts of thousands of new homes, major employment proposals, warehouses, a large theme park, and the Oxford rail freight interchange. Respondents believe this growth will overwhelm already overstretched roads, especially around M40 junctions 9 and 10, and increase HGV pressure on rural routes that are already struggling. Some fear villages will become rat runs with dangerous traffic levels, while community identity and rural character erode. There is scepticism that promised infrastructure will ever arrive in time, noting past delays such as the Howes Lane tunnel and the perceived failure to address core problems like speeding, road safety and crime. Many feel that the needs of villages have been overlooked in favour of a Bicester centric vision, and argue that walking, cycling and scooters may suit town residents but do not reflect the realities of rural life. There is repeated emphasis on the need for stronger rail connections, investment in stations such as Ardley or Heyford, improved first and last mile access, and more joined up planning that integrates bus, rail and safe active travel. Environmental considerations also matter to many, but people emphasise that protecting biodiversity and rural landscapes must begin at the site selection stage, rather than after development is already assumed. Overall, the document paints a picture of communities feeling overstretched, underserved by transport, and anxious that decisions are being made without realistic understanding of local

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Is there anything else you feel is missing?

The comments are summarised below. Cherwell area. Many respondents feel that bus and rail services must be more frequent, better integrated and properly coordinated—particularly between Bicester’s two stations once East West Rail becomes operational, and between Heyford Park, Heyford Station and Oxford or Banbury. Several argue for reinstating Ardley Station or creating new stations to match planned growth, while others highlight the importance of safe, continuous and well maintained cycle routes, the role canals and towpaths could play in connecting settlements, and the need for rapid transit solutions for large developments such as NW Bicester and Heyford Park. Across these responses runs a clear concern that opportunities for rail based connectivity, active travel corridors, mobility hubs and rural demand responsive services must be pursued not only in Bicester but also in surrounding villages if sustainable transport is to be realistic rather than aspirational. -Cherwell area. Many respondents feel that bus and rail services must be more frequent, better integrated and properly coordinated—particularly between Bicester’s two stations once East West Rail becomes operational, and between Heyford Park, Heyford Station and Oxford or Banbury. Several argue for reinstating Ardley Station or creating new stations to match planned growth, while others highlight the importance of safe, continuous and well-maintained cycle routes, the role canals and towpaths could play in connecting settlements, and the need for rapid transit solutions for large developments such as NW Bicester and Heyford Park. Across these responses runs a clear concern that opportunities for rail-based connectivity, active travel corridors, mobility hubs and rural demand-responsive services must be pursued not only in Bicester but also in surrounding villages if sustainable transport is to be realistic rather than aspirational.

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One of the strongest themes is the need for significantly better public and active travel infrastructure, both within Bicester and across the wider Mid-Cherwell area. Many respondents feel that bus and rail services must be more frequent, better integrated and properly coordinated—particularly between Bicester’s two stations once East West Rail becomes operational, and between Heyford Park, Heyford Station and Oxford or Banbury. Several argue for reinstating Ardley Station or creating new stations to match planned growth, while others highlight the importance of safe, continuous and well maintained cycle routes, the role canals and towpaths could play in connecting settlements, and the need for rapid transit solutions for large developments such as NW Bicester and Heyford Park. Across these responses runs a clear concern that opportunities for rail-based connectivity, active travel corridors, mobility hubs and rural demand responsive services must be pursued not only in Bicester but also in surrounding villages if sustainable transport is to be realistic rather than aspirational.

Another dominant theme is the anxiety about cumulative development pressure. Respondents repeatedly state that the plan fails to account for large proposals such as the Puy du Fou theme park, the Oxford rail freight interchange, huge warehouse schemes at Baynards Green, and thousands of new homes at Heyford Park. Many say the omission of these schemes makes the plan incomplete and undermines trust, as the combined impact would dramatically worsen congestion, HGV movements, noise and light pollution, environmental degradation and rural character loss. There is strong concern about how rural roads—some narrow, historic and already strained—will cope with increased traffic, especially around M40 junctions 9 and 10 and in villages currently experiencing rat running. People consistently emphasise the need for bypasses, freight management, HGV restrictions and proper modelling of in combination impacts. Some argue that new developments, particularly the proposed New Town at Heyford Park, will draw resources away from Bicester, overstretch infrastructure, and create car dependent communities for decades unless major strategic transport investment is secured in advance. People consistently emphasise the need for bypasses, freight management, HGV restrictions and

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Highway maintenance, road safety and parking repeatedly arise, with residents frustrated by deteriorating road and pavement conditions, unsafe walking environments, lack of enforcement, and the ongoing uncertainty over the London Road level crossing. Many insist that a full vehicular underpass is essential to prevent Bicester being permanently divided and want this explicitly secured in the plan. Others call for improvements to Market Square, the high street, footpaths, lighting and public toilets, reflecting a desire for a more welcoming and accessible town centre. Some respondents also argue for pragmatic recognition that cars will remain important, especially for older residents, and say transport planning should accept and mitigate this reality rather than prioritising active travel at their expense.

Environmental concerns feature strongly too, with many urging serious consideration of flood risk, biodiversity, green and blue corridors and the integrity of farmland and rural landscapes. There is worry that new infrastructure could worsen flooding or damage streams and rivers. Others emphasise the need for meaningful conservation rather than tokenistic “green” spaces. Meanwhile, several stakeholders highlight that freight and logistics—economically vital to Cherwell and the M40 corridor—are almost entirely unacknowledged in the plan, despite significant national and regional guidance on how freight routes and lorry parking should be planned.

Finally, many respondents’ express frustration with the plan’s length, technical language and lack of clarity on delivery, funding and coordination across councils. Some fear that rural areas are being neglected or misunderstood and worry that the plan feels more like Bicester’s plan than Mid-Cherwell’s. While a number of people welcome aspects of the vision, they argue that without concrete commitments, proper engagement, and a realistic understanding of the magnitude of growth and its impacts, the plan risks being ineffective. Across all themes, there is a shared desire for a more honest, comprehensive and fully

integrated approach to transport and development in the area. Cherwell's. While -Cherwell's. While

Email responses

In addition to the 32 responses received via the “Lets Talk” platform, a total of **4 responses** to the public consultation were submitted via the MAP Plan email address. The four responses were received from the following stakeholders/organisations:

- 1. Mid Cherwell Neighbourhood Planning Forum**
- 2. Bicester Village**
- 3. Oxford Bus Group (part of Go-Ahead Group comprising Oxford Bus Company, Thames Travel, Pulhams and Carousel Buses)**
- 4. Coalition for Healthy Streets and Active Travel (CoSHAT)**

Most email feedback supported the Movement and Place Plan's vision and goals. Some people shared concerns or suggested changes to certain objectives. All comments, including disagreements and recommendations, have been noted for review.

The key summaries of the responses is outlined in the remainder of this section.

Mid Cherwell Neighbourhood Plan Forum

The Forum objects strongly to Oxfordshire County Council's use of the name “Mid-Cherwell” for an area in the draft Movement and Place Plan that is twice the size of the officially designated Mid-Cherwell Neighbourhood Plan (MCNP) area. They argue that this re-labelling will cause significant confusion because many of the additional villages included do not identify as part of Mid-Cherwell, and Heyford Park already has its own separate masterplan. They warn that attempting to merge Bicester, a proposed New Town, and numerous rural villages into a single plan is fundamentally flawed, as each has distinct needs that cannot be coherently addressed in one document.

The Forum urges the County Council to remove the term “Mid-Cherwell” entirely from the draft and instead develop a separate Movement and Place Plan specifically for the rural hinterland around Bicester and Heyford Park. They also note that the overarching Vision statement is inappropriate, as it is written from an urban Bicester-centric perspective and cannot be meaningfully adapted to reflect the very different contexts of Bicester, Heyford Park and the villages without splitting it into three parts. The Forum emphasises that their member parishes are willing to work with the Council to produce a dedicated rural plan but

maintain firmly that the current approach will create confusion, weaken effectiveness and generate unnecessary conflict.

Bicester Village

The response welcomes the Movement and Place Plan's ambition for sustainable, people-focused growth but stresses that the scale of planned and speculative development in and around Bicester—ranging from thousands of new homes to major employment sites and proposals such as Puy du Fou and OXSRFI—will create significant pressure on the transport network. They argue that modelling must assess cumulative impacts rather than individual schemes in isolation, particularly given the strain expected on the M40, A41 and local routes. They strongly support LTCP's "Decide and Provide" approach but warn that large speculative developments outside adopted plans will require substantial new infrastructure, delivered early and with clearly defined trigger points, if LTCP mode-shift and environmental objectives are to be met.

They call for greater transparency through the publication of modelling assumptions, infrastructure delivery timetables and mechanisms to secure funding and enforce obligations. On specific schemes, they highlight concerns about the deliverability of the 'Cattle Creep' walking and cycling link between Graven Hill and Bicester, citing drainage, safety, land ownership and construction constraints. Overall, they urge the County Council to ensure that infrastructure planning, monitoring and delivery keep pace with growth, and that promoters of major developments demonstrate robust, policy-aligned mitigation packages from the outset.

Oxford Bus Group

The Oxford Bus Group broadly supports the aims and direction of the Bicester and Mid-Cherwell Movement and Place Plan but stresses that successful delivery will require far more robust, frequent and reliable bus provision across the area. They highlight major growth pressures—including extensive new housing, large-scale employment sites, and the proposed Heyford Park New Town—which will significantly increase travel demand and make high-quality public transport essential. The Group emphasises that buses will remain critical even with improved rail services and sets out the need for major uplifts in frequency, better integration with rail, new and expanded routes, and significant investment in bus priority, infrastructure, mobility hubs and zero-emission fleet capability. They also warn that without a suitable local depot and clear strategic planning on bus routing, especially in

complex developments like North West Bicester and Heyford Park, the network risks becoming slow, unreliable and commercially unsustainable.

While supportive of the Plan's objectives, to the point where the Group commented on each objective, the Group raises concerns about insufficient operator involvement in key schemes such as Market Place redesign and the London Road level crossing replacement, the latter of which they argue may be incompatible with future zero-emission buses and could severely disrupt east-west connectivity. They strongly endorse demand-management measures, improved bus stop facilities, multimodal travel planning, and proactive engagement on development layouts to ensure buses can operate efficiently. They also call for early and substantial bus priority on the A41, B4100 and within Bicester town centre, and caution that innovation projects must be grounded in realistic risk and resource assessments. Overall, they urge the County to work more closely with operators to ensure that bus services can play a central role in achieving LTCP goals and meeting the mobility needs of a rapidly expanding Bicester.

CoHSAT

The response expressed strong support for the overall direction of the Bicester and Mid-Cherwell Movement and Place Plan but argues that it lacks the scale, ambition and specificity required to meet the Local Transport and Connectivity Plan (LTCP) targets for 2030 and beyond. CoHSAT highlights that while the plan includes many positive elements—particularly around active travel and public transport—none of the identified schemes meaningfully reduce private car use, which is essential for achieving required reductions in car miles, casualty rates and carbon emissions. They emphasise that major local developments and decisions, such as the London Road level crossing solution, will be critical in either enabling or undermining progress.

The response calls for much clearer and more ambitious measures, including specific demand-management tools (e.g., congestion charging, traffic filters, parking policies) and large-scale active travel and road safety schemes targeted where they will have the biggest impact. In terms of place-making, CoHSAT advocates for increasing local density and developing liveable neighbourhoods to reduce reliance on motorised travel. They also stress the need for greater detail and prioritisation in the plan's broader commitments, arguing that these Movement and Place Plans should give confidence in delivery of the LTCP goals despite funding challenges.

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