



Planning Application
by Puy du Fou UK
Land North-West of Bicester

TRANSPORT ASSESSMENT ADDENDUM

Steer

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Land North West of Bicester

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Executive Summary

The Transport Assessment Addendum (TAA) supports an outline planning application for a major new tourism development north west of Bicester, Oxfordshire. The Proposed Development comprises a large-scale, phased leisure destination inspired by the successful Puy du Fou parks in France and Spain, including outdoor and indoor theatres, hotels, restaurants, conference facilities, and supporting infrastructure.

The TAA responds to feedback received following stakeholder engagement on the Transport Assessment, including but not limited to Oxfordshire County Council (OCC), National Highways (NH), Chiltern Rail, East West Rail, Local Parish Councils including Bucknell Parish, Bicester Village, Bicester Motion and Bicester Bicycle User Group.

The most prominent update from the originally submitted Transport Assessment is the updated modelling that has been undertaken. Traffic modelling has been undertaken using the Bicester Traffic Model (BTM), validated by OCC, and represents a robust scenario by assessing the anticipated demand in Year 10 of operation. A future year scenario of 2042 was utilised for the Transport Assessment, however, in acknowledgement that the increase in Local Plan traffic up to 2042 may mask the proportional impact of the development, future year tests including 2031 and 2034 have been modelled and assessed within the TAA. These scenarios, which have been agreed with NH (as a circular compliant scheme) and OCC, include the full 10-year build out of Puy du Fou UK, as well as proposed mitigation measures put forward as part of the Proposed Development. Furthermore, since the submission of the Transport Assessment there have been updates to the cumulative developments for inclusion, following refusal of the Albion and Tritax development at Baynards Green in January 2026 and the progression of the Oxford Strategic Rail Freight Interchange (OxSRFI), which as a NSIP has elevated status and in traffic assessment terms should be considered as committed development.

The 2031 assessment shows that the Baynards Green mitigation significantly strengthens junction performance and supports clear, strategic routing via the A43, reducing pressure on local roads and enabling effective accommodation of the full Puy du Fou UK build-out. In the 2034 assessment, which includes the OxSRFI, the interventions proposed at M40 Junction 10 replicate (and build upon) the mitigation identified by Puy du Fou UK. Furthermore, an improvement to the Barleymow roundabout would enhance network capacity and resilience, improving flow onto the A43 and supporting future growth. Overall, the assessments demonstrate that the Proposed Development can be accommodated on the local and SRN, with mitigation measures in place, to address identified impacts during the peak season in year 10. The Park's seasonal operating profile, with it only being fully open on 176 days of the year and a build-up in visitor numbers during the year, with peak activity during school holidays and summer months, when traffic is generally lower than typical months, and opening hours outside of the typical peak hours further limits traffic impacts on the network, utilising off peak capacity.

An updated Travel Plan has also been produced, which will be secured by the Section 106 (S106) agreement. A 'Monitor and Manage' approach has been identified which will be delivered alongside a Traffic Management Plan. These will be secured through the S106 agreement and will be supported by a Sustainable Transport Fund. This will ensure that sustainable transport measures are embedded from the outset and regularly monitored, with agreed trigger points for any 'fall back' mitigation if required.

The additional information provided supports the conclusion that the proposals are fully compliant with local, regional, and national policy, and there are no transport-related reasons to withhold planning permission.

1 Introduction

Overview

- 1.1 Steer has been appointed by Puy du Fou United Kingdom Limited (referred to as ‘The Applicant’) to provide transport and highways advice to support the delivery of a tourism development. This Transport Assessment Addendum (TAA) has been produced to accompany the outline planning application for the Proposed Development, at land to the north and east of Manor Farm, Bainton Road, Bucknell (‘the Site’).
- 1.2 This TAA should be read in conjunction with the previously submitted Transport Assessment (TA) and the Updated Travel Plan.
- 1.3 The primary update considered in this TAA is to provide an assessment of the updated modelling that has been undertaken, as well as to provide written responses to comments raised by stakeholders during extensive consultation following submission of the TA.

Oxfordshire County Council and National Highways Comments

- 1.4 Oxfordshire County Council (OCC) and National Highways (NH) provided a comprehensive review of the application material, and these comments have formed the basis of ongoing discussions with the Authorities through a series of workshops and fortnightly meetings. A summary of the full suite of comments received by OCC is provided at **Appendix A**.
- 1.5 Additional technical information has been provided in a series of Technical Notes (TN), and this TAA summarises the key points raised, as well as providing further clarification relating to the following elements:
 - Public Rights of Way (Technical Note 1);
 - Modelling Scope (Technical Note 2);
 - Parameter Review (Technical Note 3);
 - National Highways Rebuttal (Technical Note 4);
 - 85th Percentile and Sensitivity Test (Technical Note 5);
 - Public Transport (Technical Note 6); and
 - Weekend and Evening Assessment (Technical Note 7).

National Highways Rebuttal

- 1.6 Technical Note 4 (TN4), included at **Appendix B**, sets out the comments received from AECOM, on behalf of NH, on the Puy du Fou UK planning application. Steer have provided responses to each comment. Since TN4 was produced, there have been updates to the

modelling scope to exclude the Albion and Tritax developments at Baynards Green, following the refusals in January 2026. Further detail on this is included within **Section 5** of this TAA.

Parameter Review

- 1.7 Technical Note 3 (TN3), included within **Appendix C**, provides commentary and clarification on the parameters used within the TA that have fed into the development of the transport strategy, the mitigation associated with active travel and public transport, the traffic modelling and highway mitigation proposals.
- 1.8 As a result of providing these points of clarification and subsequent additional information, there has been no substantive change to the parameters used to assess the scheme. The comments have, however, helped to refine and improve the proposals.

Structure

- 1.9 The remainder of the TAA is structured as follows:
- **Section 2:** Public Transport;
 - **Section 3:** Walking and Cycling;
 - **Section 4:** Design Principles;
 - **Section 5:** Highways and Additional Modelling;
 - **Section 6:** Mitigation Package and S106; and
 - **Section 7:** Summary and Conclusion.

2 Public Transport

Summary

- 2.1 The public transport strategy has been subject to detailed scrutiny from both the rail operators (Chiltern Rail and East West Rail), local bus operators (Oxford Bus and Stagecoach) and OCC's Public Transport officers.

Rail

- 2.2 A letter of support has been received from Chiltern Rail, identifying that a strategy is in place to deal with anticipated level of rail patronage which the development proposal will generate. The letter of support is included within **Appendix D**.
- 2.3 As part of the package to improve rail accessibility, the following mitigation has been agreed:

Bicester North

- Re-lining of existing bus stops;
- Delivery of new bus shelters;
- Provision of live Dot Matrix Indicator screens for bus departures;
- Relocation of the cycle parking from the area adjacent to the existing bus stop to the other side of the station entrance;
- Creation of a pedestrian crossing and widening of the footways to enable customers to safely cross the station entrance;
- Improved wayfinding to guide people to bus loading zones;
- Toilet enhancements to meet the needs of additional Puy du Fou UK customers;
- Creation of 2 new platform waiting shelters on the London-bound platform to provide additional cover where there is no canopy;
- Deployment of Puy du Fou UK staff to manage bus shuttle operation and provide customer information at peak times; and
- Station gate line to managed Puy Du Fou UK customers during service disruption.

Bicester Village

- Puy du Fou UK shuttle departures to be included in the live customer information screens already in place at the existing bus stops;
- Toilet enhancements to meet the needs of additional Puy Du Fou UK customers; and
- Deployment of Puy du Fou UK staff to manage bus shuttle operation and provide customer information at peak times (the Transport Working Group will agree when staff are required).

- 2.4 The deployment of Puy du Fou UK staff to manage bus shuttle operation and provide customer information at peak times will be dealt with through the Transport Working Group, with agreement being reached on when staff are required. This will be coordinated with Bicester Village, who already provide staff at the Bicester Village station to assist with visitors who arrive at the station.
- 2.5 These improvements will be secured through the Section 106 agreement.
- 2.6 As set out in detail below, in addition to these identified improvements, OCC Public Transport team have requested additional bus stop capacity be provided at Bicester Village to address cumulative impacts associated with committed and proposed development, such as Great Wolf and Bicester North, as well as changes that may come forward as a result of East West Rail improvements.

Bus

Oxford Bus

- 2.7 A letter of support has been received from Oxford Bus which confirms that the Applicant has fully consulted with them in respect to the operational feasibility and effectiveness of the shuttle bus provision, as well as the wider sustainable access strategy which seeks to maximise the potential of the Site for sustainable access for both staff and visitors.
- 2.8 As part of this, agreement has been reached on a costed proposal that has informed the level and routing of shuttle buses between the Site and the rail stations. The letter concludes that *'Based on widespread operational experience locally and more widely within the Go-Ahead Group, we believe that these would be robustly deliverable, and credibly effective.'*
- 2.9 The letter of support is included within **Appendix E**.

Stagecoach

- 2.10 As the current operator of services between Bicester, Banbury and Brackley Stagecoach have confirmed that:
- The 500 service could be improved in line with the requests from OCC Public Transport;
 - The routing indicated onto Site is ok in principle and that they are happy that this is close to the exit rather than a longer loop around the Site for quicker access. They support the principle of ensuring that buses and coaches have priority when leaving the Site; and
 - Stagecoach are willing to work with Puy du Fou UK to further work through the requirements and look at solutions for digital ticketing direct from the Puy du Fou UK website. And that digital tickets are part of their road map for delivery.

Comments Received from OCC

- 2.11 A summary of the progression in work undertaken by Steer is summarised below. The full response to these comments is included within Technical Note 6 (TN6), provided at **Appendix F**.
- 2.12 Additional bus stop capacity at Bicester Village station has been actively considered, recognising OCC's concern that existing forecourt capacity may become constrained as demand grows and as other developments come forward. While the initial phases rely on

existing infrastructure, future capacity pressures will be monitored through the Transport Working Group, and options to reconfigure the station forecourt or introduce alternative bus stop locations would be progressed if required. In response to the request for drawings, a concept design has been prepared and shared (Drawing 24632101-STR-HGN-100-SK-D-03501 Rev P1), demonstrating how additional bus stands could be delivered at Bicester Village to accommodate shuttle demand from later phases.

- 2.13 Comments raised that fallback arrangements may be required from the outset, and that shuttle demand has been underestimated, are addressed within TN6 by clarifying the method used to calculate shuttle requirements. TN6 explains that shuttle provision is assessed per rail service, not against total peak-hour demand, and that this informs the number of vehicles and bus stands needed at any given time. Nevertheless, the Applicant accepts that shuttle usage will be actively monitored, and commits to increasing the number of shuttle vehicles from Bicester Village where demand exceeds assumptions, if observed conditions require it. This forms part of the Monitor and Manage strategy.
- 2.14 In relation to vehicle capacity, passenger comfort and visitor experience, while 82 passengers represents the safe capacity of the vehicles, full utilisation is expected to be infrequent, even in peak periods. Where standing is required, it would be for short journey times of around 15 minutes, not the 30 minutes suggested by OCC. The use of real-time passenger information is also proposed, allowing visitors to see when the next shuttle is arriving and choose whether to wait, which is intended to mitigate concerns around perceived overcrowding and overall user experience, particularly for families.
- 2.15 With regard to non-timetabled shuttle services and reliability of onward connections, shuttle services will be dynamically aligned to rail arrivals, rather than operate to fixed clockface timetables that may not reflect actual demand. The shuttle operation may be supported by automatic vehicle location and predictive arrival systems, improving reliability and transparency for users. Rail and shuttle demand profiles have been developed through discussions with OCC, NH and Chiltern, and are considered realistic for a strategic assessment, with operational flexibility built in to allow arrival times to vary by circa 30 minutes.
- 2.16 Overall, the potential risks identified by OCC are being managed through design work, monitoring, operational flexibility and secured funding mechanisms.
- 2.17 The contents of TN6, along with the proposed designs at Bicester Village Station have been shared with OCC, Chiltern Rail and East West Rail, who are considering the need for additional bus stops at Bicester Village as part of their studies related to the East West rail project and implications of closing the London Road level crossing. Should the improvements not come forward as part of the East West rail proposals, then Puy du Fou UK would work with Chiltern Rail and NR (GBR) to deliver additional bus stop capacity.
- 2.18 In terms of contributions to OCC towards public transport the following is agreed:
- A Public Transport Service Contribution (indexed from October 2024 using RPI x) has been agreed with OCC which will be secured through the S106 for:
 - Enhancing and extending Service 500 (Banbury–Brackley–Bicester);
 - Introducing an additional X500 service between Banbury and Bicester; and
 - Increasing frequency and operational hours to benefit staff and visitors.

- A Public Transport Infrastructure Contribution (indexed from October 2024 using Baxter Index) has been agreed with OCC which will be secured through the S106 for use towards:
 - Improving access to public transport between Bicester, Brackley and Banbury;
and
 - Providing on-site bus infrastructure, including 3 bay shelters, benefiting staff and visitors.

3 Walking and Cycling

Summary

- 3.1 The application is supported by a comprehensive package of measures to provide access to the Site by active travel modes, with a dedicated continuous link for pedestrians and cyclists being provided parallel to the B4100 between the Site and Braeburn Avenue. This provides access to a network of pedestrian and cycle routes through to Bicester and key facilities, such as rail stations and the centre of Bicester. Alongside this, there is a comprehensive contribution identified to deliver improvements to the PRow network and support countryside access, and improve connectivity between villages and the Site. Localised improvements within Bicester have also been identified.

Active Travel England

- 3.2 Active Travel England have confirmed that the scheme has been reviewed and provided no objection to the scheme, identifying that the application should be reviewed against their standing advice and have encourage the Local Planning Authority to consider this as part of its assessment of the application.
- 3.3 Where pedestrian and cycle improvements have been identified, they have been designed in line with best practice guidance.

Public Rights of Way

- 3.4 The TA sets out the strategy for delivering a PRow route around the perimeter of the Site, which would allow the existing rights of way that cross the Site to be diverted. This also included the delivery of a Pegasus crossing to the north of the proposed main access. This provision provides a connection between the two bridleways located either side of the B4100, which currently does not exist.
- 3.5 The PRow diversions will be dealt with through the appropriate legal process and will ensure that all PRow remain usable throughout the build period, or suitable alternatives are provided.
- 3.6 Following discussions with the OCC PRow Officer a detailed package of off-site interventions has also been agreed, which includes an appropriate S106 contribution towards the design and implementation of new, upgraded, and replacement PRow to provide upgrades to the PRow network to ensure routes are usable in all weathers, support countryside access, and improve connectivity between villages and the Site.
- 3.7 Technical Note 1 (TN1) provides details to respond to the comments raised by OCC PRow team, and is included at **Appendix G**.

- 3.8 The contents of TN1 have been agreed with OCC, with their confirmation provided at **Appendix H**.

Bicester Bug

- 3.9 Following detailed comments and meetings with from Bicester Bug, as well as OCC's design team, the following amendments have been made to the pedestrian / cycle infrastructure plans associated with the Site accesses:

- At the northern access the crossing is to be signalised and realigned to achieve a straight across crossing rather than dog legged, and the approach angle to the crossing has been amended. The crossing has been moved as close to the B4100 as possible, whilst retaining a 20m set back, as required by design standards;
- At the hotel access, the approach alignment has been amended and provision made for any cyclist using the link road to ingress and egress onto the cycle route. The crossing has been moved as close to the B4100 as possible, whilst retaining a 20m set back, as required by design standards;
- The crossing and link between the two PRow south of the service road access has been amended to be a shared facility rather than cyclists giving way to pedestrians and the island widened; and
- The alignment of the crossing at the Braeburn Avenue junction has been updated, with provision made for any cyclist using the Avenue to ingress and egress onto the cycle route.

OCC Comments

- 3.10 In response to OCC comments, it is noted that:
- A lighting strategy is to be agreed with OCC on the B4100 footway/cycleway to improve safety after dark, particularly to support cycling given the Park's closing hours; and
 - The cycle connection and Banbury Road improvements will be completed and available before first use of the Park, hotel, and conference facilities.

4 Design Principles

OCC Comments

- 4.1 Comments have been provided by OCC on the Site access arrangements, and particularly the pedestrian / cycle arrangements. These related to
- The alignment of pedestrian/cycle crossings on the Park's access arms;
 - The need to ensure designs conform to LTN 1/20; and
 - Specific points in respect to the geometric alignment of the proposed routes.
- 4.2 As identified above, Steer have refined the designs of the Site accesses in line with OCC and Bicester Bug comments. The access design incorporates improved pedestrian and cycling crossings, in line with comments received, and have been agreed with OCC and BBUG.
- 4.3 A Stage 1 Road Safety Audit of the proposed off-site highway works has been undertaken, and is included at **Appendix I**, along with the Designers Response. Updated drawings are included within **Appendix J**.
- 4.4 Whilst in outline, comments were provided by OCC in respect to the internal layout of the Site, including comments relating to:
- Bus route alignment;
 - Two rows of three bus stops (northbound and southbound) with a direct southern exit onto the circular road to the hotel/staff entrance are recommended to reduce journey times;
 - Clarification is required on where tour and school coach passengers will board and alight, and whether adequate space and safe pedestrian/congregation areas are provided;
 - All new development roads must operate under a 20mph speed limit; and
 - Highway materials, construction methods, adoptable layouts and technical details are not yet approved and will be subject to a full technical audit.
- 4.5 Commentary on this is provided in TN3, included within **Appendix C**. Notwithstanding this, these matters will be dealt with at the Reserve Matter Application stage, whereby the Applicant will consult with OCC Highways as part of drawing up the detailed plans for the scheme.

5 Highways and Additional Modelling

Modelling Introduction

- 5.1 A Modelling Scope and Assumptions Note (Technical Note 2 (TN2)) was produced in January 2026 and issued to OCC and NH, to set out the agreed modelling scope for additional modelling. The scope and assumptions outlined in this Note remain mostly accurate, however this Note was produced prior to the refusals of the Albion and Tritax developments at Baynards Green, therefore the full up-to-date modelling scope is discussed further within this Section of the TAA. TN2 is included at **Appendix K**.
- 5.2 The TA used the following traffic data:
- Future Baseline 2042 (with Local Plan mitigation) without the Proposed Development; and
 - Future Baseline 2042 (with Local Plan mitigation) + Proposed Development - this represents the impacts of the Future Baseline plus the Proposed Operational Development.
- 5.3 Following ongoing discussions with OCC and NH, along with updated planning decisions relating to the previously considered committed developments, and progress of other schemes such as the OxSRFI, the assessment scenarios have been updated. The scenarios considered within this TAA are summarised below:
- 2031 Reference Case;
 - **Test 5:** 2031 PDF 10-year buildout plus Bainton Road (Stage 1) restrictions;
 - **Test 6:** 2031 PDF 10-year buildout plus Bainton Road (Stage 1) restrictions and improvements at Baynards Green roundabout, signalisation of Ardley M40 off slip and optimisation of Cherwell junction;
 - **Test 7:** 2034 OxSRFI DS5A PDF 10-year buildout plus (including OxSRFI); and
 - **Test 8:** 2034 OxSRFI DS5A PDF 10-year buildout plus (including OxSRFI and Barleymow roundabout upgrade).
- 5.4 Whilst yet to undergo examination, a DCO application was submitted for the OxSRFI on 31 March 2026. Given its status as a Nationally Significant Infrastructure Project (NSIP), its delivery has a higher level of certainty than a standard application. However, it also brings forward some significant infrastructure interventions which have wider implications on the highway network.
- 5.5 The committed developments have also been reviewed, and the previously included Albion and Tritax developments at Baynards Green have now been excluded from the baseline traffic, as these were refused planning permission in January 2026.

- 5.6 The full modelling report produced by Sweco is provided at **Appendix L**, and a Drawing showing the potential improvement scheme at Barleymow roundabout, included within Test 8, is provided at **Appendix M**.

Additional Modelling

2031 (Tests 5 and 6)

- 5.7 The 2031 testing assessed the full ten-year build-out of the Puy du Fou UK development, with and without the proposed highway mitigation measures, principally at Baynards Green Roundabout. The results show that the introduction of the Baynards Green mitigation (Test 6) increases junction capacity and changes traffic routing patterns across the local and strategic network. In both the AM and PM peaks, the A43 becomes a more attractive route, with increased flows through Baynards Green as traffic reroutes away from nearby local roads such as the B4100, Hethe Road, Fritwell Road and the A4421.
- 5.8 In terms of delay, the Baynards Green mitigation reduces delays on the most constrained approaches, particularly in the AM peak on the southbound approach and in the PM peak on the northbound and westbound approaches. However, these benefits are accompanied by increases in delay on downstream links, notably on the A43 and sections of the M40 close to Junction 10, as additional traffic is drawn onto the strategic highway network. Some increases in delay are also observed at M40 Junction 10 due to the signalisation of the Ardley roundabout, although it is noted that strategic models are likely to overestimate delay at signalised roundabouts of this type.
- 5.9 The volume-over-capacity analysis indicates that, while the Baynards Green junction itself does not exceed critical capacity thresholds, some nearby links experience increases beyond 85% V/C as a result of traffic redistribution. In particular, approaches at Barleymow Roundabout and certain links near Middleton Stoney become more congested, reflecting the wider network effects of the mitigation. When compared directly with the 2031 Reference Case, the combined impact of the Puy du Fou UK trips and mitigation measures results in sensible staff and visitor routing primarily via the B4100 and the M40, with the Bainton Road restriction successfully limiting rat-running through local villages. Nevertheless, the analysis confirms that pre-existing constraints at M40 Junctions 9 and 10 remain a key limitation on network performance.

2034 (Tests 7 and 8)

- 5.10 The 2034 testing considers a future scenario including the Oxford Strategic Rail Freight Interchange (OxSRFI), but excluding the Albion Land and Tritax developments, with a comparison between scenarios with and without the proposed Barleymow Roundabout upgrade. In the AM peak, the Barleymow mitigation (Test 8) unlocks capacity at the roundabout, releasing queued traffic and leading to a substantial increase in flows on the A43 southbound. This results primarily from both rerouting from the B4100 and the release of previously constrained traffic. At the same time, some redistribution away from the M40 southbound is observed as congestion increases on links south of Junction 10.
- 5.11 Delay patterns in 2034 are strongly time-period dependent. In the AM peak, the Barleymow upgrade reduces delays on the immediate roundabout approaches and lowers overall travel times through the junction and onto the A43, despite some increases in delay further downstream due to higher traffic levels. In contrast, in the PM peak, the junction operates with little baseline congestion in the unmitigated scenario, meaning

that the introduction of signal controls increases delays through Barleymow, prompting some re-routing onto alternative routes such as the B4100 and A4431, albeit these are unlikely to occur in reality.

- 5.12 The volume-over-capacity results for 2034 show that the release of constrained traffic at Barleymow increases congestion on a number of strategic links, particularly on the A43 southbound towards M40 Junction 10, the Ardley Bypass and around M40 Junction 9 in the AM peak. In the PM peak, the principal V/C impact is more limited, with only minor increases above the 85% threshold on routes such as the A4431 due to traffic redistribution. Overall, the 2034 results indicate that while the Barleymow mitigation improves AM peak performance and resilience at the junction itself, it also exposes and some existing capacity constraints on the wider strategic network, particularly the M40 corridor.

Localised Junction Modelling

- 5.13 Localised modelling of the A4421 Buckingham Road/A4095 junction has been undertaken, as requested by Bicester Motion. Two methodologies were used to test the impact of Puy du Fou UK on the operation of this junction in the morning and evening peak hours:

1. The traffic flows obtained directly from the BTM have been run, including a 2031 future year and a 2031 future year plus Puy du Fou UK. These traffic flows include background traffic associated with existing operations and the most recent planning applications at Bicester Motion.
 - The results demonstrate that the junction is anticipated to operate below capacity in both scenarios and in all peak hours.
2. Traffic flows have been obtained from the Motion Transport Assessment produced to support application 21/01224/OUT. The traffic flows for *2031 + Committed (inc FAST) + Bicester Motion* have been extracted and the anticipated Puy du Fou UK staff and visitor trips in each peak have been manually added onto the junction, to test a worst-case scenario of traffic flows through the junction.
 - The results demonstrate that the junction will operate slightly over capacity in the evening peak hour on A4421 Skimmingdish Lane (E) in the *2031 + Committed (inc FAST) + Bicester Motion* scenario (without the addition of Puy du Fou UK);
 - The addition of Puy du Fou UK traffic results in a very minor increase in queuing and delays at the junction, with the highest level of increase experienced on A4095 Southwold Lane in the PM peak (increase in 8 vehicles queuing and 20 second delay); and
 - It is of note that this is a robust assessment, as it is based on the full development of the scheme which is unlikely to occur until 2.1m visitor arrivals. The assessment used the shoulder arrival profile rather than the peak hour arrival profile and where any vehicles were observed using adjacent routes, these have been applied to the A4095 / A4421.

- 5.14 The modelling result show that as the amount of traffic accessing the Park is both limited in the peak hours and is limited from the southeast, that there would be no demonstrable harm arising on this part of the highway network.

OCC Comments

- 5.15 The primary comments received from OCC relating to highways and modelling were:

- The 85th percentile methodology is accepted in principle but requires further detail on how this was developed;
- Alternative trip generation and modal share scenarios should be considered in accordance with OCC guidance; and
- The TA focuses on weekday peak only, however worst-case scenarios at the weekend and during the evening egress should also be assessed.

5.16 In response to the above comments raised by OCC, two Technical Notes have been produced to provide additional assessment and clarity. TN 5 is included at **Appendix N** and provides further detail with regard to the 85th percentile assessment and the sensitivity tests that have been undertaken. Technical Note 7 (TN7) is included at **Appendix O**, and provides a further assessment of the impact of Puy du Fou UK on the B4100 and Baynards Green roundabout at a weekend and during the weekday evening egress after a night show.

Site Access Junctions

5.17 Localised modelling of the Site access layout has been undertaken, which is provided at **Appendix P**. The model demonstrates that the Site access junctions operate well within capacity in all future year scenarios.

6 Mitigation and S106

Access Strategy Signage

- 6.1 As part of the proposed access strategy to encourage Park users to follow designated routes to the Site, a Brown Tourism signage strategy is to be implemented.
- 6.2 This would be a condition of any Planning Permission, and would require the exact locations to be identified and agreed with OCC and NH, however in principle this would cover:
- Strategically located on the Strategic Road Network (SRN), promoting the use of M40 Junction 10 as the preferred junction for ingress;
 - A strategy to utilise existing SRN Variable Message Signs (VMS) when not in use displaying critical operational messages, especially at peak periods, and when other events are occurring locally; and
 - Localised signage on the approaches to Bicester and on the local road network, especially the A4095, B4100 and B430.
- 6.3 Where necessary signage would also be used to discourage the use of inappropriate roads, such as the Bainton Road.
- 6.4 The effectiveness of the signage strategy would be assessed through the Transport Working Group, and if additional signage deemed necessary, would be delivered through the Monitor and Manage approach.
- 6.5 Dynamic signage will be in place at the Site exit, advising users of the preferred route option, depending on the tie of day of egress.

Bucknell Traffic Management

- 6.6 Further to ongoing discussions with Bucknell Parish, a strategy has been identified to deal with localised traffic impacts, should the application be approved. This includes a two-stage approach to dealing with traffic issues, as set out below.

Stage 1

- 6.7 Stage one would be to provide a range of measures such as geometric realignment of the road and the introduction of design features aimed at making the route less attractive to through traffic, whilst addressing existing issues and signage to deter users from accessing the Site via Bucknell and the Bainton Road.
- 6.8 The proposals, which would be subject to agreement with the Parish would include
- Traffic volumes to be monitored as part of the Monitor and Manage approach;
 - Brown Tourism signage specifying the route for visitors to take;

- Signage to deter Puy du Fou UK traffic using B430 and Bainton Road to be established at the junction of Bainton Road / B4100, at village crossroads and at Ardley Road / B430;
- Traffic calming measures along Bainton Road to slow traffic unfamiliar with the route;
- Measures to protect grass verges along uninhabited stretches of Bainton Road;
- Parking restrictions on Bainton Road, especially around church and path leading to playground;
- Improvements to pedestrian provision on Bainton Road and on B430 through village;
- Enforcement of 20mph speed limit through village; and
- Review the opportunity for the speed limit on B430 to be reduced to 40 mph.

6.9 It is understood that there is also funding available from other development schemes that may be used to address maintenance issues with existing traffic calming in the village, including the repair of speed humps, road resurfacing and replacing missing reflectors.

Stage 2

6.10 Following the monitoring of traffic associated with Puy du Fou UK, should it be identified that visitors are accessing the Site via the Bainton Road, further measures to stop this will be investigated. A study will be undertaken to understand the extent of vehicles using the Bainton Road and to understand what traffic is associated with local residents, what traffic is pass by background traffic and what is associated with Puy du Fou UK.

6.11 The study will identify options to restrict movements on Bainton Road, whilst protecting access for local residents and businesses, and any proposals will be subject to a public consultation and a Traffic Regulation Order (TRO). Options could include, but are not limited to:

- Restricting turning movements;
- Banning through movements, with the use of ANPR i.e. making the road 'access only' thus not disadvantaging residents and businesses on the link; and
- Road closure, stopping all through movements.

6.12 This will be secured through the S106 agreement with any cost associated with the study and works being covered by the Applicant.

Travel Plan

6.13 Following discussions with the OCC Travel Planning team, the original Travel Plan has been updated. The primary amendments relate to:

- Addressing the differing land uses across the Site and ensuring that the final travel plan has targets and objectives for each element of the development (e.g. hotel, conference facilities);
- Separate objectives, targets, and actions are set for both staff and visitors; and
- Travel Plan to be updated as the development matures.

6.14 A Travel Plan monitoring fee of £3,347 will be paid for five years as required by OCC.

6.15 A copy of the updated Travel Plan is included within **Appendix Q**.

Monitor and Manage Approach

- 6.16 A 'Monitor and Manage' strategy will set out the approach to monitoring the Park and managing the off-site highway impacts, identifying any remedial measures that may be necessary to correct the transport strategy, should it not evolve as expected.
- 6.17 A separate 'Approach to Monitor and Manage' report will accompany any permission, and this will set out:
- The Vision Led approach;
 - The core mitigation package;
 - A methodology for monitoring the operation of the Park and adherence with the strategy;
 - The role of the Travel Plan;
 - The role of the Transport Working Group;
 - Traffic management opportunities;
 - How the Sustainable Transport Fund will be administered; and
 - Potential fall-back mitigation.

Heads of Terms

- 6.18 Whilst it is accepted that the traffic modelling is still being considered by OCC and NH, the majority of other areas of mitigation, such as active travel and public transport have been discussed and agreed. As such, a revised draft Heads of Terms for the proposed mitigation, to be secured through conditions or the S106 agreement, is summarised below in **Table 6.1**.

Table 6.1: Mitigation Heads of Terms

Item	Description / Definition	Trigger	Delivery
Northern Site Access Roundabout	Primary access roundabout with equestrian bridleway crossing of B4100 north of Site access	Opening	S278 works
Hotel Access Roundabout	Secondary access roundabout	Opening	S278 works
Staff and Service vehicle access	Access for staff and service vehicles, including simple island crossing of B4100 south of Site access to facilitate connection between PRow's	Opening	S278 works
A43 / B4100 Baynards Green junction improvement	Reconfiguration and signalisation of the junction A43 / B4100 Baynards Green junction if not provided by others. If A43 / B4100 Baynards Green junction delivered by OxSRFI (or even Albion / Tritax) Contribution of equivalent cost to be made to cumulative impact scheme as part of a monitor and manage 'Fall back' position	To be agreed with OCC / NH	S278 works / Contribution

M40 Junction 10 - Cherwell roundabout improvements	Localised widening / lane realignment at the Cherwell / Cherwell services roundabout junction Junction would be reconfigured if OxSRFI comes forward and thus no longer necessary	To be agreed with OCC / NH	S278 works
M40 Junction 10 Ardley Off slip improvements	Reconfiguration off northbound off slip and signalisation of roundabout Junction would be reconfigured if OxSRFI comes forward and thus no longer necessary	To be agreed with OCC / NH	S278 works
M40 Junction 9 amendments	M40 Junction 9 amendments. Delivery of Smart signals to improve signal operations / allowance for financial contribution towards implementation of the above as part of holistic scheme being prepared by NH	To be agreed with OCC / NH	Financial contribution
Bucknell Traffic calming / Local access scheme	To discourage Puy du Fou UK traffic and reduce rat running Two stage approach agreed with OCC / Bucknell <ul style="list-style-type: none"> i. Implement traffic management measures ii. TRO to restrict access to Park / deter non village traffic 	Stage 1 – Opening Stage 2 – TBC confirmed through Monitoring	Works / Contribution (as requires public consultation)
Monitor and Manage as part of Transport Working Group – Sustainable Transport Fund	Sustainable Transport Fund to cover alternative / additional sustainable transport interventions And / or localised improvements to junctions / links within and around Bicester	Part of Monitor and Manage Approach	Works / contributions
Brown Tourism signage strategy	Advisory and Advanced Direction Signage to ensure route strategy is adhered to.	Opening	Contribution / S278 Works
Bicester North Station Improvements	Station Improvements inc. forecourt / Pick Up & Drop off Improvements	Opening	Contribution / Works
Bicester Village Station Improvements	Station Improvements inc. forecourt / Bus Pick Up & Drop off Improvements, Toilet enhancements and wayfinding	Opening	Contribution or Works

Public Rights of Way Diversion	Diversion of PRow through Site to be replaced with 5m Bridleway around north, south and western boundary of Site	Prior to commencement of works on Site which impact upon current route	Masterplan
B4100 pedestrian / cycle scheme	New pedestrian and cycle infrastructure adjacent to B4100 between the southern boundary of the Site and Braeburn Avenue to provide access to / from Bicester	Opening	S278 works/ contribution
Bure Farm (Bicester) Pedestrian / cycle improvement	Localised improvement in the form of widening footway between Bure Park signal crossing and Lucerne Avenue to create a shared use footway / cycleway and improving crossing over Lucerne Avenue to accommodate cyclists.	Opening	Contribution
Strategic PRow improvement contribution	Contribution towards local and strategic PRow interventions to improve accessibility for all users	Opening and future triggers	Contribution
Local Bus Service Contribution	Improved bus service 500 between Bicester and Banbury.	Phased – with triggers	Contribution to OCC
PdF Bus shuttle between Site and Bicester North and Bicester Village Station	Service to operate between Site and Bicester North Station and Bicester Village Station in line with demand associated with rail travel	In line with demand associated with rail travel	Operational Cost
Bicester Park and Ride service	Service to operate between Bicester Park and Ride Site with a maximum of 3 services per hour on peak days	In line with demand	Operational Cost
E-bike hire scheme	Assuming up to 100 e-bikes	Opening	Operational Cost
Travel Plan	Staff and Visitor Travel plan covering all land uses within development Including monitoring Fees	Opening	Operational Cost
Construction Management Plan	CTMP to be conditioned and agreed with OCC / NH	Prior to commencement	Operational Cost
Delivery and Servicing management plan	DSP to be conditioned and agreed with OCC	Prior to operation	Operational Cost

6.19 Any approval will also be accompanied by a set of conditions which will ensure that operational elements of the scheme are secured. These would include, but are not limited to:

- Construction Management Plan to be agreed with the Council;
- Accesses to be delivered in line with approved drawings;
- Opening times to be agreed;
- Car parking arrangements to be agreed with the Council prior to operation; and
- Delivery and servicing arrangements to be agreed with the County Council prior to operation.

7 Summary and Conclusion

Summary and Conclusion

- 7.1 This TAA has been prepared to accompany the outline planning application for the proposed Puy du Fou UK development at Land North West of Bicester. It responds to the detailed comments received from OCC, NH and other stakeholders following submission of the original TA.
- 7.2 This TAA summarises the outcomes of extensive ongoing engagement with statutory consultees and stakeholders, supported by a suite of Technical Notes. It provides further clarification and additional evidence in relation to public transport provision, walking and cycling connectivity, design principles, highways impacts, traffic modelling, and mitigation proposals.
- 7.3 The key updates included within this TAA consist of additional and refined traffic modelling for the 2031 and 2034 assessment years, reflecting agreed scenarios and updated assumptions on cumulative development, as well as further assessment of weekend and evening peak conditions. The results demonstrate that, with the proposed mitigation in place, the development can be accommodated on both the local and strategic highway networks. The mitigation strategy prioritises sustainable travel, supported by enhanced rail and bus provision, improved active travel infrastructure, and a comprehensive Travel Plan secured through the S106 agreement.
- 7.4 A robust 'Monitor and Manage' framework is proposed to ensure that the transport strategy remains responsive over time, with agreed mechanisms to identify and address any unforeseen impacts.
- 7.5 As a result of providing these points of clarification and subsequent additional information, there has been no substantive change to the parameters used to assess the scheme. The comments received have, however, helped to refine and improve the proposals, strengthening the overall transport strategy and its deliverability.

Appendices

A OCC Comments

COUNTY COUNCIL'S RESPONSE TO CONSULTATION ON THE FOLLOWING DEVELOPMENT PROPOSAL

District: Cherwell

Application no: 25/02232/OUT

Proposal: Outline application with all matters reserved for tourism development including outdoor and indoor theatres, restaurants, hotels, conference facilities, offices, warehousing and storage, security control centre, medical centre, animal facilities (including stables, aviary, animal sheds), laundry facility and workshops, and supporting infrastructure including waste management centre, wastewater treatment facility, energy centre and sub-stations, photovoltaic (pv) solar panels, water storage tanks and pumps, lakes and water management systems, structural landscaping, internal footpaths, internal vehicular routes, active travel routes, parking and access (outline masterplan).

Location: Land North And East Of Manor Farm Bainton Road Bucknell

Response Date: 10/11/2025

This report sets out the officer views of Oxfordshire County Council (OCC) on the above proposal. These are set out by individual service area/technical discipline and include details of any planning conditions or Informatives that should be attached in the event that permission is granted and any obligations to be secured by way of a S106 agreement. Where considered appropriate, an overarching strategic commentary is also included. If the local County Council member has provided comments on the application these are provided as a separate attachment.

Application no: 25/02232/OUT

Location: Land North And East Of Manor Farm Bainton Road Bucknell

General Information and Advice

Recommendations for approval contrary to OCC objection:

If within this response an OCC officer has raised an objection, but the Local Planning Authority are still minded recommending approval, OCC would be grateful for notification (via planningconsultations@oxfordshire.gov.uk) as to why material consideration outweighs OCC's objections, and to be given an opportunity to make further representations.

Outline applications and contributions

The anticipated number and type of dwellings and/or the floor space may be set by the developer at the time of application which is used to assess necessary mitigation. If not stated in the application, a policy compliant mix will be used. The number and type of dwellings used when assessing S106 planning obligations is set out on the first page of this response.

In the case of outline applications, once the unit mix/floor space is confirmed by reserved matters approval/discharge of condition a matrix (if appropriate) will be applied to establish any increase in contributions payable. A further increase in contributions may result if there is a reserved matters approval changing the unit mix/floor space.

Where a S106/Planning Obligation is required:

- **Index Linked** – in order to maintain the real value of S106 contributions, contributions will be index linked. Base values and the index to be applied are set out in the Schedules to this response.

- **Administration and Monitoring Fee**

A fee to cover the cost of monitoring and administration associated with the S106 agreement will be secured in the S106 agreement. The fees for the period 1st April 2025 to 31st March 2026 are set out below. The fees are revised annually and approved by Cabinet.

Aggregate of contributions secured in S106	Up to £10K	Up to £25K	£25,001 - £50K	£50,001 - £150K	£150,001 - £500K	£500,001 - £1m	£1,000,001 - £2m	Over £2m
Admin and Monitoring Fee	£158	£390	£765	£2,310	£5,680	£7,675	0.945% of aggregate of contribution amount	£18,900 + 0.1% of any amount over £2m

- **OCC Legal Fees** The applicant will be required to pay OCC's legal fees in relation to legal agreements. Please note the fees apply whether a S106 agreement is completed or not.

Security of payment for deferred contributions - Applicants should be aware that an approved bond will be required to secure a payment where a S106 contribution is to be paid post implementation and

- the contribution amounts to 25% or more (including anticipated indexation) of the cost of the project it is towards and that project cost £7.5m or more
- the developer is direct delivering an item of infrastructure costing £7.5m or more
- where aggregate contributions towards bus services exceeds £1m (including anticipated indexation).

A bond will also be required where a developer is direct delivering an item of infrastructure.

The County Infrastructure Funding Team can provide the full policy and advice, on request.

Application no: 25/02232/OUT

Location: Land North And East Of Manor Farm Bainton Road Bucknell

Strategic Comments

The application site is a parcel of land which is not covered as part of a site allocation. It is located in the countryside, to the north of the village of Bucknell and circa 3.5km north west of Bicester. The villages of Ardley and Upper Heyford lie circa 1.5km and 3km to the west of the site respectively.

The overall area is subject to a number of large-scale proposals, most of which are of a speculative nature, including Heyford Park, identified as a potential New Town to deliver over 13,000 new homes ([New Towns Taskforce: Report to government - GOV.UK](#)) as well as Oxfordshire Strategic Rail Freight Interchange (OxSRFI) on land located adjacent to the Chiltern Main Line Railway line, south west of Junction 10 of the M40 motorway. Overall, the potential impact of cumulative development in this area should be carefully considered, evidenced and mitigated.

The proposal would create a new tourism/leisure development on a 158Ha site, of which circa 15% would be covered by buildings. A large car parking area and transport hub would be located to the north of the site and a large parcel of land towards the south east would be left without development. The visitor attraction element of the proposal would be open April to October each year whereas the proposed 3 hotels (including conference centre) would be open all year. No staff accommodation is proposed on site.

Three access points will be created for the development: a general access point to the north for most visitors; a second access point for the cluster of hotels and a southern access point for staff and operational purposes. 3 existing bridleways would be diverted.

The proposal could create up to 2,100 operational jobs and the potential for increased local and regional economic benefits.

It is noted that the application site includes two fields: one to the northwest and one to the southeast, which are not proposed for either leisure or supporting infrastructure use. The County would be interested in understanding the reasons for including these fields within the application and would be keen to encourage the District in conditioning these, in order to ensure no additional development outside of the planning control can occur on this land, should the proposal be recommended for approval subject to conditions.

The main issues from the County perspective relate to transport and mineral and waste planning, as these are County responsibilities.

Detailed comments are provided as part of this response; however, we would like to highlight that an objection is raised regarding the impact on a Mineral Safeguarding Area for crushed rock which is contrary to Policy M8 of the Oxfordshire Minerals and Waste Local Plan.

A number of queries have also been raised by the Local Highway Authority regarding mode share; assumptions made on the modelling for the proposal among other detailed matters contained within this letter regarding transport and highway matters which would need to be resolved.

At present, the information provided is insufficient to adequately assess the transport and highways implications of the proposal and discussions are ongoing with the Applicant to address these matters.

It is understood that Highways England has also raised a holding objection as further junction modelling is required.

Officer's Name: Joney Ramirez

Officer's Title: Principal Strategic Planner

Date: 16/10/2025

Application no: 25/02232/OUT

Location: Land North And East Of Manor Farm Bainton Road Bucknell

Transport Schedule

Recommendation: Objection for the following reasons:

- Based on the information provided, it is not possible to conclude that the residual cumulative impacts on the road network, following mitigation, would not be severe, taking into account all reasonable future scenarios (NPPF Paragraph 116)
- The environmental impact assessment of traffic on the basis of an 85th percentile (i.e. excluding peak event days) is not appropriate and needs to consider the worst case.
- Clarification and additional evidence are required to support the assumptions made in the TA, to demonstrate their achievability with a degree of confidence.

If despite OCC's objection permission is proposed to be granted, then OCC requires prior to the issuing of planning permission a s106 agreement including an obligation to enter into a s278 agreement to mitigate the impact of the development plus planning conditions and informatives as detailed below.

S106 Contributions

It is not possible to specify the full package of mitigation at this stage, as further traffic assessment is required

Contribution	Amount £	Price base	Index	Towards (details)
Highway works	TBC		Baxter	Required mitigation yet to be established.
Public transport services	£5,117,000	October 2024	RPI-x	Bus service improvement between Banbury, Brackley and Bicester
Public transport infrastructure	£69,816	October 2024	Baxter	Real time information screens at the bus station. Construction and facilities to be provided directly by the developer
Traffic Regulation Order (TRO)	TBC		RPI-x	TROs and parking restrictions on rural routes
Travel Plan Monitoring	£6,694 (3,347x2)	April 2025	RPI-x	Monitoring of the travel plans for an agreed period
Public Rights of Way (PRoW)	See Appendix 1		Baxter	Off-site PRoW improvements in the vicinity of the sit
Wayfinding	TBC			Ped/cycle wayfinding signs across Bicester
Total				

Other obligations:

- Financial contributions to be agreed
- Obligations relating to Transport Working Group, Traffic Management Strategy, Travel Plan measures etc.
- Obligations relating to Monitor and Manage strategy
- Contributions towards improvements at Bicester Stations, as required by Chiltern Rail
- S278 works for access junctions, cycle route to Bicester, cycle improvements on Banbury Road, plus other as agreed necessary to mitigate impact
- An agreed signage strategy to include VMS on the Strategic Road Network and local roads

Key points:

- Only a single modal share scenario has been tested – uncertainty over achievability assumptions of modal share means other scenarios must be tested

- A phased approach will need to be agreed, setting out triggers that would ensure that the infrastructure deemed necessary to handle the volume and impact of visitors at the various phases aligns with each phase
- Cumulative impact with OxSRFI has not been tested while it is appreciated that a scenario which includes the Albion Land logistics development at M40 J10 is being tested.

Comments:

Introduction

The Application Site extends to approximately 158 hectares and is situated within the administrative area of Cherwell District Council (CDC). This site is not allocated for development in Cherwell District Council's current or emerging Local Plans.

Oxfordshire County Council (OCC) Highways Officers have undertaken extensive pre-application discussions with the applicant's team on numerous transport matters pertaining to this planning application. These areas include, but are not limited to, highways modelling, vehicular access, pedestrian and cycling access including parking provision, car parking, public transport, innovation, and off-site mitigation. However, some issues have not been fully resolved and we have requested further information. We are continuing to meet regularly with the applicant's transport consultants, Steer.

Notwithstanding the predicted economic and other benefits of the development, there are significant transport challenges with this location of this site, as it is in an area of high growth, with strategic Local Plan housing allocations at NW Bicester and other very large housing and logistics proposals in the area. The key transport concerns for OCC are to ensure the strategic road network and the routes to it can support the significant volume of visitor and staff traffic associated with this development in order to protect less suitable routes, particularly those through local villages; to ensure there is sufficient rail capacity, and that there are measures in place to offer high quality connections to the site by bus and cycle.

The emphasis on sustainable travel modes is strong and aligns with County Council policies and priorities. 50% by non-car mode is supported as an aim, but there is uncertainty over whether it can be achieved. In particular there needs to be the capacity within the rail network to cope with the proposals – will that be in place in time for the various phases of this development? The modal share predictions need to be supported by evidence, and an alternative scenario should be modelled so that additional mitigation can be planned and tested, in line with a Decide and Provide/Monitor and Manage approach.

For those that are arriving by car the majority would need to arrive via the A34, M40 or the A421, A43 routes. Having the main visitor entrance as close as possible to Junction 10 of the M40 is the right approach to maximise use of the Strategic Road Network. However, the proposed access is onto the B4100, which connects to the A43 at

Baynards Green, which is a heavily congested junction, with strategic logistics proposals going through the planning process which would introduce two major junctions onto the B4100 between the site and Baynards Green.

Although Bicester is well connected by rail from London, Birmingham and Oxford, from the southeast (Aylesbury direction) there is no direct rail link and a low level of bus connections. The same applies to Northampton. Shuttle bus connections and public buses from the Bicester stations would need to negotiate the traffic in and around Bicester, and the routes have no bus priority.

The Transport chapter of the ES covers the impact of traffic across the whole day, while the Transport Assessment (ES Appendix 6.1) covers the peak time travel and traffic impact. The application also includes a Travel Plan (ES Appendix 6.2) for the site to encourage sustainable travel.

Policy Context

Relevant transport policy is set out in Chapter 2 of the TA.

National Planning Policy Framework 2024 (NPPF)

This includes NPPF Paragraph 116, which states that 'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.

There are a number of reasonable future scenarios of external trip generation that should be tested before it could be concluded what mitigation would be required and whether there would be a severe residual cumulative impact. The scenarios tested should also reflect reasonable future scenarios of cumulative impact with other proposed development. There is a requirement for further scenario testing as set out below. Paragraph 115 is also relevant in terms of mitigation.

Cherwell Local Plan Review 2042

Para 2.31 of the TA should go ahead to refer to Appendix 5: Indicative Safeguarded Infrastructure Maps of the Emerging Cherwell Local Plan. This identifies the key infrastructure earmarked to support development in an area.

Local Transport and Connectivity Plan

Policy 1 of the LTCP sets out clearly the transport movement hierarchy, which all transport schemes and developments should have at the core of their proposals: '*Develop, assess and prioritise transport schemes and policies according to the following transport user hierarchy*'.

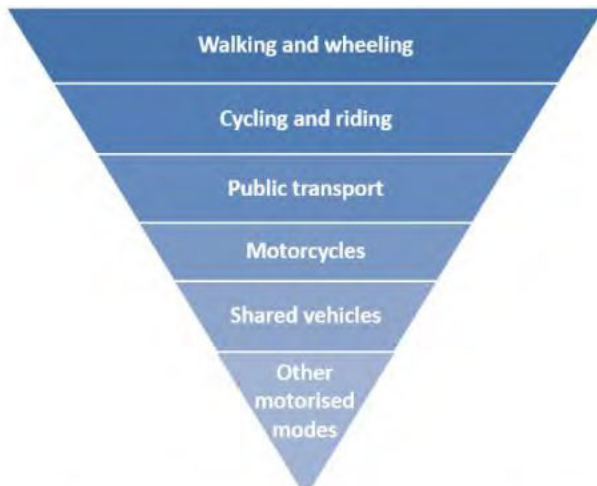


Figure 9 - LTCP Transport User hierarchy

When considering this planning application, it is essential to prioritise all forms of sustainable travel that is thorough, appealing, and accessible for all. This approach is crucial to foster a genuine shift away from reliance on private cars and towards walking, cycling, and the use of public transport.

Policy 35 – We will investigate demand management measures, where appropriate, in order to discourage private car use, engaging with key stakeholders during the development of any schemes.

Policy 36 – Decide and Provide. The ‘decide and provide’ approach decides on a preferred vision that might reasonably be achieved in terms of travel choices associated with development and seeks to provide the means to work towards that. This enables more positive transport planning and helps implement a hierarchy of users by considering walking, cycling and public transport up front.

Traffic assessment shall therefore need to demonstrate through modelling scenarios how the development has utilised the ‘decide and provide’ approach. We have concerns that OCC’s Decide and Provide guidance has not been followed insofar as alternative scenarios of the site’s trip generation have not been modelled. This is discussed below. Policy 36 states: We will:

- a). Only consider road capacity schemes after all other options have been explored.
- b). Where appropriate, adopt a decide and provide approach to manage and develop the county’s road network.
- c). Assess opportunities for traffic reduction as part of any junction or road route improvement schemes.
- d). Require transport assessments accompanying planning applications for new development to follow the County Council’s ‘Implementing ‘Decide & Provide’: Requirements for Transport Assessments’ document.

e). Promote the use of the 'decide and provide' approach in planning policy development to support site assessment.

The crucial element of this policy is the need to undertake testing of scenarios with and without connectivity improvements, and thereby different modal shares.

Development Proposals

Development proposals are set out in Chapter 4 of the TA. This is a unique development, so it is challenging to find other examples on which to base predictions of traffic impact. The development would be phased as attractions within the park are developed. However, we have not been able to find the phasing plan referred to in paragraph 4.27.

The Executive Summary states that the development shall be delivered in eight phases over approximately 10 years. This is repeated at Paragraph 4.5. However, Paragraph 4.20 implies this to be over 3 phases rather than 8 where it states, '*The number of days the Park is open will increase progressively through key phases. The specific number of open days for each phase are as follows:*

- *Phase 1 – 146 days of opening.*
- *Phase 4 – 170 days of opening.*
- *Phase 8 – 176 days of opening*

Paragraph 4.21 reads, '*Phase 8 is the final phase, and corresponds with a Year 10 scenario.*' Reconciliation of the varying statements is sought, and it needs to be accompanied by an indicative Phasing Plan which Paragraph 4.27 mentions although this cannot be seen within the submission documents.

It is stated that the total amount of parking and its layout will be finalised at Reserved Matters Stage. Given the very heavy reliance on a transport strategy to promote sustainable modes, we consider that the amount of parking should be agreed at outline stage.

Waste and deliveries

4.78 alludes to 99% of all waste will be recycled. Regardless of the amount recycled, there shall be a huge amount of waste needed to be moved, including deliveries. The TA states that waste collection shall be undertaken outside of peak hours, although it needs to be clarified what peaks are being referred to here. Is it the network peak or the development peak? There should also be a commitment to avoid deliveries during peak hours. Chapter 17 sets out a Delivery and Servicing Strategy, but this does not contain a commitment to avoiding peak hours. This is particularly important as no HGVs other than coaches have been used in the peak hour assessment.

Access arrangements

Chapters 11 and 12 of the TA present the Walking and Cycling Strategy and the Vehicle Access Strategy respectively proposed for the development.

Walking and Cycling Strategy

A key element of the transport strategy is encouraging active travel to the site. There are currently no footways or cycle infrastructure that would serve the site. Cycling on the carriageway of the B4100 would not be considered safe or suitable. The applicant proposes to construct a continuous segregated footway/cycleway along the B4100 between the site accesses and Braeburn Avenue at Elmsbrook, as shown in Appendix M of the TA.

Cyclists would then be able to continue along the Elmsbrook spine road to link with cycle facilities in Bicester. This is a route in the Bicester LCWIP. Where there are no off-carriageway cycle facilities on Elmsbrook spine road and no available highway space to construct one, a bus only restriction (supported by a TRO and camera enforcement) prevents the road's use as a through route for traffic, so traffic volumes are limited. This together with the 20mph speed limit makes it a suitable route for on-carriageway cycling.

Discussions are ongoing with regard to the detail of the scheme, in particular crossings of junctions and the transition into Braeburn Avenue, but we are confident that a suitable route could be provided. It is not stated whether it would be lit, and this needs to be established.

A lighting strategy shall need to be agreed with OCC for the proposed B4100 footway/cycleway or relevant sections of it, to enhance the sense of safety during hours of darkness. This is a key measure to encourage staff and visitors to cycle between Bicester and the development, particularly given the park's late closing hours.

The applicant further proposes to improve the route into Bicester along Banbury Road through localised improvements near Lucerne Avenue – these are described in paragraph 11.26, and illustrated in Appendix O, although the detail has yet to be worked through in order to provide an indicative plan.

This cycle connection and Banbury Road improvements must be constructed and available to users prior to first use of the park, and its hotel and conference facilities, by visitors or employees. The works will need to be secured in the S106 agreement and delivered under S278. Wayfinding should be provided with the works, and a contribution will be sought towards wayfinding signs on key routes in Bicester to direct visitors to the site.

A cycle hire scheme has been mentioned in the TA several times, indicating that this scheme shall be delivered as part of the proposed development, installing docking stations at key transport hubs including train stations and the Park and Ride. However, this is not listed within the Mitigation Package, Station Improvements or Active Travel

Improvements. This requires further discussion to establish how it can be secured. This is particularly important in the absence of shuttle buses from the stations before 0900, as required by Chiltern Rail.

Chapter 11 also shows how the site would connect via public rights of way (PRoW) to existing and future proposed developments – PRoW's are discussed later in this report.

Vehicle Access Strategy

Three new vehicular access points, all proposed to be taken off the B4100 are proposed. All drawings illustrating the accesses including associated active travel infrastructure and crossings, show sufficient details. OCC may require further detailed drawings and other drainage investigations as part of the s106 package, after this, to ensure all the offsite proposals' deliverability. These are;

1. Primary Access - The general arrangement of this access is shown in Drwg ref: 24632101-STR-HGN-100-SK-D-02201 - REV A appended to the TA. It is proposed to comprise of a new roundabout leading into the main car park and transport hub to the northern edge of the site. The arrangement shall include active travel infrastructure with associated crossing provisions, and this shall require local widening of the B4100 on the approaches of the proposed roundabout.

Following further review of the proposed access arrangement we felt the need to make some adjustments to the alignment of the crossings on the arm leading into/out of the park. Adjustments should aim to realign the crossings on both the exit and entry lanes to reduce on their offset, thereby bringing them closer to each other. It would be preferable for crossing on the exit lanes to shift a few metres to the west, requiring the refuge island to be extended. Where there is space and opportunity to provide high quality provisions for walking and cycling, this shall be sought unless there is rationale as to why this cannot be implemented.

Crossing provisions shall need to be on raised tables in accordance with LTN 1/20.

2. Secondary Access – shown in Drwg ref: 24632101-STR-HGN-100-SK-D-02202 – REV. Located further south on the B4100, this shall also take the form of a new roundabout and will primarily serve visitors to the hotels and conference facilities although it also links to the primary access. Understandably, the link is likely to be useful during high-capacity events to evenly distribute traffic and/or function as an emergency access should there be an issue at the primary access.

The proposed alignment of the footway and cycleway on both approaches to the roundabout follows the natural desire lines leading to the crossing points. The generous setback of the footway and cycleway from the carriageway near the roundabout provides adequate visibility for vehicles, subject to the final landscaping details.

However, modifications should be made to ensure that the southern footway/cycleway approaches the proposed crossing at a more perpendicular angle to the carriageway than currently shown.

To the south of the carriageway, the cycle slip lane for joining the main carriageway should be extended.

The crossings shall be on raised tables for pedestrians and cyclists, again, in accordance with LTN 1/20.

3. A staff/servicing access to the southern end of the Park would be via a simple ghosted island linked to the service route which runs around the boundary of the Park.

Access Routeing Strategy

To help direct traffic onto appropriate main routes and discourage the use of unsuitable roads, a signage strategy is proposed (paragraph 12.11). This approach aims to encourage traffic originating from the south and destined to the south from the park to exit the M40 at Junction 10 rather than Junction 9, thereby reducing pressure on routes in and around Bicester.

However, the traffic modelling is showing that these (and other less suitable) routes would be used, and many people will likely choose their route based on satnav. Especially given congestion at and approaching M40 J10, influencing route choice will be challenging. A fixed signage scheme will need to be backed up by permanent VMS signs on the SRN and local network, provided by the development. This needs to be worked through in more detail, including with National Highways.

The current route choice for trips originating from the southwest i.e. Oxford, Swindon, Bristol is via the A34 through Bicester and not via the M40 to Junction 10. A significant proportion of trips from these respective LAD's should be factored to route through Bicester irrespective of the signage strategy. See Appendix 2 – Journey Time Routes based on GIS routes.

Public Transport Strategy

Buses

The Public Transport Strategy is critical to the success or otherwise of this development and the submitted document broadly reflects the extensive pre-application discussions on this subject.

Table 3.14 of the Transport Assessment details the key bus services operating to Bicester town centre, however:

- services 21, 29, H5 and BV1 are missing; and

- service S5 operates every 20 minutes on Mondays to Saturdays, not every 30 minutes as stated.

Tables 10.6-10.8 contain the expected rail shuttle demand on an overall basis and by hour at Bicester North and Bicester Village stations. It is noted that these figures are slightly lower than in pre-application discussions (as an example, for Scenario 7 peak hour shuttle passenger numbers are 551 as opposed to 571 in the *Distribution of Rail Demand* technical note dated 9 May 2025).

Table 10.9 details the number of shuttle buses required from Bicester North and Bicester Village stations to the development site. Paragraph 10.33 indicates the capacity of vehicles proposed to be used as 82, and paragraph 10.35 indicates that each vehicle will provide two journeys per hour.

On that basis, the number of shuttle buses proposed in Table 10.9 is insufficient to meet the proposed demand:

Scenario	Peak hour demand		Capacity per bus hour	Buses needed		Buses proposed	
	Bic N	Bic V		Bic N	Bic V	Bic N	Bic V
3	136	116	164	1	1	1	1
7	297	254	164	2	2	2	1*
11	570	486	164	4	3	4	2*

Additional shuttle buses from Bicester Village are therefore required from Scenario 7 onwards to safely accommodate the proposed demand. Notwithstanding the above, the Council continues to consider that achieving the maximum capacity of 82 on each single-deck vehicle will result in a poor visitor experience and does not align with the objectives set out in paragraph 10.35.

The maximum number of departures from Bicester North will therefore be 8 per hour, and 4 per hour from Bicester Village.

Paragraph 10.37 indicates that the services will not be timetabled. If that is the case, how are connections in Bicester town centre to/from other bus services meant to work (i.e. how can passengers rely on them) – particularly at non-peak times – and how will the proposed “DMI screens” (more commonly known as Real Time Information or RTI screens in the bus industry) referred to in Table 10.10 present accurate information?

The applicant and preferred shuttle bus operator will need to consider the regulatory requirements of bus service licensing and registration, and whether these will apply.

The use of the two existing bus stops at Bicester Village, as indicated in paragraph 10.43, is not agreed. The ongoing development of Bicester means that in future these spaces are likely to be needed for relatively intensive services on the urban and inter-

urban bus network, including additional journeys on service 500 to be funded by the development. There are also no drawings to indicate the facilitation of shuttles at the Bicester Village station.

Further capacity must therefore be identified at Bicester Village station to cater for the additional shuttle bus movements generated by the development, particularly as these are greater than the applicant has indicated in Table 10.9. The arrangements indicated in paragraph 10.48 may be needed from the outset as opposed to a fallback position.

At Bicester North, confirmation would be welcomed that the proposed shuttle buses are less than 12m in length and therefore are suitable to access the bus stop arrangements identified in Figure 10.1/Appendix J.

Paragraphs 10.52-10.54 refer to Stagecoach’s digital ambitions and the potential for integrated park and bus travel. As Stagecoach operate local bus services to the development site under contract to the County Council, it is important to note that it is not guaranteed that Stagecoach would be the operator of any future service.

The approach for the local bus service 500 (paragraphs 10.57-10.60 and Table 10.13) reflects what was agreed during pre-application discussions. There are five phases of bus service improvement, and annual costs of each of these were provided to the applicant during the pre-application process:

- #1: extending existing hourly Sunday service to Bicester;
- #2: provision of an hourly evening service between Banbury and Bicester;
- #3: an additional X500 journey from Banbury to Bicester at 0930 (weekends and school holidays);
- #4: additional X500 journeys from Banbury to Bicester at 0930 and 1030, and return at 1615, 1720 and 1820 (weekends and school holidays); and
- #5: additional X500 journeys from Banbury to Bicester at 0930 (seven days per week), plus Banbury to Bicester at 0830 and 0915, and return at 1615, 1700, 1720 and 1820 (weekends and school holidays).

The cost of these in aggregate is shown in the table below:

Year	#1	#2	#3	#4	#5	Total
1	£36,000	£110,000	£99,000			£245,000
2	£36,000	£110,000	£99,000			£245,000
3	£36,000	£110,000	£99,000			£245,000
4	£36,000	£110,000	£99,000			£245,000
5	£36,000	£110,000		£175,000		£321,000
6	£36,000	£110,000		£175,000		£321,000
7	£36,000	£110,000		£175,000		£321,000
8	£36,000	£110,000		£175,000		£321,000
9	£36,000	£110,000		£175,000		£321,000

10	£36,000	£110,000			£276,000	£422,000
11	£36,000	£110,000			£276,000	£422,000
12	£36,000	£110,000			£276,000	£422,000
13	£36,000	£110,000			£276,000	£422,000
14	£36,000	£110,000			£276,000	£422,000
15	£36,000	£110,000			£276,000	£422,000
Total	£540,000	£1,650,000	£396,000	£875,000	£1,656,000	£5,117,000

The total public transport services contribution of **£5,117,000** has been calculated on the basis of financial support being made available for additional bus services for five years after Phase 8 (full opening of the site).

This contribution will be used for the purposes indicated above, to maintain and improve service 500 between Banbury, Brackley and Bicester. The contribution is payable in 15 annual instalments of the amounts shown, with first payment due on the opening day of the development, indexed to RPIx with a base date of October 2024.

Paragraph 10.64 refers to scheduled coach services and engagement with National Express. The text states that National Express operate service 702 between London and Legoland, but this is not the case – that service is operated by Reading Buses. Notwithstanding that detail, the potential for scheduled coach services operated by any suitable operator (which could include National Express or Flixbus, who operate a similar service to the Efteling theme park in the Netherlands) is welcomed.

Appendix D indicates the proposed car parking layout and the access points for bus and coach services. It is imperative that buses and coaches have adequate, prioritised access to their respective stopping points and throughout the development; however, the drawing appears to show multiple potential conflict points which could delay services entering or exiting the development at peak arrival and departure times.

A particular concern is the requirement for southbound buses to exit to the north, then double back to reach the hotel and staff entrance (and vice versa for northbound buses). It would appear to be more appropriate to have two rows of three bus stops with one row for northbound buses and one row for southbound buses, with an exit to the south directly onto the circular road to the hotel / staff entrance. This would reduce journey times and an unnecessary circuitous route.

Some clarification is needed as to where tour and school coach passengers are expected to alight and board – is this within the six stands also, or has sufficient space been provided in the coach parking area, with safe walking and congregating areas?

In terms of infrastructure, each of the bus stands must have a premium shelter (an example of which is the [Mono Superhub](#) from Externiture Ltd), with seating and lighting. This must be a minimum of 3 bays and fully enclosed apart from entrances and exits.

Power must be supplied to each shelter (via a Haldo pillar) and suitable bracketry installed for a real time information display.

All bus stops are to include a pole and flag comprising the following items:

- Pole type: VX-O;
- Flag type: Metroslide with two row route number grid;
- 2x 900mm timetable cases;
- SMS plate; and
- 24hour clearway plate (except if associated road markings are not required)

These are to be installed by the developer in accordance with supplier instructions or installed by the supplier, at the developer's expense. Colours and branding are to Oxfordshire County Council standards details are held by the supplier, Externiture Ltd.

The County Council requests a financial contribution for the installation of real time information displays. The current contribution rate is £11,636 for a TFT shelter display, and as six would be required this would equate to a total of **£69,816** (indexed to Baxter at October 2024). Dependent on requirements, if not all of the stands require a screen a totem showing all bus information can also be provided with the same contribution.

Rail Distribution

We welcome the target of this public transport strategy to have a 50% public transport mode share for Phase 1. This is in line with the aim of the LTCP to reduce car trips and make more sustainable modes of transport such as walking, cycling, public and shared transport the natural first choice. We welcome the plan to make rail travel a core component of the strategy.

We note that Puy du Fou worked with Chiltern Railways to inform this strategy. We note that both parties have agreed that Puy du Fou will pay for various infrastructure improvements at Bicester Village and Bicester North stations. To accommodate more passengers due to this development, we welcome the improvements proposed to the two stations.

The improvements include new waiting shelters, better wayfinding, toilet enhancements, and better and additional bus stops. We need to ensure that the improvements will not just accommodate Puy du Fou visitors travelling by train but also mitigate the impacts on the residents and the local community. We expect Puy du Fou to continue to work with Chiltern as it has been noted from the agreement that the designs provided were high level and indicative, therefore it might still change together with the costs.

We support the use of shuttle services from the railway stations to the site. We also support aligning shuttle departures with train arrivals for better travel experience.

One of the main priorities in our emerging rail plan, OxRAIL 2040: Plan for Rail, is the Oxfordshire Metro concept, which will see train services in the county run more frequently, including at the two Bicester stations. We welcome references to Bicester

North Station as the primary rail head for this development, providing easy access to the site from major locations such as London or Birmingham.

The rail plan also proposes to transform stations into mobility hubs. Both Bicester North and Bicester Village Stations are proposed to be major interchange mobility hubs. The plan expects these stations to be fully step-free and accessible, support bus/rail integration with real-time information displays, provide secure and safe walking and cycling facilities (parking), support micromobility options, include EV chargepoints, among other things as they are key modal interchanges serving strategic corridors. The proposed improvements should consider how these elements might be accommodated.

We support the references to deliver newer and more trains to the network. Chiltern has recently launched their new Mk5A trains that will operate between London and the West Midlands, with services stopping at Bicester North. Our rail plan also refers to the need for more rolling stock to enable more and better services for passengers. As part of our further work to improve rail in the county, we are working with our partners to secure these new trains.

Given that this strategy is subject to future rail improvements that is outside our control such as new rolling stock acquisition, there is uncertainty to be accounted for which should be reflected by modelling multiple scenarios. Testing multiple scenarios will illustrate what could happen if the connectivity improvement proposals do not achieve their desired effect or are later found to be undeliverable due to unforeseen issues.

Public Rights of Way (PRoW)

OCC considers the Public Rights of Way strategy to be acceptable, subject to detailed design of new, upgraded and replacement PRoW, an appropriate s106 contribution, a separate PRoW diversion process, and all PRoW being usable during the development's 10 year build schedule and/or alternatives being brought forward so that the PRoW network is connected, safe and usable for all lawful users.

Figure 3.4 of the TA shows the Existing PRoW and Site Boundary and Fig 5 contains photos of some of these PRoW. The Walking and cycling strategy from para 4.39 of the TA sets out proposals that include PRoW. These are all noted and welcomed.

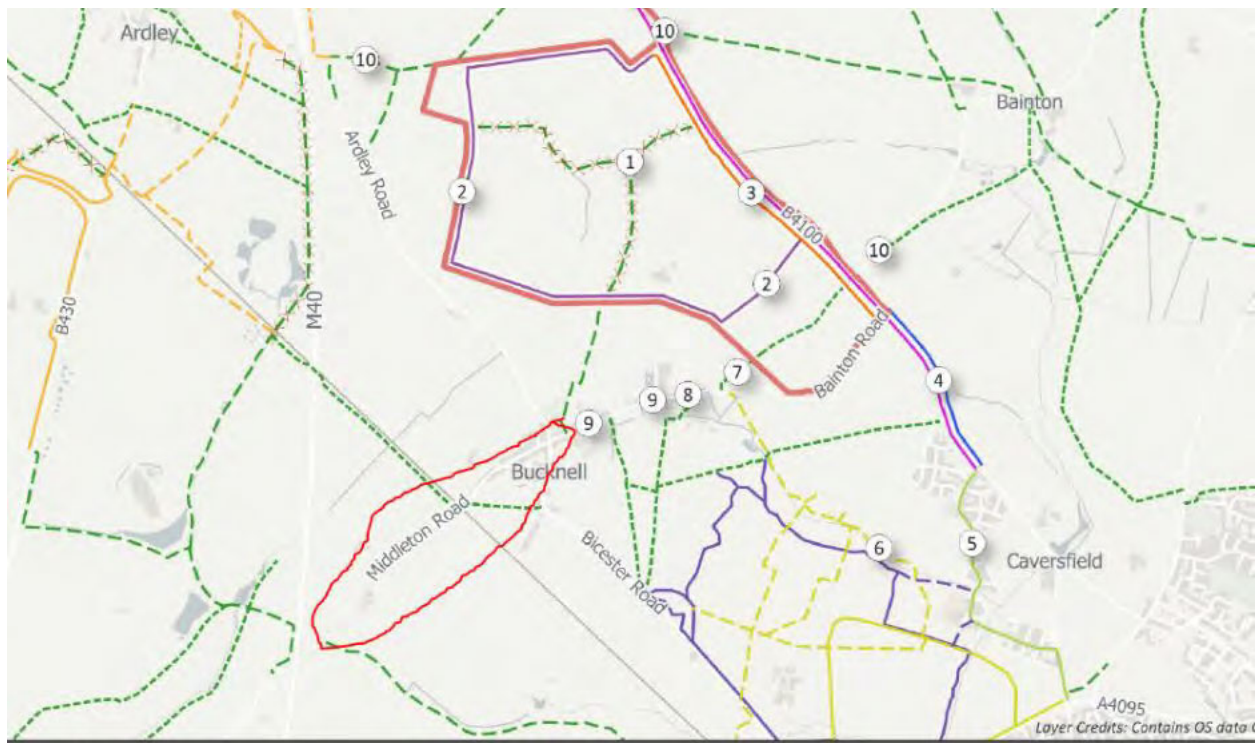
The proposed provision of 5m usable width diverted bridleways to accommodate masterplan needs are acknowledged. The proposed creation of a bridleway crossing of the B4100 is noted and welcomed as is the retention and upgrade of footpath 148/8 to bridleway, along with an uncontrolled crossing of the B4100 in that location.

Chapter 11 of the TA provides more detail about the walking and cycling strategy. Figure 11, "proposed diversions and additional PRoW" is noted, along with the reasoning behind this. It needs to be appreciated that any diversion is a separate legal process with its own consultation framework. To that extent, Figure 11.2 PRoW cross

section seems fine in principle, but the surface provision is a matter of detail to be agreed at a future stage alongside the legal diversion process.

The section on off-site improvements/mitigation for PRow from para 11.15 is noted and welcomed both in terms of the works to the highway in the form of road crossings and the footway/cycleway to Bicester along the B4100, and also the proposed, but undefined, financial contribution.

Fig 11.4 and 11.5 and accompanying text are noted. These provide a useful oversight of combined impact and mitigation of developments and proposed changes to PRow in this area. It is noted that there is one key missing 'link' in the NMU network and that is addressing the road section highlighted in red below. It is understood that the OxSRFI may be addressing part of all of this but anyway this would likely form part of the use of any secured s106 contribution alongside those measures identified in Table 11.1.



PRow, Pedestrian and Cycle Connection Plan

Existing PRow and Routes — PRow Diversion — Strategic Rail Freight Non-Hawkwell Farm Routes — Tritax/Albion — Pr

Improvements to local public rights of way, proportionate to the scale of the development, are required to ensure that PRow are accessible in all weathers to provide access to the countryside for residents, as well as a level of connectivity between villages and site. A mitigation plan and breakdown table of required contributions is attached at Appendix 1.

Site Layout and Parking

13.5 - While the Parking strategy aims to ensure that only the parking necessary to support the forecast visitor and staff capacity will be made available and avoiding over-provision, it appears to be solely focused on meeting the operational needs of the proposed development.

However, I believe this approach does not align with Oxfordshire County Council's Long-Term Comprehensive Plan (LTCP) headline targets. Specifically, the LTCP targets aim to reduce car vehicle miles and replace 1 out of 4 car trips by 2030 in Oxfordshire. It is essential that the Parking Strategy not only addresses immediate operational requirements but also contribute to our broader objectives of sustainability and reducing car dependency.

It remains essential to avoid under-provision, as this could create unintended local traffic issues, including indiscriminate verge parking near the park and potential congestion caused by a full car park. I understand that daily visitor numbers have influenced the proposed parking provision. To properly assess this, the application should explain how the initial allocation of 4,467 spaces for the main car park, 705 spaces for the hotel and conference facilities, and 1,179 back-of-house spaces—presumably reserved for staff—was determined.

The TA proposes 705 car parking spaces to serve the hotel and conference centre, acknowledging that this exceeds OCC standards but justifying it on operational grounds. While this explanation appears reasonable, greater effort should have been made to optimise the use of available spaces between the main car park and the hotel car park, rather than providing spaces (within the main car park) that are only utilised a handful of times throughout the year.

The proposal to allocate up to 1,179 parking spaces for staff is concerning. Paras 6.22 to 6.31 provided an ideal categorisation of staff – the *Easy to Find* and the *Hard to Find* Talents. The former, which are forecast to make a significant proportion will be sourced more locally and hence are more likely to travel sustainably compared to the Hard to Find talents, likely to travel from a 2-hour catchment area.

The proposal to allocate up to 1,179 staff parking spaces raises significant concerns. Paragraphs 6.22 to 6.31 outline an effective categorisation of staff into two groups: *Easy-to-Find Talent* and *Hard-to-Find Talent*. The former, expected to make up a substantial proportion of the workforce, will likely be recruited locally and therefore more inclined to adopt sustainable travel options. In contrast, Hard-to-Find Talent is anticipated to commute from a wider catchment area of up to two hours, making sustainable travel less feasible. Measures that would be monitored through a Travel Plan shall need to ensure that locally sourced staff maximise the sustainable travel opportunities that are made available.

Hotel staff working very early or late shifts are more likely to drive, as these times fall outside the hours of any meaningful bus service. Beyond these specific cases, there is limited justification for requiring such extensive staff parking, particularly given the availability of provisions like a free shuttle from Bicester stations. That said, the lack of shuttle services from the train stations before 0900hrs does weaken this argument.

I welcome the endeavour to provide sufficient parking for coaches and buses, as a commitment to supporting sustainable travel choices.

Para 13.25 states, *'The level of parking has been based on a parking accumulation analysis, drawing on the modal choice assumptions and visitor arrival/ departure profiles outlined earlier in Chapter 4. This analysis reflects the 85th percentile attendance, ensuring that the parking provision, particularly for coaches, is robust enough to accommodate higher-than-average operational days without being over-designed for rare extremes.'* Clarification is required on whether the coach parking provision is designed to the 85th percentile trip generation demand, or this is sufficient to accommodate the high peak events.

Provision of adequate parking is essential to prevent indiscriminate parking in the vicinity; however, mechanisms to manage demand should also be implemented. The absence of information on parking charges is noted, and a firm commitment is required to ensure that sustainable travel modes remain financially competitive.

I am concerned that only 6 set-down/ pick up bays for buses, shuttles and coaches may not be adequate to accommodate the likely arrivals or departures efficiently. The rate of arrivals and departures in the bays as well dwell time to allow visitors alight/ onboard needs to be factored into the design to ensure the desired turnover of these vehicles is achieved. To prevent large groups of visitors congregating around bays while waiting for the next available vehicle (bus, shuttle, or coach), which poses a safety risk, measures should include either a dedicated waiting area or sufficient set-down and pick-up bays to counter the need for this waiting area.

Traffic Impact

Due to the distinctive nature and scale of the development, identifying comparable sites for car trip generation proved challenging. Consequently, a bespoke methodology was agreed with OCC, as detailed in Chapter 9.

The TA has used the existing Bicester Transport Model to test the proposals. This is a robust model, but the base data is now old (2016). Paragraph 9.9 describes a validation exercise undertaken in 2024 to confirm the model was still considered fit for purpose. This did show some weak areas, particularly at its western edge. However, in this case the peak development traffic is not expected to coincide with the model am peak but, for robustness, the peak development traffic has been used in the peak hour modelling. In this context the Bicester Transport Model is accepted by the County Council as the best tool available to test the impact on the local network.

The BTM only covers weekday peak and interpeak hours. Given the high level of demand at weekends it was suggested during preapplication discussions that the applicant would need to build a strategic model to test the weekend impact. However, sensitivity tests were carried out (set out in Chapter 14) to demonstrate that weekday peak traffic around Bicester is higher than weekend peak traffic. I do not feel the assessment conclusively demonstrates that am and pm weekday peak hours are the worst case when combining development and background traffic across all hours.

Paragraph 9.18 mentions shoulder peaks and assessment of evening egress and I cannot find this in the TA. This should be carried out. It also mentions updating the National Highways Microsim Model (which covers M40 J10 including Baynards Green) to include additional hours and weekend traffic flows. The TA does not include any reporting on the modelling using NH's J10 VISSIM model, but I understand this is in progress and will be submitted.

Trip Generation

Due to the unique nature of the development, it was not possible to find comparable sites on which to base trip generation. Instead, a bespoke methodology was agreed with OCC which draws its trip generation from the only Puy Du Fou sites in France and Spain. The TA then presents the projected number of trips likely to be generated by the proposed development, covering public transport options such as rail, shuttle services, local buses, and coaches. Chapter 14 specifically addresses anticipated vehicle trips in particular. This approach is designed to embed strategies that actively promote walking, cycling, wheeling, and the use of public transport to align with OCC's principles of Decide and Provide.

While the Park, Hotel, and Conference Centre are each capable of generating their own distinct trip demands, the TA provides a breakdown of the methodology used for each land use. However, we find the TA's claim—that the Conference Centre is not expected to create any additional standalone impact beyond what has already been assessed for the overall development—to be unconvincing. Has the development proposed any measures to restrict conference bookings during the park's operational season (March to October) to mitigate potential cumulative impacts?

Paragraph 5.3. of the TA informs that two thirds of evening show attendees are day ticketholders and that evening show attendees will not access the car park during the day. Bearing in mind that the typical daytime shows close at 1900hrs and that night shows typically start after sundown, I deduce that the busiest hour in terms of accessing the Park is likely to be 1900-2000hrs where arrivals and departures interface.

Coaches – '*Some night only coach packages anticipated*' as stated in the TA does not make a commitment of ensuring that such packages shall be provided. There needs to be clear certainty of the coach packages if these are to be included in the forecast trip generation exercise. How has this mode been translated in the trip generation for night shows?

Chapter 6 does not specify the origin points of the coaches, which is essential for enabling appropriate arrangements at those locations to ensure the viability and sustainability of this transport mode. For instance, Bicester Village has established a coach layby/stand at London Marylebone, providing a designated pick-up and drop-off point for visitors. It is therefore critical to determine from the outset whether this mode can effectively support the intended shift towards non-car travel to the park.

Figure 5.1 illustrates the projected daily visitor numbers for Year 10 of the development. However, paragraph 5.9 and the preceding sections do not specify the origin of this data, nor clarify whether it is derived from the parks in France and Spain.

In addition to specifying the data source, the applicant must clarify whether the dataset reflects daily visits to the Park. This is important because, upon review—assuming each vertical bar represents a daily visitor count—there appear to be inconsistencies in the number of entries across calendar months. If the Park operates daily between April and October, some months show fewer entries than expected, while others appear to record more days than the standard 30 or 31 days in a month. The application must account for these anomalies and provide an explanation.

Visitor Numbers

Because the weekday school holiday presents similar characteristics to a weekend scenario with respect to visitor numbers, arrival and departure patterns, it is reasonable to categorise them together. By integrating these periods into the weekend planning, this ensures that the strategies remain robust and responsive to the unique patterns that school holidays bring.

Further clarification is needed in Table 5.6 where reference is made to Parameter Assumptions. I cannot make the correlation between Day Only attendance (under the 100th percentile attendance) and the assumptions made for hotel occupancy here. Can this be clarified please.

In order to make the forecast trip assumptions for the proposed development more credible, we need to take a comparative analysis in terms of the facilities on the existing French Park and the proposed development. At this stage, it would be helpful to understand the composition of the only qualifying comparative site, the French Park, such as the number and sizes of the theatres, hotel sizes, and whether conferencing facilities are part of the French park.

Assumptions regarding vehicle occupancy are set out in paragraph 5.3. Weekday car occupancy is assumed to be 2.3 visitors per vehicle and at weekends, 3.1 per vehicle. Paragraph 5.2 says that this is based on existing parks in France and Spain and ‘an understanding of the local environment, and Steer’s experience’. As this makes a very considerable difference to the calculation of vehicle trips, we consider that survey data and any adjustments should be provided to validate this.

The proposed maximum occupancy of 82 passengers for shuttle buses appears to be an overestimation if visitors were to have an appealing experience. Observations of the bay dimensions allocated for shuttle services at local train stations suggest that 12-metre vehicles shall be used - which are unlikely to accommodate this number of passengers comfortably without requiring standing for extended periods—potentially up to 30 minutes. Such conditions are unlikely to be attractive to many users, particularly families travelling with young children, and may negatively impact the attractiveness and usability of the service.

85th Percentile Methodology

The principle of using 85th percentile trip generation has been accepted by OCC for the purpose of peak hour traffic assessment. The reason is that there is a small number of days when there are special evening spectacular shows, attracting more people to the park on those days (and a higher proportion of those would be car-borne due to the late-night finish).

However, Figure 5.1 requires clarification as, during preapplication discussions, we were told there would be only 5 days in a year where attendance would be above the 85th percentile. Fig 5.1 appears to show around 40 days.

In line with the Decide and Provide approach, we do not consider it would be appropriate to provide permanent highway capacity mitigation to meet that demand of peak days. However, we have been clear that the application needs to include a Traffic Management Strategy for those special event days to demonstrate that the traffic could be managed without a severe impact on the network or unacceptable environmental impacts. This needs to be strong enough and acceptable to OCC's Network Management team to ensure that these peak traffic times can be adequately managed and do not cause unacceptable levels of disruption and environmental impact.

Chapter 12 of the TA, 12.13 to 12.32, sets out the overall principles of such a Traffic Management Plan. In our opinion it lacks detail and local context. In particular it does not address the challenges of very high volumes of traffic discharging over a short period from the park at the end of evening shows. While this is outside of normal traffic peaks, delays on the recommended routes caused by the volume of Puy du Fou exiting traffic will likely influence people to cut through unsuitable routes that may be quicker to reach the SRN. This peak traffic has not been assessed in the TA and in view of the potential environmental impact it should be addressed in connection with drawing up the Traffic Management Plan.

The Traffic Management Plan requires review by our Traffic Management colleagues, who will need to provide input for each event day. It also relies on ongoing liaison via a Transport Working Group, the terms of reference of which, and appropriate resourcing, will need to be secured in the S106 agreement. Clearly the number of days in which the peak day special Traffic Management Plan needs to operate is important to clarify, because of the burden on OCC Traffic Management and the disruption to the public.

Visitor and Staff Trip Distribution

Chapter 6 sets out the methodology used by Steer to estimate the distribution of origins for visitor and staff car journeys. This is bespoke for the specific development, and we find the methodology reasonable, albeit with some queries as set out below.

While there are no directly comparable attractions to Puy Du Fou within the UK, there are some attractions from which we can reasonably compare some distribution characteristics. Appreciating that the existing UK based theme parks may not have been afforded similar sustainable travel provisions as proposed with this development, there are however some from which credible comparable patterns may be drawn.

The assumption that all visitors outside of a 2-hour drive time would likely opt for an overnight stay is not considered realistic as it seems to underestimate people's willingness and preparedness to drive the 2 hours for a day's long entertainment. For instance, sports fans frequently drive 2 hours or more for a 2-hour event, demonstrating their commitment and enthusiasm

Similarly, I believe many visitors would be prepared to travel over two hours to spend a full day at an amusement park. These examples demonstrate that a two-hour drive is not a substantial barrier to engaging in day-long activities.

Not all visitors travelling from beyond a two-hour drive are likely to stay overnight in a hotel, as this overlooks the added cost of accommodation. Reclassifying such visitors as local does not accurately reflect their travel behaviour. Additionally, no evidence has been provided regarding ticket or on-site hotel pricing to support this assumption. If the expectation of off-site hotel stays is based on experience in France, this is not a valid comparison, as hotel prices in this part of the UK are significantly higher than in France.

Secondly, it is assumed that all the visitors outside of the 2-hour drive who would choose to stay in the local hotels overnight (outside the Park) would arrive by sustainable means i.e. cycling, public transport. I consider this inconceivable as the same visitors would pack up and drive from these hotels to the Park in their cars, still rendering this such a journey a car-based trip irrespective of the distance travelled.

It is important to consider this when planning and making projections as a substantial number of day visitors may be missed out under these assumptions.

6.16-6.19 should be revised accordingly.

Whilst OCC is fully supportive of the use of sustainable forms of travel, it is considered unlikely that the existing bus network and associated infrastructure in the area would be sufficient to support the travel needs of the construction workers or indeed, those employed at the park when it is operational in its infancy. The scale of the development including the labour force required to bring this forward should not be underestimated. Whilst the proposed mitigation is unlikely to be delivered ahead of the park, am concerned that the distribution of construction staff has not been carefully considered.

Mode Share Analysis

While I believe that the figures provided in Tables 7.1 to 7.3 are both realistic and attainable, I think it would be beneficial for us to have more evidence to substantiate these numbers. Having additional supporting data will not only strengthen our confidence in these assumptions but also provide a more robust foundation for any future decisions.

To estimate car trip generation for traffic modelling purposes, assumptions have been made regarding modal share. These assumptions result in a low car modal share, which may be difficult to achieve—particularly given the nature of the site as a family-oriented tourist attraction. While this aligns with a visionary approach, it should be supported by evidence. It is recognised that there is a lack of comparable surveyed sites to substantiate the assumptions.

While sustainability may be a consideration for some, the majority of visitors are likely to base their travel decisions on cost and convenience. The Transport Assessment currently lacks evidence comparing journey times and costs, which are key factors influencing modal choice. This supporting information should be included, using a variety of example journeys from different locations. In particular, journey times from both Bicester rail stations to the site—including transfer times—should be detailed. Additionally, we have requested that future year journey times be extracted from the strategic transport model, as these are expected to increase over time. It is important to note that there are no planned bus priority measures.

In terms of rail modal share, we can't be sure that applying a blanket modal share properly takes account of the availability of rail connections from key population centres, such as Aylesbury or Northampton.

Although travel apps (such as the 'You Smart Thing' app suggested in the TA) may provide this information at the time of park ticket purchase, if the comparison of cost and journey time turns out to be more favourable to car travel, that will be a strong influence on modal choice to use the car. Chapter 15 in the TA describes Travel Demand Management through the You Smart Thing app. The use of such a measure is supported and should be a requirement. However, in line with our Decide and Provide Guidance, alternative scenario(s) should be modelled with a less optimistic modal share. As it is, there is no alternative mitigation plan should the vision modal share not materialise.

Delivery of the necessary active travel infrastructure to support sustainable modes shall need to be considered in place within the first phase of development alongside other obligations such as increasing public transport take up.

The applicant should aim for a lower than 55% car-based mode share target for staff through an agreed travel plan. Staff should have a dedicated shuttle service, as they need to arrive before opening and leave after closing, rather than rely on visitor shuttles

timed for train connections. Additional concern comes from the lack of a shuttle service from train stations before 0900hrs.

Arrival and Departure Profiles

The fact that peak demand from the development is expected to occur outside traditional traffic peaks could be advantageous for the road network. The park's opening and closing times, along with the hotel's provision for overnight stays, are likely to influence arrival and departure patterns so that they fall outside typical weekday peak periods. However, the TA must provide robust evidence to support these assumptions and demonstrate their achievability with confidence.

Table 8.1 Illustrates the expected car arrival and departure profiles for visitors excluding staff. Considering that the Park does not open until 1000hrs, it is not clear as to how the development would generate up to 8.5% (3.5% and 5.0%) between 0700hrs and 0900hrs. This is a significant volume of arrivals which translates to circa 2,500 car trips in the Scenario 12, as per figures given in Table 5.5 of the TA

Does the information in para 8.7 of the TA suggest that more than half of Day Only Ticketholders leave midway through the events paid for? This needs to be checked against Para 5.3 where it states, '*Two thirds of evening show attendees are day ticketholders as well*'. What percentage of tickets sold are for visitors with multi-day tickets? This would account for the 64% departures before the show ends.

Paragraph 8.8 of the TA states: '*Visitors may have seen afternoon shows on day one of their visit, view morning shows the following day, and then depart for their onward journey home, providing explanation for departures beginning at 13:00.*' However, under the Day Only Ticketholders category, it is understood that all visitors arrive and depart on the same day, making overnight stays and next-day departures inconsistent with this ticket type. This needs to be clarified.

In addition to the previously noted concerns regarding the assumptions applied to the distribution of car arrivals and departures, Oxfordshire County Council observes that these assumptions appear to focus solely on visitor movements. The likely majority of staff arrivals and departures are expected to occur via public bus services between 05:00 and 23:00. However, the significant proportion of staff anticipated to travel during periods not currently served by the limited bus timetable has not been adequately considered.

Coach arrival and departure profiles are realistic.

Rail and Shuttle profiles are unrealistic. Table 8.3 shows up to 46% of Day Only visitors arriving before 9am. How does this reflect in the modelling?

In Para 10.69 of the TA, the messaging around Bicester Park and Ride is inconsistent. On one hand, it suggests the facility will be used during later phases of development to accommodate peak demand or special events with higher attendance. On the other hand, it states that no additional capacity from the Park and Ride is required for regular operations. Given this, it seems inappropriate to include it within the standard arrival and departure profiles discussed in this chapter, as its use appears to be occasional

rather than routine. Please remove Bicester Park and Ride from arrival and departure profiles.

Taxi – see my previous comments on this matter.

Traffic modelling

Chapter 14 sets out findings from traffic modelling that were presented only at very high level during the preapplication discussion stage. Appendix N includes a Traffic Modelling Report by Sweco, who carried out the modelling using the the highway assignment module of BTM.

A 2031 future year assessment has been carried out by adding the development trip Scenario 2b (2031) trips to a Bicester Transport Model 2031 reference case, which includes local committed development (i.e. development with planning permission) and local plan development assumed (based on AMRs) and infrastructure predicted to be in place in that year. It does not include OxSRFI. Also to note that the 2031 BTM reference case does not assume a reduction in background traffic to reflect the Oxfordshire LTCP targets for reductions in car trips, because it is not considered that there would be time for this to have taken effect.

A 2042 future year assessment has been carried out by adding the full development (scenario 10b 2042) traffic to the BTM 2042CLPR reference case, including the proposed local plan mitigation. This assumes the draft Cherwell Local Plan development assumed to be built out by 2042, together with the mitigation that is considered necessary to deliver the local plan. In particular this includes enlargement and signalisation of Baynards Green Roundabout. So the assessment assumes that this has already been delivered by 2042. A test using the 2042 CLPR 'without mitigation' scenario has not been carried out.

It should be noted that the baseline in each year does not include speculative developments that do not yet have planning permission. This includes the Albion Land logistics developments at J10 which have a resolution to grant permission, OxSRFI, and the very recent Heyford Masterplan application. It is understood that a scenario including Albion Land will be provided. Depending on how they progress, the other developments may also need to be included in further scenarios.

Acknowledging that trip generation varies significantly by day and time of year, for both 2031 and 2042 the development trip generation used was that of weekday operations including school holidays with both daytime and evening shows. As set out above, this does not include peak event days.

The park's peak arrival period for visitors would be 0900-1000, whereas the modelled network peak is 0730-0830. The peak development traffic has nevertheless been added to the network peak for the purposes of the assessment, which is robust as a

peak hour assessment, although it is not stated to what extent this may be an overestimate of the peak hour impact.

Only one scenario of modal share has been modelled, which assumes the connectivity improvements including additional rail capacity which is uncertain. This isn't in accordance with OCC's Decide and Provide Guidance, which requires a 'do minimum' and a 'with connectivity improvements' scenario. Whilst the proposed modal share is vision based, if the capacity is not provided, or if the strategy to encourage use of public transport is not successful, there may be much more detrimental impacts on congestion, affecting bus journey time reliability in particular, and requirements for further mitigation. A 'Monitor and Manage' regime is proposed, but options for additional mitigation have not been explored or tested.

The forecast model outputs are described in very general terms in paragraphs 14.25-14.43 but with more detail in the Sweco report, which includes colour-coded map representations of differences in traffic flow on road links around the development as a result of the development. It also shows difference in delay and traffic volume as a percentage of capacity. It doesn't provide this in tabular form, so some of the large differences could be masked, as the 'red' category (shown in the legend) has no upper limit in some cases.

Results in tabular/spreadsheet form is also required (including junction turning movements) to assess the proportionate impact on junctions and help determine whether further detailed junction modelling is required. The TA only includes detailed junction assessment of M40 J10 junctions (VISSIM model report yet to be provided) and the site access junctions. For a development of this size we would have expected a number of junctions on the local network to be showing significant flow changes and therefore require detailed modelling. We understand this analysis will be provided and discussed with Sweco to ascertain whether additional junctions require detailed testing.

Some clarification is required concerning assumptions made about the respective access junctions and what vehicles would use them. This most likely only make a difference to the modelling of the access junctions, but needs to be clarified. We have raised this with Steer. Likewise, speed limit assumptions need to be checked as it cannot be assumed that speed limit changes can be implemented, due to the separate TRO process.

In addition to the concerns noted in the report about the impact on local roads, we have concerns about significant increases in 2031 am peak, affecting Hethe and Fringford (over 100 additional movements in each direction over the peak hour) to access the A43 and A421 avoiding the B4100, and similar noticeable increases in Fritwell, Ardley, Chesterton and Stratton Audley (Figure 5.2 of the Sweco report). In 2031 pm, there is a noticeable increase on the B430 through Middleton Stoney, Bucknell and Ardley, plus Bainton, Hethe and Stoke Lyne (Fig 5.3). The delay difference plots show that traffic is pushed away from the B4100 onto less suitable routes. The am additional delay on the

B4030 eastbound approach to Middleton Stoney crossroads and the A43 southbound approach is shown as up to 99999 seconds.

In terms of the 2042 with development assessment (which assumes enlargement and signalisation of Baynards Green Roundabout), the am flows show very high increases on the B4100 southbound approaching the site, Ardley Road southbound approaching Bucknell crossroads, and Bainton Road eastbound approaching the B4100, as well as M40 northbound approaching J9. These are coded red, which means the increase in flow could be anything from 100 to 99999 vehicles over the peak hour, and indicates serious congestion approaching the site access from J10, either via Bucknell or via the B4100. There are other links coded orange (up to 100 movements) – for the more minor roads these would be noticeable and potentially problematic.

Looking at the increase in delay, the M40 northbound offslip at J10, and the A421 approach to the Barley Mow Roundabout on the A43 are showing as red, indicating delays of up to 99999 seconds. This level of delay could have implications for queueing on the slip road. Chapter 14, paragraph 14.63 onwards, describes the microsimulation testing of M40 J10 using National Highways' VISSIM model, but the model report is not submitted with the application and needs to be reviewed by both OCC and National Highways. Chapter 14 contains insufficient detail on this.

The A421 immediate approaches are in Northamptonshire but delays on this approach could lead to ratrunning through Oxfordshire villages.

In the pm peak in the 2042 with development assessment, the impacts are not as great, but the route through Bucknell to J10 is still showing as orange for traffic flows, as well as the route via Fringford to the A421, and other rural roads.

It should be noted that both the 2031 and the 2042 reference cases assume that the NW Bicester Strategic Link Road is in place, and the plots show an increase in traffic that would use that route, so its absence, if it isn't delivered by then, could be problematic. The junctions between the SLR and the A41 (either end of Vendee Drive) may need testing based on the proportionate impact assessment mentioned earlier.

The Sweco report shows the results of testing a 2042 scenario including the elements of the above mitigation package that can be modelled in the BTM SATURN model. In the am peak it is apparent that with the closure of Bainton Road, more traffic is routing around the west and northern edge of Bicester, reliant on the SLR. There are also high volumes of reassigned traffic routing north from Bicester through Bucknell. In the pm peak there are high increases in flow on links around J10 and high increases in delay on both M40 south facing slip roads.

Paragraph 6.2.3 and 6.6 of the Sweco shows where the Puy du Fou mitigation strategy appears to have created more congestion in the am peak, and this includes around M40 J9 and J10, because closing Bainton Road pushes more of the traffic that would have used rural routes as a result of the development, onto more suitable routes. While the

strategy of encouraging traffic to use the M40 is supported, if the mitigation to protect villages creates unacceptable impacts on the the M40 junctions, this suggests that the mitigation schemes are insufficient. The report suggests that this could be addressed through signal optimisation. However, that would have to be tested through detailed modelling and acceptable to National Highways and OCC.

It should be noted too that the mitigation required includes the draft local plan mitigation at Baynards Green. I understand that the developer is willing to contribute towards this, but as the local plan is not yet adopted, the contributions of other sites cannot be assumed. It may also be required long before sufficient funding is achieved. I understand a scenario is being tested including the Albion Land development at Baynards Green, which will include a similar scheme, but we do not yet know whether that would be sufficient for Puy du Fou as well. As a further complication, that scheme was developed also to accommodate development traffic from the Tritax proposal at Baynards Green, which I understand will be considered again by CDC in the near future.

As far as Junction 9 and the motorway link between here and Junction 10 are matters that it would not be reasonable to expect this development to resolve as there are existing considerable issues. The County Council is working with National Highways and the Department for Transport to assess what is required as part of the cumulative impact of growth in the area. Although this is outside the remit of this proposal, it is an important matter for all parties to continue to pursue.

A Monitor and Manage strategy is proposed at paragraph 19.5. This sets out in broad terms how ongoing monitoring would determine whether the impacts are as forecast and additional mitigation would be needed. The S106 would need to secure this approach. This is a necessary part of the Decide and Provide methodology, but the details will need to be worked through in detail and form part of the S106 agreement, as is the case elsewhere where such strategies are being agreed. However, crucially there must be alternative mitigation options developed at planning stage so that these can be secured depending on the monitoring outcomes. As explained earlier, further scenarios of trip generation must be tested to ensure there is a back-up plan.

In conclusion there is a requirement for a significant amount of further modelling and supporting information before a conclusion can be made of the adequacy of the mitigation package. We continue to liaise with Steer on this and expect that there will be further submissions of information.

Monitor and Manage

OCC acknowledges that not all issues can be resolved prior to the granting of planning permission. In relation to this development, a 'monitor and manage' approach is therefore considered necessary.

However, it is deemed essential that all proposed monitoring is undertaken in a timely and robust manner to ensure that any adverse impacts on the local and strategic road network are identified and addressed at the earliest opportunity.

Recognising the potential for unforeseen impacts on the road network, OCC considers it beneficial to revisit the proposed monitoring and mitigation plan as the development progresses. OCC will also consider the use of appropriate planning conditions to address any unexpected effects that can reasonably be attributed to the development.

Travel Plan

The proposed site to the north of Bucknell is rural in nature with currently very few sustainable, active travel opportunities. It is understood that a number of infrastructure mitigating measures are proposed to encourage sustainable, active travel to and from the site and this is welcomed. However, to achieve any meaningful modal shift **there also needs to be a strong behavioural change element to compliment any infrastructure-based actions**, which at the moment is lacking within the proposal. Currently there is an absence of footpaths and lighting on the neighbouring roads, there are no bus services stopping in the vicinity of the site and the local services are limited at best, with minimal services on a Sunday.

Any staff travelling from Bicester, through Bucknell to the site have limited options regarding cycling or walking as there is no identified walking or cycling infrastructure. This is significant if the applicant is looking to recruit staff locally. Even if infrastructure is provided what incentives are proposed to encourage staff to use it.

Has on site accommodation for staff been considered? This would mean that some staff (especially seasonal or events-based staff) would not need to travel to and from the site on a regular basis, reducing the need to travel. Examples of this are staff employed at holiday parks, activity holiday sites etc.

More consideration also needs to be given to the on-site activities generating off peak trips such as the night shows, as without mitigating measures these could become site specific-generated 'peak' times. Currently the absence of ongoing services is given as a justification for accepting the proposed car use. How will the development seek to mitigate this – discounted hotel stays for those travelling sustainably to evening shows (for example enabling visitors to travel home the next day when transport options are more frequent).

Linking with sustainable travel **reward-based** apps/ organisations such as 'Good Journey' (Goodjourney.org.uk) or 'Better points' from the outset may also help raise the awareness of sustainable, active travel options to the site and provide an incentive to trial one of those modes.

Further information is required about the operation of the shuttle bus services – will this be available for staff and visitors? What time will this run from and too, how many times

a day will it run? How does the Chiltern Railways required ban on shuttle buses at Bicester Stations before 0900 affect staff travel?

The site is marketed as a 'family' destination, but in terms of journey planning there does not appear to be much thought with regards the needs of families. Without these considerations the car is more than likely to be the default option and mode of choice, for those families who have access to a vehicle.

A Framework Travel Plan which outlines the aims, objectives and targets for the site should be produced prior to occupation, meet the criteria contained within appendix 7 of the OCC guidance document and be updated upon full occupation of the site. This travel plan is required to contain separate objectives, targets and action plans for staff and visitors.

A travel plan monitoring fee of £3,347 (RPI index linked April 2025) is required to enable the travel plan to be monitored for a period of five years.

It is proposed that because of the differences in operation, a Full Travel Plan should be produced for each element of this development e.g. hotels, conference facilities etc. These should be produced prior to first occupation and then updated within 6 months of operation, once a robust survey opportunity is available. They should meet the criteria contained within Appendix 5 of the OCC guidance document 'Transport for New Developments – Transport Assessments and Travel Plans March 2014'. **Each travel plan is required to contain separate objectives, targets and action plans for staff and visitors.**

Travel plan monitoring fees of £2,035 (RPI index linked April 2025) will be required for each travel plan to enable it to be monitored for a period of five years.

A Travel Plan has been submitted in support of this outline application but currently does not contain the level of information required to meet OCC criteria. Further information and advice can be sought from reviewing the aforementioned appendix or by contacting the Travel Plans Team at OCC travelplan@oxfordshire.gov.uk

Cycle parking, cycle maintenance stations and EV charging facilities are required across the site for use by both staff and visitors.

Construction Logistics (Transport) Management Plan (CLMP)

OCC recognises that to deliver a proposal such as this, there would be an expected quantum of construction traffic using the local and strategic road network. This is likely to have an impact upon our local residents and business, and in order to minimise that impact, the applicant has included a specific plan (Fig 16.1) detailing routes which construction related traffic shall use. A routing agreement shall need to be entered into with OCC to include routes that are not permitted for HGV traffic, to avoid any increased

congestion as well as any scenario in which HGVs are parking, waiting, or potentially resting overnight in non-allocated areas.

While the TA shows a commitment that all construction traffic would approach from the north via Baynards Green is welcomed, and that the timing of deliveries could be controlled to avoid certain times, interrogating Appendix 9.5 of the ES (Traffic Data and Calculations by AECOM) shows that some construction traffic is anticipated to access the site via the J9 of the M40 from the south (para 1.1.1). This contradiction should be harmonised.

Paragraph 16.28 suggests that site access arrangements will be agreed at a later stage, but in our opinion, this needs to be considered now. A construction access for a development of this scale will require construction of a suitable junction from the B4100 (which could be one or more of the proposed permanent accesses) and this will require planning permission and a S278 agreement at the outset of development.

The provisional build-out timeline, outlined in Table 16.2 of the TA, indicates that construction of the scheme is scheduled to commence in 2027 and extend through to 2036. During the later stages of this period, the development will enter its final phases, with park operations running alongside ongoing—though reduced—construction activities. Therefore, the assessment must account for both operational and construction-related trips during the phases when these activities overlap.

Environmental Statement

The baseline traffic is taken from the 2042 Cherwell Local Plan review, as this is the scenario used for the peak hour traffic assessment in the TA for complete build out of the development. However, I question whether this is appropriate in terms of uncertainty for an EIA given that the local plan is not yet adopted. Including all the 2042 local plan traffic in the baseline will reduce the proportionate environmental impact of the development. Likewise, I am not convinced that assessing the environmental impacts on the basis of an 85th percentile (i.e. excluding peak event days) is appropriate. The reason for using it for the TA is so that permanent highway capacity mitigation is not over-provided, in accordance with the Decide and Provide approach. Nevertheless, I agree that averaging out the traffic generation over the whole year would significantly underestimate the impact.

It isn't clear whether the 'with development' scenario includes the proposed mitigation package, and this requires clarification. The large reductions in traffic on Bainton Road suggest that it does include the closure of or significant restrictions on Bainton Road. As set out above, there is no certainty that this can be delivered.

There is no calculation provided to show how the daily traffic flows were derived - this should be included.

As stated above, while the cumulative impacts include all of the draft 2042 local plan development, they do not include OxSRFI, Heyford Park new town, or the logistics developments at Baynards Green.

Sensitivity values are assigned to road links affected by the development traffic. The list of roads assessed is not comprehensive when comparing it to the roads seeing an increase in traffic in the modelling as a result of the development – there is a case for including more. Also, no information is provided as to how the sensitivity value was assigned in each case. I do not think it takes into account significant peaks of traffic at night time, for example, when traffic is discharging from night time shows. This is something that makes this development a special case. High volumes of traffic in the late evening/night time will not only be more noticeable and potentially cause disturbance to residents, but there may be more safety risks associated with it.

The methodology of the assessment leads to the conclusion that there is no significant environmental impact on any of the links, including through villages, but in our opinion further information is required to sense-check this.

Mitigation Strategy

Whilst OCC welcomes the inclusion of the mitigation schemes within the proposals, to fully ensure that the strategy will be successful and the impacts of the proposals minimised, it is recommended that further consideration could be given to the cumulative impacts of the proposals alongside other relevant planning permissions.

The assessment seems to jump to a proposed package of mitigation without full consideration of impacts across the network. It proposes the following:

- Signalisation of M40 off slip junction – this is a scheme previously considered as part of a wider scheme of improvements at M40 J10. We have yet to review the VISSIM modelling to determine whether it is suitable and adequate. (To note, the SRFI scheme proposes to completely remodel the Ardley Roundabout and signalise the off slip, however, as mentioned earlier, SRFI and its embedded mitigation works have not been included in the assessment)
- Optimisation of the Local Plan mitigation scheme traffic signals at Baynards Green – optimisation here means effectively altering the green times to cater for different movements. Here again, we need to see the VISSIM report.
- Closure of Bainton Road between B4100 and Ardley Road – this is problematic because it would require a separate legal process to implement a TRO, requiring public consultation. There is no guarantee that it could be delivered, and it is likely that there would be significant objections as there always are with this type of restriction. There is a suggestion that the TRO could be ‘access only’ which would require ANPR camera enforcement. It is understood the applicant will provide a scenario without a full closure. *
- A43/Barley Mow junction additional flare – it is stated that the model already has two lanes on this approach, which suggests that this is insufficient mitigation. There needs to be further discussion on this involving NH and WNC.

- With rail access a significant aspect of the vision for the proposals, we would suggest that monitoring service capacity is formalised through the proposed Transport Steering Group.
- Update of M40 J9 to include smart signals – this has not been modelled as it cannot be modelled in Saturn. Therefore, more detailed modelling of J9 is required to assess this improvement.
- Minor kerb realignment at Cherwell Roundabout – It's stated that this can't be represented in the traffic model, but it should be possible to test this in the VISSIM model.

** a scheme of improvements at Bainton Road is also proposed:*

Bainton Road Improvements are aimed to restrict development traffic through Bucknell. The proposed improvements illustrated by Drawing 24632101-GID-01 is at Appendix O need further discussions with OCC. The current proposed locations for 'no motor vehicles except access' are incorrectly placed and have not fully consolidated the scope of the TRO. It is likely that some restrictions may need to be in place between the B4100 and Middleton Stoney as well as Ardley and Bicester.

OCC is currently reviewing the appropriate scope and method of the TRO, which will be agreed in due course

Informatives:

- All new developments will need to be enforced with a 20mph speed limit.
- No private drainage is to discharge onto any area of existing or proposed adoptable highway. Oxfordshire County Council have published the "Local Standards and Guidance for Surface Water Drainage on Major Development in Oxfordshire" to assist developers in the design of all surface water drainage systems, and to support Local Planning Authorities in considering drainage proposals for new development in Oxfordshire. The guide sets out the standards that we apply in assessing all surface water drainage proposals to ensure they are in line with National legislation and guidance, as well as local requirements.
- Foul and surface water manholes should not be placed within the middle of the carriageway, at junctions, tyre tracks and where informal crossing points are located.
- Trees must not conflict with streetlights and must be a minimum 10 metres away and a minimum 1.5m from the carriageway. Trees that are within 5m of the carriageway or footway will require root protection.
- New trees within the highway will need to be approved by OCC and will carry a commuted sum. No private planting to overhang or encroach the proposed adoptable areas.
- No property should be within 500mm to the proposed highway. No doors, gates, windows, garages or gas/electric cupboards must open over the proposed highway.

- No Highway materials, construction methods, adoptable layouts and technical details have been approved at this stage. The detailed design and acceptable adoption standards will be subject to a full technical audit.
- OCC require saturated CBR laboratory tests on the sub-soil likely to be used as the sub-formation layer. This would be best done alongside the main ground investigation for the site but the location of the samples must relate to the proposed location of the carriageway/footway.
- It is an offence under S151 of the Highways Act 1980 for vehicles leaving the development site to carry mud onto the public highway. Facilities should therefore be provided and used on the development site for cleaning the wheels of vehicles before they leave the site.
- No vehicles associated with the building operations on the development site shall be parked on the public highway so as to cause an obstruction. Any such obstruction is an offence under S137 of the Highways Act 1980.
- Wheel washing facilities shall be established within the site in accordance with details to be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development. Such facilities shall be established prior to the commencement of demolition or construction and shall be kept in operation at all times during demolition and construction works.

S106 obligations and their compliance with Regulation 122(2) Community Infrastructure Levy Regulations 2010 (as amended):

Highway Works Contribution

Based on the information provided, it is not possible to set out Heads of Terms for mitigation requirements, and this information can only be provided once further modelling and scenario testing has been carried out.

£5,117,000 Public Transport Service Contribution indexed from October 2024 using RPI-x

Towards: Maintaining and improving the current service 500 between Banbury, Brackley and Bicester. This would result in increased frequency of the existing bus service as well as extending its operational hours; additional X500 bus service between Banbury and Bicester.

Justification: The increased frequency would directly benefit visitors and staff by providing additional and direct bus services between Bicester, Brackley and Banbury.

Calculation: See report above

£69,816 Public Transport Infrastructure Contribution indexed from October 2024 using Baxter Index

Towards: As a measure of improving accessibility and movement to public transport, the improvements shall enhance access to public transport between Bicester, Brackley and Banbury as well as the surrounding local and strategic road networks.

The scheme is necessary to deliver access to public transport for all people, particularly staff that are anticipated to be locally sourced.

Justification: The suite of bus stands, made of 3-bay shelters is necessary to deliver shelter and timely information to enable deliver access to public transport for visitors. This infrastructure shall be within the development, directly benefiting staff and visitors.

Calculation: See report above

Traffic Regulation Order Contribution

Further review is being conducted to understand the suitable method and scope of this TRO.

Public Rights of Way Contribution

.... See Appendix 1

£6,694 Travel Plan Monitoring Fee indexed from April 2025 using RPI-x

Towards: Covering the cost of monitoring of Travel Plans for office development through an agreed time period following opening of the park.

Justification: NPPF Paragraph 36 states that all developments which generate significant amounts of movement should be required to provide a Travel Plan. The travel plans aim to encourage and promote more sustainable transport modes with the objective of reducing dependence on private car travel.

Calculation: The fee is charged for the work required by the County Council to monitor travel plans related solely to this development

S278 Highway Works:

An obligation to enter into a S278 Agreement will be required to secure mitigation/ improvement works whose detail shall be agreed once further modelling and scenario testing has been carried out.

Notes: This is to be secured by means of S106 restriction not to implement development (or occasionally other trigger point) until S278 agreement has been entered into.

The trigger by which time S278 works are to be completed shall also be included in the S106 agreement.

Identification of areas required to be dedicated as public highway and agreement of all relevant landowners will be necessary in order to enter into the S278 agreements.

S278 agreements include certain payments, including commuted sums, that apply to all S278 agreements however the S278 agreement may also include an additional payment(s) relating to specific works.

Planning Conditions:

A recommended list of planning conditions and informatives will be provided once further modelling and scenario testing has been carried out.

Officer's Name: Rashid Bbosa

Officer's Title: TDM Technical Lead (Cherwell Area)

Date: 07 November 2025

Appendix 1 – Public Rights of Way Contributions

25/02232/OUT Land North And East Of Manor Farm Bainton Road Bucknell (Puy du Fou, UK) – Offsite Public Rights of Way Mitigation

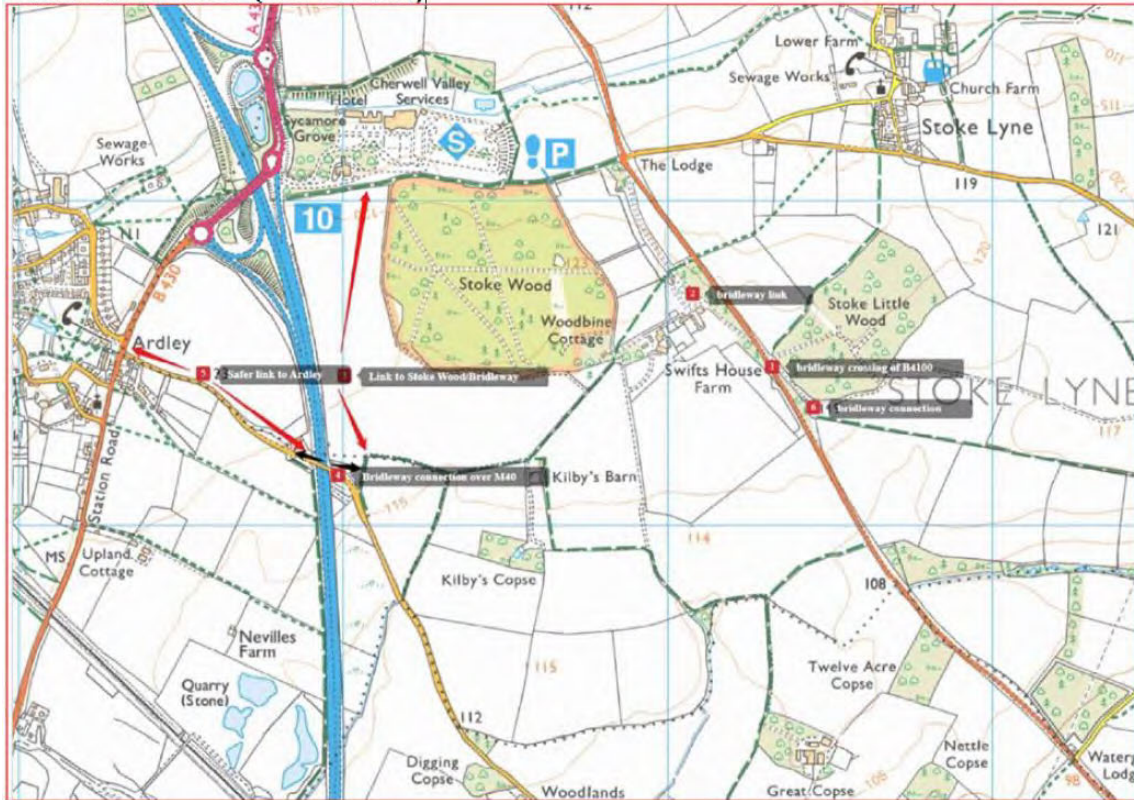
All of the onsite measures are noted but these don't provide general public benefit as it's a secure site. That said it is good to see that active travel within the site will be encouraged and enabled for guests, visitors and colleagues along with access control measures.

The Masterplan shows that a fair proportion of the perimeter bridleway route runs close to access roads, car parking, back of house etc – so it may be advisable to ensure these are high amenity routes delivered early in the application's lifecycle.

Fig 11.4 from the TA. Proposed mitigation measures are from outside the area and there's no guarantee these will be delivered. Similarly for Fig 11.5 from the TA to ensure that this application's mitigation stands alone...as well as complement or at least not conflict with the potential/possible other mitigation measures from other applications.

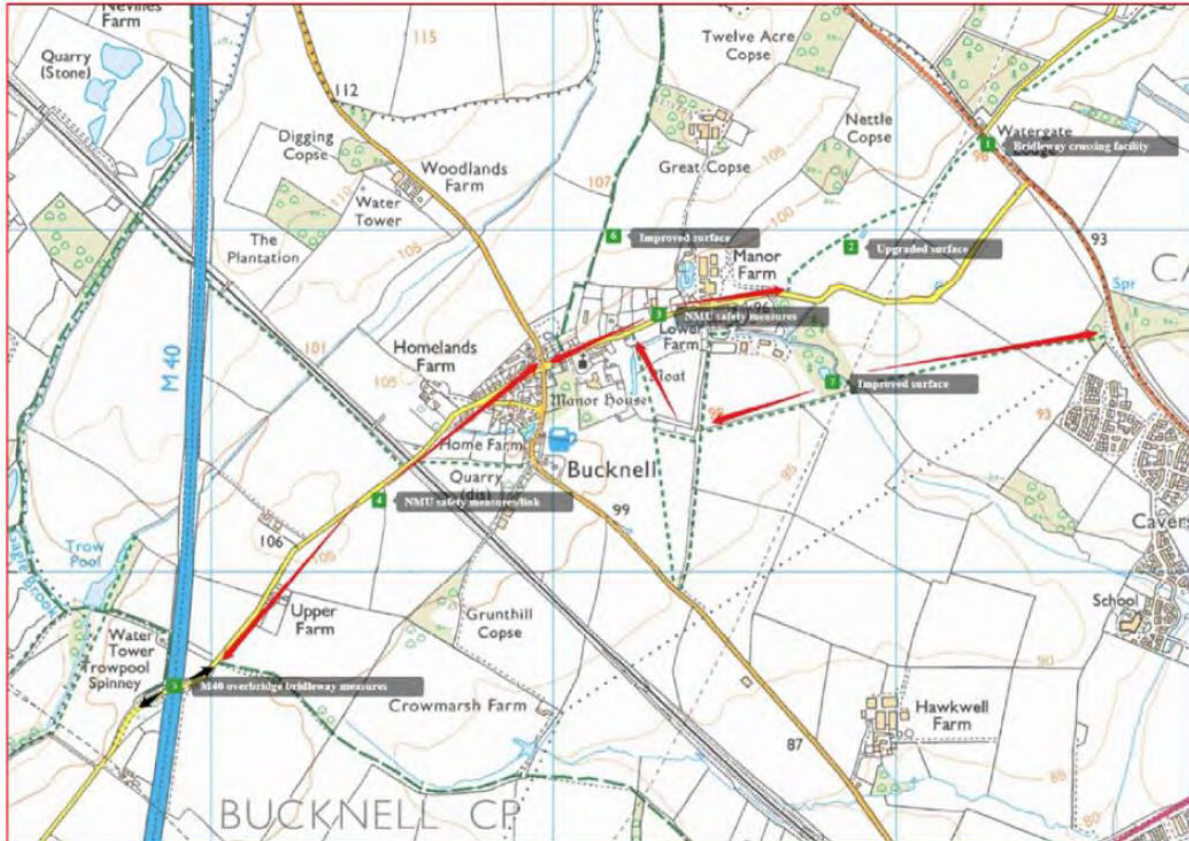
There follows a simple north and south annotated PRow measures plan and estimated costs table. It will be important to commit to these and bring them into use early on in the development's journey.

PRoW measures (North Plan)



Item	Description	Delivered by	Estimated Cost* £
1	B4100 road crossing facility for bridleway users	Applicant/s278	tbc
2	New bridleway link between perimeter bridleway, B4100 crossing and bridleway 367/20 (east of Stoke Wood)	OCC PRoW	c50,000
3	New bridleway link between bridleway 367/20 and 367/1 (west of Stoke Wood)	OCC PRoW/SRFI	c80,000
4	NMU provision on M40 overbridge and approaches between bridleways 109/31 and 109/26	OCC PRoW/SRFI	c150,000
5	Offroad NMU provision on Ardley Road between 109/26 and B430	OCC PRoW/SRFI	c50,000
6	New bridleway link between perimeter bridleway, B4100 crossing and bridleway 367/9 (south of Stoke Little Wood)	OCC PRoW	c50,000

PRoW measures (South Plan)



Item	Description	Delivered by	Estimated Cost* £
1	B4100 road crossing facility for bridleyway users	Applicant/s278	tbc
2	Footpath 148/8 upgraded to bridleyway and informally surfaced	Applicant	c40,000
3	Bucknell – NMU safety measures along Bainton Road	Applicant/s278	tbc
4	Bucknell – NMU safety measures or offroad link along Middleton Road	Applicant/s278/OCC PRow	c200,000
5	M40 overbridge and approaches NMU safety measures between bridleyways 148/4 and 148/6	OCC PRow/SRFI	c200,000
6	Surfacing upgrade to bridleyway 148/1	OCC PRow	c100,000

Estimated contribution breakdown*

Site and habitat surveys & assessments 5-10%

Landowner negotiations and agreement payments 5-10%

Admin processes e.g. consultation, project management <5%

Legal processes e.g. temporary works closures, creation agreements and contracts 5%

Detailed design/ Walk &Talk/ Early Contractor Involvement 5%

Materials, plant & equipment, works 60%+

Contingency/Risk and Ongoing cycle route quality standard retention 10-20%.

*All allocations are estimates. Any contribution would be aggregated across routes and activities, and a longstop of 10 years will be requested.

Officer's Name: **Paul Harris** MSc MIPRoW

Officer's Title: Team Leader Countryside Access Strategy & Development Environment
& Heritage Group Oxfordshire County Council

Date: 07/11/2025

B Technical Note 4: National Highways Rebuttal

To National Highways
From Steer
Date 23 December 2025
Project Puy du Fou

Technical Note

Project No. 24632101

Technical Note 4 - Response to National Highways (AECOM)

1. This Note sets out the comments received from AECOM, on behalf of National Highways (dated 5th November 2025), on the Puy du Fou planning application. Steer have provided responses to each comment, and are seeking to agree the responses with National Highways, before a formal response is prepared.
2. For context, following recent responses on the application and discussions with stakeholders, additional modelling will be undertaken to test the cumulative impacts of schemes that currently have a resolution to grant, may obtain planning within the determination period, or have status due to be NSIP development. A separate Note is being prepared to set out the modelling scope and assumptions. The proposed additional modelling is summarised below:
 - **2031 Scenario 1:** With Albion and Tritax (including Baynards Green signals proposed by those developments (A&T signal scheme).
 - **2031 Scenario 2:** With Albion and Tritax (A&T signal scheme) + Full Puy du Fou scheme (including Bainton Road alternative scheme).
 - **2031 Scenario 3:** With Albion and Tritax (A&T signal scheme) + Full Puy du Fou scheme (including Bainton Road alternative scheme) and PdF mitigation.
 - **2034 Scenario 1:** With OxSRFI, Albion and Tritax (A&T signal scheme).
 - **2034 Scenario 2:** With OxSRFI, Albion and Tritax (A&T signal scheme) + Full Puy du Fou scheme (including Bainton Road alternative scheme) and PdF mitigation.

Recommendations that are critical to acceptability of planning application

Transport Assessment

A sensitivity test for 100% attendance should be undertaken to identify the potential worst case impact on the SRN, and whether the extra impact over the 85th percentile assessment is significant enough to warrant further mitigation measures. It is possible that extra mitigation measures – that could be temporary in nature – should be provided to mitigate against these specific days, and these measures should be set out and committed to (Paragraph 5.2).

3. During the Pre Application discussions with National Highways and OCC, it was agreed that given the profile of trip generation associated with the Park, that for modelling purposes the 85th percentile assessment represents a robust assessment of what a busy day at the Park may look like. To undertake a 100% peak attendance, which only occurs on less than 5 days of the year would

significantly overestimate the daily traffic impacts, and to mitigate against this scenario would not be proportionate to the impact of the scheme. Further detail on the reason for this is set out below.

4. During Phase 1, Phase 4 and Phase 8, the park is open on the following number of days:
 - Phase 1 – 146 days
 - Phase 4 – 170 days
 - Phase 8 – 176 days
5. The 100th and 85th percentile for each scenario within these Phases are shown in Table 1, alongside the number of occurrences of event days where forecast daily visitors are in excess of the 85th percentile.

Table 1: Daily visitors per scenario (100th and 85th percentile comparison)

Phase	Scenario	Reference	Daily Visitors – 100 th Percentile	Daily Visitors – 85 th Percentile	Number of occurrences above 85 th percentile
1	SC1	DO – WD – ST	2,693	2,648	1
	SC2	DN – WD – ST	5,399	4,158	3
	SC3	DO – WE – ST/SH	6,895	3,756	9
	SC4	DN – WE – ST/SH	9,389	6,702	7
4	SC5	DO – WD – ST	4,999	4,328	3
	SC6	DN – WD – ST	10,280	7,612	4
	SC7	DO – WE – ST/SH	13,565	7,977	6
	SC8	DN – WE – ST/SH	18,386	12,260	10
8	SC9	DO – WD – ST	10,365	8,456	2
	SC10	DN – WD – ST	17,806	13,549	5
	SC11	DO – WE – ST/SH	23,556	14,385	6
	SC12	DN – WE – ST/SH	29,427	20,210	10

6. Across all scenarios, the number of days where daily visitor counts exceed the 85th percentile is minimal. Further, exceptionally high-attendance days are infrequent and represent outliers rather than typical conditions.
7. To provide an even more rigorous assessment, a refined version – Scenario 10b – was developed for the traffic modelling. Scenario 10b assumes all weekdays other than bank holidays are operational, including those that fall within school holiday periods, therefore testing conditions that could yield the highest potential traffic volumes, albeit they would occur when network demand is typically lower.
8. The 85th percentile value for Scenario 10b (15,257) exceeds all corresponding figures for Phase 1 and almost all scenarios for Phase 4, as well as the 85th percentile figure for Phase 8, demonstrating that the selected modelling scenario represents a robust upper limit for regular operations.
9. A summary of the number of days within Scenario 10b that exceed the 85th percentile, is provided at **Table 2**.

Table 2: Scenario 10b – Days above 85th Percentile

Day	No. Days above 85 th Percentile
Monday	2
Tuesday	1
Wednesday	2
Thursday	3
Friday	7
Total	15

10. **Table 2** demonstrates that there are only 15 weekdays across the year which exceed the 85th percentile. Seven of these days occur on a Friday, which generally exhibit lower traffic flows across the network.
11. Furthermore, the 85th percentile peak that has been assessed (Scenario 10b) considers a peak-on-peak assessment. The Bicester Traffic Model (BTM) uses the 07:30–08:30 hour as the network morning peak, while the Park’s peak arrival is 09:00–10:00. For robustness, the Park’s 09:00–10:00 trip generation is applied to the 07:30–08:30 network peak in the modelling. This approach is conservative and ensures that the assessment reflects the worst-case scenario, which is therefore likely to be higher than the actual 85th percentile scenario.
12. For days above the 85th percentile, specific operational interventions would be required. These interventions are referenced in the Traffic Management Plan (TMP) and would be set out and committed to as part of the Monitor and Manage strategy, ensuring that the SRN is not adversely affected even on exceptional days. Measures will include:
 - Dynamic lane management
 - Contingency routing
 - Coach and bus management
 - Parking overflow activation
 - Stewarding and traffic marshals
 - Automated and staffed parking aisle access
 - Additional signage and the potential for use of VMS signage
13. A further technical note is being produced on the use of the 85th percentile approach and sensitivity testing to consider an alternative uplifted car mode share, to show that the approach to assessing the impact of the scheme on the Strategic Road Network is robust.

If the Park and Ride forms part of the mitigation strategy, the impact of this additional vehicular traffic on M40 Junction 9 must be assessed to ensure the junction can accommodate the increased demand. It should also be demonstrated that the Bicester Park and Ride has sufficient capacity to accommodate users of the development site during peak attendance days (Paragraph 5.3).

14. It is proposed that during the earlier phases (Phase 1 and Phase 4), the Park and Ride will just be utilised on days with high attendance, i.e. those exceeding the 85% typical busy day periods, which generally relates to the holiday periods and bank holidays. In Phase 8, it would be utilised on a more regular basis, including peak weekdays, Fridays and at weekends.
15. The Park and Ride facility currently has significant spare capacity (circa 580 spaces, with only 50-60 used daily).
16. Scenario 10 (Phase 8 weekday) results in 86 visitors arriving at the Park via the Park and Ride, and Scenario 12 (Phase 8 weekend) results in 249 visitors arriving by the Park and Ride. The ingress and

egress of Park and Ride visitors and vehicles during Scenario 10 and Scenario 12, is provided at **Table 3**. The number of vehicles assumes a 2.3 car occupancy for the weekday scenario (Scenario 10) and a 3.1 car occupancy for the weekend scenario (Scenario 12).

Table 3: Phase 8 Park and Ride Vehicles – Ingress and Egress Trips

Time	Scenario 10 ¹				Scenario 12 ²			
	Ingress		Egress		Ingress		Egress	
	No. Visitors	No. Vehicles	No. Visitors	No. Vehicles	No. Visitors	No. Vehicles	No. Visitors	No. Vehicles
07:00 - 08:00	-	-	-	-	9	3	-	-
08:00 - 09:00	3	2	-	-	12	5	-	-
09:00 - 10:00	4	2	-	-	81	27	-	-
10:00 - 11:00	28	13	-	-	69	23	-	-
11:00 - 12:00	24	11	-	-	56	19	-	-
12:00 - 13:00	19	9	-	-	12	5	-	-
13:00 - 14:00	4	2	-	-	6	3	-	-
14:00 - 15:00	2	1	1	1	2	1	2	1
15:00 - 16:00	1	1	10	5	1	1	30	10
16:00 - 17:00	0	1	24	11	-	-	70	23
17:00 - 18:00	-	-	21	9	-	-	60	20
18:00 - 19:00	-	-	17	8	-	-	50	17
19:00 - 20:00	-	-	12	6	-	-	35	12
20:00 - 21:00	-	-	1	1	-	-	2	1
21:00 - 22:00	-	-	-	-	-	-	-	-
22:00 - 23:00	-	-	-	-	-	-	-	-
23:00 - 24:00	-	-	-	-	-	-	-	-

17. As shown in **Table 3**, the number of vehicles associated with visitors accessing the site by Park and Ride in Phase 8 are minimal, and will not result in a severe impact when dispersed on the local highway network.
18. The Transport Working Group will monitor and manage the use of Park and Ride, with shuttle services provided as needed. For days the Park and Ride operation is implemented, the Travel Demand Management tool will direct specific visitors to the dedicated Park and Ride site for free parking. The shuttle bus between the Site and the Park and Ride site will be free of charge.
19. The focus will primarily be on the Bicester Park and Ride given the current spare capacity and proximity. The use of additional Park and Ride sites in future years will be explored by the Transport Working Group if required.
20. The operation of the M40 Junction 9 will be monitored as part of the monitor and manage strategy.

¹ Assumes 2.3 car occupancy

² Assumes 3.1 car occupancy

Given the scale and mixed-use nature of the site, servicing and delivery vehicles should be quantified and included as part of the highway network assessment to ensure a complete understanding of operational impacts (Paragraph 5.4).

21. Given the Outline nature of the scheme, and the profile of the operating days, it is not possible to accurately predict traffic flows associated with deliveries and serving on a daily basis. As identified earlier, the Park is only anticipated to be open for 146 days in the early phases and 176 days in Phase 8 once fully built out. The number of deliveries will therefore fluctuate between the open season and the closed season. Furthermore, the requirement for food and beverages, and associated deliveries and servicing fluctuates depending on the number of anticipated visitors.
22. It is not possible to make direct comparisons between the Parks in France and Spain, as they have different operational models, with a lot of logistics occurring off site, with very specific 'just in time' deliveries made to the Park in the morning, before the Parks open.
23. Notwithstanding, what is evident is that the Park make every effort for delivery and servicing to occur outside of peak hours of people entering / leaving the Park, and as such movements would be very limited in the morning and evening peak periods. The level of vehicles associated with deliveries and servicing is unlikely to be noticeable across the network.
24. The DSP in Chapter 17 outlines the management, routing, and monitoring of any related vehicles. The TA provides for dedicated staff/servicing access and BOH parking (1,179 spaces).

AECOM question whether existing Puy du Fou sites could have offered a reasonable basis for comparison given their operational similarities rather than Disneyland Paris. Clarification should be provided why this has not occurred and the benchmarking exercise data should be provided for review (Paragraph 5.5).

25. The experience of operating the French and Spanish sites has informed the parameters used in the assessment. Data and experience from the sites in France and Spain have been used to inform the development of assumptions for the UK Site, such as the attendance figures, the split between day and night show visitors, the propensity for people to visit at specific times of year, i.e. weekday, weekend and holidays, how ticket pricing and offers can be used to influence attendance and the ingress and egress profiles.
26. The data provided and their experience in respect to group booking and those arriving by coach and also how the hotels operate, has helped to define the arrival characteristics of the scheme.
27. However, their geography, and the lack of public transport opportunities, as well as the lack of any policies designed to promote alternatives to the car means that in terms of identifying a mode split between private car and public transport, they do not provide a reasonable basis for comparison.
28. While there is a category for Theme Parks within TRICS, the data is outdated, or not directly relevant to the size and location of the proposed Park. As set out in the TA, data from Warner Brothers experience is based on discussions with the operator, while information around other parks and the London Resort, was based upon evidence from their assessments.
29. By way of further evidence, the targets set out in the Transport Assessment for all visitors to the now approved Universal Resort Bedford are:
 - Car Driver and Passenger – 31.98%
 - Rail – 40.32%
 - Coach, local bus and taxi – 27.65%

30. While the mode shares used in the assessment are considered to be realistic and achievable, a further technical note is being produced which will set out a sensitivity test, assuming higher levels of car use. This will be shared with NH in due course.

AECOM consider that there is a lack of evidence to support both the visitor and staff car mode shares used. This could mean that the car driver mode share has been underestimated, and therefore the subsequent highway impact analysis is unrepresentative. Supporting evidence should be provided to substantiate the proposed mode shares. If there is a lack of evidence, the mode share assumptions should be revisited, and the highway network assessment updated accordingly (Paragraph 5.7).

31. Mode share assumptions are based on research from comparable sites, professional judgement, and industry benchmarks. The TA sets ambitious but evidence-based targets, which propose an average 50% car mode share for Day Only ticketholders. Where evidence is limited, the TA commits to annual monitoring and adjustment of mode share assumptions, with a Monitor and Manage strategy to update the highway assessment as needed.
32. While the mode shares used in the assessment are considered to be realistic and achievable, a further technical note is being produced which will set out a sensitivity test, assuming higher levels of car use. This will be shared with NH in due course
33. This considers an alternative uplifted car mode share. As agreed with OCC and National Highways, Steer are reviewing a 60% car mode share for visitors and two alternative mode shares for staff, one with a rate representing the current Census journey to work mode share for the local area, and one more ambitious target.
34. While this will show additional trips associated with the private car, it must be acknowledged that the current peak hour traffic modelling assesses a higher than anticipated trip generation figure for that hour, and as such the findings of the Transport Assessment are expected to remain unchanged.
35. The results of the assessment will be shared with NH once available.

The visitor arrival and departure profiles should be revisited and adjusted to better align with the park's operational hours. Clear justification should be provided for the assumptions used, including any benchmarking or survey data that informed the profiles (Paragraph 5.9).

36. It is not known what evidence AECOM have to suggest that the arrival and departure profiles identified do not align with the Parks operational hours.
37. The profiles are based on the Park opening at 10:00 (on a weekday), and a night show running time finishing no later than 23:00. Albeit it is acknowledged that at certain times of the year, the show will finish earlier, as the show would start earlier, i.e. in line with sun setting times.
38. Arrival and departure profiles are aligned with the Park's operational hours and are informed by benchmarking against Puy du Fou France and Spain, as well as survey data and operational experience and are in line with other parks.
39. The scheme includes an Entry Plaza area which includes food and beverage offerings as well as the potential for retail offerings. As identified in the TA this creates a reason for visitors to spread their arrival and departure time to/from the Park. Through marketing and potential special offers, visitors' arrival and departure times could be influenced to encourage people to arrive at times that minimise traffic impacts on the road network.
40. Further, the assessment considers a peak-on-peak assessment, layering the BTM peak (07:30–08:30) on to the Park's peak (09:00–10:00). Therefore, should visitors not arrive exactly as per the predicted patterns, there is scope within the assessment that a busier hour could be accommodated.

Separate trip distribution profiles should be developed for staff and visitors, supported by evidence such as anticipated recruitment patterns and visitor origin data (Paragraph 5.13).

41. It is noted that there is an error within Table 14.2 and 14.3. Separate distributions for staff and visitors have been used.
42. For visitor car trips, a gravity-based distribution model was developed using data from existing sites in France and Spain, routing analysis, UK LADs, and population data. Existing travel times/ distances from the existing sites were used and applied to the UK. A GIS tool was used to ensure realistic routing from LADs to the Site.
43. For staff car trips, staff were categorised into “easy-to-find” and “hard-to-find” talent groups. Easy-to-find roles are expected to be sourced locally, with shorter commuting distances, while hard-to-find roles may be recruited from a wider geographic area. Routing assignment was determined by a GIS tool.
44. Following the rerun of the model to account for the 2031 and 2034 scenarios with committed developments, the staff and visitor stick diagrams can be provided to NH.

Hotel related trips should be incorporated into the overall trip generation and traffic impact assessment to ensure a comprehensive understanding of the development’s impact on the highway network (Paragraph 5.21).

45. As the trip generation assessment is based on visitor numbers attending the Park on a particular day (based on predicted sales) the hotel trips have been included within the assessment of the Park visitors as they form part of the total visitor numbers, which is used to derive the trips to and from the Site.
46. During the Parks opening times, the hotel rooms are sold as packages associated with attending the Park. It is therefore generally accepted that the hotel would not be used by guest who are not accessing the Park. The Park hotels will therefore not generate additional trips over and above those which have already been included in the visitor numbers. Furthermore, those trips that are generated do not follow typical hotel arrival and departure profiles.
47. As with the Park arrivals, hotel arrivals and departures will typically occur outside network peak hours, and the impact is considered minimal during peak periods, and those trips are already built into the assumptions on arrival and departure patterns.
48. The hotel use is tailored for a two-day stay, which will be supported through the Park hotel booking system. The departure profile of the hotel during the morning will likely be much lower than a typical hotel, due to visitors staying at the hotel and then leaving the following day after visiting the Park.
49. During the close season, it is likely that one of the hotels would remain open, however traffic generation from this would be far less than that assessed through the BTM for the main operating period.
50. As such, no further analysis is required in relation to impacts arising from the on-site hotels.

Given the potential contribution of staff movements to peak hour traffic, clarification is required to confirm their inclusion in the trip generation assessment. This should be clearly set out for review (Paragraph 5.22).

51. Staff trips have been included within the model.
52. Sections 6.21 to 6.31 of the TA set out how the origin of Staff has been derived, while sections 7.24 to 7.25 identify the proposed mode split for staff.

53. The operational hours of the Park will be similar in the UK to the French site. The arrival and departure profile of staff across the year for the French site have therefore been applied to the anticipated number of staff for the proposed Park. As set out in section 8.26 of the TA, the anticipated arrivals and departures of staff during the peak hours (0800-0900 and 1700-1800) are summarised below:

- 20% arrival 0800-0900; and
- 20% depart 1700-1800.

54. These assumptions all feed into the traffic modelling, with staff trips included as a separate matrix in the model to visitors.

All assessment scenarios need to be clearly set out for each individual scenario, including correct years of assessment, what committed/planned growth is included, what the peak hours used are, what specific mitigations are in place, and whether it includes development traffic or not (i.e. With or Without Development) (Paragraph 6.4).

55. As set out in the introduction, additional modelling will be undertaken to test the cumulative impacts of schemes that currently have a resolution to grant, may obtain planning within the determination period, or have status due to be NSIP development. A separate Note is being prepared to set out the modelling scope and assumptions for each scenario and has been shared with NH.

To ensure the development does not negatively impact the SRN, appropriate mitigation measures should be implemented at these locations prior to the site's opening in 2029 (Paragraph 6.8).

56. The TA commits to implementing appropriate mitigation measures at key SRN locations. The mitigation package is summarised in Chapter 19 and includes both on-site and off-site interventions, to be secured through planning conditions and S106 agreements.

57. During Phase 1, visitor numbers will be low. There will only be 38 days of the year when attendance is between 5,000 – 10,000 people (the maximum number of attendances during a day will be 9,389). Further, during the early phases there are likely to be less trips during the week, with visitors mostly expected at weekends. Active travel mitigation, including the delivery of new pedestrian and cycle infrastructure, Public Rights of Way improvements and public transport interventions are programmed to be delivered for opening.

58. The mitigation measures will be implemented prior to trigger points generated by each Phase of development. The expectation is that mitigation improvements will only be necessary in Phase 4 (year 5 onwards).

59. Following the 2031 model run, the impact of the development on the SRN will be reassessed, and the required mitigation measures will be revisited. This will include assessing schemes at Baynards Green which may have a resolution to grant at the time of the PdF site going to committee.

A. The modelling should explicitly identify which SRN links exceed capacity in the 'Without Development' scenario to clarify pre-existing constraints before additional development traffic is considered (Paragraph 6.10).

B. If, following this comparison, any SRN link with traffic volumes exceeding 85% of capacity should be subject to mitigation to maintain a 'nil detriment' impact (Paragraph 6.11).

60. Noted. This will be provided on receipt of the additional modelling scenarios.

A. Strategic Modelling: To accurately assess the effectiveness of the proposed mitigation, the '2042 Proposed Development Mitigation' scenario should be compared directly with the Without Development scenario (Paragraph 6.12).

B. Microsimulation Modelling: For a robust assessment, the With Development results should be directly compared to a Without Development scenario (Paragraph 6.16).

61. Noted. Following the 2031 model run, the impact of the development on the SRN will be assessed, comparing the 2031 with Puy du Fou (including committed developments) scenario against the 2031 future baseline.

To aid in understanding and verifying the assessment, it would be beneficial to provide diagrams that separately illustrate proposed development trips, background traffic, and the combined traffic volumes for each scenario. This should include a summary of the increase in trips at the relevant SRN junctions as a result of the development (Paragraph 6.19).

62. Stick diagram outputs extracted from the BTM will be provided once the additional modelling has been undertaken.

M40 Junction 10 Mitigation: Additional technical information is required, including geometric design parameters, signal timing details, and provision of a .dwg file to enable a full DMRB compliance review (Paragraph 7.2).

63. As other developments (Albion, Tritax and OxSRFI) are also proposing improvements to the Baynards Green and M40 Junction 10 junctions the proposed improvements are currently under review. This information will be provided to National Highways as part of the future formal response.

Travel Plan

The Travel Plan objective should also include for Day and Night and Night Only ticketholders, as well as for Staff trips (55% private car user as set out in the TA). This should also be amended in line with any changes to the mode share as recommended in Chapter 5 of this report (Paragraph 9.4).

64. The Travel Plan's main objective is to minimise car use and maximise active travel and public transport for all trips, with a specific target of a 50% car mode share for Day Only ticketholders. The TP recognises the need to address travel patterns for Day and Night and Night Only ticketholders, noting that public transport provision is more limited for night show egress (often as late as 23:30). The TP proposes monitoring mode share for these groups and implementing targets as public transport options improve.
65. For staff, the TP sets a mode share target of 55% private car users, informed by census data and the planned public transport strategy. This is supported by shuttle services, enhanced local bus routes, and improved walking/cycling infrastructure for staff trips. The Full Travel Plan will provide a greater understanding of where staff live and will allow the staff travel offer to be tailored accordingly. This may include a shuttle from Bicester, a coach services from nearby areas with a high number of staff living there or strengthening bus services.
66. The TP also states that mode share targets should be amended in line with ongoing monitoring and adjustment as travel behaviours and transport provision evolves.
67. Notwithstanding this, the Travel Plan is being updated as part of a revised set of documents, following responses from other stakeholders.

Measures that will be, or could be, provided as part of the proposed development should be specifically listed as such in the Travel Plan in order to understand the extent of the Decide and Provide provision (Paragraph 9.7).

68. The Travel Plan adopts a 'decide and provide' approach, and details a comprehensive suite of measures in Table 4.1 (Sustainable Travel Toolkit) and the Action Plan in Chapter 9. These measures include:

- Restraint-based car parking
- Promotion of car sharing (Lift Share schemes)
- Electric vehicle charging
- Cycle parking and hire schemes
- Shuttle services to rail stations
- Extension of local bus routes into the site
- Financial incentives for sustainable travel
- High-quality pedestrian and cycle infrastructure
- Accessible facilities for disabled users
- Staff training and site-wide events

69. Each measure is linked to a theme (e.g. reducing single occupancy vehicle trips, enabling active travel, maximising public transport use) and is assigned a timescale and responsibility for implementation in the Action Plan.

The remedial measures should be strengthened, in particular in relation to specific measures that will have a direct impact on reducing car travel back down to the target level (Paragraph 9.13).

70. The Travel Plan outlines the following remedial measures to be implemented if mode share targets are not met. These include:

- Increasing personalised travel planning
- Increasing public transport / bus shuttle services
- Additional incentives for sustainable travel
- Increasing parking costs to further deter people from arriving by car
- Expanding cycle parking and changing facilities
- Exploring the provision of an on-site car club
- Increasing electric vehicle charging points

Environmental Statement Traffic and Transport Chapter

The screening process should be revisited once the trip generation / trip distribution figures have been revisited following the recommendations in this TN (Paragraph 10.2).

71. The traffic flows for the ES chapter will be reassessed, utilising the additional modelling undertaken for 2031 scenarios.

72. Whilst Steer are revisiting the modelling, the parameters used within the modelling will not be changed, and the ES chapter will not be rescreened. If, following the additional modelling, there are links that need to be assessed further, this will be included within the updated ES chapter.

Construction traffic flows should be applied to 2027 flows and not 2042 flows (Paragraph 10.3).

73. The construction traffic flows were previously applied to 2042, as this was the output year of the BTM.
74. Following the additional modelling to 2031 that is being undertaken, the construction traffic flows will be assessed against the 2027 using the 2031 baseline, but with reduced growth assumptions.

Recommendations regarded as important but not critical to the acceptability of the planning application

Transport Assessment

It is recommended that additional reference is made to National Highways 'The strategic road network: Planning for the future (A guide to working with National Highways on planning matters)' (paragraph 2.1).

75. The TA currently references key national policy documents, including the National Planning Policy Framework (NPPF) and DfT Circular 01/2022, within Chapter 2 (Policy Context). The NH guidance will be reviewed to ensure compliance.

The collision analysis should include detail and analysis of PIAs at the key locations of M40 Junction 10, Baynards Green Roundabout and the A43 connecting link. It is also recommended that the most recent five-year period excluding the period substantially affected by COVID-19 (i.e. excluding data from 01/03/2020 onwards for 18 months) should be used so that the data analysis better reflects normal traffic conditions (Paragraph 4.4).

76. The TA includes a Personal Injury Accident (PIA) analysis using data from 1 January 2019 to 31 December 2024, covering a six-year period, including 14 months of data pre-Covid, and 40 months following, thus covering a five-year period.
77. The analysis covers the M40, Baynards Green, and the A43 corridor, which are the key routes that visitors to the Park would use. Further analysis is therefore not necessary.

To provide a comprehensive understanding of the development's potential impact, it is recommended that the TA include details of any committed or proposed changes to the highway network. This should specifically address improvements at key locations such as Baynards Green Roundabout, which are referenced later in the highway impact assessment (Paragraph 4.5).

78. Detail on the committed highways improvements at Baynards Green are summarised in Chapter 14 under OSRFI (para 14.99 – 14.100) of the TA.
79. All proposed highways improvements are provided at para 19.4 of the TA. In terms of highway improvements, these are summarised below:
- A43/ B4100 Baynards Green Roundabout: Contribution towards enhancement, widening and signalisation of the existing junction, in line with the mitigation strategy envisaged in the emerging CDC Local Plan
 - Cherwell Roundabout: Localised widening/ lane realignment to minimise delay through the junction
 - M40 / Ardley off slip Roundabout: Signalisation of the existing roundabout
 - M40 junction 9: Contribution towards improvements to the operation of the junction, which could include improved 'smart' signal infrastructure to assist with balancing traffic flows at peak times

- Measures to restrict vehicles along Bainton Road between the B4100 and Ardley Road, which could include a Traffic Regulation Order (TRO) limiting the link to be ‘for access only’ or an alternative scheme with similar benefits

Clarification is required regarding which hour has been used as the morning peak in the modelling, and whether this aligns with both the strategic model parameters and the actual peak trip generation from the development (Paragraph 5.11).

80. The Bicester Traffic Model (BTM) uses the 07:30–08:30 hour as the network morning peak, while the Park’s primary ingress is the morning period 09:00–10:00. As agreed with NH, for robustness, rather than apply the Parks 08:00 – 09:00 ingress, the Park’s 09:00–10:00 trip generation is applied to the 07:30–08:30 network peak in the modelling. This approach is conservative and ensures that the assessment reflects the worst-case scenario and any shift between arrival times.

Evidence of scoping discussions and meeting minutes with NH should be included in the TA (Paragraph 5.14).

81. Regular meetings have been held with OCC and NH, and information shared as and when necessary. Evidence of meetings will be provided under separate cover

Baynards Green Roundabout Mitigation: Further clarification is required regarding the status of this scheme, the responsible delivery body, and the anticipated delivery timeline. If the scheme is not being delivered by others, the applicant (Puy du Fou) should confirm whether they intend to undertake its delivery (Paragraph 7.1).

82. The TA identifies that the Baynards Green Roundabout is subject to a mitigation scheme, with signalisation and widening proposed as part of the emerging Local Plan. The scheme has previously been agreed as part of the Oxfordshire Growth deal. The scheme is currently promoted by OCC and is included in the 2042 Local Plan mitigation scenario.
83. It is of note that the OxSRFI scheme is promoting a similar scheme to the Local Plan scheme, while development at Baynards Green is required to provide works to the junction prior to occupation.
84. The applicant will provide a financial contribution towards either scheme, or a similar scheme that delivers similar benefits.

M40 Junction 9 Mitigation: Further information is needed on the scope of this scheme, its current status, delivery responsibility, and implementation timescales. If not delivered by others, the applicant should clarify whether they would undertake the works (Paragraph 7.1).

85. The TA notes that if improvements at M40 J9 are required, a financial contribution from the applicant is proposed, which could go towards improved ‘smart’ signal infrastructure to assist with balancing traffic flows at peak times.
86. It is of note that the OxSRFI scheme and others are promoting alternative improvement schemes for this junction, and that it is being looked at in further detail by NH.
87. Steer are currently developing drawings of the potential improvements, and will provide these to National Highways for comment when available. Further details will be agreed through the S106 process.

It is recommended that active travel and public transport measures be implemented from the opening of the development to encourage sustainable travel choices and prevent future increases in car-based trips (Paragraph 7.3).

88. The TA confirms that active travel and public transport measures (including new walking and cycling infrastructure, shuttle bus services, and enhancements to local bus routes) will be implemented from the opening of the development.

Clarification on whether the estimated vehicle movements include contractor employee trips should be provided, and quantified and included to ensure all construction related trips have been taken into account (Paragraph 8.4).

89. The Construction Logistics Management Plan (CLMP) section of the TA outlines the methodology for estimating construction traffic, including all vehicle types. Contractor employee trips are included in the total construction vehicle movements, within the category of light vehicle, as derived from the TRICS cost-based methodology.
90. Given the temporary nature of construction trips, these have not been included within the 2042 peak hour assessment.
91. Construction trips will also not be included within the additional modelling that is being undertaken, however the impact of construction traffic will be considered against a 2027 baseline, rather than the 2042 baseline.

Construction traffic should be confirmed and considered in future operational assessments (Paragraph 8.5).

92. The TA acknowledges that construction traffic is temporary and will be managed through the CLMP and Construction Environmental Management Plan (CEMP). The impact of construction traffic will be monitored, and any significant effects will be considered in future operational assessments as the development phases progress.
93. The construction traffic is not included in the operational assessments, given the temporary and phasing nature.

When available, the CTMP should be provided to NH for review (Paragraph 8.7).

94. Noted. A detailed Construction Traffic Management Plan (CTMP) will be prepared prior to commencement of works and will be provided to NH for review and approval.

Travel Plan

Baynards Roundabout and the three M40 Junction 9 roundabouts should be included in the TP Monitoring junction counts (Paragraph 9.11).

95. Noted. This will be considered in the monitoring programme and annual reporting to OCC and NH.

A detailed Travel Plan should be provided to NH when available (Paragraph 9.14).

96. A detailed Travel Plan will be provided to NH as soon as it is available, and NH will be kept informed of any updates or revisions to the TP throughout the monitoring period.

C Technical Note 3: Parameters Review

To Oxfordshire County Council
From Steer
Date 27 April 2026
Project Puy du Fou

Technical Note

Project No. 24632102

Technical Note 3 - Parameters Review

Introduction

1. This Technical Note has been prepared in response to the formal consultation comments received from Oxfordshire County Council (OCC) regarding the Land North-West of Bicester Proposed Development. Its purpose is to provide a comprehensive review of the key parameters underpinning the Transport Assessment (TA), addressing specific points raised by OCC and clarifying the evidence base and rationale for the approach adopted.
2. Through this document, we aim to resolve outstanding queries and demonstrate that the assessment methodology and resulting conclusions remain sound and robust.
3. The following topics are picked up in additional technical notes
 - Alignment of B4100 cycle route (via email)
 - Public Transport (Tech Note 6)
 - Public Rights of Way (Tech Note 1)
 - Sensitivity Testing and 85th percentile assessment
 - Additional traffic modelling and impacts arising at weekends and evenings
 - Traffic Demand Management and Approach to Monitor and Manage

Attendance figures

4. While the UK site will have different operational characteristics to the Parks in France and Spain, the experience of operating those parks has informed the parameters used in the assessment. Data and experience from the sites in France and Spain have been used to inform the development of assumptions for the UK Site, such as the attendance figures, the split between day and night show visitors, the propensity for people to visit at specific times of year, i.e. weekday, weekend and holidays, how ticket pricing and offers can be used to influence attendance and the ingress and egress profiles.
5. The Park design has also drawn upon the most successful elements of the Puy du Fou sites in France and Spain, and the concept of the UK Park is also based upon the same concepts in France and Spain, i.e. a range of indoor and outdoor venues with a range of interactive and live shows, timetabled across the day. The areas of the site and the range of shows is therefore similar between the Parks.
6. Through discussions with key advisors the project team have advised PdF of circumstances within the UK, where operational impacts may differ between the Parks and this has been factored into the parameters. For example, peak attendance at the Spanish Park does not generally occur in the summer months due to high temperatures, whereas theme parks in UK tend to see greatest attendance in the summer months during school holidays when the weather is better.

7. Attendance projections, tied into the phased approach to opening, are based on experience of operating the French and Spanish Park alongside market-forecasting work to adjust and refine the projected UK attendance figures, ensuring they reflect both the performance of existing Puy du Fou sites and the specific characteristics of the UK market.
8. The evidence underpinning the mode share, arrival assumptions, and attendance projections is drawn from operational data and experience with adaptations through market analysis for the UK context.
9. While they act as a source of reference, direct comparisons between the Parks in France and Spain is not appropriate in terms of trip generation given the environment the UK Park will operate within.

Parking

10. The proposed parking strategy has been carefully designed to balance the objectives of managing visitor trips and minimising off-site impacts and policy requirements alongside operational needs and ensuring efficient operation of the Park.

Design

11. The main car park has been designed to ensure that even during the highest attendance periods, such as night shows or other peak events, parking provision is sufficient without risk of overspill onto the local highway network or surrounding residential streets.
12. The design accommodates a 100% occupancy for Scenario 12 (day and night shows on a weekend in Year 10), based on a detailed parking accumulation exercise. This assessment incorporates arrival and departure profiles to determine the total number of vehicles on-site, with a calculated absolute maximum of 4,157 cars at any one time. This represents a worst-case scenario, rather than an 85th percentile day (which has been used for the purposes of modelling a typically busy day).
13. The overarching transport strategy accords with Oxfordshire County Council's Long-Term Comprehensive Plan (LTCP) headline targets. Specifically, the LTCP targets aim to reduce car vehicle miles and replace 1 out of 4 car trips by 2030 in Oxfordshire. This is achieved by having ambitious mode share targets which have been discussed with OCC at length. The level of car parking provision is therefore commensurate with the Vision Led strategy.
14. Given that provision is based on the trip generation assumptions using the Vision Led modal share, it is incorrect to state that the strategy solely focuses on meeting the operational needs of the proposed development. The provision meets the needs of the operation, once sustainable travel modes have been taken account of.
15. However, to ensure that there is no under-provision, which could create unintended local traffic issues, including indiscriminate verge parking near the park the 100% occupancy assumptions have been used to ensure that there is sufficient space within the site to accommodate predicted peak day parking accumulation assessments.
16. Parking is arranged in segmented areas, allowing flexible use on a day-to-day basis. Additional arrivals beyond normal capacity can be accommodated in grassed overspill areas. These areas will be actively monitored to ensure operational effectiveness. The layout also allows for adaptive management to respond to long-term demand uncertainties if actual parking demand exceeds forecasts.
17. Through the Monitor and Manage approach, mode share and parking demand will be continuously monitored and interventions put in place if the number of vehicles wanting to attend on site is not in line with expectations.

18. As a result of the proposed monitoring, and review by the Transport Working Group, should parking provision on site be insufficient, there are opportunities to review the operation of the internal layout and address any off-site issues which may occur. These interventions, which could include imposing parking restrictions, or delivery of additional parking in alternative locations could be implemented through the Sustainable Transport Fund, which is intended to be a rolling fund, utilising a proportion of car park receipts. This will be secured through the S106 agreement.
19. The Site access includes two dedicated lanes, supplemented by a third switchable lane, to ensure vehicles can enter and exit efficiently during peak periods. Once on Site, the internal circulation routes move vehicles away from the entrance quickly, reducing potential queuing on the public highway and allowing longer internal travel without affecting the surrounding network.
20. This arrangement also provides significant egress benefits, with the additional capacity from the switchable lane supporting efficient outbound flows. The internal layout contains queues within the Site and provides sufficient route length for vehicles to filter and merge smoothly before reaching the exit, enabling the Site to clear rapidly after events and allowing operations to adapt to varying demand profiles.
21. The proposed parking layout ensures that any potential queuing is managed off the public highway, maintaining operational safety and minimising local traffic impacts.
22. While it is accepted that an 'up to' figure for visitor parking can be identified and agreed, the layout is subject to reserve matters and the detail around the location of spaces will form part of further reserve matters applications, albeit taking account of the parameter plans.

Hotel parking

23. As set out in the Transport Assessment given that the hotel operates as an integral part of the Park, it is not appropriate to assess it in the same way as a standalone hotel, or apply typical hotel parking standards to its operation.
24. Hotel stays are linked with Park tickets and as such during the open season, the hotel would not generally be occupied by people who are not attending the Park.
25. Typically, a hotel stay would be linked to attending two days at the Park, or the night show and a day at the park the following day. In this instance, residents would arrive at the hotel and attend the park, then after an overnight stay, they would visit the park again the following day. As such they require parking for two days. However, as they are only staying the one night, the hotel room will be occupied by the next guest, who is also likely to arrive before that person has left the Park complex. As such it is necessary to provide two parking spaces for each room, as opposed to one space as per the standards, which are based on a typical hotel operation.
26. While it would be possible to split the parking between the main car park and the dedicated hotel car park, this is typically not done for operational reasons, as hotel guests expect to park close to the hotel, and it is easier for the Park to manage overnight stays within the hotel car parks, rather than the main car park, which would typically be closed at the end of the day.
27. This approach also ensures that peak parking demand is fully met without relying on any off-site provision. As with the main car park, detailed parking arrangements are to be confirmed at the Reserved Matters stage.

Staff parking

28. The proposed provision of up to 1,179 staff spaces reflects operational requirements, including spaces for the medical centre, animal husbandry, early and late hotel shifts and specialist roles where public transport is not practical. For locally recruited staff, sustainable travel will be prioritised and monitored through the Travel Plan. This will include assessment of staff home locations and tailored measures, such as a dedicated shuttle service from Bicester, with timings adjusted to cover early shifts, to reduce car dependency. This approach ensures operational resilience while supporting mode-shift objectives.
29. Parking spaces have been allowed for throughout the masterplan, relating to 'back of house' operations. The exact location and final number of staff spaces will be determined at the Reserved Matters stage, allowing potential scope to reduce the current "up to" figure.

Trip Generation

Car occupancy

30. The assumed car-occupancy values of 2.3 on weekdays and 3.1 on weekends represent a robust and deliberately conservative basis for assessment and were subject to discussion during the preapplication discussions.
31. National demographic evidence reinforces this expectation. ONS data on UK families with dependent children shows that 44% have one child, 41% have two children and 15% have three or more, equating to a minimum average family size of 3.74 people. This indicates that a substantial proportion of visitors will comprise family groups of three or more travelling in the same vehicle. Consequently, an occupancy assumption around or above three persons per car is consistent with real-world household structures for the market being served.
32. Broader leisure-travel evidence also supports higher occupancies. Across the UK, leisure car trips typically average around 2.6-2.7 occupants per vehicle, reflecting the group-based nature of many leisure activities. The weekend value of 3.1 is therefore only a modest uplift on typical leisure-travel behaviour, while the weekday value of 2.3 is notably below it, further demonstrating that the adopted figures are conservative in the context of national norms.
33. While not directly comparable, a comparison has been made against other Puy du Fou sites. In Spain there is a general occupancy of around 2.5 while in France, the Park operates with car-occupancy levels in the range of 3.4 to 3.6, confirming that theme-park environments of this nature reliably attract multi-person car journeys.
34. Evidence from comparable attractions supports the car occupancies for major family-focused leisure destinations. For example, the Transport Assessment undertaken for the Universal Studios development at Bedford, generates hourly occupancy levels ranging from 3.28 to 3.44 in the Opening Year, rising to 3.33 to 3.51 in the Future Year. These values reflect a visitor profile dominated by families with children and groups of adults, for whom travelling together in the same vehicle is typical.
35. While it did not come forward the car occupancy figures quoted for the London Resort and theme park were anticipated to be in the region of 3.1.
36. As a result, occupancies of more than three people per car are a natural and realistic outcome for this type of use. Against this benchmark, the 2.3 weekday and 3.1 weekend occupancy assumptions adopted for our site are substantially lower than those indicated by the Universal modelling. This represents a deliberately conservative approach that ensures the assessment errs on the side of caution and does not underestimate potential traffic impacts.
37. Taken together, comparable UK sites, national demographic context, leisure-travel benchmarks, and evidence from other Puy du Fou sites all indicate car-occupancy levels well above the assumptions

used here. The values of 2.3 (weekday) and 3.1 (weekend) can therefore be considered robust and intentionally conservative, ensuring that the assessment does not understate potential traffic impacts and provides a sound basis for planning conclusions.

2-hour drive time

38. The two-hour drive-time threshold does not represent a physical limit to visitor travel but rather serves as a behavioural indicator informed by operational experience at the French and Spanish Puy du Fou Sites and Steer's wider industry knowledge. Longer same-day return travel is typically less attractive for families or groups spending 8 to 10 hours on Site. It is not appropriate to make a comparison between people attending a Park such as Puy du Fou and attending a football match as they are not comparable in any way, amongst other things, football matches are far more regular and matches only last for 90 minutes, meaning that even the longest journeys can easily be completed within a day.
39. Visitors residing beyond a two-hour drive are assumed to stay overnight locally, but this does not exclude them from traffic modelling. All arrivals are explicitly included in the vehicle-generation model. The distinction affects trip distribution rather than total demand: long-distance visitors are not allocated to longer strategic motorway routes for peak-hour analysis but are fully captured within local traffic assessments, including the M40 junction 9 and 10 and the B4100 access. No vehicle demand is omitted; it is categorised in a manner that reflects expected travel patterns.
40. We recognise that on-Site hotel pricing may influence the proportion of visitors choosing overnight stays and acknowledge that French comparators may not perfectly reflect UK conditions. Nonetheless, the assessment is considered robust. However, affordable local accommodation further supports the assumption that overnight stays are a viable option for those living beyond two hours' travel. For example, it is possible to book a family room at a Travelodge or Premier Inn for as little as £42.
41. The modelling does not assume that overnight visitors travel solely by sustainable modes as asserted, as their mode choice is based on similar characteristics to other users. If these visitors choose to drive to the Park, their trips are fully captured within the trip-generation totals and assigned accordingly.
42. By way of additional evidence, the London Resort application also applied a 2-hour drive-time catchment within its assessments. The supporting evidence, produced by Leisure Development Partners LLP (LDP)¹, set out that visitor patterns observed across the industry indicate that people living beyond a two-hour drive are highly likely to stay overnight in the area and are therefore classified as part of the tourist market, rather than day visitors. A copy of LDP's Technical Report is included at **Appendix A**.
43. The London Resort analysis set out that Industry-standard methodology supports this approach. Attendance is primarily influenced by the size and characteristics of the local and regional markets, competitive environment, quality of the experience, and pricing strategy. The attractions industry typically segments markets as follows:
 - Primary residents: within 0-60 minutes' drive
 - Secondary residents: within 60-120 minutes' drive
 - Tourists staying overnight within one hour: domestic and international
44. Accordingly, defining the day-visitor catchment as up to two hours' drive time is consistent with industry practice, supported by comparable destination parks, and is sufficient to encompass the majority of the UK resident market for day visits. Applying trips associated to those living 2+ hours

¹ LDP is a consulting firm specialised in the feasibility, review and performance improvement of visitor attractions and leisure real estate – they are therefore well placed to advise on attendance patterns of this leisure niche.

away, does not mean that their impact on the local road has not been taken account of, as they are included in local trips and are still applied to local roads and junctions, such as A34, A43, A41, B4100, B430 and M40 Junctions 9 and 10.

Conference facilities

45. As set out in the Transport Assessment the conference centre operates as an integral part of the Park. Those attending conferences are typically also Park attendees, and are therefore included within the 2.1 million visitors per year that have been assessed. To include them as a separate, discreet trip attractor would therefore double count trips.
46. Outside Park operating periods, whilst limited, it is acknowledged that some standalone conferences or events may occur. As TRICS contains no suitable conference-centre datasets, a first-principles assessment has been undertaken using Steer's experience and evidence from comparable planning applications. This assumes:
 - 35% of attendees stay on-Site or nearby hotels
 - 1.2 car occupancy
 - No more than 25% of trips occur in the morning peak (07:30–08:30, as included in the BTM)
47. On this basis, a fully occupied 1,000-guest conference occurring during the day could yield circa 135 arrivals in the peak hour. The number of conferences, and especially those with a full attendance occurring outside of the Park opening area is likely to be very low.
48. Given that the BTM modelling already tests 280 peak-hour Park trips, the assessed Park traffic alone exceeds the worst-case conference demand, even allowing for staff and maintenance travel during the closed season.

Arrival and departure profiles

49. The arrival and departure assumptions used in the TA are grounded in operational data from the established Puy du Fou parks in France and, to a lesser extent, Spain, recognising that the Spanish park operates under different seasonal conditions due to climate. These datasets provide a robust basis for understanding visitor behaviour, including mode share and arrival profiles, for a development of this nature.
50. We can confirm that the design approach for the UK scheme is directly informed by the proven and successful Puy du Fou model. The design codes ensure that the UK proposals do not diverge materially from the operationally successful configurations in France and Spain. While there are no directly comparable UK precedents, the UK Park will replicate the core components, functional relationships, and operational characteristics of the existing parks.
51. As such, while the arrival and departure profiles are informed by experience of operating a park, they do not seek to replicate those in France and Spain.
52. No changes to the Arrival and Departure profiles are proposed, other than to clarify the timing of the egress flows at the end of the night show. The night show would generally start after dusk, and thus its timing will change throughout the open season. There is however expected to be a condition which ensures that the night show finishes at 11pm. As such, night show traffic would typically start within the period of between 10 to 11pm, however during the summer months this could be later, with egress starting at 11pm. This is likely to have very limited impact on the network, given the reduced traffic observed at that time, however it will be fully reviewed in terms of Environmental Impacts.

Construction phase trip generation

53. The Construction Logistics Management Plan (CLMP) section of the TA outlines the methodology for estimating construction traffic, including all vehicle types. Contractor employee trips are included in

the total construction vehicle movements, within the category of light vehicle, as derived from the TRICS cost-based methodology.

54. Accurately predicting the distribution of construction workers is very difficult especially, given the number of different phases the construction period will go through.
55. PdF do not underestimate the level of workforce required to deliver the Park, especially given that they have only recently completed the Spanish Park. PdF will actively work with contractors to supply local workforces and to provide opportunities to access the site sustainably. This would include providing shuttle buses / minibuses etc from key locations to pick up groups of workers, and may even include allowing / providing accommodation on site, or even an off-site location, with a pickup and drop off service.
56. Following the additional modelling to 2031 that is being undertaken, the construction traffic flows will be assessed against the 2027 using the 2031 baseline, but with reduced growth assumptions.
57. Wheel washing facilities shall be established within the site in accordance with details to be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development. Such facilities shall be established prior to the commencement of demolition or construction and shall be kept in operation at all times during demolition and construction works.
58. A full CTMP will be completed and agreed with OCC prior to construction commencing.

Travel Behaviour

59. Concerns have been raised around the attractiveness of rail vs. car. While this is a complex issue with variables, the following should be noted:
 - Parking costs – An allowance has been made for on-site parking charges or potential dynamic pricing strategies which will discourage the use of the private car.
 - Congestion and delay – car travel is more affected by peak congestion, roadworks and seasonal traffic. In comparison, rail offers more predictable journey times, especially during busy periods.
 - Car ownership – not all households have access or are able to access a car for all trips and as such there is a percentage of households who rely on non-car modes to access attractions such as this. In England, circa 22.4% of households have no access to a car, which increases to 42% for London. Car ownership is typically lower in larger urban conurbations such as London and Birmingham, both of which have very large populations and good, high frequency rail services to Bicester. Circa 45% of households in England only have access to one car and as such although there may be a car owned within the household, this does not mean it would be available to use for leisure trips, if the car is being used by other members of the households for other trips such as business / commuting.
 - Environmental and policy costs – no monetisation of carbon emissions or consideration of future road-user charging implementation/expansion.
 - Rail fare dynamics – advance purchase discounts, GroupSave and family tickets, and railcards can significantly reduce rail costs.
 - Comfort and productivity benefits – Comfort is a strong motivator for leisure trips, and time spent on trains can be used to relax, enjoy quality time and avoid driver's fatigue.
 - Shuttle integration and free transfers – this will remove the perceived hassle and cost for rail users making rail a more attractive option.
 - Seasonality and peak pricing – car costs are not static and fuel price volatility feeds into the perception of cost.
60. On the basis of the above it is clear that there are a number of factors when considering mode of travel, which are not just about the cost comparison between rail and car travel.

61. Notwithstanding the above, Steer have undertaken a sensitivity test to explore the implications of a higher proportion of visitors travelling by car. As agreed with OCC, the sensitivity test involved recalculating trip generation and mode share assumptions for Scenario 10b with a 14-percentage point increase on the car mode share. This examined the impact of increasing the car mode share from a 46% baseline to 60% scenario.
62. The assessment confirmed that even applying a 14% increase in car mode share results in only a modest uplift in total vehicle trips, which would be dispersed across the wider network. This variation would have a negligible effect on the performance of the highway network.

Speed limits to be included in modelling

63. As part of the access strategy, it is assumed that speed limits on the B4100 would be reduced. This is both improve the operation of the site accesses and also improve conditions for those walking / cycling to the Site. It is recognised that a reduction in speed limits cannot be assumed, as this would require approval through a Traffic Regulation Order (TRO). As such, while a change in speed limit is included within the modelling, the site accesses have been designed to a higher design speed. In terms of the traffic modelling and the impact of the proposed measures, a reduced speed limit may marginally increase journey times. The outcome is that the traffic modelling would be overestimating the outcome of the introduction of the site accesses and an amended speed limit.
64. At the OCC/NH workshop on 3 December 2025, it was agreed that the speed-limit change would not have a material effect on the strategic model. The current modelling is therefore considered robust, and no amendment to the speed-limit assumptions is required for future model runs.

Design

65. With the exception of the Site access, all remaining design elements are submitted in outline, and further detail will be provided at the Reserved Matters application(s) stage.

Bus / coach drop off routing

66. At Reserved Matters stage, it is anticipated that the bus and coach drop-off area will be refined, including the provision of a direct route from the hub onto the internal circulation road and through to the second roundabout access. This would reduce internal journey times and enable both northbound and southbound services to enter and exit the Site in a single continuous direction. The arrangement may also accommodate two rows of three bus stops – one for northbound and one for southbound services – with a southern exit providing direct access to the circular road serving the hotel and staff entrance.

Coach Parking

67. For coaches remaining on site for the duration of a visit, tour and school groups will board and alight within the coach-parking area. The parking layout includes sufficient aisle width to facilitate this safely. Additional staging space for group assembly can be incorporated at the Reserved Matters stage.

Internal Speed limit

68. All new internal roads will be designed to operate under an enforced 20 mph (or lower) speed limit. Where relevant, roads and cycleways will be designed to adoptable standards.

Construction Access

69. The suggestion of submitting a planning application for construction accesses, compounds and related infrastructure is noted and is currently under consideration.

Conclusion

70. In summary, this Technical Note has addressed comments raised by OCC during the formal consultation process. Drawing on a robust evidence base, we have demonstrated that the key parameters and assumptions underpinning the Transport Assessment are both conservative and appropriate for the UK context.
71. The proposed strategies for attendance forecasting, parking provision, trip generation, and site access have been shown to be resilient, flexible, and responsive to both operational needs and local policy objectives. We trust that the clarifications and additional evidence provided herein satisfactorily resolve OCC's concerns and confirm the robustness of the assessment and the suitability of the Proposed Development.

Appendices

Appendix A The London Resort: Attendance Technical Note

THE LONDON RESORT

The London Resort Development Consent Order

BC080001

Environmental Statement Volume 2: Appendices

Appendix 7.6 – Attendance Technical Note

Document reference: 6.2.7.6

Revision: 00

December 2020

Planning Act 2008

The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009

Regulation 5(2)(a)

The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017

Regulation 12(1)

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LDP

Objective Analysis
Creative Thinking

The London Resort

Technical Note on Attendances

Introduction

- Leisure Development Partners LLP (LDP) is a leading consulting firm specialised in the feasibility, review and performance improvement of visitor attractions and leisure real estate. LDP's Partners have more than 60 years experience in this niche.
- Following a series of feasibility assessments for London Resort, LDP have been asked to prepare a technical note on attendances to each of the resort's components in support of the DCO, as these attendance figures underpin the technical assessments carried out as part of the Environmental Statement and associated technical assessments.
- Alongside this document, we have also submitted detailed feasibility assessments for the main theme park, integrated indoor waterpark, the Market (RDE zone) and hotel accommodation. As all assessments were undertaken in 2019, they reflect the period before the Covid-19 pandemic. Covid-19 has severely impacted many parts of the economy, including the leisure sector. It has had a particularly noticeable impact upon major visitor attractions which require large numbers of people to be in one place together. Like lots of businesses, many attractions were shut for long periods of time, and have had to re-open with reduced numbers or significant operational limitations in place. International tourism has also been significantly reduced due to the risk of isolation requirements on return.
- In the short term it is expected that Covid-19 will continue to have an impact upon these businesses. In the longer term, however, all economic forecasts project a fairly quick recovery. The economy, including the amount of disposable income people have to spend on leisure activities, is expected to recover by the time the London Resort is operational. It is therefore viewed as appropriate that the attendance estimates on which the assessments are based implicitly assume a return to pre-Covid levels of tourism and leisure demand.
- Whilst all components of the resort are in early conception stages, some components are more defined than others at this juncture. The main theme park and phase I hotels are in a more advanced stage compared to the rest of the development. The Market's (RDE zone) retail and dining is just starting to take shape and the remaining components are not fully defined at this stage. This is very typical of a large-scale project such as the London Resort which is several years from opening and would need to accommodate changes in consumer demand and behaviour patterns as planning and design progresses.

Introduction

- We note that, upon the client's request and due to early stages of planning for Phase II of the development, the attendance estimates for the second gate theme park have been based on generic ratios. Once more clarity on the concept, links with the main park, pricing and operational strategies are available, a feasibility update would need to be undertaken. However, the generic ratios applied are derived from detailed industry benchmarking and as such are likely to represent a robust and appropriate set of estimates of the potential attendance.
- The LDP approach relies upon detailed market analysis and the application of carefully chosen real world benchmarks from existing comparable projects. This nuanced approach came out of the original feasibility work for Disney and has been developed further over the past 60 years. LDP are market leaders in the feasibility performance and planning of major visitor attractions. We hold a detailed benchmarking database of KPIs for major attractions across a wide range of all leisure sectors, across the world. This detailed database has been used to drive the estimates presented in this technical note.
- ***Disclaimer:*** *This Report is based on estimates, assumptions and other information developed by Leisure Development Partners LLP (LDP) from its independent research effort, general knowledge of the industry and other comparable developments elsewhere and publicly available research efforts/surveys. Every effort has been made that forecasts are based on real life benchmarks and all available information is considered when deriving projected performances. The pre-requisites/assumptions for achieving projected performances are included in the feasibility report. No warranty or representation is made by LDP that any of the projected values or results contained in this Report will actually be achieved. All intellectual property rights in this Report including any forecasts, benchmarks, spreadsheets, tables or other materials provided are the property of LDP.*

Assumptions

- Over the next pages we have summarised our attendance estimates for the London Resort.
 - The main theme park numbers have been based on the feasibility assessments submitted previously. The main theme park numbers have been based on the resort's vision to attract and deliver first class IP and associated attractions. Our initial understanding of the intended IP (the bulk of which remains confidential) supports this level of attraction being achievable.
 - The second gate attendance has been estimated using a ratio in relation to the main park. This is standard for a project of this nature where this element does not have a concept of a pre-concept.
 - Estimates of onsite guests at the hotel accommodation drive attendance projections for the waterpark and the RDE Zone. These have been completed by our hotel specialist based on national and international benchmarking exercise and years of experience in the industry.
 - Both waterpark and The Market (RDE) are in early planning stages and therefore our attendance estimates are based on the series of key assumptions.
 - All attendance estimates are linked to a series of assumptions presented in each relevant document, and represent our professional view of the likely visitor numbers which the different elements is likely to attract, based on the calibre of destination attraction planned and subject to these prerequisites being fulfilled.
 - The client and design team are responsible for ensuring that there is sufficient appeal and capacity of attractions to deliver on the attendance estimates and that capital is sufficient to do so.
 - All estimates assume that the site remains suitably accessible - through both car parking availability and public transport accessibility.
 - Phase 1 is assumed to open in second quarter of 2024. Phase 2 opens in 2029.
 - We have assumed a year-round operation for all components and a mix of very strong IPs (including world's top brands), both British and international.
 - It is assumed that in each case the attraction will be operated to the very highest standards by experienced operators from inception.
 - We have also assumed excellent pre-opening and ongoing marketing (nationally and internationally) and ongoing reinvestment to encourage repeat visitation.
- The assumptions have been based on international benchmarks where available.

Definitions

- **Primary resident market** - those living within 0-60 minutes drive of the site
- **Secondary resident market** - those living within 60-120 minutes drive of the site
- **Domestic tourists** - domestic tourists staying overnight within 0-60 minutes drive of the site but residing beyond the two hours' drive
- **International tourists** - international tourists staying overnight within 0-60 minutes drive of the site
- **Attendance (= Visits)** – is measured in person-days to a component, for example a person spending a day/ part of the day at the main theme park is equal one (note: if a visitor leaves and re-enters the same attraction on the same day, this is counted as one visit). There is natural overlap between the uses where some people visit more than one attraction/ resort element during the day, for example, one person can visit the theme park and have dinner at the Market on the same day (and also stay in an onsite hotel).

Attendance methodology

- The attendance to an attraction is a function of the size and characteristics of the available markets, competitive environment, quality of the experience and pricing strategy, as well as a multitude of other external factors. Therefore, the first step in an attraction feasibility process is to determine the current and likely future scale of the available market segments, summarised in the table on this page.
- According to the methodology used by the attractions industry, we typically consider four key market segments which include:
 - **Residents** defined by drive-time isochrones
 - ✓ **primary** residents living within one-hour drive time
 - ✓ **secondary** residents living within 1-2 hours
 - **Tourists** staying overnight within one-hour drive from the site
 - ✓ **domestic** tourists
 - ✓ **international** tourists
- The drive times were sense-checked against public transport catchment and not found to materially alter the results. Overall, it is rare that public transport increases the real catchment sizes

when one considers time to travel to the station, waiting times etc. If public transport is particularly strong in a market, this is reflected in our penetration rate analysis.

- For most attractions, attendance is determined by applying penetration rates to the available market segments, based on comparable benchmarks. All attractions in our database are analysed in accordance with this methodology which allows benchmarking like-for-like.
- Some smaller, capacity constrained, components are analysed via utilisation of capacity, also based on benchmarking.

Available Markets [in '000 people]

Market Segment	2018	2027	2036
Primary Residents	10,018	10,719	11,242
Secondary Residents	12,970	13,807	14,448
Total Resident Market	22,989	24,527	25,689
Domestic Tourists	8,851	9,833	10,436
International Tourists	14,496	18,544	22,934
Total Tourist Market	23,348	28,377	33,370

Note: numbers may not add up due to rounding's

Source: ESRI, VisitBritain, ONS, and LDP

Main Theme Park

- The main park is assumed to be a best in class mixed IP theme park which provides content for an 8-hour stay. We have used very strong stable year penetration rates for the park, in line with some of the world's leading theme parks although within the tourist markets our penetration rates are not as strong as those for Disney and Universal parks, given the anticipated investment levels and no track record for the IPs under consideration. Here, we have summarised our projected attendance for the main theme park from the latest feasibility assessment. This assumes sufficient capacity, investment and appeal to deliver on the market potential.
- The assessment considers the evolution of penetration rates in early years, in the build up to stability. Within the primary resident market, there is typically an early champagne effect of a novelty attraction with the penetration rate starting strong and then softening slightly towards a stable level.
- As those who live further away are more reluctant to travel before the attraction is proven and acquires a positive reputation in the market, the secondary resident market penetration rate starts slightly lower and then grows towards the stable level. In this case, however, we believe that once the second gate has cemented the London Resort as a destination, the conversion rate of the secondary resident trips into overnight (or multiple night) stays will continue to grow, resulting in a strengthening penetration rate over time.
- Typically, tourist market penetration rates start from a lower base, gradually growing to a stable year as the awareness and interest pick up following good reviews, guides updates, and social media campaigns. Similar to the secondary market, we have continued to grow the tourist penetration rates after the second gate opening to reflect the increasing destination appeal which should continue to drive tourists in larger numbers. Only a few parks have managed to achieve this but given the calibre of this project, the London Resort should certainly be one of these. In our assessment, we have also assumed that the London Resort certainly drives some international tourism.

Main Theme Park

MAIN PARK Attendance Projections [000s visits]

	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037
						[2 nd gate opens, cannibalisation]				[recovery]				
Market Size														
Primary Residents	10,521	10,589	10,655	10,719	10,781	10,842	10,902	10,960	11,018	11,074	11,131	11,187	11,242	11,296
Secondary Residents	13,558	13,644	13,727	13,808	13,886	13,962	14,036	14,109	14,179	14,248	14,316	14,382	14,448	14,512
Domestic Tourists	9,664	9,713	9,761	9,833	9,906	9,979	10,054	10,129	10,204	10,281	10,358	10,436	10,514	10,594
International Tourists	17,060	17,541	18,035	18,544	19,068	19,607	20,161	20,688	21,228	21,782	22,351	22,934	23,533	24,148
Penetration Rates														
Primary Residents	19.0%	18.5%	18.0%	18.0%	18.0%	16.0%	16.5%	17.0%	17.5%	18.0%	18.0%	18.0%	18.0%	18.0%
Secondary Residents	8.0%	9.0%	10.0%	11.0%	11.0%	10.0%	10.5%	11.0%	11.5%	12.0%	12.5%	13.0%	13.5%	14.0%
Domestic Tourists	6.5%	9.0%	10.0%	11.0%	12.0%	10.5%	11.0%	11.5%	12.0%	12.5%	12.8%	13.0%	13.3%	13.5%
International Tourists	5.2%	7.0%	8.0%	9.0%	10.0%	8.0%	8.5%	9.0%	9.5%	10.0%	10.5%	11.0%	11.5%	12.0%
Attendance														
Primary Residents	1,999	1,959	1,918	1,929	1,941	1,735	1,799	1,863	1,928	1,993	2,004	2,014	2,024	2,033
Secondary Residents	1,085	1,228	1,373	1,519	1,527	1,396	1,474	1,552	1,631	1,710	1,789	1,870	1,950	2,032
Domestic Tourists	626	874	976	1,082	1,189	1,048	1,106	1,165	1,225	1,285	1,321	1,357	1,393	1,430
International Tourists	880	1,228	1,443	1,669	1,907	1,569	1,714	1,862	2,017	2,178	2,347	2,523	2,706	2,898
Total Attendance	4,590	5,289	5,710	6,199	6,564	5,747	6,092	6,442	6,800	7,166	7,460	7,763	8,073	8,393

Note: numbers contain roundings; Source: LDP

Second Gate Park

- There is no concept or pre-concept for the second gate which makes penetration analysis challenging at this juncture. It is assumed that the second gate theme park is associated with one or several very strong international IP(s), is smaller than the main park with shorter length of stay and is sufficiently differentiated from the main park in terms of experience.
- We have looked at the ratios of attendances between the second (or further) gate and the main gate in Paris, California and Florida, over the past 18 years. Ratios in different years vary depending on investments put in the second gate, with some strong years and some inevitably falling behind. We have therefore provided ranges and averages.
- Florida parks are the least comparable to a location outside London as Orlando is heavily driven by leisure tourism with visiting parks being the primary purpose for the majority of visitors, whilst other locations are more diversified in terms of markets and much of the tourism is driven by other purposes than visiting parks.
- We have used a ratio of 50 percent for this assessment, inline with average Disney performance in Paris and California. Stronger performance has been achieved in some cases (as well as weaker performance) and there may be an upside to attendance which will

depend on the calibre of both parks, length of stay at both parks, whether there is a physical link between the parks (similar to the Hogwarts Express at Universal), the quality of the experience the link provides and, importantly, pricing policy. At this stage of the project, in line with standard approach and in absence of concept or pre-concept this is a reasonable assumption justified by benchmarks.

Attendance to second gate as % of main park attendance

Location	Range	Average
Paris & California Benchmarks	34% - 54%	48%
Orlando Benchmarks	52% - 66%	58%

Source: Individual parks, TEA & LDP

SECOND GATE Attendance Projections (000s visits)

	2029	2030	2031	2032	2033	2034	2035	2036	2037
Main park	5,747	6,092	6,442	6,800	7,166	7,460	7,763	8,073	8,393
Second gate [@50% of main park]	2,874	3,046	3,221	3,400	3,583	3,730	3,881	4,037	4,196

Note: numbers contain roundings; Source: LDP

Waterpark

- We have assumed a best-in-class indoor waterpark of approximately 15,000sqm with an outdoor component that can be opened up in summer time. Some of comparable waterparks could be the Therme parks or some of the indoor waterparks in Wisconsin Dells, Tropical Islands in Germany and others.
- The waterpark will be themed (fully or partially) and fully integrated with the MICE/Waterpark hotel (800 keys) which will offer themed rooms/ suites.
- The waterpark is currently assumed to implement an open door policy – i.e. both hotel guests and offsite visitors are permitted on any day. The calculations also assume that enough capacity is developed to accommodate demand.
- In reality there may be a requirement to control the offsite visitation on a busy day. Some hotel waterparks only allow onsite hotel guests on these days and if this policy is adopted – the assessment will need to be updated as this would have a strong impact on both annual attendance and design/ peak day visitation.
- The attendance for the waterpark is a combination of onsite and offsite visitation. The onsite visitation is measured by applying capture rates to hotel guests and theme park visitors. The offsite visitation is determined via application of penetration rates to the primary resident submarket (giving the critical mass of entertainment, it is likely that anyone travelling from further away would stay at the waterpark hotel). As with the theme park, penetration rates have been derived from LDPs detailed benchmarking database of KPIs from comparable attractions and LDP's extensive experience in the attractions industry. The penetration rates have then been applied to the available markets.
- Bednights at each hotel by visit purpose have been based on individual hotel assessments. These have been converted into guests (i.e. people) using the Average Length of Stay of 1.5 nights across all hotels. Capture rates have been applied to each market segment to arrive at the number of visits to waterpark. One visit per guest has been assumed. As with the primary resident market penetration in the theme park assessment, the penetration rate for the **offsite visitors** to the waterpark shows a champagne effect in the first two years of operation due to the novelty factor.
- As shown on the next page, 61-64% of visitation is generated by the hotel guests (i.e. onsite visitors) with the remainder represented by offsite day visitors.

Waterpark Attendance – Assumptions

ONSITE VISITORS	Waterpark & MICE Hotel	Themed Upscale Hotel	Family Midscale	Economy Hotel
capture of hotel guests:				
Leisure	100%	25%	25%	5%
MICE	25%	0%	0%	0%
Other	25%	10%	10%	5%
OFFSITE VISITORS				
		2024	2025	2026 [stable]
Penetration rate Primary Residents		3.0%	2.75%	2.5%

Source: LDP

Waterpark

- Bednights at each hotel by visit purpose (Leisure/ MICE/ Other) have been based on individual hotel assessments. The build up of hotel guests to stability is also reflected in hotel modelling and hence is the resultant number of hotel bednights. These have been converted into guests (i.e. people) using the Average Length of Stay (ALOS) of 1.5 nights across all hotels.

Annual hotel guests (number of visits)

	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037
	Phase I					Phase II								
Hotel Guests – Leisure														
Water Park & MICE Hotel	161,546	198,122	222,507	242,319	258,682	258,682	258,682	258,682	258,682	258,682	258,682	258,682	258,682	258,682
Themed Upscale Hotel	389,892	478,169	537,020	584,837	608,066	608,066	608,066	608,066	608,066	608,066	608,066	608,066	608,066	608,066
Family Value Midscale Hotel	-	-	-	-	-	116,406	134,992	147,708	157,490	164,493	164,493	164,493	164,493	164,493
Economy Theme Park Hotel	-	-	-	-	-	242,251	285,596	311,928	334,209	349,564	349,564	349,564	349,564	349,564
Hotel Guests – MICE														
Water Park & MICE Hotel	31,480	38,607	43,359	47,220	50,408	50,408	50,408	50,408	50,408	50,408	50,408	50,408	50,408	50,408
Themed Upscale Hotel	10,060	12,337	13,856	15,089	15,689	15,689	15,689	15,689	15,689	15,689	15,689	15,689	15,689	15,689
Family Value Midscale Hotel	-	-	-	-	-	1,274	1,478	1,617	1,724	1,800	1,800	1,800	1,800	1,800
Economy Theme Park Hotel	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hotel Guests – Other														
Water Park & MICE Hotel	3,095	3,796	4,263	4,643	4,956	4,956	4,956	4,956	4,956	4,956	4,956	4,956	4,956	4,956
Themed Upscale Hotel	17,411	21,353	23,981	26,116	27,153	27,153	27,153	27,153	27,153	27,153	27,153	27,153	27,153	27,153
Family Value Midscale Hotel	-	-	-	-	-	6,486	7,522	8,231	8,776	9,166	9,166	9,166	9,166	9,166
Economy Theme Park Hotel	-	-	-	-	-	11,408	13,450	14,690	15,739	16,462	16,462	16,462	16,462	16,462
TOTAL HOTEL GUESTS (pax)	613,483	752,384	844,985	920,224	964,954	1,342,779	1,407,992	1,449,128	1,482,892	1,506,439	1,506,439	1,506,439	1,506,439	1,506,439

Note: numbers contain roundings; Source: LDP

Waterpark

- Below we have provided a summary of attendance projections to the waterpark.

WATERPARK attendance [visits]														
	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037
	Phase I					Phase II								
Water Park & MICE Hotel	170,190	208,723	234,412	255,285	272,523	272,523	272,523	272,523	272,523	272,523	272,523	272,523	272,523	272,523
Themed Upscale Hotel	99,214	121,677	136,653	148,821	154,732	154,732	154,732	154,732	154,732	154,732	154,732	154,732	154,732	154,732
Family Value Midscale Hotel	-	-	-	-	-	29,750	34,500	37,750	40,251	42,040	42,040	42,040	42,040	42,040
Economy Theme Park Hotel	-	-	-	-	-	12,683	14,952	16,330	17,497	18,301	18,301	18,301	18,301	18,301
Onsite Attendance	269,404	330,400	371,065	404,105	427,255	469,688	476,707	481,336	485,003	487,596	487,596	487,596	487,596	487,596
Primary Residents	315,624	291,203	266,383	267,981	269,535	271,056	272,549	274,010	275,441	276,858	278,266	279,663	281,043	282,409
Offsite Attendance	315,624	291,203	266,383	267,981	269,535	271,056	272,549	274,010	275,441	276,858	278,266	279,663	281,043	282,409
Total Attendance	585,027	621,604	637,448	672,086	696,790	740,745	749,256	755,346	760,444	764,454	765,862	767,259	768,640	770,005
% of onsite visitors	46%	53%	58%	60%	61%	63%	64%	64%	64%	64%	64%	64%	63%	63%

Note: numbers contain roundings
Source: LDP

The Market (RDE Zone) – Dining & Retail

- The Market will act as a connector between various elements of the resort. We have assumed that all visitors to the theme parks and all hotel guests pass through the RDE zone or a portion of it. Importantly, the RDE will also act as a main street for the theme park.
- The Market is assumed to be heavily themed in line with the character of the parks and the hotels, and to offer specialty themed retail (relatively modest but with the inclusion of an Emporium). Dining is expected to offer a range of casual dining options to suit a range of budgets, with all signature/ sit down restaurants located in the theme park(s), i.e. beyond the 'gate'.
- The entertainment component (the E of the RDE) have not been fully defined but the following is assumed:
 - Branded escape rooms (10-20 rooms)
 - IP branded mini-land (a show, a dark ride, themed retail and F&B)
 - potentially E-sports venue
 - potentially one or more other small branded attractions
- We note that a branded FEC (Family Entertainment Centre) may

be useful for the RDE to cement drawing power among the offsite markets and expand catchment somewhat. There could be other entertainment components such as a specialty cinema, play park for small kids, adventure golf, simulators and/ or VR experiences which could be discussed further.

- We have built the attendance based on the penetration rates analysis and capture of onsite guests. We have then used primary research to sense check this throughput on a turns per cover per day basis. As all visitors to the resort will pass through the zone, we have not counted this footfall, but the attendance in our assessment means actual spenders in the Retail and Dining components. In our assessment, visitors from the offsite markets are assumed to visit for the RDE only and not engage in theme park, waterpark or MICE activity.
- The attendance at the Entertainment Component is NOT fully additive to that of the Retail and Dining elements as some attraction visitors will opt for a retail purchase or a meal within the Market.

The Market (RDE Zone) – Entertainment

- We have modelled the **branded escape room** as a stand-alone operation at this juncture. We have assumed a very strong IP (such as BBC Sherlock or Dr Who, etc). Based on preliminary conversations with the client team, we have assumed 15 rooms, a 60-minute turnaround and a 12-hour operating day (on average). We have further assumed a 30 percent annual capacity utilisation, based on escape room benchmarking exercise.
- The **branded mini-land** is not defined and, based on discussions with the client team, we have assumed a 350-seat 20-minute audio-visual show, a dark ride (undefined) and themed F&B and retail – the inspiration for this component is Diagon Alley at Universal Studios, although at a lower scale and CAPEX. The attraction is assumed free for the main theme parks guests and paid for offsite guests. We have estimated offsite attendance using the penetration rates analysis.

Escape Room Attendance Projections

Indicator	Assumption/ Value	
Max Group Size	6 pax	
Entering every	20 minutes	
Turns per Hour	3	
Hourly Capacity per room	18 pax	
Number of rooms	15	
Total Hourly Capacity	270 pax	
Average Hours Per Day (last entry 1 hour prior to closure)	11	
Daily Capacity	2,970	
	Year 1 (partial)	Year 2>
Annual Capacity (assumes 365 day operation)	908,820	1,084,050
Annual Utilisation Rate	30%	30%
Annual Attendance	272,646	325,215

Source: LDP

Attendance Estimate – Branded Mini-Land														
	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037
	Phase I					Phase II								
Market Size	Partial year													
Annual Capacity	3,855,600	4,599,000	4,599,000	4,599,000	4,599,000	4,599,000	4,599,000	4,599,000	4,599,000	4,599,000	4,599,000	4,599,000	4,599,000	4,599,000
<u>Offsite:</u>														
Residents 0-30 min	2,103,446	2,116,684	2,129,516	2,141,936	2,154,023	2,165,828	2,177,355	2,188,608	2,199,603	2,210,451	2,221,188	2,231,790	2,242,251	2,252,583
Residents 30-60 min	8,417,343	8,472,518	8,525,789	8,577,289	8,627,384	8,676,429	8,724,603	8,771,801	8,818,044	8,863,864	8,909,459	8,954,736	8,999,486	9,043,775
Secondary Residents	13,557,905	13,643,503	13,726,728	13,807,583	13,885,953	13,962,270	14,036,492	14,108,540	14,178,718	14,247,659	14,315,564	14,382,261	14,447,668	14,512,361
Domestic Tourists	9,664,352	9,712,674	9,761,238	9,833,266	9,906,003	9,979,457	10,053,637	10,128,552	10,204,211	10,280,624	10,357,801	10,435,749	10,514,480	10,594,002
International Tourists	17,059,998	17,540,579	18,035,131	18,544,064	19,067,806	19,606,793	20,161,476	20,687,851	21,227,968	21,782,187	22,350,876	22,934,411	23,533,182	24,147,586
Penetration Rates														
Utilisation of capacity by theme park visitors	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%
<u>Offsite:</u>														
Residents 0-30 min	3.5%	3.25%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Residents 30-60 min	2.0%	1.75%	1.50%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Secondary Residents	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Domestic Tourists	0.24%	0.40%	0.50%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
International Tourists	0.04%	0.05%	0.05%	0.05%	0.05%	0.05%	0.05%	0.05%	0.05%	0.05%	0.05%	0.05%	0.05%	0.05%
Attendance														
Onsite – theme park visitors	1,927,800	2,299,500	2,299,500	2,299,500	2,299,500	2,299,500	2,299,500	2,299,500	2,299,500	2,299,500	2,299,500	2,299,500	2,299,500	2,299,500
<u>Offsite:</u>														
Residents 0-30 min	73,621	68,792	63,885	64,258	64,621	64,975	65,321	65,658	65,988	66,314	66,636	66,954	67,268	67,577
Residents 30-60 min	168,347	148,269	127,887	128,659	129,411	130,146	130,869	131,577	132,271	132,958	133,642	134,321	134,992	135,657
Secondary Residents	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Domestic Tourists	23,484	38,851	48,806	49,166	49,530	49,897	50,268	50,643	51,021	51,403	51,789	52,179	52,572	52,970
International Tourists	7,336	8,770	9,018	9,272	9,534	9,803	10,081	10,344	10,614	10,891	11,175	11,467	11,767	12,074
Onsite Attendance [theme park visitors]	1,927,800	2,299,500	2,299,500	2,299,500	2,299,500	2,299,500	2,299,500	2,299,500	2,299,500	2,299,500	2,299,500	2,299,500	2,299,500	2,299,500
Offsite Attendance	272,788	264,682	249,596	251,356	253,095	254,822	256,539	258,222	259,894	261,566	263,242	264,921	266,599	268,278
Total Attendance	2,200,588	2,564,182	2,549,096	2,550,856	2,552,595	2,554,322	2,556,039	2,557,722	2,559,394	2,561,066	2,562,742	2,564,421	2,566,099	2,567,778
<i>overall capacity utilisation</i>	57%	56%	55%	55%	56%	56%	56%	56%	56%	56%	56%	56%	56%	56%
Source: LDP														

Attendance – Summary

- Here we provide a summary of attendances to key components of the London Resort.
- The cumulative number of visits is projected to grow from 8 million in 2025 to just under 18 million by 2038. However, clearly, there is an overlap between the components with some visitors attending more than one attraction during their visit. A rough estimate suggests that the number of visitors would grow from around 6 million in 2025 to over 12 million in 2038. These numbers will be diluted further in the planning process as detail and relationships among the components evolve.

Attendance Summary to Key Components, 000s visits

Component	2025	2030	2038
Main theme park	5,289	6,092	8,393
Second Gate Park	-	3,046	4,196
Waterpark	622	749	770
The Market [RDE]	2,098	3,680	4,577

Source: LDP

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LDP

Objective Analysis
Creative Thinking

The London Resort

Technical Note on Attendance Methodology

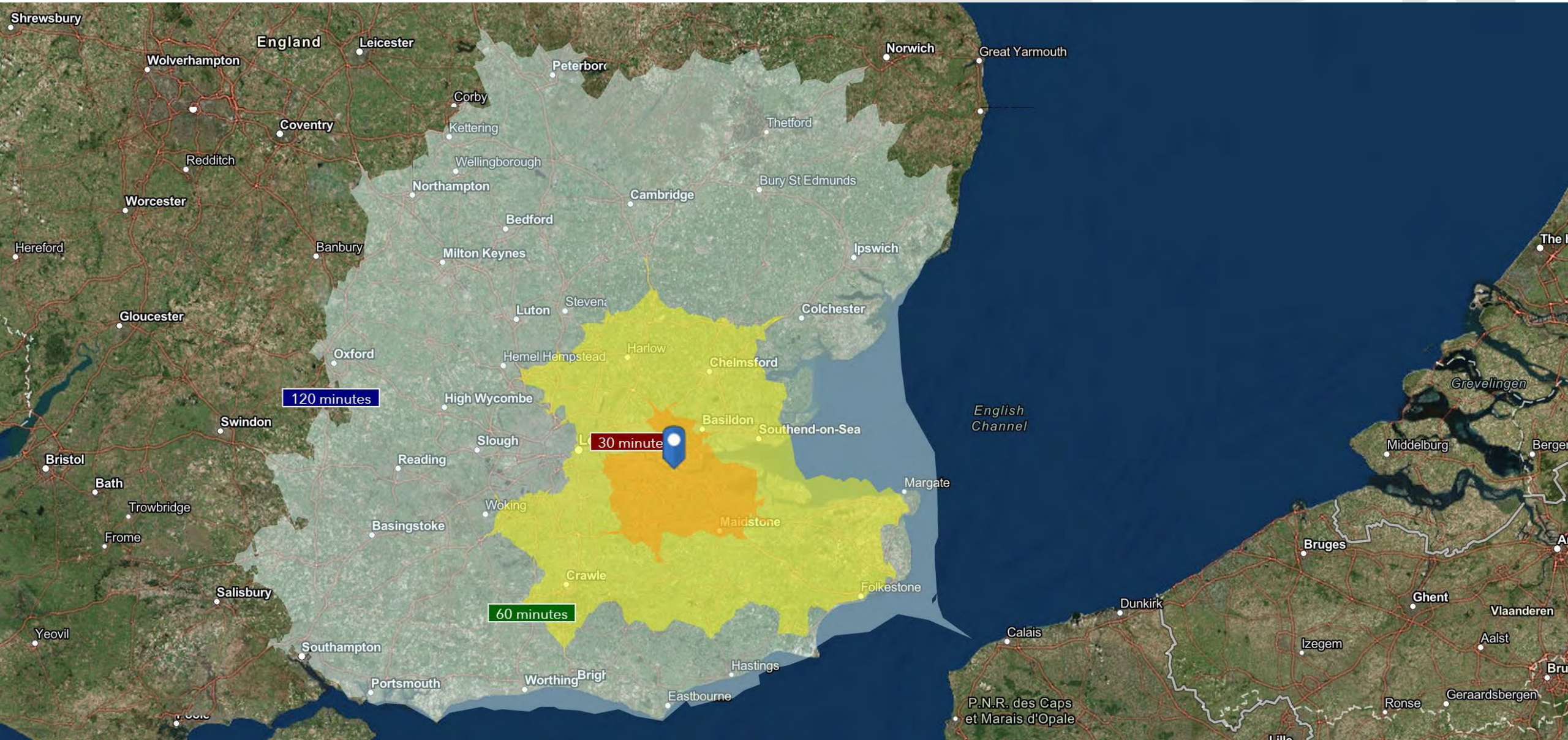
Introduction & Disclaimer

- Leisure Development Partners LLP (LDP) is a leading consulting firm specialised in the feasibility, review and performance improvement of visitor attractions and leisure real estate. LDP's Partners have more than 70 years experience in this niche.
- The LDP approach relies upon detailed market analysis and the application of carefully chosen real world benchmarks from existing comparable projects. This nuanced approach came out of the original feasibility work for Disney and has been developed further over the past 50 years.
- ***Disclaimer:*** *This Report is based on estimates, assumptions and other information developed by Leisure Development Partners LLP (LDP) from its independent research effort, general knowledge of the industry and other comparable developments elsewhere and publicly available research efforts/surveys. No warranty or representation is made by LDP that any of the projected values or results contained in this Report will actually be achieved. All intellectual property rights in this Report including any forecasts, benchmarks, spreadsheets, tables or other materials provided are the property of LDP. All findings should be viewed as confidential and are not for publication in the public domain. You may use and copy such materials for your own internal use.*

Attendance methodology

- The attendance to an attraction is a function of the size and characteristics of the available markets, competitive environment, quality of the experience and pricing strategy, as well as a multitude of other external factors.
- The first step in an attraction feasibility process is to determine the current and likely future scale of the available market segments.
- According to the methodology used by the attractions industry, which was developed from observing real world guest behaviours and honed over many years, for large scale theme parks we consider four key market segments :
 - **Residents** defined by drive-time isochrones
 - ✓ **primary** residents living within one-hour drive time
 - ✓ **secondary** residents living within 1-2 hours
 - **Tourists** staying overnight within one-hour drive from the site
 - ✓ **domestic** tourists
 - ✓ **international** tourists
- Based on analysis of many existing theme parks, we have found that most day visitors live within two hours of the site. As drive time increases propensity to visit falls away and as such we analyse primary and secondary catchment markets.
- A majority of visitors travelling more than two hours tend to stay overnight more locally as tourists. In most cases the park is not the primary reason for tourism but is a supporting amenity but major resort theme park destinations, as planned at London Resort, can induce overnight stays.
- In general tourists tend not to travel more than approximately one hour from their accommodation for a theme park visit and as such we analyse domestic and intentional tourists staying away from home within one hour of the site. We have also in this instance analysed onsite resort guests.
- To calculate catchment areas, and the scale of the resident market, we use a specialty GIS software which considers travel time and population. The catchment map is presented overleaf.
- To gauge attendance we review penetration rates for appropriate comparable attractions. Applying penetration rates to these available market segments, based on comparable benchmarks provides a grounded view on market demand.
- This is a tried and tested methodology which allows us to benchmark like-for-like (all attractions in our database are analysed in accordance with this methodology which is accepted by all major existing theme park operators).
- It is rare that public transport increases the real catchment sizes when one considers time to travel to the station, waiting times etc. If public transport is particularly strong in a market, this is reflected in our penetration rate analysis.

Catchment Map – 30, 60 & 120 minutes



Resident Market

- The table on this page summarizes the available resident markets. In 2018, the total population within two hours of the site is estimated at 23 million. The primary market accounts for around 10 million (43% of the total market) and the secondary market the remaining 13 million (57%).
- Overall these figures represent significant markets from which to draw, and the impact of this cannot be underestimated.
- To achieve estimates of future populations we have utilised a combination of projections from the Office of National Statistics. The government has softened the population projections growth rates following Brexit developments. The projected growth remains fairly strong for a Western European market, at 0.6% per annum.
- At a total population of 66 million in the UK in 2018, the catchment area includes 35% of the country's residents.

Resident market size (people within 0-120 mins drive time from the site)				
Market segment	2018	2027	2036	CAGR
Primary resident market	10,018,337	10,719,224	11,241,737	0.6%
Secondary resident market	12,970,210	13,807,583	14,447,668	0.6%
Total resident market	22,988,547	24,526,808	25,689,405	0.6%

Source: ESRI, ONS and LDP

Tourist Market Methodology

- The tourist market will provide an important source market for the park. Based on our experience and patterns observed across the industry over time, those people visiting the site and who live more than two hours drive-time from the site are likely to stay in the area overnight and are therefore considered in the tourist market.
- There are very few exceptions to this rule – these are typically major destination parks set in a relatively low competitive environment. Examples could include Disneyland Paris or Alton Towers, both of which draw some day visits from their 2-3 hour's drive-time resident market. The proportion of these visits in attendance is still though low in these examples which buck the trend.
- According to the methodology used in the attractions industry - these visits would be factored in the domestic tourist market penetration rate which is benchmarked using most comparable parks such as Disneyland parks, Port Aventura, Alton Towers, etc. As all parks need to be analysed using like-for-like methodology, for these - very few – major destination parks, the domestic penetration rate will be somewhat inflated. As these are the parks are within the benchmarks' set used to derive penetration rates for the project, the visits are factored in our calculations. Day visits from beyond two hours are rare but of course not impossible but are negligible as compared to total visits.
- A full theme park visit to a destination park can last typically seven to nine hours in the park itself. Considering additional time on site accessing the park, moving around and potentially enjoying the retail, dining and entertainment zone, a visit is a long day for visitors and particularly children. Driving more than two hours at either side of the day is undertaken by very few guests.
- Decades of experience in the attraction's industry also shows that tourists are rarely prepared to travel for more than an hour from their holiday base for a day visit. Therefore, the tourist market is defined as those staying overnight within the 0-60-minute drive from the site. These are split into domestic and international tourists.
- We have reviewed tourism information from official statistical publications on tourism including the GB Tourism Survey (GBTS) and the International Passenger Survey (IPS).

Domestic Tourists

- **Domestic tourism:** The very strong growth anticipated by the government a few years back did not materialise and domestic tourism to London has, in fact, dropped over the last three years, by 1 million visits or 8%. Historically, domestic tourism in London has hovered around the 11-12 million mark, with a peak at 12.9 million.
- Data show a significant reduction in domestic tourism to the East of England, dropping by 1 million in 2018. Domestic tourism to South East has dropped by 2.7 million in 2017 but grew very slightly in 2018 to potentially demonstrate gradual recovery.
- The UK leaving the EU and many UK residents opting for visiting European countries instead of staycating could be a factor. Once the exit is finalised, staycation could return to previous levels or even increase. We have assumed a recovery to the 2015 levels (a strong year before the referendum took place) by 2022. After, we have used a historic growth rate of 0.5% to project the domestic tourist numbers.
- We note that domestic tourism in the UK is somewhat dependant on weather, amongst other factors, with staycation picking up in years following good summers and decreasing following rainy and cold summers.
- **Qualification:** We have qualified the domestic tourist market to exclude the tourists staying overnight within the catchment market area (i.e. within 1-hour drive from the site) who also live within the resident market (i.e. within the 2-hour drive from the site). This step is undertaken to prevent them from being double counted, and missing this step is likely to significantly overstate potential demand.
- Based on GBTS data, we estimate that around 24 percent of domestic tourists in London and 46 percent of domestic tourists within the rest of the one-hour catchment also reside within the two-hour resident market. We have therefore reduced the domestic tourist markets by this degree – overall, the total domestic tourist market has been reduced by 33 percent.

International Tourist Market

- **International tourism:** the international tourist market will be heavily dominated by London accounting of 87 percent of the market. We have analysed long term historic trends in international tourism to each region within the 1-hour catchment.
- London experienced unprecedented growth between 2012 and 2017 due to a somewhat devalued pound but saw a 3.7 percent drop in international visitors in 2018. Official projections forecasted international tourists to the UK to increase by 2.6 percent in 2019. However, as of 1st half of 2019, the growth to the UK has been slower (2%) and to England – 1%. We have assumed growth in line with pre-drop levels until 2030 (3.0%) and after – a slightly lower growth to reflect the growing base (2.6%).
- International tourism to the rest of the catchment has been falling slightly since 2016. To provide a benefit of a doubt and allow for cyclical nature of tourism we have used a historic growth rate pre-drop (1.4%) until 2030, and a slower rate (0.7%) thereafter.
- The growth used assumes no friction at the borders post-Brexit, no major events further hurting the image of London/ UK, no global recession, continued affordability of the pound relative to euro and US dollar. However, the base for the growth is delayed by the recession.

Total Tourist Market

- The resultant tourist market is presented in the table on the right. Both market segments are large in size compared to many other destinations. The international tourist market is particularly large if compared to most European locations. Overall, with 37.9 million international arrivals to the UK in 2018, the catchment area encompasses almost 38 percent of the country's total international tourist market. London represents 67 percent of domestic and 87 percent of international tourist market. However, Kent is the next most prominent tourist area.
- The total market is projected to grow to 33 million by 2035. Clearly, tourism is sensitive to a large variety of external factors, and is especially susceptible to acts of terrorism, economic downturns, currency rates and major political events. The forecasts are based on long-term historic trends and assume fairly favorable tourism climate, to which the project is likely to contribute.
- The assessment was completed pre-COVID 19. Covid-19 has severely impacted many parts of the economy, including the leisure sector. In the short term it is expected that Covid-19 will continue to have an

impact upon these businesses. In the longer term, however, all economic forecasts project a fairly quick recovery. The economy, including the amount of disposable income people have to spend on leisure activities, is expected to recover by the time the London Resort is operational. It is therefore viewed as appropriate that the market and attendance estimates on which the assessments are based implicitly assume a return to pre-Covid levels of tourism and leisure demand.

Qualified tourist market [number of trips]			
Market Segment	2018	2027	2035
Domestic	8,851,410	9,833,266	10,435,749
International	14,496,126	18,544,064	22,934,411
Total Tourists	23,347,536	28,377,330	33,370,160

Source: VisitBritain and LDP



LDP

Objective Analysis
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International Benchmarking – Theme Parks

International theme parks – overview

Theme Park Types

- It is worth considering in broad terms the types of theme park which have evolved. Theme parks can be divided into three types:

Destination Parks

- There are two main operators of destination parks, Disney and Universal. The scale of investment, size of operations and global brands ensure that these two operators remain at the top of the market. Disney is the market leader by some distance.
- These parks attract upwards of five million annual visitors and attract significant numbers of tourists who visit the area specifically to go to the theme park. Destination parks have hotels, retail, entertainment and amenities and usually have ‘second gates’ – additional parks or waterparks to create further critical mass of entertainment.
- Key success factor for Disney and Universal parks worldwide is the strength of their word class IPs, many of which have been iconic and invested in for decades.
- Over the past decade many regional parks in Europe have invested in hotels and secondary attractions and have become destination orientated. While this has for the most part made them more

successful and diversified businesses it has not typically grown visitation towards Disney or Universal’s levels. Examples of parks which have grown into destinations over time include Europa Park in Germany, Port Aventura in Spain, and de Efteling in the Netherlands. Disney Paris was the first European destination park and remains the leader by a significant measure. There are no Universal parks in Europe although the group has been looking into the region.

- Europa park is the first non-IP park that managed to reach 5 million visitors in 2014 which coincided with the addition of an Arthur (IP) themed area. The family-owned park that developed out of a ride exhibition site started the addition of onsite accommodation in 1995, 20 years after the park became a gated Pay-One-Price theme park. Therefore it took the park located in a very densely populated area of Europe 19 years to achieve the 5-million mark.
- De Efteling opened its first hotel in 1992, 40 years after it first opened. Since that, it took the park 9 years to break the 3-million mark, and another 8 years to break the 4-million mark.
- Alton Towers opened its first hotel 11 years into trading (in 1996), and the most recent destination park Port Aventura opened its first two hotels in 2002, 7 years on.

International theme parks – overview

Regional Parks

- Regional parks in Europe typically attract between one and three million annual visits (and up to 4 million internationally). They serve a primarily regional resident market, although there are some that are located in tourist areas that do get significant numbers of tourist visits. Unlike the destination parks, regional theme parks do not for the most part drive tourism but may rely on it.
- Around the world and fairly consistently these parks draw guests from up to two hours travel time and one hour for tourist guests staying in the region. There are 30 regional theme parks in Europe.
- Some regional parks are IP parks or branded parks. These include Legoland parks, Movie Park Germany, Park Warner Madrid, and Parc Asterix in Europe. In the US there are strong brands such as Six Flags and SeaWorld. We have shown penetration rates for these parks separately, with and without Disney and Universal parks.
- Whilst not pure IP parks, many parks have included IP lands or attractions as part of the experience, in varying degrees, in order to boost the performance. Following the recent trend, many IPs have been added in the last 2-3 years. For example, in the UK, Thorpe park has added the Angry Birds area, and Drayton Manor a Thomas land. In France, Futuroscope has Arthur and Ice Age 4D experiences. Heide Park in Germany has a Train Your Dragon land, and Parque de Atracciones in Spain has a Nickelodeon land.

Local Parks

- Local parks attract between 500,000 and 1.0 million visits per annum and draw most of their visits from people living within one hour of the attraction. Some of these parks have also felt necessary to add an IP in the last two years, including Peppa Pig lands in Paultons park (UK), Flamingoland (UK) and Leonandia (Italy), among others.
- **We do not consider local parks relevant to the study given the ambitions and capital investment assumed for the project.**

Urban amusement parks

- These are smaller parks located in cities (often fairly centrally) with a low entry fee and upcharges for individual rides, as well as all inclusive and/or part-inclusive wristbands. Examples of such parks include Liseberg and Grona Lund in Sweden, Tivoli Gardens and Bakken in Denmark, and Prater in Austria.
- These parks rely on very strong levels of repeat visitation from their local markets and have developed good F&B offering to encourage these. Due to small base entry charges, urban amusement parks attract a lot of visits to their F&B outlets or for picnics in the green areas of the park. Attendances and penetration rates are therefore strong, however, average per capita spends are lower than at typical theme parks.
- **As with local parks, we do not consider urban amusement parks relevant to the study and have not included them in our analysis.**

European theme parks – attendance

- There are approximately 100 parks in Europe with the attendance over 500,000 visits, but only about 30 parks with attendance over 1.0 million. In 2018, 16 parks achieved an attendance over 2.0 million, 7 parks over 3.0 million, and four parks over 5.0 million. Two of these were Disney parks in Paris.
- The table on this slides shows top-20 parks in Europe. We have concentrated our analysis on the major theme parks in this review.
- Disneyland Park in Paris is clearly the market leader, although has had some challenges in recent years. The total annual attendance across the top-20 parks has fluctuated but shows a general upward trend, and this is even during a period when the economic climate in Europe has been very weak.
- With the exception of Disney parks, there are no other IP Mega parks in Europe, suggesting opportunity.

Attendance at top European theme parks

Name	Location	Attendance 2018
Disneyland Paris	France	9,843,000
Europa Park	Germany	5,720,000
Walt Disney Studios	France	5,298,000
De Efteling	Netherlands	5,400,000
Tivoli Gardens	Denmark	4,850,000
PortAventura	Spain	3,650,000
Liseberg	Sweden	3,055,000
Gardaland	Italy	2,900,000
Legoland Windsor	UK	2,315,000
Puy du Fou	France	2,305,000
Legoland Billund	Denmark	2,250,000
Park Warner	Spain	2,185,000
Parc Asterix	France	2,174,000
Alton Towers	UK	2,100,000
Legoland Deutschland	Germany	2,050,000
Phantasialand	Germany	2,000,000
Thorpe Park	UK	1,880,000
Futuroscope	France	1,850,000
Grona Lund	Sweden	1,676,000
Chessington World of Adventures	UK	1,670,000

International theme parks

Penetration Rates

- Penetration rate is a proportion of the available market segment that visits the attraction annually.
- The table here summarises the ranges of penetration rates achieved by existing parks across the world, based on our extensive database which has been built over decades and is updated regularly.
- Due to confidentiality issues we are only able to present ranges in this report. As shown, the ranges are very wide due to a variety of qualitative and quantitative factors impacting the performance.
- However, when we derive penetration rates for the project, we consider performance of each individual park in aspects we deem most comparable.
- Undoubtedly, there is no one perfect benchmark fit and therefore our experience and knowledge of what drives the performance of every park in each market segment is crucial.

Theme Parks Market Penetration

	Primary [0-60 min]	Secondary [60-120 min]	Domestic [0-60 min]	International [0-60 min]
International Branded Parks				
Maximum	49%	38%	38%	95%
Minimum	4%	1%	1%	1%
International Branded Parks (excl. Disney & Universal)				
Maximum	19%	9%	18%	43%
Minimum	7%	1%	1%	1%
European Destination Parks				
Maximum	39%	27%	48%	53%
Minimum	4%	3%	3%	4%
European Regional Parks				
Maximum	28%	11%	18%	20%
Minimum	5.8%	0.6%	1.0%	0.1%

Source: Individual parks and LDP



LDP

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Theme park attendance projections

Main Theme Park

- Penetration rates presented in the previous section are used to estimate likely attendance at the main theme park.
- The main park is assumed to be a best in class mixed IP theme park which provides content for an 8-hour stay. We have used very strong stable year penetration rates for the park, in line with some of the world's leading theme parks although within the tourist markets our penetration rates are not as strong as those for Disney and Universal parks, given the anticipated investment levels and no track record for the IPs under consideration. Here, we have summarised our projected attendance for the main theme park from the latest feasibility assessment. This assumes sufficient capacity, investment and appeal to deliver on the market potential.
- The assessment considers the evolution of penetration rates in early years, in the build up to stability. Within the primary resident market, there is typically an early champagne effect of a novelty attraction with the penetration rate starting strong and then softening slightly towards a stable level.
- As those who live further away are more reluctant to travel before the attraction is proven and acquires a positive reputation in the market, the secondary resident market penetration rate starts slightly lower and then grows towards the stable level. In this case, however, we believe that once the second gate has cemented the London Resort as a destination, the conversion rate of the secondary resident trips into overnight (or multiple night) stays will continue to grow, resulting in a strengthening penetration rate over time.
- Typically, tourist market penetration rates start from a lower base, gradually growing to a stable year as the awareness and interest pick up following good reviews, guides updates, and social media campaigns. Similar to the secondary market, we have continued to grow the tourist penetration rates after the second gate opening to reflect the increasing destination appeal which should continue to drive tourists in larger numbers. Only a few parks have managed to achieve this but given the calibre of this project, the London Resort should certainly be one of these. In our assessment, we have also assumed that the London Resort certainly drives some international tourism.

Main Theme Park

MAIN PARK Attendance Projections [000s visits]

	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037
						[2 nd gate opens, cannibalisation]				[recovery]				
Market Size														
Primary Residents	10,521	10,589	10,655	10,719	10,781	10,842	10,902	10,960	11,018	11,074	11,131	11,187	11,242	11,296
Secondary Residents	13,558	13,644	13,727	13,808	13,886	13,962	14,036	14,109	14,179	14,248	14,316	14,382	14,448	14,512
Domestic Tourists	9,664	9,713	9,761	9,833	9,906	9,979	10,054	10,129	10,204	10,281	10,358	10,436	10,514	10,594
International Tourists	17,060	17,541	18,035	18,544	19,068	19,607	20,161	20,688	21,228	21,782	22,351	22,934	23,533	24,148
Penetration Rates														
Primary Residents	19.0%	18.5%	18.0%	18.0%	18.0%	16.0%	16.5%	17.0%	17.5%	18.0%	18.0%	18.0%	18.0%	18.0%
Secondary Residents	8.0%	9.0%	10.0%	11.0%	11.0%	10.0%	10.5%	11.0%	11.5%	12.0%	12.5%	13.0%	13.5%	14.0%
Domestic Tourists	6.5%	9.0%	10.0%	11.0%	12.0%	10.5%	11.0%	11.5%	12.0%	12.5%	12.8%	13.0%	13.3%	13.5%
International Tourists	5.2%	7.0%	8.0%	9.0%	10.0%	8.0%	8.5%	9.0%	9.5%	10.0%	10.5%	11.0%	11.5%	12.0%
Attendance														
Primary Residents	1,999	1,959	1,918	1,929	1,941	1,735	1,799	1,863	1,928	1,993	2,004	2,014	2,024	2,033
Secondary Residents	1,085	1,228	1,373	1,519	1,527	1,396	1,474	1,552	1,631	1,710	1,789	1,870	1,950	2,032
Domestic Tourists	626	874	976	1,082	1,189	1,048	1,106	1,165	1,225	1,285	1,321	1,357	1,393	1,430
International Tourists	880	1,228	1,443	1,669	1,907	1,569	1,714	1,862	2,017	2,178	2,347	2,523	2,706	2,898
Total Attendance	4,590	5,289	5,710	6,199	6,564	5,747	6,092	6,442	6,800	7,166	7,460	7,763	8,073	8,393

Note: numbers contain roundings; Source: LDP



LDP

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Attendance projections to other components

Attendance – Summary

- The methodology described in this note has been used to estimate potential visitation at other components of London Resort. The detailed projections are shown in the Technical Note on Attendances document.
- Here we have summarised our projected visitation to the London Resort’s key attractions/ components. Clearly, there is an overlap between the components with some visitors attending more than one attraction during their visit.

Attendance Summary to Key Components, 000s visits

Component	2025	2030	2038
Main theme park	5,289	6,092	8,393
Second Gate Park	-	3,046	4,196
Waterpark	622	749	770
The Market (RDE)	2,098	3,680	4,577

Source: LDP

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D Chiltern Rail Letter of Support



Rail Industry Response to Puy du Fou Planning Application

9 October 2025

Planning REF: 25/02232/OUT

Dear Cherwell District Planning Authority,

Please find enclosed Chiltern Railways and Network Rail response to the planning application for the proposed Puy Du Fou (PDF) theme park set to be built north-west of Bicester.

Summary of Position:

- We would like to put on record our support for the scheme, providing that the following S.106 contributions are allocated by PDF to deliver proportionate improvements to Bicester North and Village stations. The cost of designing and delivering these interventions will need to be paid for by PDF but would be delivered by Chiltern Railways (operator) in conjunction with Network Rail (Infrastructure owner).

Section - 106 requests:

Timing:	Station:	Requirement:	Costs - £1.725 million
Opening year (2029)	Bicester North	Gateline	£350k
Opening year (2029)	Bicester North	Bus shelter x 2 Platform shelter x 2 Toilet enhancements Wayfinding	£650k
Opening year (2029)	Bicester Village	Toilet enhancements Wayfinding	£225k
Year 5 (2034)	Bicester North	Creation of 2 new bus stops and shelters Creation of pedestrian crossing and new taxi/drop off bays	£500k

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		Relocation of cycle storage	
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Rail Demand Summary:

- Chiltern and Network Rail have conducted a detailed rail capacity analysis for the park for the opening year (2029) and believe that with our newest (MK5A) trains we can support the projected rail demand for the opening year (2029) with a number of interventions required to meet customer demand at peak times (e.g. additional carriages, services or stops added at the busiest times).
- Chiltern and Network Rail are clear that rail demand will need to be dynamically managed to ensure that our busiest peak trains (e.g. AM peak trains towards London and PM peak trains towards Birmingham) are not used by PDF customers. We believe that starting the shuttle bus from 09:00 and finishing the bus at 22:30 will reduce the pressure that PDF customers would add to already busy trains at Bicester North and Village.
- Looking to the future, additional rail capacity including additional trains and related resources will need to be made available by the Department for Transport to deliver enough rail capacity for projected rail flows in year 5 (2034) and year 10 (2039) rail demand. Chiltern do not currently have enough trains to deliver our normal timetables, and to deliver additional services for overlapping major events (e.g. Wembley Stadium, PDF, Oxford United Stadium and Bicester Village),
- Chiltern are building a business case with Network Rail to replace our oldest diesel trains with battery-electric alternatives and will seek to build the future projected demand from Puy du Fou for years 5 (2034) and 10 (2039) into these calculations.
- We will need Cherwell District Council, Oxfordshire County Council and Puy du Fou to support this business case to Government, so that enough rail capacity can be provided to meet the future growth of PDF from the early 2030's.

Impact on the Chiltern Network:

We support the promotion of public transport to access the proposed park including a 49% modal share for public transport, with a projected 20% modal share from rail depending on the time of year and type of customer (e.g. ranging from 10% for midweek customers to a 24% share of peak weekend/holiday customers).

For ease of analysis, we are assuming that a consistent 20% share of visitors would use rail services to access the park.

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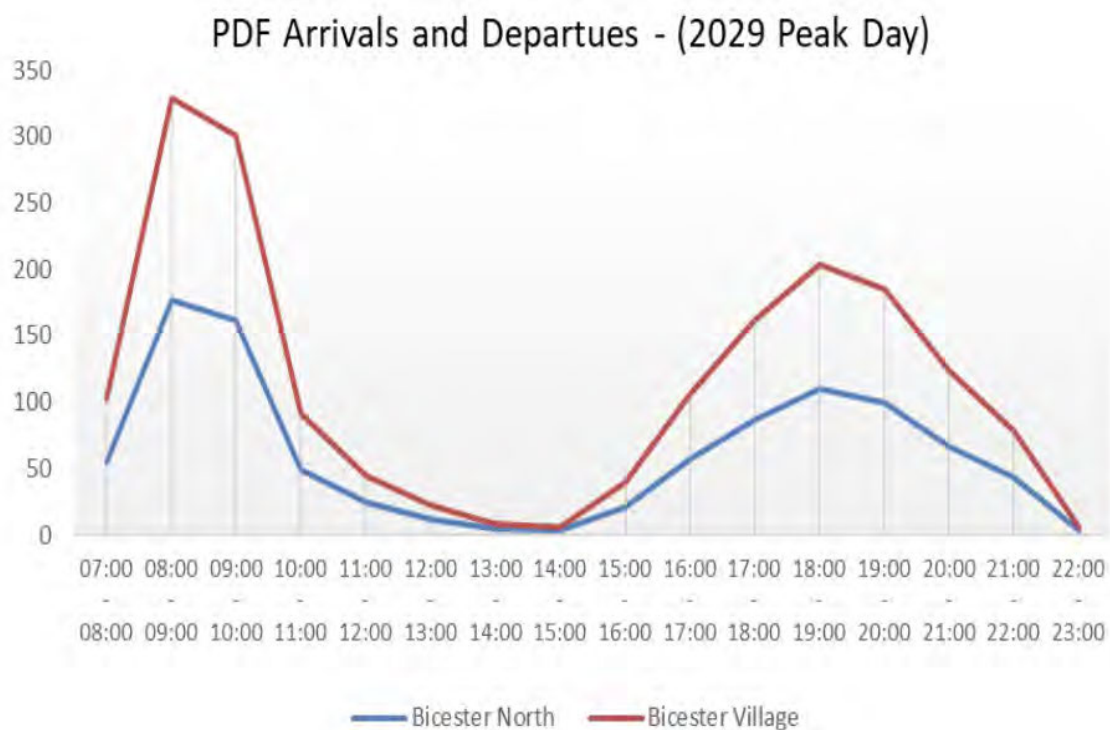
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Projected visitor numbers by rail:

- Opening year (2029) - 550,000 visitors (110,000 by rail).
- Year 5 (2034) - 1,180,000 visitors (290,000 by rail).
- Year 10 (2039) - 2,100,000 visitors (420,000 by rail)

Arrival and Departures: The park will open at 10:00 on weekdays and 09:00 on weekends, with standard weekday closures at 19:00. There will also be some additional late-night shows (e.g. at weekends and during the holidays) where the park will close at 23:00.

As outlined in the Transport strategy we expect a higher proportion of day visitors to use rail services to access the park, with night customers either driving or staying on site due to a lack of available rail services after 23:00. As shown below, most of the day only customers will arrive in a condensed window from 08:00 to 10:00, departing over a longer period from 16:00 to 21:00.



Origin/Destination analysis:

We expect customers to use both Bicester Village and Bicester North stations depending on the origin of their journey. For ease the origin information has been split into East (from Milton Keynes), West (from Oxford), North (from Birmingham) and South (from London).

Our analysis shows that 47% of customers would use Bicester North Station and 53% would use Bicester Village Station. However, we would intend to increase the Bicester North share of these flows to circa 60% by influencing customers travelling from London (who can use either station) by encouraging them to use Chiltern Main Line services to Bicester North. This would be done by the provision of clear and advanced customer information both on the PDF website/ticket selling platform and through Chiltern Railways own communications channels.

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Origin/Destination trends:

Full origin/destination analysis is available in the PDF Transport Strategy (Table 6.1). To summarise the likely breakdown of customers by route we have calculated the proportion of customers arriving from London, The West Midlands, Oxford and Milton Keynes on Chiltern Railways services. This is an approximation and actual origin/destination flows will depend on ticket sales and the actual breakdown of domestic vs international tourists.

- From London Marylebone with 51% of total flows
- Chiltern stations between London and Bicester with 3.9% of the flows
- From the West Midlands with 13.7% of total flows
- From Oxford, The Thames Valley and the West of England with 14.2% of flows
- From Milton Keynes and the East of England with 17.2% of flows

Impact on Bicester North station:

- In the most recently published station usage figures 758,300 customers used Bicester North Station in 2023/4. 47% of PDF rail customers are expected to use Bicester North station (though we expect this to be circa 60% by influencing customers travelling from the London).
- Expected PDF customer numbers for Year 1 (2029) using Bicester North are 51,700 rising to 197,400 by Year 10 (2038).
- Whilst the number of customers at Bicester North will likely rise with the continued growth of customer numbers post Covid and expected population growth (circa 1% per year), **the figures demonstrate that PDF could lead to a 6.8% increase in overall patronage for Year 1 (2029) and a 26% increase in patronage by Year 10 (2038).**
- We expect PDF flows to be concentrated over specific time periods, with peaks during summer weekends, school and bank holidays.
- We have therefore proposed and agreed with Steer (on behalf of PDF) suitable and proportionate improvements to customer facilities to support the safe arrival and departure of PDF customers by rail.

Impact on Bicester Village station:

- In the most recently published station usage figures 1,760,214 customers used Bicester Village Station in 2023/4. 53% of PDF rail customers are expected to use Bicester Village station (though we expect this to reduce to circa 40% by influencing customer flows from London to use Bicester North station).
- Expected PDF customer numbers for Year 1 (2029) using Bicester Village are 58,300 rising to 222,600 in Year 10 (2038).
- Whilst the number of customers at Bicester Village will likely rise with the continued growth of customer numbers post Covid and population growth (circa 1% per year), **the figures demonstrate that PDF will lead to an increase in patronage of 3.31% in Year 1 (2029) and a 12.6% increase in patronage by Year 10 (2038).**

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- We expect PDF flows to be concentrated over specific time periods, including the April – October opening window, with specific peaks during summer weekends, school and bank holidays.
- We have therefore proposed and agreed with Steer (on behalf of PDF) suitable and proportionate improvements to customer facilities to support the safe arrival and departure of PDF customers by rail.

High Level Rail Capacity Analysis (full details shown in Transport Strategy):

Current Assumptions:

- We have assessed PDF demand data against service timetables and our own confidential (not for publication) loading data. This includes uplifts in line with expected passenger demand growth up to 2029/30.
- The Proposed Development demand has primarily **been assessed against the current published May 2025 timetable**, with the inclusion of two East West Rail services per hour. East West Rail services will open in due course and call at Bicester Village enroute between Oxford and Milton Keynes.
- This provides an uplift to available rail capacity with services expected to run half-hourly (Monday-Sunday) by the time the proposed development opens.

Opening Year (2029):

- Our analysis suggests there is generally enough rail capacity to accommodate opening year (2029) demand on existing services with current carriage numbers, except for the following periods during which Chiltern will require more carriages or services to be added.
- The capacity analysis is simplified using a RAG status overleaf. Green means we have sufficient capacity for the PDF flows, Amber means we have some capacity (including standing room only) and Red means we do not have available capacity for the additional PDF flows.
- Chiltern are clear that rail demand will need to be dynamically managed to ensure that our busiest peak trains (e.g. AM peak trains towards London and PM peak trains towards Birmingham) are not used by PDF customers. In some cases, these trains are already at, or exceeding seating capacity.
- We believe that starting the shuttle bus from 09:00 and finishing the bus at 22:30 will reduce the pressure that PDF customers put on already busy trains at Bicester North and Village in the morning peak.

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Times of concern – Additional services/carriages required:

Bicester North:

- **Weekdays:** services from the Midlands in the AM peak hours, and services to the Midlands in the PM peak hours.
- **Saturday:** services from the Midlands between 09:00-09:59 and from London between 10:00-10:59. Services to the Midlands between 19:00-19:59 and to London between 17:00 and 17:59.
- **Sunday:** services from the Midlands between 07:00-09:59 and from London between 07:00-07:59 and 10:00-10:59. Services to the Midlands between 16:00-16:59 and to London from 17:00-17:59. Note that limited journey opportunities exist before 08:00 due to overnight engineering works.

Bicester Village:

- **Weekdays:** services from Milton Keynes in the AM peak hours, and services to Milton Keynes in the PM peak hours. Services to London between 16:00-17:59.
- **Saturday:** services from the Milton Keynes in the AM peak hours, and services to Milton Keynes in the PM peak hours. Services to London between 17:00-17:59.
- **Sunday:** services from Milton Keynes in the AM peak hours, and services to Milton Keynes in the PM peak hours. Services from London between 07:00-07:59 and those going to London from 16:00-17:59. Note that limited journey opportunities exist before 08:00.

RAG Analysis – May 2025 Timetables plus East West Rail – 2 Trains per hour.

May 25 Weekdays + EWR 2tph				
Ingress				
Bicester Stations				
Origin	North	South	East	West
0700-0759				
0800-0859				
0900-0959				
1000-1059				
Egress				
Bicester Stations				
Destination	North	South	East	West
1600-1659				
1700-1759				
1800-1859				
1900-1959				

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May 25 Saturdays + EWR 2tph				
Ingress				
Bicester Stations				
Origin	North	South	East	West
0700-0759				
0800-0859				
0900-0959				
1000-1059				
Egress				
Bicester Stations				
Destination	North	South	East	West
1600-1659				
1700-1759				
1800-1859				
1900-1959				

May 25 Sundays + EWR 2tph				
Ingress				
Bicester Stations				
Origin	North	South	East	West
0700-0759				
0800-0859				
0900-0959				
1000-1059				
Egress				
Bicester Stations				
Destination	North	South	East	West
1600-1659				
1700-1759				
1800-1859				
1900-1959				

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Future Capacity Provision – December 2026 timetable changes:

- Chiltern have been working on a business case to introduce newer and more trains for the last 2 years, and on 5 August 2025 received approval from the Department for Transport to bring newer trains into service. Chiltern has secured 13 newer, modern (MK5A) trains for our intercity route between London and the West Midlands, replacing our 4 oldest (MK3 trains).
- These trains will provide more capacity across the Chiltern network and will serve Bicester North station. This announcement also increases Chiltern's overall carriage numbers, enabling some longer services to run between London Marylebone and Oxford (via Bicester Village).
- With this announcement, we will now begin mobilising the newer trains with the expectation they will be introduced gradually, with the first of them operating from early 2026.
- We will publish details of additional timetabled services which would start from December 2026 next year and recognise that this will add some seating capacity and additional services to the rail network (via Bicester North) for the proposed development. However, the business case for these trains was based on other external growth factors including housing and population growth.
- We will carry out a full capacity analysis of PDF flows against our new December 2026 timetable when this is published in public systems (October 2026).

Future Capacity Requirements – Year 5 (2034) and Year 10 (2039)

- Looking to the future, our analysis has shown that rail capacity for PDF flows is already constrained for Year 1 (2029) and that additional trains and related resources will need to be made available in partnership with the Department for Transport to deliver enough rail capacity for projected rail flows in year 5 (2034) and year 10 (2039).
- Chiltern do not currently have enough trains to deliver our normal timetables, and future services for a growing number of major events on our network (e.g. Wembley Stadium events, PDF peak flows, future Oxford United Stadium events and Bicester Village flows) at the same time.
- Chiltern are building a business case with Network Rail to replace our oldest diesel trains with battery-electric alternatives and will seek to build the future projected demand from Puy du Fou for years 5 (2034) and 10 (2039) into these calculations.
- We will need Cherwell District Council, Oxfordshire County Council and Puy du Fou to support this business case to Government, so that enough rail capacity can be provided to meet the future growth of PDF from the early 2030's.
- This will consider our business-as-usual growth and other interrelated projects including the Oxford United Stadium, Bicester Village growth and the Universal Studio's development.

Station Impact:

Management of crowding and congestion – Bicester North:

- Whilst the number of customers at Bicester North will likely rise with the continued growth of customer numbers, **the figures demonstrate that PDF could lead to a 6.8% increase in overall patronage for Year 1 (2029) and a 26% increase in patronage by Year 10 (2038).**

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- Peak arrivals as shown in table 10.7 of the Transport Strategy (below) are expected to be 570 per hour (by year 10) and peak departures are 402 per hour (by year 10).
- In the event of major disruption (e.g. an infrastructure failure, fatality, train break down) we could expect to see over 1000 customers arriving at the station within a 2-hour period (in addition to BAU customers). Without any trains departing this would overwhelm the current station platforms, waiting areas and customer facilities.
- As such we are requesting that PDF should be funding a gate line at Bicester North through the S.106 process so that customer numbers can be safely managed at Bicester North. (Bicester Village already has a gate line at the main entrance where customers will get dropped off).
- We feel that this is directly related to the development, proportionate to the number of customers and reasonable to ensure customer safety on peak PDF days.

Table 10.7: Number of Day-only Ticketholders Arriving/Departing by Rail and Shuttle Hourly, Bicester North

Scenario	SC1	SC2	SC3	SC4	SC5	SC6	SC7	SC8	SC9	SC10	SC11	SC12
	DO-WD -ST	DN-WD -ST	DO-WE- ST/SH	DN-WE- ST/SH	DO-WD -ST	DN-WD -ST	DO-WE- ST/SH	DN-WE- ST/SH	DO-WD -ST	DN-WD -ST	DO-WE- ST/SH	DN-WE- ST/SH
Daily total:	125	63	399	289	173	111	874	809	390	383	1675	1615
Ingress												
00:00 - 07:00	-	-	-	-	-	-	-	-	-	-	-	-
07:00 - 08:00	15	8	48	35	21	13	105	97	47	46	201	194
08:00 - 09:00	43	21	136	98	59	38	297	275	133	130	570	549
09:00 - 10:00	43	21	136	98	59	38	297	275	133	130	570	549
10:00 - 11:00	14	7	44	32	19	12	96	89	43	42	184	178
11:00 - 12:00	6	3	20	14	9	6	44	40	20	19	84	81
12:00 - 13:00	3	2	10	7	4	3	22	20	10	10	42	40
13:00 - 14:00	1	1	4	3	2	1	9	8	4	4	17	16
14:00 - 15:00	1	-	2	1	1	1	4	4	2	2	8	8
15:00 - 00:00	-	-	-	-	-	-	-	-	-	-	-	-
Egress												
00:00 - 16:00	-	-	-	-	-	-	-	-	-	-	-	-
16:00 - 17:00	3	1	8	6	3	2	17	16	8	8	34	32
17:00 - 18:00	18	9	56	40	24	16	122	113	55	54	235	226
18:00 - 19:00	30	15	96	69	42	27	210	194	94	92	402	388
19:00 - 20:00	30	15	96	69	42	27	210	194	94	92	402	388
20:00 - 21:00	26	13	84	61	36	23	184	170	82	80	352	339
21:00 - 22:00	18	9	56	40	24	16	122	113	55	54	235	226
22:00 - 23:00	1	1	4	3	2	1	9	8	4	4	17	16
23:00 - 00:00	-	-	-	-	-	-	-	-	-	-	-	-

Gate line Design and Quote:

- We have reached out to Cubic (specialist gate line supplier) to scope and specify the creation of a gate line at Bicester North. **They have quoted £350k for the gate line equipment** e.g. foundations, ticket readers and IT installation.
- This would enable Chiltern to prevent the platforms from becoming dangerously overcrowded during disruption by closing off the entrance gates.
- We will also need to work with PDF to create an operating plan for disruption at both stations – For example if there was an incident at Bicester North, we would direct all shuttle buses to Bicester Village. Customers towards London could then use our Oxford – London Marylebone services, and customers towards Birmingham could travel to Oxford for a connecting service towards the West Midlands.
- This scenario planning will need to be considered and modelled in a table top exercise at the Transport Working Group.

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Management of crowding and congestion – Bicester Village:

- Our figures demonstrate that PDF will lead to an increase in patronage of 3.31% in Year 1 (2029) and a 12.6% increase in patronage by Year 10 (2038).
- Peak arrivals as shown in the table below are expected to be 486 per hour (by year 10) and peak departures are 343 per hour (by year 10).
- In the event of major disruption (e.g. an infrastructure failure, fatality, train break down) we could expect to see almost 1000 customers arriving at the station within a 2-hour period (in addition to BAU customers). Without any trains departing this would overwhelm the current station platforms, waiting areas and customer facilities.
- We also would need to managed PDF arrivals/departures alongside the already busy Bicester Village, which would further increase crowding at the station.
- We would manage this situation by closing the station gate line and holding customers outside the station away from the platforms. In addition, if services were operating from Bicester North, we would send shuttle buses there to keep customers moving.

Table 10.8: Number of Day-only Ticketholders Arriving/Departing by Rail and Shuttle Hourly, Bicester Village

Scenario	SC1	SC2	SC3	SC4	SC5	SC6	SC7	SC8	SC9	SC10	SC11	SC12
	DO – WD – ST	DN – WD – ST	DO – WE – ST/SH	DN – WE – ST/SH	DO – WD – ST	DN – WD – ST	DO – WE – ST/SH	DN – WE – ST/SH	DO – WD – ST	DN – WD – ST	DO – WE – ST/SH	DN – WE – ST/SH
Daily total:	106	53	340	247	148	95	746	691	333	327	1430	1378
Ingress												
00:00 – 07:00	-	-	-	-	-	-	-	-	-	-	-	-
07:00 – 08:00	13	6	41	30	18	11	90	83	40	39	172	165
08:00 – 09:00	36	18	116	84	50	32	254	235	113	111	486	469
09:00 – 10:00	36	18	116	84	50	32	254	235	113	111	486	469
10:00 – 11:00	12	6	37	27	16	10	82	76	37	36	157	152
11:00 – 12:00	5	3	17	12	7	5	37	35	17	16	72	69
12:00 – 13:00	3	1	9	6	4	2	19	17	8	8	36	34
13:00 – 14:00	1	1	3	2	1	1	7	7	3	3	14	14
14:00 – 15:00	1	-	2	1	1	-	4	3	2	2	7	7
15:00 – 00:00	-	-	-	-	-	-	-	-	-	-	-	-
Egress												
00:00 – 16:00	-	-	-	-	-	-	-	-	-	-	-	-
16:00 – 17:00	2	1	7	5	3	2	15	14	7	7	29	28
17:00 – 18:00	15	7	48	35	21	13	104	97	47	46	200	193
18:00 – 19:00	25	13	82	59	36	23	179	166	80	78	343	331
19:00 – 20:00	25	13	82	59	36	23	179	166	80	78	343	331
20:00 – 21:00	22	11	71	52	31	20	157	145	70	69	300	289
21:00 – 22:00	15	7	48	35	21	13	104	97	47	46	200	193
22:00 – 23:00	1	1	3	2	1	1	7	7	3	3	14	14
23:00 – 00:00	-	-	-	-	-	-	-	-	-	-	-	-

Shuttle Bus Operation:

- We support the use of a dedicated shuttle bus which is paid for and operated by PDF to connect Bicester North and Bicester Village stations to the park. As outlined in the Transport Strategy this will be a single deck, 65 seat bus, with capacity for up to 82 passengers safely standing.
- Working with PDF and Oxford Bus Company we expect that the journey time will be 30 minutes on weekdays and 25 minutes at weekends. This would enable each bus to carry out a return trip from either station to the park in an hour.
- Separate buses will operate from Bicester North and Bicester Village stations to the park.
- Based on the rail capacity analysis showing that existing peak trains are extremely busy between 06:00 and 09:00, we are proposing that the shuttle bus operates from 09:00 – 22:30 (Mon – Sunday). This will prevent people using our busiest trains from the West Midlands and

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Milton Keynes in the morning peak where capacity is already taken up by commuters travelling into London and Oxford.

- The table below shows the number of shuttle buses and therefore bus stops required for each stage of the development.

Year:	Weekday buses:	Weekend buses:
Year 1 – 2029	1 Bicester Village 1 Bicester North	1 Bicester Village 1 Bicester North
Year 5 - 2034	1 Bicester Village 1 Bicester North	1 Bicester Village 2 Bicester North
Year 10 - 2039	1 Bicester Village 1 Bicester North	2 Bicester Village 4 Bicester North

Station Operations – Bus Stop (Year 1)

- As shown in the table above for opening year (2029) only 1 shuttle bus is required to run on loop from Bicester Village and Bicester North stations to the park.
- This is consistent across both quieter weekdays and busier weekends and school holidays.
- As we already have our existing Bicester Village retail park shuttle bus operating from Bicester North, this means we need a minimum of 3 bus stops at Bicester North station.

S.106 Infrastructure improvements (Opening year) – Bicester North:

Bicester North currently has 3 bus stops and 1 waiting shelter.

To accommodate the increased numbers of customers using buses at Bicester North Chiltern have agreed with PDF that they will pay for the follow infrastructure upgrades via a S.106 agreement ahead of the park opening.

1. Re-lining and adding Digital Information Screens for the existing bus stops (x3), adding 2 new bus shelters (3 total) to ensure Puy Du Fou customers have sufficient, covered waiting space at the station. This includes providing dedicated, weatherproof shelters set back from the road as per the existing shelter on site.
2. We also expect PDF to provide S.106 funding for wayfinding to the bus stops and to provide staff to manage the loading/unloading of shuttle buses at peak times, including but not limited to busy weekends, school and bank holidays.
3. In addition, we have asked for a S.106 contribution from PDF to provide 2 new waiting shelters on the London bound platform to provide wet weather cover where we do not have a canopy, and to provide suitable provision of toilet enhancements to account for the increase in PDF customers up to Year 10.

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Bicester North – Opening Year S.106 Requirements: £1 million estimated cost	Re-lining of existing bus stops x 3 – Estimated cost £25k
	Delivery of 2 new bus shelters (3 total) adjacent to existing bus stops at Bicester North station. Provision of live Dot Matrix Indicator screens for bus departures. Relocation of the cycle parking from the area adjacent to the existing bus stop to the other side of the station entrance. Creation of a pedestrian crossing and widening of the footways to enable customers to safely cross the station entrance. Estimated cost £200k
	Improved wayfinding to guide people to bus loading zones. Estimated cost £25k.
	Toilet enhancements to meet the needs of additional PDF customers up to year 10. Estimated cost £200k.
	Creation of 2 new platform waiting shelters on the London-bound platform to provide additional cover where there is no canopy. Estimated cost £200k.
	Deployment of Puy du Fou staff to manage bus shuttle operation and provide customer information at peak times (the Transport Working Group will agree when staff are required). Ongoing cost.
	Station gate line to managed PDF customers during service disruption Estimated cost £350k

S.106 Infrastructure improvements (Opening year) – Bicester Village:

Bicester Village already has 3 bus stops with waiting shelters and digital information screens.

Chiltern have agreed with PDF that they will pay for the follow infrastructure upgrades via a S.106 agreement ahead of the park opening.

1. Re-lining the bus stops and updating digital information screens for the existing bus stops with PDF departures.
2. We also expect PDF to provide S.106 funding for wayfinding to the bus stops and to provide staff to manage the loading/unloading of shuttle buses at peak times, including but not limited to weekends, school and bank holidays.
3. In addition, we have asked for a S.106 contribution from PDF to expand toilet provision for PDF customers up to year 10 flows. This could involve creating a separate toilet facility in the car park at Bicester Village or expanding the existing toilet provision.

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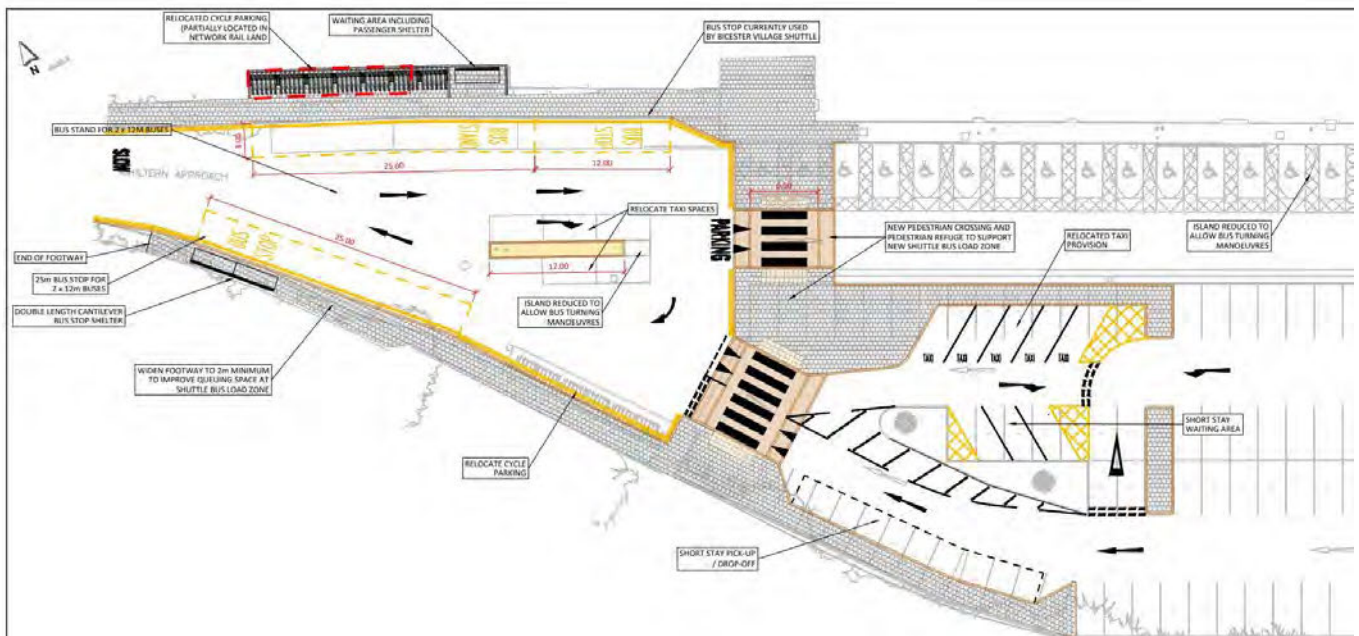
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Station	Proposed Improvements
Bicester Village – Opening	Puy du Fou shuttle departures to be included in the live customer information screens already in place at the existing bus stops. £25k estimated cost.
	Toilet enhancements to meet the needs of additional PDF customers. £200k estimated cost.
	Deployment of Puy du Fou staff to manage bus shuttle operation and provide customer information at peak times (the Transport Working Group will agree when staff are required) Ongoing cost
£225k estimated cost	

S.106 Improvements (2034 onwards) - Bicester North:

- At this point, the number of shuttle buses required at peak times exceeds the capacity of the existing bus stops. Up to 4 stops are required for PDF plus the Bicester Village shuttle (5 total).
- We did discuss the commissioning of the lower (Woodyard) car park as an Integrated Travel Hub. However, this has been discounted as Network Rail (Infrastructure operator) do not own the land and therefore cannot guarantee this could be delivered as a planning obligation.
- PDF will therefore pay for 2 new bus stops to be created on the far side of the forecourt at Bicester North. **Chiltern would trigger this work as part of the Transport Working Group when more than 2 PDF buses are required at peak times (expected 2034).**
- The design would also need to re-locate the existing cycle parking and pick up/drop off areas for customers. Detailed designs and costs would need to be agreed with PDF once the threshold had been reached.

High level indicative design prepared by Steer:



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<p>Bicester North – 2034</p> <p>£500k estimated cost (to be designed and scoped)</p>	<p>Delivery of two additional bus stops (5 total) as per the concept design shown in Figure 10.1 of the Transport Strategy (see below).</p> <ul style="list-style-type: none"> • accompanying shelters and DMI screens • relocation of cycle parking • table pedestrian crossing and widened footway/queuing areas
--	--

Bicester Village – (2034 onwards) S.106 requirements:

- East West Rail (CS3 Oxford – Cambridge) proposals may result in the closure of the London Road level crossing.
- Should the proposals to close the crossing come forward, it is recognised that changes to the proposed bus shuttle operation at Bicester Village may be necessary.
- If the London Road Level Crossing closes as proposed by East West Rail Company, then they will need to re-locate the existing bus stops X 3 to the other side of the rail line (shown with an X in the image below). EWR Co are aware of this requirement following a meeting with Steer and Chiltern.
- This could possibility necessitate a 3rd gate line at Bicester Village to help safely manage the movement of BAU and PDF flows to/from the station.

Proposed location of additional bus stops at Bicester Village Station



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E Oxford Bus Letter of Support

28th October 2025

By e-mail only: planning@cherwell-dc.gov.uk

Attn Thomas Webster

Senior Development Management Officer
Cherwell District Council
Bodicote House,
Bodicote,
BANBURY
Oxfordshire
OX15 4AA

Dear Mr. Webster,

25/02232/OUT “Puy du Fou”, Historical Themed Visitor Destination

I write on behalf of Oxford Bus Company to **support** the proposals that have been submitted to the Council for your consideration. In so doing, this serves additionally as confirmation that we have been engaged with the applicant’s client team, for a significant period, to help shape and evidence the sustainable access strategy for the site.

Including our associated group subsidiaries, including Thames Travel in the Go-Ahead Group, we are the operators of the majority of bus services in the City of Oxford, and much of the wider County. We run several public bus services in Cherwell District, including one of the Bicester Town Services. We have also long operated the Park and Ride service supporting the Bicester Village designer outlet shopping centre on a contract basis to Value Retail Group. This successful and robust operation is geared closely to the client’s brand values, proposition and target audience – as would be our offer to Puy du Fou.

We recognise that the proposals represent an entirely new concept in the UK leisure and hospitality offer, and a very exciting one. Naturally the visitor draw will be extremely wide, and we recognise with you and the applicant, that the highest quality of alternative means of access to the site will be necessary to definitively rebalance the range of travel choices to the site away from car use, to the greatest extent practical.

We have engaged fully with the applicant's specialist consultants on an ongoing basis, to advise in detail on the operational feasibility and effectiveness of the shuttle bus provision in particular, as well as the wider shape of the sustainable access strategy. As part of this we have arrived at the defined, costed proposals that form part of the transport and access evidence for the application. Based on widespread operational experience locally and more widely within the Go-Ahead Group, we believe that these would be robustly deliverable, and credibly effective.

With the national and local transport policy also in mind, we thus welcome and applaud the approach taken by the applicants to seeking to maximise the potential of the site for sustainable access for both staff and visitors.

Notwithstanding the range of other material considerations to which you will rightly need to have regard, we believe that these proposals are worthy of support by the Planning Authority, and we look forward to the application progressing to a positive determination without delay.

Yours sincerely

A redacted signature and name, consisting of a small black square above a larger black rectangular block.

Nick Small

Head of Built Environment and Infrastructure

F Technical Note 6: Public Transport

To Oxfordshire County Council
Cc Puy du Fou, Radcliffes, Savills
From Steer
Date 27 April 2026
Project Puy du Fou UK

Technical Note

Project No. 24632102

Technical Note 6: OCC Comments – Public Transport Responses

1. The following Note has been prepared in response to comments received on the proposed Puy du Fou UK scheme relating to Public Transport.
2. This Note has been updated following receipt of comments from OCC dated 24 February 2026.

Public Transport Mode Share

3. The mode share targets take into account the level of overall connectivity affordable to the site, when considering access to local and regional bus services and connectivity to local, regional and national rail links. A 50% sustainable mode share target is not to say that 50% of visitors from each area will travel to the site by these means. Areas with lower public transport provision will have a lower sustainable transport mode share however this will be balanced with areas with very good public transport provision that will have a higher sustainable transport mode share. Specifically, the Bicester stations have very good rail connections to Birmingham and London, where there is a higher propensity to travel by sustainable modes and lower access to a private car. The 50% mode share is therefore a balanced blend of requirements for day ticket holders only.
4. Public Transport provision between Bicester and Aylesbury and Northampton has not been raised previously. With c97% of tickets being pre booked and the use of a travel demand management app, it will be clear to understand where visitors are attending from. Should demand grow from these areas sufficiently to warrant a bus service, this would be considered with the relevant transport operator and OCC through the Transport Working Group.
5. Steer is producing a Technical Note setting out a sensitivity test exploring the implications of the non-car mode share targets not being achieved. The purpose of this exercise is to quantify the additional vehicle demand that would arise under less favourable conditions and to assess whether the mitigation strategy remains effective, not to test a lower rail mode share.

50% non-car mode share target

6. Rail travel represents a large share of the non-car mode share target. The joint rail industry response submitted on behalf of Chiltern and Network Rail supports the scheme. The analysis within the response, based on the May 2025 timetable, states there is generally enough rail capacity to accommodate opening year demand on existing services with current carriage numbers, except for some periods which will require more carriages or services to be added. Additional capacity will be provided following the mobilisation of newer trains following the DfT's approval of the business case for newer rolling stock and additional trains. As such there will be additional capacity across the Chiltern network and Bicester North. There will also be an increase in Chiltern's overall carriage numbers, enabling some longer services to run between London and Oxford via Bicester Village.

Beyond Phase 1, the response states:

- Additional rail capacity including additional trains and related resources will need to be made available by the Department for Transport to deliver enough rail capacity for projected rail flows in Year 5 and Year 10 rail demand.
 - Chiltern are building a business case with Network Rail to replace their oldest diesel trains with battery-electric alternatives and will seek to build the future projected demand from Puy du Fou for Years 5 and 10 into these calculations.
 - Support is needed from CDC, OCC and Puy du Fou for this business case to Government, so that enough rail capacity can be provided to meet the growth from the early 2030s. OCC is already engaged on this matter.
7. As identified above a sensitivity test is being undertaken to test alternative assumptions and understand the impact of additional vehicle demand that may arise if the identified mode shared do not materialise.

Public Transport Hub

8. The Public Transport Hub on-site includes six set-down/pick-up bays which will be used by local buses, long distance coach services and the rail / park and ride shuttles. There is sufficient space for vehicles to come in, align and leave, however as suggested, future iterations of the design will be amended to ensure the design works as efficiently as possible.
9. Space between bays has been factored in, as well as wider circulatory space to allow turning, but this will be reviewed as part of Reserved Matters. Any coaches associated with schools, Scouts, other organised groups will use the coach area, and suitable staging areas for groups to congregate will be provided.
10. It is agreed that bus stands will be delivered in accordance with the specification provided by OCC in their comments.

Rail and Shuttle

11. It is noted that the applicant and preferred shuttle bus operator will need to consider the regulatory requirements of bus service licensing and registration, and whether these will apply.
12. The majority of bus shuttle services will run considerably below the safe capacity of 82 passengers. The occurrences requiring the full capacity to be utilised will be infrequent, even in the peak hours, and does not therefore warrant an additional shuttle vehicle. For infrequent occasions where all capacity on a service is used, passengers will be required to stand but it will not be for as long as 30 minutes given the journey time to site, which is circa 15 minutes. The passenger information boards will also provide passengers with details of when the next service is expected, allowing them to make an informed decision about whether they'd rather wait for the next service.
13. Although the bus shuttle services will not be timetabled, the passenger information screens can be connected to real-time vehicle tracking and predictive algorithms to display estimated arrival times. This would use an Automatic Vehicle Location system to monitor the bus's position from a central system which calculates arrival times based on its current speed and location.
14. The bus shuttle numbers for the weekend (WE) scenarios are higher in the TA (Tables 10.6-10.8) than in the Public Transport Strategy Technical Note. This modification was a result of the ongoing pre-app discussions. Besides the Public Transport Strategy Technical Note, it is not clear what other figures discussed during pre-app discussions are referenced.
15. The Rail and Shuttle profiles are considered to be realistic and are based on discussions that have previously been held with OCC, NH and Chiltern. They are reflected in the rail modelling and are

factored into the arrival times that people arrive at the site. These are based on assumptions of visitors wanting to be at the site in good time in anticipation of queues when the Park opens. There will be facilities on-site outside the entry gates for breakfast/coffee whilst visitors wait for the Park to open. The profiles are intended for a general assessment so there may be some flex by +/- 30 minutes.

16. The shuttle bus requirements have been calculated from the number of visitors arriving by "Rail and Shuttle" in the peak hour and the number of rail services. The former is divided by the latter to provide the number of visitors arriving on each rail service wishing to use the shuttle. This informs the number of buses required to accommodate the demand arriving on each rail service, indicating the number of bus stops required at both stations. Table 10.9 in the TA sets out the number of vehicles required to accommodate demand arriving per rail service, and thereby the number of bus stops needed. It is noted that the wording in the TA could be clearer to stress that the calculations are for each rail service in the peak hour, not the peak hour demand as a whole.
17. For example, there are six rail services per hour at Bicester Village. In Scenario 11, peak hour rail and shuttle demand is 486 passengers, so assuming an even spread across the services, it is anticipated that some 81 Puy du Fou visitors will arrive on each rail service. This demand can be accommodated on one shuttle vehicle (or two for a more comfortable passenger experience). At the time of opening, and then in subsequent years, the timings of shuttle buses arriving at the station will be factored to allow for arrival times and observed rail loadings.
18. Usage of the shuttle buses will be monitored and the number of vehicles increased should demand dictate a need. Furthermore, it is noted that the shuttle buses are not currently anticipated to follow a clockface timetable, as the service will be developed to take account of rail arrivals. If journey times become an issue, the option to put on additional buses would be explored and discussed with OCC through the Transport Working Group.

Response to OCC Comments

OCC remains of the opinion that the proposed number of shuttle buses from Bicester Village station is insufficient in the most demand-heavy scenarios.

For example, in Scenario 11, 486 passengers are expected to be carried on 4 journeys, when the maximum capacity of each journey is 82. That leaves a third of the demand unserved.

This will lead to longer waits for passengers and crowding outside Bicester Village station.

It remains the position of OCC that sufficient vehicles must be allowed for from Bicester Village station for Scenarios 7 and 11.

It is also noted from the TA (para 10.29) that services from Bicester North will not commence until 09.00. This is at odds with the numbers of scheduled arrivals (e.g. 570 of them between 08.00 and 09.00) and is also contradictory with the statements that (a) the TDM will direct passengers to Village (para 10.30) and (b) there will be facilities for pre-opening arrivals (para 15 of TN6).

OCC requests that shuttle provision from Bicester North starts at 08.00, or that alternatively additional provision is made from Bicester Village to accommodate the additional users.

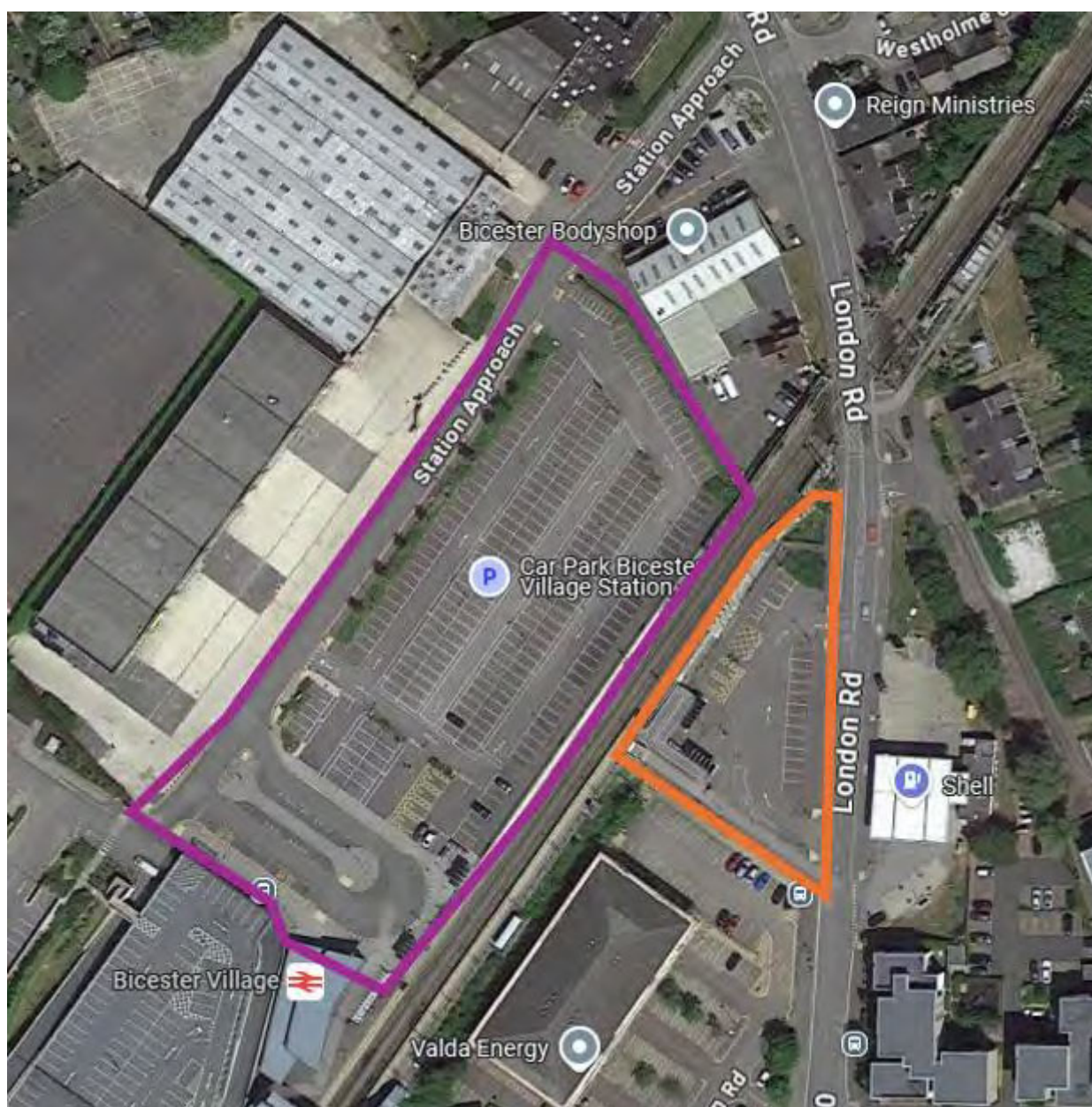
19. Shuttle bus calculations relate to the number of vehicles required to accommodate demand arriving per rail service, and thereby the number of buses required to accommodate the demand. This has informed the number of bus stops needed to serve the demand. It is noted that the wording in the TA could be clearer to stress that the calculations are for each rail service in the peak hour, not the peak hour demand as a whole (which is the calculation made in OCC's comments). Paragraph 17 sets out the worked calculation for Scenario 11.
20. Notwithstanding this, with regards to a requirement for additional vehicles, usage of the shuttle buses will be monitored and the number of vehicles increased should demand dictate a need. The impact of provided additional buses and thus infrastructure is discussed later.

21. As the shuttle buses are not currently anticipated to follow a clockface timetable, as the service will be developed to take account of rail arrivals, the number of buses required will be matched to the demand at any one particular service.
22. If journey times become an issue, the option to put on additional buses would be explored and discussed with OCC through the Transport Working Group.
23. Chiltern Railways requested the shuttle service commences at Bicester North from 09:00 due to existing high commuter demand on services pre-09:00. This is based on a typical weekday assessment, while it is anticipated that the highest weekday demand for the Park would occur on a Friday, when commuter demand is typically lower. This was acceptable as the TDM tool can direct passengers to Bicester Village. Between 07:00-08:00, the demand per rail service is such that it can be accommodated with one bus stand in all scenarios. The same can be said between 08:00-09:00 in scenarios 1-6 and 9-10. In scenarios 7 and 8 (between 08:00-09:00), both bus stands will be needed to accommodate demand. In the same hour in scenarios 11 and 12, demand marginally exceeds the safe capacity of two shuttle vehicles thereby requiring a third shuttle. The vehicles which were intended to serve Bicester North pre-09:00 can be utilised to serve demand at Bicester Village, bolstering the services operating at Bicester Village. Rather
24. Regarding paragraph 15 which states there will be facilities for pre-opening arrivals, these facilities will be for all visitors irrespective of which mode they used to travel to site. This is therefore not contradictory to the Bicester North shuttle hours of operation.

Station infrastructure

25. As per the Transport Assessment, the proposed vehicles for the bus shuttle service are the same/of similar type to that currently used by Oxford Bus on the Bicester Village bus shuttle service. These vehicles are 11.7m in length and are therefore compliant with the existing bus bays at Bicester North and Bicester Village stations.
26. At the time of writing the TA, Savills' in-house mapping service, which uses Land Registry information, confirmed that Network Rail owns both the Bicester Village station forecourt and the land suggested for an alternative bus stop, outlined in purple and orange respectively in Figure 1.

Figure 1: Bicester Village Forecourt Land Ownership



27. It is understood that Station Approach and the forecourt are now Adopted Highway (very recently signed off). It is understood there is currently c5 services that call at the station stop per hour, split across two stops, and such that there is capacity within the existing bus infrastructure on the forecourt to accommodate the Puy du Fou shuttles. Through discussions it is understood that there is likely to be more demand at Bicester Village as a result of additional services related to proposed and committed development. At this time, we have not seen any confirmation of what this additional demand may look like, and how that demand is linked to the anticipated delivery trajectory of the proposed housing supply. Furthermore, we are not aware of any contributions that these developments may have made to any improvements at Bicester Village to accommodate the additional buses they will be supporting.
28. Drawings have only provided for areas which would be subject to change. Since the proposal is to use the existing infrastructure with no change, no drawing has been provided.
29. As noted elsewhere, the scheme does not have a uniform demand across the year. The Park is only expected to be open for 140 days of the year in phase 1, increasing to 176 days in phase 8, and its demand fluctuates throughout the year peaking in the summer months, bank holidays and at

weekends. The number of shuttles required to serve the site fluctuates accordingly. In the first phase the number of shuttle buses required to serve the anticipated rail patronage on each rail service is 1 vehicle. It is expected that this limited demand can be accommodated within the existing forecourt, even allowing for some additional demand associated with other committed schemes.

30. It is also of note that the East West Rail project is likely to bring forward changes to the London Road level crossing which could influence the routing of local bus services. As such there is an expectation that the East West Rail scheme would bring forward new bus stop infrastructure on land to the west of London Road, to accommodate some bus services. Depending on the closure and how bus services are rearranged, this may relieve future demand at the station forecourt.
31. Through the Transport Working Group, the demand on bus stops at Bicester Village would be monitored, and the impacts of delivering changes to the London Road level crossing assessed. Should it be necessary for additional capacity to be provided at Bicester Village as a result of increased bus activity, options to reconfigure the station forecourt or use other locations for bus stops / bus stands could be considered. Proportional funding could be provided to any project through funds held in the Sustainable Transport Fund, which is to be secured through the s106.

Response to OCC Comments

It remains the position of OCC that there is insufficient space for the shuttle services at Bicester Village beyond Phase 1.

The two bus stops outside the station entrance are reserved for local buses, and demand for the space is expected to rise exponentially with further development in the area:

- Graven Hill;
- Wretchwick Green;
- Great Wolf Resorts;
- Bicester Motion;
- Himley Village;
- Hawkwell Farm;
- amongst others.

Whilst timescales remain uncertain for these, it is undoubtedly the case that these spaces will be required for local buses.

The proposed closure of London Road will additionally place further demand on this space as services which previously called at the on-road stops are required to be extended into the station from the north.

The applicant is required to identify an alternative proposal for shuttle services post-Phase 1, as a “wait and see” approach is not acceptable to OCC.

We acknowledge OCC’s concern regarding future demand for bus stand capacity associated with planned and emerging developments in the area, including Graven Hill, Wretchwick Green, Great Wolf Resorts, Bicester Motion, Himley Village and Hawkwell Farm.

While it is accepted that committed developments may not be able to contribute towards improved bus infrastructure at Bicester Village, any additional demand for bus stands arising from emerging schemes should also be required to mitigate their impacts through appropriate developer contributions.

While it would be unreasonable for the Puy du Fou development to be expected to pre-emptively fund or resolve cumulative infrastructure needs arising from multiple unrelated developments, particularly where those schemes remain uncertain in terms of scale, timing and delivery, the opportunity to improve the forecourt and provide additional bus capacity has been considered by PdF.

The increased demand for bus stand capacity at Bicester Village Station arising from the proposed closure of the London Road level crossing is a direct consequence of the East West Rail scheme. Where this results in local bus services being diverted into the station forecourt, any requirement to relocate displaced services elsewhere should be accompanied by appropriate works from EWR. It is reasonable that EWR should contribute to, or fully fund, the provision of any alternative infrastructure required to accommodate displaced services. This may include the delivery of replacement bus stops, associated highway works, and pedestrian access improvements necessary to maintain safe and efficient interchange arrangements.

A scheme which would increase the number of bus stops at the Bicester Village station forecourt in line with demand from PdF has been worked up and discussed with Chiltern. The design has also been shared with consultants working on behalf of EWR who are reviewing the design of the interchange as a result of the EWR scheme.

This is shown on Drawing 24632101-STR-HGN-100-SK-D-03501 Rev P1.

This would accommodate the additional demand from PdF as well as providing greater resilience for other services throughout the day.

The PdF Sustainable Transport Fund, which is aligned to the monitor-and-manage approach includes an allowance for improved public transport infrastructure, including schemes such as this.

Rather than this being considered a 'wait and see' approach, it is the intention that any scheme is integrated into a longer term plan, based on operational need and an understanding of when additional capacity pressures will materialise.

Such an approach would allow OCC and stakeholders to respond in a timely and evidence-led manner once there is greater clarity on development trajectories and when developer funding mechanisms can be agreed and secured.

Local bus

32. Regarding journey times, there is information on journey times from the model which related to existing services within Bicester. This shows that in 2031 peak hour journey times are typically 14 to 15 minutes from Bicester Village to the Site. The 2042 model shows these increasing with some peak hour journeys taking up to 18 to 20 minutes. However it should be noted that the 2042 assessment includes all development related to the emerging Local Plan, but does not include individual mitigation schemes which would be expected to come forward as part of any development proposals. It would be expected that those schemes would bring forward their own mitigation, which could include bus priority measures. Should priority measures become necessary, proportional funding could be provided to specific projects directly related to the PdF bus services through funds held in the Sustainable Transport Fund, which is to be secured through the s106
33. With regards to the assessment of local bus services within the TA it is noted that:
 - Services 21, 29, H5, and BV1 are missing, and service S5 operates every 20 minutes on Mondays to Saturdays, not every 30 minutes as stated. Service provision is therefore better than stated within the TA.
 - It is not guaranteed that Stagecoach would be the operator of any future service given the local bus services currently operated to the development site are under contract to the County Council. The scheme is not dependent on Stagecoach being the operator in the future and should the operator change, Puy du Fou would seek to work with any new operator that took on the route, or derivatives of it. Bus operators will form part of the Transport Working Group and as such changes to services and operators will be picked up at these meetings.

Financial Contribution Requests

34. The following financial contribution request is acceptable:

- OCC requests a financial contribution for the installation of real time information displays. The current contribution rate is £11,636 for a TFT shelter display, and as six would be required this would equate to a total of £69,816. Dependent on requirements, if not all of the stands require a screen a totem showing all bus information can also be provided with the same contribution.

Response to OCC Comments

Since TN6 was written, we have discussed the financial contribution requests at our regular meetings. However, the responses to the specific questions raised are as follows:

(a) the 15-year contribution period has been designed to ensure that a sustainable level of service is available for a certain period following the full opening of the park. OCC are keen to ensure that the development is accessible via public bus service and therefore it is important that funds do not expire as soon as the park is fully open – as the highest impacts on the road network will be felt. See response to (b) as to how growing patronage will be reflected in the contribution rate.

(b) the prices provided by Stagecoach are gross costs i.e. not inclusive of any revenue. It is therefore proposed that all revenue secured on individual services funded by the development would be returned to the developer, potentially on a quarterly or annual basis but by written request to the Council. The contract terms with the operator will require sufficient record keeping to enable these calculations to be made.

(c) residential developments on land north of Bicester (Hawkwell Farm) will have a separate bus service not connected to the 500. Development at Baynards Green was expected to provide funds towards a half hourly service on Mondays to Saturdays as far as Brackley only and an hourly service on Sundays, but this application has been refused and its future is uncertain pending a likely appeal.

Developments in Brackley are likely to contribute towards improvement of the service only between Banbury and Brackley.

At present, therefore, the potential for doubling up of the contribution is considered to be low. In any event OCC commits to providing funding for intended purposes and would seek further improvement should a surplus of funds be identified.

35. Comments are noted and understood. The identified net costs have been included within the s106 mitigation strategy.

36. With regards to the identified subsidy, while the operating costs are as discussed with OCC, further discussions are to be held to:
- a. Understand the need for the contribution to be provided for 15 years rather than 10 years,
 - b. How any allowance for revenue from the PdF patronage has been accounted for on the services to be provided by PdF and other existing services. It is noted that there should be a mechanism where either i) revenue is returned to Puy du Fou or ii) revenue is removed from the operational cost, and
 - c. What the impact of other committed or likely to be committed scheme that are contributing to the improvement of the 500 service has on the proposals, i.e. is there any doubling up of contribution if other schemes come forward in advance of PdF.

Coach travel

37. It is noted that the 702 service between London and Legoland is operated by Reading Buses, not National Express as stated in the TA.
38. There is an expectation that some coach services will run from pre-determined locations and that Puy du Fou would work with operators to develop the offer, as has been the case with Bicester Village, and other leisure attractions.
39. The TA states that some night only coach packages are anticipated. This concept has been informed by engagement with transport operators and is based on estimates provided. This is one part of the overarching strategy and the take up of these types of service will be monitored along with other aspects of the travel and transport strategy.

Park and Ride

40. It is noted that the wording within the TA on when the Park and Ride site may be utilised could be clearer. For clarity, it is proposed that:
- during the earlier phases (phase 1 and 4) it will be utilised on days with high attendance, i.e. those exceeding the 85% typical busy day periods, which generally relates to the holiday periods, and bank holidays; and
 - In the latter phase (phase 8) it would be utilised on a more regular basis, including peak weekdays, Fridays and weekends.
41. The implementation of this service will be dependent on ticket sales and also influenced by the travel demand measures put in place at the time of booking. As the scheme develops, it is expected that clear patterns of use will become evident. The need for the additional services will be continually monitored through the Monitor and Manage approach and can be discussed in more detail via the Transport Working Group.
42. The Park and Ride is included in the arrival and departure profiles and trip generation assumptions, based on the assumptions set out above, i.e. it is introduced to scenarios where there is an expectation for more visitors to the site.

Staff Travel

43. The PdF Travel Plan is currently being updated following comments received from the OCC Travel Plan officer. The Travel Plan will provide a greater understanding of where staff live and will allow the staff travel offer to be tailored accordingly. It is the current expectation that local staff would be closer aligned to the Bicester Travel to Work data which would mean they wouldn't necessarily be travelling by train. Puy du Fou will explore a shuttle service between Bicester and the site which could be used by those who live locally and those that have travelled by train.

44. Bus provision for staff, and the extension of timetables to facilitate this, was considered during our pre-app discussions and has been, to our knowledge, incorporated into the brief OCC provided to Stagecoach to cost.

G Technical Note 1: Public Rights of Way

To Oxfordshire County Council
From Steer
Date 27 April 2026
Project Puy du Fou

Rebuttal Note

Project No. 24632101

Response to Oxfordshire County Council Public Rights of Way response to 25/02232/OUT

Introduction

This document provides a response to the consultation response from Oxfordshire County Council's (OCC) Public Rights of Way (PRoW) Officer regarding the proposed development at Land North and East of Manor Farm, Bainton Road, Bucknell (Puy du Fou, UK). The response is structured to summarise the walking and cycling strategy as set out in Chapter 11 of the Transport Assessment (TA), and to address each OCC comment with a clear response, referencing the submitted strategy.

The PRoW strategy set out within this Note has been agreed with OCC. The correspondence is included at **Appendix A**.

Walking and Cycling Strategy

As set out in the TA, the walking and cycling strategy is vision-led, prioritising active travel for both visitors and staff, and ensuring robust connectivity with the local area. The strategy is underpinned by the following key principles and proposals:

- **Prioritisation of active travel:** The movement hierarchy places walking, cycling, and wheeling above all other modes, with a permeable, high-quality network of routes designed for accessibility and convenience.
- **On-Site PRoW diversions and upgrades:** All PRoW crossing the Site (ref. 148/1/20, 367/12/10, and 267/11/10) will be diverted outside the Parks security fence, ensuring continued public access. Diversions will be replaced with 5m bridleways, surfaced to modern standards.
- **Footpath 148/8/10** will be upgraded to a bridleway.
- **Off-Site connectivity:** A continuous segregated footway/cycleway will be provided along the B4100, connecting the Site to Bicester and the Eco Village. New and improved crossings of the B4100 will be delivered, including a signalised equestrian crossing north of the Site access and an uncontrolled crossing south of Bainton Road.
- **Financial contributions:** The applicant will make financial contributions to OCC to fund further off-Site PRoW improvements, including upgrades to bridleways and footpaths connecting Bucknell, Bainton, Ardley, and Stoke Little Wood.
- **Integration with the Local Plan:** The strategy aligns with the Bicester Local Cycling and Walking Infrastructure Plan (LCWIP) and OCC's wider active travel objectives, supporting both local residents and visitors.
- **Cycle hire and parking:** Provision for high-quality, secure cycle parking and a cycle hire scheme at key transport hubs and on-Site, supporting first- and last-mile connectivity.

OCC PRoW Officer response and response

General comments

OCC PRoW Officer: All of the on-Site measures are noted but these don't provide general public benefit as it's a secure Site. That said it is good to see that active travel within the Site will be encouraged and enabled for guests, visitors and colleagues along with access control measures.

The Masterplan shows that a fair proportion of the perimeter bridleway route runs close to access roads, car parking, back of house etc – so it may be advisable to ensure these are high amenity routes delivered early in the applications lifecycle.

Response: While the majority of the on-Site measures don't provide general public benefit, the officers recognise that the applicant is seeking to promote active travel both on and off Site.

The applicant recognises the importance of public benefit and has designed the PRoW diversions to provide a direct, high-quality route around the Site. Although within the masterplan area, the route sits outside the secure Park boundary and on the countryside side of the planting, which creates a substantial raised buffer between the PRoW and Park operations. This ensures the public retains access to a continuous, high-quality network.

The width of the PRoW was discussed and agreed with OCC officers during pre-application discussions. Although the masterplan is in outline and subject to reserved matters, there is a clear commitment to provide a 5m-wide usable surface with margins on either side, which may include planting in some locations. A typical 1m offset from the 5m surface is shown along the outer site boundary, creating a minimum 7m corridor for the PRoW.

This provides a comfortable separation between the usable surface and any boundary treatment, which is expected to consist of a low stock fence, hedge, or a combination of both. Beyond the path, a landscaped buffer – ranging from approximately 5m to 17m in width depending on location – will separate the PRoW from Park infrastructure. As a result, the PRoW will be well set back from access roads, parking, and back-of-house areas.

Regarding width, the British Horse Society's *Advice for Access and Rights of Way* (November 2024) provide the following guidance:

“The intention of the widths recommended here is to provide a useable width of minimum 3 metres for a bridleway or 4 metres for a byway, at all seasons.

If the way is alongside or between hedges, fences, walls or other boundary, a useable width is likely to require an additional half a metre alongside the boundary, giving an overall width of 4 metres (bridleway) or 5 metres (byway) between fences or hedges. This is because any user will avoid the ground immediately adjacent to the boundary, particularly adjacent to barbed wire or thorny plants or where ground vegetation will build up and could hide debris, trip hazards or dog mess.

Alongside or between hedges will require a width sufficient for keeping the hedges cut.

More than half a metre may be required where hedge growth must be accommodated for fast-growing hedge species or where the hedge is not cut each year.

Where vigorous hedges are present, the width is best set out as being ‘from the normally maintained face of the hedge’, rather than the root of the hedge, as the root could be more than a metre from the maintained face of the hedge.”

The advice goes on to state that:

“The Society encourages Order Making Authorities to adopt a standard width of 5 metres for diverted bridleways and byways. 5 metres allows for a commodious width remaining if a route is ‘corridor fenced’ of a route even if use increases and to allow ease of access for maintenance. The Society will usually object to bridleway or byway diversion proposals where the width of the replacement way is less than 4 metres unless exceptional circumstances apply.”

The proposed 5m usable width, with 1m buffers on either side, fully complies with BHS guidance, LTN 1/20, and OCC standards. Appropriate surfacing and drainage will also be provided to ensure year-round usability and safety.

In response to OCC’s comments on delivery timing of these routes, and given that the existing routes currently cross the Site, the new alignments are expected to form part of the first phase of works. They will be delivered alongside enabling and ground works that establish the new boundary profile. This approach avoids any impact on current routes from construction activities.

In summary, the design sets the PRoW well back from operational areas and enhances amenity through generous landscaping, separation from vehicles, and alignment that avoids conflicts with back-of-house functions. This reflects best practice and ensures the PRoW network is not only protected but significantly improved for the wider community.

Off-Site Improvements

The response to OCC outlines potential contributions toward off-Site improvements. The text below assesses these requests and considers whether they meet planning requirements – namely, whether they are directly related to the scheme, necessary to make it acceptable in planning terms, and proportionate to its impacts.

These are summarised in **Table 1** and **Table 2**.

Table 1: North plan PRoW measures as requested by OCC

Item	Description	Delivered by	Estimated cost (£)
1	B4100 road crossing facility for bridleway users	Applicant/ s278	TBC
2	New bridleway link between perimeter bridleway, B4100 crossing and bridleway 367/20 (east of Stoke Wood)	OCC PRoW	c50,000
3	New bridleway link between bridleway 367/20 and 367/1 (west of Stoke Wood)	OCC PRoW/ OxSRFI	c80,000
4	NMU provision on M40 overbridge and approaches between bridleways 109/31 and 109/26	OCC PRoW/ OxSRFI	c150,000
5	Offroad NMU provision on Ardley Road between 109/26 and B430	OCC PRoW/ OxSRFI	c50,000
6	New bridleway link between perimeter bridleway, B4100 crossing and bridleway 367/9 (south of Stoke Little Wood)	OCC PRoW	c50,000

Item 1 response: A new equestrian crossing north of the Site access is a core part of the access strategy arrangements and will be delivered as part of the initial highway works (secured via s278 agreement). This crossing is designed to provide a safe, direct, and accessible link between the new PRoW routes and existing bridleways 367/9/10 and 367/5/20, addressing a current gap in east-west

connectivity. The crossing will be designed to accommodate all non-motorised users (NMUs), including equestrians, cyclists, and pedestrians, in line with OCC and national guidance and best practice.

Item 2 and 3 responses: There is currently no pedestrian or cycle provision north of the Site along the B4100, and none is proposed, as there is little to no demand for movement to and from the south. If development at Baynards Green comes forward, it may generate demand between Bicester and those sites; however, those schemes will be required to deliver their own cycleway along the B4100.

The applicant is committed to delivering a permissive route from Bridleway 367/1/130 into Stoke Wood on its western boundary. This would provide access to the existing network of paths within Stoke Wood and connect with Bridleway 367/20/10 along the northern boundary. As a result, the two new bridleways previously identified are unnecessary, as they are not directly related to mitigating impacts from the scheme.

Item 2a: A contribution towards improving the crossing of the B4100 at the confluence of PRoW 367/1/30 and 367/25/10 is however to be offered to assist with connection into Stoke Lyne.

Item 4 and 5 responses: The applicant supports measures to improve connectivity for NMUs on the M40 overbridge and off-road users on Ardley Road, enhancing active travel options for staff, visitors, and local residents. The applicant’s approach is to support OCC’s wider network ambitions where there is a clear link to the Proposed Development’s impacts, and therefore supports a proportionate contribution toward these improvements.

Item 6 response: The route is understood to be an existing permissive route or part of the old road alignment. A New bridleway link is therefore unnecessary, and this contribution is not considered directly related to mitigating the schemes impacts.

Table 2: South plan PRoW measures

Item	Description	Delivered by	Estimated cost (£)
1	B4100 road crossing facility for bridleway users	Applicant/ s278	TBC
2	Footpath 148/8 upgraded to bridleway and informally surfaced	OCC PRoW	c40,000
3	Bucknell – NMU safety measures along Bainton Road	OCC PRoW/ OxSRFI	TBC
4	Bucknell – NMU safety measures along Middleton Road	OCC PRoW/ OxSRFI	c200,000
5	M40 overbridge and approaches NMU safety measures between bridleways 148/4 and 148/6	OCC PRoW/ OxSRFI	c200,000
6	Surfacing upgrade to bridleway 148/1	OCC PRoW	c100,000

Item 1 response: A new crossing over the B4100 is already proposed as part of the access works. This will connect the existing footpath and the new segregated footway/cycleway along the B4100 with Bainton Road (East) and the PRoW running slightly further north from Bainton Road.

Item 2 response: The applicant acknowledges the potential benefit of upgrading Footpath 148/8/10 to a bridleway, linking Bucknell to the proposed B4100 footway/ cycleway and onward to Bainton. However, much of the route within the Site is likely to remain open land or farmland, and the section southwest of the Site passes through active agricultural land. Therefore, improvements to width or surfacing need careful consideration, and contributions may be better directed toward enhancing Bainton Road as a safe, quiet route for users.

Item 3 response: The treatment of Bainton Road is under ongoing discussion with OCC Highways and the Parish Council. The TA identifies a set of improvements aimed at reducing traffic volumes and enhancing safety for NMUs.

Item 4 and 5 responses: While these measures may support residents in Middleton Stoney, they are distant from the Site and not necessary to mitigate its direct impacts. The applicant focuses on delivering localised improvements that connect the site to its immediate environment. Some enhancements within Bucknell, between Ardley Road and the western village boundary, may have merit, but the proposed extent is not considered necessary, directly related, or proportionate to the development, in line with planning policy. Notably, improvements to this route are also planned by OxSRFI.

A proportional contribution towards item 4 only is proposed.

Item 6 response: The applicant is willing to contribute to improving the existing PRoW between Bainton Road and the site boundary, where the route will be diverted and upgraded. This will enhance quality, safety, and accessibility for all users, supporting both local and visitor access. A proportional contribution toward item 6 is therefore proposed.

Item 7 response: An additional item appears on the plans but not in the table, likely relating to improvements to PRoW 148/7/20. Given the improvements already agreed and that it provides no direct benefit to the Pdf scheme, it is not considered necessary to the development. Furthermore, this PRoW falls within the northwest Bicester development proposals.

Summary

Table 3 provides a summary of the proposed contribution package towards PRoW improvements and connectivity.

Table 3: Summary of contributions

Item	Description	Notes	OCC comment	OCC ask £
North				
N1	B4100 road crossing facility for bridleway users.	Applicant/ s278 - to be provided as part of access arrangements as shown on access plans.	Supported and welcomed	n/a
N2	New bridleway link between perimeter bridleway, B4100 crossing, and bridleway 367/20 (east of Stoke Wood).	Not deliverable by the applicant and not directly related or necessary to deliver the scheme.	A link east or west side of the B4100 considered necessary	40k
N2a	Additional contribution to improve pedestrian crossing at 367/1/30 and 367/25/10 on B4100.	£30k contribution.	Part of S278 to upgrade PROW junctions with B4100 PRoW link as N2	n/a see N2
N3	New bridleway link between bridleway 367/20 and 367/1 (west of Stoke Wood).	Not directly related or necessary to deliver the scheme. An alternative scheme to provide a permissive PRoW into Stoke Wood is to be provided.	Permissive access not supported (as needs permanent link between PRoW and Access Land) 'Best fit' bridleway connection	60k

Item	Description	Notes	OCC comment	OCC ask £
			considered necessary to avoid roads	
N4	NMU provision on M40 overbridge and approaches between bridleways 109/31 and 109/26.	£75k - proportional contribution towards delivery.	Supported and welcomed. No change	75k
N5	Offroad NMU provision on Ardley Road between 109/26 and B430.	£35k - proportional contribution towards delivery.	Provides improvements to NMU options eastwest	35k
N6	New bridleway link between perimeter bridleway, B4100 crossing and bridleway 367/9 (south of Stoke Little Wood).	Currently provided, no further contribution required.	Not clearly highway or permissive. Needs dedication, furniture, signing and patch works	35k
South				
S1	B4100 road crossing facility for bridleway users.	Applicant/ s278 – to be provided as part of access arrangements.	Supported and welcomed	n/a
S2	Footpath 148/8 upgraded to bridleway and informally surfaced.	Surfacing not possible given agricultural land use. £40k towards improving conditions on Bainton Road or parallel route. (subject to land use).	Rephrase this as bridleway improvement works – gates, signs, ditch crossings, spot surface repairs	30k
S3	Bucknell – NMU safety measures along Bainton Road.	Improvements to be secured in association with Bainton Road improvement scheme.	Any on-road measures should not exclude horses. S3 and S4 Part of s278	n/a
S4	Bucknell – NMU safety measures along Middleton Road.	£80k – proportional contribution towards delivery (within built area of Bucknell).	Refocus to offroad PRow. Upgrade footpath (148/3/10) to bridleway and associated works. Contribution being sought from SRFI too	60k
S5	M40 overbridge and approaches NMU safety measures between bridleways 148/4 and 148/6.	Not directly related or necessary to deliver the scheme – no contribution.	Accepted as committed to by OxSRFI	n/a

Item	Description	Notes	OCC comment	OCC ask £
S6	Surfacing upgrade to bridleway 148/1.	£50k – proportional contribution towards delivery.	To match provision on the perimeter bridleway (reduced width)	50k
Total of contribution (excluding works)		£310,000		£375,000

Conclusion

The applicant's walking and cycling strategy is comprehensive, robust, and fully aligned with OCC's active travel objectives and local policy. The proposals deliver significant on-Site and off-Site improvements, prioritise active travel, and provide financial contributions to further enhance the local PRoW network. The applicant is committed to early delivery of key routes and crossings, and to ongoing engagement with OCC to ensure the strategy delivers genuine benefits for both the development and the wider community.

The PRoW strategy set out within this Note has been agreed with OCC.

Appendices

Appendix A OCC Email Correspondence

Alice Twyning

To: Jon Williams
Subject: RE: PdF: PRoW

From: Harris, Paul - Oxfordshire County Council <Paul.Harris@Oxfordshire.gov.uk>

Sent: 02 January 2026 11:54

To: Jon Williams <Jon.Williams@steergroup.com>

Cc: White, Joy - Oxfordshire County Council <Joy.White@Oxfordshire.gov.uk>; Bbosa, Rashid - Oxfordshire County Council <Rashid.Bbosa@Oxfordshire.gov.uk>; Charlotte Read <Charlotte.Read@steergroup.com>

Subject: RE: PdF: PRoW

Jon

Happy new year and thanks for this update. That's a great outcome and thank you for discussing with your Client.

Kind regards, Paul

From: Jon Williams <Jon.Williams@steergroup.com>

Sent: 22 December 2025 11:55

To: Harris, Paul - Oxfordshire County Council <Paul.Harris@Oxfordshire.gov.uk>

Cc: White, Joy - Oxfordshire County Council <Joy.White@Oxfordshire.gov.uk>; Bbosa, Rashid - Oxfordshire County Council <Rashid.Bbosa@Oxfordshire.gov.uk>; Charlotte Read <Charlotte.Read@steergroup.com>

Subject: RE: PdF: PRoW

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Paul

Thank you for the response on the PRoW contributions. These have been agreed with the client.

We will formally write this up as part of our overarching formal response to the OCC consultation response.

Regards

Jon

Jon Williams

Associate Director

—



London office

Direct +44 207 910 5016

Mobile 07785 614936

From: Harris, Paul - Oxfordshire County Council <Paul.Harris@Oxfordshire.gov.uk>

Sent: 15 December 2025 18:45

To: Jon Williams <Jon.Williams@steergroup.com>; Charlotte Read <Charlotte.Read@steergroup.com>

Cc: White, Joy - Oxfordshire County Council <Joy.White@Oxfordshire.gov.uk>; Bbosa, Rashid - Oxfordshire County Council <Rashid.Bbosa@Oxfordshire.gov.uk>

Subject: FW: Pdf: PRoW

Jon *et al*,

Thank you for the conversation this afternoon, and the draft rebuttal/comment note is also appreciated along with the accompanying offer.

I've considered your note and our discussion and I've now adjusted my row by row response. I've put a indicative figure alongside each one and a slightly increased total at the end (**£375k**). As per our standard approach all allocations are estimates and any contribution would be aggregated across routes and activities and a longstop of 10 years will be requested.

Thank you for considering this.

Item	Description	Notes	OCC comment	OCC revised ask £
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N2a	Additional contribution to improve pedestrian crossing at 367/1/30 and 367/25/10 on B4100.	£30k contribution.	Part of S278 to upgrade PROW junctions with B4100 PRoW link as N2	n/a see N2
N3	New bridleway link between bridleway 367/20 and 367/1 (west of Stoke Wood).	Not directly related or necessary to deliver the scheme. An alternative scheme to provide a permissive PRoW into Stoke Wood is to be provided.	Permissive access not supported (as needs permanent link between PRoW and Access Land)	60k

			'Best fit' bridleway connection considered necessary to avoid roads	
N4	NMU provision on M40 overbridge and approaches between bridleways 109/31 and 109/26.	£75k - proportional contribution towards delivery.	Supported and welcomed. No change	75k
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Sub total				245k

Item	Description	Notes	OCC comment	OCC revised ask £
South				
S1	B4100 road crossing facility for bridleway users.	Applicant/ s278 – to be provided as part of access arrangements.	Supported and welcomed	n/a
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S5	M40 overbridge and approaches NMU safety measures between bridlevays 148/4 and 148/6.	Not directly related or necessary to deliver the scheme – no contribution.	Accepted as committed to by OxSRFI	n/a
S6	Surfacing upgrade to bridlevay 148/1.	£50k – proportional contribution towards delivery.	To match provision on the perimeter bridlevay (reduced width)	50k
Sub total				130k
Total				375k

Good wishes for Christmas and New Year

Paul

Paul Harris MSc MIPRoW
 Team Leader Countryside Access Strategy & Development
 Environment & Heritage Group
 Oxfordshire County Council
Email <<mailto:paul.harris@oxfordshire.gov.uk>>
Mobile 07920084353

From: Charlotte Read <Charlotte.Read@steergroup.com>
Sent: 11 December 2025 15:10
To: Bbosa, Rashid - Oxfordshire County Council <Rashid.Bbosa@Oxfordshire.gov.uk>; White, Joy - Oxfordshire County Council <Joy.White@Oxfordshire.gov.uk>; Harris, Paul - Oxfordshire County Council <Paul.Harris@Oxfordshire.gov.uk>
Cc: Jon Williams <Jon.Williams@steergroup.com>
Subject: PdF: PRow

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Hi all,

Ahead of Monday’s meeting, please find attached our draft PRow rebuttal note. It would be great if you could review it in advance to help guide our discussion!

Please note that this is not a formal response and is not intended for the planning portal. Following Monday’s meeting, we will submit a formal response.

Let me know if you have any questions.

Thanks,
 Charlotte

Charlotte Read

Senior Consultant



London office

Direct +44 207 910 5032

Switchboard +44 20 7910 5000

www.steergroup.com

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H Correspondence with OCC Confirming PRow Strategy

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Sent: 02 January 2026 11:54

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I Stage 1 RSA, including Designers Response

Puy du Fou, Bicester
Proposed Off-Site Highway Works

Stage 1 Road Safety Audit

Ref: 3177-RSA-01 A




Prepared for: **Steer, on behalf of Puy du Fou UK**


Date: **July 2025**


1.0 DOCUMENT INFORMATION

Project Title	PUY DU FOU, BICESTER PROPOSED OFF-SITE HIGHWAY WORKS STAGE 1 ROAD SAFETY AUDIT
Document No	3177-RSA-01

Issue	Original (A)	Revision	Revision
Date Issued	25/07/25		

Prepared by	A Haunton		
Signature			

Checked by	J Thompson		
Signature			

Authorised by	J Thompson		
Signature			

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It should be noted and it is expressly stated, that no independent verification of any of the documents or information supplied to Capital Road Safety Ltd has been made.

2.0 INTRODUCTION

2.1 Commission and Terms of Reference

- 2.1.1 This report results from a Stage 1 Road Safety Audit carried out on the proposed off-site highway works for the Puy du Fou development near Bicester, Oxfordshire. The audit was carried out on the instruction of Steer's Charlotte Read, dated 1st July 2025, on behalf of Puy du Fou UK.
- 2.1.2 The Audit Team membership was as follows:
- Audit Team Leader: Andy Haunton BEng (Hons), MCIHT, FSoRSA
Capital Road Safety Ltd
- Audit Team Member: Jonathan Thompson IEng, FIHE, MCIHT, MSoRSA
Capital Road Safety Ltd
- 2.1.3 For the purposes of compliance with the National Highways standard GG 119 'Road Safety Audit' it is recorded that both the Audit Team Leader and Team Member hold a Certificate of Competency in Road Safety Audit.
- 2.1.4 The Audit was undertaken by Capital Road Safety in accordance with the Audit Brief provided by Carl Morrish of Steer on 11th July 2025. It took place during mid July 2025 and comprised an examination of the documents provided as listed in Appendix A, plus a visit to the site of the proposed scheme.
- 2.1.5 The Audit Team visited the site between 11:00 and 12:00 on 24th July 2025. During the site visit, the weather was fine and the highway surfaces were dry. Traffic flows were moderate and free flowing. A few pedestrian movements were seen at the SE end of the scheme, plus the occasional cyclist passing along the route. Health and safety considerations obliged the Audit Team to limit viewing of the NW extents of the proposed scheme, around the two roundabouts, to drive through only as parking and walking appeared imprudent. At the time of the site visit, most carriageway markings were missing due to recent resurfacing works.
- 2.1.6 The terms of reference of this audit are as described in the National Highways standard GG 119 Revision 2 'Road Safety Audit'. The team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria. However, to clearly explain a safety problem or the recommendation to resolve a problem the Audit Team may, on occasion, have referred to a design standard without touching on technical audit.
- 2.1.7 Unless general to the scheme, all comments and recommendations are given an identifying label and the locations have been indicated on the plan located in Appendix B. Reference may be made to the design drawings where it is necessary to clearly indicate which drawing amongst a set is the subject of comment.

2.2 Purpose of the Scheme

2.2.1 The overall scheme comprises *“Tourism development, including outdoor and indoor theatres, restaurants, hotels, conference facilities, offices, warehousing and storage, security control centre, medical centre, animal facilities (including stables, aviary, animal sheds), laundry facility and workshops, and supporting infrastructure including recycling centre, wastewater treatment facility, energy centre and sub-stations, photovoltaic (PV) solar panels, water storage tanks and pumps, lakes and water management systems, structural landscaping, internal footpaths, internal vehicular routes, active travel routes, parking and access.”*

2.2.2 The Audit Brief describes the proposals subject to this RSA as follows:

- Three new vehicular access points are proposed from the B4100, which are included within the scope of this RSA. A summary of the access points is provided below:
- Primary access for most visitors will be from a new roundabout near the northern edge of the site, leading straight into the visitor car park mobility hub and coach parking. The B4100 will be widened at this point to avoid queuing causing any disruption on the road. The scheme is designed to facilitate easy movement into and out of the site, with a three lane carriageway, with the central lane being counter directional associated with entry and exit flows in the morning and evening.
- Secondary access further south on the B4100, also from a new roundabout, will serve the hotels and conference facilities, whilst also providing a secondary access to the visitor car park and mobility hub.
- Staff/servicing access to the southern end of the site, linked to the service route which runs around the boundary of the site.

In the vicinity of the three accesses it is envisaged that the speed limit will be reduced to 30mph.

The proposed footway and cycleway provision associated with the scheme has been designed into the access arrangements. The cycle track provides a segregated two-way cycle track (3m in width) and a 2m wide footway runs alongside the cycle track. Pedestrian and cycle crossing facilities have been designed into the junction arrangements along the route as requested by OCC.

Improvements to the pedestrian and cycling crossing facilities at the Braeburn Avenue junction are proposed.

3.0 ITEMS RAISED IN PREVIOUS ROAD SAFETY AUDIT

- 3.1 The Audit Team is not aware of any previous audits having been carried out on these proposals.

4.0 ITEMS RAISED IN THIS STAGE 1 ROAD SAFETY AUDIT

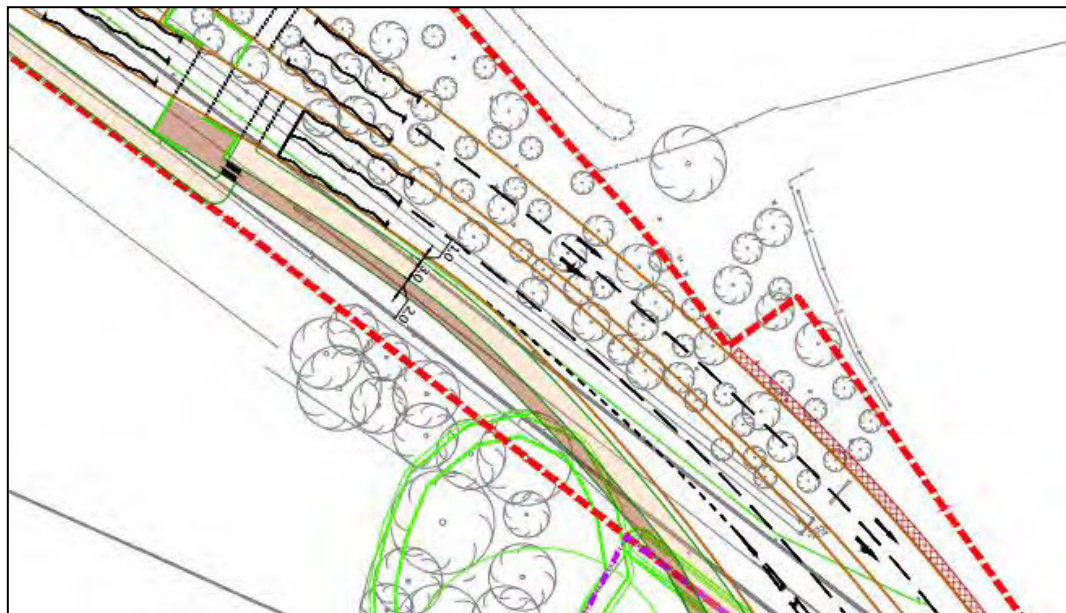
4.1 LOCAL ALIGNMENT

4.1.1 PROBLEM

Location: A – NW-bound merge layout NW of the proposed NW roundabout.

Summary: Risk of shunts or sideswipes due to the proximity of a signal controlled crossing.

The free flow lane exiting the development will merge across to the nearside B4100 lane just prior to a signal controlled crossing. There is concern that the layout may distract drivers from the crossing as they use their mirrors to identify a safe opportunity to merge across onto the mainline B4100. This may increase the risk of shunts or overshoots at the crossing.



RECOMMENDATION

The merge layout should be modified to become a lane gain layout, with there being only a single northbound lane exiting the roundabout.

Design Organisation Response	Accepted
<p>The proposed design has been amended to allow for a lane gain layout with a single northbound lane exiting the roundabout. The northbound entry will be signed as left only and ahead only to reflect the single lane exit.</p>	
Client Organisation Comments	
<p>[Leave blank for Client Organisation's Comments]</p>	

4.2 GENERAL

4.2.1 PROBLEM

Location: General – Proposed 30mph speed limit.

Summary: Compliance may be low.

The B4100 is subject to various speed limits, these from SE to NW being 40mph leaving Caversfield, becoming national limit (60mph) north of the layby before dropping to 50mph beyond the scheme extents. The B4100 alignment appears to be to a high standard for such a route, it having previously been the A41, with FOSD visibility splays provided along its length as evidenced by the very wide verges. In the vicinity of the three proposed accesses it is envisaged that the speed limit will be dropped to 30mph. This proposed speed limit appears inappropriately low for such a route in a distinctly rural setting. This gives rise to concern that compliance may be low and increase the risk of speed related collisions occurring, e.g. from frustrated drivers injudiciously overtaking slow moving vehicles complying with the limit. It will also provide a fragmented speed limit regime, with each limit applicable only over a short distance, which may decrease awareness of the prevailing limit and make it more difficult to enforce.

RECOMMENDATION

A holistic review of the B4100 speed limits between the A43 roundabout and Caversfield should be undertaken with a view to providing a coherent and appropriate speed limit strategy, with changes to the prevailing limit only where absolutely necessary.

Design Organisation Response	Accepted
	<p>The proposals currently include plans to review the speed limit along the length of the B4100 in line with development coming forward which will reduce the rural feel of the link. This includes extending the existing 40mph limit south of the site further to the north, and having a 30mph speed limit past the site. These measures are also aimed at improving the environment for pedestrians and cyclists. The design parameters for the site accesses are not dependent on a change to 30mph. The speed limit along the B4100 is subject to further agreement with Oxfordshire County Council and will be reviewed further in the subsequent design stages, and appropriate measures designed in to align with the reduced speed limits.</p>
Client Organisation Comments	
[Leave blank for Client Organisation's Comments]	

4.2.2 PROBLEM

Location: General - Proposed roundabouts.

Summary: Ironwork in the carriageway could present a skidding hazard.

At this stage in the design process, the location of ironwork has not been identified. However, the Audit Team regularly reviews schemes where ironwork

is routinely placed in the carriageway. Chamber covers located in the carriageway can be a particular hazard to two-wheeled road users, becoming polished and slippery, increasing the risk of riders being unseated.

RECOMMENDATION

Chamber covers should not be located in the carriageway wherever possible. When unavoidably located in the carriageway, they should be as described in DMRB CD 534 ‘Chamber tops and gully tops for road drainage and services’ with respect to skidding resistance.

Design Organisation Response	Accepted
This will be reviewed and considered as part of latter detail design stages. Where possible covers will be located outside of the carriageway. When unavoidable appropriate skid resistance mitigation will be designed in.	
Client Organisation Comments	
[Leave blank for Client Organisation’s Comments]	

4.3 JUNCTIONS

4.3.1 PROBLEM

Location: B – ‘Street Through Bainton’ jw B4100.

Summary: Major road carriageway widening may adversely affect junction visibility.

The major road carriageway will be widened to provide a refuge island at a proposed NMU crossing point. However, the widening may adversely affect junction visibility as it will move the minor road give way line further back relative to the highway boundary. Lack of adequate visibility may increase the risk of ‘failed to give way’ type collisions.

RECOMMENDATION

Adequate visibility should be maintained at the junction.

Design Organisation Response	Accepted
A junction visibility assessment has been conducted for the revised layout, based on speed limits of 30 mph and 40 mph. The assessment confirms that visibility from the minor road exit remains unimpaired, with proposed visibility envelopes detailed on Steer drawing number 24632101-STR-HGN-100-SK-D-03201. Visibility has also been checked for the existing junction based on the existing 60mph speed limit. It is recommended that the highway authority ensures existing vegetation is maintained and trimmed to prevent encroachment into visibility splays.	
Client Organisation Comments	

[Leave blank for Client Organisation's Comments]

4.3.2 PROBLEM

Location: C – Proposed SE roundabout.

Summary: Exit widths may be inadequate.

The SE roundabout is shown with exit widths on the B4100 in the range 3.7 to 4.6m. DMRB CD 116 states that the exit width for normal roundabouts should accommodate one more traffic lane than is present on the link downstream. These exit widths may be inadequate given that there are two approach and circulatory lanes in either direction. This may increase the risk of sideswipe collisions exiting the circulatory carriageway along the B4100. Also, the lack of exit width may increase the risk of the exit becoming blocked in the event of a breakdown.

RECOMMENDATION

Reference should be made to DMRB CD 116 in providing a sufficiently wide exit from the roundabout. Paragraph 3.28.2 states *“At a normal roundabout, if the downstream link is a single carriageway road, the exit width should be between 7 metres and 7.5 metres and the exit should taper down to a minimum of 6 metres.”*

Design Organisation Response	Accepted
	The proposed roundabout layout has been modified to incorporate exit lane widths of a minimum of 7 metres.
Client Organisation Comments	
[Leave blank for Client Organisation's Comments]	

4.4 WALKING, CYCLING & HORSE RIDING

4.4.1 PROBLEM

Location: D – SE extents of the scheme.

Summary: No onward provision for cyclists or pedestrians.

The scheme proposes a high quality NMU route between the development site in the north and Braeburn Avenue to the south, just north of Bicester. However, there is no onward link towards Bicester. The new facility may encourage NMU activity, but the failure to link to the neighbouring urban realm may leave these users exposed to greater risk of being involved in a collision with motor vehicles, e.g. the scheme encourages cyclists to continue southward along the B4100 where there are no off-carriageway cycle or pedestrian facilities for some distance.

RECOMMENDATION

The proposed NMU facilities should provide a clear onward route towards Bicester, e.g. via Braeburn Avenue, which appears to offer a quiet, residential type route into Bicester.

Design Organisation Response	Accepted
<p>At this point the intention is for all users to be directed through the EcoVillage using Braeburn Avenue and Charlotte Avenue which has designated pedestrian and cycle infrastructure and is lightly trafficked. This links into the network of pedestrian and cycle routes providing onward travel into Bicester. This follows the same approach that has been agreed between developers to the north and OCC. If necessary, additional wayfinding signage to highlight this route can be included at the detail design stage.</p>	
Client Organisation Comments	
<p>[Leave blank for Client Organisation's Comments]</p>	

4.4.2 PROBLEM

Location: E - SE extents of the shared-use, segregated footway.

Summary: Drop from the back of the footway may need to be protected.

It is not clear how the SE extents of the shared-use, segregated footway will be supported, with the existing verge dropping away steeply from the edge of the carriageway. However, it appears that there could be a steep drop of the back of the proposed footway. As such, pedestrians may be at increased risk of injury from falls should they err from the footway surface.

RECOMMENDATION

There should be an appropriate edge treatment to the rear of the footway to protect NMUs from any drop.

Design Organisation Response	Accepted
<p>The level difference will be reviewed further in subsequent design stages to further understand level differences and design in appropriate measures to ensure an appropriate edge treatment to the rear of the footway to protect NMUs from any drop.</p>	
Client Organisation Comments	
<p>[Leave blank for Client Organisation's Comments]</p>	

4.4.3 PROBLEM

Locations: F to I – Continuous footway/cycle track at side roads.

Summary: Risk of collisions with NMUs in unlit, rural conditions.

The scheme proposes a shared-use, segregated footway / cycle track along the SW side of the B4100. At points along its length it will cross side road, including a layby, on raised tables and will give priority to NMUs over motor vehicles. There is concern that the rural setting of this route with its lack of street lighting may cause this layout, which appears more appropriate to an urban setting, to increase the risk of collisions involving NMUs as they assert precedence to cross. For example, along the side roads, drivers may have been proceeding for some time along single track country lanes before encountering a raised table with NMU priority at the B4100 junction.

RECOMMENDATION

The raised tables and NMU priority should be omitted at junctions along the B4100. At the layby, the shared-use footway should be diverted around the SW side of the alignment to avoid the need for NMUs to cross the carriageway.

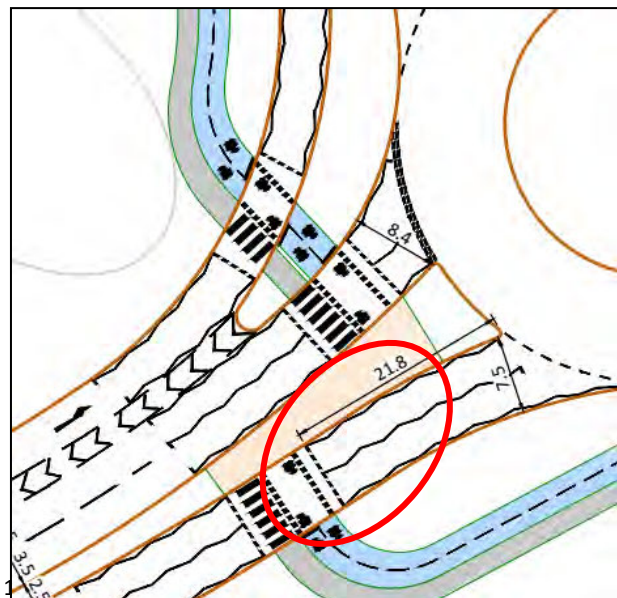
Design Organisation Response	Partially Accepted
<p>Delivery of the new footway / cycleway along the B4100 will have an urbanising effect. It is understood that raised platforms with priority access fits with OCC current design rationale, and as such features such as this should not be as much of a surprise to drivers locally. However, the ramped element can be considered at the detail design stage.</p> <p>Consideration was given to running the footway / cycleway along the SW boundary of the layby, however it was felt that this would cause more issues with it being blocked by parking and doors being opened into the footway / cycleway. On this basis, the layout is to be unchanged.</p>	
Client Organisation Comments	
<p>[Leave blank for Client Organisation's Comments]</p>	

4.4.4 PROBLEM

Location: J – Parallel crossing at the proposed NW roundabout.

Summary: Parallel crossing too close to the roundabout give way line.

The proposed Parallel crossing will only be a short distance prior to the roundabout give way line. As such, it may not be possible for all vehicles to wait



at the give way line without obstructing the crossing. This may increase the risk of collisions with NMUs using the crossing as dwelling vehicles move off when a suitable gap becomes available to enter the junction.

RECOMMENDATION

The Parallel crossing should be positioned to allow at least one vehicle to dwell at the give way line without obstructing the crossing.

Design Organisation Response	Accepted
<p>The position of the crossing has been adjusted, and the crossing has also been changed to a signalised parallel pedestrian-cycle crossing. The crossing will operate in two stages, with users crossing the inbound lane in one stage, and crossing the two outbound arms in a second stage.</p> <p>Traffic signal infrastructure will be designed and positioned accordingly in the detailed design, incorporating angling of the signals/louvres as required to ensure the crossings are legible and to prevent the “see-through effect” of signals.</p>	
Client Organisation Comments	
<p>[Leave blank for Client Organisation’s Comments]</p>	

4.4.5 PROBLEM

Location: K – Shared-use footway SE of the proposed NW roundabout.

Summary: Footway routing may encourage NMUs to short-cut the staggered crossing layout.

The routing of the shared-use footway SE of the proposed NW roundabout will largely shadow the carriageway alignment before arriving at the Parallel crossing on the development arm of the junction. The footway necessarily requires NMUs to follow a diversion from the main north-south route along the B4100 to/from the crossing. However, the relatively narrow section of verge prior to the footway diverting to the crossing may tempt some to cut across the verge and cross the carriageway away from the crossing. This may increase the risk of



collisions with NMUs in the carriageway at this location.

RECOMMENDATION

The Shared-use footway should be realigned to follow a route set farther back into the verge, similar to the arrangement at the SE roundabout.

Design Organisation Response	Rejected
<p>The proposed route is not expected to be heavily trafficked, and a landscaping scheme forms part of the development proposals and will occupy the land either side of the pedestrian/cycle routes, guiding users to stay on the proposed route.</p> <p>The route has also been designed to stay parallel to the road and minimise the amount of verge that would be required to be adopted, on the basis that the footway / cycleway will be adopted and that the Council would seek to minimise the amount of landscaped verge.</p>	
Client Organisation Comments	
<p>[Leave blank for Client Organisation's Comments]</p>	

4.4.6 PROBLEM

Location: L – Proposed NW roundabout.

Summary: Queuing traffic may adversely affect crossing visibility.

There will be a two-lane approach to the Parallel crossing on the development road exit to the roundabout. It seems likely that there will be queuing from the roundabout give way line at times that will pass back through the crossing. Should this queuing occur in just one lane whilst the other remains free flowing, it may adversely affect visibility towards one crossing point or the other. This may make it difficult for pedestrians or cyclists to safely assert precedence to cross.

RECOMMENDATION

The NMU crossing facility on the development arm should be signal controlled.

Design Organisation Response	Accepted
<p>As per response to 4.4.4, the crossings at this location have been changed to signalised parallel pedestrian-cycle crossings.</p>	
Client Organisation Comments	
<p>[Leave blank for Client Organisation's Comments]</p>	

4.4.7 PROBLEM

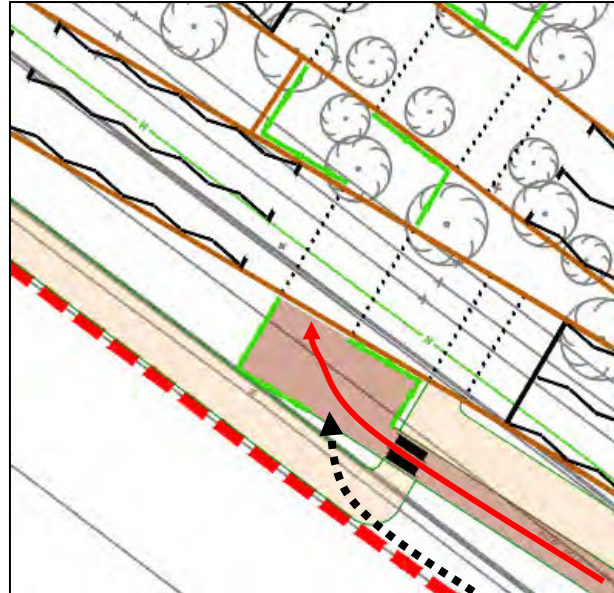
Location: M – Equestrian crossing NW of the proposed NW roundabout.

Summary: Crossing layout does not appear to allow the horse to turn so the rider can view approaching traffic.

The approach to the western side of the equestrian crossing may not easily allow a rider to turn their horse towards the carriageway to view approaching traffic. This may increase the risk of a horse being startled by traffic approaching from behind as it waits to cross.

RECOMMENDATION

The bridleway approaching the crossing should be set further from the carriageway to allow a horse easier passage to turn towards the carriageway.



Design Organisation Response	Accepted
The proposed layout has been modified to realign the equestrian route to the back of the adoptable highway, and enable a horse to approach the crossing point at an angle of approximately 55 degrees, which will enhance the rider's ability to evaluate oncoming traffic from the right.	
Client Organisation Comments	
[Leave blank for Client Organisation's Comments]	

4.5 TRAFFIC SIGNS, CARRIAGEWAY MARKINGS & LIGHTING

4.5.1 PROBLEM

Location: Proposed roundabouts.

Summary: Risk of collisions in dark conditions.

The Audit Brief states that no departures or relaxations are being sought. However, there is no confirmation on the drawings that the roundabouts will be lit. Lack of street lighting may generally increase the risk of collisions at these junctions during dark conditions.

RECOMMENDATION

The roundabouts should be lit, as described in para. 2.2 of DMRB CD 116.

Design Organisation Response	Accepted
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Agreed, it is the intention that the junctions will be lit and street lighting will be designed into the scheme in subsequent design stages.

Client Organisation Comments

[Leave blank for Client Organisation's Comments]

End of list of Problems identified and Recommendations offered in this Stage 1 Audit
--

5.0 AUDIT STATEMENT

We certify that this Road Safety Audit has been carried out in accordance with GG 119.

AUDIT TEAM LEADER:

Name: Andy Haunton
BEng (Hons) MCIHT FSoRSA
Cert Comp RSA
Signed: 
Date 25/07/2025


Position: Director

Organisation: Capital Road Safety

Address: Mallows Lane, Gainsford End, Essex, CO9 4EH

Contact: enquiries@capitalroadsafety.com
www.capitalroadsafety.com

AUDIT TEAM MEMBER:

Name: Jonathan Thompson
IEng FIHE MCIHT MSoRSA
Cert Comp RSA
Signed: 
Date 25/07/2025

Position: Director


Organisation: Capital Road Safety

Address: Mallows Lane, Gainsford End, Essex, CO9 4EH

Contact: enquiries@capitalroadsafety.com
www.capitalroadsafety.com

5.2 DESIGN TEAM STATEMENT

In accordance with GG 119, I certify that I have reviewed the items raised in this Stage 1 Road Safety Audit report. I have given due consideration to each issue raised and have stated my proposed course of action for each in this report. I seek the Client Organisations endorsement of my proposals.

Design Organisation		
Steer (Steer)	Name:	Carl Morrish
	Position:	Associate
	Signed:	
	Dated:	22 April 2026

5.3 CLIENT ORGANISATION STATEMENT

I accept these proposals by the Design Organisation.

Name:

Position:

Organisation:

Signed:

Dated:

5.4 SECONDARY CLIENT ORGANISATION STATEMENT (where appropriate)

I accept these proposals by the Design Organisation.

Name:

Position:

Organisation:

Signed:

Dated:

APPENDIX A

Documents forming the Audit Brief

DRAWING NUMBER

- 24632101-STR-HGN-100-SK-D-01501 P4
- 24632101-STR-HGN-100-SK-D-01502 P4
- 24632101-STR-HGN-100-SK-D-01503 P5
- 24632101-STR-HGN-100-SK-D-02201 P2
- 24632101-STR-HGN-100-SK-D-02701 P0

DRAWING TITLE

- PROPOSED FUTURE PEDESTRIAN/CYCLE FACILITIES, SHEET 1 OF 3
- PROPOSED FUTURE PEDESTRIAN/CYCLE FACILITIES, SHEET 2 OF 3
- PROPOSED FUTURE PEDESTRIAN/CYCLE FACILITIES, SHEET 3 OF 3
- PROPOSED SITE ACCESS LAYOUT, SHEET 1 OF 2
- PROPOSED AMENDED JUNCTION LAYOUT, OPTION 2

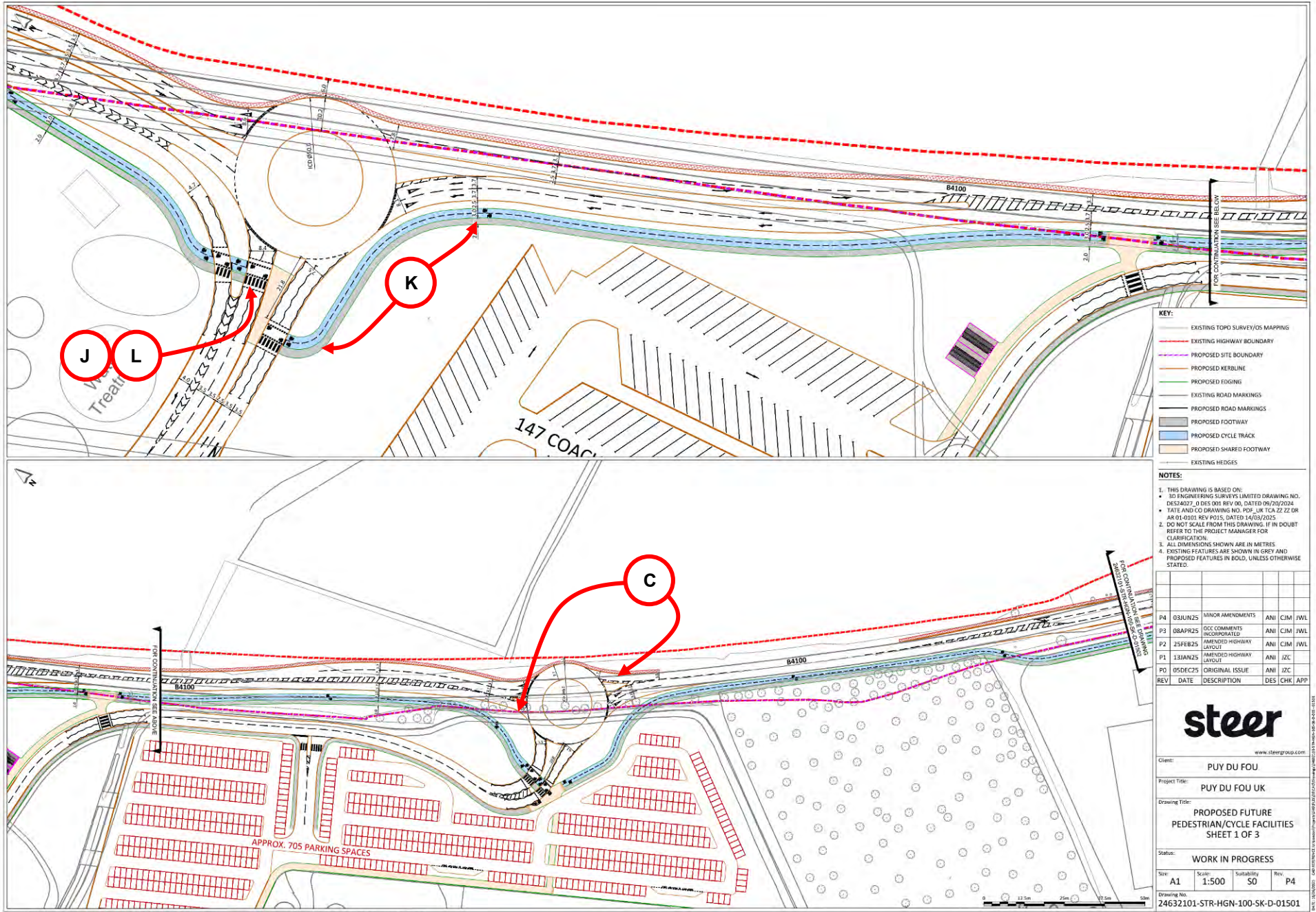
DOCUMENTS

- Stage 1 Road Safety Audit – Brief, 10th July 2025



APPENDIX B

Problem Location Plan



KEY:

- EXISTING TOPO SURVEY/OS MAPPING
- EXISTING HIGHWAY BOUNDARY
- PROPOSED SITE BOUNDARY
- PROPOSED KERBLINE
- PROPOSED EDGINGS
- EXISTING ROAD MARKINGS
- PROPOSED ROAD MARKINGS
- PROPOSED FOOTWAY
- PROPOSED CYCLE TRACK
- PROPOSED SHARED FOOTWAY
- EXISTING HEDGES

NOTES:

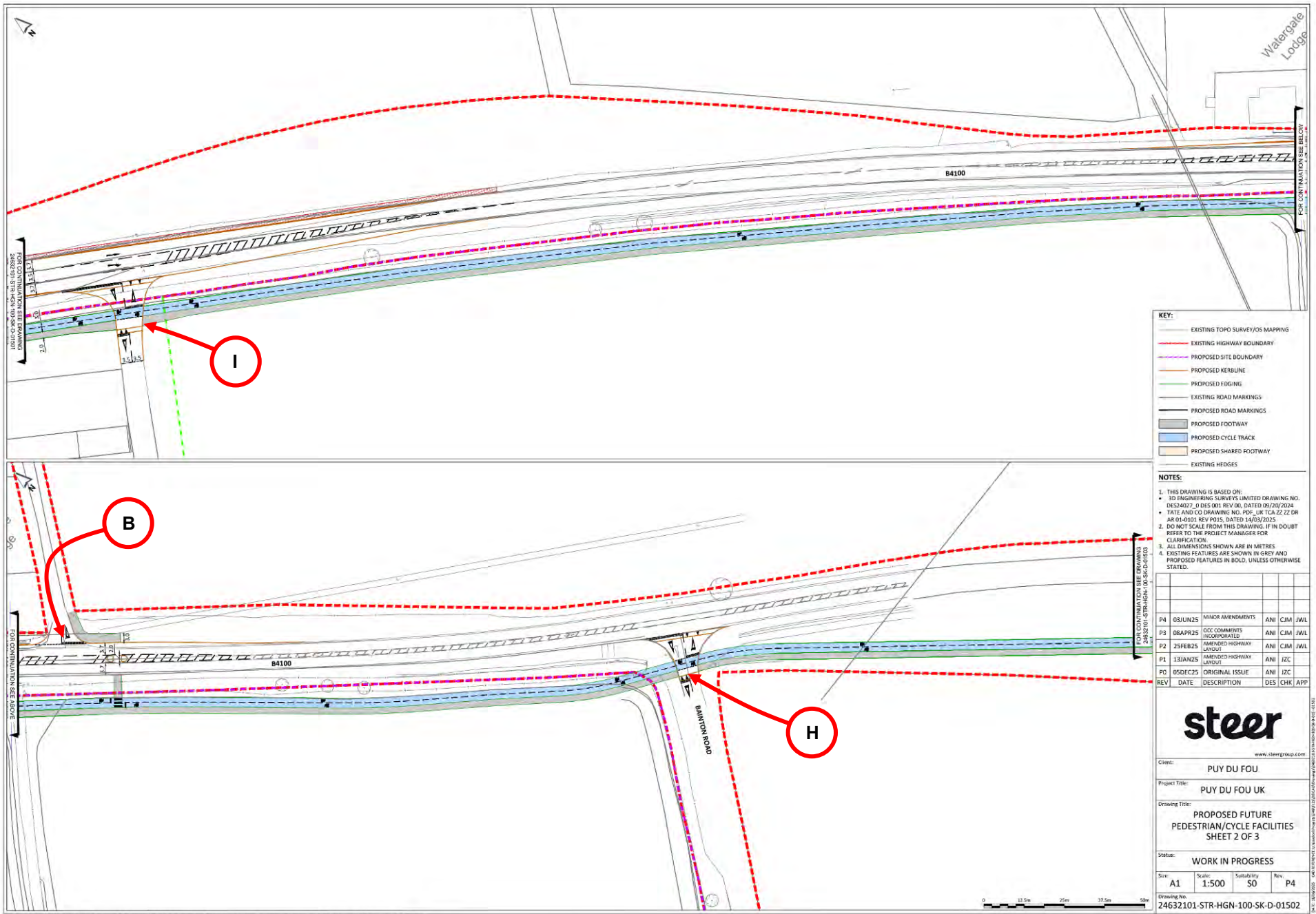
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REV	DATE	DESCRIPTION	ANI	CHK	APP
P4	03JUN25	MINOR AMENDMENTS	ANI	CJM	JWL
P3	08APR25	OCC COMMENTS INCORPORATED	ANI	CJM	JWL
P2	25FEB25	AMENDED HIGHWAY LAYOUT	ANI	CJM	JWL
P1	13JAN25	AMENDED HIGHWAY LAYOUT	ANI	JZC	
PO	05DEC25	ORIGINAL ISSUE	ANI	JZC	

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Client: **PUY DU FOU**
 Project Title: **PUY DU FOU UK**
 Drawing Title: **PROPOSED FUTURE PEDESTRIAN/CYCLE FACILITIES SHEET 1 OF 3**
 Status: **WORK IN PROGRESS**
 Size: **A1** Scale: **1:500** Suitability: **S0** Rev: **P4**
 Drawing No: **24632101-STR-HGN-100-5K-D-1501**

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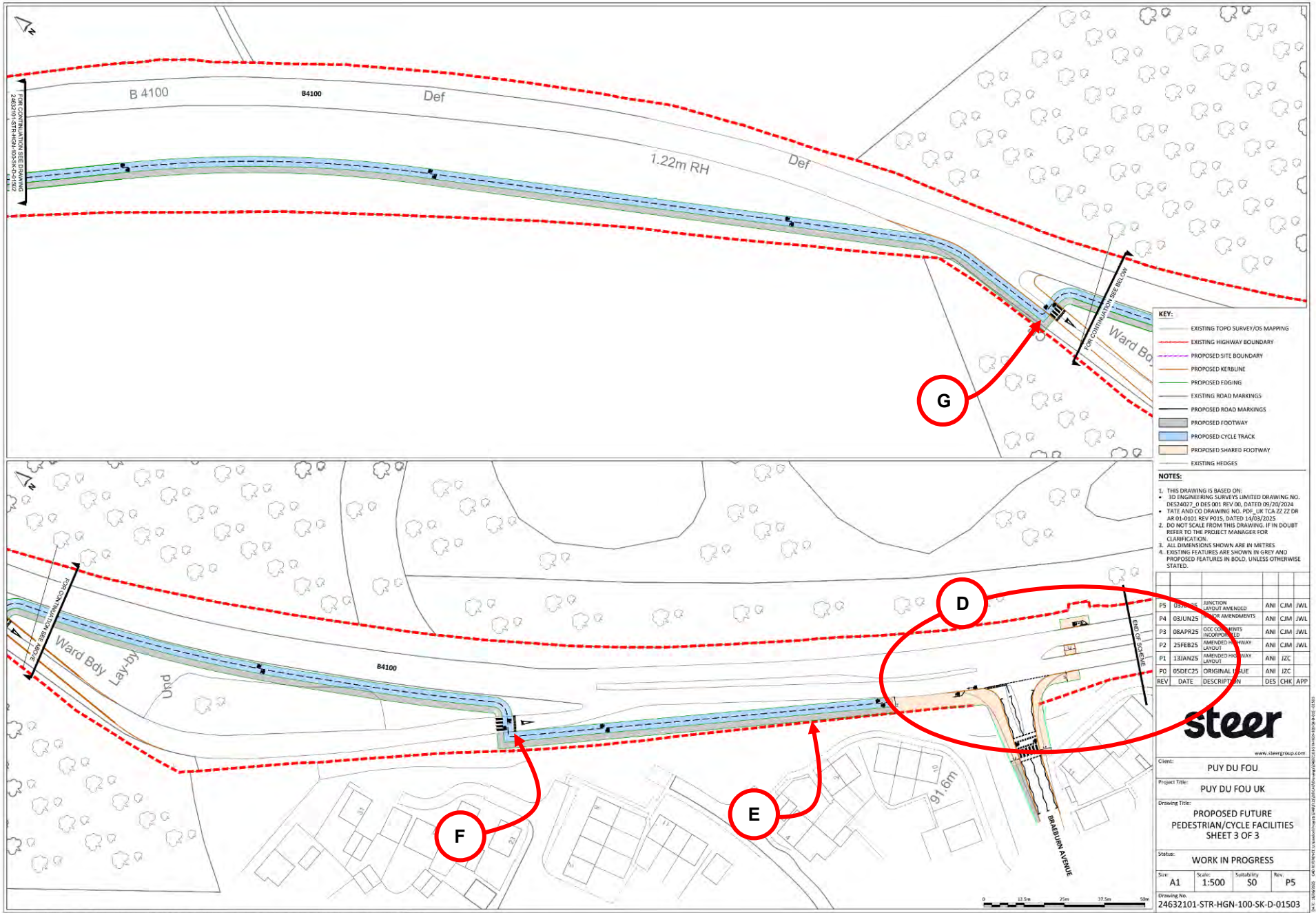
- KEY:**
- EXISTING TOPO SURVEY/OS MAPPING
 - EXISTING HIGHWAY BOUNDARY
 - PROPOSED SITE BOUNDARY
 - PROPOSED KERBLINE
 - PROPOSED FOOTING
 - EXISTING ROAD MARKINGS
 - PROPOSED ROAD MARKINGS
 - PROPOSED FOOTWAY
 - PROPOSED CYCLE TRACK
 - PROPOSED SHARED FOOTWAY
 - EXISTING HEDGES

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P3	08APR25	DOC COMMENTS INCORPORATED	ANI	CJM	JWL		
P2	25FEB25	AMENDED HIGHWAY LAYOUT	ANI	CJM	JWL		
P1	13JAN25	AMENDED HIGHWAY LAYOUT	ANI	IZC			
PO	05DEC25	ORIGINAL ISSUE	ANI	IZC			



Client: PUY DU FOU
 Project Title: PUY DU FOU UK
 Drawing Title: PROPOSED FUTURE PEDESTRIAN/CYCLE FACILITIES SHEET 2 OF 3
 Status: WORK IN PROGRESS
 Size: A1 Scale: 1:500 Suitability: SO Rev: P4
 Drawing No: 24632101-STR-HGN-100-SK-D-01502



KEY:

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- EXISTING HIGHWAY BOUNDARY
- - - PROPOSED SITE BOUNDARY
- PROPOSED KERBLINE
- PROPOSED EDGINGS
- EXISTING ROAD MARKINGS
- PROPOSED ROAD MARKINGS
- PROPOSED FOOTWAY
- PROPOSED CYCLE TRACK
- PROPOSED SHARED FOOTWAY
- EXISTING HEDGES

NOTES:

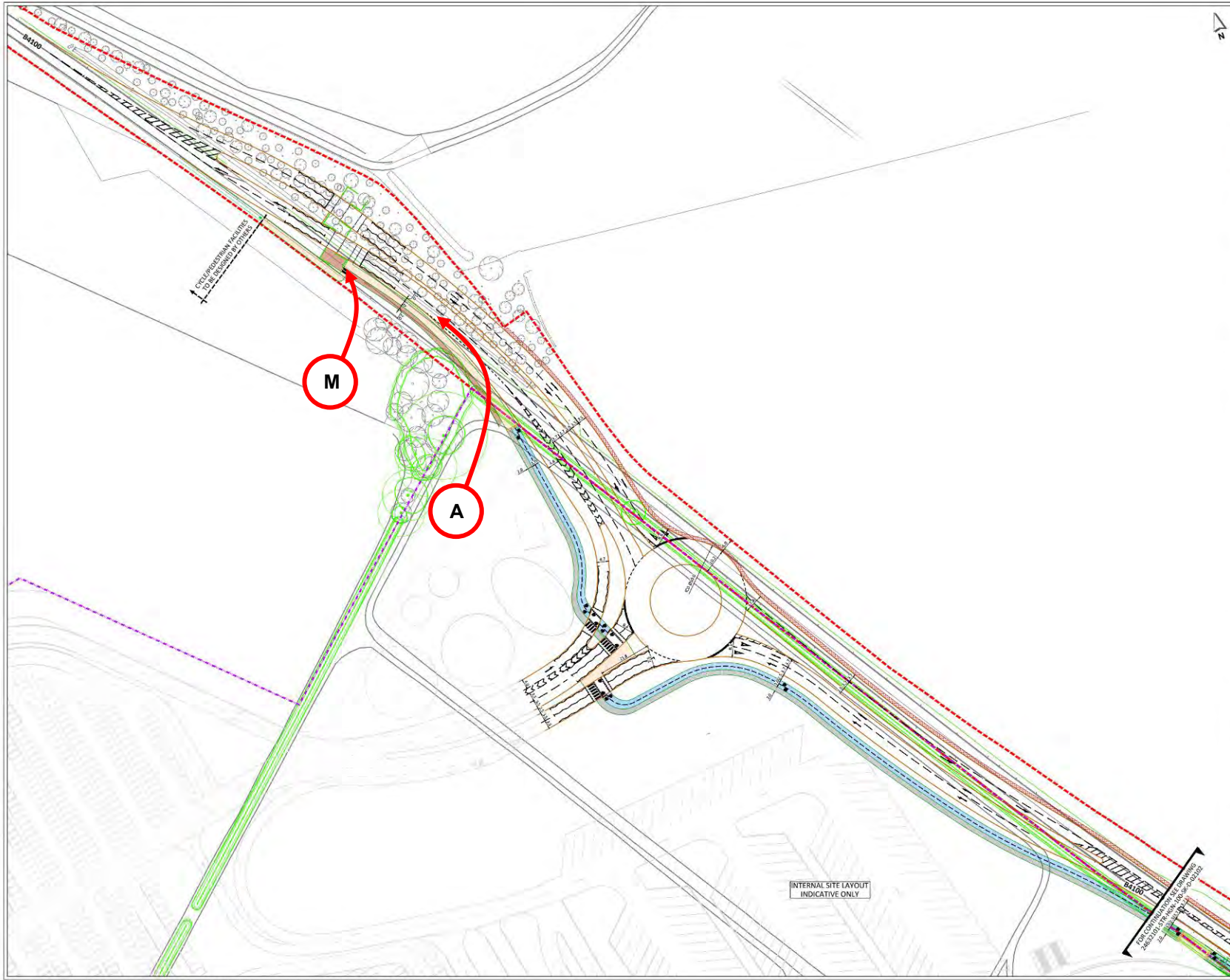
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REV	DATE	DESCRIPTION	DES	CHK	APP
P5	05/01/25	FINAL LAYOUT AMENDED	ANI	CJM	JWL
P4	03/JUN/25	FOR AMENDMENTS	ANI	CJM	JWL
P3	08/APR/25	DOC COMMENTS INCORPORATED	ANI	CJM	JWL
P2	25/FEB/25	AMENDED HIGHWAY LAYOUT	ANI	CJM	JWL
P1	13/JAN/25	AMENDED HIGHWAY LAYOUT	ANI	JZC	
PO	05/DEC/25	ORIGINAL ISSUE	ANI	JZC	



Client: PUY DU FOU
 Project Title: PUY DU FOU UK
 Drawing Title: PROPOSED FUTURE PEDESTRIAN/CYCLE FACILITIES SHEET 3 OF 3
 Status: WORK IN PROGRESS
 Size: A1 Scale: 1:500 Suitability: SO Rev: P5
 Drawing No: 24632101-STR-HGN-100-SK-D-01503

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- EXISTING TOPO SURVEY/OS MAPPING
 - EXISTING HIGHWAY BOUNDARY
 - PROPOSED SITE BOUNDARY
 - PROPOSED KERLINE
 - PROPOSED EDGING
 - EXISTING ROAD MARKINGS
 - PROPOSED ROAD MARKINGS
 - PROPOSED FOOTWAY
 - PROPOSED HORSE-RIDING ROUTE
 - PROPOSED CYCLE TRACK
 - PROPOSED SHARED FOOTWAY
 - PROPOSED EQUESTRIAN CROSSING
 - HOLDING AREA FENCING
 - EXISTING HEDGES
 - INDICATIVE VERGE BUFFER ZONE
 - EXISTING TREES/PLANTING BASED ON AIRCROFTURAL SURVEY
 - LAND RESERVED FOR FUTURE PEDESTRIAN/CYCLE CORRIDOR ALLOWING FOR:
 - 0.5m VERGE
 - 5m PUBLIC RIGHT OF WAY
 - 0.5m VERGE
 - 5.0m LANDSCAPING

- NOTES:**
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REV	DATE	DESCRIPTION	DES	CHK	APP
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P1	08APR25	DOC COMMENTS INCORPORATED	ANI	CJM	JWL
PO	05MAR25	ORIGINAL ISSUE	ANI	CJM	JWL



Client: PUY DU FOU

Project Title: PUY DU FOU UK

Drawing Title: PROPOSED SITE ACCESS LAYOUT SHEET 1 OF 2

Status: WORK IN PROGRESS

Size: A1 Scale: NTS Suitability: SO Rev: P2

Drawing No: 24632101-STR-HGN-100-SK-D-02201

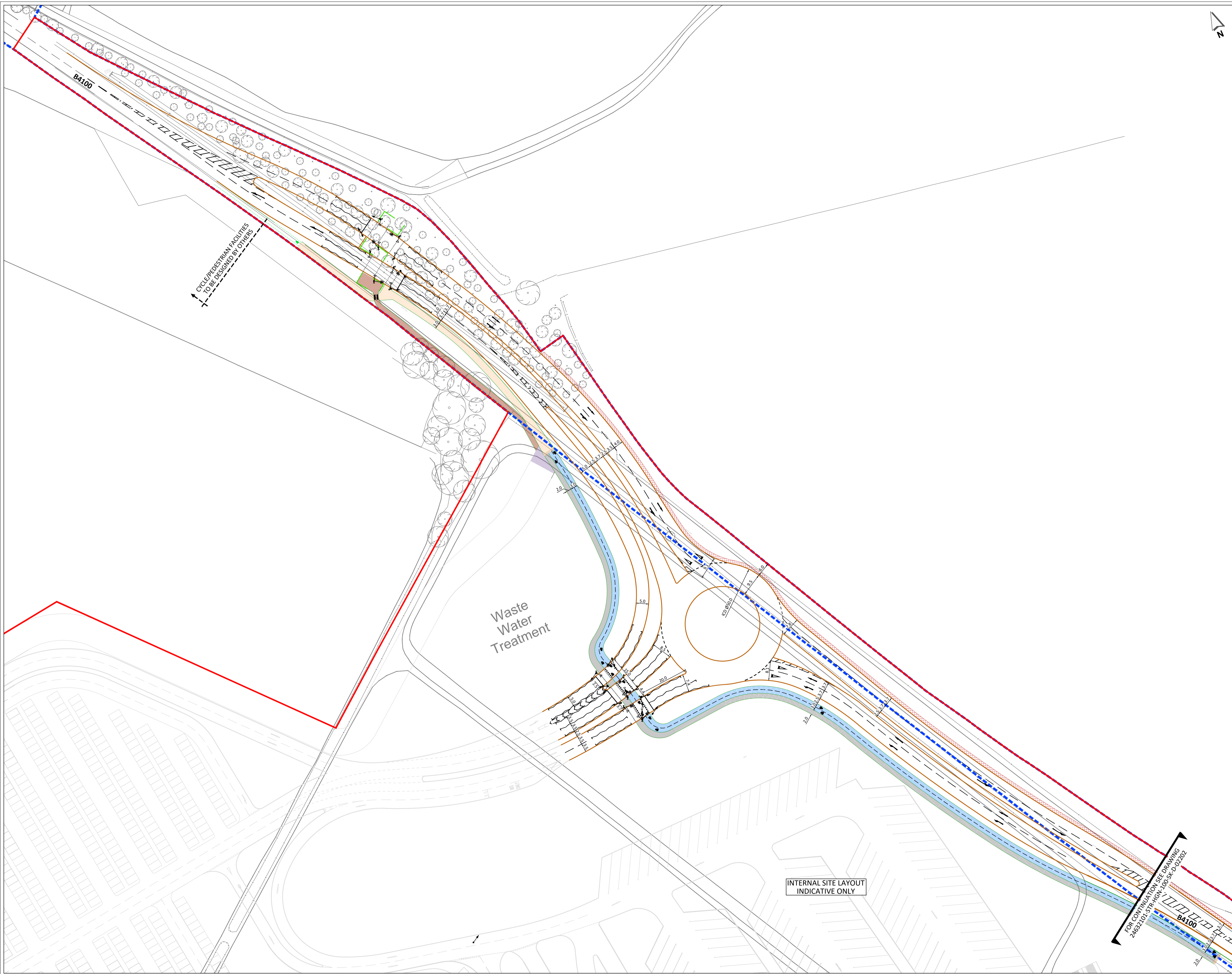
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J B4100 Updated Drawings



KEY:

- EXISTING TOPO SURVEY/OS MAPPING
- EXISTING HIGHWAY BOUNDARY
- PROPOSED SITE BOUNDARY
- PROPOSED KERBLINE
- PROPOSED EDGING
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- PROPOSED CYCLE TRACK
- PROPOSED SHARED FOOTWAY
- PROPOSED EQUESTRIAN CROSSING HOLDING AREA FENCING
- EXISTING HEDGES
- INDICATIVE VERGE BUFFER ZONE
- EXISTING TREES/PLANTING BASED ON ARBORICULTURAL SURVEY
- ➔ PROPOSED TRAFFIC SIGNAL WITH PRIMARY VISOR
- ➔ PROPOSED TRAFFIC SIGNAL WITH SECONDARY VISOR
- ➔ PROPOSED TRAFFIC SIGNAL WITH CYCLE SYMBOLS
- ➔ PROPOSED PEDESTRIAN SIGNAL
- ➔ PROPOSED PUSH BUTTON

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C	20APR26	MINOR AMENDMENTS	ANI	CJM	JWL
B	12MAR26	MINOR AMENDMENTS	ANI	CJM	JWL
A	19AUG25	ORIGINAL ISSUE	ANI	CJM	JWL



Client: PUY DU FOU UK LIMITED

Project Title: PUY DU FOU UK

Drawing Title: PROPOSED SITE ACCESS LAYOUT SHEET 1 OF 3

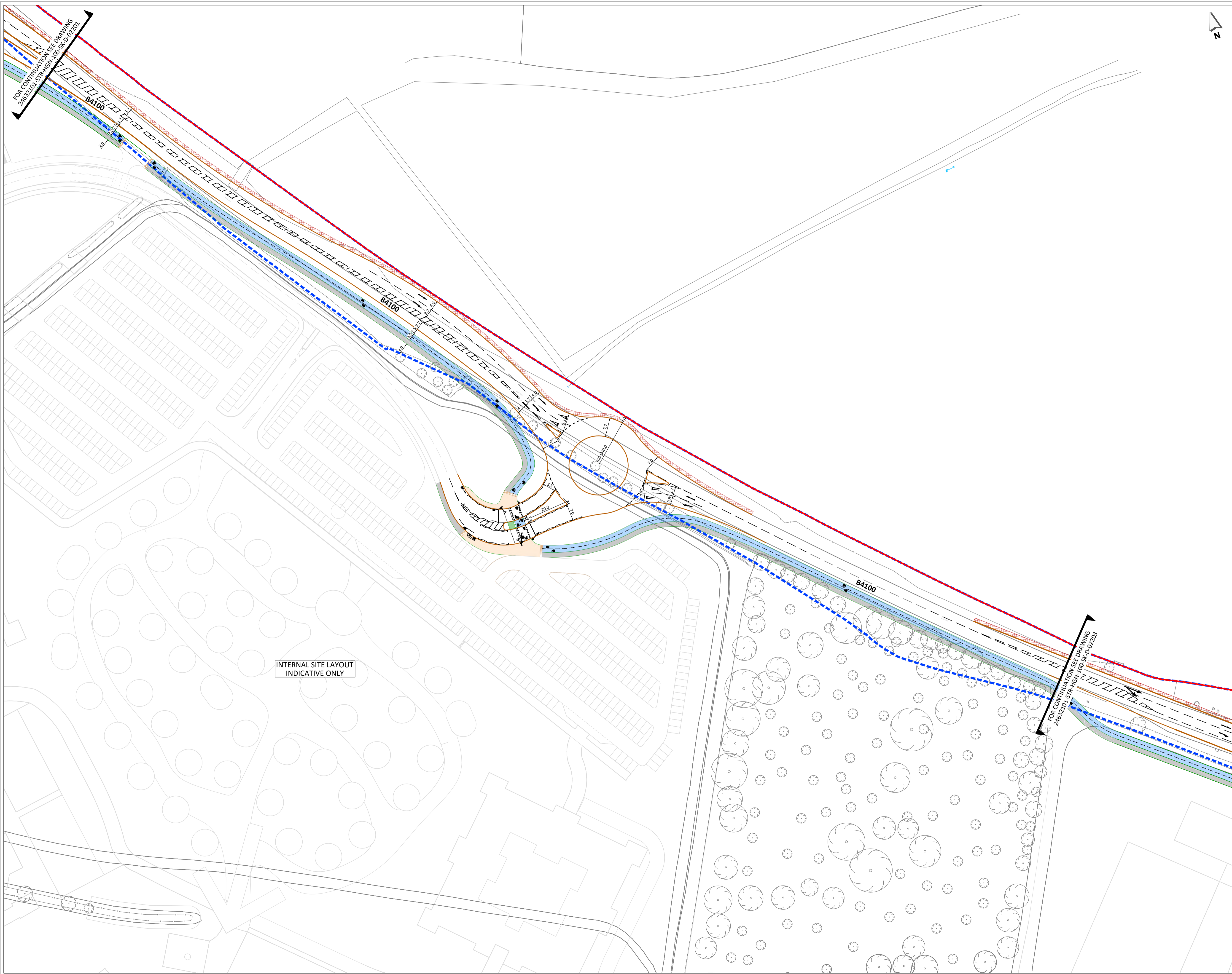
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KEY:

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- PROPOSED KERBLINE
- PROPOSED EDGING
- EXISTING ROAD MARKINGS
- PROPOSED ROAD MARKINGS
- PROPOSED FOOTWAY
- PROPOSED HORSE-RIDING ROUTE
- PROPOSED CYCLE TRACK
- PROPOSED SHARED FOOTWAY
- PROPOSED EQUESTRIAN CROSSING HOLDING AREA FENCING
- EXISTING HEDGES
- INDICATIVE VERGE BUFFER ZONE
- EXISTING TREES/PLANTING BASED ON ARBORICULTURAL SURVEY
- ➔ PROPOSED TRAFFIC SIGNAL WITH PRIMARY VISOR
- ➔ PROPOSED TRAFFIC SIGNAL WITH SECONDARY VISOR
- ➔ PROPOSED TRAFFIC SIGNAL WITH CYCLE SYMBOLS
- ➔ PROPOSED PEDESTRIAN SIGNAL
- PROPOSED PUSH BUTTON

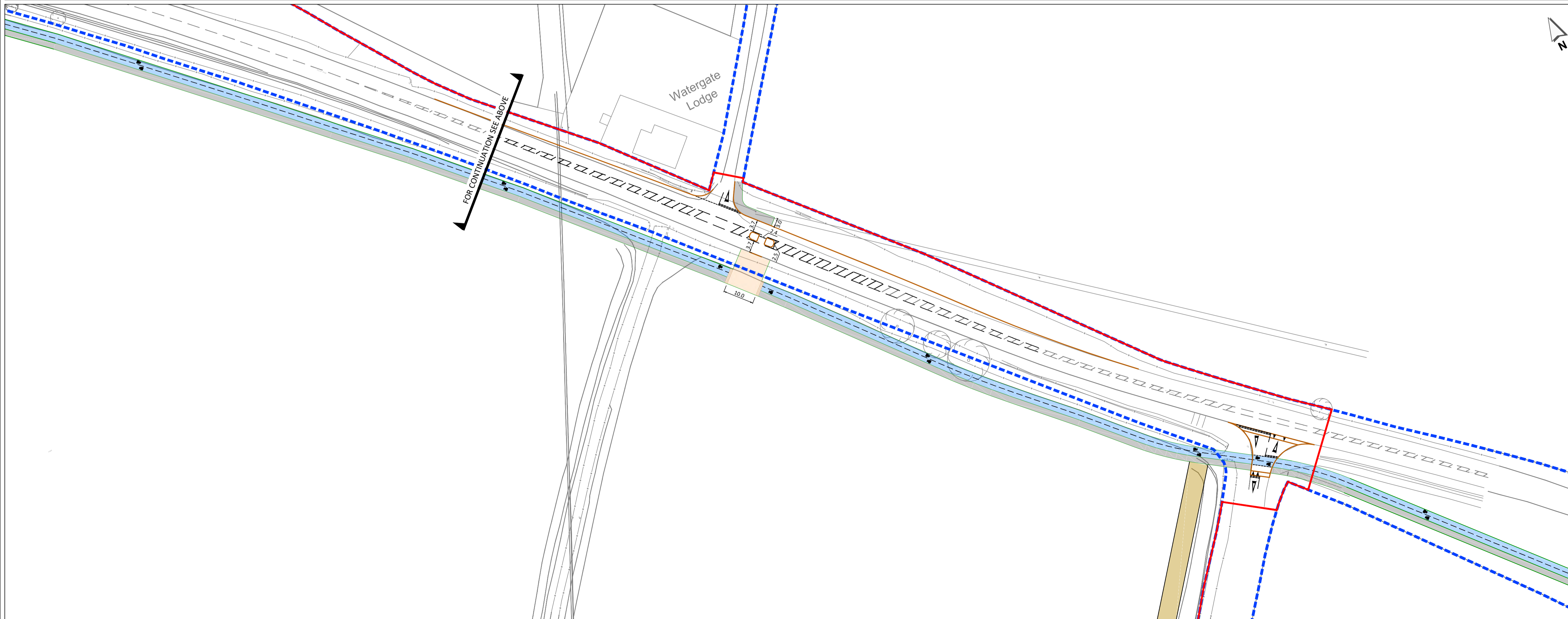
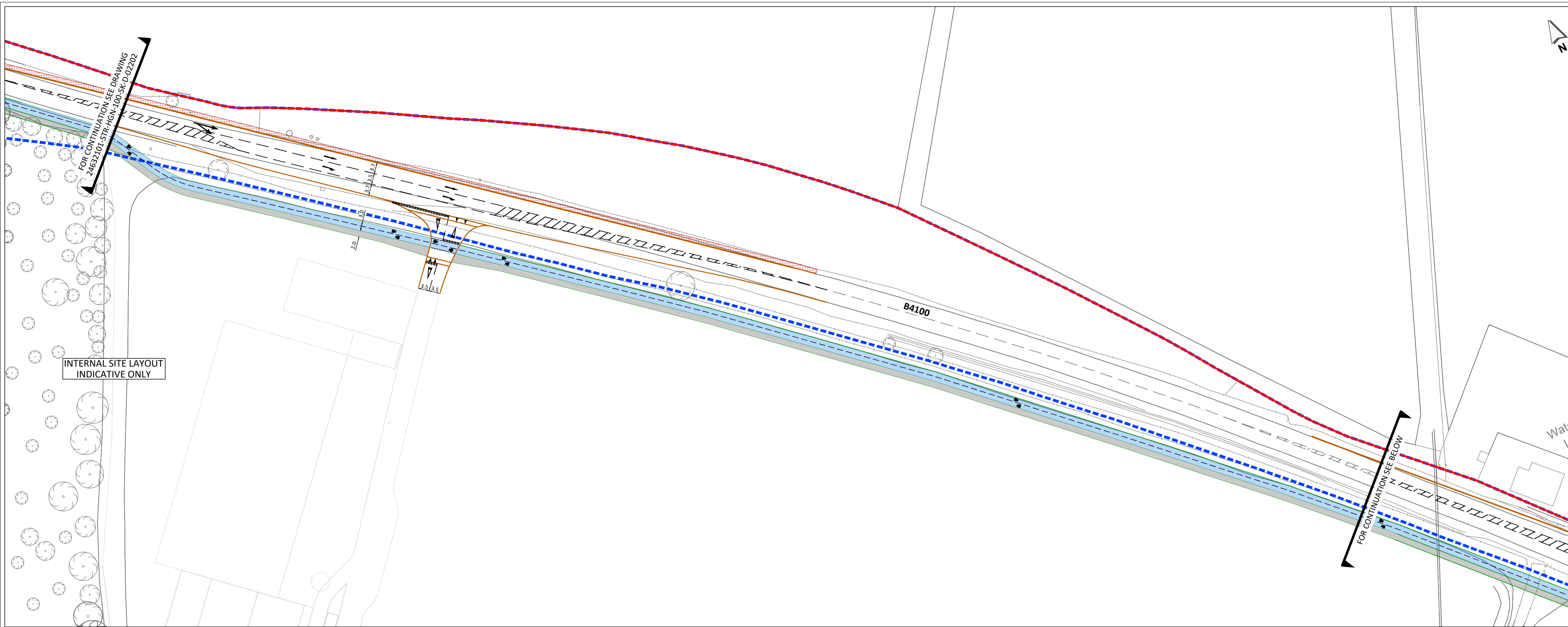
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C	12MAR26	MINOR AMENDMENTS	ANI	CJM	JWL
B	10DEC25	CROSSING ALIGNMENT AMENDED	ANI	CJM	JWL
A	19AUG25	ORIGINAL ISSUE	ANI	CJM	JWL



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- PROPOSED SITE BOUNDARY
- PROPOSED KERBLINE
- PROPOSED EDGING
- EXISTING ROAD MARKINGS
- PROPOSED ROAD MARKINGS
- PROPOSED FOOTWAY
- PROPOSED HORSE-RIDING ROUTE
- PROPOSED CYCLE TRACK
- PROPOSED SHARED FOOTWAY
- PROPOSED EQUESTRIAN CROSSING HOLDING AREA FENCING
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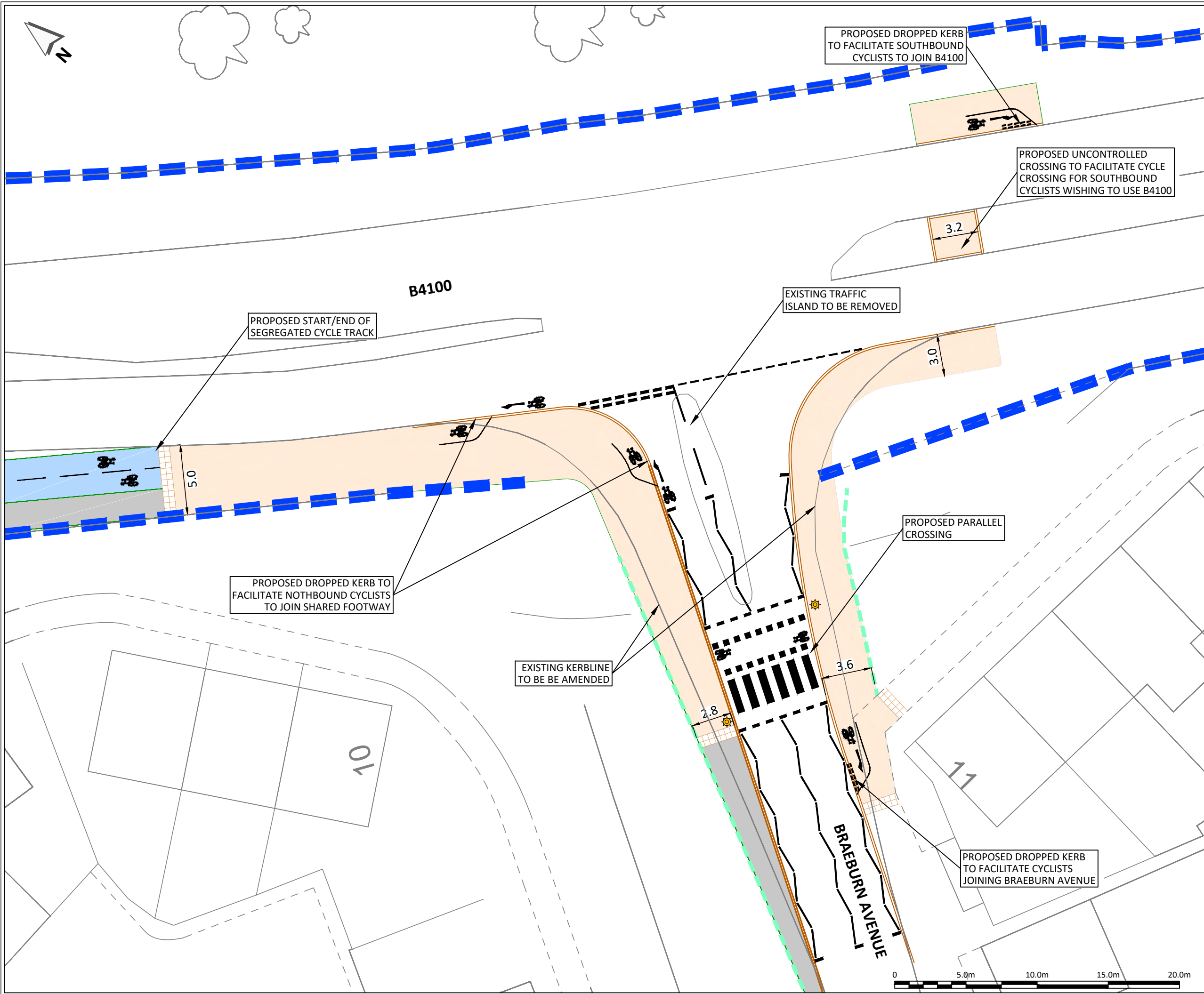
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KEY:

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- PROPOSED KERBLINE
- PROPOSED EDGING
- PROPOSED ROAD MARKINGS
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- PROPOSED CYCLE TRACK
- PROPOSED SHARED FOOTWAY
- PROPOSED BELISHA BEACON

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K Technical Note 2: Modelling Scope

To Oxfordshire County Council & National Highways **Technical Note**
From Steer
Date 9 January 2026
Project Puy du Fou Project No. 24632102

Technical Note 2 - Modelling Scope and Assumptions

Introduction

1. Following recent responses on the application and discussions with stakeholders, additional modelling is to be undertaken to test the cumulative impacts of schemes that currently have a resolution to grant, may obtain planning within the determination period, or have status due to be NSIP development. On this basis the following is noted.
2. **Albion Land** – The scheme has a ‘resolution to grant’ subject to agreeing the Section 106. It is also understood that they have been advised that they should have taken account of OxSRFI. Additional information has been submitted and the scheme is anticipated to go to committee in January. The scheme will be tested as ‘committed’ development via a new 2031 BTM Reference case model.
3. **Tritax** – The scheme was initially refused, however additional information has been submitted in support of the scheme and it is understood that they have also been advised that they should have taken account of OxSRFI. Further information has been submitted, and the scheme is anticipated to go to committee in January. The scheme will be tested as ‘highly likely’ development via a new 2031 BTM Reference case model.
4. **OxSRFI** – As the scheme has recently been consulted upon, it is to be considered as ‘highly likely’ to come forward. Given the extent of network changes any future modelling will be undertaken using the OxSRFI modelling files. Steer and PdF are working with OxSRFI consultants to obtain these modelling files and ensure continuity between modelling assessments.
5. **Upper Heyford** – While an application has been submitted for the expansion of Upper Heyford, and that it has been identified as a potential new town, there is limited information on their strategy to mitigate their impacts and the new town status is subject to a Strategic Environmental Assessment. As such it has been agreed with OCC and National Highways that it would be premature to include this in future year modelling.
6. **Emerging Local Plan development** – as the Local Plan is not yet adopted and 2042 Local Plan modelling should be treated as ‘for information only’.

Scope

2031 and 2034 BTM Modelling

7. The proposed modelling scope for additional modelling, as agreed with OCC and National Highways is as follows:
 - 2031 Scenario 1: With Albion and Tritax (including Baynards Green signals proposed by those developments (A&T signal scheme).
 - 2031 Scenario 2: Albion and Tritax (A&T signal scheme) + Full Puy du Fou scheme (including Bainton Road alternative scheme).
 - 2031 Scenario 3: Albion and Tritax (A&T signal scheme) + Full Puy du Fou scheme (including Bainton Road alternative scheme) and PdF mitigation.
 - 2034 DS5APdF: DS5A + Full Puy du Fou scheme (including Bainton Road alternative scheme)
 - 2034 DS5APdF: DS5A + Full Puy du Fou scheme (including Bainton Road alternative scheme) and PdF mitigation (if necessary)

Key assumptions and clarifications

8. These tests will be based on the model files to be provided by Tetra Tech, which currently includes Albion Land – this corresponds to OxSRFI scenario RC3A. The Baynards Green signals will reflect the scheme included in the OxSRFI baseline model, which already incorporates Albion Land. The Tritax scheme has been included in the DS5A model being run by OxSRFI. The site access coding and matrices for the Tritax site will be extracted from this model and added to the new Reference case model (Scenario 1) identified above.
9. For the Bainton Road alternative scheme, the modelling will utilise the recently concluded assumptions, including an amended speed-flow curve to reduce capacity and discourage through movements. The details of the revised assumptions are set out below:
 - Free flow speed 34kph
 - At capacity speed 10kph
 - Capacity 450
 - Power curve 1.7
10. The assessment will continue to utilise the 09:00 – 10:00 85th percentile arrival flows for the Site, as agreed with OCC and NH, added to the 07:30 – 08:30 peak hour which is modelled in the BTM model. This provides a margin of sensitivity should arrival times be slightly different, or if a higher percentage of visitors / staff arrive by car. This provides a robust assessment of the impact of the Site which could occur in the future year in phase 8.
11. The OxSRFI model test will be undertaken for the 2034 forecast year, comprising OxSRFI with Albion and Tritax, Alternative Baynards Green signals, and the full Puy du Fou scheme (including Bainton Road alternative scheme). This will utilise the OxSRFI Do Something 5 model, with Albion and Tritax included – known as the DS5A model. The Baynards Green signals in this scenario will be based on the Alternative scheme being considered by OxSRFI. This is the A&T signal option scheme, but with some relatively minor lane adjustments.

Additional localised Testing

12. An additional assessment will be undertaken, including junction modelling of the site accesses to assess impacts at the weekend and in the late evening. This will be based upon observed flows growthed to a future year of 2034, traffic flows for Puy du Fou derived from the arrival and departure profiles and where possible trip generation associated with Albion, Tritax and OxSRFI, if available in the public domain.
13. Additional details will also be provided in respect to likely traffic flows at the M40 Junction 10 and Baynards Green, and within Bicester to show that traffic flows associated with the peak egress of an evening show, will not have a severe impact on the operation of these junctions.
14. A sensitivity assessment is being undertaken to determine the change in traffic volumes associated with a higher car vehicle mode share, for both visitors and staff. It is not the intention to run this scenario through the BTM given that the modelled peak hour is already robustly assessed.

Conclusion

15. Confirmation is sought from OCC and National Highway in respect to this approach to assessing the impacts of PdF on the local and Strategic Road Network, and the identified model runs.

L Sweco Modelling Report

Puy du Fou UK Strategic Modelling

Addendum 2: Additional Scenario Modelling
2031 and 2034 Highway Assessment



Change list

Version	Date	Description of the change	Reviewed	Approved by
1	Apr 2026	Draft for client review	RW	RW
1	May 2026	Responding to client comments	RW	RW

Sweco UK Limited

Project Name

Project Number

Client

Author

Date

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Reg. No. 2888385

Puy du Fou Transport Modelling

65215237

Puy Du Fou Signature

Brian Fong

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1 Introduction

Sweco were commissioned by Steer (on behalf of Puy du Fou United Kingdom Limited) to undertake a series of assessments of the proposed Puy du Fou development to be constructed near Bicester.

Puy du Fou is a globally renowned immersive cultural and historical attraction, first established in western France in 1977. It has since pioneered a distinctive artistic model within the entertainment industry, demonstrated by Puy du Fou France being one of the most popular tourist attractions in France.

After success with Puy du Fou in France, a second park was opened in 2021 near Toledo in Spain, Puy du Fou España. Following continued success in Spain, Puy du Fou is now seeking to develop a number of sites across the world, and the UK is one of the key destinations as a result of Britain's extensive and interesting history on which the shows will be based.

1.1 Report Structure

This report is prepared as a second addendum to the Summary Report prepared by Sweco for Steer and Puy du Fou (*"Puy du Fou Strategic Modelling: 2031 and 2042 Highway Assessment"*). The Summary Report contains the analysis and writeup for the Core scenarios defined by Steer and assessed by Sweco. This report is intended to present the results of the additional model scenarios identified to supplement the highway modelling of Puy du Fou using the Bicester Transport Model.

The document is presented according to the following structure:

- Section 2 presents details about the model background and about the primary assumptions in the modelling work completed.
 - This is duplicated from the Summary Report and is intended to support the readers' understanding.
- Section 3 provides an overview of the assignment methodology used in this project and its significance.
 - This is duplicated from the Summary Report and is intended to support the readers' understanding.
- Section 4 gives an overview of the four model scenarios discussed in this addendum,
- Section 5 presents the results of the transport modelling, illustrating link attribute changes such as flow, delay and congestion.
- Section 6 presents the conclusions drawn in this addendum.

2 Model Background and Assumptions

2.1 Reference Case Modelling

The assessments of the impact of the proposed development were undertaken using the existing Bicester Transport Model (BTM) as a basis.

The Bicester Transport Model is a multi-modal transport model with component parts. The models referred to in this project are a 2031 and a 2042 highway assignment model developed in the Saturn suite of programmes.

Assessment is made for the highways assignments only, with no variable demand modelling considered, as agreed with Oxfordshire County Council (OCC).

The highway models, as supplied, were developed for assessment of the Oxford Strategic Rail Freight Interchange Reference Case 2 (OxSRFI) for the two forecast years: 2031 and 2042. These models are the Reference Case against which the OxSRFI is assessed and therefore do not contain the OxSRFI development trips or schemes.

The models comprise a number of scenarios depending on the inclusion of the Cherwell Local Plan Review (CLPR) demand and mitigation. As such the Reference Case scenarios are:

- 2031 OxSRFI Reference Case 2 (RC2) (i.e. OxSRFI itself is not included);
- 2042 With CLPR demand; and
- 2042 With CLPR demand and CLPR Mitigations.

Additionally, we have been supplied with the 2034 OxSRFI DS5A model which includes the OxSRFI scheme as well as the Albion Land and Tritax developments.

It should be noted that for the purposes of this addendum, only models for the years 2031 and 2034 have been assessed. For information regarding 2042 models and previous 2031 modelling, please refer to the *Puy du Fou Strategic Modelling: 2031 and 2042 Highway Assessment* report.

The BTM covers the majority of the district of Cherwell with the largest detailed model area representing the town of Bicester. It covers the main strategic road network links, being the A41 and the M40 between Junctions 9 and 10. The model also has wider area connectors and a separate car user class to represent external trips which do not originate or terminate in Cherwell.

The modelled time periods are:

- AM Peak Hour (0730-0830);
- Average Inter Peak (1000-1600); and
- PM Peak Hour (1700-1800).

In each case, the modelled peak hour is assigned with a pre-peak 'PASSQ' file that preloads any existing queues into the network prior to the start of the peak hour.

The model represents vehicle trips in Passenger Car Units (PCUs). These PCUs allow comparison across multiple vehicle types such as cars, vans and lorries by creating a standard unit of length.

In the model, there are six user classes:

- Car Commute (PCU = 1)
- Car Employers Business (PCU = 1)
- Car Other (PCU = 1)
- Car External (PCU = 1)
- LGV (PCU = 1)
- HGV (PCU = 2)

One important assumption to note is that the peak arrival of visitors to Puy du Fou in the AM is not expected to coincide with the model's AM peak hour: the Puy du Fou peak is estimated to be between 0900-1000, whilst the peak hour in BTM is 0730-0830. As it has been requested by National Highways (NH) to model a worst-case scenario, the peak arrival of visitors has been added to the peak hour in the BTM.

In addition, the park does not open year-round. It is projected to open 176 days of the year which comprises much of the traffic, with no or minimal visitor trips accessing the site outside of this

period. This is not directly reflected in the modelling, but when the park is closed it is expected that the network will perform as in the Reference Case.

3 Bicester Transport Model Convergence (OBA Assignment)

The existing Bicester Transport Model, as supplied, uses Origin-Based Assignment (OBA), rather than the more common Frank-Wolfe based equilibrium assignment. Where possible, the existing convergence criteria was retained. However, issues were found in a number of models, whereby the model was unable to converge for change in percentage link flow (%Flow) due to a very small traffic volume rerouting between assignment iterations. A series of tests were undertaken to try and improve the convergence of the model, including implementing small signal timing changes, junction capacity adjustments and Saturn parameter adjustments (e.g. values of STPGAP). However, these were unsuccessful in achieving the %Flow criterion.

The following guidance is set out in Section 9 of the Saturn user manual in relation to OBA:

“A (further) problem with the use of %FLOWS as the stopping criterion is that it may depend on the “accuracy” of the assignment method used. Thus, if one uses an extremely accurate assignment such as OBA... the true difference in link flows between loops n-1 and n will be obtained (to a good approximation) whereas with a less accurate technique, such as the default Frank-Wolfe algorithm, ... the differences in link flows tend to be reduced and %FLOWS measure increased. Hence, despite being a better assignment method with better convergence properties, OBA may perversely appear less convergent than Frank-Wolfe in terms of %FLOWS.

On balance, therefore, our current “best buy” for a stopping criterion is the GAP... although we recognise that there is a strong case for carrying on with %FLOWS for historical continuity and the default is both %FLOWS and GAP in order to conform with DfT recommendations (see TAG Unit M3.1, Table 4).

However, whichever stopping criterion users choose, they should always view GAP as their most important single indicator of overall convergence.”

The interpretation of this is that OBA is a very accurate assignment method but does not perform as well as other methods on one of the conventional assignment convergence criteria (“Percentage of links with flow change (P1) < 1%”). There is therefore less need to meet this criterion as stringently, and the threshold for accepting stability of the model can be relaxed.

As such the value of RSTOP, the Saturn parameter which determines the level of %Flows required for convergence, was reduced from 98 in non-converged models to a value no less than 96.0, to provide stable model results. This slightly relaxed criterion for %Flow convergence is not considered to impact the results of the modelling presented in this report. This was discussed and confirmed with OCC and is understood to be consistent with other modelling carried out using the BTM on behalf of OCC.

Further information can be found in Appendix S of the Saturn manual.

4 Overview of Additional Modelled Scenarios

Following the submission of the Core scenarios for the Puy du Fou transport modelling, discussed in the Summary Report “*Puy du Fou UK Strategic Modelling: 2031 and 2042 Highway Assessment*”¹ as well as the first addendum “*Addendum 1: Sensitivity Test Modelling 2031 and 2042 Highway Assessment*”, four additional scenarios were identified. These scenarios are intended to assess the impacts of the full Puy du Fou built out in 2031 & 2034 as well as the scenarios in which the Albion Land and Tritax developments are not built in 2034.

4.1 Description of Scenarios

The additional tranche of scenarios is summarised below in Table 4-1.

Table 4-1: Puy du Fou BTM Additional Scenarios

Scenario Number	Year	Reference Scenario	Scenario Details
5	2031	2031 OxSRFI RC2	Puy du Fou Buildout: 10 Years with Bainton Road restriction OxSRFI: Excluded Albion Land: Excluded Tritax: Excluded
6	2031	Scenario 5	Puy du Fou Buildout: 10 Years with Bainton Road restriction OxSRFI: Excluded Albion Land: Excluded Tritax: Excluded Baynards Green Roundabout mitigation upgrade included Signalisation of Ardley M40 off slip junction and optimisation of Cherwell junction
7	2034	2034 OxSRFI DS5A	Puy du Fou Buildout: 10 Years with Bainton Road restriction OxSRFI: Included Albion Land: Excluded Tritax: Excluded
8	2034	2034 OxSRFI DS5A	Puy du Fou Buildout: 10 Years with Bainton Road restriction OxSRFI: Included Albion Land: Excluded Tritax: Excluded Barleymow Roundabout upgrade included

4.2 Albion Land & Tritax Demand and Network Adjustment

Albion Land and Tritax are proposed development schemes near the Baynards Green roundabout. These two developments are included in the 2034 OxSRFI DS5A models provided by Tetra Tech that were used for assessing the Oxford Strategic Rail Freight Interchange (OxSRFI) scheme. However, both development proposals have been rejected by committee in January 2026. To take this into account, Scenarios Tests 7 and 8 remove the demand related to Albion Land and Tritax

¹ *Puy du Fou UK Strategic Modelling: 2031 and 2042 Highway Assessment*. Sweco UK for Steer Group and Puy du Fou. Issued August 2025.

from the 2034 OxSRFI DS5A models. Additionally, the access junctions were removed and the network coding reverted to be consistent with the 2031 BTM model.

4.3 Puy du Fou Demand

The Puy du Fou demand has been added on to the 2031 and 2034 matrices in the same manner as in the Core methodology, discussed in more detail in the “*Puy du Fou Strategic Modelling: 2031 and 2042 Highway Assessment*” report and summarised below.

Total Puy du Fou trips by time period and mode were calculated from input assumptions provided by Steer. These trips were then assigned to different zones in the model according to their expected origin or destination (also provided by Steer).

Once the zonal correspondence had been prepared, trip ends for each user class (Car Commute – Staff, Car Other – Visitor, Car Employers Business – Taxi, and HGV – Coach) were created according to the proportion of trips using each mode. These were provided by Steer. Total trip ends were added to the reference 2031 and 2034 matrices by year and by user class as shown in Table 4-2.

Table 4-2: Puy du Fou trips in PCUs to be added for the 2031 & 2034 Scenarios

Puy du Fou Purpose	User Class	Time Period	Assumed 10 Year Buildout Trips
Visitor	Car Other	AM	281
		PM	190
Staff	Car Commute	AM	117
		PM	117
Taxi	Car Employers Business	AM	1
		PM	4
Coach	HGV	AM	13
		PM	7

The modelled visitor trips are not symmetrical (i.e. the total number of trips leaving in the PM does not match the number entering in the AM) due to the trip patterns of the park which do not always align with the peak periods. In particular for the evening show, which finishes later than the PM peak and therefore is not captured. In addition, the peak arrival of visitors to Puy du Fou in the AM is not expected to coincide with the model's AM peak hour: the Puy du Fou peak sits 0900-1000, whilst the peak hour in BTM is 0730-0830. To model a worst-case scenario, the peak arrival of visitors has been added to the AM peak hour in BTM.

4.4 Matrix Totals

The resultant matrix totals for the models are presented below in Table 4-3. Note that these are the "Do Maximum" scenario, so with 10-year Puy du Fou buildout.

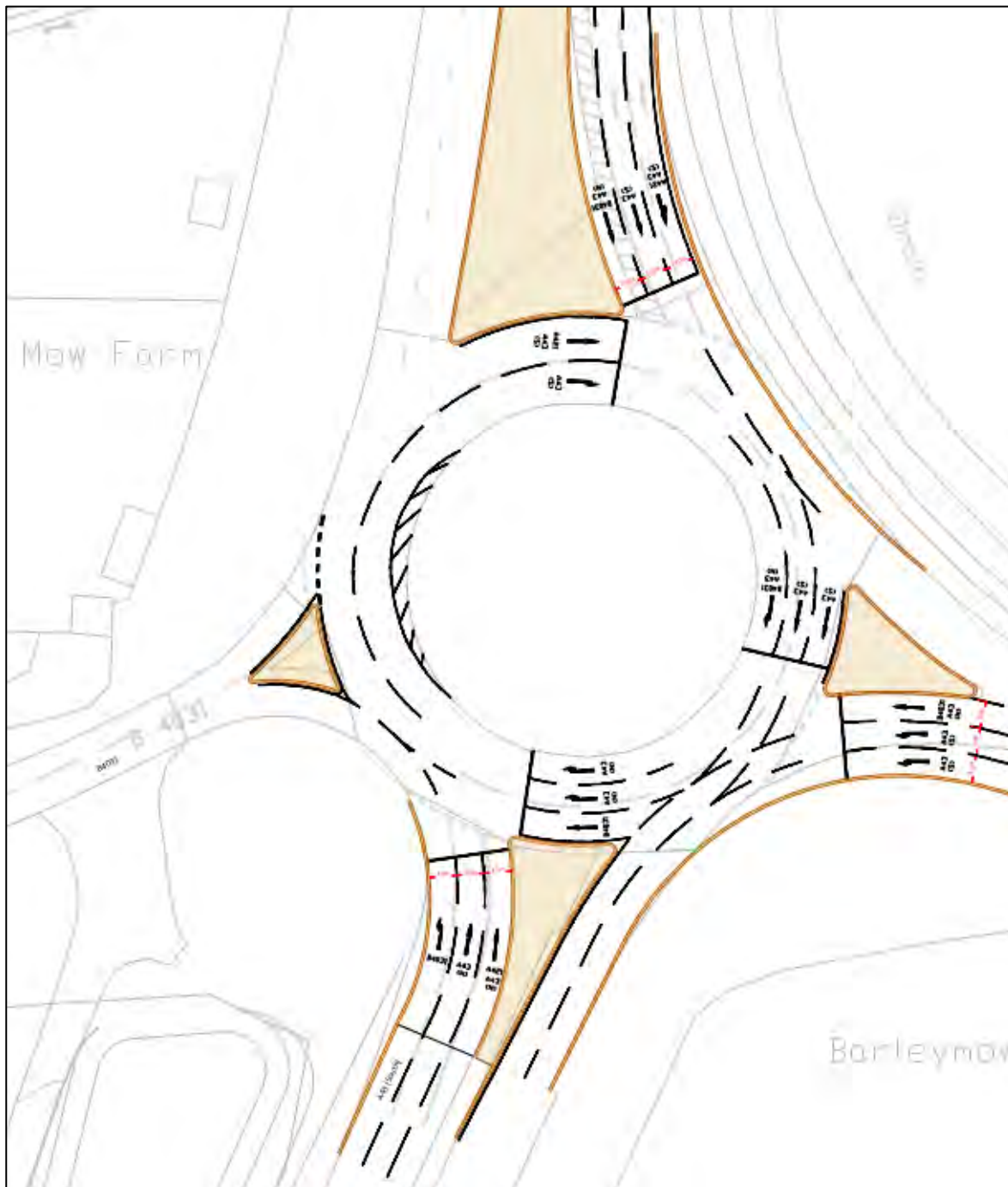
Table 4-3: 2034 matrix totals

Scenario	Time Period	Matrix Totals
Scenarios 5 & 6	AM	36,758
	PM	38,660
Scenarios 7 & 8	AM	39,404
	PM	41,695

4.5 Barleymow Roundabout Upgrade

As part of Scenario 8, the Barleymow roundabout, located north of Baynards Green, has been upgraded to a partially signalised roundabout. The layout of this upgrade is depicted in Figure 4-1. The northern, eastern and southern arms of the roundabout have been signalised and the number of lanes has been increased.

Figure 4-1: Barleymow Roundabout Upgrade



4.6 Baynards Green Roundabout Summary

In total, there are four coded schemes for Baynards Green, dependent on the forecast year and included developments. A matrix of the scenarios and their respective Baynards Green scheme is provided below in Table 4-4 for clarity. It should be noted that this addendum only covers the results for Scenario 5 through 8 as all other scenario results have been covered in the Summary Report “*Puy du Fou UK Strategic Modelling: 2031 and 2042 Highway Assessment*”² as well as the addendum “*Addendum 1: Sensitivity Test Modelling 2031 and 2042 Highway Assessment*”.

Table 4-4: Baynards Green Network Summary

Scenario	Baynards Green Scheme	Scheme Origination
2031 Core	Simple, unexploded roundabout	2031 BTM RC2
2042 Core	CLPR signalised roundabout	2042 CLPR Mitigation
Additional Scenario 1 (2042 CLPR Mitigation with Puy du Fou mitigation)	CLPR signalised roundabout	2042 CLPR Mitigation
Additional Scenario 2 (2031 OxSRFI RC2 + Albion Land)	Albion Land scheme	2034 RC3A
Additional Scenario 3 (2042 CLPR Mitigation with no Puy du Fou)	Albion Land scheme	2034 RC3A
Additional Scenario 4 (Scenario 1 + Amended Bainton + Albion Land)	Albion Land scheme	2034 RC3A
Additional Scenario 5 (2031 Core with 10-year Puy du Fou build-out)	Simple, unexploded roundabout	2031 BTM RC2
Additional Scenario 6 (2031 Core with 10-year Puy du Fou build-out + Baynards Green Upgrade)	Albion Land scheme	2034 RC3A
Additional Scenario 7 (2034 Core with OxSRFI and 10-Year Puy du Fou buildout) (Albion Land Excluded, Tritax Excluded)	OxSRFI scheme	2034 DS5A
Additional Scenario 8 (2034 Core with OxSRFI and 10-Year Puy du Fou buildout + Barleymow Upgrade) (Albion Land Excluded, Tritax Excluded)	OxSRFI scheme	2034 DS5A

Puy du Fou UK Strategic Modelling: 2031 and 2042 Highway Assessment. Sweco UK for Steer Group and Puy du Fou. Issued August 2025.²

5 Transport Modelling Results

5.1 Description of Model Outputs

During assessment and interpretation of these modelling results, it is important to note that no comparisons have been made against the base year. There are therefore impacts of background traffic growth through government housing and population forecasts that are not assessed for this work, nor would they be required to.

The same three metrics for comparison have been used as in the Summary Report, those being:

- Link flow difference
- Delay difference
- Link Volume over Capacity (V/C), where link V/C changes from under 85% to above 85% between two compared models.

A description of these outputs and what they mean is provided below in Table 5-1.

Comparisons have been made for the AM and PM peak periods as the critical periods. It is recommended to view the link flow plots alongside the staff and visitor routing plots in Appendix 1 to understand which trips are being rerouted. In many cases, it is local traffic that is being impacted rather than Puy du Fou traffic, as these follow routes that are generally reasonable ways to access the site.

Table 5-1: Model outputs and definitions

Link Attribute	Unit	Description
Link Flow (Difference)	Actual Flow PCUs	The difference in the number of PCUs using links between the two compared models. Shows which roads trips are moving away from (via reduction) as a result of the tested scenario, and where they are moving to (via increase). Outputs are interrelated – vehicles change their travel patterns because of (time) cost, so delay plots show which areas may be causing the rerouting.
Link Delay (Difference)	Seconds	The difference in the average delay experienced by vehicles along a link. Can also be provided for nodes (junctions) which is generally related to the average per arm across the whole junction – can be calculated for maximum delay. Delay can be mitigated by reducing flow or increasing capacity (more lanes, improved signal timings etc).
Link Volume over Capacity (V/C)	%	A measure of the congestion on a link. The ratio between the link volume (number of vehicles) and the link capacity (maximum throughput of the link). Link capacity is dependent on road quality (number of lanes, width of road, speed limit, road condition etc) Link V/C scales – <85% is usually expected to flow smoothly, 85-100% experiences increasing congestion and 100%+ is over capacity.

Additionally, journey times across the modelled scenarios have been tabulated for comparison.

To aid in understanding the locations discussed in this results section, a table (Table 5-2) and map of the key locations (Figure 5-1) is presented below.

Table 5-2: Table of Key Locations

Location	Type	Additional Information
Puy du Fou Access	Junction	Addition of three junctions on existing B road
B4100	Road	B road to the north of Bicester providing access to M40 Junction 10
Cherwell Roundabout	Junction	Part of M40 Junction 10, providing access to Cherwell Valley motorway services
Baynards Green Roundabout	Junction	4-arm roundabout, currently unsignalised. Connects A43 to B4100. Key junction for upgrade as part of CLP.
Barleymow Roundabout	Junction	4-arm roundabout, currently unsignalised. Connects A43 to A421 and B4031
M40 Junction 10	Junction	Motorway junction north of Bicester.
M40 Junction 9	Junction	Motorway junction south of Bicester.
Bucknell	Village	Settlement north-west of Bicester. Connected to B4030, M40 J10 via Ardley Road and B4100. Concerns of rat-running through this village by background and Py du Fou traffic.
Middleton Stoney	Village	Settlement west of Bicester, connected to B4030 and B430. Concerns of northbound traffic using B430 instead of M40 due to congestion at both motorway junctions.
Bicester	Town	Largest settlement.

Figure 5-1: Map of key locations discussed in model result analysis



5.2 Scenarios 5 & 6

The following section presents the model outputs from Scenario 6, compared against Scenario 5. This comparison would show the impact of the mitigations associated with Puy du Fou in 2031 assuming full build-out.

5.2.1 Link Flow Difference

Link flow differences between Scenario 5 and Scenario 6 are presented below for the AM (Figure 5-2) and PM (Figure 5-3) periods.

There are wide, low level changes in flow, mostly seen as minor rerouting impacts of background traffic. However, several key areas should be noted:

In the AM, there is increased traffic on the A43 southbound through Baynards Green and a corresponding decrease is seen along the B4100 southbound and Hethe Road southbound. This rerouting is due to the increased capacity of the Baynards Green mitigation.

In the PM, traffic increases on the A43 northbound through Baynards Green. Similarly, this is due to the Baynards Green mitigation which increases capacity and reroutes vehicles away from Fritwell Road, Hethe Road and the A4421 northbound to use Barnards Green instead.

There is also a reduction in southbound and eastbound traffic through Baynards Green in the PM. This is because there is very little delay in the southbound and eastbound approaches in Scenario 5. With the signals operating in Scenario 6, southbound travel time through the Barnards Green junction increases thus resulting in less vehicles using this route.

Figure 5-2 : 2031 AM link flow difference in PCUs. Scenario 6 - Scenario 5

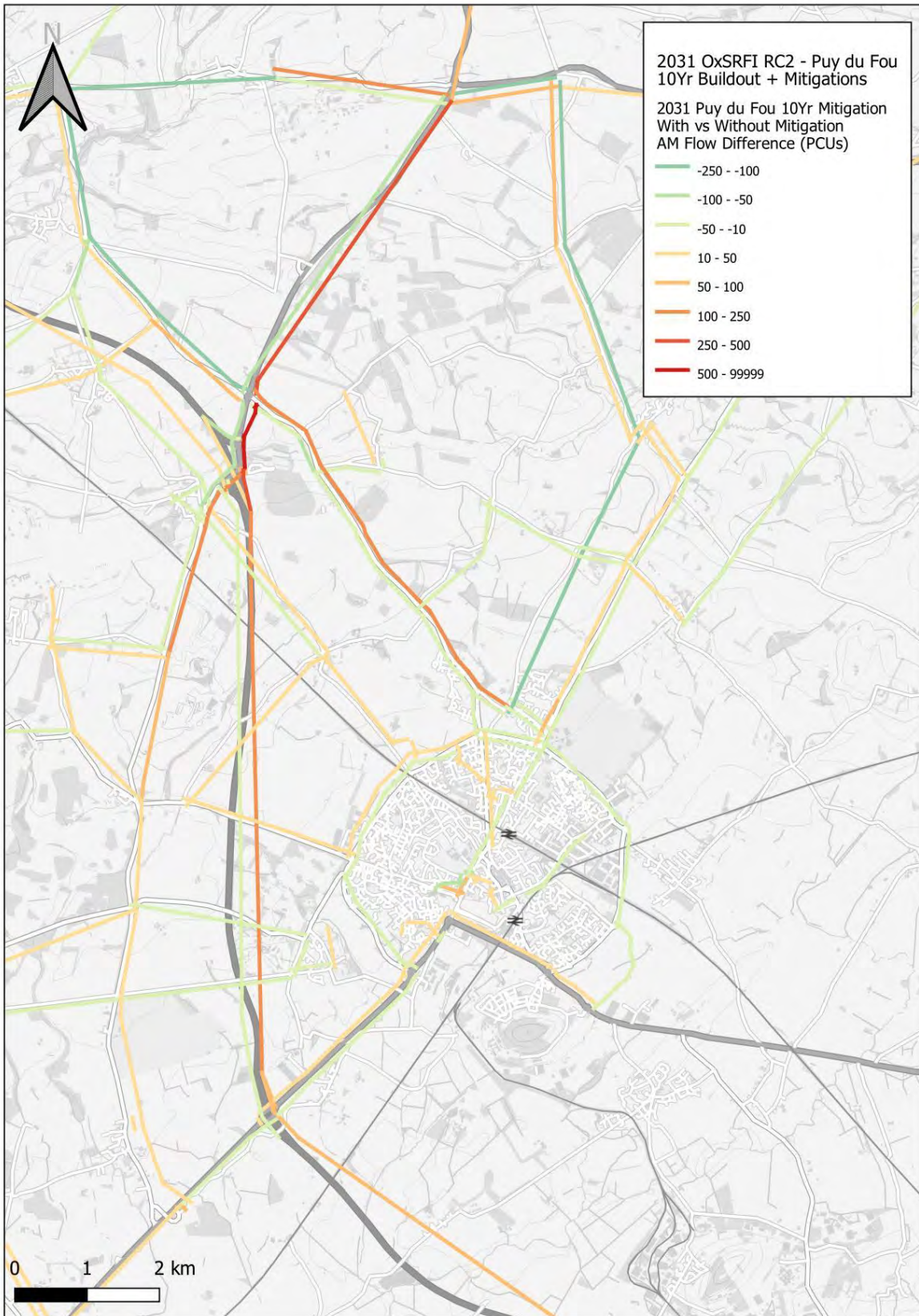
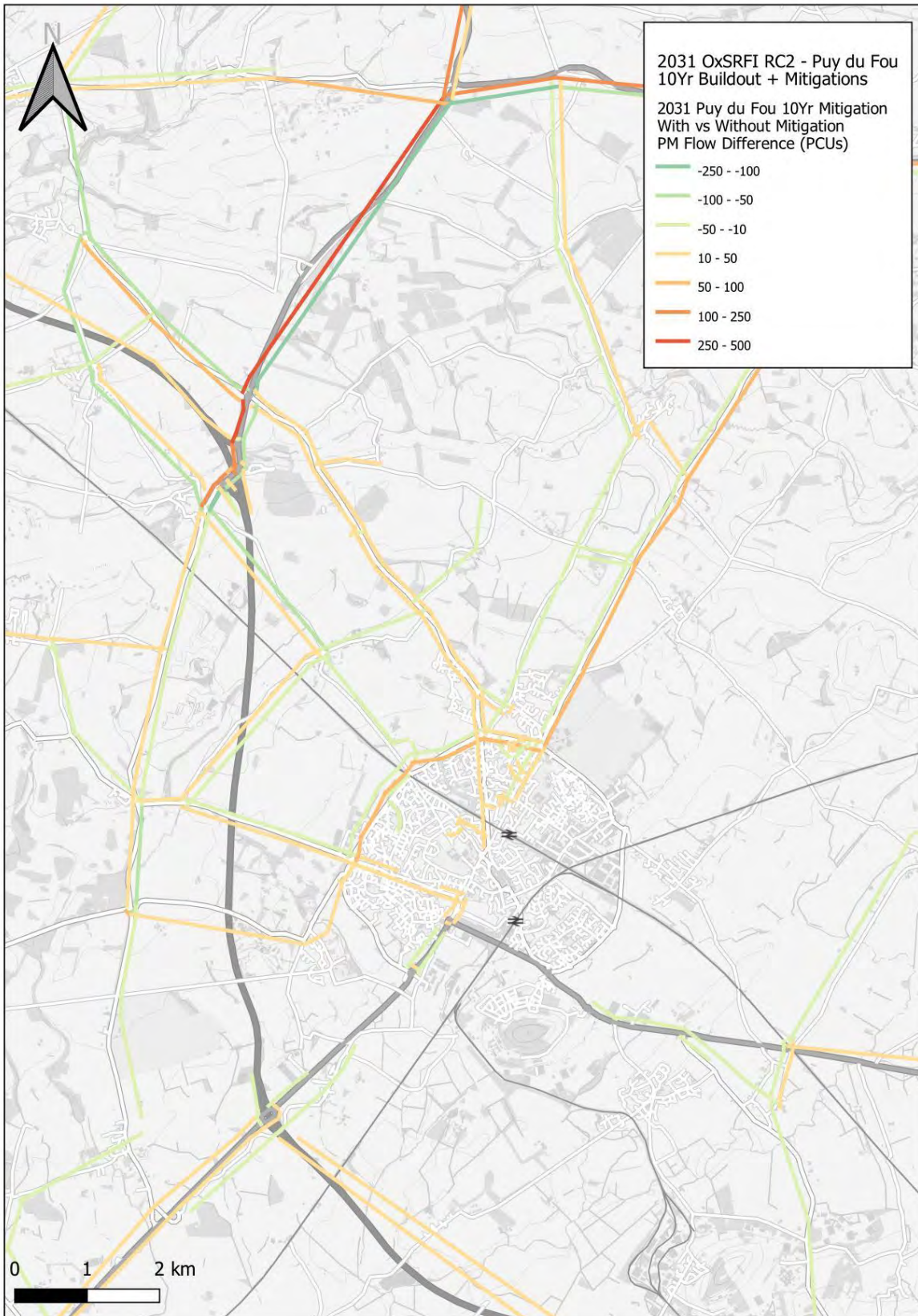


Figure 5-3: 2031 PM link flow difference in PCUs. Scenario 6 - Scenario 5



5.2.2 Link Delay Difference

The AM link delay difference is presented in Figure 5-4 while the PM link delay difference is presented in Figure 5-5, illustrating the impacts of the Barnards Green mitigation. Delays at Barnards Green reduce, especially on the southbound approach, which drives more traffic to route through the junction. This also caused increases in link delay along the A43 southbound and the M40 just south of Junction 10 as more traffic uses these roads.

Secondly, delay increases are seen at M40 Junction 10 at the Ardley roundabout due to the inclusion of signal controls. Constraining movements of the circulating traffic to allow specific green time for offslip traffic to enter the roundabout means that delays are found on the circulatory movements. It should be noted that there are limitations in Saturn when it comes to modelling signalised roundabouts with linked signals. In reality, the signals would be set up in such a way to produce a green wave of signals to allow vehicles to pass through multiple green lights to minimise vehicles queuing up at the circulatory stop line. However, Saturn is unable to model such green waves and tends to overestimate delays. Assessment of such signalised junctions are best modelled in an operation model such as LinSig or Vissim.

In the PM, delays at Barnards Green reduce on the northbound and westbound approaches which drives more traffic to route through the junction. Whereas on the southbound and eastbound approaches, delay has increased. This is because there is very little delay in the southbound and eastbound approaches in Scenario 5. With the signals operating in Scenario 6, southbound travel time through the Barnards Green junction increases.

Figure 5-4 : 2031 AM link delays in seconds. Scenario 6 - Scenario 5

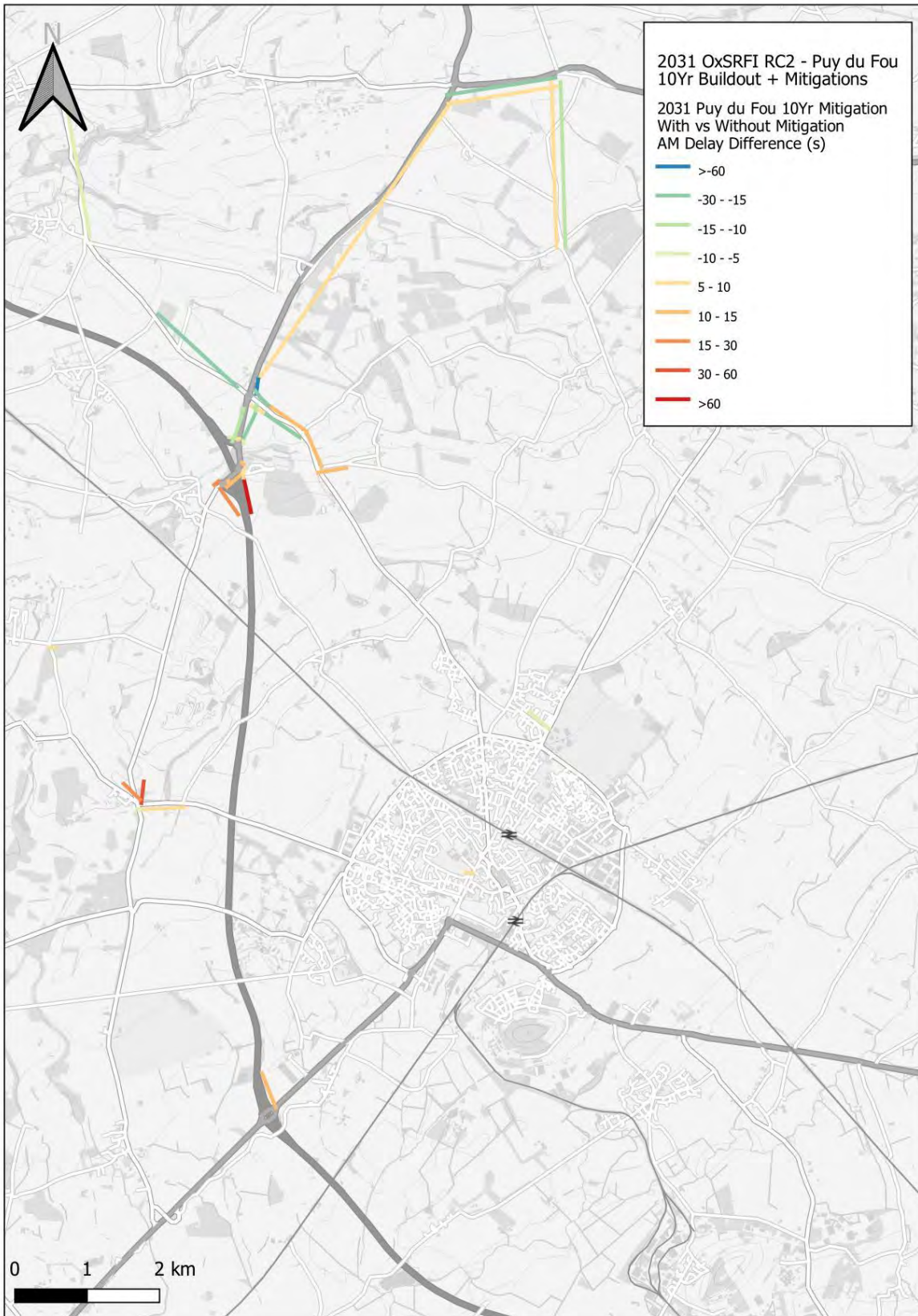
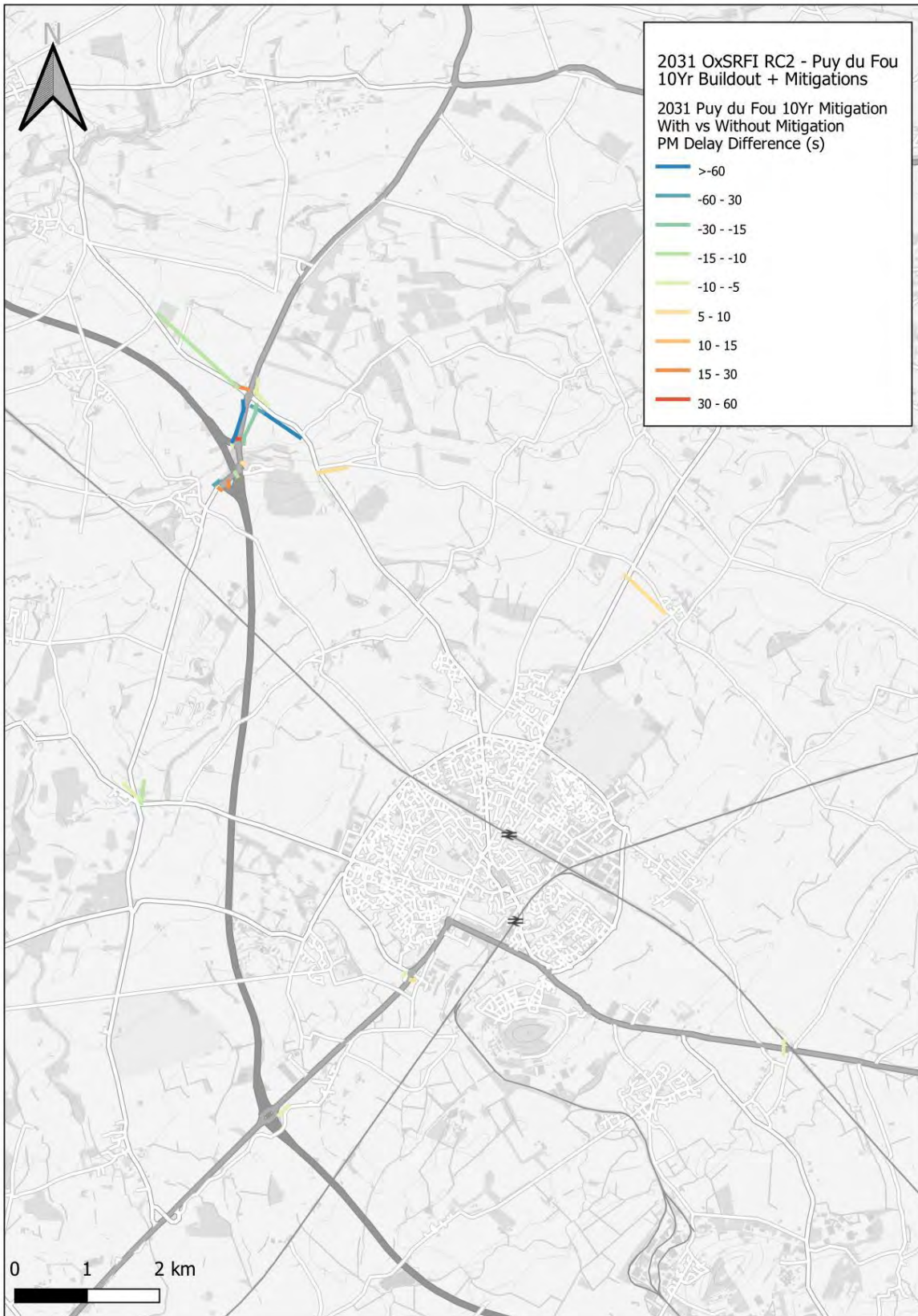


Figure 5-5 : 2031 PM link delays in seconds. Scenario 6 - Scenario 5



5.2.3 Link Volume over Capacity

Figure 5-6 shows that the Volume over Capacity ratio (V/C) does not increase at Baynards Green, which is expected. However, the westbound approach to Barleymow has gone over 85% V/C with the implementation of the Baynards Green mitigation. This is due to the increase of traffic flow that is drawn towards Baynards Green.

Figure 5-6 : 2031 AM links where volume exceeds 85% capacity in the Do Something scenario and not the Do Minimum. Scenario 6 - Scenario 5



Figure 5-7 shows the links where V/C has gone over 85% for the PM peak. The link north of Barleymow has become more congested due to the Baynards Green mitigation drawing more vehicles on the northbound route.

Figure 5-7 : 2031 AM links where volume exceeds 85% capacity in the Do Something scenario and not the Do Minimum. Scenario 6 - Scenario 5



5.3 Scenarios 7 & 8

The following section presents the model outputs from Scenario 8, compared against Scenario 7. This comparison would show the impact of the Barleymow Roundabout mitigation in 2034 assuming the implementation of OxSRFI.

5.3.1 Link Flow Difference

Link flow differences between Scenario 8 and Scenario 7 are presented below for the AM (Figure 5-8) and PM (Figure 5-9) periods.

In the AM, there is increased traffic on the A43 southbound of approximately 370 PCUs. This is due to the Barleymow mitigation leading to two effects. One is the rerouting of vehicles from the B4100 to instead utilise the A43 and the second is that the mitigation unlocks the capacity restraint at Barleymow, allowing the traffic queued up at the junction to release onto the A43.

There is also a reduction of approximately 30 PCUs on the M40 southbound. This is because the now unlocked traffic from Barleymow is able to get onto the A43 and subsequently the M40 southbound. The M40 link just south of Junction 10 has a V/C of over a 100 in both models which indicates heavy congestion. The unlocked Barleymow traffic has added traffic onto this link and has caused some M40 Southbound vehicles to reroute to avoid the increased delay.

In the PM, traffic generally decreases on all arms at Barleymow Roundabout. This is because in Scenario 7, there is little to no delay at Barleymow to begin with. Thus, when the mitigation in Scenario 8 implements signals, travel time through the junction increases causing less routing through the junction. Figure 5-9 shows increased traffic along the B4100 and A4431 as vehicles route away from the A43.

Figure 5-8 : 2034 AM link flow difference in PCUs. Scenario 8 - Scenario 7

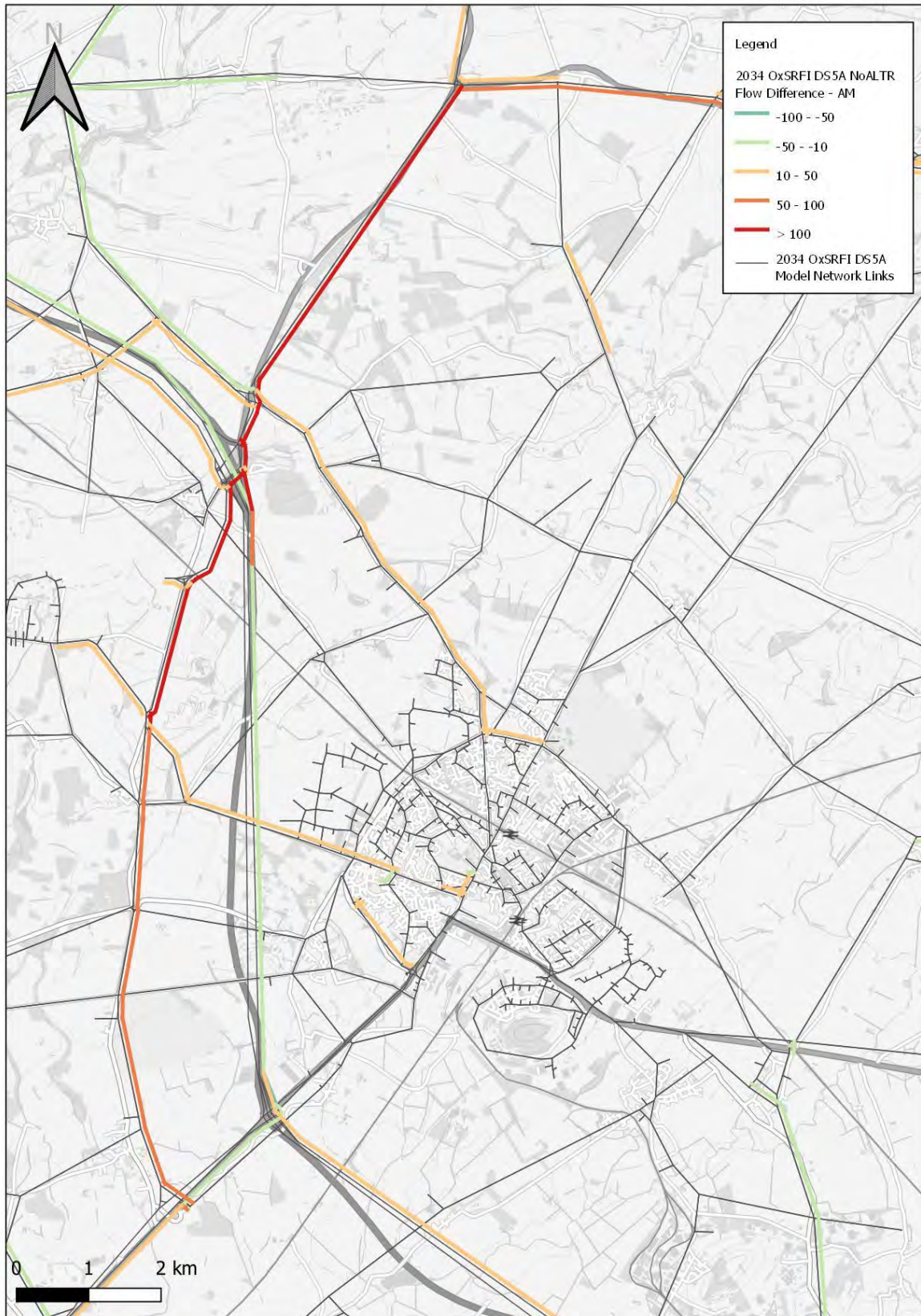
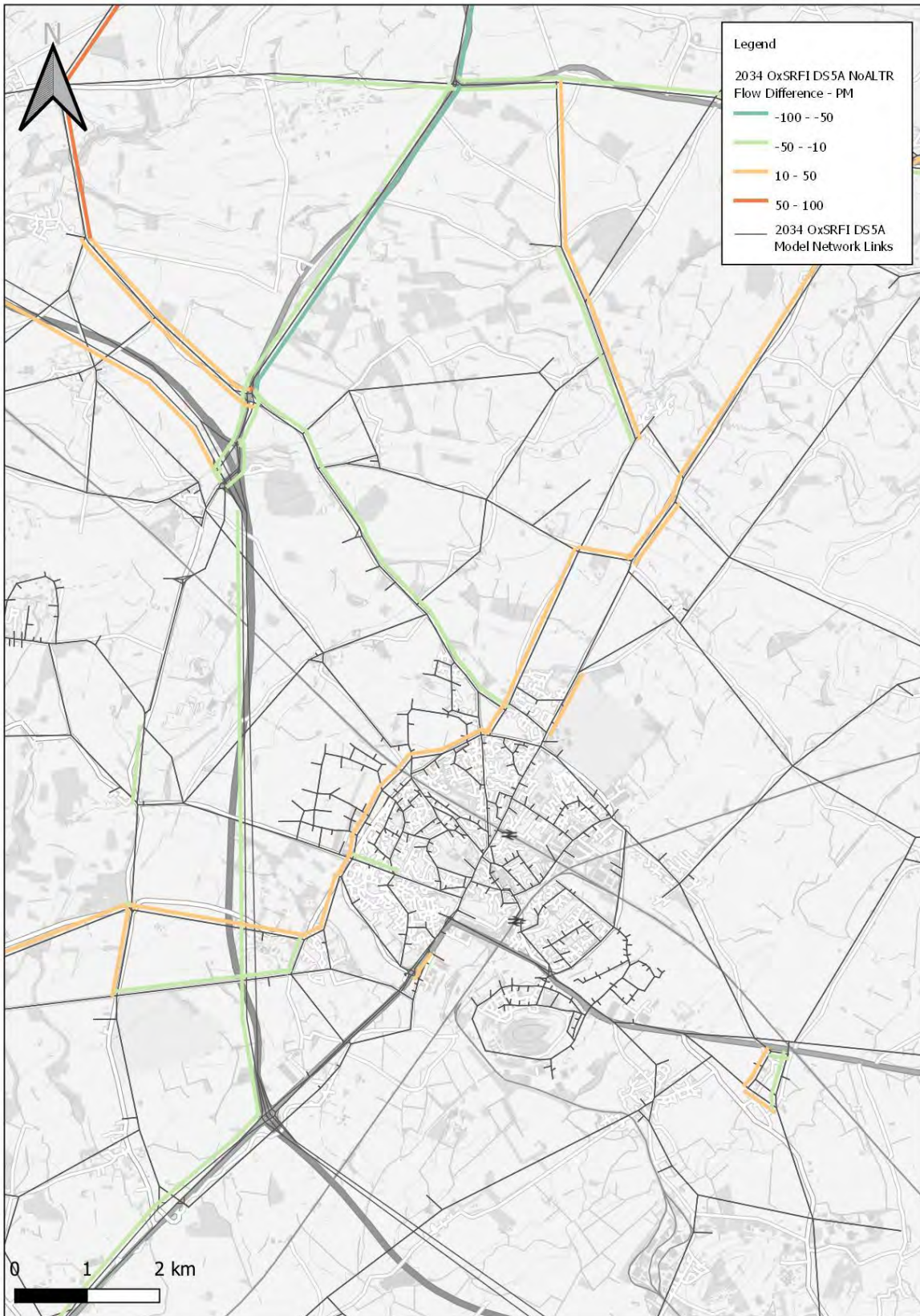


Figure 5-9: 2034 PM link flow difference in PCUs. Scenario 8 - Scenario 7



5.3.2 Link Delay Difference

AM link delay difference is presented in Figure 5-10, showing decreases in delay at the junction approaches to Barleymow with the mitigation in place. Delays on the A43 links have increased due to the increased number of vehicles on the A43. However, the total travel time through Barleymow and A43 is lower in Scenario 8 compared to Scenario 7.

PM link delay difference is presented in Figure 5-11, showing increases in delay at the approaches to Barleymow with the mitigation in place. This is due to the signalisation causing travel time to increase in Scenario 8 whereas the approaches in Scenario 7 are uncongested with no delay.

Figure 5-10 : 2034 AM link delays in seconds. Scenario 8 - Scenario 7



Figure 5-11 : 2034 PM link delays in seconds. Scenario 7 - Scenario 8



5.3.3 Link Volume over Capacity

Figure 5-12 shows that the link V/C changes in the AM period occur around at the A43 southbound to M40 Junction 10, Ardley Bypass and M40 Junction 9. This is due to the unlocked traffic from Barleymow able to access these links and increasing traffic on them thus increasing the V/C.

Figure 5-12 : 2034 AM links where volume exceeds 85% capacity in the Do Something scenario and not the Do Minimum. Scenario 8 - Scenario 7



Figure 5-13 shows the change in link V/C for the PM peak. The rerouting of vehicles onto the A4431 has just tipped the V/C from just under 85% to just over 85%.

Figure 5-13 : 2034 AM links where volume exceeds 85% capacity in the Do Something scenario and not the Do Minimum. Scenario 8 - Scenario 7



5.4 Scenario 6 Against 2031 Reference Case

The following section presents the model outputs from Scenario 6, compared against the 2031 Reference Case. This comparison would show the combined impact of both the full build-out of Puy du Fou in 2031 as well as the associated mitigations.

5.4.1 Link Flow Difference

Link flow differences between 2031 Reference Case and Scenario 6 are presented below for the AM (Figure 5-14) and PM (Figure 5-15) periods.

In the AM, there is an increase in traffic northbound on the M40 and on the B4100 eastbound from the M40. This is due to staff and visitors to the Puy du Fou site. Additionally, the increased traffic on the A43 southbound is due to the Baynards Green mitigation, increasing capacity at the junction.

The reductions in traffic on the B4100 westbound and A43 northbound are due to the compound effect of Puy du Fou site traffic displacing existing users of the road, rerouting them onto alternate routes such as the A4421 or Bicester Road as well as the impact of the Baynards Green mitigation which replaces the priority roundabout with signals.

In the PM, traffic increases on the A43 northbound through Baynards Green. Similarly to the AM, this is due to the Baynards Green mitigation which increases capacity and reroutes vehicles away from Fritwell Road and the A4421 northbound to use Baynards Green instead.

There is also a reduction in southbound and eastbound traffic through Baynards Green in the PM. This is because there is very little delay in the southbound and eastbound approaches in Scenario 5. With the signals operating in Scenario 6, southbound travel time through the Barnards Green junction increases thus resulting in less vehicles using this route.

Similar to the AM, a reduction in traffic can be seen on the B4100 as Puy du Fou site traffic displaces existing users of the road onto the A4421 and Ardley Road.

Overall, the mitigations at Baynards Green makes the A43 a more attractive route choice for vehicles in both peaks. However, due to the congested nature of the network, there are pre-existing constraints at M40 Junction 9 & Junction 10.

Figure 5-14 : 2031 AM link flow difference in PCUs. Scenario 6 – 2031 RC

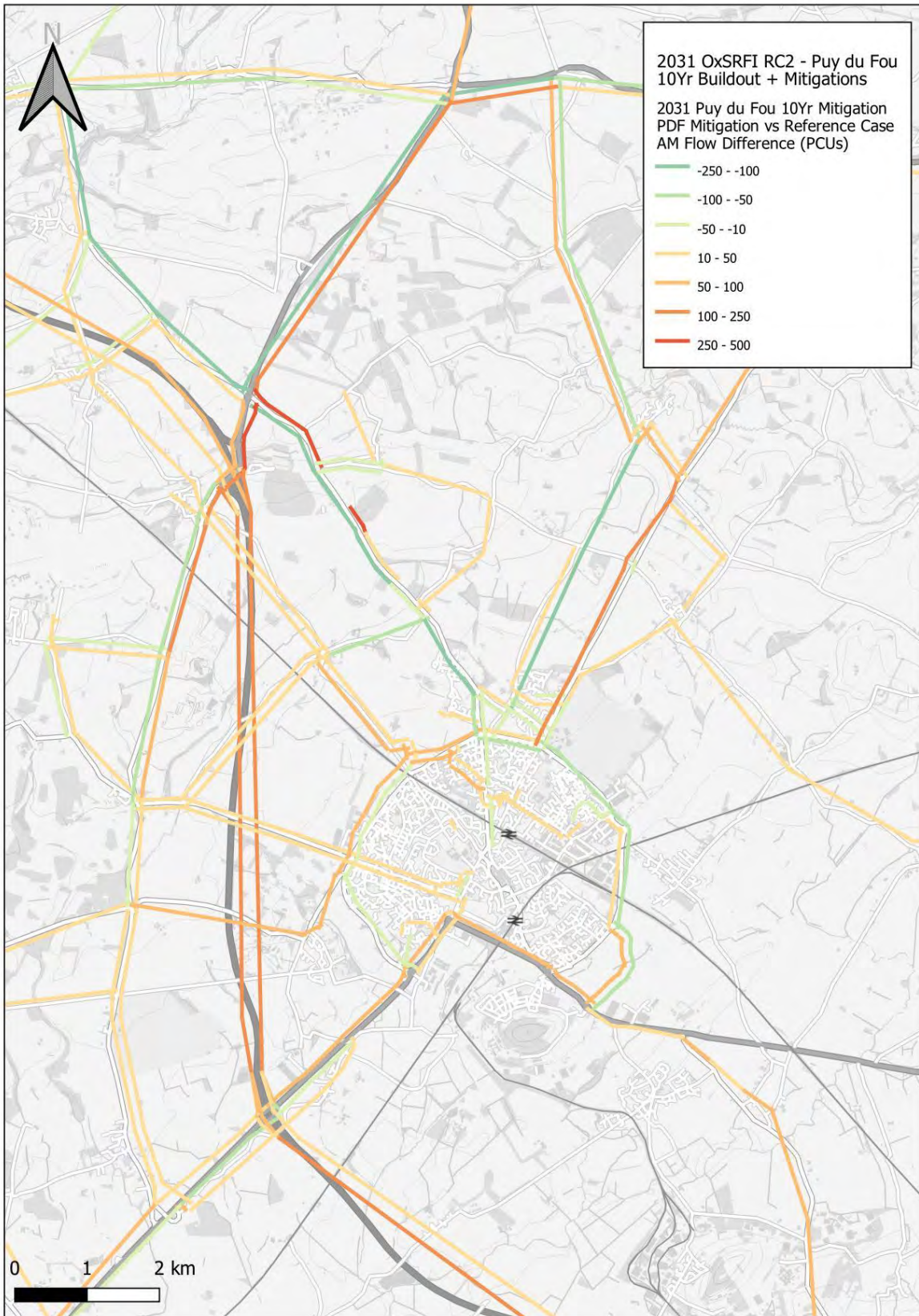
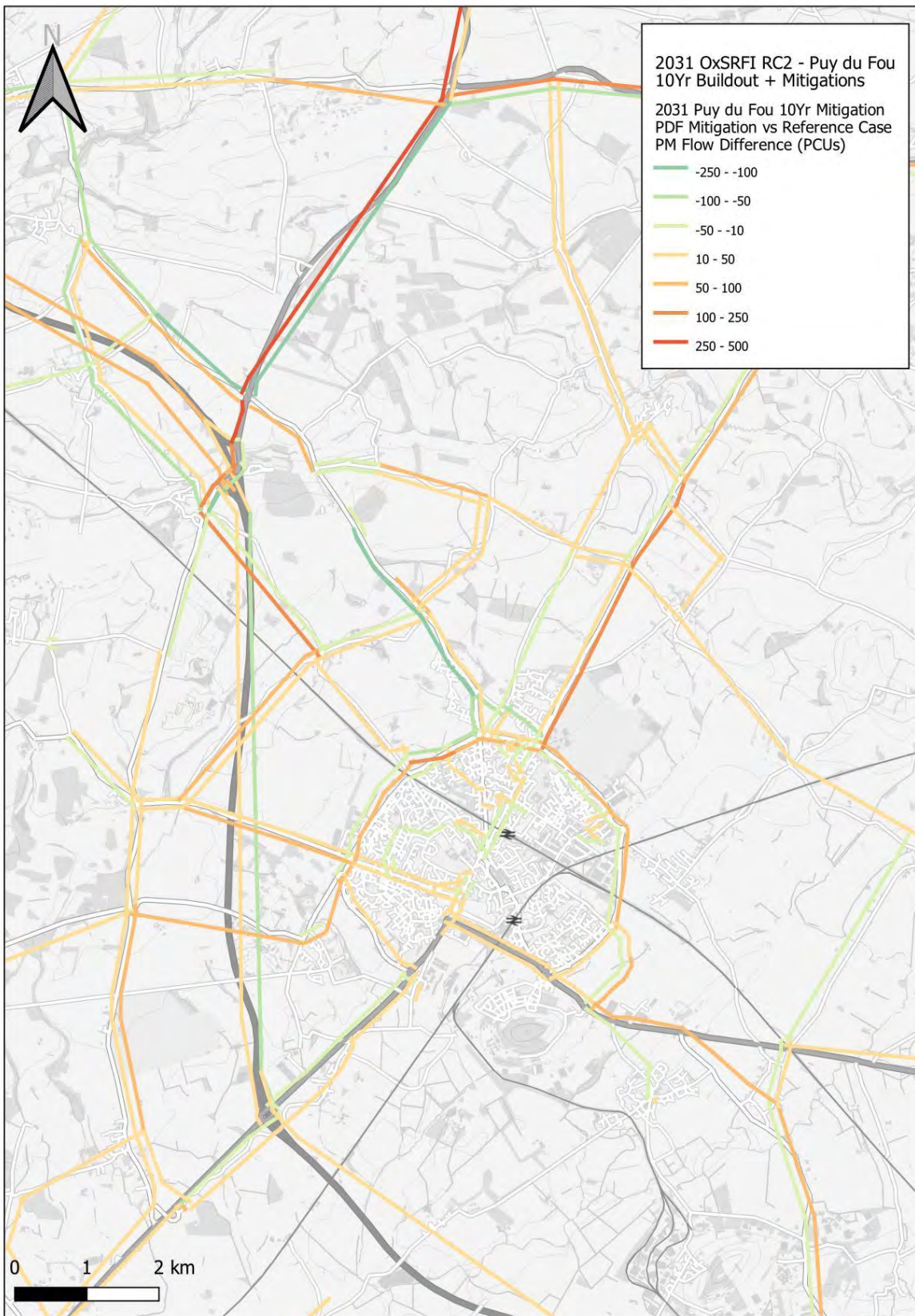


Figure 5-15: 2031 PM link flow difference in PCUs. Scenario 6 - 2031 RC



5.4.2 Link Delay Difference

The AM link delay difference is presented in Figure 5-16 while the PM link delay difference is presented in Figure 5-17, illustrating the combined impact of the Puy du Fou site and Baynards Green mitigation.

Delay increases are seen on Bainton Road in both time periods and both directions due to the capacity restraint scheme at Bainton Road as part of the Puy du Fou mitigation.

A decrease in delay is seen on the B4100 to either side of the development site access points in both time periods. With the addition of trips accessing the development site, which utilise the available highway capacity, and the increased inherent travel times due to infrastructure changes, this route becomes less appealing to non- Puy du Fou traffic. This causes trips that would have previously used this route as a through route to relocate to elsewhere in the network. These rerouted trips then add additional delay onto alternative routes across the wider network, whilst the delay decrease along the B4100 is attributed to the reduction in through trip traffic.

However, the B4100 does show increase in delays on the eastbound direction in the AM due to the traffic rerouted through the B4100 as a result of the Baynards Green mitigation in addition to the Puy du Fou traffic. Delays at Baynards Green reduce, especially on the southbound approach, which drives more traffic to route through the junction.

Middleton Stoney also shows increased delays in the AM due to the combined impact of additional trips going to the Puy du Fou site as well as the increased traffic from the Baynards Green junction mitigation.

In the PM, delays at Baynards Green reduce on the northbound and westbound approaches which drives more traffic to route through the junction. Whereas on the southbound and eastbound approaches, delay has increased. This is because there is very little delay in the southbound and eastbound approaches in the Reference Case. With the signals operating in Scenario 6, southbound travel time through the Barnards Green junction increases. Delay increases on the M40 Junction 10 southbound onslip can also be seen due to the increased traffic from site visitor and staff trips.

In both peaks, delay increases are seen at M40 Junction 10 at the Ardley roundabout due to the inclusion of signal controls. Constraining movements of the circulating traffic to allow specific green time for offslip traffic to enter the roundabout means that delays are found on the circulatory movements. It should be noted that there are limitations in Saturn when it comes to modelling signalised roundabouts with linked signals. In reality, the signals would be set up in such a way to produce a green wave of signals to allow vehicles to pass through multiple green lights to minimise vehicles queuing up at the circulatory stop line. However, Saturn is unable to model such green waves and tends to overestimate delays. Assessment of such signalised junctions are best modelled in an operation model such as LinSig or Vissim.

Figure 5-16 : 2031 AM link delays in seconds. Scenario 6 - 2031 RC

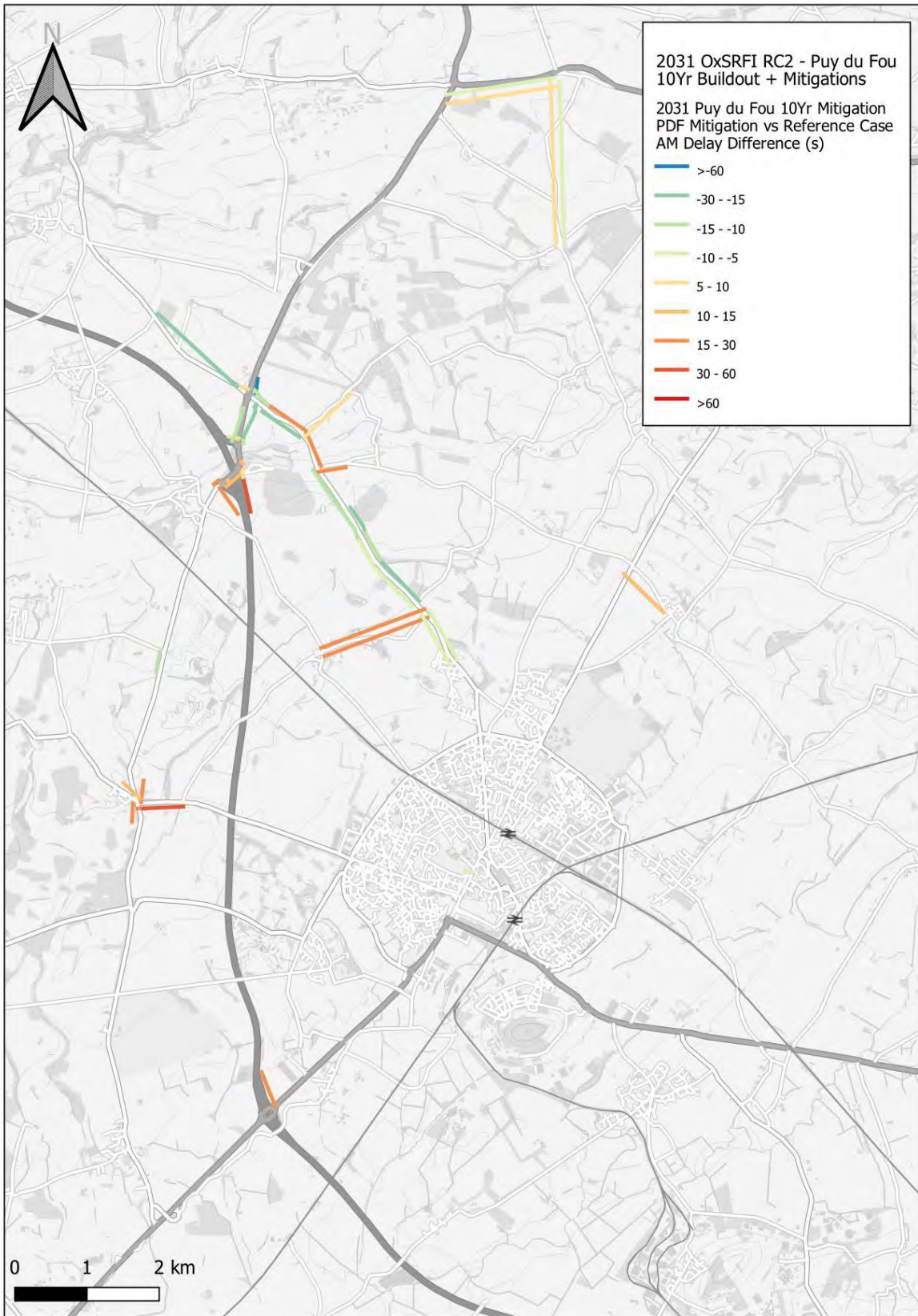
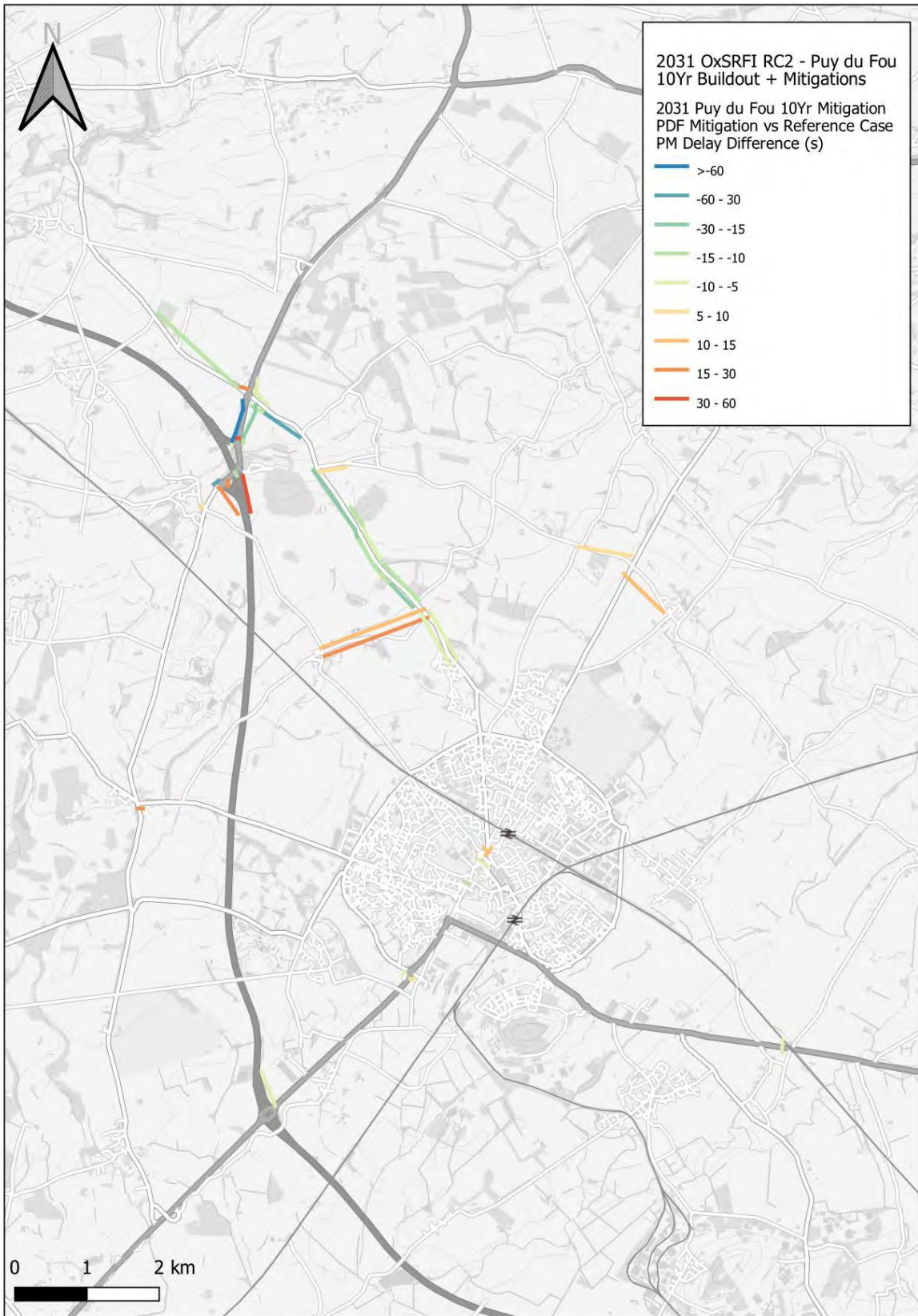


Figure 5-17 : 2031 PM link delays in seconds. Scenario 6 - 2031 RC



5.4.3 Link Volume over Capacity

Figure 5-18 shows that the westbound approach to Barleymow, the B4100 eastbound and the Middleton Stoney junction show links where the V/C have increased above 85% in Scenario 6 AM compared to the 2031 Reference Case AM. This aligns with the flow and delay changes in Sections 5.4.1 and Section 5.4.2

Figure 5-18 : 2031 AM links where volume exceeds 85% capacity in the Do Something scenario and not the Do Minimum. Scenario 6 - Scenario 5



Figure 5-19 shows that the V/C of the link north of Barleymow have increased above 85% in Scenario 6 PM compared to the 2031 Reference Case PM. This is due to the Baynards Green mitigation drawing more vehicles on the northbound route.

Figure 5-19 : 2031 AM links where volume exceeds 85% capacity in the Do Something scenario and not the Do Minimum. Scenario 6 – 2031 RC



5.5 Journey Times

The total time per link has been collated by journey time route and is presented below. This shows the total expected change in travel time for users traversing each of the assessed routes. The location of the routes is presented below in Figure 5-20, and this data is then tabulated in Table 5-3 and Table 5-4.

The results show that the largest difference between Scenario 5 and 6 AM is on Journey Time Route 6 southbound where Scenario 6 shows approximately 200 seconds reduction in journey time. This is due to Journey Time Route 6 crossing Baynards Green roundabout in the southbound which is where the Baynards Mitigation is improving capacity in the AM.

Whereas in the PM, the decreases in journey time between Scenario 5 and Scenario 6 can be seen along Journey Time Routes 1 & 2. This is due to the Baynards Green Mitigation aiding the northbound and westbound arms of the junction in the PM.

Comparing between Scenario 7 and 8, where the difference between the scenarios is the Barleymow Roundabout upgrade, the largest difference in travel time is on Journey Time Routes 7 & 8 northbound in the AM. This is due to the Barleymow upgrade increasing capacity on the westbound movements in the AM.

Figure 5-20 : Journey Time Routes

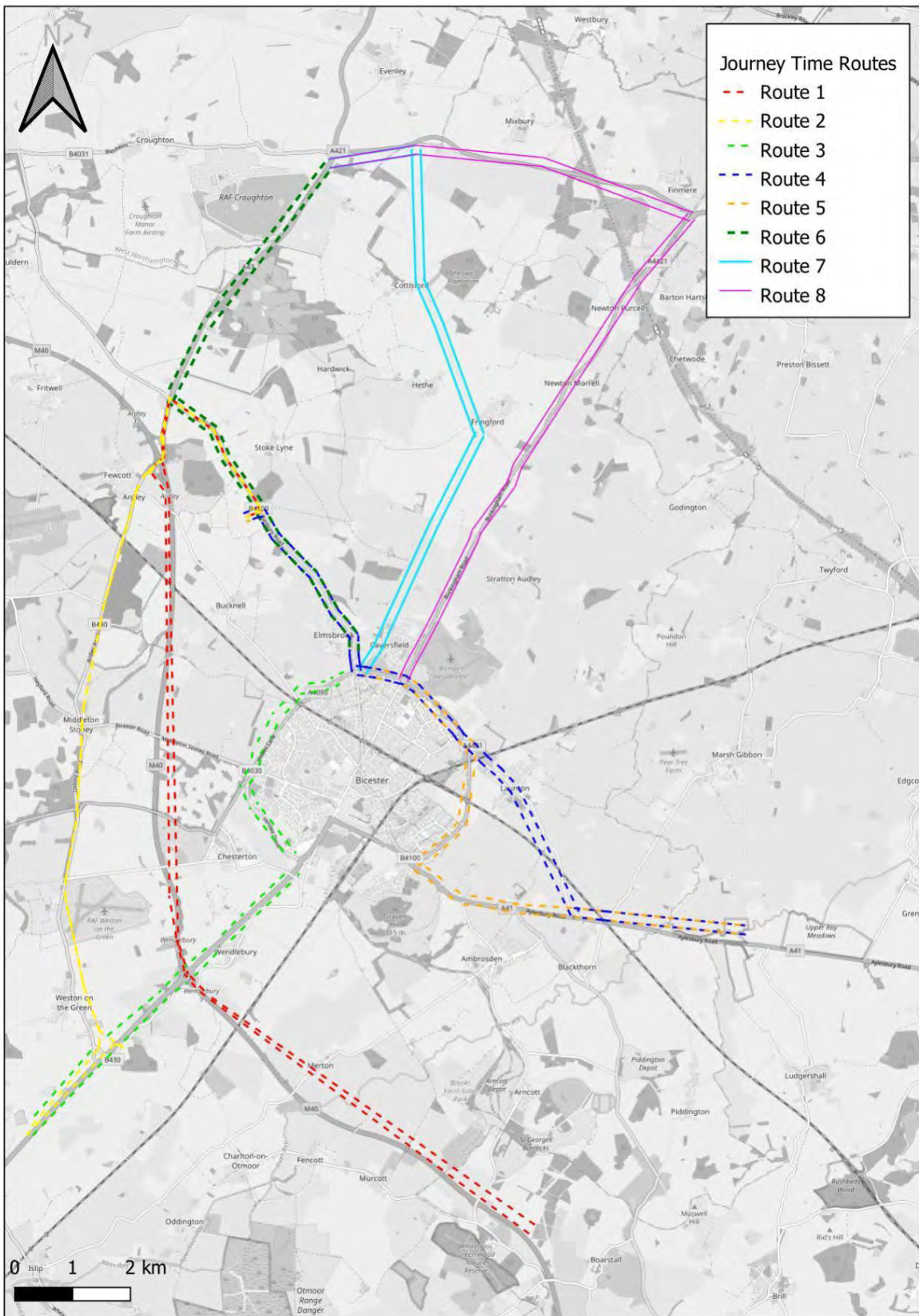


Table 5-3: Journey Times - AM

JT Route	JT Route Name	JR Route Direction	2031 RC	Scenario 5	Scenario 6	Scenario 6 – Scenario 5	Scenario 7	Scenario 8	Scenario 8 – Scenario 7
1	M40 south of junction 9 to PDF site via junction 10.	NB	862	879	965	86	1003	1006	3
		SB	1126	1058	1166	108	989	1008	19
2	A41 south of M40 to PDF via B430	NB	1061	1086	1167	81	906	912	5
		SB	1145	1087	1194	107	797	810	12
3	A41 south of M40 to PDF via Bicester bypass	NB	1036	1076	1078	1	1061	1061	0
		SB	1205	1228	1238	10	1226	1226	1
4	A41 east of Bicester to PDF via A41/ Blackthorn Rd/ A4421	NB	1075	1104	1098	-5	1105	1103	-2
		SB	1060	1072	1076	3	1076	1079	4
5	A41 east of Bicester to PDF via A41/ A4421	NB	1137	1174	1168	-6	1187	1187	-1
		SB	1119	1133	1137	4	1145	1149	4
6	A43/ A421 junction to Bicester via B4100	NB	539	576	595	19	586	579	-7
		SB	792	916	716	-200	676	688	12
7	A43/ A421 junction to Bicester (A4095/ A4421 junction) via Hethe Rd	NB	672	673	687	14	859	705	-154
		SB	723	749	708	-41	705	711	6
8	A43/ A421 junction to Bicester (A4095/ A4421 junction) via A4421	NB	746	753	767	14	956	809	-147
		SB	919	935	902	-33	890	893	3

Table 5-4: Journey Times - PM

JT Route	JT Route Name	JR Route Direction	2031 RC	Scenario 5	Scenario 6	Scenario 6 – Scenario 5	Scenario 7	Scenario 8	Scenario 8 – Scenario 7
1	M40 south of junction 9 to PDF site via junction 10.	NB	1108	1093	1032	-61	1116	1111	-5
		SB	979	1024	969	-55	871	871	0
2	A41 south of M40 to PDF via B430	NB	1358	1332	1207	-126	969	956	-13
		SB	1111	1134	1093	-42	874	874	0
3	A41 south of M40 to PDF via Bicester bypass	NB	1173	1204	1201	-3	1138	1143	5
		SB	1140	1176	1186	10	1206	1205	0
4	A41 east of Bicester to PDF via A41/ Blackthorn Rd/ A4421	NB	1050	1081	1084	4	1087	1089	2
		SB	1059	1085	1088	3	1092	1093	0
5	A41 east of Bicester to PDF via A41/ A4421	NB	1089	1120	1124	3	1137	1139	2
		SB	1110	1142	1144	2	1152	1151	0
6	A43/ A421 junction to Bicester via B4100	NB	569	659	631	-28	619	606	-13
		SB	579	621	650	29	637	633	-4
7	A43/ A421 junction to Bicester (A4095/ A4421 junction) via Hethe Rd	NB	672	681	671	-9	679	685	6
		SB	679	681	685	4	688	689	1
8	A43/ A421 junction to Bicester (A4095/ A4421 junction) via A4421	NB	869	877	855	-22	862	881	18
		SB	734	738	755	17	770	770	-1

6 Conclusions

Sweco were commissioned by Steer to undertake updated transport modelling of the impacts of mitigation measures as part of the proposed Puy du Fou theme park in Bicester. These assessments were undertaken using several different scenarios of the existing Bicester Transport Model.

A set of four additional scenarios named Scenario 5 through Scenario 8 were identified, based on the scenarios discussed in the Summary Report as well as Addendum 1 of the report. These scenarios aim to assess the impacts of the Puy du Fou associated mitigations in the years 2031 and 2034 assuming full build-out of Puy du Fou.

Scenarios 5 and 6 show that the Baynards Green mitigation in 2031 increases capacity at Baynards Green, reducing delay at the junction and rerouting more vehicles onto the A43. This is apparent on the A43 southbound in the AM and the A43 northbound in the PM.

Scenarios 7 and 8 show that the Barleymow mitigation in 2034 increases capacity at Barleymow unlocking queued traffic at the roundabout in the AM. This reduces the delays at the junction in the AM and increases the level of traffic on the A43 southbound. In the PM however, delays are higher with Barleymow and this is because there is little delay in Scenario 7 to begin with. Thus, the implementation of the signals increases travel time through the junction in the PM.

Comparing Scenario 6 with the 2031 Reference case, the combined impact of the Puy du Fou site with full build-out and the associated mitigation is assessed. The Puy du Fou staff and visitor routing diagrams in Appendix 1 show that the trips going to and from the Puy du Fou site take sensible routes utilising the B4100 and the M40. The capacity restraint at Bainton Road prevents significant rat-running through Bainton Road. Additionally, the mitigations at Baynards Green makes the A43 a more attractive route choice for vehicles in both peaks. However, due to the congested nature of the network, there are pre-existing constraints at M40 Junction 9 & Junction 10.

Appendix 1 – Additional Analysis

A1.1 Select Link Analysis

This section presents the Select Link analysis of Puy du Fou traffic for Scenario 6 and 8.

Figure 6-1: Scenario 6 - 2031 Puy du Fou and Mitigations – AM Staff Routing

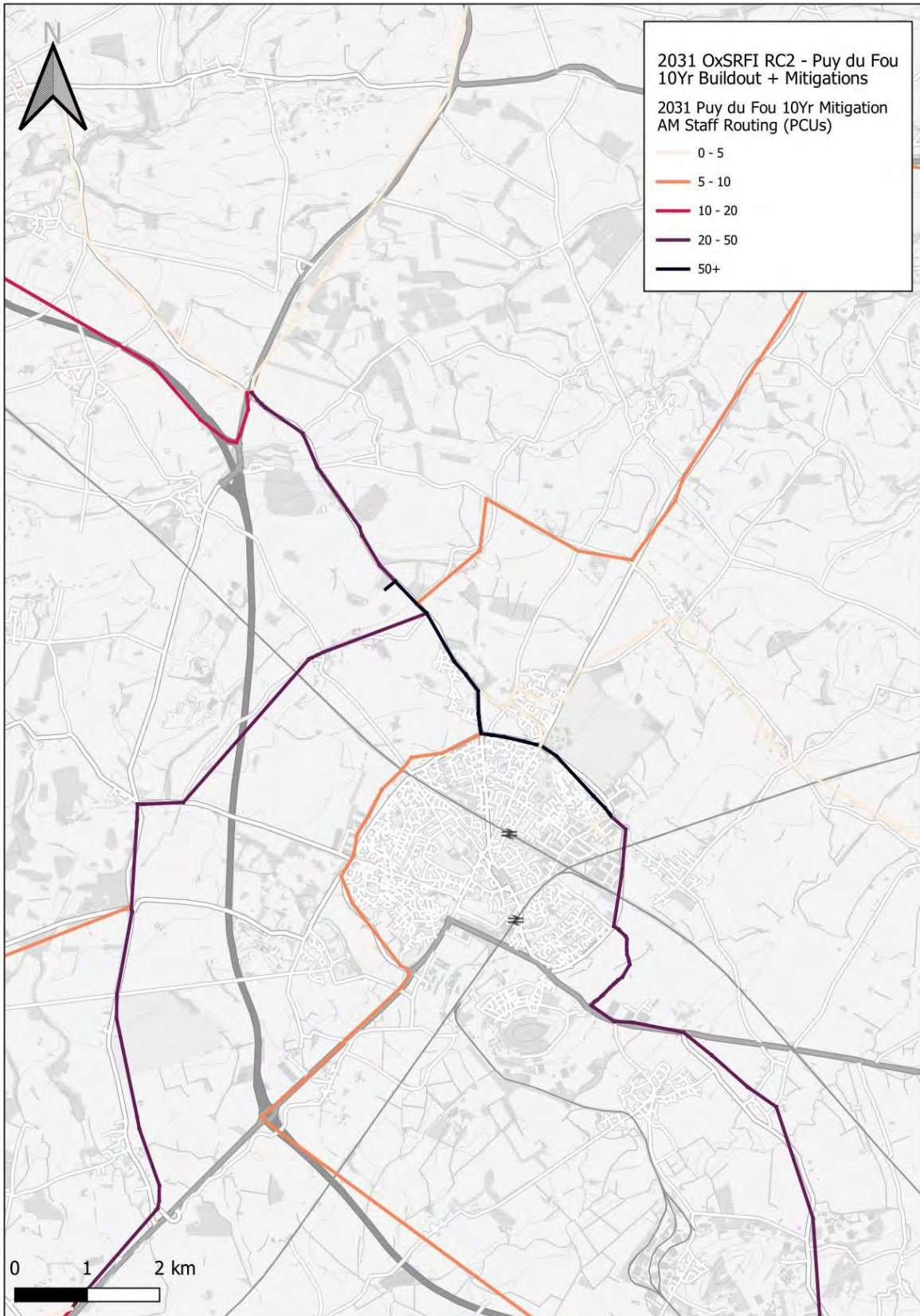


Figure 6-2: Scenario 6 - 2031 Puy du Fou and Mitigations – AM Visitor Routing

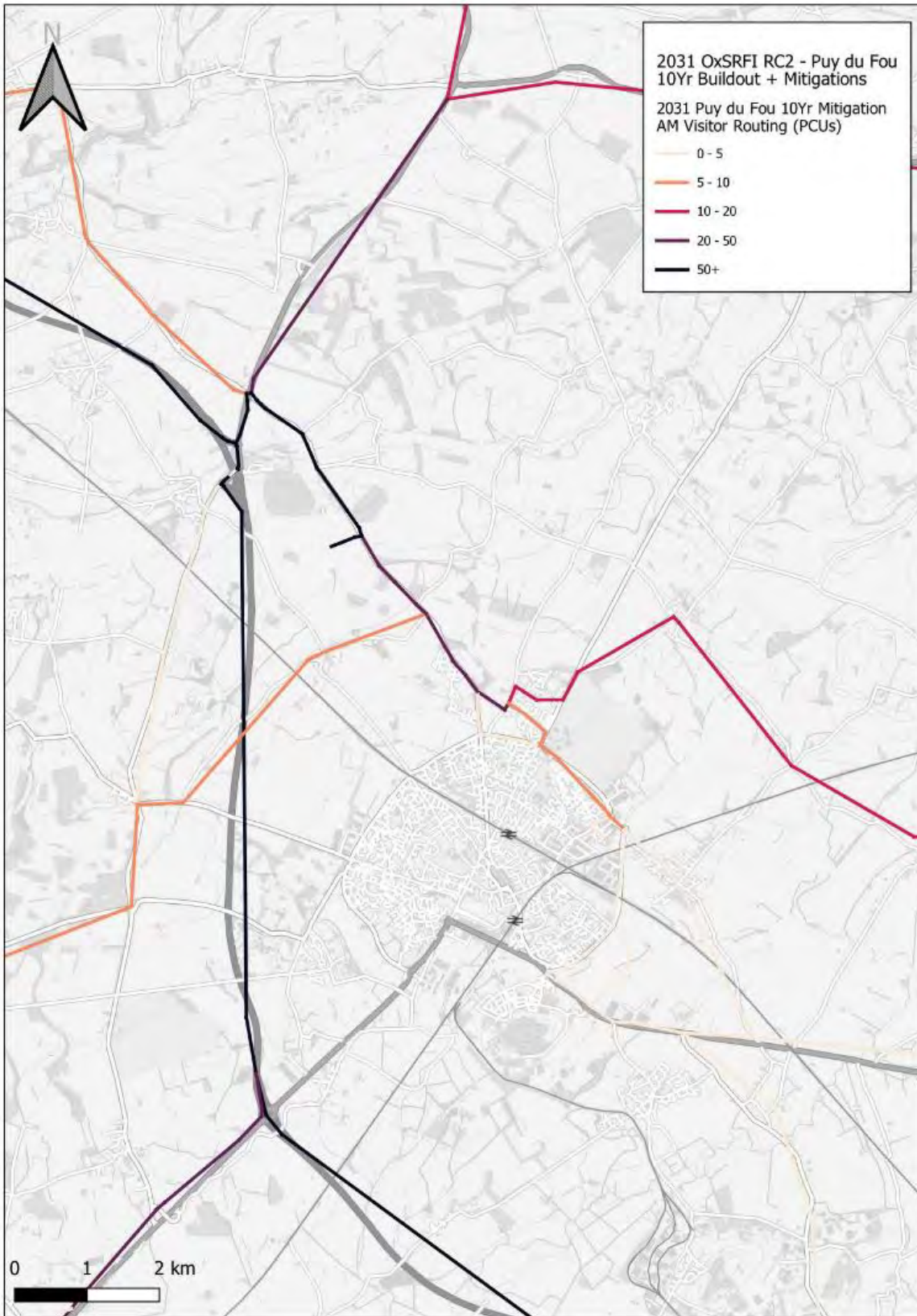


Figure 6-3: Scenario 6 - 2031 Puy du Fou and Mitigations – PM Staff Routing

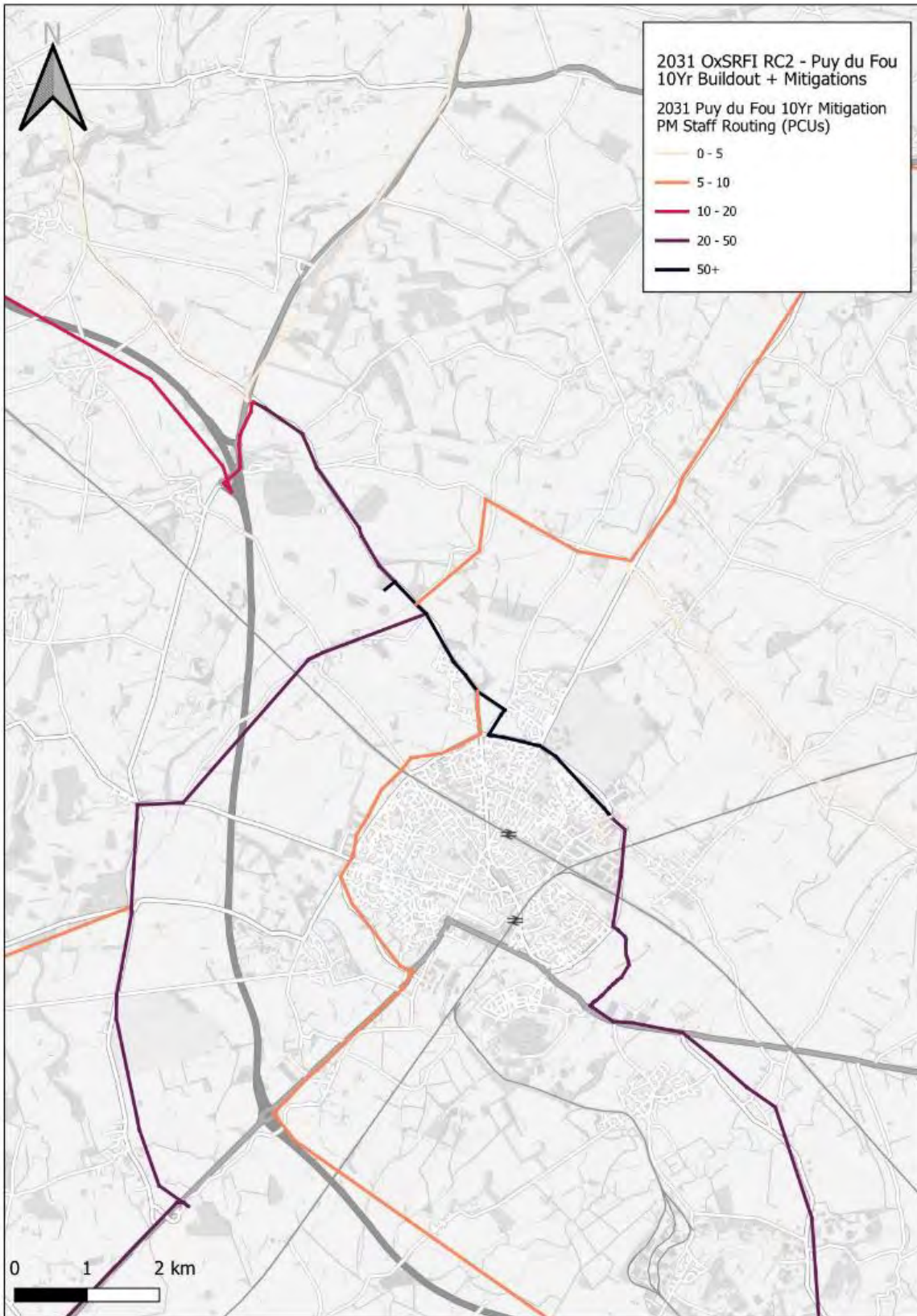


Figure 6-4: Scenario 6 - 2031 Puy du Fou and Mitigations – PM Visitor Routing

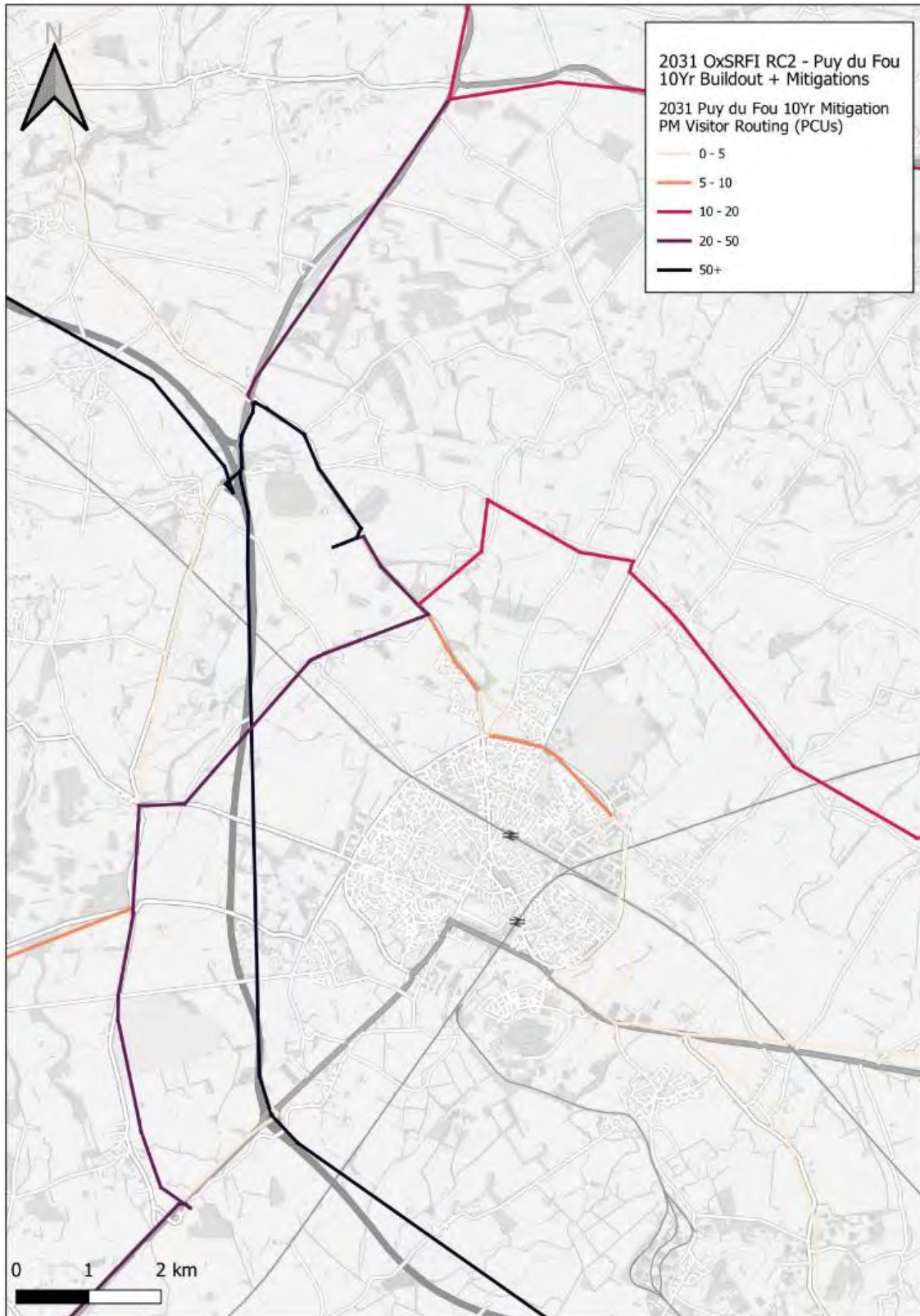
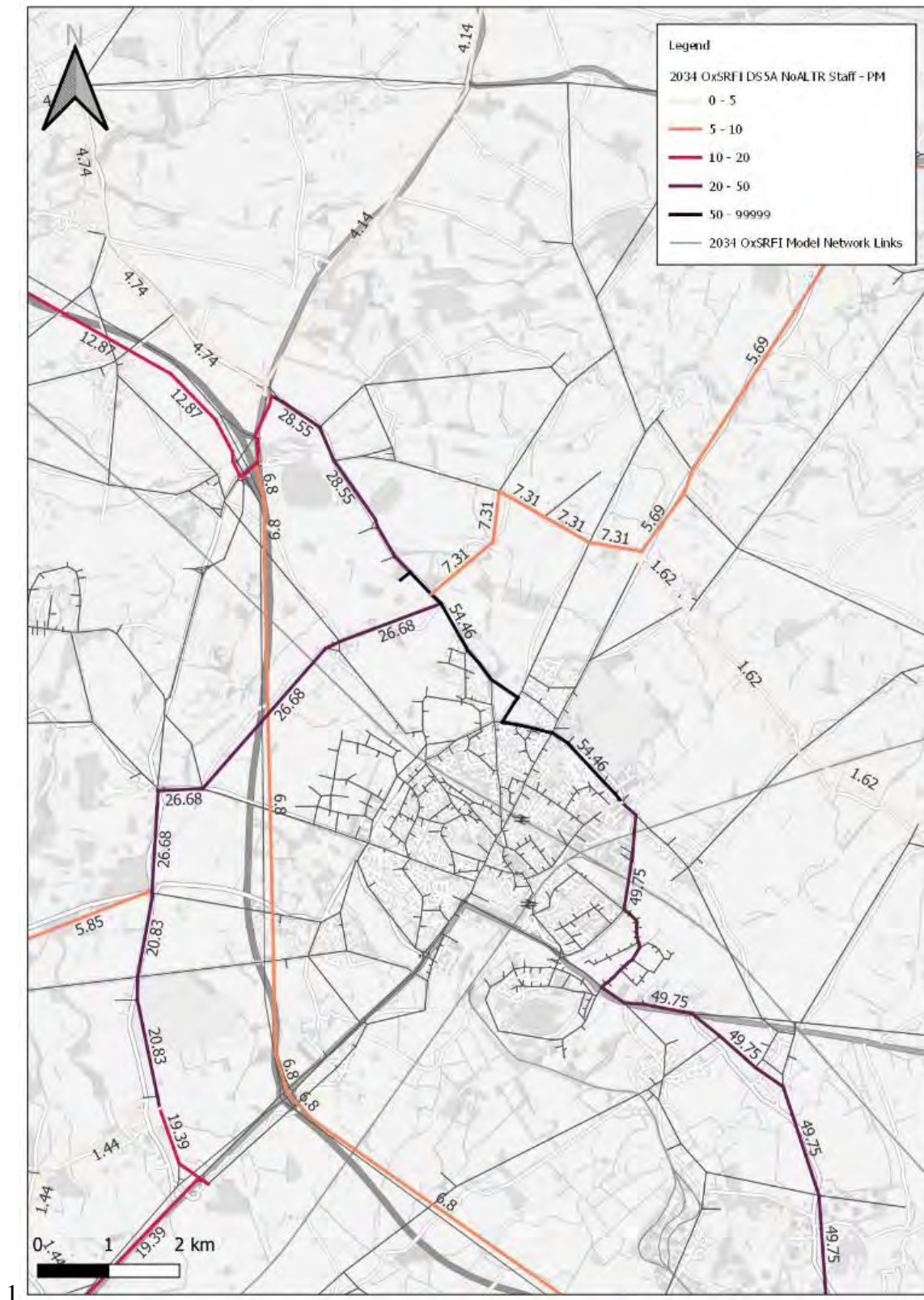


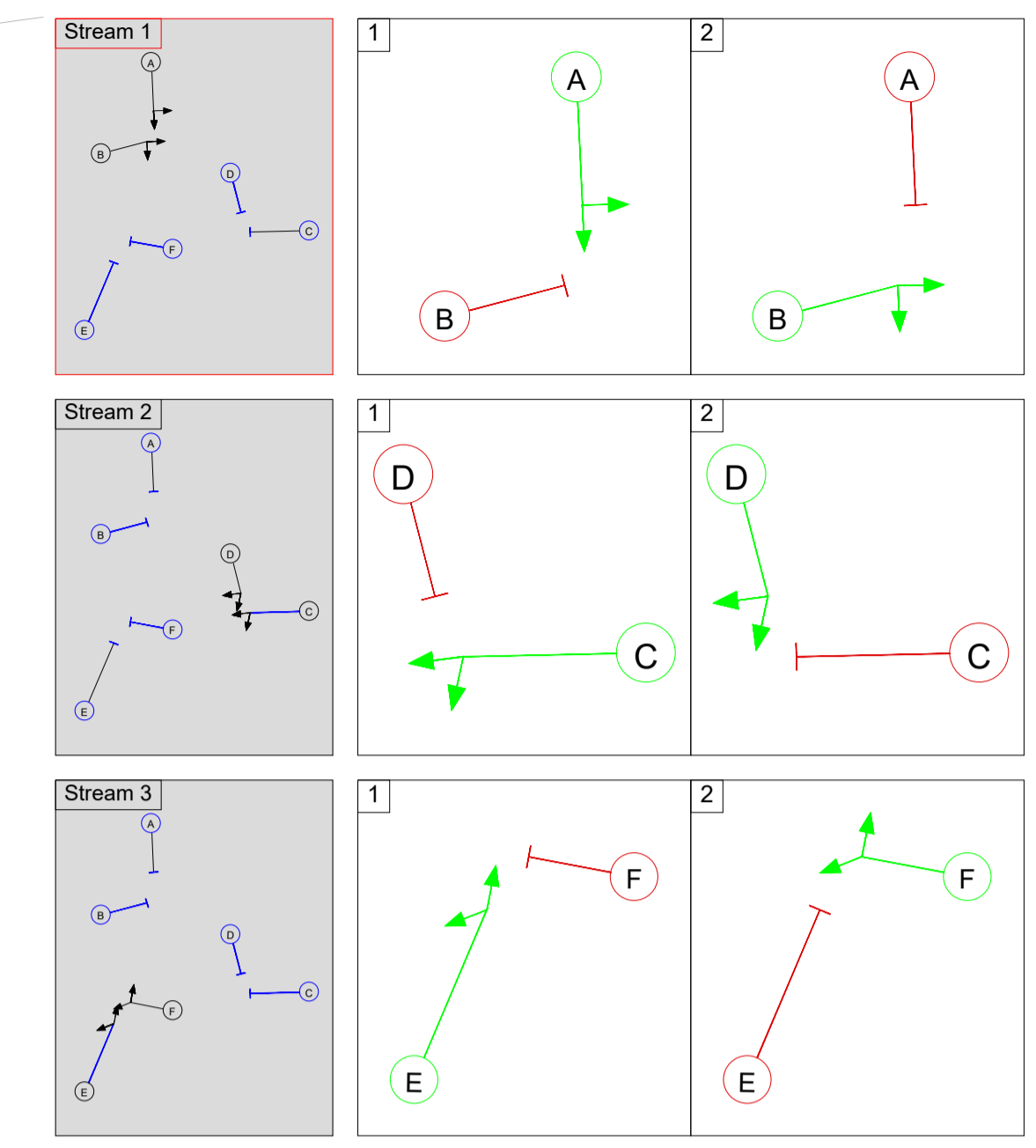
Figure 6-7: Scenario 8 - 2034 Puy du Fou and Mitigations – PM Staff Routing



M Barleymow Roundabout – Potential Improvements



PROPOSED METHOD OF CONTROL:



- NOTES:**
1. THIS DRAWING IS BASED ON OS MAP.
 2. ALL DIMENSIONS IN METRES UNLESS OTHERWISE SPECIFIED.
 3. DO NOT SCALE FROM THIS DRAWING.
 4. EXISTING FEATURES ARE SHOWN IN GREY AND PROPOSED FEATURES IN BOLD, UNLESS OTHERWISE STATED.

- KEY:**
- OS MAP/ EXISTING ROAD MARKINGS
 - PROPOSED KERB LINE
 - PROPOSED WHITE ROAD MARKINGS
 - PROPOSED TRAFFIC ISLAND

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PO	23FEB26	DRAFT ISSUE	DDB		
REV	DATE	DESCRIPTION	DES	CHK	APP

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Client:
Puy du Fou United Kingdom Limited

Project Title:
Puy du Fou

Drawing Title:
Barleymow Roundabout

Status:
WORK IN PROGRESS

Size:	Scale:	Suitability	Rev.
A1	1:400	S0	P1

Drawing No.
Barleymow roundabout design_v0.1



N Technical Note 5: 85th Percentile and Sensitivity Test

To Oxfordshire County Council (OCC)
From Steer
Date 27 April 2026
Project Puy du Fou UK Ltd

Technical Note

Project No. 24632101

Technical Note 5 – 85th Percentile and Sensitivity Test

1 Introduction

Overview

1. This Technical Note sets out the approach adopted for the traffic modelling and assessment of the Proposed Development. The note provides additional details around:
 - The scenarios used in the trip generation assessment
 - An explanation of the 85th percentile methodology
 - A sensitivity test to consider an alternative uplifted car mode share
2. The note demonstrates the robustness of the 85th percentile methodology and the modal shares assessed within the Transport Assessment.
3. This Note has been updated following comments received from OCC on 20 February 2026.

2 Scenarios

4. Given the scale and phased nature of the Proposed Development, it was essential to establish a comprehensive set of operational scenarios that capture the full range of conditions under which the Site will operate. These scenarios were designed to reflect realistic variations in visitor numbers and travel behaviours, accounting for differences between weekdays and weekends, seasonal fluctuations (such as school holidays versus school term time), and variations in ticket types (day only, day and night, and night only). The scenarios therefore account for these factors which influence the demand profile and, consequently, the transport impacts of the Proposed Development. The detailed breakdown of each scenario is provided in Chapter 5 of the Transport Assessment.
5. From this suite of scenarios, Scenario 10 represents a robust assessment for trip generation and traffic modelling. Scenario 10 reflects weekday operations during Year 10 of the Proposed Development, with both daytime and evening shows operating concurrently, during the school-term period. This represents a high-intensity operating day during the school-term period, and therefore reflects typical weekday network conditions (i.e. not impacted by summer holiday traffic patterns).
6. To provide an even more rigorous assessment, a refined version – Scenario 10b – was developed for the traffic modelling. Scenario 10b assumes all weekdays other than bank holidays are operational, including those that fall within school holiday periods, therefore testing conditions that could yield

the highest potential traffic volumes, albeit they would occur when network demand is typically lower.

- The vehicle trips generated were then assigned to the local and strategic highway network using the Bicester Traffic Model (BTM), which has been validated by Oxfordshire County Council (OCC). This modelling approach provides a robust, evidence-based understanding of how the Proposed Development is expected to interact with the surrounding transport infrastructure. The outputs of this process have directly informed the design of the mitigation package. Capacity led improvements designed around the full operation would provide benefit to the local network, even during the periods of the year when the Park is closed to visitors or operating at a far lower level of attendance.

3 85th Percentile Methodology

Overview

- A central feature of the assessment is the adoption of the 85th percentile methodology. Rather than designing infrastructure and the mitigation package to accommodate the absolute maximum (100th percentile) attendance. This approach is widely recognised in transport planning as a means of balancing operational resilience with practicality. The assessment ensures that the proposed mitigation measures are robust and proportionate, neither underestimating nor excessively overproviding for demand.
- In practice, this means that the infrastructure is designed to comfortably accommodate attendance levels that are higher than the vast majority of operational days, while avoiding the inefficiency of catering for infrequent peaks. Days above the 85th percentile are infrequent, and the majority of the year's operation falls below this threshold.

Attendees by Phase

Phase 1 (Opening Year)

- Table 1** presents the frequency with which various attendance thresholds are reached throughout the year for Phase 1 (Opening Year). **Table 2** and **Table 3** show the breakdown for Phase 1 by weekday and weekend.

Table 1: Phase 1 – Number of occurrences per attendance bracket (whole year)

Attendees	Occurrence per Year	Percentage of Total
<1,000	1	0.7%
1,000-3,000	60	41.0%
3,000-5,000	47	32.2%
5,000-10,000 (maximum 9,389)	38	26.0%
Total Days Open	146	100.0%

Table 2: Phase 1 – Number of occurrences per attendance bracket (weekday)

Attendees	Occurrence per Year (weekday)	Percentage of Total
<1,000	1	1.2%
1,000-3,000	38	45.2%
3,000-5,000	31	36.9%
5,000-10,000 (maximum 9,389)	14	16.7%
Total Days Open	84	100.0%

Table 3: Phase 1 – Number of occurrences per attendance bracket (weekend)

Attendees	Occurrence per Year (weekend)	Percentage of Total
<1,000	0	0.0%
1,000-3,000	22	35.5%
3,000-5,000	16	25.8%
5,000-10,000 (maximum 9,389)	24	38.7%
Total Days Open	62	100.0%

Phase 4 (Year 5)

11. **Table 4** presents the frequency with which various attendance thresholds are reached throughout the year for Phase 4 (Year 5). **Table 5** and **Table 6** show the breakdown for Phase 4 by weekday and weekend.

Table 4: Phase 4 – Number of occurrences per attendance bracket (whole year)

Attendees	Occurrence per Year	Percentage of Total
<5,000	62	36.5%
5,000-10,000	75	44.1%
10,000-15,000	31	18.2%
15,000-20,000 (maximum 18,386)	2	1.2%
Total Days Open	170	100.0%

Table 5: Phase 4 – Number of occurrences per attendance bracket (weekday)

Attendees	Occurrence per Year	Percentage of Total
<5,000	52	49.1%
5,000-10,000	43	40.6%
10,000-15,000	11	10.4%
15,000-20,000 (maximum 18,386)	0	0.0%
Total Days Open	106	100.0%

Table 6: Phase 4 – Number of occurrences per attendance bracket (weekend)

Attendees	Occurrence per Year	Percentage of Total
<5,000	10	15.6%
5,000-10,000	32	50.0%
10,000-15,000	20	31.3%
15,000-20,000 (maximum 18,386)	2	3.1%
Total Days Open	64	100.0%

Phase 8 (Year 10)

12. **Table 7** presents the frequency with which various attendance thresholds are reached throughout the year for Phase 8 (Year 10). **Table 8** and **Table 9** show the breakdown for Phase 8 by weekday and weekend.

Table 7: Phase 8 – Number of occurrences per attendance bracket (whole year)

Attendees	Occurrence per Year	Percentage of Total
<5,000	6	3.4%
5,000-10,000	68	38.6%
10,000-15,000	55	31.3%
15,000-20,000	34	19.3%
20,000-25,000	10	5.5%
25,000-30,000 (maximum 29,427)	3	1.7%
Total Days Open	176	100.0%

Table 8: Phase 8 – Number of occurrences per attendance bracket (weekday)

Attendees	Occurrence per Year	Percentage of Total
<5,000	6	5.4%
5,000-10,000	56	50.5%
10,000-15,000	33	29.7%
15,000-20,000	14	12.6%
20,000-25,000	1	0.9%
25,000-30,000 (maximum 29,427)	1	0.9%
Total Days Open	111	100.0%

Table 9: Phase 8 – Number of occurrences per attendance bracket (weekend)

Attendees	Occurrence per Year	Percentage of Total
<5,000	0	0.0%
5,000-10,000	12	18.5%
10,000-15,000	22	33.8%
15,000-20,000	20	30.8%
20,000-25,000	9	13.8%
25,000-30,000 (maximum 29,427)	2	3.1%
Total Days Open	65	100.0%

13. It is evident that for each phase, the majority of operational days fall well below the top attendance brackets. In Phase 1, approximately three-quarters of all open days forecast fewer than 5,000 visitors, while in Phase 4 around 80% of days see attendance below 10,000. In Phase 8, nearly three-quarters of days had fewer than 15,000 attendees.

14. The 100th and 85th percentile for each scenario within these phases are shown in **Table 10**, alongside the number of occurrences of event days where forecast daily visitors are in excess of the 85th percentile.

Table 10: Daily visitors per scenario (100th and 85th percentile comparison)

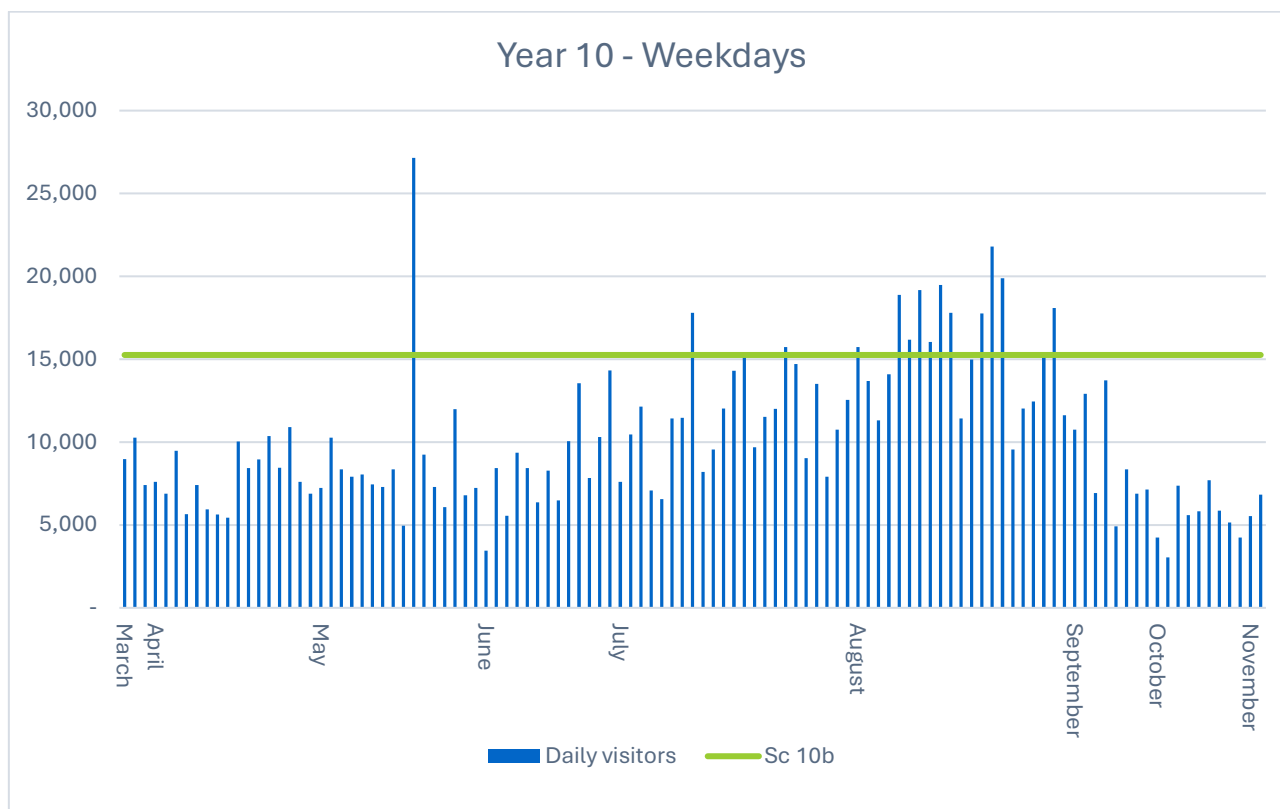
Phase	Scenario	Reference	Daily Visitors – 100 th Percentile	Daily Visitors – 85 th Percentile	Number of occurrences above 85 th percentile
1	SC1	DO – WD – ST	2,693	2,648	1
	SC2	DN – WD – ST	5,399	4,158	3
	SC3	DO – WE – ST/SH	6,895	3,756	9
	SC4	DN – WE – ST/SH	9,389	6,702	7
4	SC5	DO – WD – ST	4,999	4,328	3
	SC6	DN – WD – ST	10,280	7,612	4
	SC7	DO – WE – ST/SH	13,565	7,977	6
	SC8	DN – WE – ST/SH	18,386	12,260	10
8	SC9	DO – WD – ST	10,365	8,456	2
	SC10	DN – WD – ST	17,806	13,549	5
	SC11	DO – WE – ST/SH	23,556	14,385	6
	SC12	DN – WE – ST/SH	29,427	20,210	10

15. The 85th percentile figure for Scenario 10b is 15,257. This analysis includes all weekdays, with weekends addressed separately in the subsequent analysis to account for their typically higher attendance patterns. Technical Note 7 provides further information with regard to evening and weekend assessments.
16. The 85th percentile value for Scenario 10b exceeds all corresponding figures for Year 1 and almost all scenarios for Year 5 (Phase 4), demonstrating that the selected modelling scenario represents a robust upper limit for regular operations and busier periods in the first phases. Only 42 days per year are forecast to exceed the modelled 85th percentile level of 15,257 daily visitors and these occur in the latter phases. Of this 42, 15 are weekdays and 28 are weekends. As mentioned, weekends are considered separately. Of the 15 days on weekdays, seven of these days occur on a Friday, which generally exhibit lower traffic flows across the network.

Phase 8 (Year 10) – Scenario 10b

17. From the Tables provided above, it is clear that the 85th percentile serves as a realistic upper limit for regular operations. Across all scenarios, the number of days where daily visitor counts exceed this threshold is minimal. This reinforces the reliability of the 85th percentile as a benchmark for expected attendance.
18. Moreover, the substantial gap between the 85th and 100th percentile figures further illustrates that exceptionally high-attendance days are infrequent and represent outliers rather than typical conditions.
19. **Figure 1** overleaf shows the 85th percentile for Scenario 10b that was used in the traffic modelling relative to the forecast daily attendance figures for the whole of Year 10. Equivalent graphs are provided scenario-by-scenario in **Appendix A**.

Figure 1: Daily visitors Year 10 and scenario 10b 85th percentile



20. **Figure 1** confirms that the selected 85th percentile level provides a robust and efficient basis for infrastructure and traffic design, capturing typical high-demand conditions without over-representing exceptional peak events. **Figure 1** demonstrates 15 instances throughout the year that the 85th percentile is exceeded for the 10b scenario.

Readiness Plans

21. Where daily attendance figures exceed the 85th percentile, there are readiness plans in place to ensure that operations continue to run smoothly and safely during these peak occasions, without adverse impact on the highway network.
22. It should be noted that these days where attendance is higher tend to relate to weekends and holidays, when traffic volumes on the local road network are lower.
23. These plans will form part of an agreed *monitor and manage strategy* recommended by OCC, which ensures that any emerging traffic pressures are identified early and addressed effectively. The strategy includes a combination of traffic management measures and a Transport Working Group. Coordination with the local highway authority and public transport operators allows for proactive adjustments, such as signal timing modifications or service frequency increases, where appropriate. Furthermore, dynamic management tools, including live monitoring of traffic and parking occupancy, enable responsive interventions in real time. Further information relating to public transport frequencies is set out in Technical Note 6.
24. Importantly, these readiness measures are not required on a daily basis, but are activated only when forecast attendance or ticketing data indicate that demand is likely to exceed typical operational levels. This ensures that the mitigation remains proportionate and cost-effective while maintaining a high standard of operational resilience during exceptional events.

25. This methodology is robust for several reasons:
- Firstly, it ensures that the Proposed Development can operate efficiently and safely on both typical days and the most exceptional days, which are infrequent but predictable (e.g., bank holidays, special events).
 - Secondly, it aligns with the ‘decide and provide’ approach advocated by national and local policy, which seeks to avoid the pitfalls of ‘predict and provide’ by focusing on sustainable, realistic outcomes.

4 Sensitivity Test

Sensitivity Test – Visitor Travel

26. To further demonstrate the robustness of the assessment, sensitivity testing has been undertaken to explore the implications of not achieving the targeted mode share for non-car modes (e.g., if the 50% target for non-car mode share is not met and a higher proportion of visitors travel by car). The purpose of this exercise is to quantify the additional vehicle demand that would arise under less favourable conditions and to assess whether the mitigation strategy remains effective.
27. As agreed with OCC, the sensitivity test involves recalculating trip generation and mode share assumptions for Scenario 10b with a 14-percentage point increase on the car mode share. This examines the impact of increasing the car mode share from a 46% baseline to 60% scenario. The resulting increase in vehicle trips is reviewed against what has already been modelled to provide assurance that the methodology used is robust. This approach provides a clear, evidence-based understanding of the resilience of the approach and ensures that it accounts for reasonable variations in travel behaviour without adverse impacts on the highway network.
28. At 46% car mode share, this equates to 1,983 Day Only ticket holders arriving by car¹. Increasing the car mode share to 60% results in 2,587 arrivals by car. The arrival profile for day only ticket holders is from 07:00 to 15:00, with the highest number of arrivals (32.5%) expected 09:00-10:00.
29. **Table 11** shows how the mode share for scenario 10b has been changed across the different transport modes. For this assessment, it is assumed that any increase in car trips results in a corresponding decrease in coach and rail trips. Specifically, with a 14-percentage point increase in car trips, there is likely to be an equivalent reduction non-car modes. For ease of reference in the example set out below, it is assumed that this could occur evenly across coach and rail (with shuttle).

Table 11: Comparison of number of people travelling by car, coach, and shuttle with the existing 46% car mode share and sensitivity test 56% car mode share

Mode	Existing (scenario 10b)		Sensitivity test		Difference	
	%	Number of people	%	Number of people	%	Number of people
Car	46%	1,983	60%	2,587	+14%	+584
Coach	37%	1,595	30%	1,293	-7%	-302
Rail (Shuttle)	10%	431	3%	129	-7%	-302

¹ This is calculated from 4,311 Day Ticket Only holders, applied to a 46% car driver mode share, assuming a 2.3 car occupancy.

30. To convert person trips into vehicle trips, an average car occupancy must be assumed. This assessment uses an average occupancy of 2.3 persons per vehicle. This is based on the National Travel Survey Statistics (NTS0905 – average car or van occupancy and lone driver trip rate by purpose).
31. We have assumed higher occupancies of 3.1 for weekends – driven mainly by an assumption of greater share of family/ household group travel. We have not applied the weekend factor to traffic modelling because the assessment is based on weekday network conditions, and the development is not expected to materially increase the proportion of weekday family group trips.
32. Therefore, applying a 2.3 car occupancy, the additional 584 people travelling by car corresponds to approximately 254 additional vehicles. This is considered conservative as higher car occupancies, closer to 3.1 may be experienced.
33. The arrival profile distributes these additional car trips across the day. **Table 12** below shows the hourly breakdown of the arrivals, based on the assumptions within the TA.

Table 12: Additional vehicle trips per hour during the arrival period (07:00-15:00)

Time (start hour)	Ingress Profile	Existing	Sensitivity test	Difference
07:00	3.5%	31	40	+9
08:00	5.0%	44	57	+13
09:00	32.5%	281	366	+75
10:00	27.5%	238	310	+72
11:00	22.5%	194	254	+60
12:00	5.0%	44	57	+13
13:00	2.5%	22	29	+7
14:00	1.0%	9	12	+3
15:00	0.5%	5	6	+1

34. The maximum hourly increase is 75 vehicles (09:00-10:00) which is less than two additional arrival vehicles per minute. The BTM reviews the network peak hour (07:30-08:30), while the Proposed Development peak hour occurs later (09:00–10:00), as the Park would open at 10:00 on a weekday.
35. This assessment uses hourly slots (e.g., 07:00–08:00, 08:00–09:00). Because these do not align with the BTM defined network peak, details are shown below for the network peak at 07:00-08:00 and 08:00-09:00, and the development peak at 09:00-10:00.
 - Network peak (07:00-08:00):
 - Existing scenario: 31 car trips
 - Sensitivity test: 40 car trips
 - Network peak (08:00-09:00):
 - Existing scenario: 44 car trips
 - Sensitivity test: 57 car trips
 - Development peak (09:00-10:00):
 - Existing scenario 281 car trips
 - Sensitivity test: 366 car trips
36. For robustness, and as requested by the highway authorities, the Proposed Development peak hour was stacked onto the network peak rather than being related directly to the network peak hour. This approach effectively tests an additional 194-250 Development vehicles over the anticipated network peak, capturing a higher level of vehicle activity than would typically occur.

37. This approach ensures a conservative assessment, as the modelling tested a higher number of trips during the network peak than would occur if the development peak were scaled directly to the network peak.
38. On days when the number of daily visitors is below the 85th percentile, applying a 14% increase in car mode share is still likely to result in traffic flows that remain below the 85th percentile of the modelled peak for Scenario 10b. This means that even with the additional trips, traffic conditions on lower-demand days are expected to remain within the typical range captured by the model, without exceeding the levels represented by the 85th percentile threshold.
39. It is also important to note that any additional vehicle trips generated by the Proposed Development would be distributed across the wider highway network in accordance with the established demand distribution. This means that the uplift in trips would not be concentrated on a single link or junction but spread proportionally across the network based on origin–destination patterns and route choice, reflecting how traffic would realistically disperse under typical conditions.

Sensitivity Test - Staff

40. While the assumptions tested in the Transport Assessment are considered robust, at the request of OCC, sensitivity testing has also been undertaken in relation to staff travel. The purpose of this exercise is to quantify the potential increase / decrease in vehicle demand under less or even more favourable travel behaviour assumptions and to assess whether the proposed mitigation strategy would remain effective in such circumstances.
41. The sensitivity assessment involves recalculating trip generation using two alternative car mode share scenarios in comparison with the 55% car mode share assumed in the Transport Assessment. These scenarios comprise
 - an improved mode share, with a reduced car mode share of 50%, and
 - a worst-case scenario of 64%. This reflects the car mode share identified in the Transport Assessment based on 2011 ‘Journey to Work’ census data.
42. As with visitor travel, the resulting change in vehicle trips is assessed against the scenarios already modelled to confirm the robustness of the methodology and demonstrate that reasonable variations in travel behaviour can be accommodated without adverse effects on the highway network.
43. As shown in Table 5.7 of the Transport Assessment, in Phase 8 (Year 10), there is a maximum of 1,050 staff expected on Site at any one time during high season.
44. At a 55% mode share, this equates to 578 staff arriving by car. Reducing this to 50% equates to 525 staff arriving by car, and increasing this to 64% equates to 672 staff arriving by car. The comparison of vehicle outputs and change to percentage of staff travelling by car is shown in **Table 13** and **Table 14**.

Table 13: Comparison of number of staff travelling by car with the existing 55% car mode share and sensitivity test 50% car mode share

Existing (scenario 10b)		Sensitivity test		Difference	
%	Number of people	%	Number of people	%	Number of people
55%	578	50%	525	-5%	-53

Table 14: Comparison of number of staff travelling by car with the existing 55% car mode share and sensitivity test 64% car mode share

Existing (scenario 10b)		Sensitivity test		Difference	
%	Number of people	%	Number of people	%	Number of people
55%	578	64%	672	+9%	+94

45. For staff travel, to test the worst-case scenario, we assume a vehicle occupancy of 1.
46. The arrival profile distributes these additional car trips across the day. **Table 15** below shows the hourly breakdown of the arrivals, based on the assumptions within the TA.

Table 15: Additional vehicle trips per hour during the arrival period (07:00-16:00)

Time	Ingress Profile	Existing	50% Sensitivity Test	Difference	64% Sensitivity Test	Difference
Before 08:00	10%	58	53	-5	67	+9
08:00-09:00	20%	116	105	-11	134	+18
09:00-10:00	30%	173	158	-15	202	+29
10:00-11:00	12%	69	63	-6	81	+12
11:00-16:00	27%	156	142	-14	181	+25

47. The maximum hourly increase is 29 vehicles which is roughly one additional vehicle per two minutes. It is also of note that this occurs outside of the typical morning peak hour.

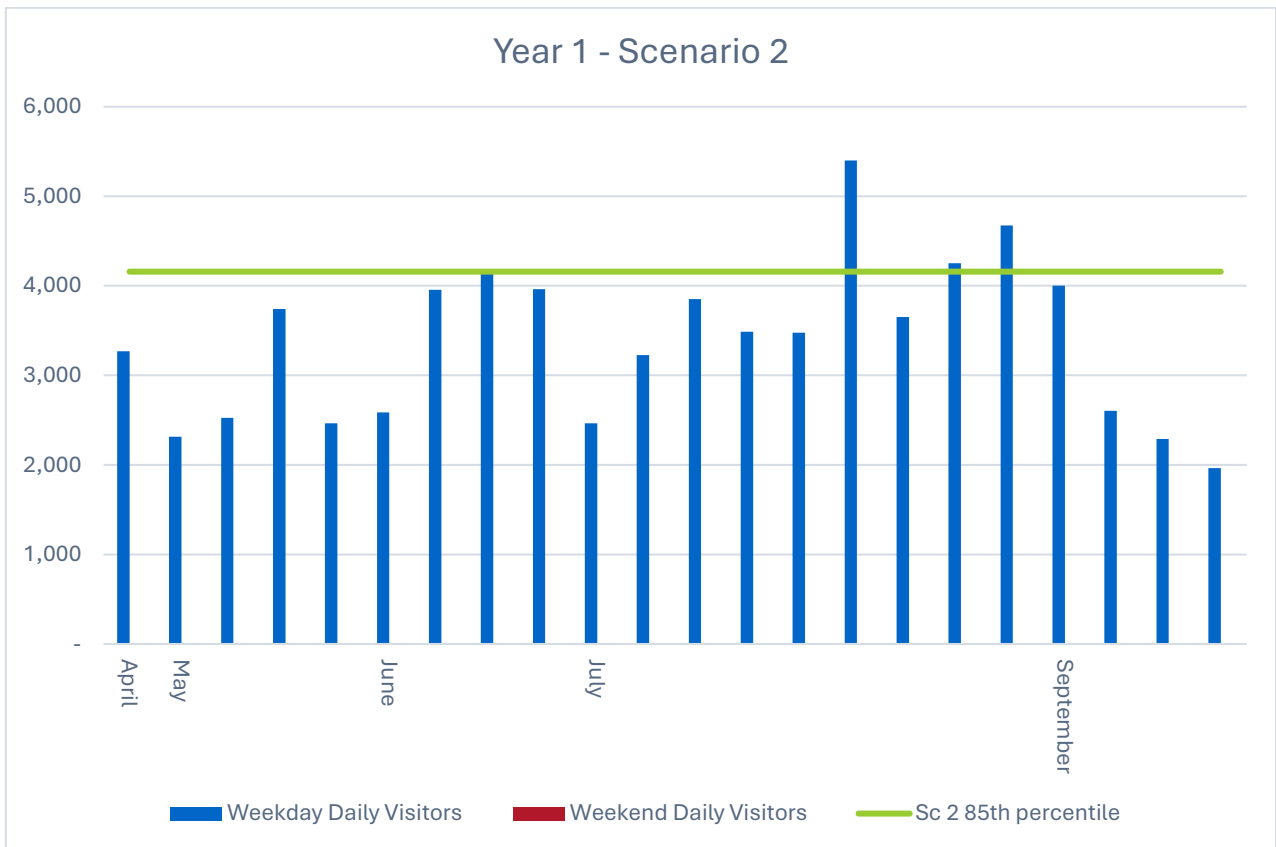
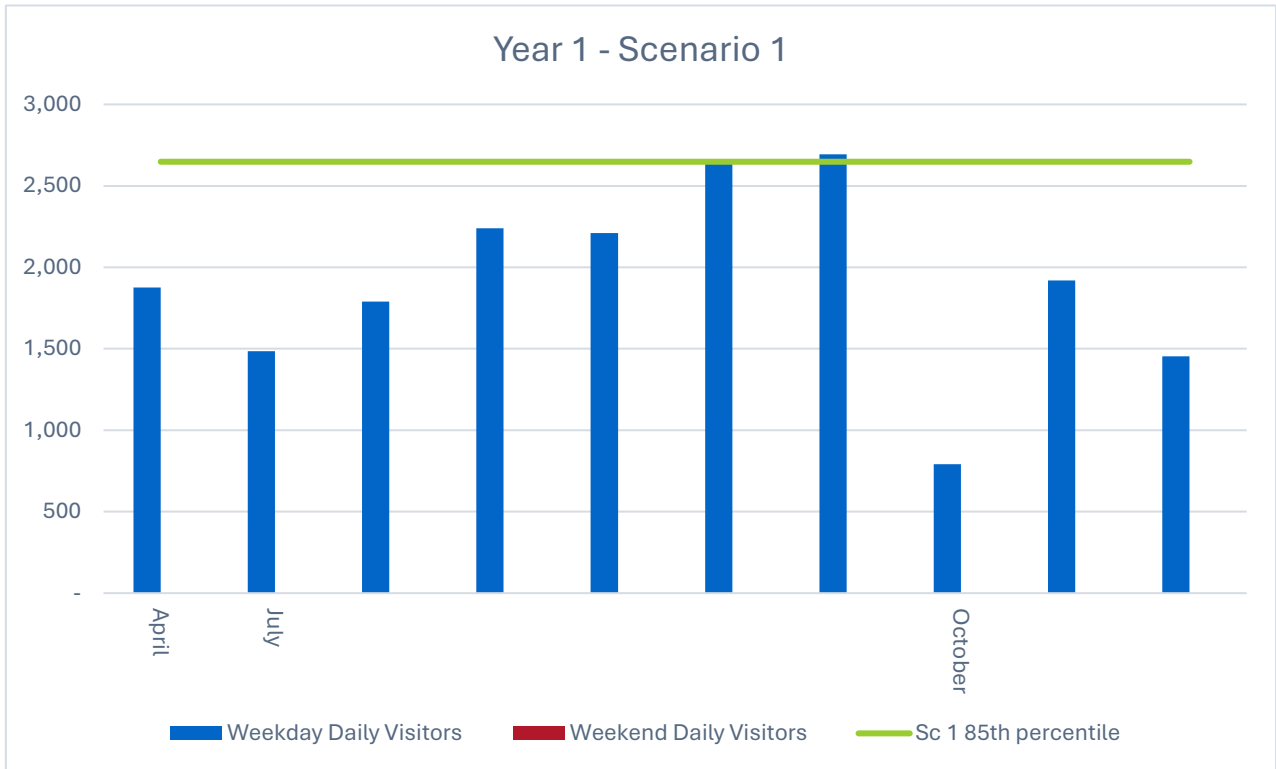
5 Conclusion

Summary and Conclusion

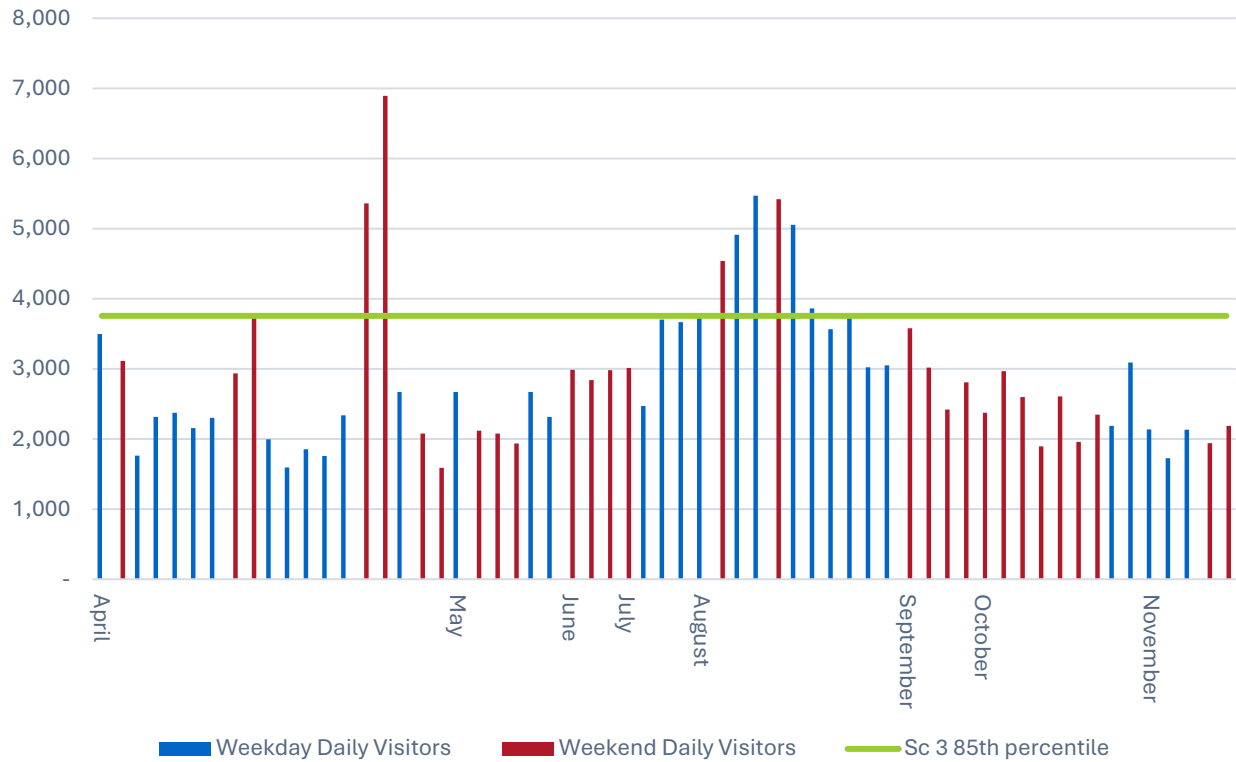
48. Key summary points are as follows:
- The 85th percentile attendance threshold is significantly higher than most operational days.
 - On the days when attendance exceeds the 85th percentile (which are generally in the holidays or on Fridays), robust traffic management and readiness plans are in place to ensure smooth and safe operations
 - The difference between the 85th and 100th percentile figures demonstrates that exceptionally high-attendance days are infrequent and represent outliers.
 - Sensitivity testing for visitor trips indicates that even applying a 14% increase in car mode share results in only a modest uplift in total vehicle trips, which would be dispersed across the wider network. This variation would have a negligible effect on the performance of the highway network.
 - Peak hour modelling has been conservatively “stacked” to test higher levels of vehicle activity than would typically occur, ensuring resilience in the assessment. i.e. the modelling has already tested a scenario whereby more traffic than expected is allowed for in the peak hour assessment, and thus the modelling is robust, and allows for variation in arrival patterns and a higher mode share arriving by car.
 - Sensitivity testing for staff trips shows that even under the worst-case scenario, the increase in trips is modest, indicating that the proposed mitigation measures are robust to reasonable changes in staff travel behaviour.
 - The traffic modelling approach already builds in an element of overestimation, as it tests a traffic level which only occurs on a limited number of occasions when the Park is open. This further reinforces the robustness of the mitigation strategy.
49. The use of scenario-based modelling, the 85th percentile methodology, and targeted sensitivity testing provides a comprehensive and robust framework for assessing the transport impacts of the Proposed Development. This approach ensures that the proposed mitigation measures are proportionate, resilient, and aligned with best practice, delivering a sustainable and efficient transport strategy that can accommodate both typical and exceptional operational days.

Appendix A – Scenario-by-scenario 85th percentile vs forecast attendance graphs

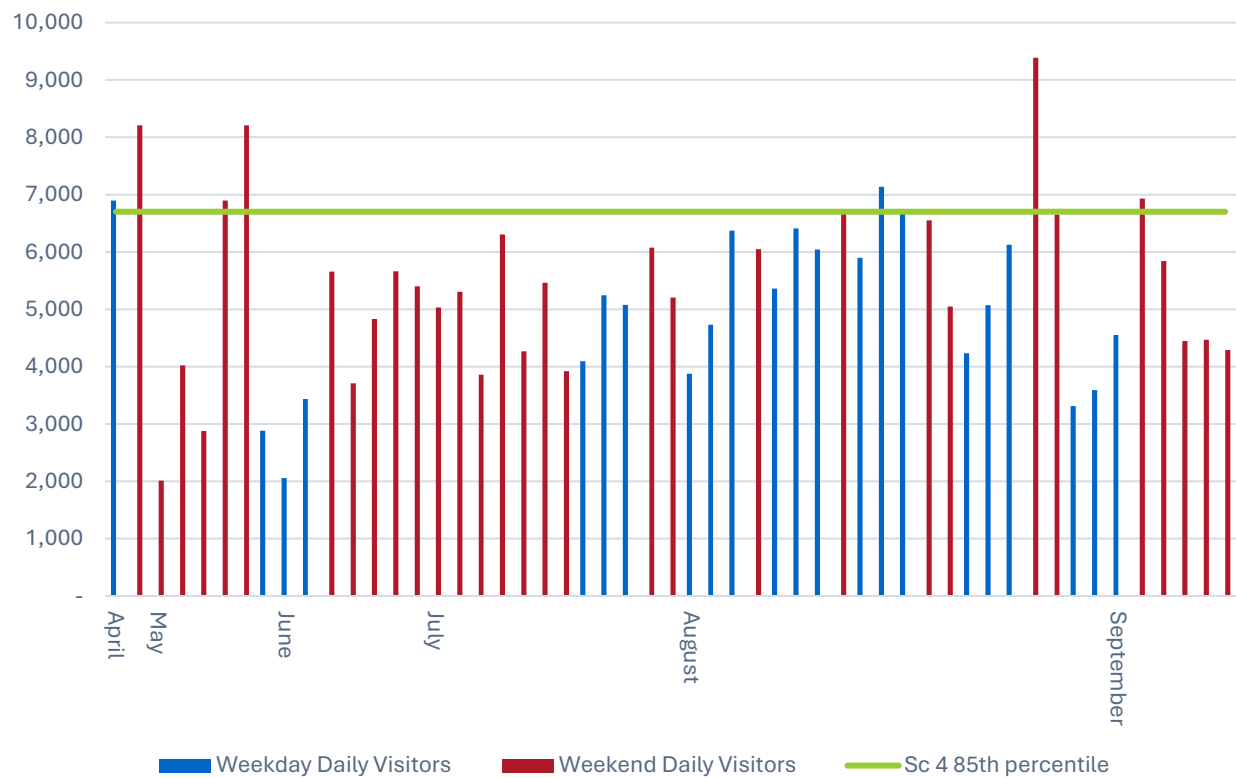
Phase 1 (Year 1)



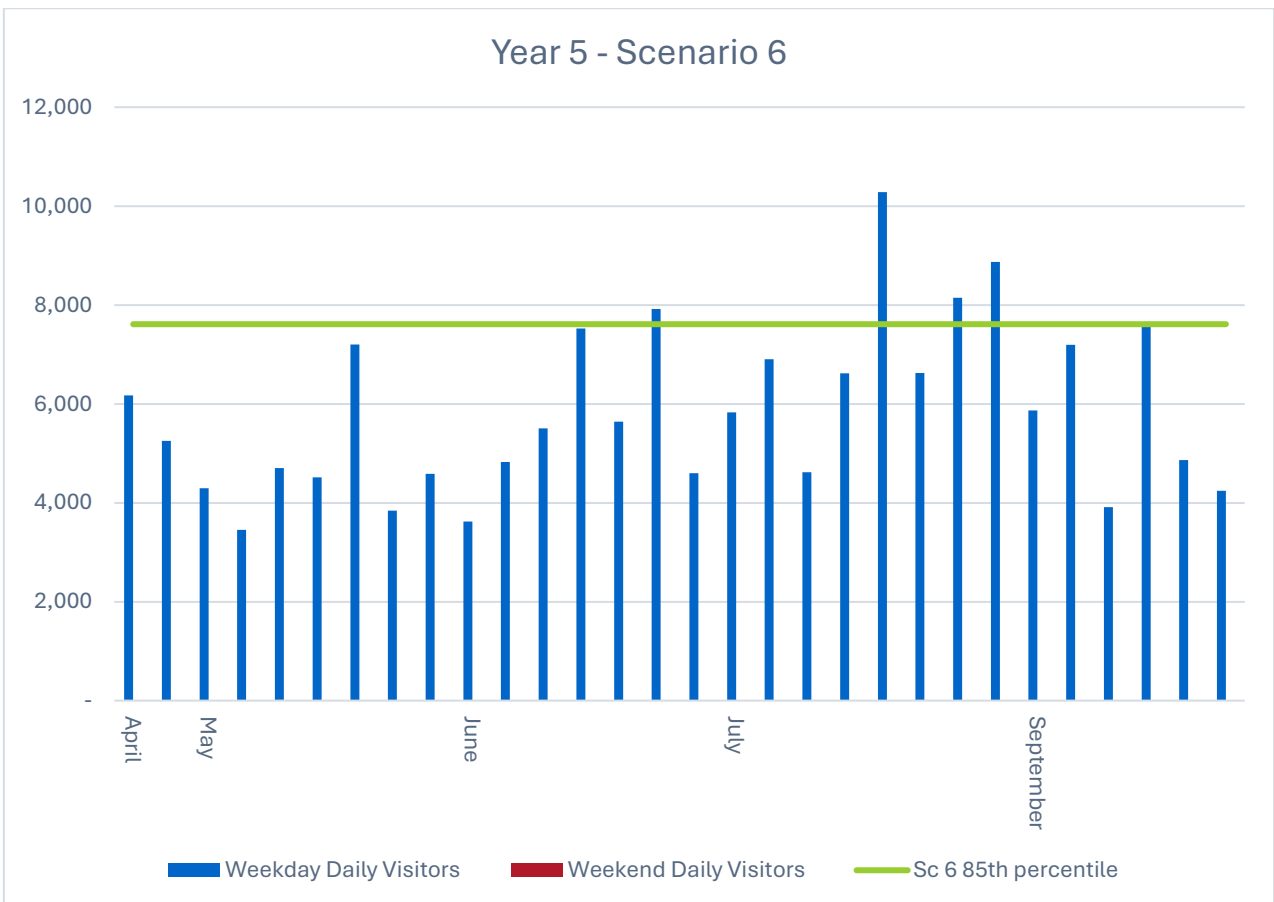
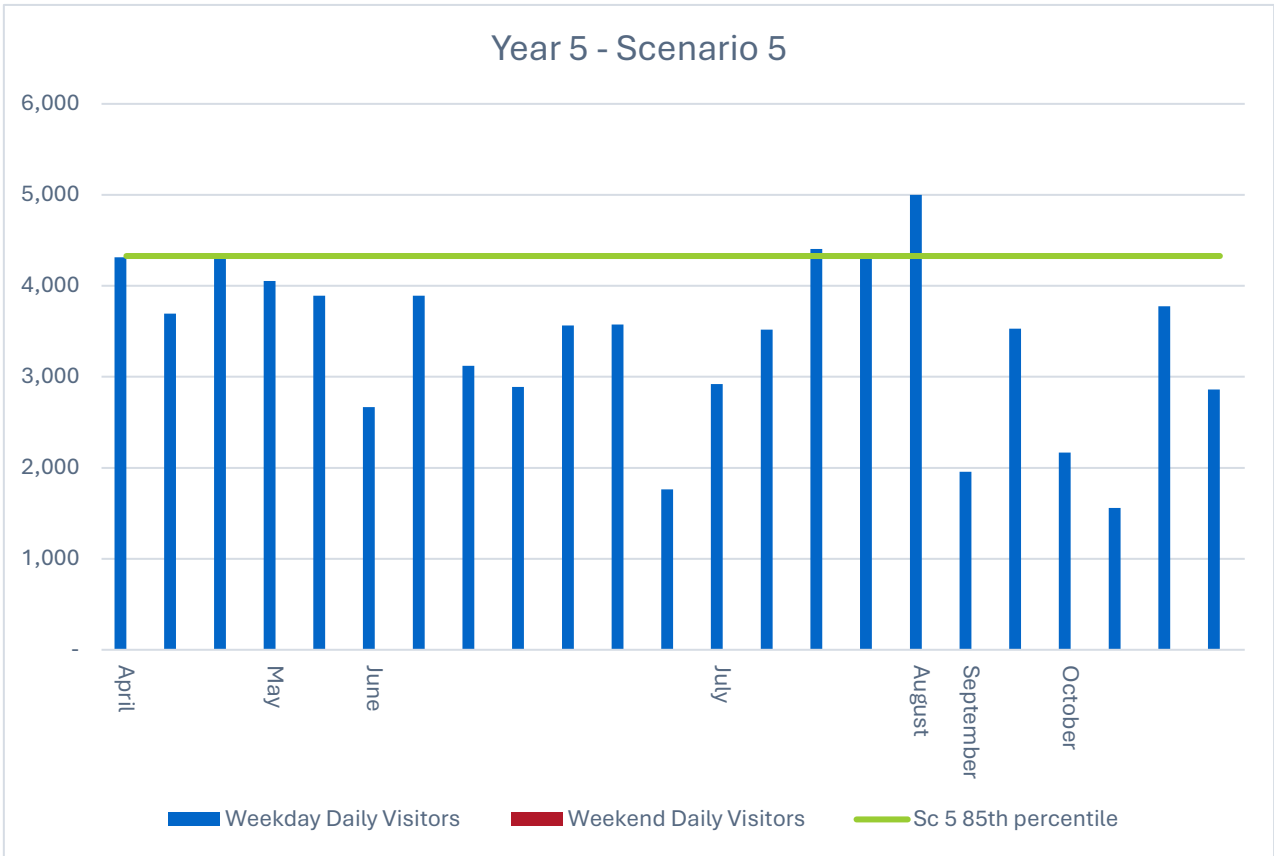
Year 1 - Scenario 3



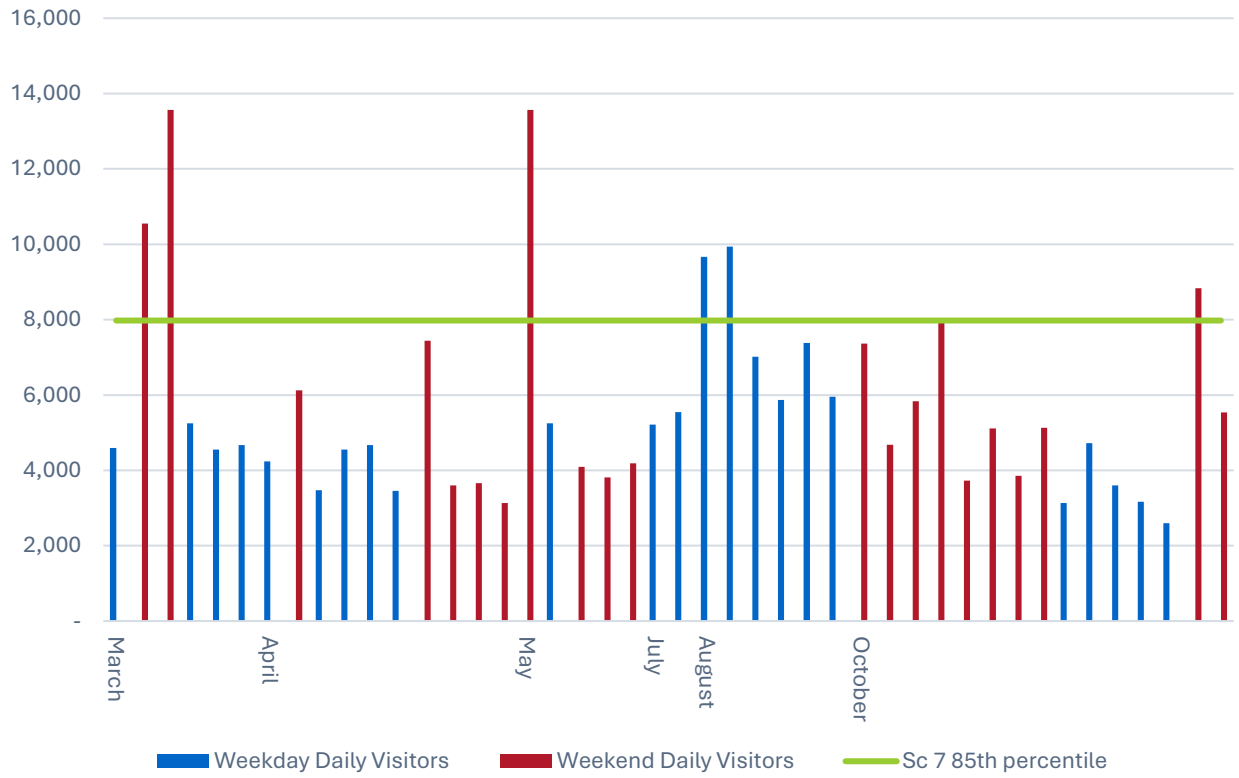
Year 1 - Scenario 4



Phase 4 (Year 5)



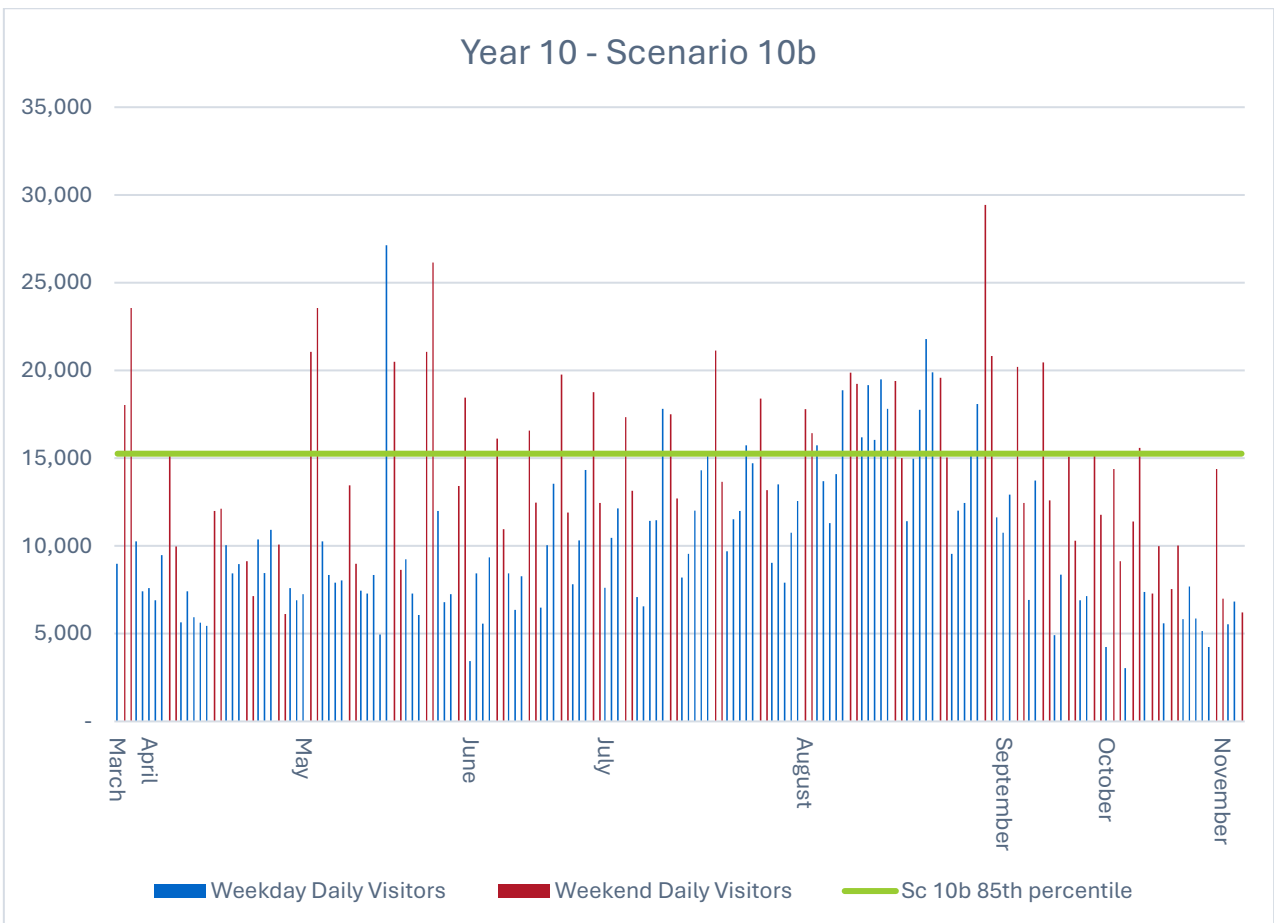
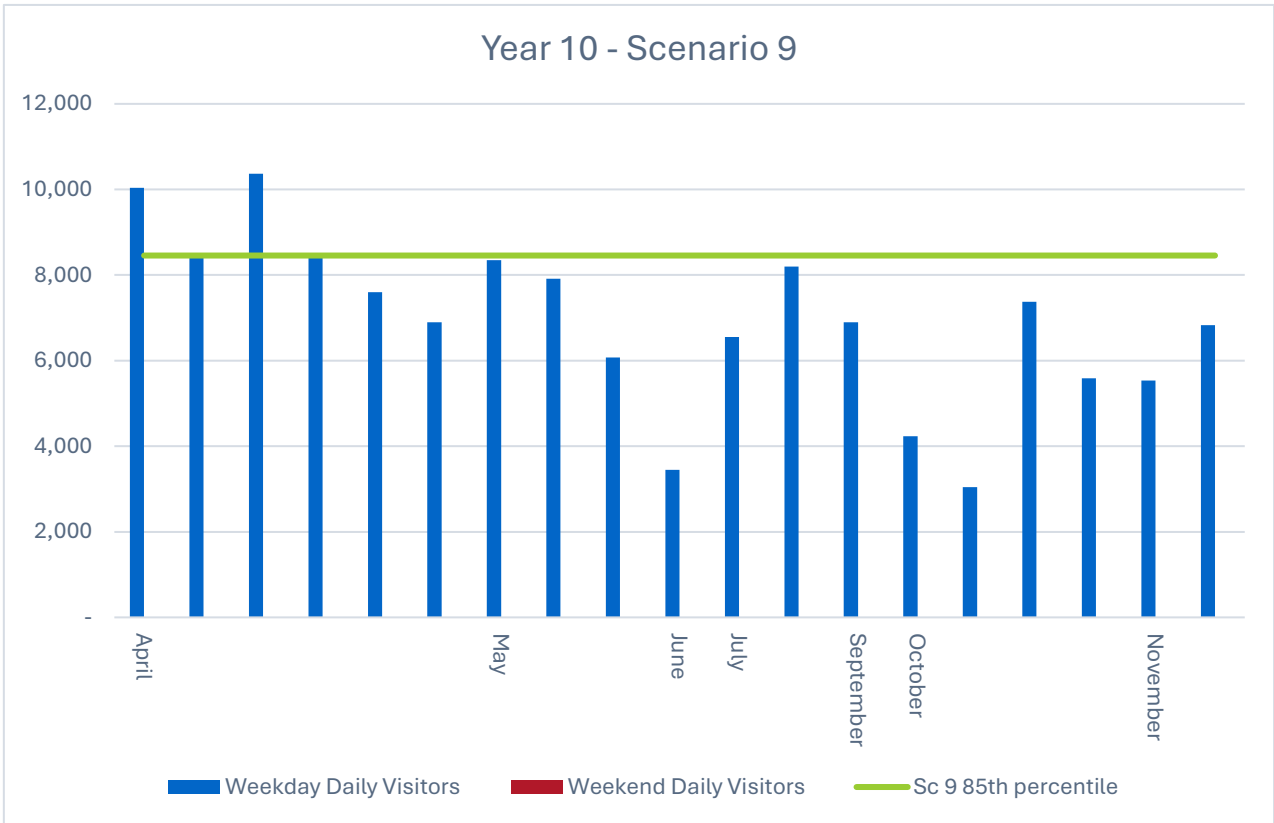
Year 5 - Scenario 7



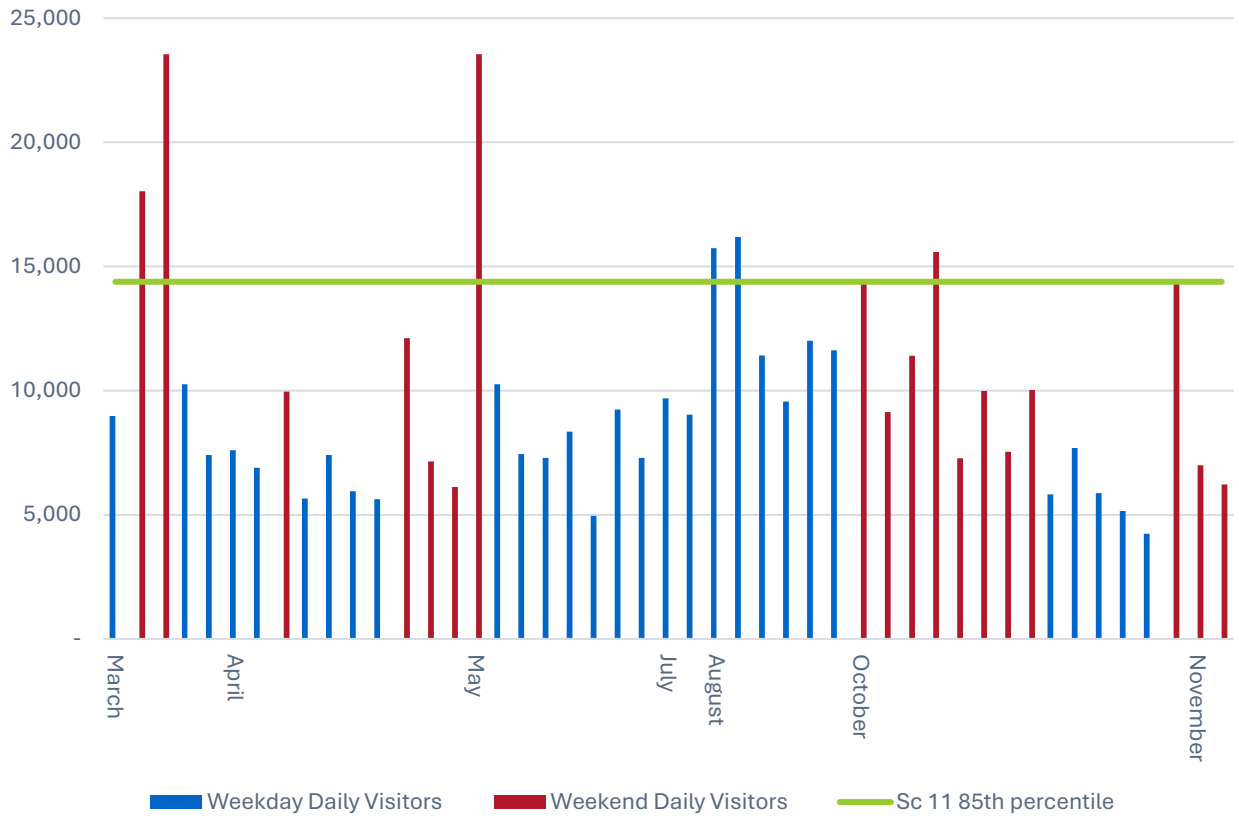
Year 5 - Scenario 8



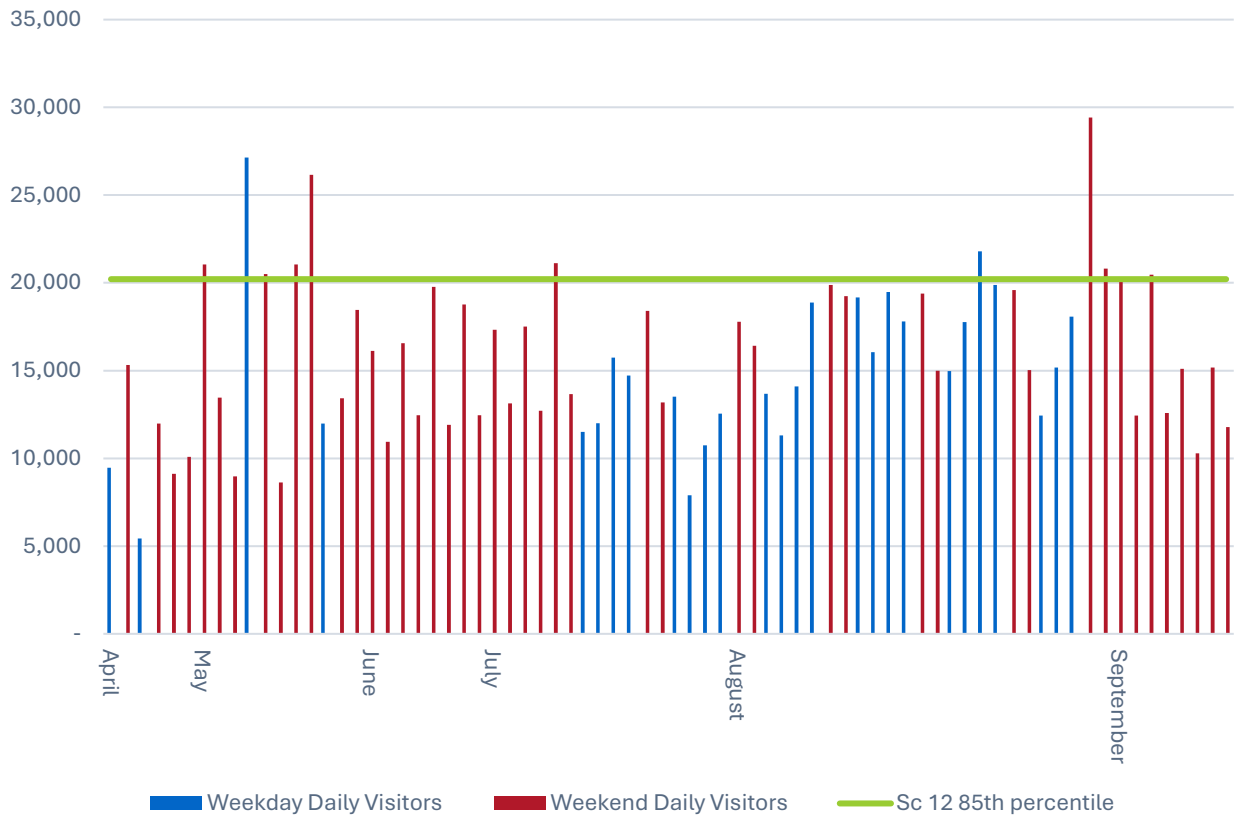
Phase 8 (Year 10)



Year 10 - Scenario 11



Year 10 - Scenario 12



O Technical Note 7: Weekend and Evening Assessment

To Oxfordshire County Council
From Steer
Date 27 April 2026
Project Puy du Fou

Technical Note

Project No. 24632101

Evening and Weekend Assessment

Introduction

1. This Note sets out an assessment of the anticipated transport impact of Puy du Fou during the evening egress and at the weekend, along the B4100 corridor.
2. This Note responds to comments received from OCC which are summarised below:
 - As the BTM provides weekdays peak hour flows only, sensitivity tests were undertaken, indicating that weekday peak traffic levels around Bicester are higher than weekend peak levels. Further information should be provided to demonstrate that weekday peaks represent the worst-case scenario.
 - Further information should be provided to assess weekend traffic flows, and an assessment of the evening egress.

Traffic Data

Traffic Counts

3. A summary of the traffic count locations used to undertake an assessment of weekend and evening flows is provided below.

Classified Turning Count (CTC) at Baynards Green Roundabout

- Tuesday 1st April 2025 (0700-1000 & 1600-2200)
- Saturday 29th March 2025 (0700-1000 & 1600-2200)
- 15-minute intervals

Automatic Traffic Counts (ATCs) on the B4100

- B4100 Banbury Road between Rowan Road (S) and Stable Road (N): 5th October 2023 – 11th October 2023
- B4100 between Baynards Green roundabout and the proposed Park access: 9th June 2021 – 25 June 2021 (extracted from Land Adjacent to M40 Jct 10 Transport Assessment)

TEMPro Factors

4. In order to growth the above traffic data to reflect a 2034 future year scenario, growth rates have been extracted from TEMPro for the Cherwell area. A summary of the factors is provided at

5. **Table 1.**

Table 1: TEMPro Factors

	2021 – 2025	2025 – 2034
Saturdays	1.027328551	1.100398898
Average Weekday	1.027031363	1.097871061

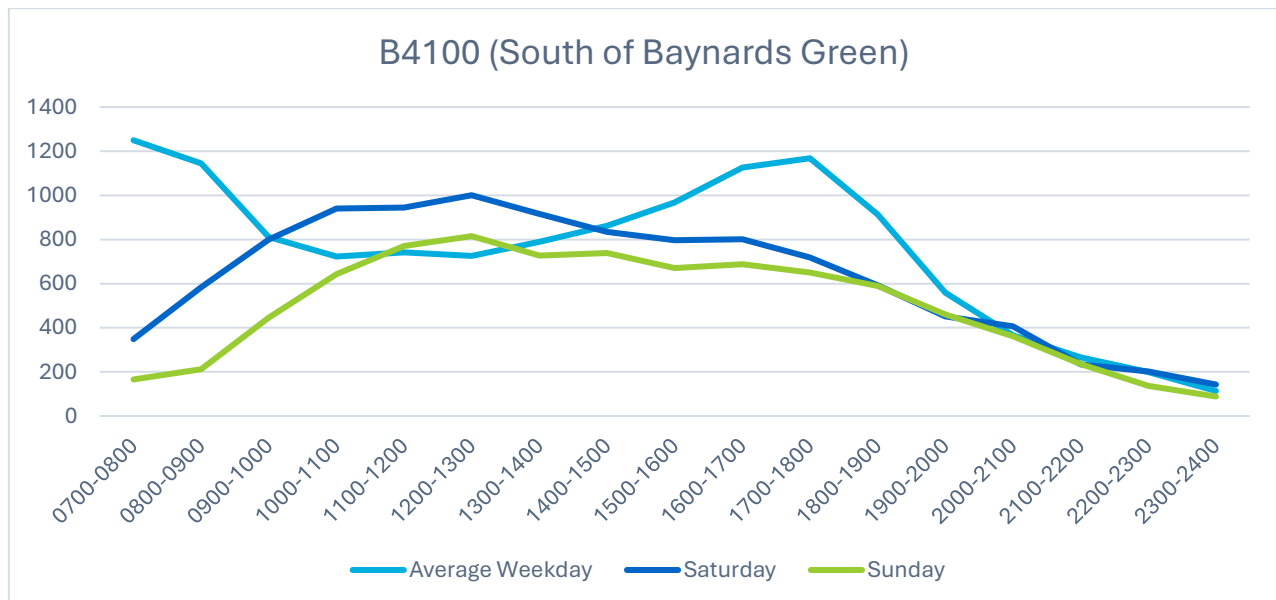
Existing Weekday vs Weekend Comparison – B4100

6. A summary of the traffic flows along the B4100, between the Park and Baynards Green roundabout on an average weekend, a Saturday and a Sunday is summarised at **Table 2**, and is shown graphically at **Figure 1**.

Table 2: B4100 Traffic Flows – 2025

Time	Average Weekday	Saturday	Sunday
07:00:00	1250	348	165
08:00:00	1145	584	212
09:00:00	811	800	445
10:00:00	723	941	642
11:00:00	742	944	771
12:00:00	725	1001	815
13:00:00	790	916	727
14:00:00	862	834	738
15:00:00	968	796	670
16:00:00	1125	801	688
17:00:00	1168	719	651
18:00:00	913	593	589
19:00:00	560	452	460
20:00:00	366	407	362
21:00:00	265	233	235
22:00:00	199	201	137
23:00:00	114	143	88

Figure 1: Traffic flows along the B4100



7. **Table 2** and **Figure 1** demonstrate that the highest flows are experienced during the morning and evening peak hours on a weekday. The highest period on a Saturday is 1200-1300, which is circa 250 vehicles less than during the weekday peak hours. Sunday exhibits a similar profile to Saturday, albeit demonstrates consistently lower vehicle flows across the day.

Scenarios and Development Distribution

Scenarios

8. The following scenarios have been assessed to determine the anticipated visitor arrival and departure profile of the Park:
 - Scenario 10b (85th %ile) – assumes all weekdays other than bank holidays are operational, including those that fall within school holiday periods, therefore testing conditions that could yield the highest potential traffic volumes, albeit they would occur when network demand is typically lower. This scenario has been modelled within the BTM for the weekday peak hours.
 - Scenario 12 (100th %ile) – assumes weekends and weekdays within the school holidays are operational for a worst-case assessment of development generated traffic.
9. Further information with regard to the 85th percentile assessment and the sensitivity tests that have been undertaken is included within Technical Note 5.

Distribution

10. The distribution of traffic on the B4100 across the day has been determined based on Table 14.1 of the Transport Assessment, which sets out the distribution and routing assignment of visitors.
11. During the evening egress, the distribution is likely to change, with a higher proportion of visitors using M40 junction 9, as it will be quieter at this time. The routing strategy will be managed via Park marshals and a signage strategy.
12. A summary of the assumed distribution from the Park is summarised below:
 - B4100 (N) 0700-2100: 77.4%
 - B4100 (N) 2200-2400: 43.7%

Evening Assessment

13. In line with the distribution outlined above, it has been assumed that 70% of night show exits are 1 hour post show ending and 30% are 2 hours post show ending. The references to the evening egress times are in terms of 1 and 2 hours, given that the night show will finish at different times depending on the time of sunset. Notwithstanding this, the night show cannot finish after 23:00.

Puy du Fou Evening Egress Flows

Table 3 summarises the evening egress of the Park for Scenario 10b and **Table 4** summarises the evening egress for Scenario 12.

Table 3: Evening Egress – Scenario 10b

Time	Total Vehicle Egress	B4100 (N) Vehicle Egress	B4100 (S) Vehicle Egress
One hour post show	1,805	789	1016
Two hours post show	772	338	434
Three hours post show	0	0	0
Total	2,577	1,127	1,450

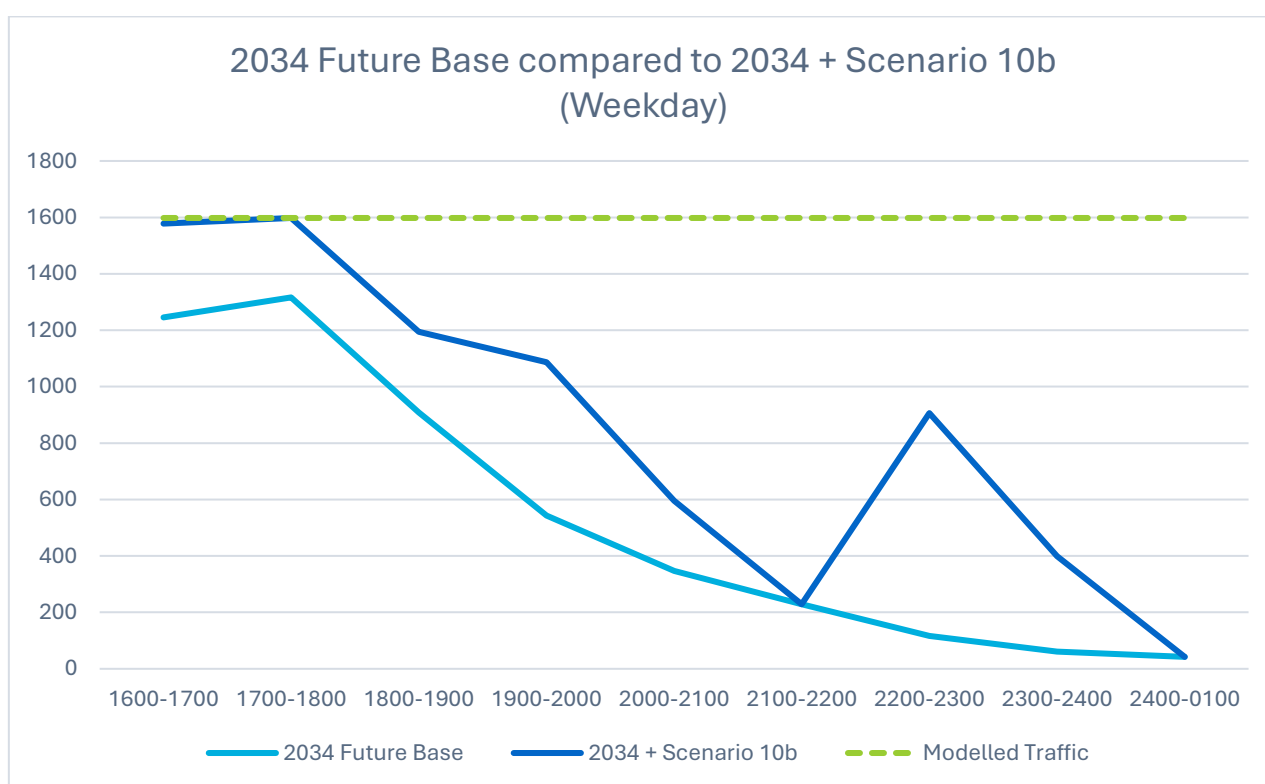
Table 4: Evening Egress – Scenario 12

Time	Total Vehicle Egress	B4100 (N) Vehicle Egress	B4100 (S) Vehicle Egress
One hour post show	1,892	827	1065
Two hours post show	808	353	455
Three hours post show	0	0	0
Total	2,700	1,181	1,519

B4100 Weekday Traffic Flows

14. A comparison of traffic flows along the B4100 between the Park and Baynards Green roundabout in the 2034 Future Base and 2034 + Scenario 10b is provided at **Figure 2**. The assessment focuses on a comparison with the evening peak hour assessment, which represents a worst-case of traffic flows. The level of traffic modelled within the BTM is illustrated by the dashed green line.

Figure 2: 2034 Future Base compared to 2034 + Scenario 10b (Weekday)

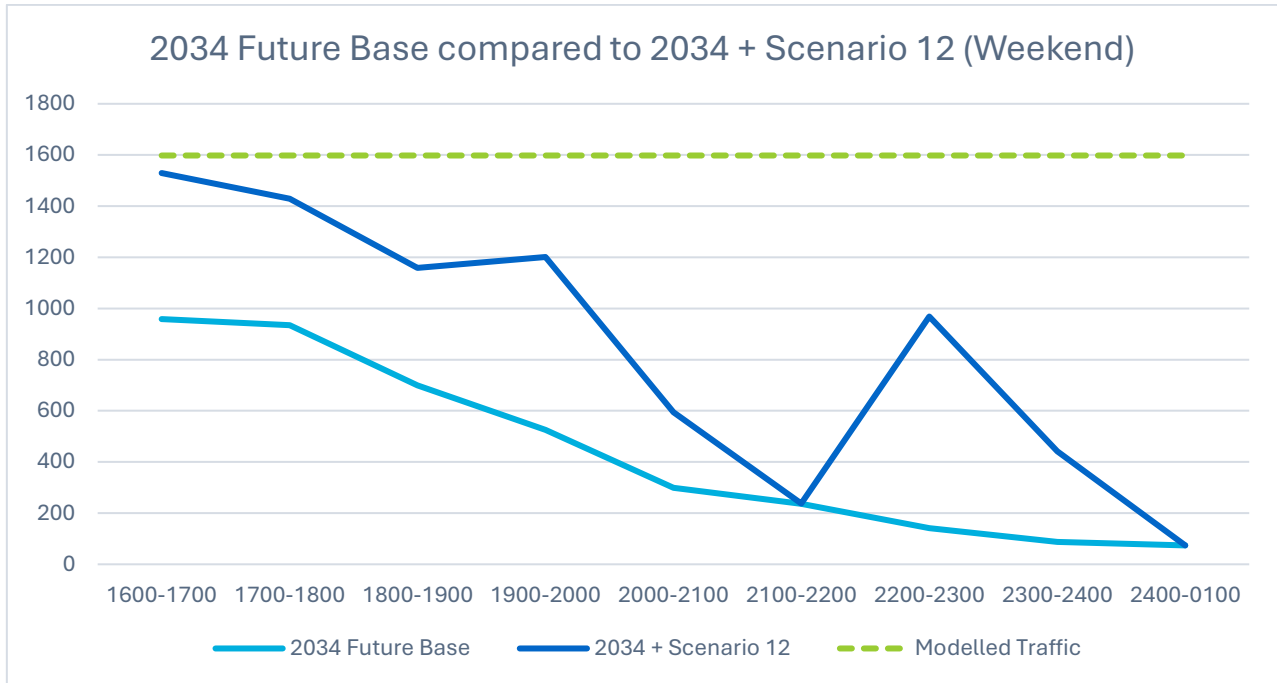


15. **Figure 2** shows that during the evening peak hour (17:00-18:00), the 2034 + Scenario 10b scenario exhibits increased flows in the region of 250-300 vehicles.
16. Across the evening, traffic flows decrease significantly in both scenarios, with a noticeable secondary peak at around 22:00 in the 2034 + Scenario 10b scenario, in line with the night show egress of the Park. It is noted that this increase remains well below the 2034 + Scenario 10b scenario evening peak hour (17:00-18:00), which has been modelled, and also remains well below the evening peak hour of the 2034 future base flows.

B4100 Weekend Traffic Flows

17. A comparison of traffic flows along the B4100 between the Park and Baynards Green roundabout in the 2034 Future Base and 2034 + Scenario 12 is provided at **Figure 3**. The assessment focuses on a comparison with the evening peak hour assessment, which represents a worst-case of traffic flows. The level of traffic modelled within the BTM is illustrated by the dashed green line.

Figure 3: 2034 Future Base compared to 2034 + Scenario 12 (Weekend)

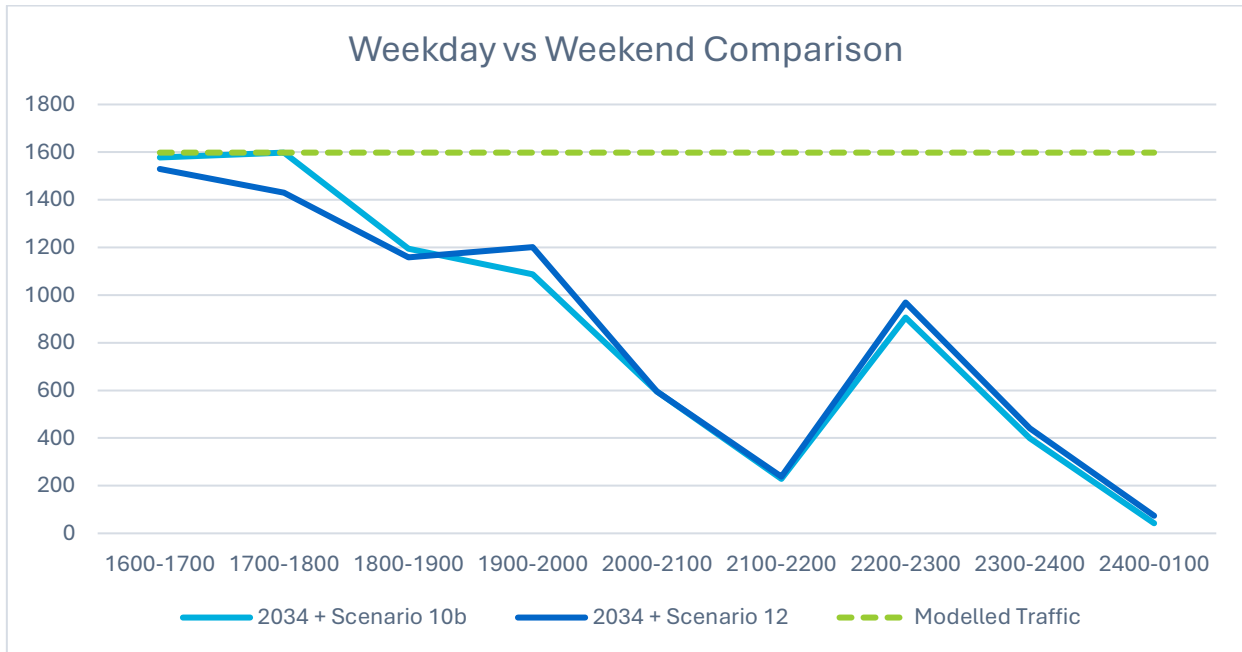


18. **Figure 3** shows that from 16:00 to 21:00 the traffic flows along the B4100 are higher in the 2034 + Scenario 12 than the 2034 Future Base, and flows gradually decrease across the evening. The flows for each scenario are comparable between 21:00-22:00. In the 2034 + Scenario 12 scenario, there is a noticeable peak at around 22:00, in line with the night show egress of the Park. It is noted that this increase remains comparable to the peak of 2034 Future Base, at 16:00-17:00.
19. All flows outlined above are below the quantum of modelled traffic within the BTM for the TAA.

Weekend Assessment

20. A comparison between the 2034 + Development flows on a weekend (Scenario 12) and a weekday (Scenario 10b) is provided at **Figure 4**. The assessment focuses on a comparison with the evening peak hour assessment, which represents a worst-case of traffic flows.

Figure 4: 2034 + Development Weekday vs Weekend Comparison – B4100 (South of Baynards Green)



21. **Figure 4** demonstrates that the highest level of traffic on the B4100 is experienced in the 2034 + Scenario 10b scenario from 17:00-18:00. This is the time period that has been modelled within the BTM. Across the evening, the traffic flows within both scenarios decrease until around 21:00, after which both exhibit a late-evening secondary peak around 22:00, slightly more pronounced under Scenario 12.
22. **Figure 4** demonstrates that weekend traffic remains below the quantum of traffic modelled for the TAA, as depicted by the green dashed line.

Summary and Conclusion

23. This Note has been prepared in response to OCC's request for further evidence to demonstrate that the modelled peak hours represent the worst-case traffic conditions. The assessment has drawn on observed traffic count data, and a series of future year scenarios to provide a robust comparison between weekday, weekend and evening conditions on the B4100 corridor. The assessment focuses on a comparison with the evening peak hour assessment, which represents a worst-case of traffic flows.
24. With regard to observed traffic flows on the B4100, the data shows that traffic flows are consistently higher during the weekday peak hours than during peak weekend periods. Whilst weekend traffic shows higher demand during the middle of the day (10:00-15:00), these flows remain materially lower than weekday peak hour volumes, which have been modelled as part of the TAA. The highest Saturday hourly flows are shown to be approximately 250 vehicles lower than the weekday peak hours, confirming that weekday peak conditions represent the most onerous baseline for impact assessment.

25. Sensitivity testing of evening egress scenarios indicates that, while development-related traffic associated with night-time shows generates a secondary peak later in the evening, overall traffic levels during these periods remain below those anticipated during the weekday evening peak hour. Utilising worst-case assumptions, evening flows do not exceed future base weekday peak conditions, and demand reduces significantly outside of the defined egress window.
26. Comparisons between future weekday and weekend development scenarios further highlight that weekend traffic remains below the quantum of traffic modelled for the TAA.
27. On this basis, it is concluded that the weekday peak hour modelling undertaken as part of the TAA provides the most robust and appropriate method for assessing the potential highway impacts of the proposed development. The additional weekend and evening assessments presented in this Note confirm that these periods do not result in greater traffic demand or network stress than that captured by the weekday peak hour scenarios, and therefore do not alter the conclusions previously reached. Consequently, no further reassessment of the development's transport impacts is required beyond the established weekday peak hour analysis.

P Site Access Junction Modelling Reports

Summary of Site Access Modelling

Visitor Access

Table 1: Visitor Access (North Access)

Visitor (North)	AM					PM				
	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)
2031 + PDF Miti										
NB Lane 1	0	3.85	0.03	A	-	0	0	0	A	-
NB Lane 2	1.2	8.21	0.55	A	-	1.7	8.94	0.64	A	-
SB Lane 1	2.7	10.95	0.74	B	7.3	1	6.02	0.51	A	3.97
SB Lane 2	0.4	5.2	0.3	A	4.24	0	0	0	A	3.44
Access	0	0	0	A	-	0.1	2.14	0.07	A	-
2034 + PDF Miti										
NB Lane 1	0.1	3.89	0.05	A	-	0	0	0	A	-
NB Lane 2	1.1	7.67	0.52	A	-	3	13.16	0.75	B	-
SB Lane 1	2.1	8.91	0.68	A	6.13	0.9	5.51	0.47	A	3.83
SB Lane 2	0.4	5.09	0.28	A	4.14	0	0	0	A	3.98
Access	0	0	0	A	-	0.1	2.23	0.06	A	-

Middle Access

Table 2: Middle Access

Shuttle (Middle)	AM					PM				
	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)
2031 + PDF Miti										
NB Lane 1	0	0	0	A	-	0	0	0	A	-
NB Lane 2	1.3	8.33	0.57	A	-	2.3	12.28	0.71	B	-
SB Lane 1	4.4	17.87	0.82	C	12.12	1.5	8.1	0.6	A	5.54
SB Lane 2	0	0	0	A	2.75	0	0	0	A	3.08
Access	0	0	0	A	0	0	0	0	A	-
2034 + PDF Miti										
NB Lane 1	0	0	0	A	-	0	0	0	A	-
NB Lane 2	1.2	8.12	0.55	A	-	1.7	9.88	0.63	A	-
SB Lane 1	3	13.05	0.75	B	8.96	1.2	6.99	0.54	A	4.9
SB Lane 2	0	0	0	A	2.73	0	0	0	A	2.9
Access	0	0	0	A	0	0	0	0	A	-

Staff Access

Table 3: Staff Access (South)

Staff (South)	AM					PM				
	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)
2031 + PDF Miti										
Exit Right	0	0	0	A	0.09	0	7.19	0.05	A	1.01
Exit Left	0	0	0	A		0.4	12.61	0.27	B	
Right turn access	0	6.18	0.04	A		0	0	0	A	
2034 + PDF Miti										
Exit Right	0	0	0	A	0.13	0.1	6.85	0.06	A	0.99
Exit Left	0	0	0	A		0.3	11.26	0.23	B	
Right turn access	0.1	6.21	0.05	A		0	0	0	A	

Q Updated Travel Plan

Travel Plan

April 2026

Land North-West of Bicester

Travel Plan

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The logo for Steer, featuring the word "steer" in a bold, lowercase, sans-serif font.

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A Illustrative Masterplan

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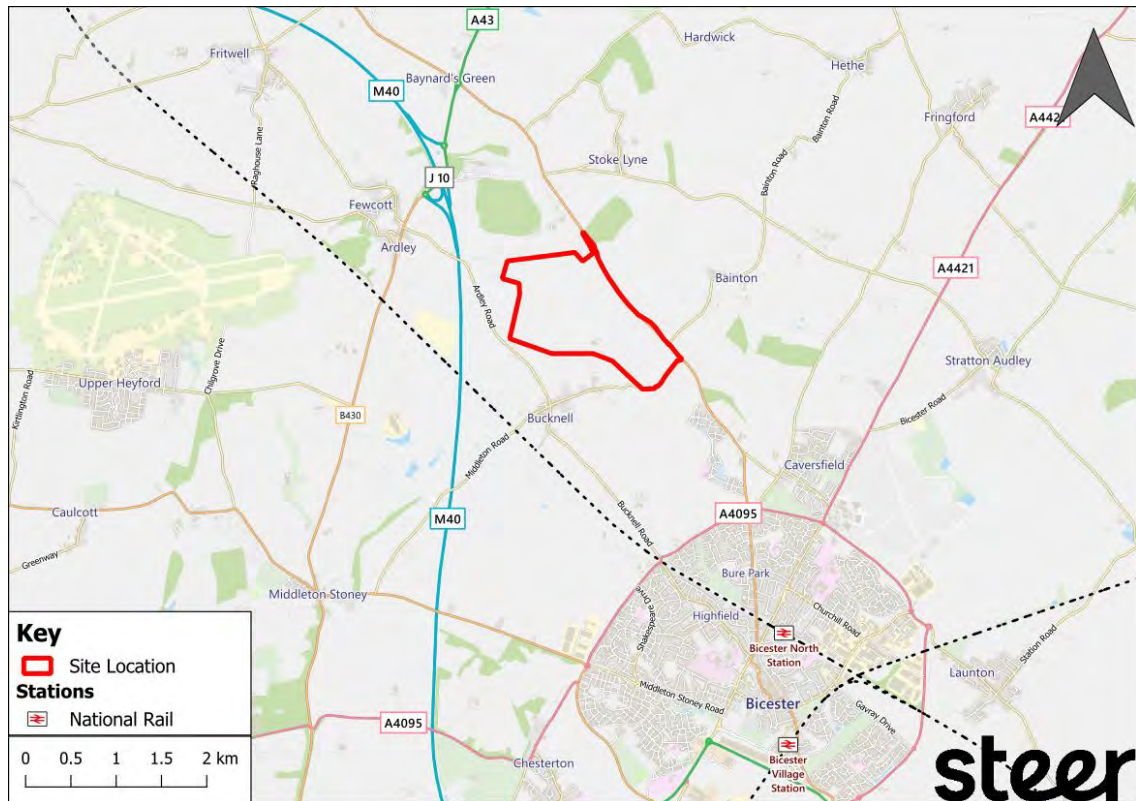
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1 Introduction

Overview

- 1.1 Steer has been appointed by Puy du Fou United Kingdom Limited (referred to as ‘The Applicant’) to provide transport and highways advice to support the delivery of a tourism development. This Travel Plan (TP) has been produced to accompany the outline planning application for the Proposed Development, at land to the north and east of Manor Farm, Bainton Road, Bucknell (‘the Site’).
- 1.2 The Site sits wholly within the jurisdiction of Cherwell District Council (CDC) as the Local Planning Authority (LPA), and the Local Highway Authority (LHA) is Oxfordshire County Council (OCC). It is located to the north of the village of Bucknell and approximately 3.5km north of Bicester, Oxfordshire.
- 1.3 The eastern boundary of the Site abuts the B4100 and the M40 is located approximately 1km west of the Site’s western boundary. The M40 provides road links to Birmingham to the north and London to the south. A Site location plan is provided at **Figure 1.1**

Figure 1.1: Site Location Plan



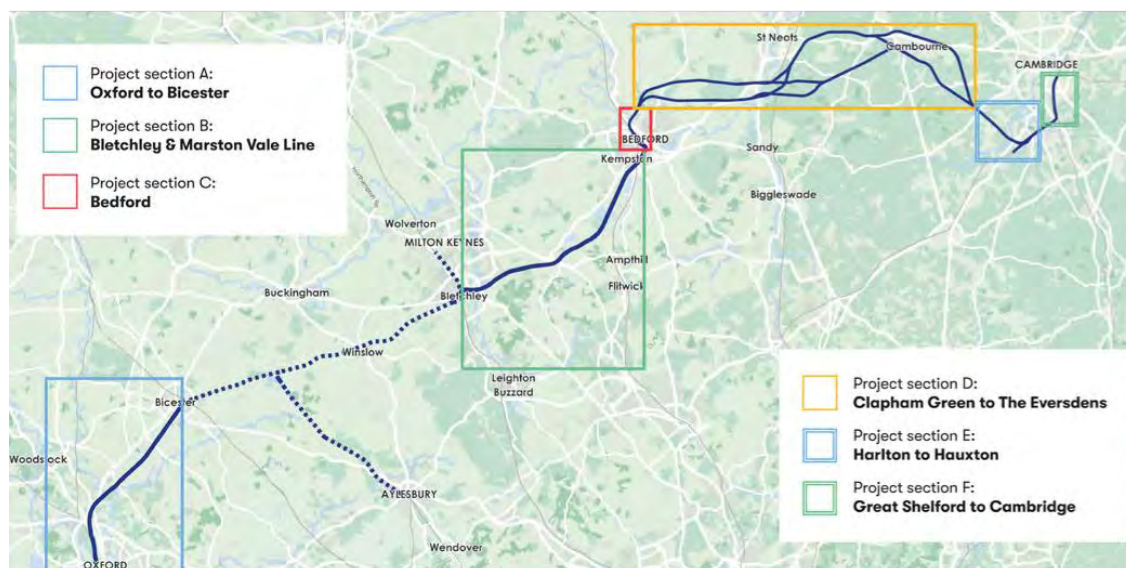
Development Overview

1.4 The development description is as follows:

“Tourism development, including outdoor and indoor theatres, restaurants, hotels, conference facilities, offices, warehousing and storage, security control centre, medical centre, animal facilities (including stables, aviary, animal sheds), laundry facility and workshops, and supporting infrastructure including recycling centre, wastewater treatment facility, energy centre and sub-stations, photovoltaic (PV) solar panels, water storage tanks and pumps, lakes and water management systems, structural landscaping, internal footpaths, internal vehicular routes, active travel routes, parking and access (Outline Masterplan).”

- 1.5 The Site is approximately 158ha in size and comprises agricultural land and various agricultural buildings at the north-western boundary and on the southern part of the Site. The Site also comprises small areas of woodland situated adjacent to the B4100 and on the south and south-eastern parts of the Site. The Site boundary extends to incorporate a section of the B4100, where highway works are proposed.
- 1.6 It is located to the north of the village of Bucknell and approximately 3.5km north of Bicester, Oxfordshire. The Site’s eastern boundary aligns with the eastern side of the B4100, with agricultural land predominantly running alongside this edge. Approximately 1 kilometre west of the Site’s western boundary lies the M40 motorway, which provides strategic road links to Birmingham in the north and London in the south.
- 1.7 The Site is well connected to existing transport infrastructures including Junction 10 of the M40 (approx. 1km north) providing links to London (approx. 110km south) and Birmingham (approx. 100km north). The Site is well positioned with two train stations, Bicester North Station (approx. 3.5km south-east) and Bicester Village Station (approx. 4.5km south) providing rail links to London Marylebone Station and train stations in Birmingham City Centre. The nearest city to the Site is Oxford which is approximately 20km south-west and easily reached by the surrounding road network, rail services from Bicester Village Station and local bus services.
- 1.8 There is also the East West Rail (EWR) project, which is a major UK infrastructure initiative aimed at re-establishing a strategic rail link between Oxford and Cambridge, via key locations such as Bicester, Milton Keynes, and Bedford. The Site will benefit from this as Bicester is a key location on the EWR route. The proposal route can be seen in **Figure 1.2**.

Figure 1.2: EWR Proposal



1.9 This TP is being submitted alongside a Transport Assessment (TA) to support the Application.

Puy du Fou

1.10 Puy du Fou is a globally renowned immersive cultural and historical attraction, first established in western France in 1977. It has since pioneered a distinctive artistic model within the entertainment industry, demonstrated by Puy du Fou France being one of the most popular tourist attractions in France.

1.11 After success with Puy du Fou in France, a second park was opened in 2021 near Toledo in Spain, Puy du Fou España. Following continued success in Spain, Puy du Fou is now seeking to develop a number of sites across the world, and the UK is one of the key destinations as a result of Britain’s extensive and interesting history on which the shows will be based.

Vision

1.12 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.

1.13 In line with Vision Led Decide and Provide development principles, and as required by National Highways circular 01/2022, the transport vision for the Site has been set out below.

The Site is well located close to large, and accessible population areas allowing for both visitors and employees to easily access the Site via sustainable travel modes from both the local area and further afield, via Bicester Village and Bicester North railway stations. The transport strategy has been developed to deliver an exemplar mode share, with the promotion of a public transport and cycling mode share in excess of other similar leisure facilities, whilst also being close to the Strategic Road Network (SRN) for longer distance visitors. Its close proximity to key SRN junctions, will limit any highways impacts on local roads.

Measures both on and off Site will improve facilities for pedestrians and cyclists, while a comprehensive public transport package is in place, alignment with incentives and continual monitoring and promotion of sustainable travel opportunities which will help to minimise vehicular traffic to and from the Site and also assisting the authorities and National Highways aims of reducing car-based trips within the immediate vicinity of the Site and on the Strategic Road Network.

The Applicant supports the national, regional and local guidance and best practice which seeks to shift away from planning for vehicles, towards planning for people and places, e.g. a Vision Led approach based on Decide and Provide principles, rather than an outdated approach of predict and provide which is no longer supported by policy.

- 1.14 Transport considerations have been embedded in the design process from the outset and have informed the evolution of the Proposed Development at each stage. The layout, access arrangements, and supporting infrastructure have been shaped by the findings of transport studies and ongoing discussions with stakeholders, ensuring that the scheme responds appropriately to forecast travel demand and network capacity. This iterative approach has enabled transport matters to be fully integrated into the Proposed Development's overall design, ensuring a comprehensive and sustainable solution.

TP Purpose and Scope

- 1.15 This TP considers all aspects of travel behaviour to, from, and within the Site for:
- Staff travel
 - Visitor travel
 - Servicing and deliveries (i.e. commercial trips)
- 1.16 This TP is a 'living' document and, as such, will be actively promoted, reviewed and updated over time. This TP provides the basis for sustainable travel prior to and following opening of the Site.
- 1.17 The TP will assist with the long-term management strategy for the sustainable movement of both people and goods to the Site. A key focus of this will be to encourage walking, cycling and public transport use as an alternative to car.
- 1.18 This TP will focus on:

- Improving the accessibility of the Site for all potential users
- Increasing travel options to and from the Site and encouraging the use of more sustainable modes of travel such as walking, cycling and public transport (as an alternative to car use)
- Improving the health and well-being of the Site’s users through encouraging active travel (walking and cycling) and reducing air and noise pollution
- Reducing the demand for car parking
- Helping to achieve local (CDC) and regional (OCC) policy sustainable transport targets and objectives

1.19 The Applicant recognises the value of sustainable travel, including deliveries and servicing, and the importance of producing TPs.

TP Benefits

1.20 A TP can bring forward a number of benefits to the developer, the local authorities and the Site. The key benefits of the TP are summarised in **Table 1.1**.

Table 1.1: Benefits of a TP

Benefits	Applicant	Staff	Suppliers	Local residents	CDC/ OCC
Improved site access	✓	✓			
Less congestion on local roads		✓	✓	✓	✓
Reduced demand for parking spaces enabling land to be put to more cost-effective use	✓				
Improved travel choice (including opportunity for financial savings)	✓	✓		✓	✓
Help to meet an organisation’s environmental objective, for example reduced emissions contribute towards carbon dioxide CO ₂ reduction targets	✓		✓		✓
Increase business efficiency	✓		✓		
Local environmental improvements from reduced congestion, pollution and noise				✓	✓
Opportunities for active, healthy travel and associated health benefits	✓	✓		✓	
Help achieve wider local policy objectives, e.g. on sustainability					✓
Opportunity to feed into a corporate social responsibility programme and ensure your operations comply with health and safety legislation	✓		✓		

TP Structure

1.21 This TP is divided into eleven chapters, following this introduction. The structure of the remaining report is as follows:

- **Chapter 2:** Policy and Guidance
- **Chapter 3:** Existing Conditions
- **Chapter 4:** Embedded Sustainable Travel Measures
- **Chapter 5:** Travel Patterns
- **Chapter 6:** Overarching Objectives and Targets
- **Chapter 7:** Primary Attraction Measures and Action Plan
- **Chapter 8:** On-Site Hotels Measures and Action Plan
- **Chapter 9:** On-Site Conference Centre Measures and Action Plan
- **Chapter 10:** TP Management
- **Chapter 11:** Monitoring and Review

2 Policy Context

Overview

2.1 This Chapter provides a summary of transport-related national, regional and local planning policy and guidance relevant to the Planning Application and which has informed the preparation of this report and the design of the Proposed Development.

National Planning Policy

- National Planning Policy Framework (NPPF) 2024
- National Planning Practice Guidance 'Travel Plans, Transport Assessments and Statements in Decision-Making' (2014)
- Department for Transport Circular 01/2022: Strategic Road Network and the Delivery of Sustainable Development (2022)
- Decarbonising Transport (2021)
- Active Design (2023)
- Local Transport Note 1/20 'Cycle Infrastructure Design' (LTN 1/20) (2020)

Regional Policy

- Oxfordshire Local Transport and Connectivity Plan 4 (LTCP5) (2022)
- Oxfordshire Bus Service Improvement Plan (June 2024)
- Oxford Local Cycling and Walking Infrastructure Plan (LCWIP) (2020)
- Oxfordshire Mobility Hub Strategy
- EV Infrastructure Strategy
- Oxford Transport Strategy
- Active Travel Strategy

Local Policy

- Cherwell Local Plan Review 2042 – Proposed Submission Plan (Regulation 19) (December 2024)
- Bicester Local Cycling and Walking Infrastructure Plan (LCWIP) (2020)

3 Baseline Conditions

Site Description

- 3.1 The Site is approximately 158ha in size and comprises agricultural land and various agricultural buildings at the north-western boundary and on the southern part of the Site. The Site also comprises small areas of woodland situated adjacent to the B4100 and on the south and south-eastern parts of the Site. The Site boundary extends to incorporate a section of the B4100, where highway works are proposed.
- 3.2 It is located to the north of the village of Bucknell and approximately 3.5km north of Bicester, Oxfordshire. The Site's eastern boundary aligns with the eastern side of the B4100, with agricultural land predominantly running alongside this edge. Approximately 1 kilometre west of the Site's western boundary lies the M40 motorway, which provides strategic road links to Birmingham in the north and London in the south.
- 3.3 The Site is well connected to existing transport infrastructures including Junction 10 of the M40 (approx. 1km north) providing links to London (approx. 110km south) and Birmingham (approx. 100km north). The Site is well positioned with two train stations, Bicester North Station (approx. 3.5km south-east) and Bicester Village Station (approx. 4.5km south) providing rail links to London Marylebone Station and train stations in Birmingham City Centre. The nearest city to the Site is Oxford which is approximately 20km south-west and easily reached by the surrounding road network, rail services from Bicester Village Station and local bus services.
- 3.4 The Site is well connected to existing transport infrastructures including Junction 10 of the M40 (approx. 1km north) providing links to London (approx. 110km south) and Birmingham (approx. 100km north). The Site is well positioned with two train stations, Bicester North Station (approx. 3.5km south-east) and Bicester Village Station (approx. 4.5km south) providing rail links to London Marylebone Station and train stations in Birmingham City Centre. The nearest city to the Site is Oxford which is approximately 20km south-west and easily reached by the surrounding road network, rail services from Bicester Village Station and local bus services.
- 3.5 The Site is located within an area predominantly characterised by farmland which immediately surrounds the Site to the north, south, west and east.
- 3.6 A large area of woodland, Stoke Wood, is located to the north of the Site with Moto Cherwell Valley services located beyond at Junction 10 of the M40. Ardley Road and the M40 are located to the west. Bucknell village is located to the south and comprises predominantly residential dwellings alongside a small number of services and businesses including Bicester Midwives Hospital, St Peter's Church, a public house and several holiday homes. Open countryside comprising parcels of farmland and areas of woodland extend east of the Site.

- 3.7 The Site benefits from good proximity to existing residences and local amenities at the Cherwell Valley service station, which includes a petrol station (ESSO), and a host of restaurants and shops, and a Travelodge hotel.

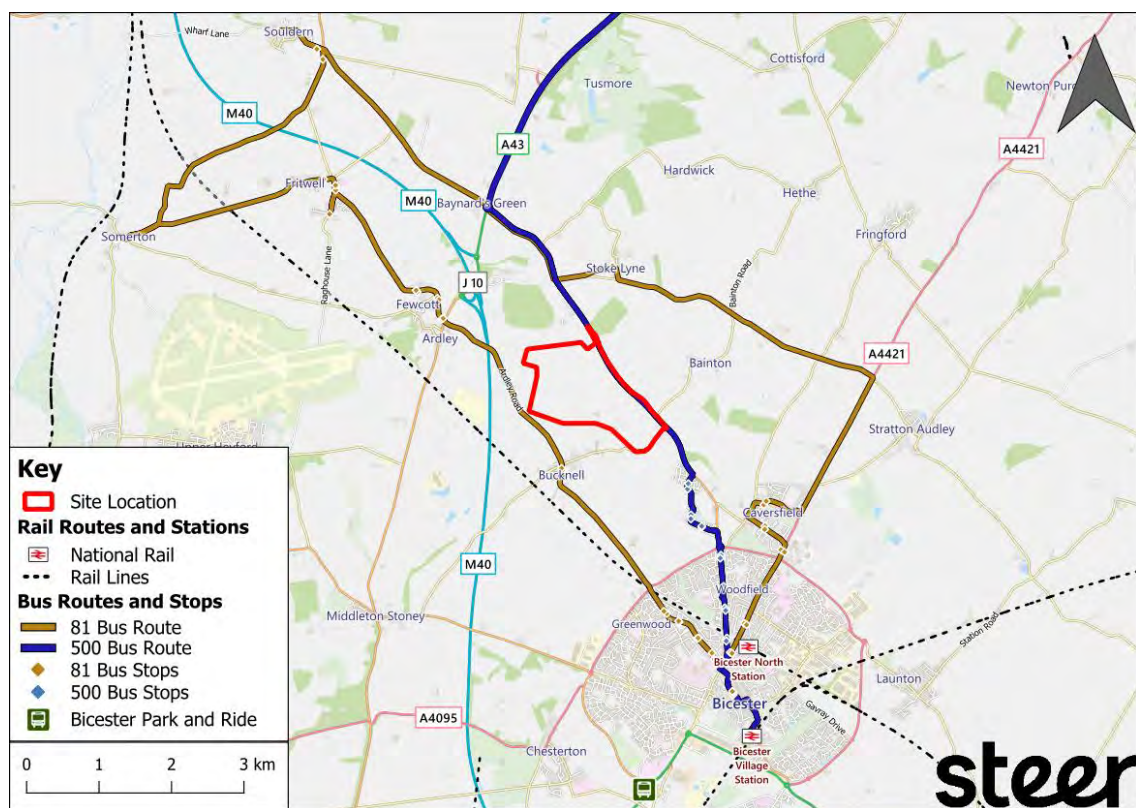
Existing Site Uses

- 3.8 The Site currently consists of predominantly undeveloped farmland, with small areas of woodland. The woodland areas are Great Copse, Nettle Copse, Twelve Acre Copse, and Kilby's Copse which only partly sits within the red line boundary. There are two small farm-related sites, consisting of barns and other various outbuildings.

Existing Public Transport Network

- 3.9 A public transport network map can be seen in **Figure 3.1**.

Figure 3.1: Existing Public Transport Network



Bus

- 3.10 The Site has limited accessibility to public bus services. The 500 service, run by Stagecoach, runs between Banbury and Bicester via Brackley, with part of the route travelling on the B4100 in the vicinity of the Site. However, the nearest stop is at Braeburn Avenue, some 2.5km to the south of the Site. The service generally runs on an hourly basis between 05:50 (leaving Banbury) and 18:40 (last bus into Bicester), and less frequently thereafter, with the last service between Banbury and Brackley at 23:00.
- 3.11 Bus route 81, provides a circular route between Bicester and Souldern, with stops in Bucknell, some 3km from the Site as well as in Ardley. There are two services in the morning and three in the afternoon. Morning services route southbound towards Bucknell and afternoon services route northbound towards Souldern.

3.12 Other services are available from further afield, including a range of buses that serve Bicester.

3.13 Key services and routes are presented in **Table 3.1**.

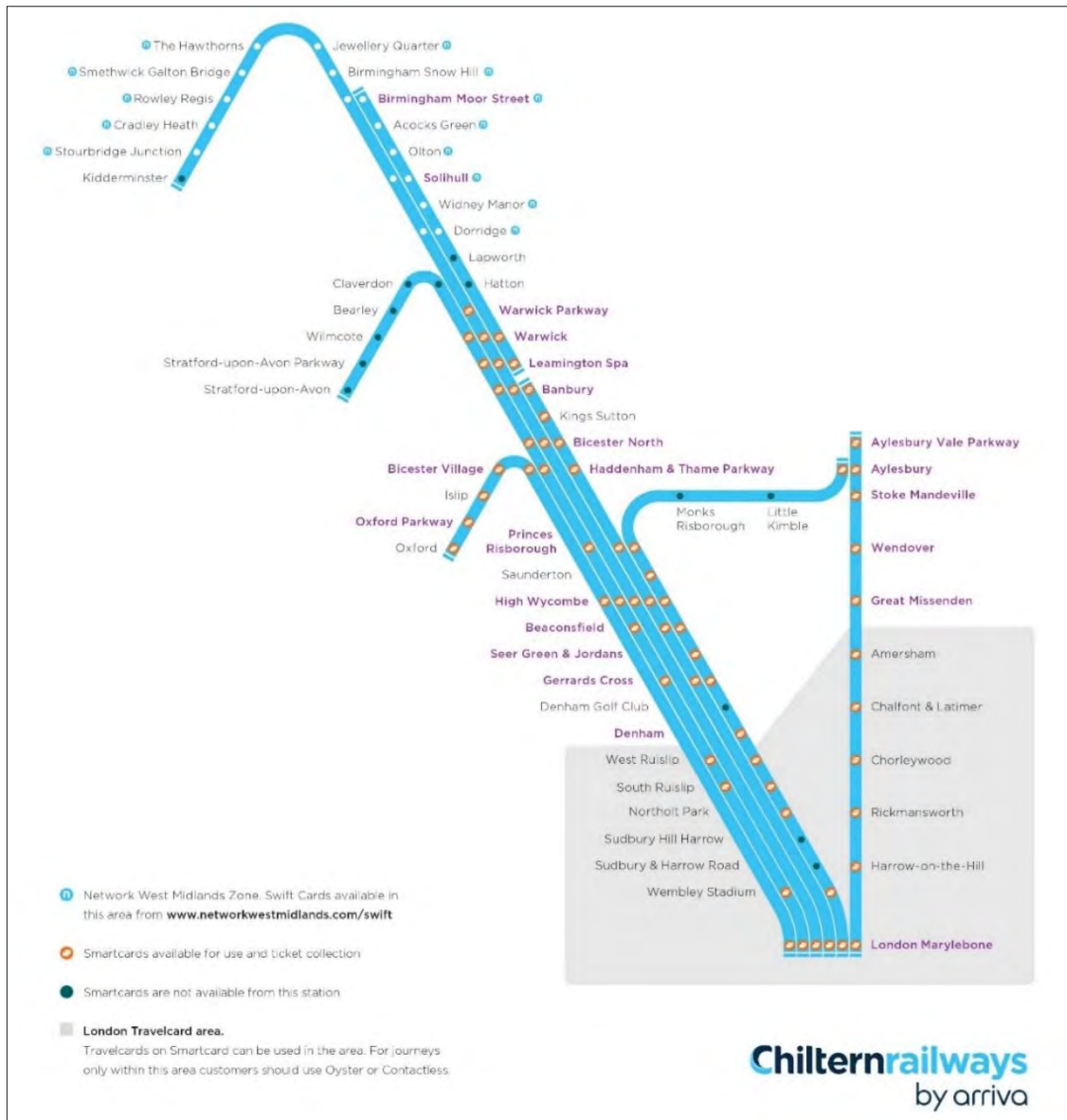
Table 3.1: Existing Bus Services

Service	Route	Typical Frequency		
		Mon - Fri	Sat	Sun
X5	Bedford – Oxford	Every 30 minutes	Every 1 hour	Every 1 hour
17	Aylesbury – Bicester	Every 2 hours	Every 2 hours	No service
18	Buckingham – Bicester	Every 2-3 hours	Every 2-3 hours	No service
24	Bicester – Oxford	Every 2-3 hours	Every 2-3 hours	No service
25	Lower Heyford – Bicester	Every 1 hour	Every 1 hour	No service
26	Kingsmere – Bicester	Every 30 minutes	Every 30 minutes	No service
107	Oddington – Bicester	1 per day (Fridays only)	No service	No service
108	Oxford – Bicester	2 per day	2 per day	No service
500	Banbury – Bicester	Every 1 hour	Every 1 hour	No service
S5	Oxford – Bicester	Every 30 minutes	Every 30 minutes	Every 30 minutes

Rail

3.14 The nearest stations are Bicester North Station (approx. 3.5km southeast) and Bicester Village Station (approx. 4.5km south). These can each be reached within an 8 to 11-minute drive.

Figure 3.2: Chiltern Railways Network Map



3.15 Chiltern Railways operate services to both stations. Bicester Village is located on the London-Oxford branch and Bicester North is located on the London-Birmingham branch.

3.16 The full set of timetable and capacity data is available in **Appendix C** of the TA, with a summary of the number of services set out in **Table 3.2** for Bicester North and

3.17 **Table 3.3** for Bicester Village.

3.18 As mentioned, Bicester Village station is a key destination on the EWR route. Sections of the route are forecast to be operational in 2025. This route will be a key aspect of the baseline capacity.

Table 3.2: Summary of Chiltern Railways' timetabled services at Bicester North (as of January 2025)

	Number of Northbound Services towards Birmingham			Number of Southbound Services towards London		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
00:00-01:00	-	2	1	-	-	-
01:00-02:00	1	1	-	-	-	-
02:00-07:00	2	1	-	4	2	-
07:00-08:00	2	1	-	2	2	-
08:00-09:00	2	1	1	2	2	2
09:00-10:00	2	1	1	2	2	1
10:00-11:00	2	2	1	2	2	2
11:00-12:00	2	1	1	2	1	2
12:00-13:00	2	1	1	2	1	2
13:00-14:00	2	2	2	2	2	1
14:00-15:00	2	1	1	2	1	1
15:00-16:00	2	1	1	2	1	1
16:00-17:00	2	2	1	2	2	2
17:00-18:00	2	2	1	2	1	1
18:00-19:00	2	2	2	2	1	1
19:00-20:00	2	2	2	1	2	1
20:00-21:00	2	2	1	1	2	-
21:00-22:00	2	2	1	1	1	1
22:00-23:00	1	1	1	2	1	1
23:00-00:00	2	1	1	-	-	-
Total	36	29	20	33	26	19

Table 3.3: Summary of Chiltern Railways' timetabled services at Bicester Village (as of January 2025)

	Number of North/Westbound Services towards Oxford			Number of Southbound Services towards London		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
00:00-01:00	2	2	1	-	-	-
01:00-02:00	-	-	-	-	-	-
02:00-07:00	2	-	-	3	1	-
07:00-08:00	2	2	1	1	2	1
08:00-09:00	2	2	1	4	2	2
09:00-10:00	2	2	2	1	2	2
10:00-11:00	2	2	2	2	2	2
11:00-12:00	2	2	2	2	2	2
12:00-13:00	2	2	2	2	2	2
13:00-14:00	2	2	2	2	2	2
14:00-15:00	2	2	2	2	2	2
15:00-16:00	2	2	2	2	2	2
16:00-17:00	2	2	2	2	2	2
17:00-18:00	2	2	2	2	2	2
18:00-19:00	2	2	2	2	2	2
19:00-20:00	2	2	2	2	2	2
20:00-21:00	2	2	2	2	2	2
21:00-22:00	2	2	2	2	2	2
22:00-23:00	2	2	2	2	1	1
23:00-00:00	2	1	1	2	-	-
Total	38	35	32	37	32	30

3.19 As is shown in these tables, there is a continuous frequent service throughout the day, from early in the morning through to very late evening.

East West Rail

3.20 East West Rail is a nationally significant railway project which will deliver transport connections for communities between Oxford and Cambridge by:

- Upgrading an existing section of railway between Oxford and Bicester
- Bringing back a section of railway between Bicester and Bletchley
- Refurbishing existing railway between Bletchley and Bedford and
- Building brand new railway infrastructure between Bedford and Cambridge

3.21 The first phase of the western section, Oxford to Bletchley/ Milton Keynes, is expected to open in the latter half of 2025, and the central section, Bletchley to Cambridge via Bedford, is targeted for completion by 2030. This timeline is subject to securing the necessary statutory planning powers and consents.

Future Station at Ardley

- 3.22 Ardley Railway Station is listed as Core Policy 85 of Cherwell District Council’s Local Plan Review 2040. There was originally a station at Ardley on the Chiltern main line that runs between Birmingham and London, which closed in 1963. Land is safeguarded for a railway station at Ardley on the railway line to the south of the settlement of Ardley. At this stage, no further studies have been undertaken to determine the feasibility of reinstating the station.

Park and Ride

- 3.23 Bicester is served by a dedicated Park & Ride facility located at Vendee Drive, on the southwestern edge of the town, adjacent to the A41. The site provides approximately 580 car parking spaces, cycle parking, and step-free pedestrian access to bus stops. It offers frequent bus services to Oxford city centre via the A41 and A34 corridor, with typical weekday daytime frequencies of every 15–20 minutes and journey times of around 30–35 minutes.
- 3.24 Services operate seven days a week, with reduced frequencies in the evenings and on Sundays. The facility is well-connected to the local highway network, allowing easy access from surrounding towns and villages, and reduces the need for private vehicle trips into Oxford, supporting congestion management and air quality objectives.

Existing Public Rights of Way Network

- 3.25 The roads directly surrounding the Site have limited pedestrian and cycle facilities. There are no footways on the B4100, Ardley Road, or Bainton Road.
- 3.26 Public Rights of Way (PRoW) are present within the Site boundary and connect to the surrounding PRoW network. All PRoW within the masterplan area of the Site are classified as bridleways, therefore pedestrians, cyclists, and horse riders have right of way.
- 3.27 **Figure 3.3** shows the PRoW that intersect the Site, including:
- Bridleway - Path Ref. 367/12/10 which enters the Site from the north at Kilby’s Barn in a north-south direction for the first part and then travels east to connect to Path Ref. 367/11/10.
 - Bridleway - Path Ref. 367/11/10 intersects the Site in an east-west direction connecting to the B4100
 - Bridleway - Path Ref. 148/1/20 intersects the Site’s southern boundary, bypasses Great Copse, and connects centrally to Path Ref. 367/12/10 and Ref. 367/12/10
 - Footpath - Path Ref. 148/8/10 crosses the southern area of the of the Site in an east-west direction, linking the Bainton Road to the B4100
- 3.28 The two PRoW that cross the Site and terminate at the B4100 do not have direct and interconnecting paths of footways on the eastern side of the B4100.
- 3.29 On the highway network, there is no existing cycle infrastructure in the proximity of the Site.
- 3.30 Photographs of the existing PRoW can be seen in **Figure 3.4**.

Figure 3.3: Existing PRoW and Site Boundary



Figure 3.4: Existing PRoW



Vehicle Access

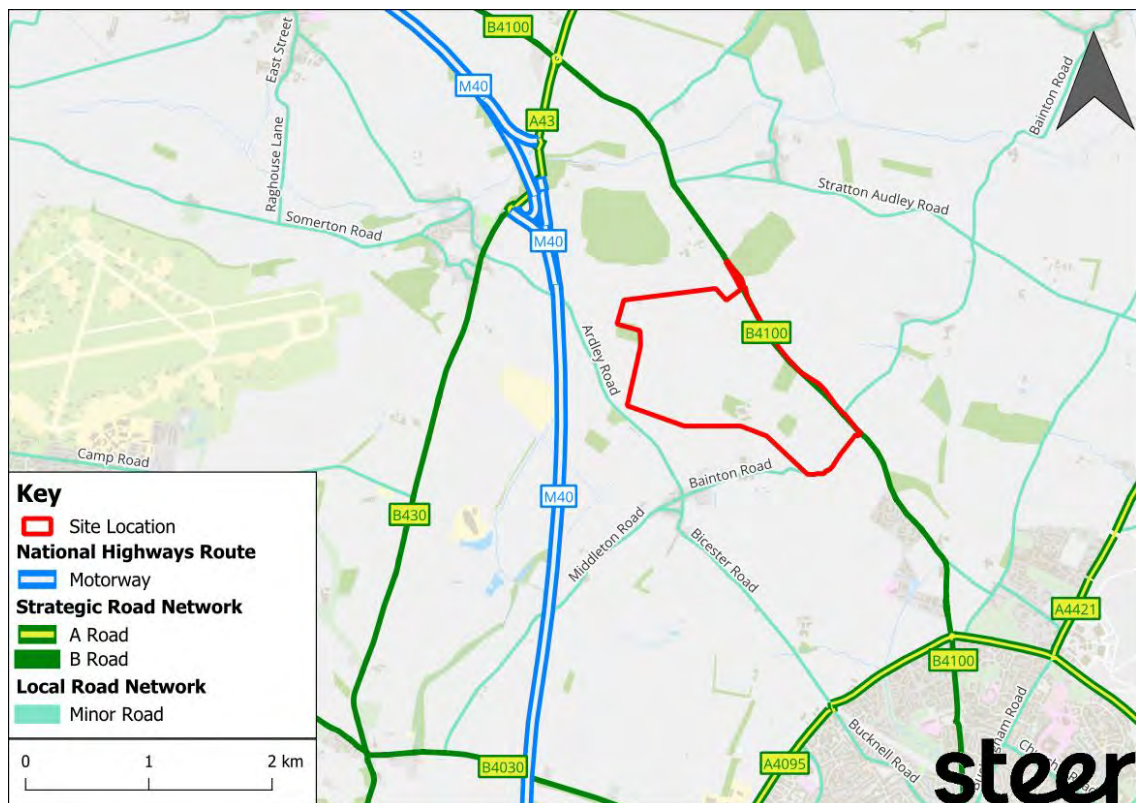
- 3.31 The Site benefits from three existing access points for agricultural use as follows:
- From the south: Access extends from Bainton Road in Bucknell
 - From the north-west: Access extends from Ardley Road
 - From the north-east: Access extends from the B4100
- 3.32 A network of agricultural tracks is present within the Site providing access to all agricultural parcels that form the Site.

Existing Local Highway Network

- 3.33 The local highway network is presented in **Figure 3.5**, which also illustrates the existing accesses into to the Site and nearby amenities.
- 3.34 The B4100 runs along the eastern boundary of the Site, roughly north to south between Bicester to the south and Twyford to the north. In the vicinity of the Site, it is a single-carriageway road operating under a de-restricted speed limit (60mph).
- 3.35 The B4100 was formally part of the A41, however it was downgraded to the B4100 when it was bypassed by the M40. While it was downgraded many of the geometric features, such as road width and forward visibility remain.

- 3.36 At the southern end of the B4110 is the A4095 / B4100 junction. This junction was recently (2025) converted by OCC from a roundabout into a signalised junction with traffic lights to improve traffic flow and encourage more walking and cycling.
- 3.37 To the west of the Site, Ardley Road is a minor single-carriageway road running between Bicester to the south and Ardley to the north. In the vicinity of the Site, it operates under a de-restricted speed limit (60mph).
- 3.38 To the south of the Site, Bainton Road is a minor single-carriageway road running between Bucknell to the west and B4100 to the east. Through Bucknell Village, there is a 20mph speed limit (where the southern agricultural access connects). Upon exiting the village to the east, the speed limit becomes de-restricted.

Figure 3.5: Local Highway Network



Existing Strategic Highway Network

- 3.39 The M40 and its junctions are managed by National Highways (NH). The M40 Junction 10 is situated under a kilometre north-west of the Site and provides an interchange between the M40, A43, and B430. Junction 9 is located less than 9km south of the Site and provides an interchange between the M40, A34 and A41.
- 3.40 The M40 motorway is a major route connecting London to Birmingham, facilitating north-south travel. The A43 provides a vital link between the M40 and the M1 motorway, serving as a key corridor for traffic between the East Midlands and the South of England. The convergence of these highways near Ardley makes the Cherwell Valley Services a crucial stopover for motorists navigating these routes.

Existing Travel Patterns

- 3.41 2011 Census data has been obtained to establish the existing travel patterns of employees working in the Cherwell 011 middle super output area (MSOA), within which the Site is situated. The MSOA is shown in **Figure 3.6** and a summary of the mode share in **Table 3.4**.
- 3.42 Although this dataset is now 14 years old, it remains a robust and reliable source of travel-to-work information at the MSOA level. More recent 2021 Census data reflects travel behaviour during and immediately after the Covid-19 pandemic, when working patterns were heavily disrupted, and is therefore not considered representative of longer-term trends. On this basis, the 2011 Census provides the most appropriate baseline against which to assess travel patterns in this context.

Figure 3.6: Cherwell 011 MSOA



Table 3.4: Cherwell 011 MSA – Mode Share (Employees)

Mode	Number	%
Driving a car or van	1,681	66.0%
On foot	411	16.1%
Passenger in a car or van	201	7.9%
Bicycle	103	4.0%
Bus	59	2.3%
Train	27	1.1%
Other	27	1.1%
Motorcycle	25	1.0%
Taxi	8	0.3%
Underground	4	0.2%
Total	2,546	100.0%

- 3.43 **Table 3.4** demonstrates that of the employees who work in Cherwell 011 MSA, 20.2% travel to work by active travel (walking and cycling) and 3.5% travel by public transport (bus, train or underground).

Summary

- 3.44 The Site is well-placed to benefit from good vehicular access and connectivity to the SRN but is also well-placed to enable trips on foot and by cycle for people living in nearby villages, and is within a reasonable walk and cycle distance of Bicester, subject to improvements in active travel infrastructure.
- 3.45 While public transport provision in the immediate vicinity of the Site is currently limited – reflecting its rural context – a frequent bus service passes the Site, providing direct connections to nearby towns including Bicester, Buckley, and Banbury. Importantly, the Site benefits from its close proximity to two mainline railway stations: Bicester Village and Bicester North. Both offer excellent and improving rail services, with Bicester Village providing fast connections to Oxford and London, and Bicester North serving routes to Birmingham and beyond. These stations will also benefit further from the East West Rail (EWR) project, which will significantly enhance regional connectivity and enable greater opportunities for longer-distance, sustainable, non-car travel to and from the Site.

4 Embedded Sustainable Travel Measures

Overview

- 4.1 The key TP measures for the Proposed Development involve a provision of infrastructure to facilitate the use of non-car modes of transport and promotion of these modes. This section provides details of the infrastructure to be provided, as well as the ‘soft measures’ to be implemented, and publicity and promotion of these. These measures will collectively contribute to achieving targets and meeting the objectives of the TP.

Site Layout and Infrastructure Measures

- 4.2 The following infrastructure elements are included in the Site design to encourage and support the use of sustainable travel modes:

Mobility Hub

- 4.3 A mobility hub is located just off the main primary access, and can be accessed from either the primary or secondary access.

- 4.4 This will include provision for:

- Bus shuttle and public transport set down and pick up with an allowance for at least 6 buses
- Up to 440 cycle parking spaces
- Cycle hire docking stations
- Taxi pick up and drop off
- Fast EV car charging

- 4.5 Adjacent to the mobility hub is the coach parking facility which has been designed to accommodate up to 150 coaches.

Walking and Cycling Strategy

- 4.6 The Site is well located to take advantage of connectivity to both local villages and Bicester. The walking and cycling strategy includes the following elements:

- Walking and cycle provision along the frontage of the Site
- Improvements to PRow which cross the Site
- Connection to Bicester via segregated footway/ cycleway
- Localised improvements to off Site infrastructure (as set out in the mitigation strategy)

- 4.7 To the north of the proposed Site access roundabout, a new equestrian crossing will be delivered as part of the Site access arrangements. This will connect existing bridleway and provide a dedicated crossing over the B4100, which does not exist at present.
- 4.8 Footpath 148/8/10 crosses the ‘retained agricultural land’ to the south, and as such is to be retained in its current location. It is however proposed that the 148/8/10 footpath which crosses the Site be upgraded from a Footpath to a Bridleway.
- 4.9 An additional uncontrolled crossing of the B4100 will also be provided to the south of Bainton Road, connecting footpaths 148/8/10 and 153/3/10, again providing provision that does not currently exist for users of the PRoW network.
- 4.10 The parameter plans and illustrative masterplan (see **Appendix A**) establish a robust foundation for prioritising pedestrian and cycle movement, fostering seamless connectivity within the Proposed Development and with surrounding areas.
- 4.11 This approach places people – rather than vehicles – at the forefront of the movement hierarchy. Active travel modes, including walking, cycling, and wheeling, will take precedence over all other forms of transport, supported by a permeable, fine-grain network of high-quality routes designed to enhance accessibility and convenience.
- 4.12 Bridleways ref.148/1/20, ref.367/12/10 and ref. 267/11/10 will all need to be diverted to accommodate the development proposal, as identified within the emerging masterplan. Routes will be built to modern standards, i.e. a 5m usable path, segregated for use by horses, cyclists and pedestrians.
- 4.13 Cycle parking will be provided for in three distinct areas:
- Up to 440 bikes in a dedicated cycle parking area close to the Site access, located immediately off the cycle route within the mobility hub area
 - Within the conference and hotel buildings
 - For staff in discreet parking locations associated with the back of house areas
- 4.14 A cycle hire scheme will be available in the local area to support sustainable and active travel to and from the Site. Docking stations will be provided at key transport hubs, including the local rail stations, to facilitate first- and last-mile connections for those arriving by train. Additional docking stations will also be installed on-Site at prominent, easily accessible locations.
- 4.15 Cycle hire will benefit both staff and visitors, providing a flexible and accessible travel option.
- 4.16 The scheme will operate alongside dedicated cycle parking and improved cycle infrastructure, forming part of a wider sustainable transport strategy that reduces reliance on private vehicles and promotes active travel modes.

Public Transport Strategy

- 4.17 The Proposed Development is supported by a comprehensive public transport strategy that integrates multiple modes to maximise accessibility, reduce car dependency, and support sustainable travel choices for visitors and staff. The strategy includes:
- Rail access: Visitors will be encouraged to travel via nearby rail stations Bicester North and Bicester Village, which provide national connectivity. These stations serve as key public transport gateways to the Site.

- Shuttle services: A dedicated shuttle service will operate between key local rail stations and the Site, offering a seamless connection for visitors arriving by train, particularly during peak visitor periods.
- Local bus services: Existing local bus routes will be reviewed and, where feasible, enhanced to provide regular and reliable services connecting surrounding settlements to the development. This will cater to both daily staff travel and visitor movement.
- Coach access: Dedicated coach parking and drop-off facilities will be provided to support group and long-distance travel. This offers a high-capacity option for school groups, tour operators, and event attendees, reducing individual car trips.
- Coach access: Dedicated coach parking and drop-off facilities.

4.18 This integrated approach provides a range of sustainable travel options to suit different user needs, while supporting the Site's wider environmental and transport objectives.

Car Park Strategy

4.19 The car parking strategy adopts a phased approach, aligned with the build-out of the development and projected visitor numbers. Rather than delivering the full extent of car parking infrastructure at the outset, parking provision will be scaled to match anticipated demand during each phase of operation.

4.20 In the opening year, only the parking necessary to support the forecast visitor and staff capacity will be made available. This approach avoids over-provision, reduces unnecessary land take, and helps promote early adoption of sustainable travel alternatives. It also ensures that infrastructure is delivered efficiently, in line with actual need.

4.21 To maintain operational flexibility, controlled overspill capacity will be identified and safeguarded for use if required during peak demand or special event days. This overspill provision will only be activated when justified by attendance levels, with a preference for managing demand through travel planning, communications, and public transport promotion.

4.22 This phased strategy supports the overall transport objectives of the Site – minimising reliance on the private car while ensuring that visitor experience and operational resilience are not compromised.

Soft Measures

4.23 The following paragraphs describe the 'soft' TP measures which support the stated objectives, including:

- Measures to encourage employees to walk and cycle
- Measures to encourage employees to use public transport
- Measures to manage car use
- Opportunities to reduce the need to travel

Walking Measures

4.24 Walking trips will be encouraged, supported, and facilitated through the development. This will be achieved via the provision of walking route maps that will identify routes between the Site and transport connections, local services, and amenities. The maps will

include walking times, calories burned, and carbon saved compared to driving. These will be provided on communal noticeboards

Cycling Measures

4.25 Cycling will be encouraged via:

- Cycle maps from CDC/OCC covering the local area to be displayed on communal noticeboards
- The TP Coordinator (Travel Plan Coordinator (TPC)) will seek to organise a discount with a local cycle shop to offer reduced cost of servicing/ purchasing cycles
- Promote the Cycle to Work scheme and its associated benefits
- Promote the health, fitness and time saving benefits of cycling, through specific events such as National Bike Week and Bike2Work Days

Public Transport Measures

4.26 Public transport will be encouraged by:

- Providing public transport information on communal noticeboards
- Maintaining regular contact with OCC/ bus operators to ensure staff are kept up to date on service improvements

Car Sharing

4.27 Reduced car usage will be promoted via Lift Share Schemes (<https://liftshare.com/uk>) will be advertised with details provided to all employees to encourage staff and visitors to car share.

Employee Noticeboards

4.28 Noticeboards will be established in communal areas and will be updated annually or when there is a material change in bus or rail timetables. The noticeboards will contain the following information:

- Contact details for the nominated TPC
- Pedestrian, cycle and public transport network maps and information, including typical journey times and routes to local facilities
- Information on the health benefits of walking and cycling
- Full set of published timetables for bus services operating in the vicinity of the Site, including contact details for operators
- Contact details of local taxi companies
- Information regarding local businesses selling bicycles and providing cycle maintenance services
- Details of the car sharing scheme (including guaranteed ride home)
- Information on initiatives and proposals detailed in this TP

Travel Demand Management

4.29 Sustainable low-carbon transport options are crucial to the live entertainment, recreation, and tourism industries as they reduce environmental impact, promote local economic resilience, and enhance the appeal of destinations, venues, and events through eco-friendly travel experiences.

- 4.30 The Proposed Development presents a unique opportunity to deliver a world-class visitor experience while setting new standards for sustainable travel. Recognising the environmental, operational, and reputational benefits of effective Travel Demand Management (TDM), Puy du Fou UK will implement a comprehensive strategy to reduce car dependency, promote low-carbon travel, and ensure accessibility for all visitors.
- 4.31 The Sites TDM strategy leverages digital innovation, stakeholder collaboration, and best practice to deliver a sustainable, accessible, and resilient transport offer. By prioritising low-carbon travel, data-driven management, and visitor experience, the strategy will support Puy du Fou and OCC’s environmental goals, and set a new standard for the sector. Ongoing monitoring and adaptive management will ensure the strategy remains effective and responsive to changing needs.
- 4.32 More detail is provided in the TA.

Sustainable Travel Toolkit

- 4.33 The suite of measures that will form the Transport Strategy for the Site to enable the successful implementation and operation of the Proposed Development are summarised at **Table 4.1**.

Table 4.1: Sustainable Travel Toolkit

Theme	Measure
Reduce single occupancy vehicle trips	Restraint-based car parking from the outset compliant with local policy, subject to conditioned agreement at RMA stage.
	Encourage car sharing through site-wide promotion for staff including priority measures and promotion of Lift Share schemes.
Encourage sustainable vehicle travel	Electric Vehicle Charging (EVC) will be provided in line with CDC and OCC standards.
	TPC to provide information to staff such as access arrangements, walking, cycling, public transport, including maps, website links and real-time journey information.
	Inform staff and visitors of the health and financial benefits of walking and cycling, through the website or marketing material. Information will include safe walking and cycling routes with distances and times and possibly discounts for local cycle shops.
	Clear, detailed, and engaging information about travelling via sustainable transport modes should be provided on the website, with this information prioritised over directions to arrive by car and parking information. The information provided should include details such as the location of pick-up and drop-off areas, and journey times from local transport hubs to ensure visitors are informed and capable of planning their journey confidently and seamlessly. Sustainable transport initiatives should also be actively promoted across communication channels.
Enable and support active travel	Provision of high-quality pedestrian and cycle infrastructure within the Site. Suitable crossing points with dropped kerbs and tactile paving will be provided at junctions.
	The TPC will publicise the possibilities and benefits of “Cycle to Work” schemes (e.g. CycleScheme UK) to tenants and encourage them to enrol their organisation. Such schemes are free to enrol in for both businesses

Theme	Measure
	and employees and represent a key low-cost means of reducing the cost of cycling equipment which can thus be used for commuting.
	Establish a regular meeting to discuss cycle issues facilitated by the TPC and encourage the use of local services and facilities.
	Encourage uptake of the proposed UK Government e-bike grant.
	Cycle parking will be provided in line with OCC cycle parking standards.
	The TPC will encourage the occupier to organise cycle-to-work days aimed at encouraging employees to either more regularly cycle or try cycling if they do not do so already.
Maximise use of public transport	It is proposed that bus routes are diverted to stop on Site at the public transport area in the northeast corner of the Site, which has an allowance for a total of six buses. The primary and secondary accesses will be used, with the internal link road between them providing access to the bus stops and pick up and set down areas.
	A rail shuttle bus between Bicester rail station and the Site is proposed, in order to encourage rail travel.
	Comfortable passenger waiting areas and real-time travel information will be provided.
Access for All	The buildings have been designed to be accessible to disabled people.
	Provision of disabled persons parking and level access to the Site have been included.
	Cycle parking for larger/ adaptable bikes will be provided.
TP	Staff will be trained on the measures contained within the TP and there will be Site-wide events and centralised cycle maintenance, training, etc.
	Secured as part of the S106 Agreement to include a series of measures to achieve its objectives and targets.
Monitoring	Those responsible for the delivery of the TP will meet regularly to assess progress against targets/triggers, and, if required, will implement further sustainable travel measures.

5 Travel Patterns

Introduction

- 5.1 This section presents the mode share analysis for the Proposed Development. The analysis draws on research from comparable tourism and leisure destinations, alongside professional experience and industry benchmarks, to inform a realistic and deliverable mode share strategy. It considers the nature of the attraction, expected visitor profiles, and likely travel behaviours.

Researching Visitors and Staff Mode Shares

- 5.2 While there are no directly comparable attractions to Puy du Fou within the UK, a high-level review has been undertaken to assess other UK-based ‘tourist attractions’ for context. However, publicly available data on these sites is limited, and much of it is outdated and therefore not relevant for informing current planning.
- 5.3 It’s important to recognise that most of these comparator sites are long-established parks, conceived and built at a time when sustainable transport was not a key planning consideration. As such, their infrastructure and operations were designed predominantly around private car access, with limited support for sustainable travel, and often without a Travel Plan in place, i.e. they were designed as part of the historic ‘predict and provide’ planning assessment.
- 5.4 Consequently, the mode shares observed at these legacy parks are not considered appropriate benchmarks for Puy du Fou. Instead, the Proposed Development presents a unique opportunity to embed sustainable transport principles from the outset, supported by a coordinated strategy that encourages mode shift and reduces reliance on private vehicles.
- 5.5 Notwithstanding this, the following summarises information found for visitor trips:
- Disneyland Paris – 54% arrival by individual car
 - London Resort, Kent (not built) – 45.8% car mode share
 - Universal Theme Park and Resort, Bedford (proposed) – the public consultation identified that initial studies estimate 10% of visitors would drive, with a further 25% as passengers, 35-40% of visitors would arrive by train, and the remaining visitors would arrive by bus, taxi, or other modes.
- 5.6 Discussion have been held with Warner Brothers Studios in Leavesden, Hertfordshire, who operate high quality frequent shuttle buses from the local train station to their site, as well as a number of other sustainable travel options such as bus/ coach ticket packages from London. While the mode shares are not published and as such are not in the public domain it is understood that they achieved their Travel Plan target of 50% arriving by car and now regularly achieve a car mode share of just over 50%.

Adopted Approach

Visitor Mode Share

- 5.7 A 50% car mode share is believed to be achievable for Day Only ticketholders. The full methodology for the mode share assessment is presented and discussed within the accompanying TA, however a summary will be provided here.
- 5.8 In summary, a combined mode share breakdown is calculated for each of twelve distinct scenarios, where scenarios 1-4 form Phase 1, scenarios 5-8 form Phase 5, and scenarios 9-12 form Phase 8. These modes shares are then used to calculate a combined mode share for each visitor type in each phase, with approximately even increases in visitor numbers as the phase number increases.
- 5.9 The focus of this assessment will be the day-ticket holders who will have unrestricted access to public transport, especially in comparison to night-only ticket holders who will often have more limited options with regards to public transport.
- 5.10 This information is summarised in **Table 5.1**, where public transport is a combination of coach, local bus, rail (and shuttle), rail (and taxi), rail (and cycle) and Bicester park and ride. It is important to note that these estimations assume the successful implementation of this Travel Plan.

Table 5.1: Combined Mode Share by Ticket Type

Ticket Type	Mode	Phase 1	Phase 5	Phase 8
Day Only	Car	46.1%	46.0%	45.4%
	Active Travel	1.0%	1.0%	1.0%
	Public Transport	51.9%	52.0%	52.6%
	Taxi	1.0%	1.0%	1.0%

Staff Mode Share

- 5.11 A mode share target of 55% private car users has been set, informed by census data and the planned public transport strategy. 2011 'Journey to Work' census data shows that within urban areas, 63.85% of trips to work are as a car driver, 6% are as a car passenger, c.9% by public transport (rail and bus), and 19% on foot or by bike.
- 5.12 Additionally, the transport strategy proposes there will be shuttle services between the rail station and the Site, enhanced local services from neighbouring areas such as Bicester, Upper Heyford, Oxford, and Banbury, and improved infrastructure for walking and cycling – all of which can be utilised by staff.

6 Overarching Objectives and Mode Share Targets

Introduction

- 6.1 This Chapter outlines the overarching Objectives and Targets of the TP for the Proposed Development.
- 6.2 The Objectives are supported by a set of quantified SMART (Specific, Measurable, Achievable, Realistic and Timed) Targets so that progress towards achieving them can be measured.

Objectives

- 6.3 The main objective of the TP is:

“To minimise car use and maximise active travel and the use of public transport for all trips, and to achieve a 50% car mode share for Day Only ticketholders”

- 6.4 To support the realisation of the overarching objectives, several sub-objectives have been set:
- To improve the health of employees of the development and minimise impacts on the environment
 - To ensure the Proposed Development is accessible to all users and that the needs of vulnerable groups, for example those with mobility problems, are met and respected
 - To promote and encourage users to travel by sustainable modes including rail, bus, walking and cycling as an alternative to private car or taxi
 - To ensure maximum opportunities exist for collective travel, such as car sharing
 - To increase awareness of the TP and its constituent measures
 - To encourage the most efficient use of cars and a reduction in single occupancy car use
 - To improve the safety of persons travelling to and from the Proposed Development on foot or by cycle and provide relevant on-Site facilities
 - To encourage the best use of taxis and private hire vehicles

Targets

Overview

- 6.5 The key aim of the TP is to reduce car trips and achieve a 50% car mode share for Day Only events. Targets are the measurable goals through which the progress of the TP can be assessed against the objectives.
- 6.6 A monitor and manage approach is being used, and as such this will monitor trip arrivals and departures to the site on a regular basis.

Mode Share Targets

- 6.7 It is difficult to achieve a high public transport mode share for Day and Night and Night Only ticketholders due to the lack of public transport provision at the time for night show egress, typically as late as 23:30 during June/ July. While there are trains which can accommodate some of the evening movements, the assessment considered the worst-case scenario based on current rail timetables. It is anticipated that in line with demand, public transport capacity will increase in the future, and as such there would be a higher percentage of public transport trips generated. Furthermore, as additional hotels become available in the area, there is greater opportunity for people to stay more locally and access the Site by sustainable modes.
- 6.8 Proposed targets for Phase 1 Day Only tickets are shown in **Table 6.1**. It should be noted that this is only an indicative target, and recognition should be paid to initial behaviours not being as predicted. Monitoring and review may be required to reach the target.

Table 6.1: Phase 1 Mode Share Target (Annual Average Day Attendance Only)

Mode	Mode Share Target
Car Driver	20%
Car Passenger	30%
Public Transport (Rail / Bus / P&R / Coach/ Taxi)	49%
Active Travel (Cycling, Walking, Wheeling)*	1%

*This includes visitors whose journey has been entirely by bike, or they have accompanied their bike on public transport. It excludes any enhancements at either rail station for a bike-share/docking scheme.

- 6.9 These are average targets across the year, and in some scenarios a greater percentage may be achieved (such as during school term time when there are more coaches) while during the peak summer periods, and at night shows, a higher car proportion will occur.
- 6.10 Whilst the mode share for Night Only or Day and Night ticket holders is untargeted, it is proposed to be monitored through the Travel Plan, and as and when improvements to public transport are delivered, targets will be implemented.

7 Primary Attraction Measures and Action Plan

Overview

- 7.1 This section details the proposed mitigation measures which are relevant to the Primary Attraction element of the Park. This specifically accounts for Day Only ticket holders.

Visitor-Specific Measures

Mobility Hub

- 7.2 The visitor-specific sustainable travel measures in **Section 4** of this TP focus on creating an environment where sustainable travel is the default and most convenient option. Central to this is the mobility hub located near the primary access, which acts as a focal point for all non-car arrivals. It accommodates shuttle and bus services, cycle parking for 440 bikes, cycle-hire docking stations, taxi pick-up and drop-off areas, and electric vehicle charging facilities. This hub is designed to make it easy for visitors to arrive by rail, bus, coach, taxi or bike.
- 7.3 The adjacent coach parking facility has been designed to accommodate up to 150 coaches, supporting large group travel which significantly reduces the number of individual car trips.

Walking and Cycling

- 7.4 Visitors will also benefit from an extensive walking and cycling network that provides safe, attractive and direct routes both within the Park and to surrounding areas. The frontage of the Park will include new walking and cycling provision, public rights of way that cross the site will be upgraded, and a new segregated footway and cycleway will connect the Park to Bicester. The cycle hire scheme, available at the local rail stations and at key locations within the Park, support visitors choosing to complete their journey from the rail stations by bike.

Public Transport

- 7.5 Parking for private cars is intentionally restrained through a phased car park strategy. Only the parking required for each stage of visitor demand will be delivered, avoiding early over-provision and encouraging visitors to consider alternative modes. Controlled overspill parking will be safeguarded for peak demand or special event days, but the use of this will be managed to prevent normalising higher car dependency.

Soft Measures

- 7.6 Soft measures reinforce the above infrastructure measures by shaping visitor behaviour before they travel. The website will prominently feature information on how to reach the Park by rail, shuttle, coach, bus, walking and cycling, with sustainable travel information deliberately prioritised above driving directions or parking details.
- 7.7 Visitors will be given clear information on pick-up and drop-off locations, journey times from transport hubs, and active travel routes. Messaging will emphasise the environmental and health benefits of walking and cycling, and car-sharing initiatives will be promoted.
- 7.8 Financial incentives, such as free shuttle travel, discounted entry or food and beverage vouchers, may be used to reward those choosing low-carbon travel options.

Staff-Specific Measures

- 7.9 Noticeboards in communal areas will be regularly updated and will include transport maps, walking and cycling information, public transport timetables, taxi contacts, and car-share details, making sustainable travel options highly visible and easy for staff to plan around. Information relating to sustainable travel opportunities will be given to staff within their induction meeting, so that staff are aware of the Travel Plan from day one.

Walking and Cycling

- 7.10 Staff will be supported through high-quality active travel infrastructure within the Park, including safe and direct pedestrian and cycle routes, suitable crossings, and cycle parking provided in discreet back of house locations.
- 7.11 A cycle hire scheme covering local rail stations and prominent on-Site locations will also be available to staff, enabling seamless travel for those combining rail and cycling as part of their commute. Alongside this, the Travel Plan Manager (TPM) will actively promote cycling through discounted servicing or purchasing arrangements with local cycle shops, the Cycle to Work scheme, and dedicated cycling events such as National Bike Week and Bike2Work days.

Public Transport

- 7.12 Public transport use among staff will be facilitated through the provision of up-to-date bus and rail information on staff noticeboards, as well as ongoing liaison between the TPC, OCC, and bus operators to ensure employees benefit from any service improvements.
- 7.13 Staff will also benefit from the proposed rail shuttle bus connecting Bicester stations with the Park, providing a reliable alternative to driving.

Car Sharing

- 7.14 Reduced single-occupancy vehicle use will also be encouraged through the promotion of organised Liftshare schemes for employees, supported by car-sharing priority spaces near building entrances.

Travel Plan Manager

- 7.15 The applicant will appoint a Travel Plan Manager (TPM) for the Primary Attraction area of the Site.
- 7.16 The TPM is responsible for promoting and monitoring the Travel Plan measures for the Park element of the Site and will be the key point of contact for TP information for visitors and staff for this aspect of the Park.
- 7.17 The TPM is responsible for undertaking surveys and questionnaires regarding visitor and staff travel to and from the Primary Attraction. If the requirements of the TP are not being met, the TPM will raise this with the TPC immediately.

Action Plan

- 7.18 An indicative Action Plan is presented in **Table 7.1**, which sets out the proposed initiatives and the timescale and responsibility for implementation. This will be refined in due course as more details are confirmed.

Table 7.1: Primary Attraction Action Plan

Measure	Initiative	Timescale for Implementation	Responsibility
Establish Baseline	Undertake baseline surveys and staff questionnaires. Visitor surveys to be projected on screens in queue area. Completion of questionnaires could be incentivised, such as discounted Park entry ticket or a food and drink voucher.	Within 6 months of first opening	TPM
Managing the on-going development and delivery of the TP			
Appoint a TPC	Applicant to identify a TPC	Prior to opening	The Applicant
Appoint a Primary Attraction TPM	Applicant to appoint a TPM who is responsible for promoting and monitoring the TP within the context of the Primary Attraction	Prior to opening	The Applicant
Travel Plan meetings	Ad-hoc meetings hosted by the TPC and TPM to encourage staff to sign up and discuss matters.	Upon opening	TPC / TPM
Increasing Awareness of the TP			
Feedback to staff	Regular feedback to staff through meetings/ newsletters on progress of TP measures and Site-wide transport issues.	Within first year of opening then annually	TPC / TPM
Site information/ Staff Information and Welcome Packs	TPC to provide information to staff such as access arrangements, walking, cycling, public transport, including maps, website links and real-time journey information.	Upon opening and ongoing	TPC / TPM
Health and financial benefits	Inform staff and visitors of the health and financial benefits of walking and cycling, through the website or marketing material. Information will include safe walking and cycling routes with distances and times and possibly discounts for local cycle shops.	Upon opening and ongoing	TPC / TPM
Increasing Awareness for Visitors	Clear, detailed and engaging information about travelling via sustainable transport modes should be provided on the website, with this information prioritised over directions to arrive by car and parking information.	Upon opening and ongoing	TPC / TPM

Measure	Initiative	Timescale for Implementation	Responsibility
	The information provided should include details such as the location of pick-up and drop off areas at the Primary Attraction and journey times from local transport hubs to ensure visitors are informed and capable of planning their journey confidently and seamlessly. Sustainable transport initiatives should also be actively promoted across communication channels.		
Encouraging Walking and Cycling			
Cycle parking and facilities	To provide cycle parking in line with standards and to ensure that they are covered and secure. Up to 440 cycle parking spaces will be available at the mobility hub for Park visitors, and cycle parking will be provided for staff in discreet locations within the BOH.	Prior to opening	TPC / TPM
Pedestrian facilities	To develop a high-quality pedestrian environment within the Site and create links with the wider area.	Prior to opening	The Applicant
‘Cycle to Work’ Schemes	The TPC will publicise the possibilities and benefits of “Cycle to Work” schemes (e.g. CycleScheme UK) to staff. Effort to promote this will be focused on staff who reside within a reasonable cycle distance of the site.	Upon opening and ongoing	TPC / TPM
Bicycle User Group	Establish a regular meeting to discuss cycle issues facilitated by the TPC and encourage the use of local services and facilities. Effort to promote this will be focused on staff who reside within a reasonable cycle distance of the site.	Upon opening and ongoing	TPC / TPM
E-bike loan/subsidy scheme/grant	Encourage uptake of the proposed UK Government e-bike grant. Effort to promote this will be focused on staff who reside within a reasonable cycle distance of the site.	Upon opening	TPC / TPM
Cycle to Work Days	The TPM/ TPC will encourage Puy du Fou to do cycle-to-work days aimed at encouraging employees to either more regularly cycle or try cycling if they do not do so already. Effort to promote	Ongoing	TPC / TPM

Measure	Initiative	Timescale for Implementation	Responsibility
	this will be focused on staff who reside within a reasonable cycle distance of the site.		
Encouraging the use of Public Transport			
Community Noticeboard	To provide details on key routes, maps and timetables to users of the Primary Attraction.	As part of Proposed Development	TPC / TPM
Extension of local bus route into the Site	It is proposed that bus routes are diverted to stop on Site at the public transport area in the northeast corner of the Site, which has an allowance for a total of six buses. The primary and secondary accesses will be used, with the internal link road between them providing access to the bus stops and pick up and set down areas.	Upon opening	The Applicant
Rail Shuttle	A rail shuttle bus between Bicester rail station and the Site is proposed, in order to encourage rail travel.	Upon opening and ongoing	The Applicant
Financial initiatives	Positive financial incentives reward travel by sustainable modes to Site, such as free rail shuttle travel, a discounted Park entry ticket when travelling by sustainable modes or a food and drink voucher.	Upon opening and ongoing	The Applicant
Coach usage	Coach use will be promoted to larger groups visiting the Primary Attraction, such as school groups, tour operators and event attendees. Information regarding coaches will be shared with tour operators and on the website.	Upon opening and ongoing	TPC / TPM
Encouraging the best use of cars and servicing vehicles			
Car Parking	Car parking for visitors and staff will be provided to accommodate anticipated demand.	Upon opening and ongoing	The Applicant
Car Sharing	Sign up to Lift Share Schemes (https://liftshare.com/uk) and provide details to staff. Encourage staff on similar shift patterns who commute on similar routes to make use of car sharing schemes.	Upon opening	TPC / TPM

Measure	Initiative	Timescale for Implementation	Responsibility
Launch Event	TPC/TPM to hold a launch event to advertise the TP and promote sustainable travel.	Three months after first opening	TPC / TPM
Marketing			
Six Monthly Newsletter	Providing a brief marketing update for staff to maintain awareness of the TP and promote initiatives and events – to be delivered via email.	Upon opening and ongoing	The Applicant

8 On-Site Hotels Measures and Action Plan

Overview

- 8.1 This element of the TP specifically focuses on visitors staying overnight at the on-Site hotels.

Visitor-Specific Measures

- 8.2 Visitor travel to and from the on-Site hotels will be supported by the full suite of sustainable transport measures described in **Section 4**, ensuring guests can access the hotels conveniently without relying on private cars.

Public Transport

- 8.3 The dedicated shuttle buses linking Bicester North and Bicester Village stations to the Park provide a convenient and reliable connection for guests arriving by rail, making the hotels accessible without the need for onward car travel. Enhancements to local bus routes, including incorporating a stop within the Park, will further improve access for guests travelling from Bicester, Banbury, Oxford and surrounding settlements. The emphasis on clear, visitor-focused communication, especially via the website, will ensure that hotels guests receive up-front information about sustainable travel options, journey times, pick-up and drop-off locations, and active travel routes, with sustainable options intentionally prioritised over car directions or parking details.

Active Travel

- 8.4 Although hotel guests may not be able to walk and cycle on arrival and departure to the on-Site hotels due to luggage, they will be encouraged to walk or cycle when visiting local areas during their stay.
- 8.5 The hotels will benefit from the enhanced active travel network. Visitors staying overnight will be able to make local trips on foot or by bike using the high-quality, segregated walking and cycling routes that connect to Bucknell, Bicester and wider public rights of way. These routes are supported by upgraded bridleways, new crossings on the B4100, and a dedicated walking and cycling link into Bicester, allowing hotel guests to reach nearby attractions, transport hubs, or local services without needing a car.
- 8.6 It is noted that for families visiting with young children, active travel measures like cycle hire may not be accessible to young children. Emphasis will therefore be placed on encouraging visitors to utilise public transport modes to encourage modal shift away from private cars.

Staff-Specific Measures

- 8.7 As a significant proportion of positions within the hotels can be recruited locally, this will allow staff to make use of the local public transport and active travel measures set out in **Section 4**. To encourage sustainable travel modes to hotel staff, employee noticeboards will be placed in communal staff areas of the hotels. The noticeboards will contain information relating to the different sustainable travel options, including bus and rail timetables. It will also include information which focuses on encouraging active travel such as outlining the health benefits, and provision of walking and cycling maps. Staff will be informed of the Travel Plan within their inductions, ensuring that they are informed of the sustainable transport opportunities from day 1.
- 8.8 Cycling will be encouraged to staff with measures such as Cycle to Work Schemes, discounts at local cycle shops, and promotion of events such as Bike2Work Days. Staff cycle parking, along with lockers and showers, will be provided at the hotels. Walking will be encouraged by providing staff with walking route maps and information on health benefits and carbon savings from walking.
- 8.9 Car sharing via Lift Share Schemes will be promoted to staff commuting on the same routes with similar shift patterns, to reduce single occupancy vehicle usage.

Travel Plan Manager

- 8.10 The applicant will appoint a Travel Plan Manager (TPM) for the on-Site hotels.
- 8.11 The TPM is responsible for promoting and monitoring the Travel Plan measures and will be the key point of contact for TP information for visitors and staff at the hotels.
- 8.12 The TPM is responsible for undertaking surveys and questionnaires regarding visitor and staff travel to and from the hotels. If the requirements of the TP are not being met, the TPM will raise this with the TPC immediately.

Action Plan

- 8.13 An indicative Action Plan is presented in **Table 8.1**, which sets out the proposed initiatives and the timescale and responsibility for implementation. This will be refined in due course as more details are confirmed.

Table 8.1: On-Site Hotels Action Plan

Measure	Initiative	Timescale for Implementation	Responsibility
Establish Baseline	Undertake baseline surveys and staff questionnaires. Visitor surveys should be shared with hotel guests either as part of the booking process or upon arrival. Completion of questionnaires could be incentivised.	Within 6 months of first opening	TPM / TPC
Managing the on-going development and delivery of the TP			
Appoint a Hotel TPM	Applicant to appoint a TPM who is responsible for promoting and monitoring the TP within the context of the hotels. The TPM will liaise with the Park TPC.	Prior to opening	The Applicant
Travel Plan meetings	Ad-hoc meetings hosted by the TPM/TPC to encourage staff to sign up and discuss matters with TPC.	Upon opening	TPM / TPC
Increasing Awareness of the TP			
Feedback to staff	Regular feedback to staff through meetings/ newsletters on progress of TP measures and Site-wide transport issues.	Within first year of opening then annually	TPM / TPC
Site information/ Staff Information and Welcome Packs	TPM to provide information to staff such as access arrangements, walking, cycling, public transport, including maps, website links and real-time journey information.	Upon opening and ongoing	TPM / TPC
Health and financial benefits	Inform staff and visitors of the health and financial benefits of walking and cycling, through the website or marketing material. Information will include safe walking and cycling routes with distances and times and possibly discounts for local cycle shops. Although visitors may not be able to walk and cycle on arrival and departure to the site due to luggage, they should be encouraged to walk or cycle when visiting local areas during their stay.	Upon opening and ongoing	TPM / TPC
Increasing Awareness for Visitors	Clear, detailed and engaging information about travelling via sustainable transport modes should be provided on the website,	Upon opening and ongoing	TPM / TPC

Measure	Initiative	Timescale for Implementation	Responsibility
	<p>with this information prioritised over directions to arrive by car and parking information.</p> <p>The information provided should include details such as the location of pick-up and drop off areas for the hotels and journey times from local transport hubs to ensure visitors are informed and capable of planning their journey confidently and seamlessly. Sustainable transport initiatives should also be actively promoted across communication channels.</p>		
Encouraging Walking and Cycling			
Cycle parking and facilities	<p>Cycle parking for hotel guests will be accommodated within the wider Site cycle parking provision, which is designed to serve multiple user groups across the Park.</p> <p>Dedicated cycle parking for hotel staff will be provided within the hotels.</p>	Prior to opening	The Applicant
Pedestrian facilities	To develop a high-quality pedestrian environment within the Site and create links with the wider area to allow staff living locally to access the Site by foot.	Prior to opening	The Applicant
‘Cycle to Work’ Schemes	The TPM will publicise the possibilities and benefits of “Cycle to Work” schemes (e.g. CycleScheme UK) to staff.	Upon opening and ongoing	TPM / TPC
Bicycle User Group	Establish a regular meeting to discuss cycle issues facilitated by the TPM and encourage the use of local services and facilities.	Upon opening and ongoing	TPM / TPC
E-bike loan/subsidy scheme/grant	Encourage uptake of the proposed UK Government e-bike grant.	Upon opening	TPM / TPC
Cycle to Work Days	The TPC/TPM will encourage Puy du Fou to do cycle-to-work days aimed at encouraging employees to either more regularly cycle or try cycling if they do not do so already.	Ongoing	TPM / TPC

Measure	Initiative	Timescale for Implementation	Responsibility
Encouraging the use of Public Transport			
Community Noticeboard	To provide details on key routes, maps and timetables to users of the hotels.	As part of Proposed Development	TPM / TPC
Extension of local bus route into the Site	It is proposed that bus routes are diverted to stop on Site at the public transport area in the northeast corner of the Site, which has an allowance for a total of six buses. The primary and secondary accesses will be used, with the internal link road between them providing access to the bus stops and pick up and set down areas.	Upon opening	The Applicant
Rail Shuttle	A rail shuttle bus between Bicester rail station and the Site is proposed, in order to encourage rail travel. This should be encouraged to visitors as it provides an easy connection between the rail station and site for those travelling with families or heavy luggage.	Upon opening and ongoing	The Applicant
Financial initiatives	Positive financial incentives reward travel by sustainable modes to Site, such as free rail shuttle travel, a discounted Park entry ticket when travelling by sustainable modes or a food and drink voucher.	Upon opening and ongoing	The Applicant
Encouraging the best use of cars and servicing vehicles			
Car Parking	Car parking for visitors will be provided to accommodate anticipated demand.	Upon opening and ongoing	The Applicant
Car Sharing	Sign up to Lift Share Schemes (https://liftshare.com/uk) and provide details to staff. Encourage staff on similar shift patterns who commute on similar routes to make use of car sharing schemes.	Upon opening	TPM / TPC
Launch Event	TPC to hold a launch event to advertise the TP and promote sustainable travel.	Three months after first opening	TPM / TPC

Measure	Initiative	Timescale for Implementation	Responsibility
Marketing			
Six Monthly Newsletter	Providing a brief marketing update for staff to maintain awareness of the TP and promote initiatives and events – to be delivered via email.	Upon opening and ongoing	The Applicant

9 Conference Centre Measures and Action Plan

Overview

- 9.1 This section details the proposed sustainable transport interventions for the conference centre element of the Site. Whilst some attendees of the conference centre will visit the wider park, as they are expected to receive complimentary access to the Park as part of their event packages, others will not. This section specifically accounts for visitors travelling for the primary purpose of attending the conference centre

Visitor-Specific Measures

- 9.2 Visitor travel to and from the on-Site conference centre will be supported by the full suite of sustainable transport measures described in **Section 4**, ensuring visitors can access the centre conveniently without relying on private cars.
- 9.3 It is expected that there will be a mixture of visitors to the conference centre, with some living locally, and others travelling from further afield

Public Transport

- 9.4 The dedicated shuttle buses linking Bicester North and Bicester Village stations to the Park provide a convenient and reliable connection for visitors arriving by rail, making the conference centre accessible without the need for onward car travel. Potential enhancements to local bus routes, including incorporating a stop within the Park, will further improve access for guests travelling from Bicester, Banbury, Oxford and surrounding settlements.
- 9.5 Clear, visitor-focused communication will be undertaken via the website, and as part of any conference invite and follow up information disseminated via email. This will ensure that conference centre visitors receive up-front information about sustainable travel options, journey times, pick-up and drop-off locations, and active travel routes, with sustainable options intentionally prioritised over car directions or parking details.

Active Travel

- 9.6 The conference centre will benefit from the enhanced active travel network. Visitors will be able to make local trips on foot or by bike using the high-quality, segregated walking and cycling routes that connect to Bucknell, Bicester and wider public rights of way. These routes are supported by upgraded bridleways, new crossings on the B4100, and a dedicated walking and cycling link into Bicester, allowing conference centre visitors to reach nearby attractions, transport hubs, or local services without needing a car. The

availability of cycle hire both at Bicester rail stations and at key locations within the Park further extends sustainable options for conference centre visitors arriving by train.

- 9.7 If there are multiple visitors travelling to the conference from the same area, coach use or car share will be encouraged.

Staff-Specific Measures

- 9.8 As a significant proportion of positions within the conference centre can be recruited locally, this will allow staff to make use of the local public transport and active travel measures set out in **Section 4**. To encourage sustainable travel modes to conference centre staff, employee noticeboards will be placed in communal staff areas of the centre. The noticeboards will contain information relating to the different sustainable travel options, including bus and rail timetables. It will also include information which focuses on encouraging active travel such as outlining the health benefits, and provision of walking and cycling maps.
- 9.9 Cycling will be encouraged to staff with measures such as Cycle to Work Schemes, discounts at local cycle shops, and promotion of events such as Bike2Work Days. Staff cycle parking, along with lockers and showers, will be provided at the hotels, which conference centre staff we be able to utilise. Walking will be encouraged by providing staff with walking route maps and information on health benefits and carbon savings from walking.
- 9.10 Car sharing via Lift Share Schemes will be promoted to staff to reduce single occupancy vehicle usage.

Travel Plan Manager

- 9.11 The applicant will appoint a Travel Plan Manager for the conference centre.
- 9.12 The Travel Plan Manager is responsible for promoting and monitoring the Travel Plan measures and will be the key point of contact for TP information for visitors and staff at the conference centre.
- 9.13 The TPM is responsible for undertaking surveys and questionnaires regarding visitor and staff travel to and from the conference centre. If the requirements of the TP are not being met, the TPM will raise this with the TPC immediately.

Action Plan

- 9.14 An indicative Action Plan is presented in **Table 9.1**, which sets out the proposed initiatives and the timescale and responsibility for implementation. This will be refined in due course as more details are confirmed.

Table 9.1: On-Site Conference Centre Action Plan

Measure	Initiative	Timescale for Implementation	Responsibility
Establish Baseline	Undertake baseline surveys and staff questionnaires. Travel surveys should be distributed to conference centre visitors either through the conference invitation or upon arrival. Completion of surveys could be incentivised.	Within 6 months of first opening	TPM / TPC
Managing the on-going development and delivery of the TP			
Appoint a TPC	Applicant to identify a TPC.	Prior to opening	The Applicant
Appoint a Conference Centre TPM	Applicant to appoint a TPM who is responsible for promoting and monitoring the TP within the context of the Conference Centre.	Prior to opening	The Applicant
Travel Plan meetings	Ad-hoc meetings hosted by the TPM/TPC to encourage staff to sign up and discuss matters.	Upon opening	TPM / TPC
Increasing Awareness of the TP			
Feedback to staff	Regular feedback to staff through meetings/ newsletters on progress of TP measures and Site-wide transport issues.	Within first year of opening then annually	TPM / TPC
Site information/ Staff Information and Welcome Packs	TPM/TPC to provide information to staff such as access arrangements, walking, cycling, public transport, including maps, website links and real-time journey information.	Upon opening and ongoing	TPM / TPC
Health and financial benefits	Inform staff of the health and financial benefits of walking and cycling, through the website or marketing material. Information will include safe walking and cycling routes with distances and times and possibly discounts for local cycle shops. This information should be communicated to conference centre visitors as part of conference invites.	Upon opening and ongoing	TPM / TPC
Increasing Awareness for Visitors	Clear, detailed and engaging information about travelling via sustainable transport modes should be provided on the website, with this information prioritised over directions to arrive by car and parking information.	Upon opening and ongoing	TPM / TPC

Measure	Initiative	Timescale for Implementation	Responsibility
	The information provided should include details such as the location of pick-up and drop off areas for the conference centre and journey times from local transport hubs to ensure visitors are informed and capable of planning their journey confidently and seamlessly. Sustainable transport initiatives should also be actively promoted across communication channels.		
Encouraging Walking and Cycling			
Cycle parking and facilities	To provide cycle parking in line with standards and to ensure that they are covered and secure. Cycle parking will be located within the conference centre. Staff and visitors who reside locally will be able to use these facilities to park personal bikes. Visitors and staff using public transport will be encouraged to use hire bikes available at local transport hubs including the rail station.	Prior to opening	The Applicant
Pedestrian facilities	To develop a high-quality pedestrian environment within the Site and create links with the wider area. Staff who live locally will be encouraged to make use of these facilities. Visitors are likely to predominantly use the internal pedestrian facilities.	Prior to opening	The Applicant
‘Cycle to Work’ Schemes	The TPC will publicise the possibilities and benefits of “Cycle to Work” schemes (e.g. CycleScheme UK) to staff.	Upon opening and ongoing	TPM / TPC
Bicycle User Group	Establish a regular meeting to discuss cycle issues facilitated by the TPC and encourage the use of local services and facilities.	Upon opening and ongoing	TPM / TPC
E-bike loan/subsidy scheme/grant	Encourage uptake of the proposed UK Government e-bike grant.	Upon opening	TPM / TPC
Cycle to Work Days	The TPC/TPM will encourage Puy du Fou to do cycle-to-work days aimed at encouraging employees to either more regularly cycle or try cycling if they do not do so already.	Ongoing	TPM / TPC

Measure	Initiative	Timescale for Implementation	Responsibility
Encouraging the use of Public Transport			
Community Noticeboard	To provide details on key routes, maps and timetables to users of the conference centre.	As part of Proposed Development	TPM / TPC
Extension of local bus route into the Site	It is proposed that bus routes are diverted to stop on Site at the public transport area in the northeast corner of the Site, which has an allowance for a total of six buses. The primary and secondary accesses will be used, with the internal link road between them providing access to the bus stops and pick up and set down areas.	Upon opening	The Applicant
Rail Shuttle	A rail shuttle bus between Bicester rail stations and the Site is proposed, in order to encourage rail travel. This should be promoted to conference centre visitors and staff via noticeboards, as part of employee onboarding, via the website or as part of conference invitations and information emails.	Upon opening and ongoing	The Applicant
Financial initiatives	Positive financial incentives reward travel by sustainable modes to Site, such as free rail shuttle travel.	Upon opening and ongoing	The Applicant
Encouraging the best use of cars and servicing vehicles			
Car Parking	Car parking for visitors will be provided to accommodate anticipated demand.	Upon opening and ongoing	The Applicant
Car Sharing	Sign up to Lift Share Schemes (https://liftshare.com/uk) and provide details to staff. Encourage staff to make use of car sharing schemes where possible. Also encourage conference guests who may be travelling from the same area to use car share, and if there is a large group visiting the conference centre they should be encouraged to travel by coach.	Upon opening	TPM / TPC
Launch Event	TPC/TPM to hold a launch event to advertise the TP and promote sustainable travel.	Three months after first opening	TPM / TPC

Measure	Initiative	Timescale for Implementation	Responsibility
Marketing			
Six Monthly Newsletter	Providing a brief marketing update for staff to maintain awareness of the TP and promote initiatives and events – to be delivered via email.	Upon opening and ongoing	The Applicant

10 Travel Plan Management

Travel Plan Delivery

- 10.1 Effective management of the TP combined with clearly defined roles and responsibilities, is recognised as being fundamental to achieving the overarching objectives.
- 10.2 In order to co-ordinate the overall implementation, and monitoring and review of this TP, a Travel Plan Co-ordinator (TPC) will be appointed. This role will be part-time and will commence prior to the opening of the new development.
- 10.3 Three members of staff will also be appointed as a Travel Plan Managers (TPM), one for each of the three key uses at the Site (Primary Attraction, on-Site hotels and conference centre). The TPMs will be responsible for implementing and monitoring the TP within their area of the site.
- 10.4 The TPM roles will need to be appointed prior to opening. This will ensure there is adequate time to promote the TP and the sustainable travel opportunities to the Proposed Development. This will allow employees to identify potential travel modes before they begin working at the Site.
- 10.5 The names, addresses, and telephone numbers of the TPMs will be supplied to the TPC as soon as they are appointed. The name, email address, and telephone number of the TPC will be provided to CDC and OCC upon appointment.
- 10.6 The TPC will be the key point of contact for the Proposed Development, and the council will be informed of any changes to the TPC's details. The contact details for an Interim TPC will be provided prior to opening of the site.
- 10.7 Under the leadership of the TPC, the TPMs will be responsible for the following within their area of the site:
 - Overseeing the development, promotion, and implementation of measures amongst staff.
 - Designing and implementing continuous effective marketing and awareness raising strategies to promote sustainable travel within their area. For example, they will be responsible for the effective display of information on the staff notice boards within their area of the site.
 - Acting as a point of contact for all staff, visitors, and/or suppliers who require information within their area of the Site. Where necessary, the TPM will provide the TPC's details.
 - Setting up any internal meetings or Site wide meetings in conjunction with the TPC.
 - Reporting back to the TPC and with the results of the TP monitoring.

- Assisting the TPC with securing a sufficient budget for the Travel Plan to ensure the measures can be implemented and promoted, and their use is efficient and effective in relation to their area of the Site.

Securing and Funding the TP

- 10.8 It is envisaged that this TP will be secured via an appropriately worded planning condition or Section 106 obligation. A series of sustainable transport measures will be implemented as part of the Proposed Development, demonstrating the commitment to this TP by the Applicant.
- 10.9 The Applicant will ensure that suitable funding and a sufficient budget for the TP are provided, subject to viability discussions. This will ensure future commitment and ongoing monitoring and review.

TP Awareness and Marketing

- 10.10 The success of the TP is dependent on the Proposed Development and implementation of an effective marketing strategy.
- 10.11 To increase awareness of the TP, staff and visitors will be given information on the sustainable ways to travel to and from the application sites within the local area.
- 10.12 It is essential that staff are involved in the implementation and evolution of the TP. The travel surveys and pre-survey marketing will contribute to raising awareness at the outset. It will also allow staff to have input into the ongoing development of the Full TP.
- 10.13 The TPC and TPMs will liaise to produce a marketing strategy which could include:
- Provision of local transport information to prospective buyers and commercial unit tenant prior to opening with links to relevant external websites, e.g. real-time travel information; and
 - Annual review and update of all marketing information and material for the employee/visitor noticeboard.

Efficient Use of Private Vehicles

- 10.14 This TP recognises that the use of private cars varies and that whilst this can be reduced, it cannot be totally eradicated for several reasons such as shift patterns and mobility issues.
- 10.15 The TP will therefore encourage staff to make informed decisions about how they travel and will discourage the use of private cars.
- 10.16 This measure will be supported by the initial designation of car-sharing spaces close to building entrances and the conversion of further parking spaces for the exclusive use of car sharers in response to observed activity.
- 10.17 In addition, this TP advocates good access for servicing and deliveries, to avoid congestion in and around the Proposed Development.

Visitor Travel

- 10.18 The TP aims to encourage journeys to be made by sustainable modes of transport. Visitors will be able to access guidance on how to reach the Site by all modes so that they can make

an informed decision. This guidance will highlight the commitment to sustainable transport modes and that car parking is limited.

Management Challenges

- 10.19 Times of operation will vary as will shift patterns of employees. It is important that the TPC and TPM recognise this challenge and adapt measures to suit individual shifts.

Mode Share Differences due to Increased Attendance

- 10.20 Travel to the Site will be monitored annually. Although there will be an initial adjustment period as visitors determine the best way to reach the Site. The lower visitor numbers in Phase 1 should make it easier to achieve a 50% car mode share, due to the greater availability of non-car travel options relative to overall attendance. In the early years it will be more difficult to provide public transport options for night show attendees due to limited service availability. As a result, most visitors are expected to travel by private vehicle. However, as noted in the TA, these events take place when the surrounding road network is typically very quiet.
- 10.21 Growth of the park will run in parallel to local growth identified in the Local Plan. This will include the delivery of new infrastructure and measures to promote sustainable travel which are to be delivered by OCC and others through developer contributions. In line with the LTCP, this is expected to increase alternative options to the private car. This, combined with communications pushing demand to public transport, will provide a viable alternative to private vehicle. However, the increased capacity threshold and attendance means the obligations on Puy du Fou to establish elevated numbers of bus shuttles and local bus services, as well as a target for increased attendance by active travel measures, will be increased proportionately.
- 10.22 As the capacity threshold and attendance further increases, there are more weekday events which have higher sustainable mode shares, but also a higher proportion of night shows per year, and as such there will be a greater need for initiatives to increase travel by public transport and active travel. This can be managed through Travel Plan coordination.

11 Monitoring and Review

- 11.1 The TP is a continuous process requiring monitoring, review and revision to ensure it remains relevant. This section sets out the strategy for monitoring and review over a five-year period from first opening.

Monitor and Manage Strategy

- 11.2 A fundamental part of implementing the ‘decide and provide’ approach, mentioned in the TA, is the need to monitor the outcomes of the strategies put in place to provide alternatives to the private car. A Monitor and Manage Strategy (also known as a Monitoring and Evaluation Plan (MEP)) will therefore be put in place and secured through the Section 106 agreement. The Monitor and Manage strategy will include:

- TP aimed at promoting sustainable travel and reducing single/ low occupancy car vehicle trips
- A mechanism to record how the trip generation and mode share at the Site changes throughout the year and evolves over time
- A mechanism to monitor the performance of specific junctions
- An agreement to cover monitoring costs and report to OCC on the findings of the monitoring
- An agreement to deliver a Transport Working Group which will meet periodically to assess the operation of the transport strategy and where necessary consider interventions aimed at ensuring predicted mode shares are on track
- The provision of a Sustainable Transport Fund which can be used to implement off-Site infrastructure improvements, support public transport and/ or deliver remedial measures should additional capacity improvements be necessary

Transport Working Group / Transport Review Group

Transport Working Group

- 11.3 The Transport Working Group will meet periodically to discuss any upcoming transport issues / opportunities. Agenda items could include:
- Engineering works
 - Highway works / improvements
 - Public Transport uptake
 - Required interventions
- 11.4 This working group will allow for transport operators to plan accordingly based on the evolving transport conditions around the site. The following stakeholder representatives would be included in the Transport Working Group:

- National Highways;
- Local Planning Authority;
- Local Highway Authority;
- Rail operators;
- Bus operators;
- ‘Other’ public transport operators; and
- Travel Plan Co-ordinator.

11.5 The transport working group provides a forum for suggesting and agreeing amendments to the Travel Plan and to address any emerging issues or to address predicted changes.

11.6 In addition to the above core team, additional parties could be invited to participate within the Transport Working Group on a meeting-by-meeting basis, where appropriate. These parties could include, but are not limited to, micromobility operators, resident groups and car club operators.

11.7 Meeting minutes will be issued by the TPC to record agreed actions, and all updates should be included in each revised version of the Travel Plan.

Transport Review Group

11.8 The Park will establish a Transport Review Group (the TRG) within three months of the first Occupation of the Park. The participant parties will work together to discharge the requirements placed on the TRG by the Section 106 Agreement.

11.9 The members of the TRG will be the Park and the County Council. The TRG is in addition to the Transport Working Group which consists of a wider range of members.

11.10 The members of the TRG may invite other parties, i.e. those from the TWG to its meetings as the members of the TRG may consider appropriate and such parties may include local bus companies, the Travel Plan Coordinator, the local planning authority and other stakeholders.

11.11 The terms of reference from the TRG are set out below:

- The Park and the County Council will meet twice a year
- The TRG will consider the Monitor and Manage Report (MMR) and on review along with any other relevant information will make recommendations, on whether the Monitor and Manage works, contributions or alternative measures should be implemented, based upon the status (phases) of the development and the severity of the exceedance.
- The County Council may accept or reject the recommendations of the TRG in respect of the Monitor and Manage works, contributions or alternative measures taking into account:
 - The information supplied by the TRG.
 - the Monitor and Manage Report (MMR)
 - an assessment of the effect of any Monitor and Manage works, contributions or alternative measures on the highway network or the public transport infrastructure network
 - the cost of any works / interventions
 - the likely benefit of those works / interventions

- that any works / interventions or commitments must satisfy the test for a planning obligation under Regulation 122 of the Community Infrastructure Levy Regulations;
- any other relevant consideration.

11.12 Any dispute between the Park and the County Council arising in respect of the Monitor and Manage works, contributions or alternative measures or the County Council’s approval or otherwise of the same shall be referred to dispute resolution in accordance with the Section 106.

Monitoring Programme

11.13 The TPM in each area of the Site will oversee the monitoring and review of the TP and will feedback findings to the TPC. This will ensure that the measures are delivered effectively and access by sustainable transport modes are promoted. The Park will ensure suitable funding is provided for the TPC to deliver the proposed measures.

11.14 Monitoring will be undertaken through the distribution of a staff travel questionnaire survey, to understand how staff travel to/ from work, alongside traffic surveys at the proposed Site access which will record vehicle movements (including vehicle classification) across the day.

11.15 **Table 11.1** below gives estimated plans and timescales for the monitoring and review of the TP.

Table 11.1: Plans and Timescales for TP Monitoring

Action Timescale	Action Timescale
Baseline travel surveys	Within 6 months of opening
Undertake annual audits of cycle parking, accessible car parking demand and EV charging demand.	Annually
Future travel surveys	Annually for 10 years
Feedback to employees	Annually
Undertake comprehensive strategic review of all aspects of the TP (including the objectives, targets, action plan and the monitoring programme)	Annually

Travel Surveys

11.16 The travel surveys will be undertaken within six months of opening of the Site and review:

- Travel Plan awareness
- Baseline modal split and travel patterns
- Uptake of any measures and incentives proposed in this Travel Plan
- Help identify any further measures that need to be investigated and proposed

11.17 Travel questionnaires will be distributed to staff and visitors to understand travel patterns and choices. Some of the questions which could be included in the survey are:

- What was their Travel mode to/from the Site
- Duration of travel to/from the Site
- Reasoning behind their chosen travel mode

- If they would consider a sustainable travel mode
- If they have been made aware of the TP and measures in place
- What measures which aren't currently in effect would encourage them to use a sustainable travel mode

- 11.18 The exact travel questionnaire questions will be finalised within three months of opening, and questionnaire responses will be collected within six months of first opening.
- 11.19 Questionnaires will be distributed to staff through the staff communication channels such as the intranet and community noticeboards. Distribution of travel questionnaires to visitors will be dependent on the area of the Site. For visitors in at the Primary Attraction, questionnaires will be projected on screens in queue area. For hotel guests surveys could be sent through with booking confirmation or given during check in. Conference centre guests could receive the survey as part of the conference invitation or be given it during the conference.
- 11.20 The surveys will be undertaken within six months of first opening. The surveys will take place during the main operation hours of the Site on multiple days to get an accurate understanding of how the Park is operating in different scenarios.

Review Process

- 11.21 The TPM will be responsible for undertaking a regular review of the Travel Plan focusing on Travel Plan awareness and the travel patterns of staff and visitors, under the leadership of the TPC.
- 11.22 The data gathered by the surveys outlined above will be made available to CDC and OCC. The monitoring program will also include the following 'hard' data recorded at 12 monthly intervals by the TPC:
- Demand for car parking and car share parking spaces (number of spaces occupied)
 - Demand for electric vehicle charging points
 - Demand for cycle parking spaces
 - Informal comments made by employees and visitors regarding the operation of the TP
- 11.23 The results of the travel surveys and hard data monitoring will be presented in a report form to CDC/ OCC for discussion and agreement by the TPC. The report will outline the actual travel patterns of staff and visitors.
- 11.24 In addition, this TP will be expanded to include the following sections:
- Introduction
 - Travel Plan aims, objectives, and benefits
 - Transport audit – review existing transport infrastructure to support sustainable travel
 - Employee characteristics collected via surveys – e.g. number of staff, working hours, home location, method of travel to work
 - Visitor travel – where they travel from, mode of travel, and TP awareness
 - Modal shift potential – opportunities for employees/ visitors to switch their travel mode to a more sustainable mode
 - TP targets will be revised if necessary
 - Measures to be implemented to encourage modal shift – possible incentives identified based on the surveys

- Implementation of the TP – similar to the methods detailed above, with surveys and data collection
- Monitoring and review – monitoring and reviewing the success of the TP

11.25 It is proposed that every 12 months for a period of ten years, an Annual Monitoring Report will be prepared by the TPC and issued to OCC/ LDC. The report will comprise the following structure:

- Introduction & background – number of staff employed and working hours
- Results of surveys – results of the surveys against indicators defined in the TP
- Description of work undertaken over the past 12 months with evidence and examples
- Problems and issues – problems and issues encountered in implementing the Travel Plan, and any issues that have not yet been resolved
- Specific measures from the TP – details on how the measures from the TP have been implemented in terms of infrastructure, policy, and promotion for each specific travel mode and strategy (walking, cycling, public transport, car sharing, general measures, working practices etc.), with evidence of how each measure has been implemented
- Summary – detail whether the Site is on track to meet targets and any key issues to achieving these
- Strategy for the next 12 months – detail of any specific outcomes or desired results

11.26 The Annual Monitoring Reports would be made available to employees and visitors within the development, so individuals can see how their travel choices fit into the TP.

Monitor and Manage Report (MMR)

11.27 A Monitor and Manage report will be produced every two years. The primary function of the MMR is as a formal reporting and review mechanism to track the following:

- The Travel Plan related to each land use across the Site and to identify further opportunities for maintaining or improving progress towards the stated mode share targets; and
- Identify the need for any remedial measures or alternative interventions which would be beneficial in place of mitigation measures agreed at the planning stage to minimise car usage associated with the Park.

11.28 The MMR would report on the following items:

- Current transport policies (National, Regional and Local);
- Any substantive changes to the local transport network compared with the description provided within the application transport assessment or the previous Annual Monitor and Manage Report;
- Any changes to public transport provision that may materially affect the outcome of the Transport Strategy;
- The findings of the annual transport surveys
- A summary of Travel Plan survey responses for the year collated by the Travel Plan Managers relating to uses on the Site.
- An assessment of car driver and other modal shares as appropriate, considered against the anticipated mode shares.
- A summary of other performance indicators to assess which measures and interventions are working well, and others that could be improved, including, but not limited to

- Bus patronage
 - Cycle usage and utilisation of facilities such as cycle parking
 - Use of EV charging bays
 - The effectiveness of any measures previously implemented
 - Feedback from the Transport Working Group
 - Feedback on progress and achievements and recommendations for future actions
- 11.29 Unless otherwise agreed with the TRG the Monitoring Report will be presented in the same format on every occasion, with each successive report summarising key elements of the previous monitoring report(s) to enable comparison.
- 11.30 The Travel Plan will be updated alongside the MMR to take account of any changes to the strategy and also targets or actions, brought about as a result of the monitoring.

Remedial Measures

- 11.31 The results of these surveys will indicate if any targets are not likely to be met. Should the modal shift targets set out in the TP not be met, various remedial measures can be implemented to further encourage modal shift, This may require reallocation of S106 funding from one measure to another to maximise the benefits of such funding and ensure that the most successful are well supported, whilst reducing those less successful.
- 11.32 Remedial measures will all be focused on sustainable travel enhancements and the chosen measure should be proportional to the impact it is seeking to alleviate. Remedial measures which could be used include:
- Increasing the level of personalised travel planning on offer
 - Increasing the number of cycle parking spaces provided
 - Providing additional changing facilities
 - Exploration into the provision of an on-site car club (if necessary)
 - Increasing the number of electric vehicle charging points on the Site

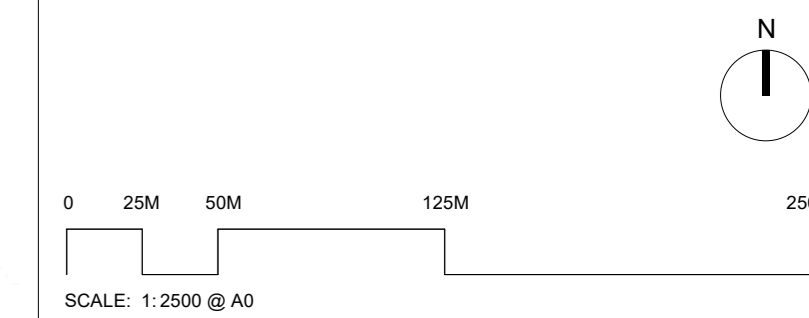
Appendices

A Illustrative Masterplan

NOTES:
 1. Do not scale from this drawing for construction purposes.
 2. All dimensions are to be checked on site.
 3. This drawing is to be read in conjunction with all other Title + Co and relevant consultants' drawings and information.
 4. This drawing is copyright.

- KEY:**
- Site Application Boundary
 - Hotel
 - Indoor Show
 - Outdoor Show
 - Village
 - Other Building
 - Utilities
 - Parking
 - Public Right of Way
 - Service Road
 - Path
 - Control Access Point
 - ← Vehicular Access Point
 - ← Visitor Access Point
 - Ancient Woodland (Retained)
 - Ancient Woodland 15m Buffer Zone
 - Retained Hedgerows, Trees & Woodland
 - Woodland / Woodland Edge
 - Mixed Native Hedgerow (Informal)
 - Mixed Scrub
 - Screening and Spatial Separation
 - Wildflower / Species-Rich Meadow
 - Themed Gardens
 - Amenity Grass Mix
 - Retained Agricultural Land
 - Aquatics, Emergents and Floating
 - Lake
 - Dry Basin
 - Photovoltaics

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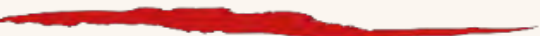
05/05/2026



TRANSPORT ASSESSMENT ADDENDUM

Puy du Fou UK

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UNITED KINGDOM