

Workplace Travel Plan

Paragon Fleet Solutions Ltd (BCA),
Heyford Park, Bicester

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Control Sheet

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1. Introduction

1.1 Background

1.1.1 This Workplace Travel Plan has been prepared by Calibro Consultants Ltd on behalf of Paragon Fleet Solutions Ltd (BCA) (herein referred to as “the Applicant”) to discharge and fulfil the requirements of Condition 5 associated with the time-limited planning permission to store cars on land at the former RAF Upper Heyford site. A description of the development is provided in [Section 2.0](#) of this report.

1.1.2 The on-going use of the site as a car storage facility is the subject of a planning permission (ref: 18/02169/F) which was granted permission in May 2019, subject to conditions. This Travel Plan (herein referred to as ‘the Plan’) has been prepared to satisfy Condition 5 which requires the following:-

“Within three months of the date of this decision a travel plan and draft routeing agreement shall be submitted to and agreed in writing by the Local Planning Authority. This agreed plan and agreement shall be adhered to for the lifetime of the development and thereafter.

Reason: To ensure the effective control of HGVs entering and leaving the site, to comply with Policy SLE4 and Villages 5 of the Cherwell Local Plan and Government guidance contained within the National Planning Policy Framework.”

1.1.3 The overarching aim of this travel plan is to minimise the effect of travel on the environment and local communities. It does so by focusing on reducing unnecessary single occupancy car trips by staff and visitors by seeking to positively influence behaviours and attitudes in favour of more sustainable travel modes, using a suite of targeted measures.

1.1.4 The Travel Plan has due regard to the Routeing Agreement that forms part of the signed Section 106 Agreement.

1.1.5 The Travel Plan also references where practicable to do so, the hybrid planning application submitted by Dorchester Living Limited in May 2018 (18/00825/HYBRID) for a mixed-use redevelopment of land at Heyford Park in combination with earlier planning application which potentially enable the development of some 1,175 new homes to be created in close proximity. As part of the application, it is proposed that the BCA processing operations will relocate to the western end of the airfield taxiway.

- 1.1.6 At the time of writing, this is currently under consideration by the local planning and highway authorities and a detailed Travel Plan for the wider Heyford Park development is in preparation. Indeed, Calibro have been appointed to advise on the wider Travel Plan and some of the likely initiatives have been integrated within the strategy adopted hereunder.

1.2 Summary of Relevant Information

- 1.2.1 By way of summary, this Plan has been prepared subject to the following principle parameters: -

Development Name:	BCA
Status of Travel Plan:	Full Workplace
Author of Travel Plan:	Calibro Consultants Limited
Development Address:	BCA, Upper Heyford
Future Travel Plan Coordinator:	Calibro Consultants Limited
Delivery Mechanism:	Planning Condition
Funding Mechanism	Financial budgets set aside by the developer
Formal Commitment Period:	to 31 st December 2021
Mode Share Target Review:	TBC

1.3 Report Structure

1.3.1 The structure of this Plan is as follows: -

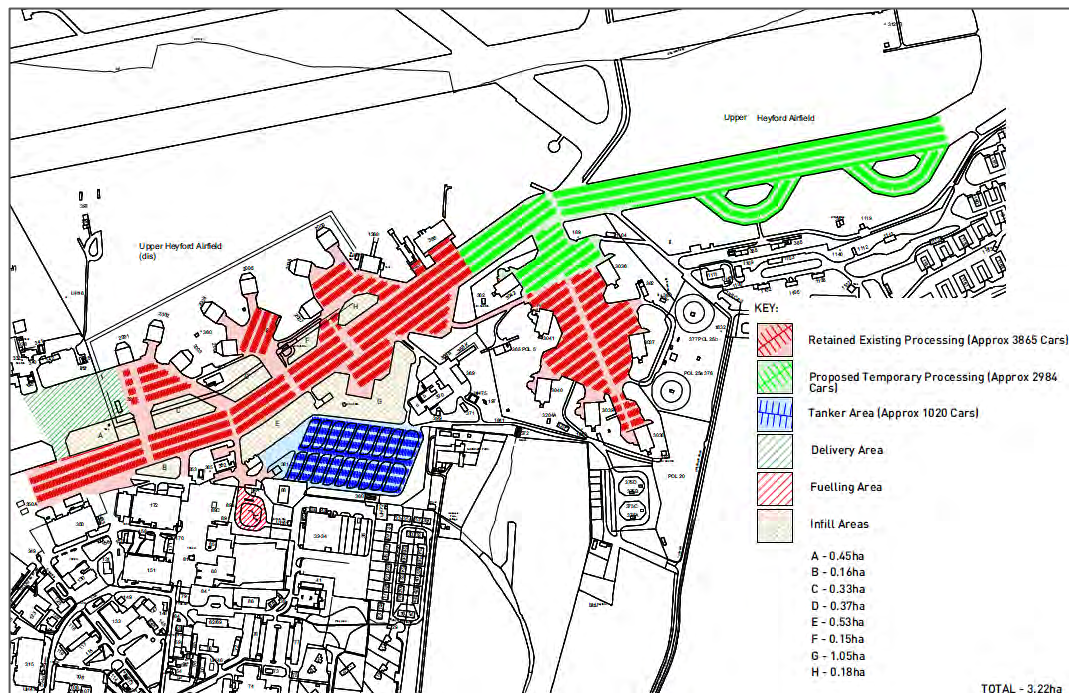
Section 2.0	Development Proposals
Section 3.0	Policy & Best Practice
Section 4.0	Site Assessment
Section 5.0	Existing Vehicular Travel Credentials
Section 6.0	Travel Plan Objectives
Section 7.0	Travel Plan Targets
Section 8.0	Travel Plan Management
Section 9.0	Travel Plan Measures
Section 10.0	Monitoring & Review
Section 11.0	Action Plan
Section 12.0	Travel Plan Funding

2. Particulars of Development

2.1 Background

2.1.1 For context, a plan illustrating the site layout is shown below and to scale at [Appendix A](#).

Figure 2-1 – BCA Areas Plan



2.1.2 In respect of traffic and transport the salient elements and history of the existing operation may be summarised as follows: -

- a) Temporary planning permission was previously granted until April 2014, and again until May 2019. However continued use of the land was still required by BCA as part of their operational requirements at Upper Heyford.
- b) Planning permission was granted in May 2019 for the continued and extended use of the eastern part of the southern taxiway in conjunction with the established and lawful car processing operations on a temporary basis until 31st December 2021.
- c) By this time, it is anticipated that a masterplan would have been agreed for the development at Heyford Park and implemented by Dorchester in a phased manner, in line with Policy Villages 5 of the Cherwell Local Plan. Consequently, the existing operation will be relocated in the future.

-
- d) The existing facilities has capacity to process up to 8,000 cars per annum, whilst the site employs circa 600 staff.
 - e) Transporter vehicles will continue to access the site in accordance with the routing agreement signed June 2014; a more detailed description of the agreed route is described in [Section 5.2](#) of this report.

2.2 Statement of Case

- 2.2.1 The Applicant recognises the important contribution that Travel Plans can make to the environmental agenda. The Applicant acknowledges that the Travel Plan can play an important part in helping to minimise car-borne travel on the region's roads. As such, the Applicant is committed to passing on the aspirations of this document to employees of the site.

3. Policy & Best Practice

3.1 Introduction

3.1.1 This section of the Plan sets out the relevant travel planning policies and best practice guidance that have been referenced in the design of the Plan and its initiatives.

3.2 Best Practice Guidance

3.2.1 This Travel Plan has been prepared with reference to following existing best practice guidance;

- Revised National Planning Policy Framework (2018);
- National Planning Practice Guidance (2014);
- Oxfordshire County Council's Transport for New Developments, Transport Assessments and Travel Plans (2014);
- Good Practice Guidelines, Delivering Travel Plans through the Planning process (2014);
- The Essential Guide to Travel Planning, published by DfT (2008);
- A guide to Travel Plans for Developers (2006);
- Local Transport Plan 2011-2030, Oxfordshire County Council; and
- Cherwell Local Plan 2011-2031.

3.2.2 The guidance documents provide an array of detailed advice, but the key messages can be summarised as follows: -

- Gain buy-in from the operator (BCA);
- Gain buy-in from the staff;
- Allocate and plan for sufficient time and money;
- Search for and create local alliances to learn from common experience / problems;
- Understand the local environs via a detailed site audit;
- Understand the ways in which people travel and their reasons, via travel surveys;
- Monitor travel behaviour on a regular basis; and
- Market the travel plan and use branding tools to attract interest / participation.

- 3.2.3 This Plan will set out the administrative, physical, and management initiatives that will be implemented as part of the on-going operation of the site. The Travel Plan shall comprise the following suite of documents: -

Travel Plan Report (*for use by the Travel Plan Coordinator and Local Authority*) – intended to set out matters relating to the administration of the Plan, including future review and monitoring regimes. This report constitutes the Travel Plan Report.

Travel Plan Pack (*for distribution to employees*) – comprising a graphical brochure-style document designed to engage with the employees and to promote the use of non-car travel options through a range of key initiatives. The Travel Plan Pack will provide a concise summary of the various travel opportunities, benefits and support available.

Travel Plan Leaflet (*for distribution to employees*) – a pocket sized document providing a convenient aide memoir of key travel opportunities.

- 3.2.4 The above documents shall be prepared to raise awareness amongst employees of the key physical features, infrastructure, and opportunities to travel by non-car modes.

4. Site Assessment

4.1 Introduction

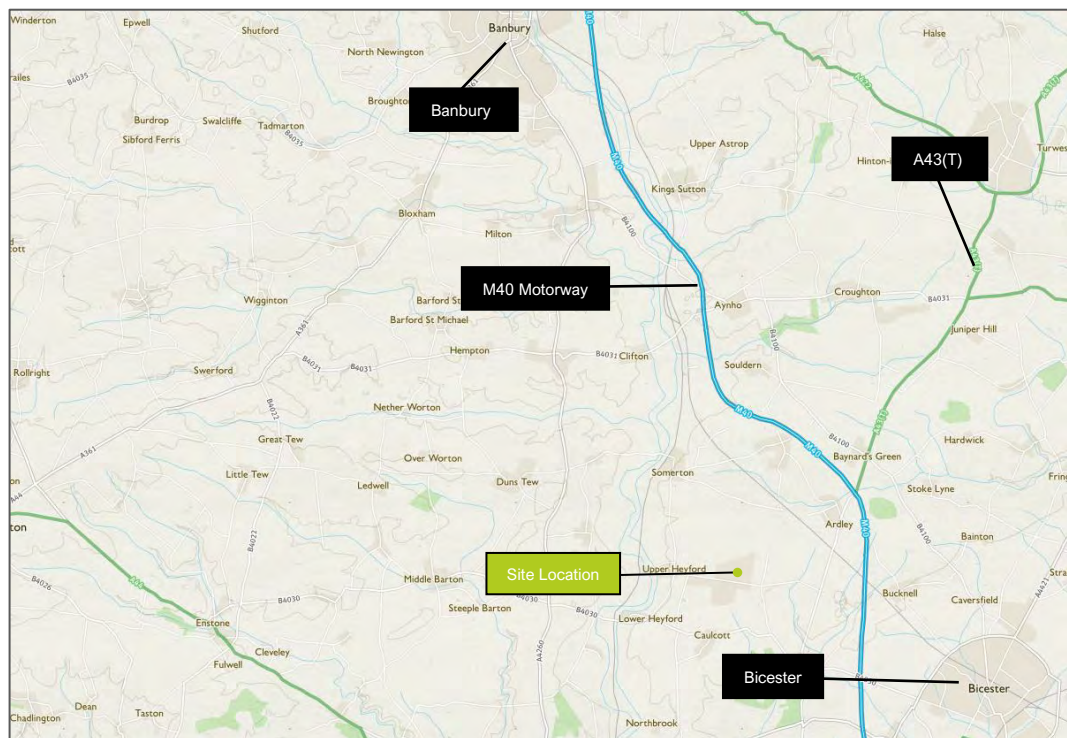
4.1.1 This section of the Plan establishes the key parameters of the development, including the availability of travel infrastructure that may facilitate access between the site from nearby residential areas in which staff may reside, or to key local amenities that have the potential to be visited. In this respect, the future opportunities and barriers to non-car travel are considered.

4.2 Site Location

4.2.1 The site is located approximately 7-kilometres northwest of Bicester, 13-kilometres southeast of Banbury and 3-kilometres southwest of Junction 10 of the M40 Motorway, in Oxfordshire, lying within the administrative area of Cherwell District Council (CDC).

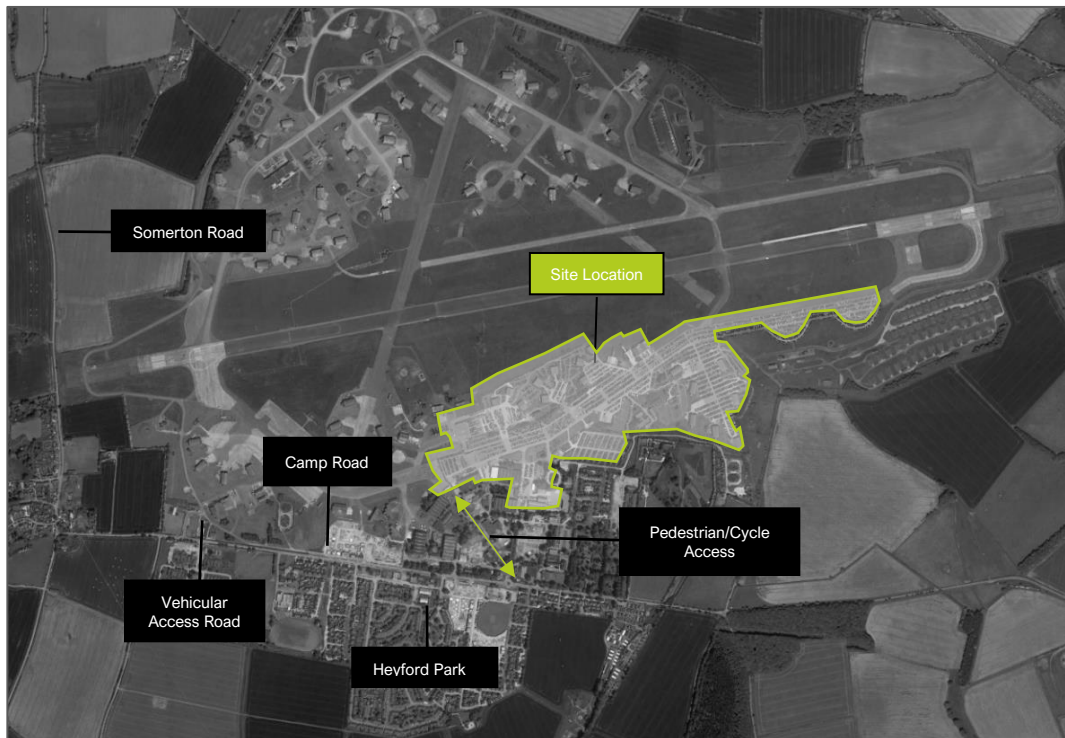
4.2.2 The location of the site is shown on the plan below.

Figure 4-1 - Site Location Plan



- 4.2.3 The existing car storage facility operates on part of the former flying field of RAF/USAF Upper Heyford, which extends to approximately 520-hectares and consists mainly of former runway, taxiway and other hardstanding. A relatively modest part of the site (7.39-hectares) is used by the car storage facility on the eastern part of the southern taxiway. The site is used in connection with the established and lawful car processing operations which extends to approximately 21-hectares.
- 4.2.4 The application site is bound by a mix of boundary treatments; the disused airfield to the north and west, Heyford Park to the south, and agricultural fields to the east.

Figure 4-2 - Local Site Context



4.3 Non-Car Accessibility Credentials

Accessibility by Foot

- 4.3.1 Presently, the network of footway and footpaths around the site are limited by virtue of the site's former use as an RAF base. Nevertheless, connectivity is provided via the currently unnamed road which runs from Camp Road on a broadly south to northwest alignment to the site. This connects staff a variety of current facilities such as Heyford Park Café and Shop as well as the local centre which is currently under construction.
- 4.3.2 Camp Road dissects the wider Heyford Park site where contiguous footways are generally afforded on both sides of the road, and which typically measure 2-metre widths. They provide a high level of connectivity and permeability throughout residential areas of Heyford Park as well as the bus stops on Camp Road.
- 4.3.3 Although there are no controlled pedestrian crossing points on Camp Road, the road is lightly trafficked in relative terms, and dropped kerbs are provided at most crossing points, and support by an at-grade zebra crossing is provided in the vicinity of the Main Gate give-way junction.
- 4.3.4 The zebra crossing is photographed below for context.

Photograph 4-1 Zebra Crossing on Camp Road



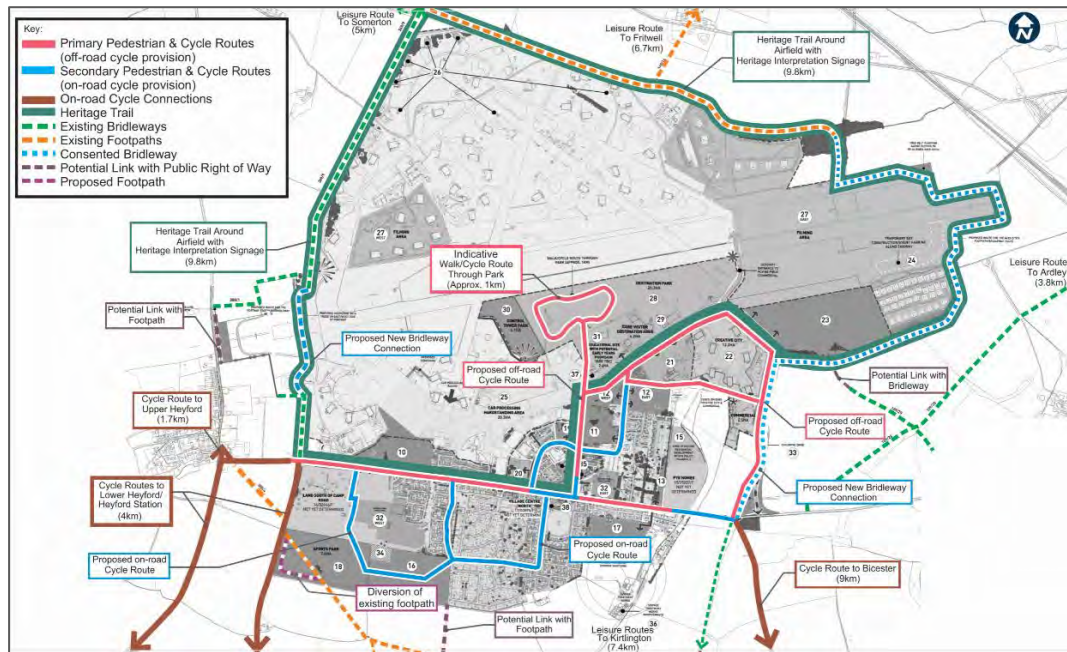
4.3.5 There is a comprehensive network of existing public rights of way (PRoW) in the local area, including:

- Bridleways to the south and east of the site running on a southwest to northeast alignment linking to Caulcott in the south and Ardley to the northeast;
- Footpaths and bridleways to the northern perimeter connecting Fritwell and Somerton; and
- A network of footpaths and bridleways to the south and west of the site which links Caulcott in the south to Lower Heyford and Steeple Aston and Somerton in the north.

4.3.6 As part of Dorchester's wider development plan, it includes proposals to reinstate the previously curtailed PRoW that were closed when the site came into military use in 1915, as well as improve the current paths. Once improvements have been made, it will mean that staff can utilise these new links.

4.3.7 A map showing both the current Public Rights of Way as well as those that are proposed under Dorchester is shown below for context.

Figure 4-3 Current and Proposed Public Rights of Way



4.3.8 It is generally considered that two kilometres is a reasonable distance for people to walk to work or nearby facilities and amenities. This distance can vary between individuals depending on factors such as fitness and mobility in addition to topography and infrastructure provision. However, the surrounding area of the site appears to be generally flat.

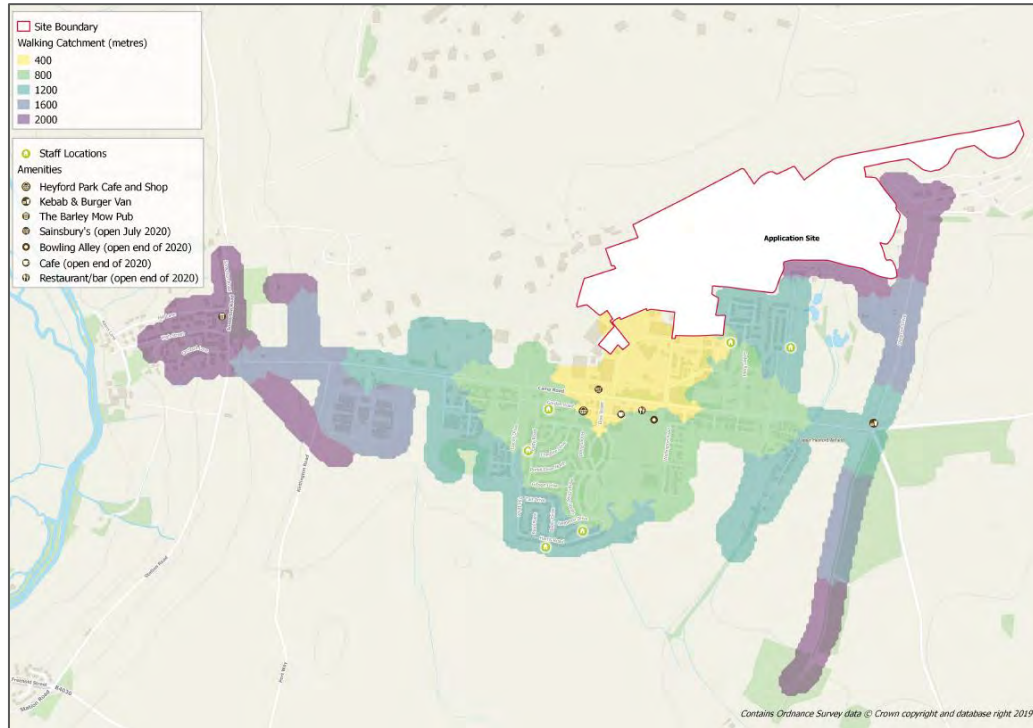
4.3.9 Some of the current facilities and amenities, as well those proposed under the Dorchester development plan, that may be of interest to employees located within a two-kilometre walking distance from the site are listed below:

- Heyford Park Community Centre with café and shop;
- Kebab and Burger Van;
- The Barley Mow;
- Sainsburys (to open Summer 2020);
- The Village Centre – Restaurant, Cafe and Bar (to open by end of 2020); and
- Bowling Alley (to open by end of 2020).

4.3.10 On the basis of current and infrastructure provision, a GIS-based accessibility model has been created to indicate the geographical area that is accessible from the site based on the industry standard walk-threshold of two kilometres.

4.3.11 The area accessible by walking within two-kilometres is shown in the figure below and to scale in [Appendix B](#):

Figure 4-4 - Walking Catchment



4.3.12 The above figure demonstrates that all parts of Heyford Park, as well as the villages of Upper Heyford, can be accessed within a two-kilometre walking distance and so would be viable for staff living in these locations to access their employment via foot.

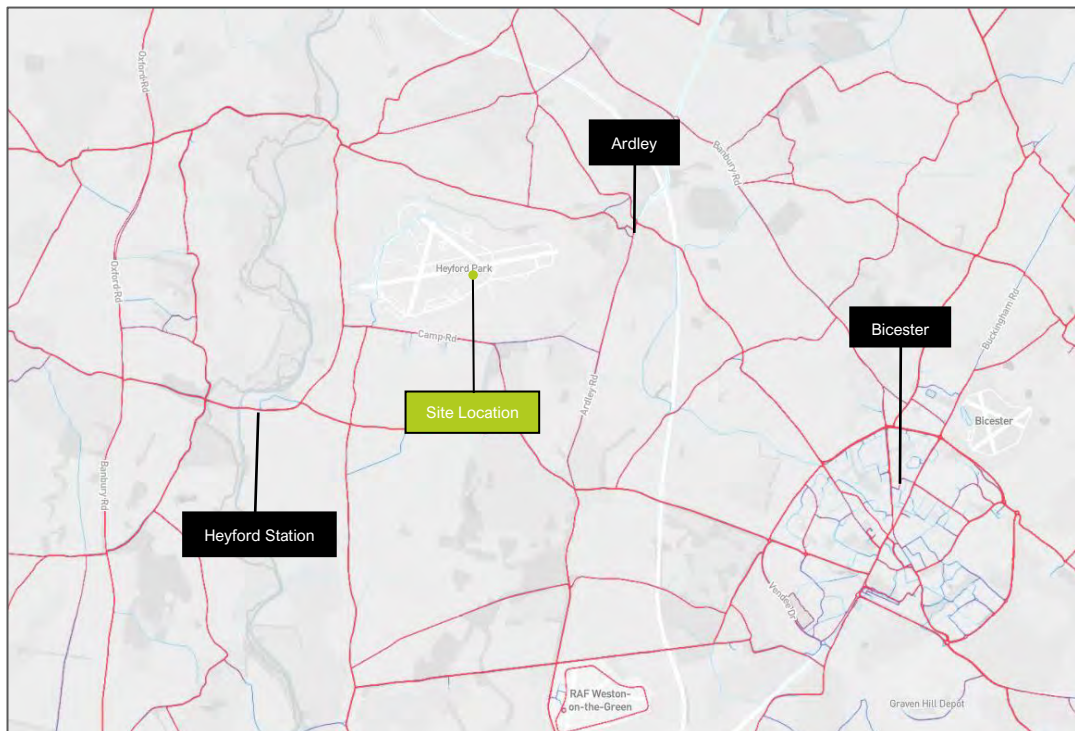
Accessibility by Bike

4.3.13 The industry-accepted distance over which cycling is feasible for most of the population is 5-kilometres, although it is noted that there will always be a part of the population that have a natural propensity to cycle and will be willing and able to travel further by bike.

4.3.14 Indeed, the National Travel Survey (Table NTS0306) indicates that an average cycle trip is 4.6-kilometres, whereas Local Transport 1/04 indicates that *“journeys up to three times [the average distance] are not uncommon for regular commuters”* and accepted the *“fitness and physical ability, journey purpose...and conditions”* were relevant factors.

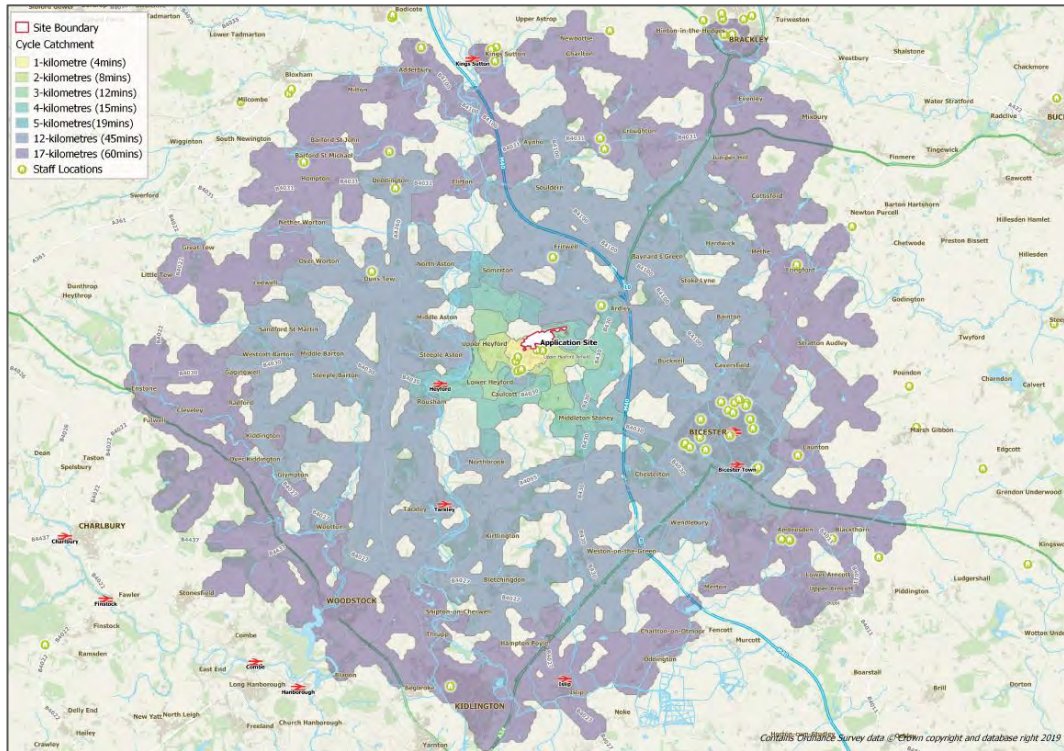
- 4.3.15 Consequently, it is considered that cycle trips up to 16.8-kilometres would be considered, journey distances between 5-kilometres and 12-kilometres would be acceptable, and those less than 5-kilometres would be desirable.
- 4.3.16 Whilst there are no dedicated cycle facilities located within the immediate vicinity of the site, local roads are lightly trafficked and are of a suitable geometry to allow informal cycling to occur alongside traffic without detriment to safety. Indeed, this is evidenced by the Strava Heat Map (extracted below), which demonstrates that the roads within the vicinity of the site are frequently used by cyclists.

Figure 4-5 - Strava Heat Map



- 4.3.17 It is also noteworthy that a review of highway safety records for the site, included in [Section 5.3](#) of this report, demonstrates that there is no adverse safety record on the roads within the vicinity of the site as a consequence of the above cycle use.
- 4.3.18 The catchment area within 16.8-kilometres cycling distance of the site is shown in the below figure and to scale in [Appendix B](#).

Figure 4-6 - Cycling Catchment



4.3.19 On the basis of the above, staff and visitors living as far away as Bicester, Kidlington, Woodstock and Brackley would have an opportunity to commute to the site by bike. This is pertinent given a clustering of staff that reside in Bicester, in particular (as shown by green symbols above). Furthermore, it is noted that the centre of Bicester is around 12-kilometres southeast of the site, which is considered to be of *acceptable* distance.

4.3.20 In consideration of the above, the application site is located where access by bicycle is a realistic alternative to car travel for some journeys. As such, the development site is acceptable in the context of its credentials to encourage journeys by bike.

Accessibility by Public Transport

4.3.21 It is accepted that public transport comprises two principle aspects:

1. Access to public transport which is concerned with how far the development is from the public transport network and the level of service on that network; and
2. Access by public transport which takes account of where the services go and the opportunities to access amenities located within the catchment areas served.

4.3.22 In the case of the first criterion, the nearest bus stops are located on Camp Road adjacent to the Heyford Park Free School approximately 400-metres walking distance from Building 125, where pedestrians enter the site.

4.3.23 The bus stop location is pictured below for context.

Photograph 4-2 Heyford Park Free School Bus Stop



4.3.24 A further two bus stops are located along Camp Road. Although these bus stops are located just over 400-metres, the Institute of Highways and Transportation (2018) indicate that in some circumstances a maximum walking distance of 500-metres to a bus stop is acceptable. Indeed, residents of more rural areas tend to commute further than those in urban areas according to the Department for Transport Journey Time Statistics (2017).

4.3.25 These stops are all served by the number 250 service. The table below provides a summary of buses serving these stops.

Table 4-1 – Bus Services from Upper Heyford, adjacent to Heyford Park Free School

Service	Route	Weekday			Saturday	Sunday
		Start	Freq. (mins)	End	Freq. (mins)	Freq. (mins)
250	Bicester – Heyford - Oxford	0541	60	1953	60	-
	Oxford – Heyford – Bicester	0608	15	2018	60	-

- 4.3.26 The table demonstrates that the site is well served by buses which offer a viable alternative to car journeys for future staff and visitors associated with the development site.
- 4.3.27 Further information relating to local bus services in the area can be accessed via the Thames Travel website (www.thames-travel.co.uk/).
- 4.3.28 In consideration of the accessibility afforded by bus, an accessibility model has been created to identify the geographical catchment that is accessible within a 60-minute intermodal travel time, i.e. walk>bus>walk. This reflects the maximum commute time that is considered to be reasonable, particularly for those residents that are on the lower incomes that may be willing to travel longer distances for employment. Whilst the Department for Transport Journey Time Statistics (2017) identifies the average trip time in the south east to be circa 39-minutes, it also recognises that “*residents of more rural areas tend to commute further than those in urban areas*”.
- 4.3.29 An analysis of bus frequency has been undertaken for all bus stops in the locality for the Weekday morning and evening peak periods, as well as the inter-peak. The results are summarised on the plans below, which are provided at a larger scale at the rear of this report. The plans also show the walking distance to the stops.
- 4.3.30 The catchment areas for the bus services during the AM and PM peak are shown below in [Figure 4.7](#) and [486](#) and in full in [Appendix B](#):

Figure 4-7 - Bus AM Catchment

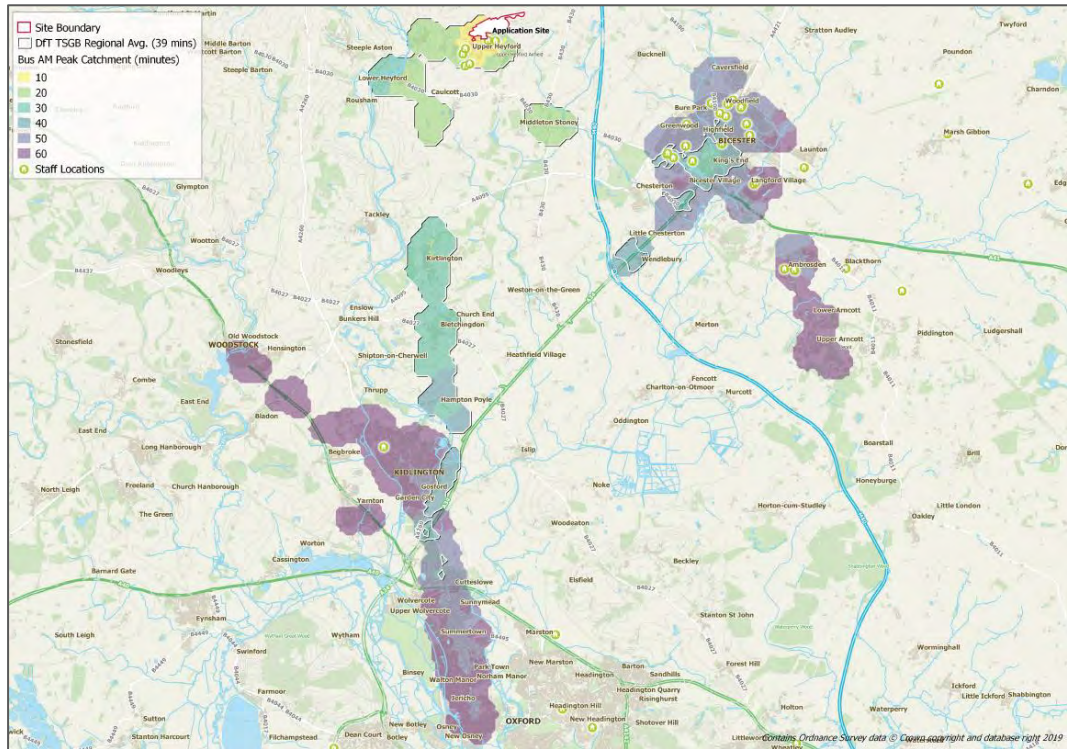
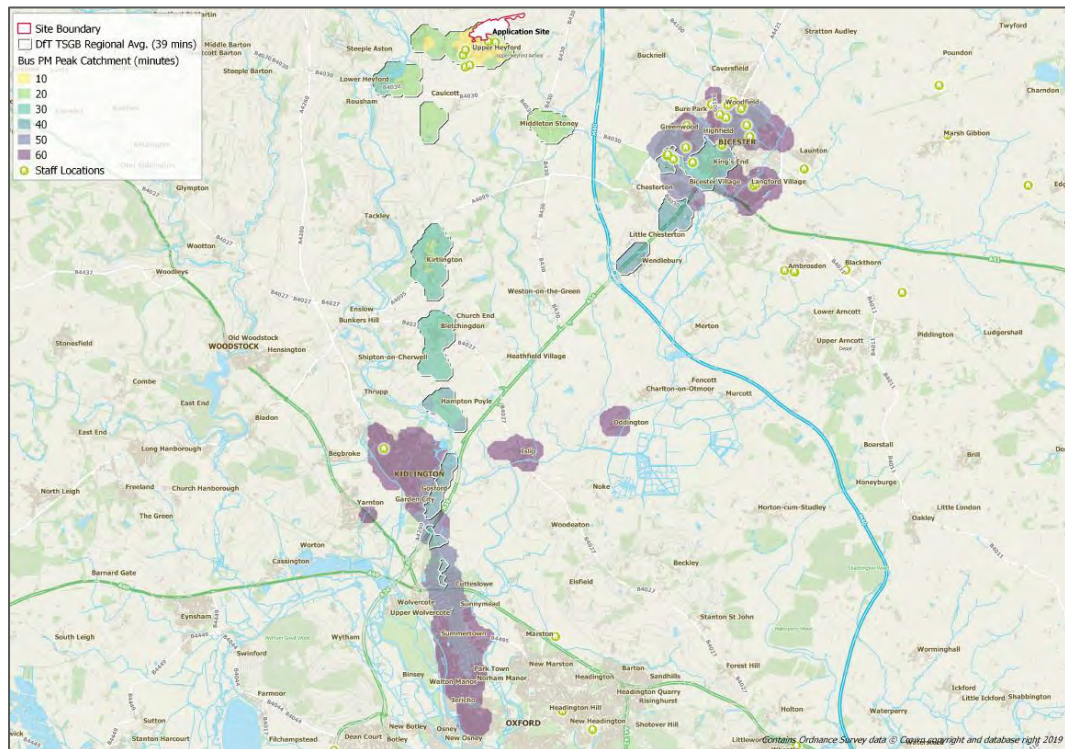


Figure 4-8 - Bus PM Catchment



- 4.3.31 The figures above demonstrate that during the weekday AM and PM peak periods, the BCA site is accessible by bus from a number of destinations via the Heyford Park Free School bus stop, located within 400-metres walking distance of the site. These destinations include the centres of Oxford and Bicester.
- 4.3.32 Indeed, based on current sample of staff locations, the accessible bus catchment area affords an opportunity for approximately 14% of existing staff to travel to work by bus.
- 4.3.33 At the time of writing, it is important to note that there is discussion to drop the bus route to Oxford in favour of a more frequent service to Bicester. This would be beneficial to BCA staff as there are numerous clusters of staff living in Bicester in comparison to more modest levels in Oxford.

4.4 Access by Rail

- 4.4.1 Heyford Railway Station is located 4-kilometres away in Lower Heyford. The station is situated on the Cherwell Valley Line which runs between Banbury and Didcot Parkway. The station is served by around 12 trains per day to Didcot Parkway, via Oxford which have journey time of around 35-minutes. Approximately 12 direct trains per day to Banbury with a journey time of 14-minutes.
- 4.4.2 Four sheltered cycle storage spaces covered by CCTV are provided at the station in addition to 28 pay and display parking spaces.
- 4.4.3 Bicester Village and Bicester North railway stations are located some 9.0 and 9.6-kilometres to the southeast of the site. Bicester village can be accessed via the No. 250 bus from Camp Road which stops on Middleton Stoney Road in Bicester some 600-metres or a 7-minute walk from the station after a 15-minute journey from Heyford Park.
- 4.4.4 Bicester Village is served by half-hourly services between London Marylebone and Oxford. Services to London Marylebone have a journey time of around 45-55 minutes whilst the journey time to Oxford is around 15-20 minutes.
- 4.4.5 Oxford Railway Station is located some 23-kilometres to the south of the site.
- 4.4.6 Railway Stations located in Oxford and Bicester are accessible by bus or cycle if required. The stations are served by direct trains to a range of local, regional and national destinations including Reading, Stratford-upon-Avon, London, Birmingham and Manchester.

- 4.4.7 The accessibility of the nearby railway stations mean that the site would be viable for staff working on an agency contract who may live further afield.

4.5 Section Conclusion

- 4.5.1 It is concluded that the site is accessible by a range of non-car modes and BCA staff will have the opportunity to walk, cycle or use public transport facilities to travel to and from the site providing they live in within these thresholds.
- 4.5.2 The analysis presented above confirms that employees are afforded the opportunity to use non-car modes of travel as genuine alternatives. As such, it is anticipated that trips by car associated with both staff and visitors to the site can be optimised. The travel plan therefore aims to change travel behaviours where access to and from work via sustainable transport modes is possible.
- 4.5.3 For other staff and visitors beginning their journey beyond the accessible catchments, there is likely to a reliance on car travel and further consideration is given to minimising car use later in this Plan.

5. Existing Vehicular Travel Credentials

5.1 Introduction

5.1.1 The existing vehicular travel credentials of the application site are considered within this section of the report. This includes a review of the surrounding highway network and its suitability to safely and efficiently accommodate vehicle movements linked with the application site.

5.2 Accessibility by Road

5.2.1 Vehicular access the site is in line with the most recent routing agreement between Oxfordshire County Council and the landowners relating to the development of the former RAF base at Upper Heyford which was decided on the 27th June 2014.

5.2.2 A copy of the routing agreement can be found in [Appendix C](#).

5.2.3 The sole vehicular access to the site, and the Flying Field as a whole, is currently via Gate 7 on Camp Road and so this is the route that both HGVs and staff travelling by car enter the site. Camp Road runs on a broadly west to east alignment to the south of the airfield as illustrated by [Figure 4-2](#). It forms an arterial road through Heyford Park serving a range of residential and commercial side roads and drives, in addition to providing direct frontage access to dwellings.

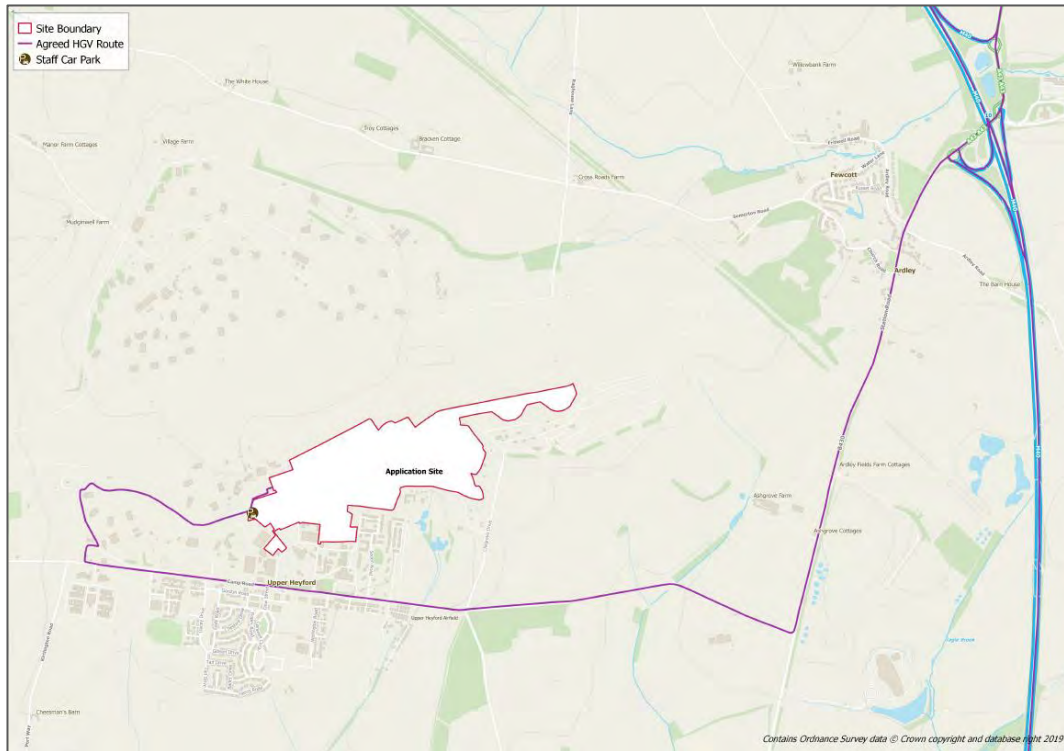
5.2.4 The entrance to Gate 7 is located on the western extent of Camp Road and runs north of Camp Road via a simple priority T-junction where Gate 7 forms the minor arm.

5.2.5 Currently, HGVs pass through the gate and join the southern taxiway which runs east into the site. In this location they are directed towards the site via marked chevrons approximately every 20-metres.

5.2.6 Speeds are limited to 15mph across the Flying Field.

5.2.7 The vehicular access arrangements are shown in the below plan.

Figure 5-1 HGV Agreed Access



5.2.8 The wider Heyford Park development proposes to relocate access to the Flying Field from Gate 7 to Chilgrove Drive at the eastern edge of the development area. Closing Gate 7 should ensure that the majority of large HGVs will no longer need to use Camp Road through the Heyford Park Development, where pedestrian and cycle movements are greatest and can encourage further non-car movements.”

5.3 Local Highway Network

5.3.1 Camp Road is subject to a 30mph speed limit and constructed to a good standard such that it can safely accommodate two-way HGV traffic. Indeed, it forms a section of an existing bus route and is the route in which HGVs currently leave the site. A number of locations along the road are reduced to a single-lane operation which acts as a traffic calming measure.

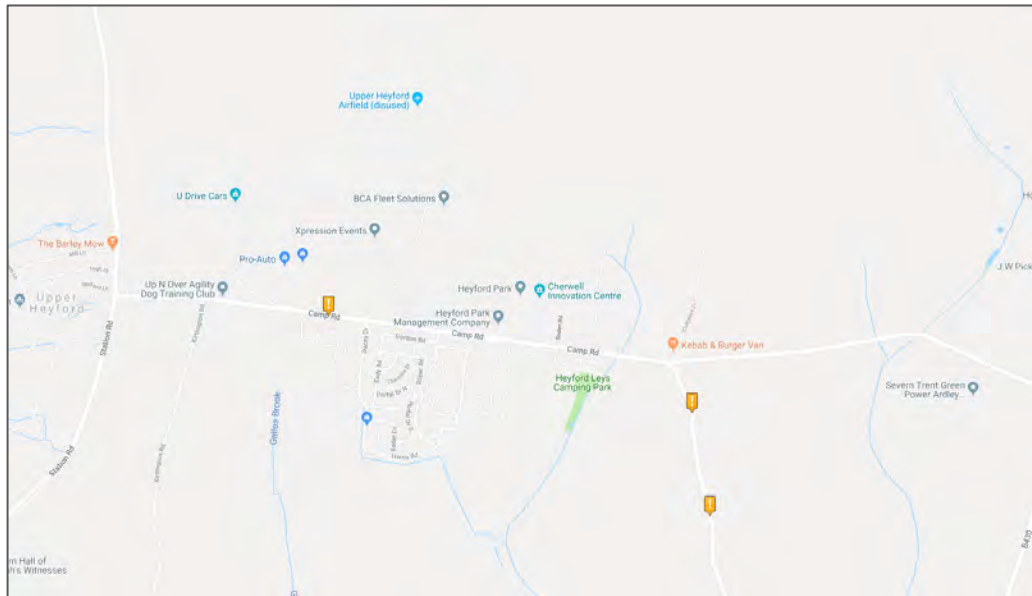
5.3.2 Some 1.2-kilometres to the southwest of the site, Camp Road connects to Station Road / Somerton Road via a simple priority T-junction adjacent to the village of Upper Heyford. Somerton Road is a rural road which connects Somerton to the north with Lower Heyford, Heyford Railway Station and the A4260 to the southwest.

-
- 5.3.3 Around 2.75-kilometres to the southeast of the centre of the site, Camp Road connects to the B430 via a priority T-junction with a ghost island right-turn lane and slip road arrangement.
 - 5.3.4 Some 2-kilometres to the north of this junction, the B430 passes through the village of Ardley before connecting to Junction 10 of the M40 motorway, and the A43(T) via a dumbbell interchange arrangement.
 - 5.3.5 The M40 motorway and the A43(T) comprise part of the high speed, high capacity Strategic Road Network (SRN) managed by Highway England. The M40 links London to Birmingham via Oxford and Banbury whilst the A43(T) connects the M40 to Junction 15A of the M1 Motorway at Northampton via Brackley and Towcester.
 - 5.3.6 The application site lies some 25-kilometres north of Oxford. The nearest towns to Heyford Park are Bicester and Banbury. They are located approximately 9-kilometres to the south east, and, some 20-kilometres to the north respectively.

5.4 Highway Safety Risks

- 5.4.1 Road safety data has been obtained via the public database available at crashmap.co.uk for the most recent three-year period available: 2016 to 2018 inclusive. The data indicates that within this period only one personal injury accidents (PIAs) occurred on Camp Road, as illustrated on the figure below.
- 5.4.2 The data demonstrates there are no accident clusters or hotspots within the vicinity of the site during the most recent 3-year period. As such the performance of the highway network is considered acceptable in the context of highway safety and there is unlikely to be any negative perception by those wishing to travel by non-car modes of an unsafe environment which may otherwise discourage the uptake of more sustainable travel use.

Figure 5-2 PIA Accident Data



5.5 Section Conclusion

- 5.5.1 The application site benefits from easy access to the local and strategic highway network which provides good links to local, regional and national centres.
- 5.5.2 The analysis included above confirms that there are no inherent highway safety risks in the existing operation of the adjoining highway network and the continued use of the site is therefore acceptable in the context of highway safety and geometry.

6. Travel Plan Objectives

6.1 Introduction

6.1.1 A Travel Plan is a long-term management tool that articulates a coordinated strategy that aims to deliver explicit outcomes of sustainable travel patterns, both in the context of people and freight. A successful Travel Plan can offer substantial environmental gains and contribute towards the sustainable transport objectives of Central and Local Governments, as well as to individual businesses.

6.2 Objectives of the Plan

6.2.1 Due to the temporary nature of the planning permission, the purpose of the plan will be to set out a long-term strategy for reducing staff and visitor dependence on single occupancy car travel and the Plan Objective will be to *reduce private car use in favour of more sustainable modes of travel*, in line with current Government policy. In this endeavour, the overarching aims of the Plan will be as follows: -

- I. Awareness of Travel Choice
 - a. Raise awareness of the implications of all forms of travel on the environment, including the safety and health of individual commuters;
 - b. Set out the arrangements for publicising and maintaining the Plan, and travel information contained therein; and
 - c. Raise awareness of alternative travel options for all staffs and visitors.
- II. Effective use of Resources
 - a. Encourage the use of alternative, non-car travel modes to ease congestion on the local highway network;
 - b. Provide the facilities and/or management initiatives that would maximise the use of alternative travel options by staff and visitors; and
 - c. Contribute to improvements in air quality through the reduction of carbon emissions.

7. Travel Plan Targets

7.1 Introduction

7.1.1 In order to determine a range of initiatives designed to assist the non-car travel experience, the Plan will promote a long-term cultural shift away from the car.

7.2 Forecast Baseline

7.2.1 The time-limited nature of the current planning permission leaves little time to undertake travel surveys and regular monitoring. Consequently, baseline modal splits have been informed by the 2011 Census journey to work data for workplace zone E330436550: Cherwell 010. The results are shown in Table 7.1 below.

Table 7-1 - Forecast Modal Split of Staff

Mode of Transport	Proportion of Staff
Single Occupancy Vehicle	90.2%
Car / Van Passenger	2.3%
Public Transport	2.5%
Walk	3.3%
Cycle	1.3%
Other	0.5%

7.2.2 The table above indicates that the baseline travel pattern for the development is anticipated to be around 92.5%7.5% in favour of single occupancy vehicle trips over sustainable transport trips.

7.3 Realistic Opportunities for a Modal Switch

7.3.1 Initial modal share travel targets for staff are based on the 2011 Travel to Work Census data for journeys into the area.

7.3.2 The following targets have been set to reduce the proportion of staff travelling via single occupancy vehicle use. The provisional targets are set out within the Table below for the end of every year of the Travel Plan period.

Table 7-2 – Provisional Travel Plan Targets (Percentages)

Mode of Transport	Forecast Baseline	Target – December 2020	Target – December 2021
Single Occupancy Vehicle	90.2%	88%	85.5%
Car / Van Passenger	2.3%	3%	4%
Public Transport	2.5%	3%	3.5%
Walk	3.3%	3.5%	3.5%
Cycle	1.3%	2%	3%
Other	0.5%	0.5%	0.5%

- 7.3.1 The targets set out above are provisional and afford the opportunity to be revised in the future.
- 7.3.2 An Action Plan Table is provided at [Appendix D](#) which sets out a series of measures which will be implemented to achieve above targets.

8. Travel Plan Management

8.1 Travel Coordinator

8.1.1 A Travel Plan Coordinator (TPC) shall be appointed to implement and administer the Plan. The appointed TPC will seek to coordinate all efforts with the appointed TPC(s) for any nearby Travel Plans and in doing so commence a Travel Plan Network. Such cooperation would enable a more holistic approach to travel planning to be taken, which would increase the opportunity to secure the targeted mode shares of the respective developments.

8.1.2 The appointed TPC shall be responsible for: -

1. Administration of the scheme, including associated budgets;
2. Liaison with the wider Heyford Park Travel Plan;
3. Consultation and promotion of the scheme;
4. Implementation of the scheme measures; and
5. Acting as a point of contact for employees requiring information.

8.2 Consultation & Engagement

8.2.1 The success of the Plan will rely upon the support staff and the TPC will therefore set up a clear channel of communication between all stakeholders.

8.2.2 The TPC will have the responsibility of undertaking all liaisons with outside bodies, including the Local Planning and Highway Authorities, and those Local Authority Officers with responsibility for cycling and public transport. The TPC shall also liaise closely with public transport operators, particularly at the outset of the plan.

8.2.3 The TPC will consult and work closely with those part of the Heyford Park development to ensure the Plan can benefit from initiatives provided for the overall scheme.

8.2.4 A contact list of relevant officers with an interest in the Plan will be established and maintained by the TPC.

8.3 Promotion

- 8.3.1 All employees will be made aware of the Plan within marketing material to be published. Details of the Plan, its objectives to enhance the environment and the role of individuals in contributing the Plan's success will be explained therein.
- 8.3.2 Promotional material (Travel Plan Welcome Pack) will be issued to each employee at the outset of the plan or upon the start of their employment.
- 8.3.3 The contact details of the TPC shall be incorporated within the Travel Plan Marketing Material.

8.4 Updating

- 8.4.1 The Plan will be a strategy that shall evolve in response to changes in travel behaviour occurring over the Plan Period, which is from first issue to the expiry date of the current planning permission. Whilst the fundamental objectives of the Plan will not change, the Plan may need to amend specific targets or management processes in response to any challenges.
- 8.4.2 The on-going informal monitoring programme will provide updated information that will identify the need for revisions to be made to the strategy. The on-going monitoring shall be undertaken in consultation with the Local Authority and their travel plan advisor to maximise the success of the Plan.
- 8.4.3 It will be the responsibility of the TPC to provide progress statements setting out the progress of the Travel Plan throughout the monitoring period.

9. Travel Plan Measures

9.1 Introduction

- 9.1.1 This section of the Plan outlines the specific physical and management measures that will be undertaken to manage travel behaviour in line with the aspirations of the Plan, as identified earlier.
- 9.1.2 The main reason for not travelling via sustainable transport modes is often the unfamiliarity with routes and methods that are available. Hence, the overarching aim of the Travel Plan is to encourage behavioural change through the distribution of knowledge and information relating to sustainable transport methods.
- 9.1.3 Implementation of the listed measures, which include initiatives designed to increase awareness of the various travel opportunities, as well as the provision of specified infrastructure, will be at the core of the Plan. Measures are grouped under various headings, relevant to each mode of travel.
- 9.1.4 Given the current accessibility of the site, the principal measures will be aimed at promoting and incentivising car sharing and public transport, as well as walking and cycling where appropriate.

9.2 Collaborative Working

- 9.2.1 Partnership working will be extremely beneficial when implementing and maintaining the Plan. The TPC will therefore seek to liaise with the relevant authorities, including the Council's travel plan representative, to coordinate the Plan and benefit from all possible local initiatives relevant to travel plans.
- 9.2.2 The TPC shall maintain close contact with public transport operators and other TPC's working in respect of any nearby developments.
- 9.2.3 In particular, the TPC shall create and maintain a strong link with Heyford Park to coordinate with the wider Travel Plan so the Plan is able to benefit from initiatives which Dorchester choose to implement as the development progresses.

9.3 Travel Plan Brochure

- 9.3.1 Whilst the Travel Plan Report shall set out the detail of travel opportunities, it is considered a particularly dispassionate document, unlikely to garner interest and a much needed 'buy-in' amongst employees.
- 9.3.2 In view of this, a sister document will be prepared with the purpose of presenting the salient elements of the plan to present them in such a way that will draw the interest and encourage participation. This document will comprise a Travel Plan Welcome Pack *for distribution amongst employees*. It will be a publication designed to engage with employees and to promote the use of non-car travel options through a range of key initiatives.
- 9.3.3 This document will be updated annually to ensure that it contains the most up-to-date information.
- 9.3.4 Additional copies will be available upon request to the TPC.

9.4 Walking Initiatives

- 9.4.1 Invariably, walking will comprise an important mode of travel for some trips, whether as the main mode of travel or as a secondary walk trip that may be required as part of a longer journey by public transport.
- 9.4.2 To encourage journeys to be undertaken by foot, the key aspiration will be to ensure that employees have a knowledge of the opportunities, that will be available to travel to the site from their homes, as well as reaching key local facilities that are within a suitable walk distance of the site.
- 9.4.3 In order to facilitate walk trips, the following shall be undertaken: -
- a) Plans illustrating the local pedestrian infrastructure and its connectivity to nearby destinations, including the nearest bus stops and the local convenience shop, shall be provided within the Travel Plan Welcome Pack. These will also promote websites such as www.mapmywalk.com and www.walk4life.info. The packs shall be provided to staff members and additional copies shall also be made available upon request to the TPC;

- b) Make information on local pedestrian infrastructure and routes available to employees through printed information as well as online resources;
- c) The TPC shall liaise with the Council's representatives to ensure that pedestrian routes are properly maintained;
- d) A notice board containing details of the TPC and latest travel information shall be located in communal areas or staff rooms.

9.5 Cycling Initiatives

9.5.1 Under the terms of the Plan, the Travel Plan Coordinator shall also ensure the following:

- a) Plans illustrating the local cycle infrastructure and its connectivity to nearby residential destinations shall be provided within the Travel Plan Welcome Pack. These shall be provided to employees when the plan is first issued and updated every year. Additional copies shall also be made available upon request to the TPC;
- b) The TPC shall liaise with the Council's representatives to ensure that cycle routes and cycle parking facilities are properly maintained;
- c) The wider Heyford Park development aims to provide a central bike hire scheme, access to which shall be extended to include BCA employees and other commercial areas;
- d) The TPC shall set up a Strava (or similar) cycle group against which participants can track cycle performance relative to peers on site;
- e) The TPC shall work with the Local Authority to assess opportunities to provide employees with cycle training;
- f) The applicant shall ensure that secure and sheltered cycle parking spaces are provided and accessible to all employees in line with current cycle parking standards identified by the Authority;

- g) It is understood that the Heyford Park Travel Plan aims to run at least twice annual public travel events in a central area of the Heyford Park development. These events shall possibly to include free bicycle training opportunities, bike maintenance workshop/advice, travel relate traders and operators etc. BCA and the appointed TPC shall promote awareness of these events amongst all staff.

9.6 Public Transport Initiatives

9.6.1 Journeys by bus will form important parts of travel opportunities to the site. In order to promote the use of bus travel to employees, the following shall be undertaken:

- a) The Travel Plan Coordinator shall liaise with the Council’s representatives to ensure that bus stops and walk routes between the site and the bus stops are properly maintained;
- b) Plans showing safe walk routes between the site and relevant bus stops, as well as up-to-date timetable information, shall be provided within the Travel Plan Brochure, which shall be provided to staff. Information on public transport websites such as www.travelinesoutheast.org.uk and www.nationalexpress.com will also be included in the documents;
- c) The TPC shall check the accuracy of timetable information on a regular basis and issue advice of any changes to employees; and
- d) Assess the possibility to offer a pick-up service from nearby railway stations if agency workers are travelling from further afield.

9.7 Car Sharing

9.7.1 In order to promote the use of car sharing, the following will be undertaken:

- a) The TPC shall set up and manage a car share club using the Oxfordshire car share community (www.liftshare.com/uk/community/oxfordshire) which shall allow employees to assess the possibility to car share with people that live nearby;
- b) The TPC will promote the use of the online Liftshare platform and the Travel Plan Welcome Pack shall communicate the benefits of car sharing to encourage participation;

- c) Subject to release of personal data under GDPR regulations, employees shall be automatically registered to the Liftshare database; and
- d) Assess the potential to create car sharer only car parking spaces, with related advice to all businesses on the benefits and implementation of smart parking to track and reward car sharing on a daily basis.

9.7.2 The benefits shall be noted as follows: -

- a) It saves money by;
 - By reducing fuel costs;
 - By reducing the wear and tear of personal vehicles, reducing maintenance costs; and
 - By reducing the annual mileage which can help to reduce insurance premiums.
- b) It reduces the number of cars on the road which will help to reduce congestion, pollution and pressure on car parking;
- c) It provides a viable form of travel for rural communities;
- d) It reduces the need to own a car, particularly in combination with the other initiatives set out within this Plan;
- e) It can reduce stress levels associated with driving and it can reduce absenteeism; and
- f) It provides opportunities to increase social networks.

BCA Staff Car Share Opportunities

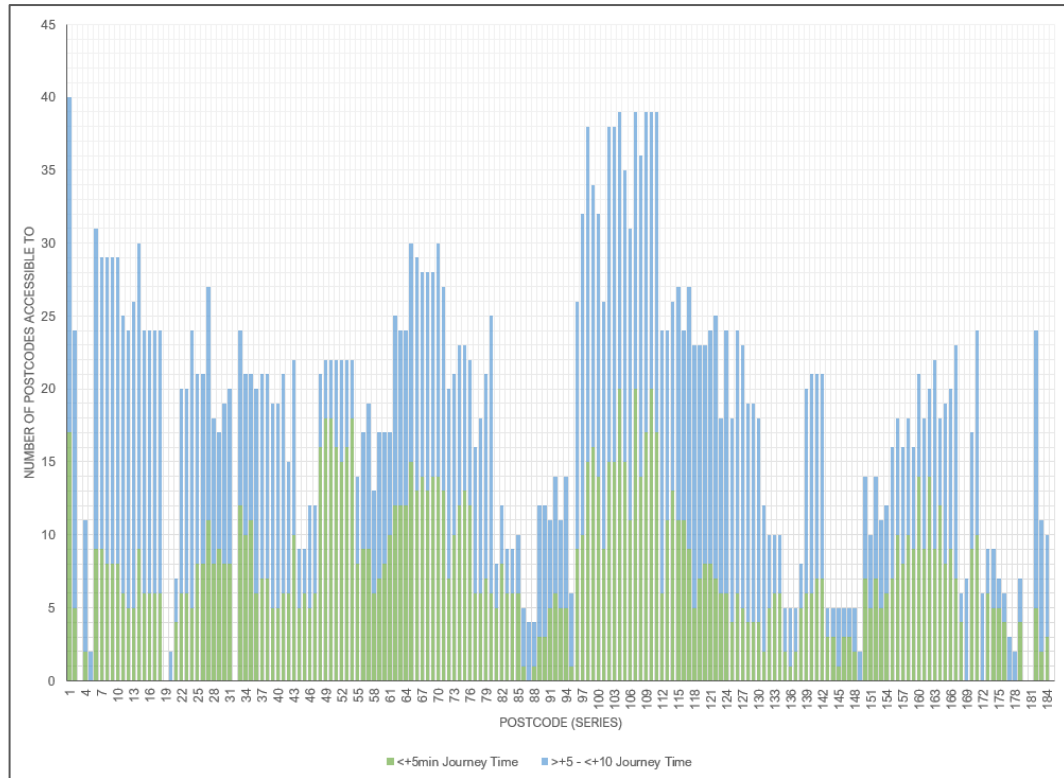
9.7.3 In order to assess the possibility to shift from single car users towards car sharing as a more sustainable mode of travel, a GIS based accessibility model has been created using a selection of staff postcode data obtained from BCA.

9.7.4 It is able to indicate the number of opportunities employees have to share with others dependant on their geographic location to others, as well as their location to work. It is proposed that an additional detour time of up to 10 minutes to work would be considered acceptable and therefore suggests that car sharing can be a realistic alternative for staff.

9.7.5 In order to protect against disclosure of personal information, postcodes have been replaced in favour of an anonymous number series.

9.7.6 An indicative graph illustrating the number of postcodes that are accessible to each other within a detour time of less than 5-minutes or between 5-10-minutes is shown below and full results are shown in [Appendix E](#).

Figure 9-1 Car Share Opportunities



9.7.7 The graph above shows there are 1,401 different possibilities whereby postcode locations can afford the opportunity to reach other postcode locations within an additional journey time less than 5 minutes. There are 2,001 possibilities in which postcode locations can reach additional locations between 5 and 10 minutes of additional journey time to work.

9.7.8 Indeed, there are 166 out of 185 postcode locations which could afford to pick up at least one other from a location with an additional journey time of less than 5 minutes. Similarly, 178 locations (95%) could reach at least one additional postcode within an additional journey of between 5 and 10 minutes.

9.7.9 Consequently there is a realistic opportunity for a modal shift away from occupancy vehicles.

9.8 Travel Webpage

9.8.1 Once the Heyford Park TPC has established a travel webpage for the wider area, BCA staff will be able to benefit from it, ensuring continual access to up-to-date Travel Plan information. The primary objective of the website shall be to instil a sense of being part of a sustainable and active community.

9.8.2 It is understood that the website shall show the site in the context of wider amenities and include the following type of information: -

- a) The sustainable travel opportunities and non-car travel credentials of the site, such as location of bicycle parking etc;
- b) Maps identifying the nearest local amenities;
- c) Cycle maps;
- d) Details of bus timetables & bus maps;
- e) Links to transport operators;
- f) Links to regional car share databases;
- g) Information on travel events such as National Liftshare Week, Walk to Work Week and Bike to Work Week;
- h) Local bicycle retailers and maintenance services; and
- i) Feedback and contact page.

9.8.3 The TPC will establish a forum of Workplace Champions to share knowledge, issues and opportunities. The TPC will chair such dialogue and will report on findings where necessary.

10. Monitoring & Review

10.1 Introduction

- 10.1.1 A programme of monitoring and review will be designed to generate the information that will enable the success of the Plan to be evaluated. Monitoring and review will be the responsibility of the appointed TPC. The initial programme for monitoring and review will be as follows.
- 10.1.2 The major objective of the Plan, as stated previously, is to affect a reduction in the use of single occupancy car trips: an objective that is naturally aided by the sustainability credentials of the site.
- 10.1.3 Given the time limited nature of the plan and that the planning permission is only consented until December 2021 monitoring of the plan will take a softer informal approach.

10.2 Programme & Monitoring

- 10.2.1 Monitoring will be undertaken informally given that the expiry date of the current permission would preclude formal monitoring.
- 10.2.2 The purpose of informal monitoring is to enable the TPC the opportunity to track the broad performance of the Plan without the need for time-consuming questionnaires and official reporting. On this basis, the measures outlined within this document have been designed within the intention that they can be undertaken quickly and effectively.
- 10.2.3 Information acquired through the informal monitoring process would be recorded and will be made available to the Council's travel plan representative upon request.

10.3 Programme of Review

- 10.3.1 Given the time-limited nature of the current planning permission and the relatively short timeframe to its expiry, informal monitoring shall be undertaken on a continual but ad-hoc basis throughout the plan period.

11. Action Plan

11.1 Introduction

11.1.1 This section sets out short, medium and long-term actions associated with the Plan. An initial Action Plan Table is included at [Appendix D](#) which sets out each action associated with delivering the Travel Plan, the party responsible and the timeframes.

11.2 Short-Term Actions

1. Publish Travel Plan Welcome Pack.
2. Appoint a Travel Plan Coordinator.

11.3 Medium-Term Actions

1. Continue to work in collaboration with the Heyford Park scheme to ensure that BCA can continually benefit from initiatives as they are introduced.
2. Reproduce and reissue updated documents for distribution to the staff following agreement of any changes.

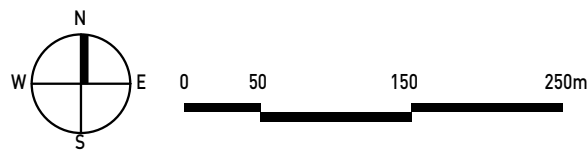
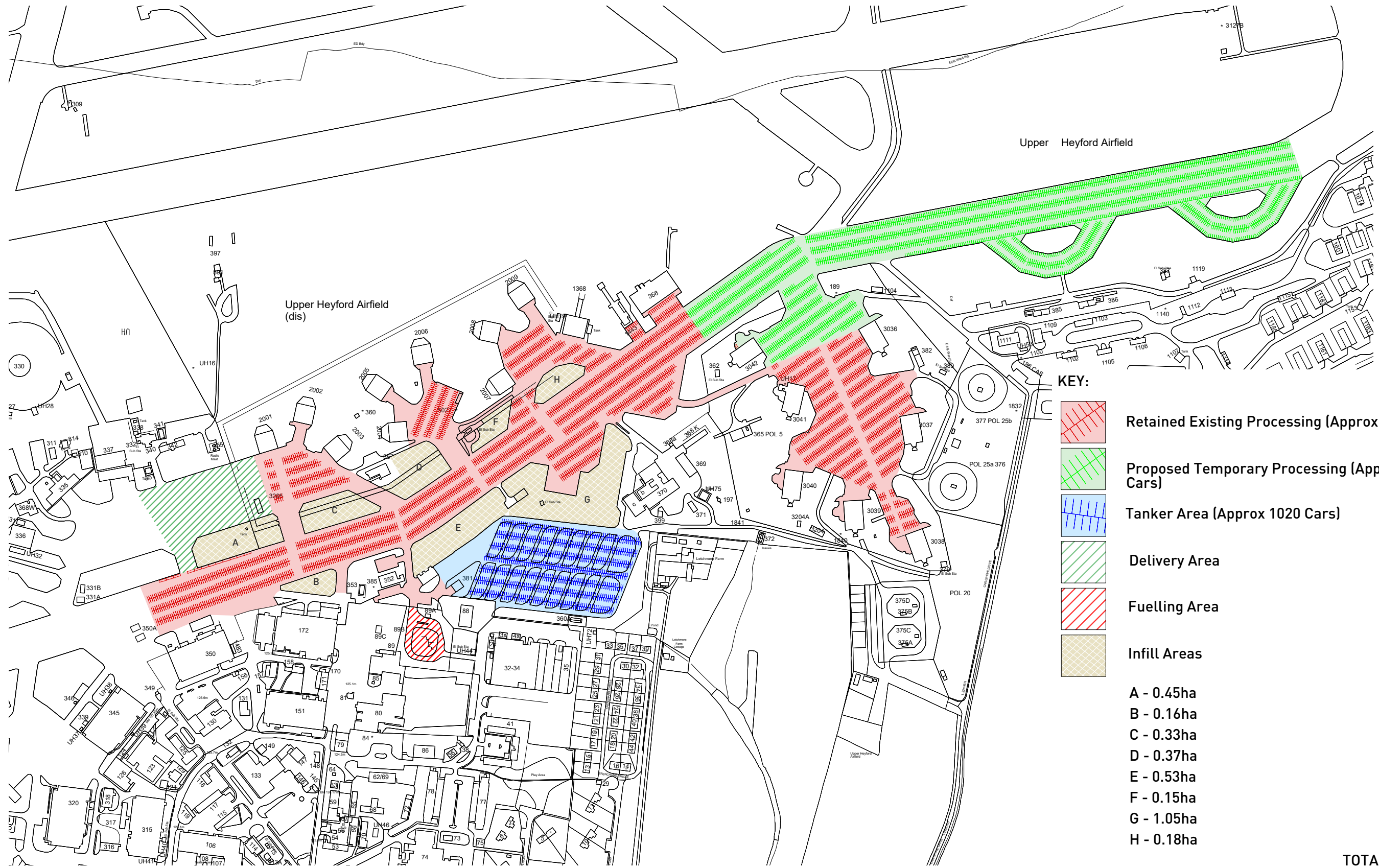
11.4 Long-Term Actions

1. Not applicable due to time-limited nature of the current planning permission.

12. Travel Plan Funding

- 12.1.1 Funding the Travel Plan initiatives will form part of the normal development budget of the proposal and an annual budget will be provided by the applicant for the plan period.

Appendix A
Site Layout Plan



Heyford Park - Areas Plan

Appendix B
Accessibility Analysis

Site Boundary

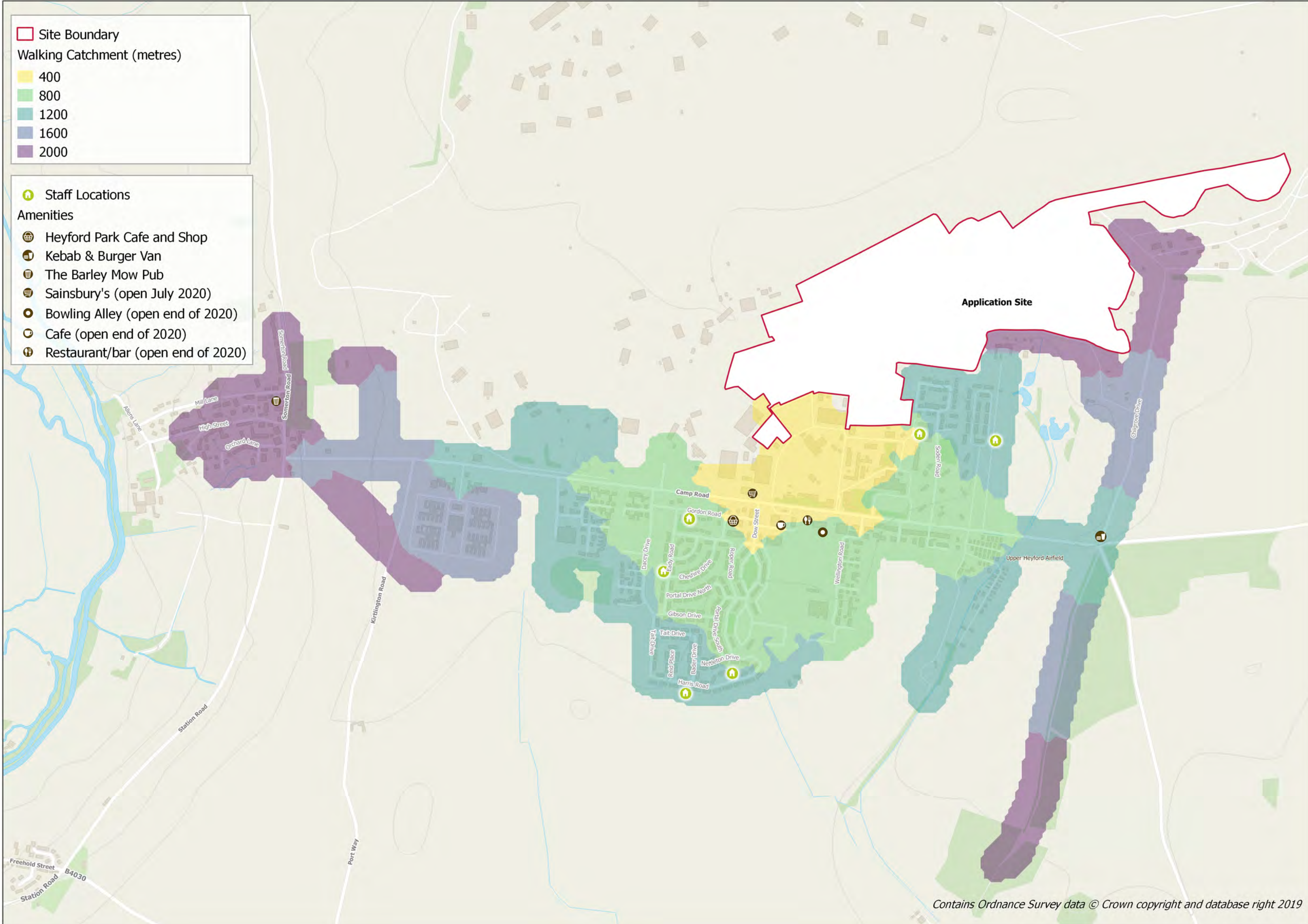
Walking Catchment (metres)

- 400
- 800
- 1200
- 1600
- 2000

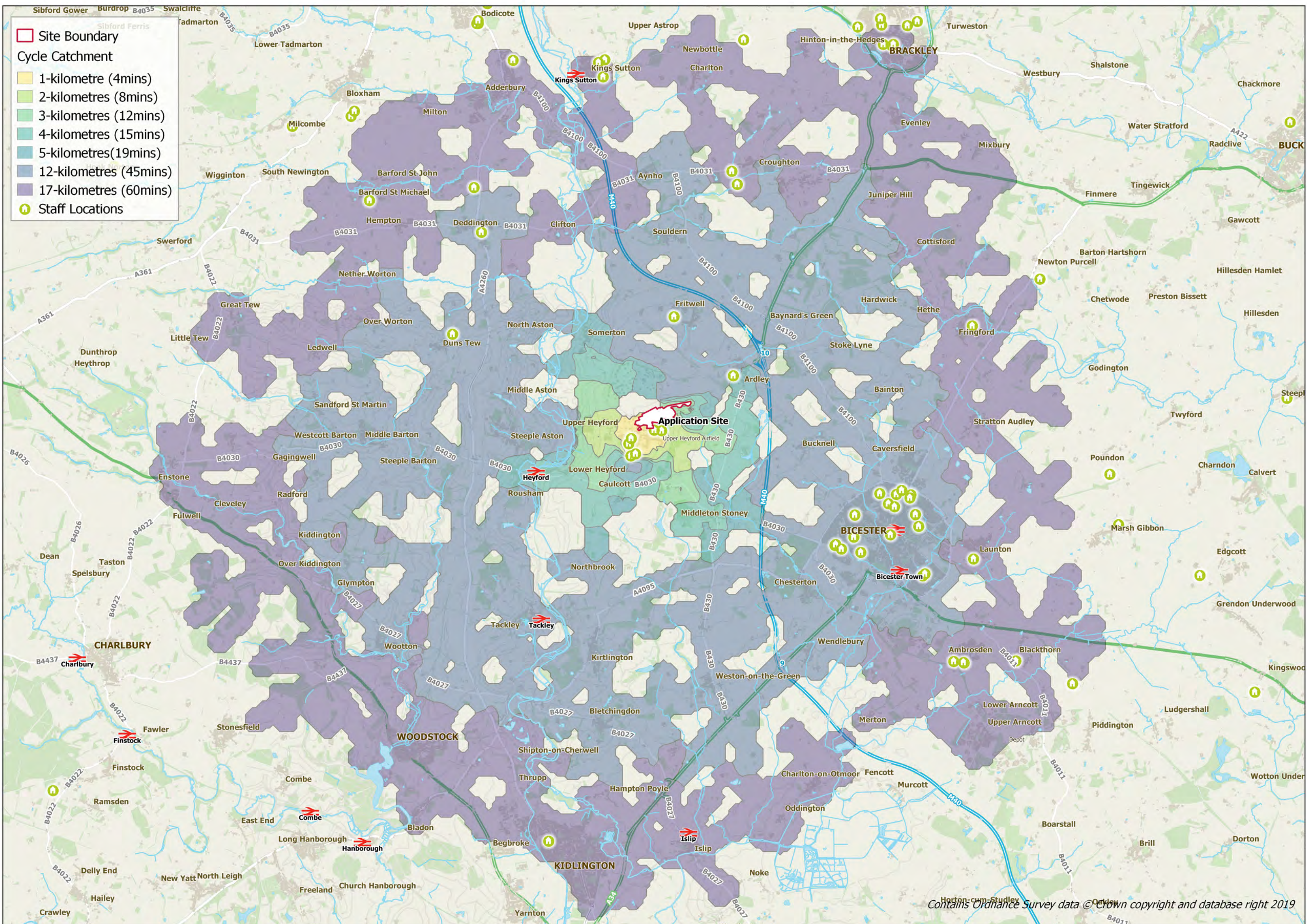
Staff Locations

Amenities

- Heyford Park Cafe and Shop
- Kebab & Burger Van
- The Barley Mow Pub
- Sainsbury's (open July 2020)
- Bowling Alley (open end of 2020)
- Cafe (open end of 2020)
- Restaurant/bar (open end of 2020)



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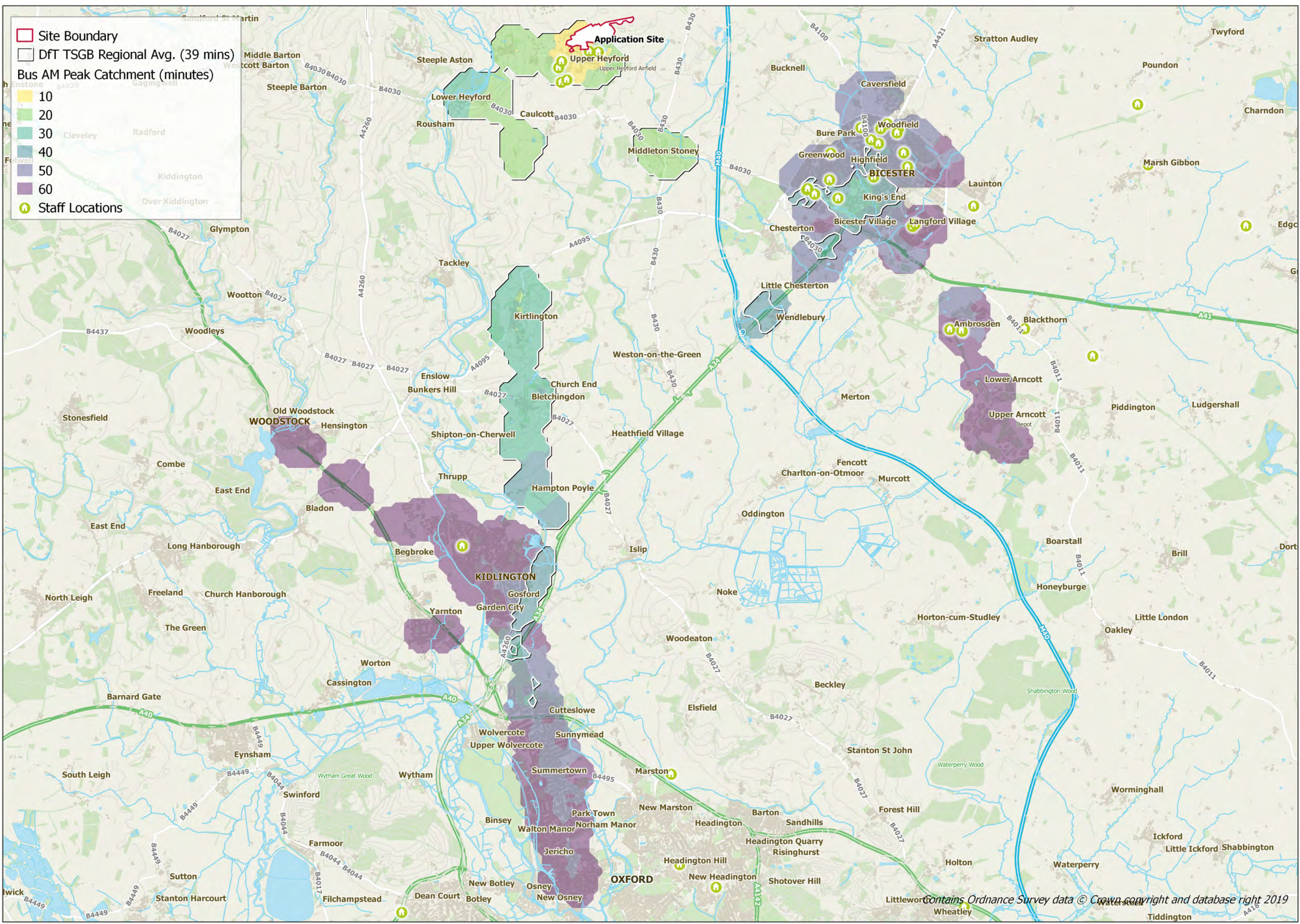
Site Boundary

Cycle Catchment

- 1-kilometre (4mins)
- 2-kilometres (8mins)
- 3-kilometres (12mins)
- 4-kilometres (15mins)
- 5-kilometres (19mins)
- 12-kilometres (45mins)
- 17-kilometres (60mins)

Staff Locations

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Appendix C
Routeing Agreement

DATED 27 June 2014

UPPER HEYFORD GP LIMITED AND UPPER HEYFORD NOMINEE LIMITED

- and -

DORCHESTER HEYFORD PARK GP LIMITED AND DORCHESTER HEYFORD
PARK NOMINEE LIMITED

- and -

HEYFORD PARK ESTATE LIMITED

- and -

BOVIS HOMES LIMITED

- and -

HEYFORD COMMERCIAL LIMITED

- and -

HEYFORD COMMERCIAL DEVELOPMENT LIMITED

- and -

HEYFORD RESIDENTIAL LIMITED

- and -

TRIMONT REAL ESTATE ADVISORS BV

- and -

LLOYDS BANK PLC

- and -

THE OXFORDSHIRE COUNTY COUNCIL

ROUTING AGREEMENT

relating to development at the former RAF base at
Upper Heyford, Oxfordshire

P G Clark
County Solicitor
Oxfordshire County Council
County Hall
New Road
Oxford OX1 1ND

DLM/42684

THIS AGREEMENT is made on the 27th day of June

Two Thousand and Fourteen

BETWEEN:-

- (1) **THE OXFORDSHIRE COUNTY COUNCIL** of County Hall, New Road, Oxford, OX1 1ND ("the Council")
- (2) **DORCHESTER HEYFORD PARK GP LIMITED** (Jersey Co Reg No. 103763) whose registered office is at 47 Esplanade, St Helier, Jersey, JE1 OBD and **DORCHESTER HEYFORD PARK NOMINEE LIMITED** (Jersey Co Reg No 103761) whose registered office is at 47 Esplanade, St Helier, Jersey, JE1 OBD ("the First Owner")
- (3) **UPPER HEYFORD GP LIMITED** (Jersey Co Reg No 103760) whose registered office is at 47 Esplanade, St Helier, Jersey, JE1 OBD and **UPPER HEYFORD NOMINEE LIMITED** (Jersey Co Reg No 103759) whose registered office is at 47 Esplanade, St Helier, Jersey, JE1 OBD ("the Second Owner")
- (4) **HEYFORD PARK ESTATE LIMITED** (Co Reg No 7973218) whose registered office is at Heyford Park House, Heyford Park, Upper Heyford, Bicester, Oxfordshire, OX25 5HD ("the Third Owner")
- (5) **BOVIS HOMES LIMITED** (Co Reg No 397634) whose registered office is at The Manor House, North Ash Road, New Ash Green, Longfield, Kent DA3 8HQ ("the Fourth Owner / First Mortgagee")
- (6) **HEYFORD COMMERCIAL LIMITED** (Co Reg No 7972839) whose registered office is at Heyford Park House, Heyford Park,

Upper Heyford, Bicester, Oxfordshire, OX25 5HD ("the Fifth Owner")

(7) **HEYFORD COMMERCIAL DEVELOPMENT LIMITED** (Co Reg No 7972706) whose registered office is at Heyford Park House, Heyford Park, Upper Heyford, Bicester, Oxfordshire, OX25 5HD ("the Sixth Owner")

(8) **HEYFORD RESIDENTIAL LIMITED** (Co Reg No 7972803) whose registered office is at Heyford Park House, Heyford Park, Upper Heyford, Bicester, Oxfordshire, OX25 5HD ("the Seventh Owner")

(9) **TRIMONT REAL ESTATE ADVISORS BV** (The Netherlands Co Reg No 52077152) whose registered office is at De Wel 14-16 3871 MV Hoevelaken, The Netherlands ("the Second Mortgagee")

(10) **LLOYDS BANK PLC** (Co Reg No 2065) whose registered office is at 25 Gresham Street, London EC2V 7HN ("the Third Mortgagee")

1. **Interpretation**

In this Agreement:-

1.1. "the 1980 Act" means the Highways Act 1980

1.2. "the 1990 Act" means the Town and Country Planning Act 1990

1.3. "Approved Route" means the roads identified by solid black circles on the Routeing Plan

- 1.4. "the Council" means the said Oxfordshire County Council whose principal office is at County Hall New Road Oxford OX1 1ND and any successor to its statutory functions as highway authority or traffic authority and any duly appointed employee or agent of the Council or such successor
- 1.5. "the Developments" means the following developments on the Site further to the Planning Permissions:
- 08/00716/OUT** (appeal ref APP/C3105/A/08/2080594)
Outline planning permission for a new settlement of 1075 dwellings, together with associated works and facilities, including employment uses, community uses, a school, playing fields and other physical and social infrastructure ("the First Development")
- 10/01642/OUT**
Outline planning permission for a new settlement of 1075 dwellings including the retention and change of use of 267 existing military dwellings to residential use Class C3 and ~~the change of use of other specified buildings, together~~ with associated works and facilities, including employment uses, a school, playing fields and other physical and social infrastructure
- 10/01778/F**
Change of use of former military buildings to business (Class B1) industrial (Class B2) storage and distribution

(Class B8) retail (Class A1) nursery/training centre (Class D1) as specified in the submitted schedule of potential planning uses

- 1.6. "the Flying Field" means the land coloured blue on the drawing marked "Plan B" (drawing number N.0111_58-1) annexed to this Agreement
- 1.7. "Heavy Commercial Vehicle" means a vehicle (whether mechanically propelled or not) constructed or adapted for the carriage of goods and having a maximum laden weight exceeding seven decimal point five tonnes (7.5 tonnes) inclusive of any trailer drawn by the vehicle and includes a vehicle used for the carriage of construction plant and materials
- 1.8. "Implementation" means carrying out of a material operation as defined in section 56 (4) of the 1990 Act and "implement" and "implemented" shall be constructed accordingly
- 1.9. "including" means including without limitation or prejudice to the generality of any description defining term phrase or word(s) preceding that word and 'include' shall be construed accordingly
- 1.10. "the Landowners" means the First Owner, the Second Owner, the Third Owner, the Fourth Owner, the Fifth Owner, the Sixth Owner and the Seventh Owner collectively

- 1.11. "the Mortgagees" means the First Mortgagee, the Second Mortgagee and the Third Mortgagee collectively
- 1.12. "Operated by" means used by or on behalf of a person whether he is the owner of the vehicle or has the use of it under a hire-purchase or loan agreement or any other arrangements and "operates" shall be construed accordingly
- 1.13. "the Planning Permissions" means the following planning permissions granted for the Developments:
- 1.13.1.08/00716/OUT (appeal reference APP/C3105/A/08/2080594) granted by the Secretary of State on 11 January 2010
- 1.13.2.10/01642/OUT granted on 22 December 2011
- 1.13.3.10/01778/F – granted on 10 October 2011
- 1.14. "Prohibited Road" means any road in Oxfordshire shown on the Routeing Plan which is not an Approved Route
- 1.15. "Qualifying Permission" means:
- 1.15.1.a full (detailed) planning permission for any part (but not the whole) of any of the Developments
- 1.15.2.a planning permission granted by way of approval of an application under Section 73 of the 1990 Act in respect of any Planning Permission
- 1.16. "Regulated Development" means any part or parts of the Developments or of any development pursuant to a Qualifying Permission as is/are for a use or uses falling

within Class B1 and/or B2 and/or B8 of the Use Classes Order and/or for any sui generis use or uses

- 1.17. "Relevant Journey" means a journey undertaken in connection with either the construction or the operation of any Regulated Development including any development pursuant to a Qualifying Permission which is a Regulated Development either originating from the Site or one destination of which is the Site
- 1.18. "the Routeing Plan" means the plan marked "Plan C" annexed to this Agreement
- 1.19. "the Site" means the land at the former RAF base, Upper Heyford, Oxfordshire shown edged in red on the Site Plan
- 1.20. "the Site Plan" means the plan marked "Plan A" (drawing number N.0111_16d) annexed to this Agreement
- 1.21. "the Use Classes Order" means the Town and Country Planning (Use Classes) Order 1987 as amended, consolidated, extended, replaced or re-enacted by any subsequent order or legislation
- 1.22. Any reference to an enactment includes any amendment to or modification of it and the version of it for the time being in force shall apply
- 1.23. Headings in this Agreement are for convenience only and shall not be taken into account in its construction and interpretation



County Solicitor/Designated Officer

KEY

Site boundary

Land also under applicants' ownership

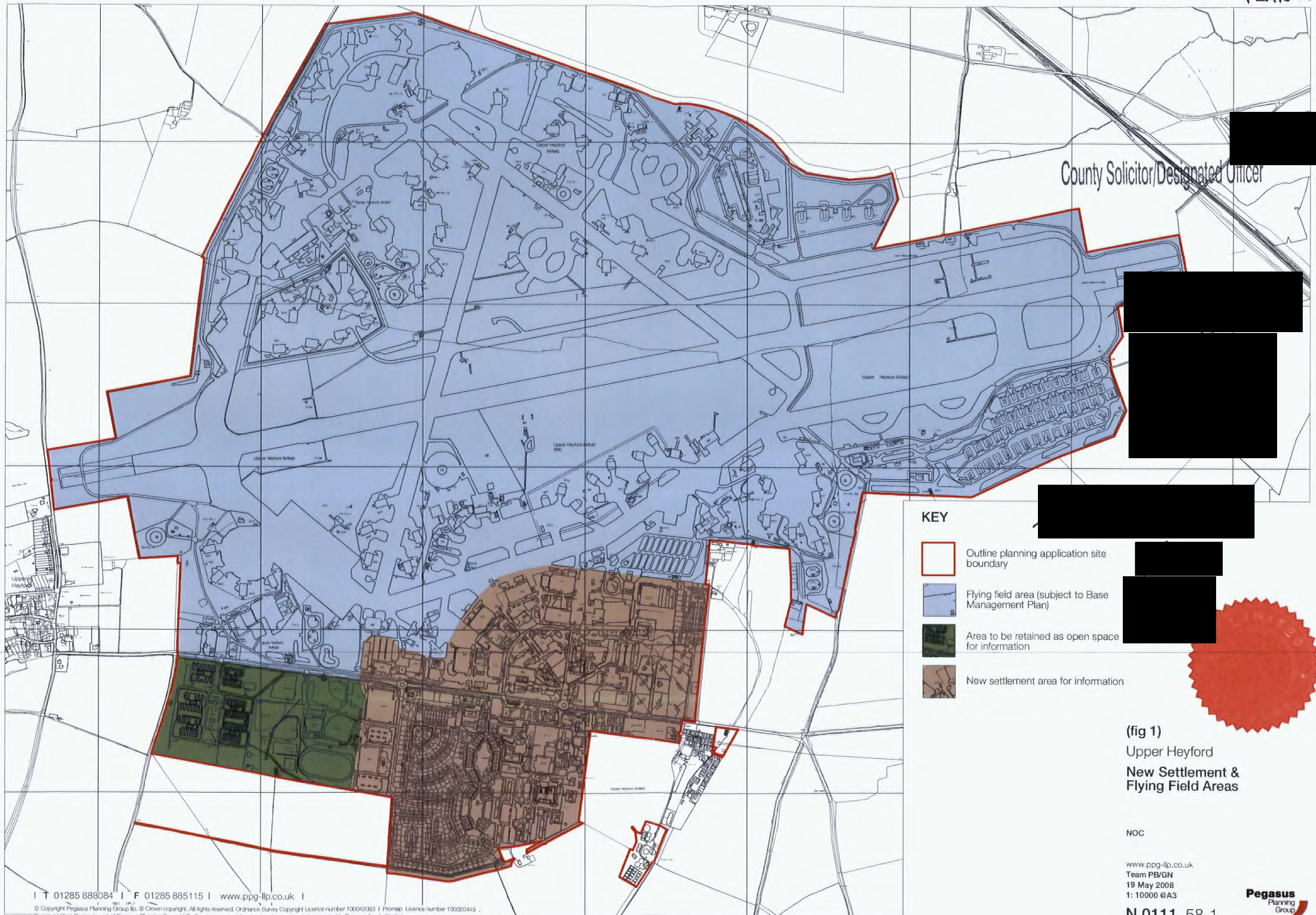
Figure 1
Upper Heyford, Airbase
Site Plan

NOC


www.spp-tp.co.uk
PQ/GN/JMH
24 August 2007
1:5000 @A1

N.0111_16d





KEY

-  Outline planning application site boundary
-  Flying field area (subject to Base Management Plan)
-  Area to be retained as open space for information
-  New settlement area for information

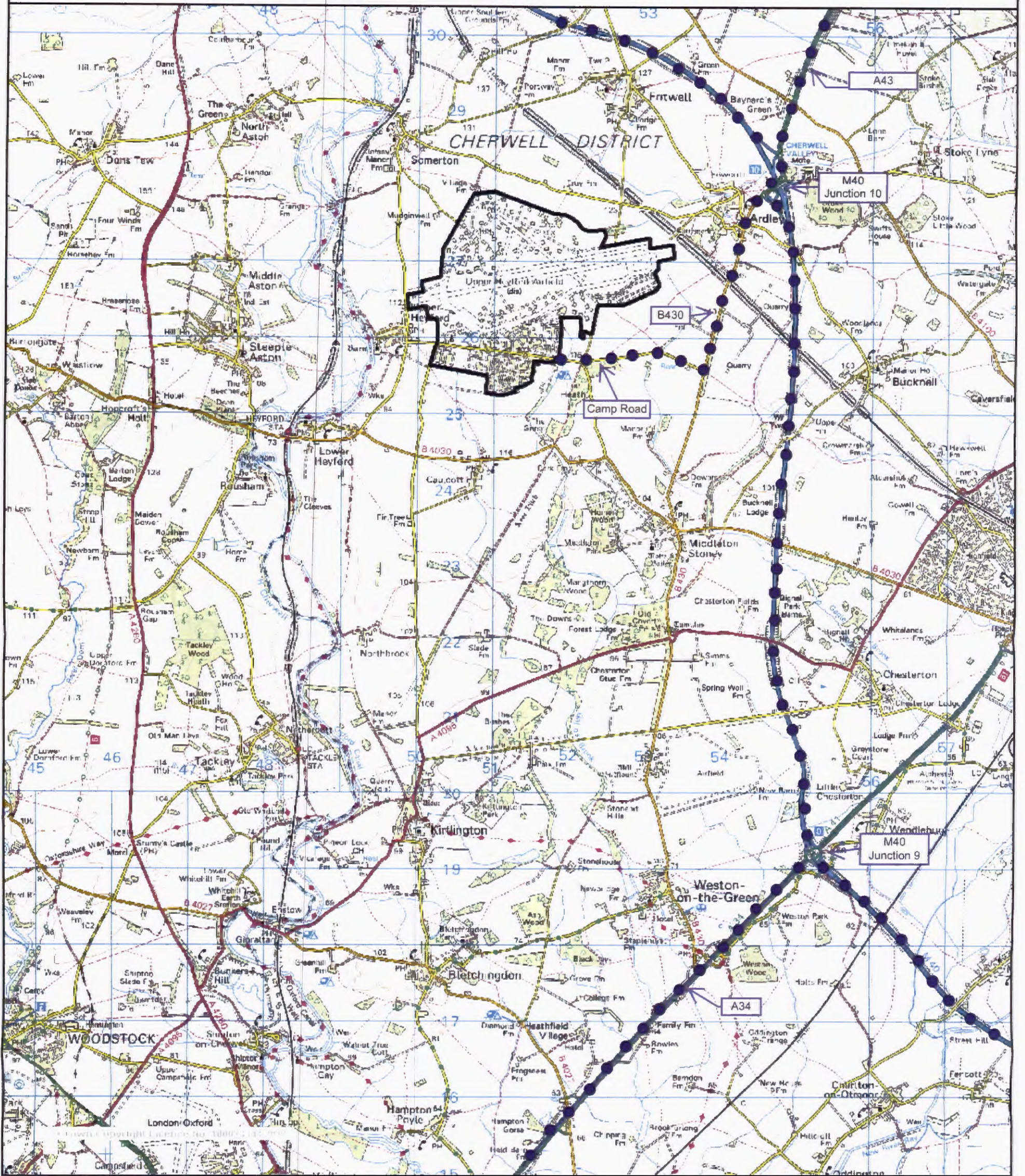
(fig 1)
 Upper Heyford
 New Settlement &
 Flying Field Areas

NOC

www.ppg-llp.co.uk
 Team PB/GN
 19 May 2008
 1: 10000 @A3

N.0111_58-1

ROUTING PLAN FOR HEYFORD PARK DEVELOPMENT



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Scale 1/70000 Date 22.08.12

Centre = 451236 E 222670 N

- APPROVED ROUTES
- HEYFORD PARK

County Solicitor Designated Officer



Scale shown, Portrait and box should

Panc

Cutler

- 1.24. References to clauses sub-clauses and schedules are references to clauses sub-clauses and schedules in this Agreement
- 1.25. Where the context so requires:-
- 1.25.1.the singular includes the plural and vice versa
- 1.25.2.the masculine includes the feminine and vice versa
- 1.25.3.persons includes bodies corporate associations and partnerships and vice versa
- 1.26. Where a party comprises more than one person the obligations and liabilities of that party shall be joint and several obligations and liabilities of these persons
- 1.27. Where more than one party enters into any obligation or liability those parties are jointly and severally liable
- 1.28. Words denoting an obligation on a party to do any act matter or thing include an obligation to procure that it is done and words placing a party under a restriction include an obligation not to cause permit or allow infringement of this restriction

2. Preliminary

- 2.1. The Landowners are the owners of the freehold of the Site subject to various leases and tenancies and legal charges in favour of the Mortgagees but otherwise free from encumbrances as they hereby warrant

- 2.2. For the purposes of the 1980 Act the Council is the highway authority for certain highways in the area which includes the Site
- 2.3. For the purposes of the Road Traffic Regulation Act 1984 and the Traffic Management Act 2004 the Council is the traffic authority for certain highways in the area which includes the Site
- 2.4. This Agreement is made pursuant to the Council's powers under section 1 of the Localism Act 2011 and all other enabling powers
- 2.5. Provided he has complied with the provisions of sub-clause 3.4 no person shall be liable for any breach of this Agreement after he has parted with the whole of his interest in the Site unless he held such an interest at the date of the breach

3. **Landowners' Covenants**

The Landowners covenant with the Council:-

- 3.1. not at any time to cause or permit any Heavy Commercial Vehicle operated by them on a Relevant Journey to pass along any part of any road in Oxfordshire which is a Prohibited Road except:-
 - 3.1.1. to the extent necessary to enable any vehicle to deliver or collect goods relating to the Landowners' business or businesses to or from an address or addresses on a Prohibited Road

- 3.1.2. to the extent necessary to enable the driver of any vehicle to comply with any direction given to him by a police officer or traffic warden or with any traffic sign for the time being in place prescribing the route to be taken by vehicles
- 3.2. to use all reasonable endeavours to ensure that where a person other than the Landowners operates a Heavy Commercial Vehicle on a Relevant Journey that person observes the requirements of sub-clause 3.1 as if that person were the Landowners
- 3.3. without prejudice to sub-clauses 3.1 and 3.2 to take all reasonable steps to instruct or (in cases where the Landowners may not reasonably instruct) advise their employees agents contractors suppliers and customers as to the routes to be observed by Heavy Commercial Vehicles to accord with the obligations placed upon the Landowners by the said sub-clauses 3.1 and 3.2
- 3.4. not at any time to mortgage convey transfer or grant a tenancy lease or licence in respect of the Site or any part of it in respect of which planning permission has been granted for a Regulated Development without first procuring that the person to whom the Site or such part of it is to be mortgaged conveyed transferred or leased or with whom any such tenancy agreement or licence is to be made has entered into a deed of covenant in the form of

the appropriate draft deed of covenant attached and on completion of that deed of covenant to supply a copy to the Council

4. **Acknowledgement**

The Landowners and the Mortgagees acknowledge that a further routeing agreement is required with the Council in respect of the routeing of Heavy Commercial Vehicles from the Flying Field to Camp Road in connection with the First Development in order to discharge the obligations of the Landowners under the provisions of a unilateral undertaking under section 106 of the 1990 Act dated 23 January 2009

5. **Council to Act Reasonably**

Where a matter falls within the Council's discretion the Council shall exercise such discretion in a reasonable and expeditious manner and shall give the Landowners any requisite notice of that decision and any other notice provided for by this Agreement without undue delay

6. **Mortgagees**

The Mortgagees agree to comply with the provisions of clause 3.4 and in the event that any of them become a mortgagee in possession to comply with the provisions of clauses 3.1 – 3.3 above mutatis mutandis

7. **Costs**

- 7.1. The reasonable legal costs of the Council in connection with the preparation and completion of this Agreement shall be paid by the Landowners
- 7.2. The Landowners will reimburse the Council in respect of all legal and administrative costs reasonably incurred in connection with the enforcement of any of the provisions of this Agreement including correspondence monitoring and site visits by or on behalf of the Council

8. **Height etc restrictions**

Nothing in this Agreement in any way modifies or overrides the obligation of drivers to comply with restrictions imposed by any competent authority as to the height width or weight of any vehicle which may use any road or section of road

9. **Noting at HM Land Registry**

The Landowners and the Mortgagees consent to the noting of this Agreement on the registers of title numbers ON288089, ON288091, ON307192, ON307193, ON307194, ON307195, ON307196, ON307576 and ON309335 and the parties hereby apply to HM Land Registry to effect such noting

10. **Third Party Rights**

This Agreement does not give rights under the Contracts (Rights of Third Parties) Act 1999 but this does not affect any rights which are available apart from that Act

11. **Notices**

11.1. Any notice or notification to be given to the Council under this Agreement shall be sent to the Director for Environment & Economy of the Council (Ref Upper Heyford) Speedwell House Speedwell Street Oxford OX1 1NE or to such other person at such other address as the Council shall direct from time to time

11.2. Any notice or notification to be sent to any other party to this Agreement shall be sent to the address of the relevant party set out at the beginning of this Agreement or to such other address as one party may notify in writing to the others at any time as its address for service

12. **No Waiver**

No alteration in the terms of this Agreement nor any forbearance or forgiveness on the part of the Council in or in the extent or nature of any matter or thing concerning this Agreement shall in any way release the Landowners or the Mortgagees from any liability under this Agreement

13. **No Fetter**

Nothing in this Agreement shall prejudice or affect the rights powers duties and obligations of the Council in the exercise of its functions in any capacity

IN WITNESS whereof the parties have executed this Agreement as a deed the day and year first before written

- “Obligations (Disposals)” means the obligations on the part of the Landowner (as defined in the Routeing Agreement) contained in Clause 3.4 of the Routeing Agreement
- “Obligations (Possession)” means the obligations on the part of the Landowners (as defined in the Routeing Agreement) contained in Clauses 3.1, 3.2 and 3.3 of the Routeing Agreement

- 1.2 Reference in this Deed to the Covenantor shall include references to its successors in title and assigns to the Property or any part or parts thereof and to persons claiming through or under them
- 1.3 Words importing one gender include other genders and the singular includes the plural and vice versa
- 1.4 Any reference to an enactment includes any amendment or modification of it and the version of it for the time being in force shall apply
- 1.5 Headings in this deed are for convenience only and shall not be taken into account in its construction and interpretation
- 1.6 References to clauses sub-clauses and schedules are references to clauses sub-clauses and schedules in this deed
- 1.7 Where the context so requires persons includes bodies corporate associations and partnerships and vice versa
- 1.8 Where a party comprises more than one person the obligations and liabilities of that party shall be joint and several obligations and liabilities of those persons

1.9 Where more than one party enters into any obligation or liability those parties are jointly and severally liable

1.10 Words denoting an obligation on a party to do any act matter or thing include an obligation to procure that it is done and words placing a party under a restriction include an obligation not to cause permit or allow infringement of this restriction.

2. **Preliminary**

2.1 The Covenantor has taken a legal charge over the Property by way of the Mortgage

2.2 This Deed is made further to the Routeing Agreement

2.3 For the purposes of the Highways Act 1980 the Council is the highway authority for certain highways in the area which includes the Property

2.4 For the purposes of the Road Traffic Regulation Act 1984 and the Traffic Management Act 2004 the Council is the traffic authority for certain highways in the area which includes the Property

2.5 This Deed is made pursuant to the Council's powers under the aforementioned Acts and the provisions of Section 111 of the Local Government Act 1972 and Section 1 of the Localism Act 2011 and all other enabling powers

3. **Covenants**

The Covenantor covenants with the Council:

3.1 to comply with the Obligations (Disposals) as if all references therein to the Landowner were references to the Covenantor and all references therein to the Site were references to the Property;

3.2 in the event that the Covenantor becomes a mortgagee in possession to comply with the Obligations (Possession) as if all references therein to the Landowner were references to the Covenantor and all references therein to the Site were references to the Property PROVIDED that the Covenantor shall not be liable in respect of any past breaches of the Obligations (Possession) which occur prior to the date of it becoming a mortgagee in possession

3.3 not at any time to mortgage convey transfer or grant a tenancy lease or licence in respect of the Property or any part of it without first procuring that the person to whom the Property or any part of it is to be mortgaged conveyed transferred or leased or with whom any such tenancy agreement or licence is to be made has provided a deed of covenant to the Council in a form substantially the same as this Deed of Covenant and on completion of that deed of covenant to supply a copy to the Council

4. **Application of Provisions of the Routeing Agreement**

4.1 The Covenantor hereby agrees that the provisions of Clauses 2.5 (release of liability), [7.2] (costs), [8] (height restrictions), [10] (third party rights), [11] (notices), [12] (no waiver) and [13] (no fetter) of the Routeing Agreement shall apply to this Deed of Covenant as if they were set out in full herein and with all references to:-

4.1.1 "This Agreement" being references to this Deed of Covenant

4.1.2 "Landowner" being references to the Covenantor

4.1.3 "Site" being references to the Property

5. **Noting at HM Land Registry**

In the event that the title to the Property is registered or registrable the Covenantor consents to the noting of this Deed of Covenant on the register of the title to the Property

6. **Legal and Administration Fees**

The Covenantor shall on completion of this Deed pay to the Council the sum of £120 towards the Council's legal fees in connection with this Deed plus if applicable the sum of [£40] for registration pursuant to Clause 5

IN WITNESS whereof this Deed has been executed as a deed the day and year first before written

EXECUTED AS A DEED)

by authorised attorneys)

[] and)

[])

on behalf of [])

Attorney

Attorney

in the presence of:-
Signature of Witness
Name (block capitals)
Address

Limited and Dorchester Heyford Park Nominee Limited (3)
Heyford Park Estate Limited (4) Bovis Homes Limited (5)
Heyford Commercial Limited (6) Heyford Commercial
Development Limited (7) Heyford Residential Limited (8) Trimont
Real Estate Advisors BV (9) Lloyds Bank plc and (10) The
Oxfordshire County Council

- “Obligations” means the obligations on the part of the Landowners (as defined in the Routeing Agreement) contained in Clause 3 of the Routeing Agreement

- 1.2 Reference in this Deed to the Covenantor shall include references to its successors in title and assigns to the Property or any part or parts thereof and to persons claiming through or under them
- 1.3 Words importing one gender include other genders and the singular includes the plural and vice versa
- 1.4 Any reference to an enactment includes any amendment or modification of it and the version of it for the time being in force shall apply
- 1.5 Headings in this deed are for convenience only and shall not be taken into account in its construction and interpretation
- 1.6 References to clauses sub-clauses and schedules are references to clauses sub-clauses and schedules in this deed
- 1.7 Where the context so requires persons includes bodies corporate associations and partnerships and vice versa

- 1.8 Where a party comprises more than one person the obligations and liabilities of that party shall be joint and several obligations and liabilities of those persons
- 1.9 Where more than one party enters into any obligation or liability those parties are jointly and severally liable
- 1.10 Words denoting an obligation on a party to do any act matter or thing include an obligation to procure that it is done and words placing a party under a restriction include an obligation not to cause permit or allow infringement of this restriction

2. **Preliminary**

- 2.1 By the [Transfer] [Lease] [Tenancy Agreement] [Licence] the Property has been [transferred] [leased] [let] [licensed] to the Covenantor
- 2.2 This Deed is made further to the Routeing Agreement
- 2.3 For the purposes of the Highways Act 1980 the Council is the highway authority for certain highways in the area which includes the Property
- 2.4 For the purposes of the Road Traffic Regulation Act 1984 and the Traffic Management Act 2004 the Council is the traffic authority for certain highways in the area which includes the Property
- 2.5 This Deed is made pursuant to the Council's powers under the aforementioned Acts and the provisions of Section 111 of the Local Government Act 1972 and Section 1 of the Localism Act 2011 and all other enabling powers

3. **Covenants**

3.1 The Covenantor covenants with the Council:

3.1.1 to comply with the Obligations as if all references therein to the Landowner were references to the Covenantor and all references therein to the Site were references to the Property;

3.1.2 Not at any time to mortgage convey transfer or grant a tenancy lease or licence in respect of the Property or any part of it without first procuring that the person to whom the Property or any part of it is to be mortgaged conveyed transferred or leased or with whom any such tenancy agreement is to be made has provided a deed of covenant to the Council in a form substantially the same as this Deed of Covenant and on completion of that deed of covenant to supply a copy to the Council

4. **Application of Provisions of the Routeing Agreement**

4.1 The Covenantor hereby agrees that the provisions of Clauses 2.5 (release of liability), [7.2] (costs), [8] (height restrictions), [10] (third party rights), [11] (notices), [12] (no waiver) and [13] (no fetter) of the Routeing Agreement shall apply to this Deed of Covenant as if they were set out in full herein and with all references to:-

4.1.1 "This Agreement" being references to this Deed of Covenant

4.1.2 "Landowner" being references to the Covenantor

4.1.3 "Site" being references to the Property

5. **Noting at HM Land Registry**

In the event that the title to the Property is registered or registrable the Covenantor consents to the noting of this Deed of Covenant on the register of the title to the Property

6. **Legal and Administration Fees**

6.1 Subject to the provisions of clause 6.2 below, the Covenantor shall on completion of this Deed pay to the Council the sum of £120 towards the Council's legal and administration fees in connection with this Deed plus if applicable the sum of [£40] for registration pursuant to Clause 5

6.2 The Covenantor shall not be required to pay the Council's legal and administration fees at clause 6.1 above in the event that the Covenantor is occupying the Property on a licence for a period of 3 months or less and at the date of completion of the licence is not and has not previously been in occupation of the Property

7. **Delivery of Deed to Council**

The Covenantor shall immediately following completion of this Deed send the signed and dated original deed to the Council addressed to Oxfordshire County Council, Law and Culture, County Hall, New Road, Oxford OX1 1ND

IN WITNESS whereof this Deed has been executed as a deed the day and year first before written

EXECUTED AS A DEED by)

[])

acting by two Directors or a Director)

and the Secretary)

Director

Director/Secretary

THE COMMON SEAL of THE)

OXFORDSHIRE COUNTY COUNCIL)

was affixed to this Deed in the)

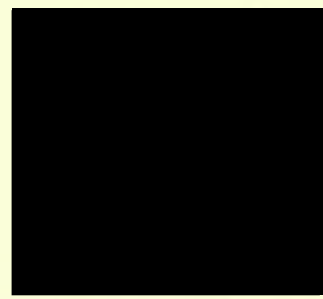
presence of:



370/14

County Solicitor/
Designated Officer

EXECUTED (but not delivered until
the date inserted herein) **AS A DEED**
on behalf of **UPPER HEYFORD GP**
LIMITED a company incorporated in



Jersey by

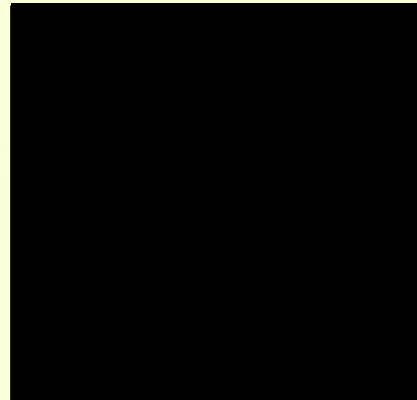
Being a person who in accordance with the
Laws of that territory is acting under authority
of the Company

EXECUTED (but not delivered until
the date inserted herein) **AS A DEED**
on behalf of **UPPER HEYFORD NOMINEE**
LIMITED a company incorporated in
Jersey by



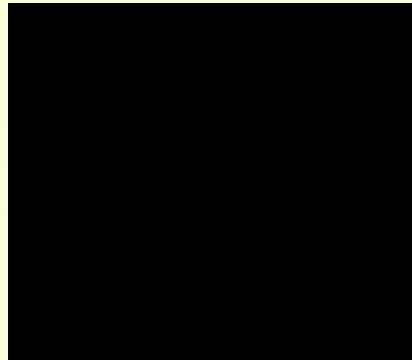
Being a person who in accordance with the
Laws of that territory is acting under authority
of the Company

EXECUTED (but not delivered until
the date inserted herein) **AS A DEED**
on behalf of **DORCHESTER HEYFORD**
PARK GP LIMITED
a company incorporated in
Jersey by



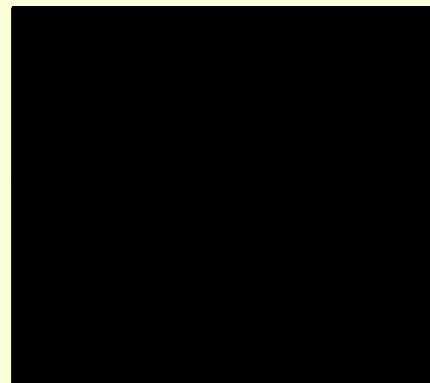
Being a person who in accordance with the
Laws of that territory is acting under authority
of the Company

EXECUTED (but not delivered until
the date inserted herein) **AS A DEED**
on behalf of **DORCHESTER HEYFORD**
PARK NOMINEE LIMITED
a company incorporated in
Jersey by



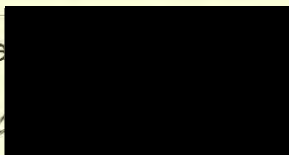
Being a person who in accordance with the
Laws of that territory is acting under authority
of the Company

EXECUTED (but not delivered until
the date inserted herein) **AS A DEED**
on behalf of **HEYFORD PARK ESTATE**
LIMITED by a Director
in the presence of:



Director

Witness signature



Witness name: *CAVIN ANGELO*

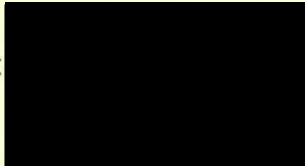
Witness address: *10 BILLING ST*
London
SE10 9UH

EXECUTED (but not delivered until
the date inserted herein) **AS A DEED**
on behalf of **HEYFORD COMMERCIAL**
LIMITED by a Director
in the presence of:



Director

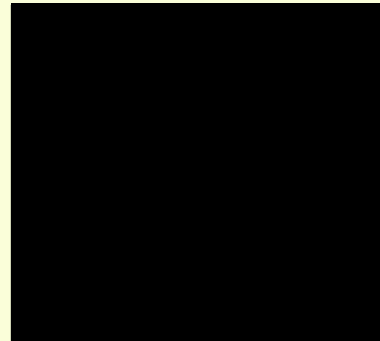
Witness signature:



Witness name: *CAVIN ANGELO*

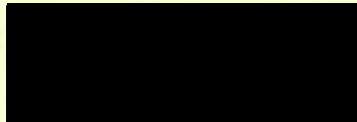
Witness address: *10 BILLING ST
LONDON
SW10 9UN*

EXECUTED (but not delivered until
the date inserted herein) **AS A DEED**
on behalf of **HEYFORD COMMERCIAL**
DEVELOPMENT LIMITED
by a Director in the presence of:



Director

Witness signature:



Witness name: *CAVIN ANGELO*

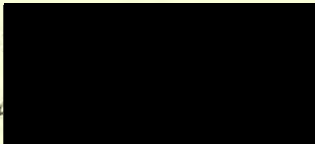
Witness address: *10 BILLING ST
LONDON
SW10 9UN*

EXECUTED (but not delivered until
the date inserted herein) **AS A DEED**
on behalf of **HEYFORD RESIDENTIAL**
LIMITED by a Director
in the presence of:



Director

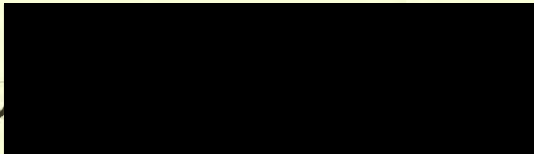
Witness signature



Witness name: *GAVIN ANGELL*

Witness address: *10 BILLING ST
LONDON
SW10 9UN*

EXECUTED (but not delivered until
the date inserted herein) **AS A DEED**
on behalf of **TRIMONT REAL ESTATE ADVISORS BV**
a company incorporated in
The Netherlands by



Being a person who in accordance with the
Laws of that territory is acting under authority
of the Company

EXECUTED (but not delivered until
the date inserted herein) **AS A DEED**

by **LLOYDS BANK PLC**

acting by its attorney

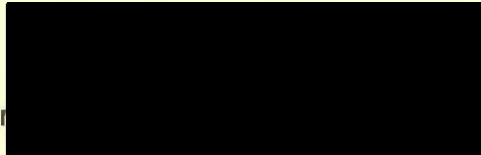
[*MARK DUNCAN*]

in the presence of:



Attorney

Witness signature

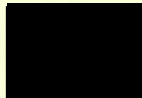


Witness name:

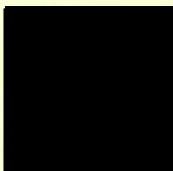
Tracey Hoer

Witness address: *10 Gresham Street, London
EC2V 7AE*

EXECUTED as a Deed by **BOVIS HOMES
LIMITED** by the affixing of its Common
Seal in the presence of two Authorised
Signatories:



(M.P. Stirrop)



(M.J. Coe)



C/14/0663



Appendix D
Action Plan Table

ACTION	RESPONSIBLE PARTY	START DATE / END DATE	COMMENTS
TRAVEL PLAN MANAGEMENT			
Appointment of a site wide Travel Plan Co-ordinator (TPC)	Developer / Management Company	Within 3 months of decision notice	TPC to be employed to continuously implement and manage overall Travel Plan for the entire site for plan period
On-going management and monitoring	TPC	On-going matter for full commitment period	Monitoring the progress of the Travel Plan
Liaison with Heyford Park wider Travel Plan	TPC	On-going matter for the duration of the plan	Liaising with initiatives suggested by the Heyford Park Plan
WALKING AND CYCLING MEASURES			
The provision of walking and cycling maps (contained within the Travel Plan Welcome Packs)	TPC	On-going matter	To encourage travel by walking and cycling
Promotion of walking and cycling based websites on the noticeboards, and within the Travel Plan Welcome Packs	TPC	An on-going matter	Providing links to OCC websites, developer website and other relevant groups
One-year free annual membership to Heyford Park central bike hire scheme	TPC	Initial Travel Plan	The wider Heyford Park development aims to provide a central bike hire scheme will shall be extended to include the BCA
PUBLIC TRANSPORT MEASURES			
Promotion of public transport travel information on noticeboards and within the Travel Plan Welcome Packs	TPC	An on-going matter	The provision of up-to-date public transport information through leaflets and also via public transport website www.traveline.org.uk and available mobile smart-phone applications
PROMOTIONAL MEASURES			
The provision of a 'Travel Plan Welcome Pack' for employees	TPC	Prepared and issued to employees	Information such as how trips to and from the site, as well as local leisure facilities can be achieved by other means to the private car will be provided. Information on bus and rail routes; frequency and timetables; local cycle routes and the location of local schools and amenities will also be provided
Travel Plan Noticeboards	TPC	On-going matter	Will include the information leaflet identifying walking and cycle route maps and Public Transport information including bus and train routes as well as frequency of the services
Promotion of National and Local Travel Awareness Events (e.g. walk to work week in May, and Bike to Work Week in June)	TPC	On-going matter	Produce a calendar of Travel Awareness Events in order to promote events encouraging travel by sustainable modes in the area, such as Bike Week
Sustainable Travel Marketing Resources	TPC	On-going matter	Material such as information for notice boards and posters/ leaflets for Travel Plan promotion

CAR BASED INITIATIVES

Promotion of car share database	TPC	Will be an on-going matter	Promote car share and lift share databases such as www.liftshare.com
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Appendix E
Car Share Matrix

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
1	-	101	-	203	340	109	67	67	66	68	60	25	64	77	608	605	609	439	-
2	62	-	-	233	370	44	23	21	21	22	34	23	16	22	532	529	533	363	-
3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4	61	129	-	-	157	149	122	121	120	122	116	81	114	128	649	646	650	480	-
5	59	127	-	18	-	148	120	119	118	120	115	80	112	126	647	644	648	478	-
6	82	56	-	266	403	-	5	4	3	5	17	18	5	5	523	517	521	360	-
7	84	78	-	282	418	48	-	1	3	3	16	17	8	14	547	541	545	384	-
8	84	78	-	281	418	48	2	-	3	3	16	17	7	14	547	541	545	384	-
9	84	77	-	281	418	48	4	3	-	4	16	17	7	14	548	542	546	386	-
10	84	78	-	281	418	48	3	2	2	-	16	17	7	14	547	541	545	384	-
11	109	121	-	307	444	92	48	47	46	48	-	17	49	57	585	580	584	423	-
12	107	143	-	305	442	125	81	81	80	81	50	-	80	91	621	615	619	459	-
13	84	74	-	277	413	52	11	10	9	11	20	19	-	19	555	549	553	392	-
14	84	68	-	278	415	38	5	3	3	4	16	17	7	-	541	536	540	379	-
15	91	54	-	274	411	32	13	12	13	13	20	23	18	17	-	12	18	15	-
16	94	57	-	277	414	32	13	12	13	13	20	23	18	17	18	-	17	23	-
17	94	57	-	277	414	32	13	12	13	13	20	23	18	17	20	13	-	29	-
18	84	47	-	267	404	32	12	12	12	13	20	23	17	16	177	180	189	-	-
19	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
20	109	185	-	258	395	176	132	132	131	133	118	79	129	142	676	671	675	514	-
21	201	239	-	311	461	227	183	183	182	184	152	119	180	193	714	703	702	555	-
22	201	239	-	335	484	227	183	183	182	184	152	119	180	193	717	712	716	555	-
23	201	239	-	335	484	227	183	183	182	184	152	119	180	193	713	707	711	551	-
24	59	16	-	214	351	47	26	25	24	26	37	25	19	26	296	299	309	123	-
25	181	186	-	342	490	156	123	123	123	124	98	92	125	128	627	618	618	465	-
26	180	218	-	342	490	188	155	155	155	156	130	99	157	160	659	653	657	497	-
27	192	230	-	337	487	202	170	170	170	171	143	110	171	174	674	668	672	512	-
28	186	224	-	342	490	197	165	164	164	165	137	105	166	169	668	663	663	506	-
29	195	233	-	341	491	221	177	177	176	178	146	113	174	187	695	689	693	533	-
30	184	199	-	342	490	169	137	137	136	137	112	103	139	141	640	628	628	478	-
31	184	188	-	342	490	158	126	126	125	126	101	94	128	130	629	621	620	467	-
32	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
33	154	151	-	345	485	121	89	88	88	89	64	58	90	93	542	531	530	425	-
34	154	151	-	345	485	121	89	88	88	89	64	58	90	93	582	571	570	430	-
35	154	151	-	345	485	121	89	88	88	89	64	58	90	93	580	569	568	430	-
36	143	157	-	331	468	127	88	88	87	89	62	45	89	98	599	594	598	437	-
37	154	184	-	331	468	154	113	112	111	113	87	70	114	122	626	621	624	464	-
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Destination																				
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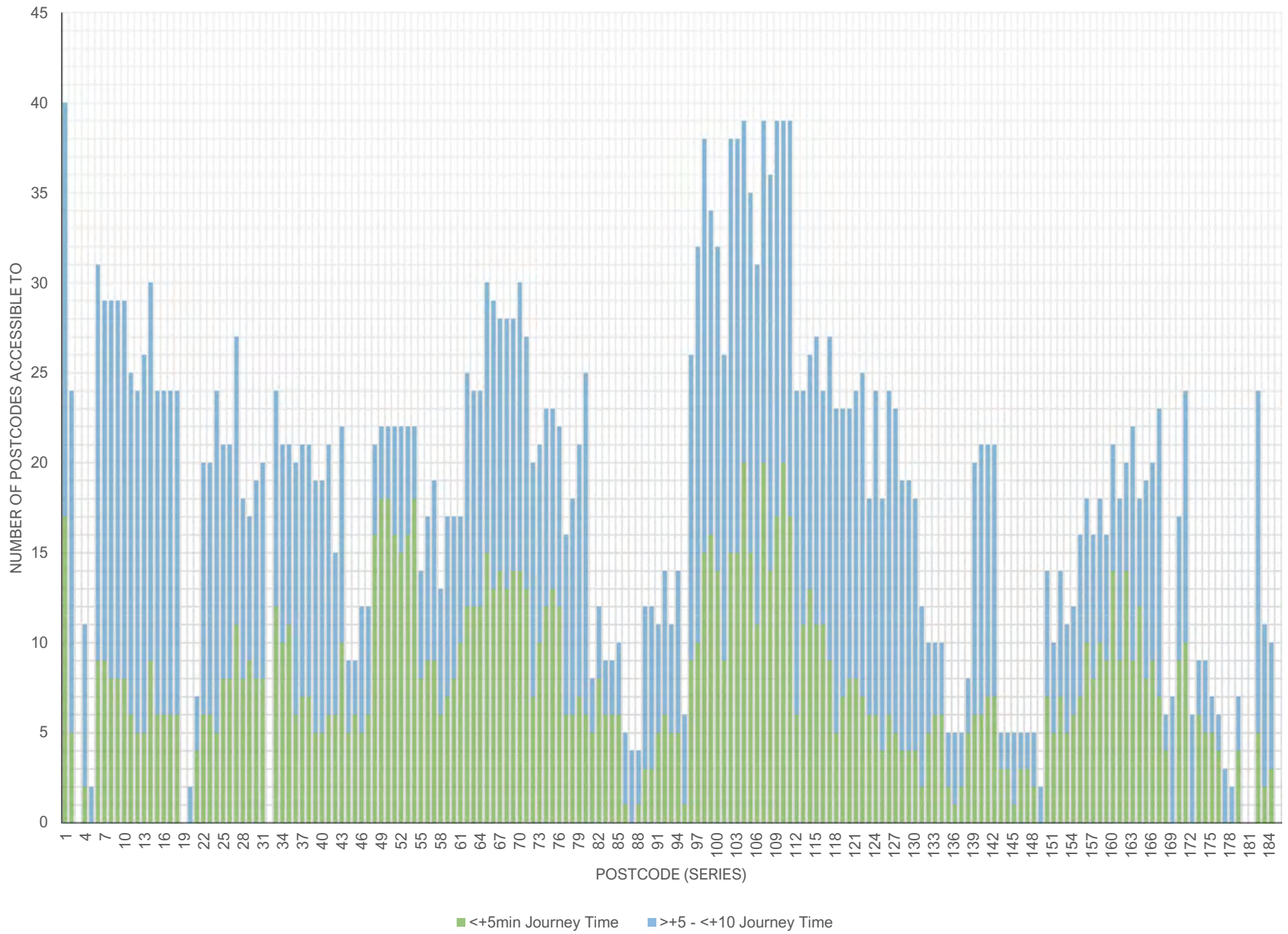
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