



## New Waitrose Store, Southam Road, Banbury

Travel Plan

On behalf of **Barwood Capital and Mondelez International**

**barwood**capital

Delivering *Real* Property Potential

**Mondelez**  
International

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# 1 Introduction

## 1.1 Background

- 1.1.1 Peter Brett Associates LLP (PBA) has been appointed by Barwood Capital and Mondelez International to provide transport advice for a proposed food store development at Land at Mondelez International, which is located to the west of Southam Road (A361) approximately 800m to the north of Banbury town centre, Oxfordshire. The site location is shown in **Figure 1.1** below.
- 1.1.2 The proposed 1.64 hectare development will provide an A1 class (food store) of 3,576m<sup>2</sup> (38,500ft<sup>2</sup>) GIA, which will be occupied by Waitrose. The latest illustrative Masterplan is held in **Appendix A**.



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Figure 1.1 – Location Plan

## 1.2 Purpose of the Travel Plan

- 1.2.1 The purpose of this Travel Plan (TP) is to reduce the number of single occupancy private car trips that would be generated by the proposed development, primarily journey-to-work trips within the peak hours. This TP is therefore focussed primarily on influencing the travel patterns of the future partner who would work at the proposed food store, however, some consideration is also given to influencing the travel behaviour of future customers to the store. This will be achieved through a range of measures for influencing travel patterns from the outset to encourage walking, cycling, public transport use and car sharing.



- 1.2.2 In confirming the need for a TP for the proposed development, reference was made to Appendix 1 of Oxfordshire County Council's document 'Transport for New Developments: Transport Assessments and Travel Plans' (March 2014). This states that a TA and TP are required for food retail development with a GFA of 1,000m<sup>2</sup> or more.

### 1.3 Objectives of the Travel Plan

- 1.3.1 This TP sets out the travel-related measures and strategies that will be implemented to encourage partners (employees) to consider the use of a range of travel modes. The key objectives of this Travel Plan are to:
- reduce reliance on the private car with a long-term strategy of mode shift away from single occupancy car use for partners
  - build upon good urban design principles that maximise the permeability of the development for promoting walking, cycling and public transport use
  - promote the use of car sharing where appropriate
  - reduce costly road traffic congestion and further damage to the environment in the context of sustainable development which is consistent with Government policy.

### 1.4 Status of the Travel Plan

- 1.4.1 It is recognised that travel plans prepared in advance of the occupation of a site can only offer an overall strategy for the adoption of sustainable transport measures. Once a site has been occupied, there will be increased opportunities to develop the TP to reflect specific occupant needs.
- 1.4.2 This TP acts as a framework for travel planning at the proposed application and is the first issue of a 'living' document that will be regularly monitored, reviewed and revised where necessary. The future occupant of the development will be required to support the principles of the TP. They will be expected to contribute positively to the sustainability of the site and in achieving the targets set for the development. This will include the appointment of a workplace Travel Plan Coordinator to encourage support of the TP through the marketing and dissemination of information on sustainable travel options.

### 1.5 Structure of the Travel Plan

- 1.5.1 Following this introduction, the TP has the following structure:
- a review of national and local policy, and planning guidance relating to TP (**Section 2**)
  - a review of the existing transport and movement conditions surrounding the site (**Section 3**)
  - details of the TP measures and marketing strategy (**Section 4**)
  - details of the role of the Travel Plan Coordinator and the management of the TP (**Section 5**)
  - details of the mode shift targets, monitoring and review process (**Section 6**)
  - details of the implementation programme (**Section 7**).



## 2 Policy and Guidance

### 2.1 Introduction

2.1.1 This TP has been prepared with reference to national and local policy, and with regard to best practice from appropriate national and local guidance. This chapter identifies specific national and local policies that are relevant to the proposed development.

### 2.2 National Policy and Guidance

#### National Planning Policy Framework (March 2012)

2.2.1 National Planning Policy Framework (NPPF) published in 2012 replaced most Planning Policy Statements and Planning Policy Guidance notes. Two of the core planning principles detailed in paragraph 17 of the NPPF includes actively managing “...*patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable...*” and to “*take account of and support local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to meet local needs*”.

2.2.2 Additionally, in promoting sustainable transport, paragraph 31 states that “*Local authorities should work with neighbouring authorities and transport providers to develop strategies for the provision of viable infrastructure necessary to support sustainable development...*” and paragraph 32 states that, “*All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:*

- i. the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;*
- ii. safe and suitable access to the site can be achieved for all people; and*
- iii. improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.”*

2.2.3 Paragraph 36 goes on to state that, “*A key tool to facilitate this will be a Travel Plan. All developments which generate significant amounts of movement should be required to provide a Travel Plan.*”

2.2.4 In reinforcing the principle of supporting sustainable development, paragraph 197 states that, “*In assessing and determining development proposals, local planning authorities should apply the presumption in favour of sustainable development.*”

2.2.5 This TP has been prepared to support the sustainable objectives set out in the NPPF at the proposed application site.

#### National Planning Practice Guidance (March 2014)

2.2.6 The National Planning Practice Guidance (NPPG) web-based resource was published on 6 March 2014 by the Department for Communities and Local Government (DCLG). This resource collates relevant planning practice guidance and provides links between the NPPF and relevant legislation and guidance.

2.2.7 Regarding TPs the following principles are identified:



*“Transport Assessments and Transport Statements primarily focus on evaluating the potential transport impacts of a development proposal. (They may consider those impacts net of any reductions likely to arise from the implementation of a Travel Plan, though producing a Travel Plan is not always required). The Transport Assessment or Transport Statement may propose mitigation measures where these are necessary to avoid unacceptable or “severe” impacts. Travel Plans can play an effective role in taking forward those mitigation measures which relate to on-going occupation and operation of the development.”*

*“Travel Plans should where possible, be considered in parallel to development proposals and readily integrated into the design and occupation of the new site rather than retrofitted after occupation.”*

*“Travel Plans are long-term management strategies for integrating proposals for sustainable travel into the planning process. They are based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel (such as promoting walking and cycling).”*

*“The primary purpose of a Travel Plan is to identify opportunities for the effective promotion and delivery of sustainable transport initiatives e.g. walking, cycling, public transport and tele-commuting, in connection with both proposed and existing developments and through this to thereby reduce the demand for travel by less sustainable modes.”*

- 2.2.8 On the basis of the above, the TP addresses potential for modal shift from private car use and measures to encourage walking, cycling, public transport and car sharing.

### **Creating Growth, Cutting Carbon – Making Sustainable Local Transport Happen (January 2011)**

- 2.2.9 The White Paper Creating Growth, Cutting Carbon – Making Sustainable Local Transport Happen was published in 2011 and forms part of the government’s overall strategy to tackle carbon emissions from transport. The White Paper encourages short trips (fewer than five miles) to be undertaken using sustainable modes of transport such as walking, cycling and public transport; and sets out mechanisms for local authorities to deliver local sustainable transport. It also provides practical guidance for local authorities on dealing with transport issues in their areas, supported by case studies.

- 2.2.10 The priority set out for local transport is to, *“encourage sustainable local travel and economic growth by making public transport and cycling and walking more attractive and effective, promoting lower carbon transport and tackling local road congestion”*. This TP supports the priorities set out in the White Paper by encouraging sustainable travel at the proposed development.

### **Tackling Congestion by Influencing Travel Behaviour**

- 2.2.11 ‘Tackling Congestion by Influencing Travel Behaviour’ is a programme promoted by the HA that identifies and promotes sustainable travel, and seeks to reduce congestion on England’s strategic road network. This includes an outcome-focused TP monitoring strategy, which can be used to *“refine the approach and improve future Travel Plan performance”* and has been used to inform the approach to monitoring adopted in this TP.

### **Active Travel Strategy (2010)**

- 2.2.12 The Active Travel Strategy by the DfT sets out the Government’s strategy for getting more people walking and cycling and states that, with two-thirds of the journeys made being fewer than five miles, walking and cycling should be an everyday way of getting around. The Active Travel Strategy identifies the importance of cycling and walking for health and accessibility,





and highlights that this can also reduce congestion and emissions when replacing journeys by car.

## 2.3 Local Policy and Guidance

### Oxfordshire: Local Transport Plan 2011-2030 (April 2011)

2.3.1 It is noted that Local Transport Plan 4 (LTP4) is currently out for consultation. However, as it is not yet adopted, the current Oxfordshire's third Local Transport Plan (LTP3) was taken into account in preparation of this TA. LTP3 was adopted in April 2011 and sets out the long-term transport strategy for the county to 2030. The LTP3 sets out four goals for transport, these are:

- *"to support the local economy and the growth and competitiveness of the county;*
- *to make it easier to get around the county and improve access to jobs and services for all by offering real choice;*
- *to reduce the impact of transport on the environment and help tackle climate change; and*
- *to promote healthy, safe and sustainable travel."*

2.3.2 LTP3 recognises the role new development has to play in supporting social well-being, the economy and growth of the county, whilst at the same time ensuring new developments are sustainable and do not have adverse impacts on the environment or highway network. The importance of Travel Plans in encouraging travel by sustainable modes of transport and a reduction in single occupancy car use is mentioned throughout LTP3.

2.3.3 For new developments LTP3 states that new developments should have *"a travel plan covering, amongst other things, proposals for lower traffic generation and the promotion of more sustainable travel modes"*.

2.3.4 It also states that *"Travel Planning will continue to be used to encourage people to change their habits to ones which cause fewer environmental problems. Our focus initially will be to meet the statutory requirement for travel plans to be prepared for new housing and commercial developments and continuing to work with schools to reduce problems associated with their travel. It will be important to use these techniques more widely in the future – this will include working to develop plans at workplaces, in local area or with individuals"*.

2.3.5 The following policies from the LTP3 are relevant in context of the development:

- Policy G5 – Oxfordshire County Council *"...will support sustainable, healthy and inclusive modes of travel and promote changes in travel behaviour to these modes."*
- Policy SD1 – Oxfordshire County Council will seek to ensure that:
  - *"the location and layout of new developments minimise the need for travel and can be served by high quality public transport, cycling and walking facilities;*
  - *developers promote sustainable travel for all journeys associated with new development, especially those to work and education, and;*
  - *the traffic from new development can be accommodated safely and efficiently on the transport network."*
- Policy SD2 – Oxfordshire County Council will:



- *“secure contributions from new developments towards improvements for all modes of transport. This can be financial contributions or direct works for the mitigation of adverse transport impacts in the immediate locality and/or wider area improvements;*
- *ensure that all infrastructure associated with the developments is provided to appropriate design standards;...*
- *normally seek commuted sums towards the long term operation and maintenance of facilities, services and infrastructure.”*

2.3.6 This TP seeks to support the policies with LTP3.

#### **Banbury Area Transport Strategy (April 2011)**

2.3.7 A new area strategy was developed as part of the LTP3 and replaces the Banbury Integrated Transport and Land Use Strategy (BanITLUS) published in 2000 and the subsequent follow up study in 2009. This document sets out an area strategy for Banbury and comprises a number of local targets that encourage sustainable transport, and in particular it seeks to *“ensure developers of new sites in Banbury undertake detailed Transport Assessments and implement travel plans for the residents, partners and users of their sites”*.

#### **Transport for New Developments: Transport Assessments and Travel Plans (March 2014)**

2.3.8 Oxfordshire County Council’s document ‘Transport for New Developments: Transport Assessments and Travel Plans’ is a supporting document for their Local Transport Plan to provide guidance on Transport Assessments, Transport Statements , Travel Plans and Travel Plan Statements. The document sets out when such reports are required and what type of report is needed for a proposed development. It also sets out the required content and for the preparation of these documents. This TP has been prepared in accordance with the guidance set out within the document.

#### **Cherwell District Council Local Plan Development Framework**

2.3.9 Cherwell District Council is the statutory planning authority for the district and reviews all planning application for the district including Banbury, hence, review of the following planning documents published (or emerging) by Cherwell District Council.

#### **Cherwell District Council Local Development Scheme November 2014**

2.3.10 The Cherwell District Council Local Development Scheme (LDS) is the plan for producing the documents which form part of the Local Plan Development Framework (LPDF) and covers the period between 2011 and 2031. It includes:

- information on current and emerging planning policy and proposal documents
- a work programme for the preparation and adoption of new planning documents, and
- identification of saved planning policies.

2.3.11 Documents that will form part of the LPDF are:

- Cherwell Local Plan 2011 – 2031 (Part 1)
- Cherwell Local Plan 2011 – 2031 (Part 2): Development Management Policies and Sites
- Adopted Policies Map



- Community Infrastructure Levy (CIL) Charging Schedule
- Supplementary Planning Documents (SPDs):
  - Developer Contributions SPD
  - Banbury Masterplan SPD
  - Banbury Canal side SPD
  - Bolton Road Development Area, Banbury SPD
- Annual Monitoring Reports, and
- Statement of Community Involvement.

**Cherwell Local Plan 2011 – 2031 (emerging)**

2.3.12 The proposed new Cherwell Local Plan (2006 – 2031) was initially submitted for formal examination to the Secretary of State for Communities and Local Government in January 2014. However, a proposed modification to this document was made on 21 October 2014, and the modification includes a new plan period (2011 – 2031) to reflect the 2014 Oxfordshire Strategic Housing Market Assessment (SHMA). It summarises its spatial strategy for managing growth of the district as:

- “Focusing the bulk of the proposed growth in and around Bicester and Banbury
- *Limiting growth in our rural areas and directing it towards larger more sustainable villages*
- *Aiming to strictly control development in open countryside.”*

2.3.13 The Local Plan has been identified as a “place shaping” document and whilst it recognises the importance of growth and prosperity, the principles of the Plan are built upon sustainable policy and focusing growth in sustainable locations. It sets out how the key challenges identified for the district will be overcome; the challenges include:

- *“Remaining economically competitive*
- *Ensuring housing growth only takes place in appropriate locations*
- *Avoiding sprawl and ensuring growth avoids adverse environmental impacts*
- *Ensuring the changing needs of the population are properly planned for*
- *Reducing the high cost of energy use*
- *Ensuring that infrastructure needs are met”*

2.3.14 The Local Plan supersedes the Draft Core Strategy (2010) for Cherwell District which identified the development site as part of a larger area, as an option for major development in and around Banbury. Under the emerging Local Plan, the following policy are of particular relevance to the proposed development site:

- Strategic Objectives for Ensuring Sustainable Development:



- **SO 12** To focus development in Cherwell's sustainable locations, making efficient and effective use of land, conserving and enhancing the countryside and landscape and the setting of its towns and villages.
- **SO 13** To reduce the dependency on the private car as a mode of travel, increase the attraction of and opportunities for travelling by public transport, cycle and on foot, and to ensure high standards of accessibility to services for people with impaired mobility.

2.3.15 Local Plan Policy **SLE 1**: Employment Development also states that in cases where planning permission is required, existing employment sites should be retained for employment use. It should be noted that the proposed development site is located within the Existing Strategic Employment Sites, as shown in the Cherwell Local Plan's Key Policies Map: Banbury.

2.3.16 Local Plan Policy **SLE 4**: Improved Transport and Connections also states the support for proposals in the Movement Strategies and the Local Transport Plan (LTP) to deliver key connections, to support modal shift and to support more sustainable locations for employment growth. The following transport proposals will be supported:

**Cherwell District Council – Non-Statutory Cherwell Local Plan 2011**

2.3.17 The Non-Statutory Cherwell Local Plan 2011 was intended to "*review and update the local plan adopted in 1996*". However, following the changes to the national planning system introduced by the Government, work on this plan was discontinued prior to adoption. The Non-Statutory Cherwell Local Plan 2011 has now been approved as interim planning policy for development control purposes.

2.3.18 Policies from the Non-Statutory Cherwell Local Plan 2011 related to this Travel Plan include:

- TR3 – a Transport Assessment and Travel Plan must accompany development proposals likely to generate significant levels of traffic
- TR4 – before proposals for development are permitted Oxfordshire County Council will need to be satisfied that all appropriate mitigation measures required to support that development are identified within an implementation programme. Such measures will include highway improvements, traffic management measures, improved public transport and/or facilities, and measures to improve pedestrian and cycle accessibility
- TR5 – before proposals for development are permitted, Oxfordshire County Council will need to be satisfied that the development does not compromise the safe movement and free flow of traffic or the safe use of roads by others
- TR6 – Oxfordshire County Council will seek to facilitate the provision and operation of an effective public transport system as a genuine alternative to the use of private vehicles, as far as it is possible to do so through its land use planning powers. This will include where appropriate, giving priority to public transport over general traffic and making provision for interchange facilities and encouraging integration between different modes of transport
- TR8 – developments that would prejudice pedestrian and cycle circulation or route provision will not be permitted.
- TR9 – All new development shall provide cycle parking to Oxfordshire County Council standards
- TR11 – Development likely to attract vehicular traffic will be required to:





- accommodate within the site the necessary highway safety requirements relating to access, turning and servicing
- include appropriate measures to minimise the visual impact of vehicles and parking areas
- comply with maximum standards for car parking
- provide parking for people with disabilities in accordance with the Council's standards
- provide cycle parking in accordance with the Council's standards. Development proposals which do not have regard to these criteria will not be permitted.



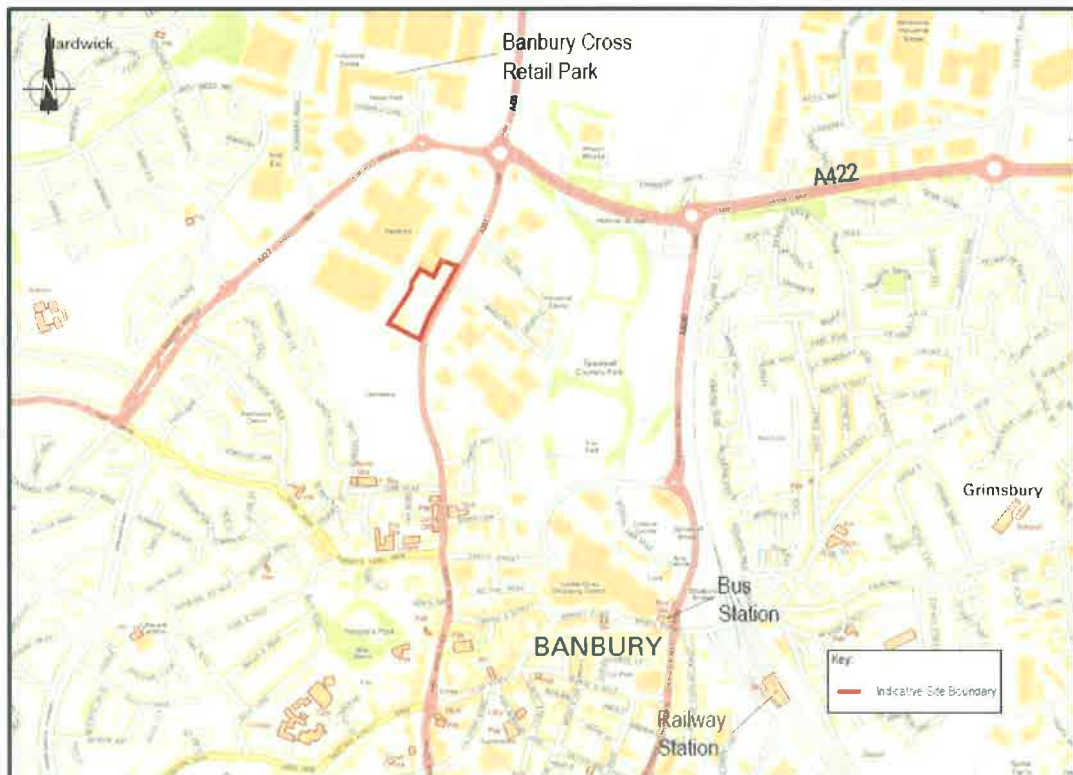
## 3 Existing Conditions

### 3.1 Introduction

3.1.1 This chapter identifies the existing conditions associated with the proposed development site, describing the walking / cycling facilities, current local public transport provision, and the surrounding local and strategic highway network.

### 3.2 Site Local Context

3.2.1 The proposed food store development site is located at Land at Mondelez International, west of Southam Road (A361) approximately 800m to the north of Banbury town centre. The site is bound by Southam Road (A361) to the east, Banbury cemetery to the south and the former Kraft Foods distribution warehouse buildings to the north and west. **Figure 3.1** shows the site location.



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Figure 3.1 – Site Location Plan (Local Context)

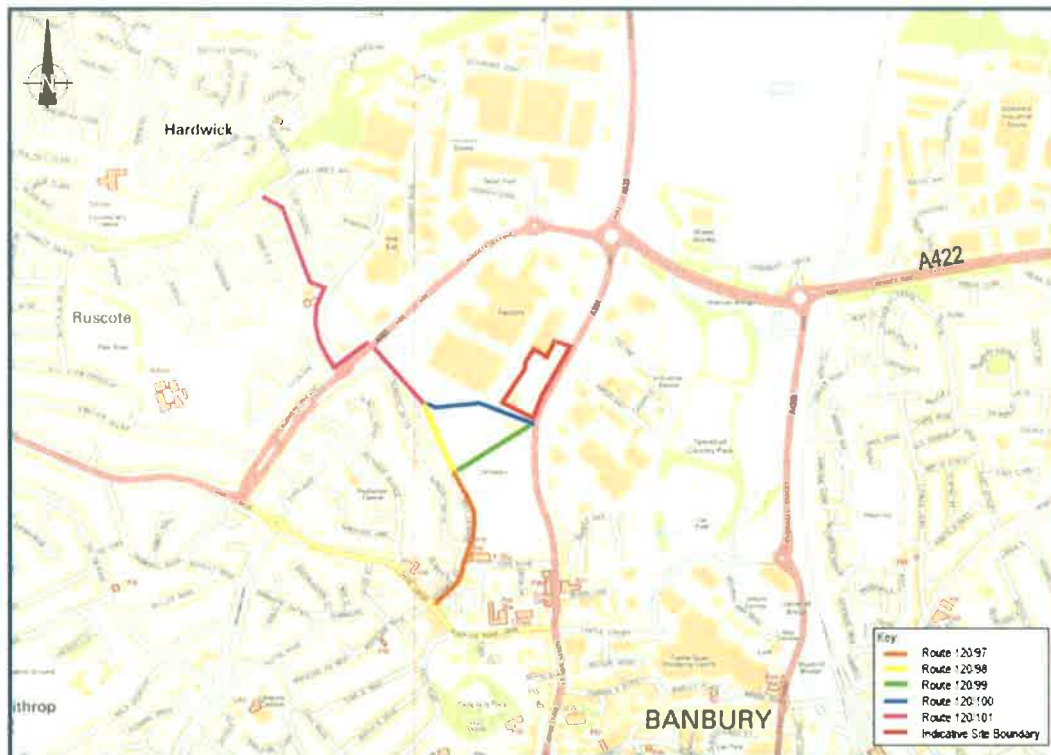
### 3.3 Pedestrian Facilities and Cycle Facilities

3.3.1 The Institution of Highways and Transportation's (IHT) 'Guidelines for providing journeys on foot' (2000) describes the 'acceptable' walking distances for pedestrians without impaired mobility. They suggest that for a commuting or school trip, up to 500 metres is the desirable distance, up to one kilometre is an acceptable distance, and two kilometres is the preferred maximum.



- 3.3.2 Majority of Banbury town centre is within the suggested maximum two kilometres walking distance from the proposed development site, which includes large amount of existing employment sites, as well as residential areas located to west (Ruscote and Neithrop) and east (Grimsbury) of the proposed development site.
- 3.3.3 Furthermore, Local Transport Note 2/08 – Cycle Infrastructure Design (DfT October 2008) states that *'many utility cycle journeys are under three miles (5 kilometres), although for commuter journeys, a trip distance of five miles (8 kilometres) or more is not uncommon'*. All of Banbury town centre are within the five kilometres catchment centred on the proposed development site. This five kilometres catchment area stretches until Wroxton, Great Bourton, Middleton Cheney and Bodicote which are located west, north, east and south of Banbury, respectively.
- 3.3.4 In proximity to the proposed development site, there is a shared footway / cycleway with a width of approximately 3m is located along the west of Southam Road (A361), which provides good cycle access to the town centre. Give-way markings for cyclists are provided at the vehicular accesses to Southam Road Cemetery. The local cycle routes are shown in **Appendix B**.
- 3.3.5 There is a footway with a width of approximately 2.3m along the eastern edge of Southam Road (A361). An on-road cycle lane, measuring approximately 1m wide, is also located along the eastern edge of Southam Road (A361). This footway and cycleway facilities connect to the surrounding Public Rights of Way (PROWs) within close proximity to the site, which provides good access to the nearby residential areas to the southwest, Banbury town centre to the south and other existing local retail areas such as the Banbury Cross Retail Park to the north.
- 3.3.6 **Figure 3.2** shows the PROWs located within the surrounding area of the site, which includes PROW 120/97, PROW 120/98, PROW 120/99, PROW 120/100 and PROW 120/101.
- 3.3.7 PROW 120/100 runs along the southern boundary of the site connecting to PROW 120/101 providing good foot connections between Southam Road (A361) and Ruscote Avenue (A422). PROW 120/101 continues from the western side of Ruscote Avenue providing good connection to the residential area situated directly to the west of the site, as well as the bus stop on Longelandes Way which serves the B8 bus service.
- 3.3.8 PROW 120/99 starts from the same point as 120/100 at Southam Road (A361) and continues in a south west direction and connects to PROW 120/97. PROW 120/98 begins at the point where PROW 120/100 and 120/101 meet and also connects to PROW 120/97. PROW 120/97 continues southwards to Warwick Road.
- 3.3.9 All PROWs referenced above have tarmac surfaces approximately 1.5m in width with edgings and a verge on either side between 1m and 2m in width.





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Figure 3.2 – Public Rights of Way

### 3.4 Existing Public Transport Services

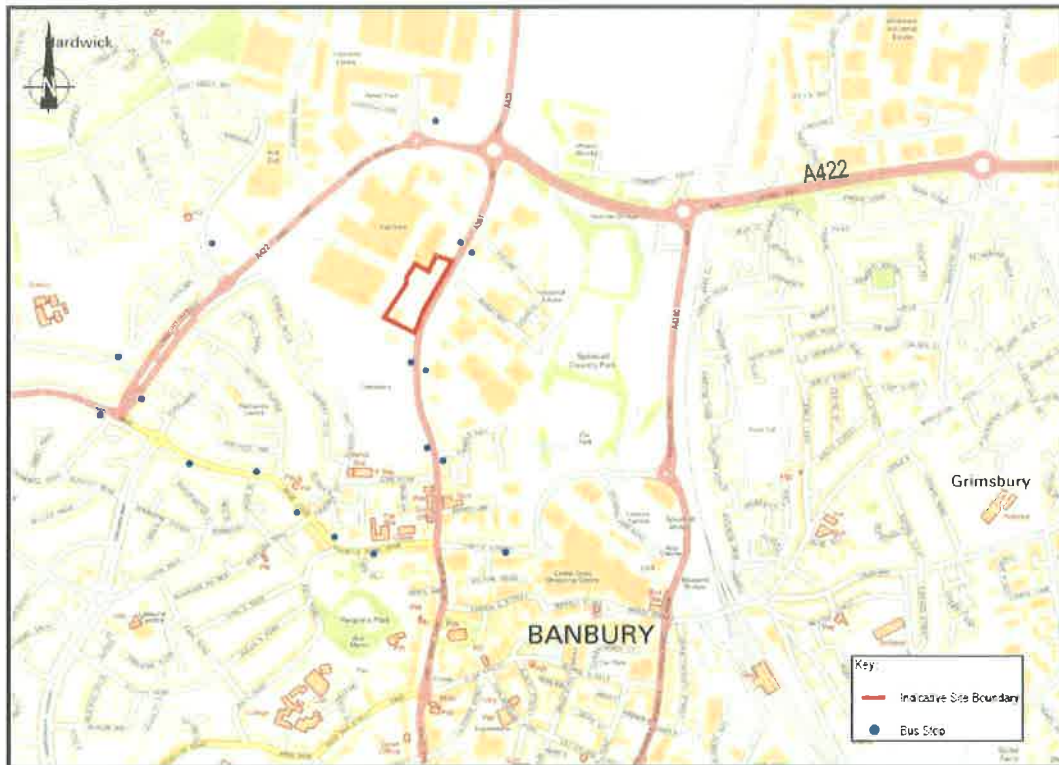
#### Bus

- 3.4.1 The Institution of Highways and Transportation (IHT) document 'Guidelines for Planning for Public Transport in Developments' provides guidance on access to bus services and paragraph 6.20 states that 'the walking distance to a bus stop should not exceed 400m'.
- 3.4.2 A plan of the site and the nearby bus stops is shown in **Figure 3.3**. Bus stops are located on Southam Road (A361) to the north and south of the site's eastern boundary, with the nearest stops to the site located approximately 50m north from the site's northern boundary. Bus service B10 operated by Stagecoach Oxfordshire, which serves the bus stops on Southam Road (A361), provides hourly northbound and southbound connections along Southam Road (A361). The B10 bus service routes between Hanwell Fields, serving residential areas such as Neithrop, Ruscote and Hardwick, and Banbury town centre. The bus stop in Banbury town centre where the B10 bus service terminates is within a reasonable 400 metres walking distance of Banbury Rail Station and therefore, provides opportunity to connect to longer journeys via rail services.

Additionally, the Bus Route Number 277 operated by Stagecoach Warwickshire calls at the bus stops on Southam Road (A361) to the east of the site and provides two buses per day to Lighthorne Heath and Banbury town centre. Timetables for these bus services are provided in **Appendix C** and are summarised in **Table 3.1**.







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Figure 3.3 – Bus Stop Locations

Table 3.1 – Banbury Bus Services (April 2015)

Service No	Operator	Route	Frequency			Approx. Travel Time
			Mon-Fri	Sat	Sun	
B10	Stagecoach Oxfordshire	Hanwell Fields - Banbury	1 bus an hour between 9.21am and 4.51pm	1 bus an hour between 9.21am and 4.51pm	None	7 mins to Ruscote and 12 mins to Hardwick
277	Stagecoach Warwickshire	Lighthorne Heath – Banbury	2 buses a day at 10.16am and 12.39pm	2 buses a day at 10.16am and 12.39pm	None	7 mins to Banbury town centre Bus Station

Source: Traveline (up-to-date as of April 2015)

3.4.3 All the buses listed above either terminate or pass through Banbury Bus Station in Banbury town centre providing opportunity for longer journeys to be undertaken by public transport. Banbury bus station provides further bus connections to local destinations and also provides the town centres main coach pick up and drop off point, providing opportunity for sustainable connections between Banbury and cities such as Oxford, Poole, Wolverhampton and London, as well as Gatwick and Heathrow. The bus station is located approximately 400m from Banbury Rail Station providing further opportunity for longer journeys to be undertaken by sustainable means.



## Rail

- 3.4.4 Banbury Rail Station is less than 1.8 kilometres walk / cycle distance from the proposed site access which falls within the acceptable distance for short trips (less than 5 miles / 8 kilometres) as recommended in the White Paper Creating Growth, Cutting Carbon – Making Sustainable Local Transport Happen (2011). Thereby, offering the potential to form part of a longer journey by sustainable means. The location of the rail station is shown in **Figure 3.1**.
- 3.4.5 Banbury Rail Station is managed by Chiltern Railways and cycle storage facilities in the form of partially covered Sheffield cycle stands are provided at the entrance to the station. Travel with cycles on trains serving the station is permitted subject to space being available.
- 3.4.6 Car parking comprising 720 spaces is also provided at Banbury Rail Station, and operates as a pay and display. Car parking is provided for the mobility impaired and step free access is available to all of the station platforms.
- 3.4.7 Banbury Rail Station provides direct and regular services to major destinations such as Birmingham, London, Oxford, Warwick and Reading, as well as to a number of smaller destinations. Southbound and northbound services operate generally 30 minutes or less during the peak periods.

## 3.5 Existing Local Highway Network

### Southam Road (A361)

- 3.5.1 Southam Road (A361) which bounds the eastern part of the site has an approximate carriageway width of 6.6m. It is subject to a 40mph speed limit; however, it changes to 30mph immediately to the south of the Southam Road (A361) / Coopers Gate junction. The alignment of Southam Road in the vicinity of the site is relatively unconstrained.
- 3.5.2 To the north, Southam Road (A361) provides connection to the Southam Road (A423) / Hennef Way (A422) / Southam Road (A361) / Ruscote Avenue (A422) roundabout junction, which is located approximately 350m from the site.
- 3.5.3 To the south, Southam Road (A361) provides access from the site through Banbury town centre, and onwards to Bloxham, Bodicote, and further afield. Connections are also provided to the B4100 and A4260 from the A361, facilitating access towards Stratford upon Avon and Oxford respectively.

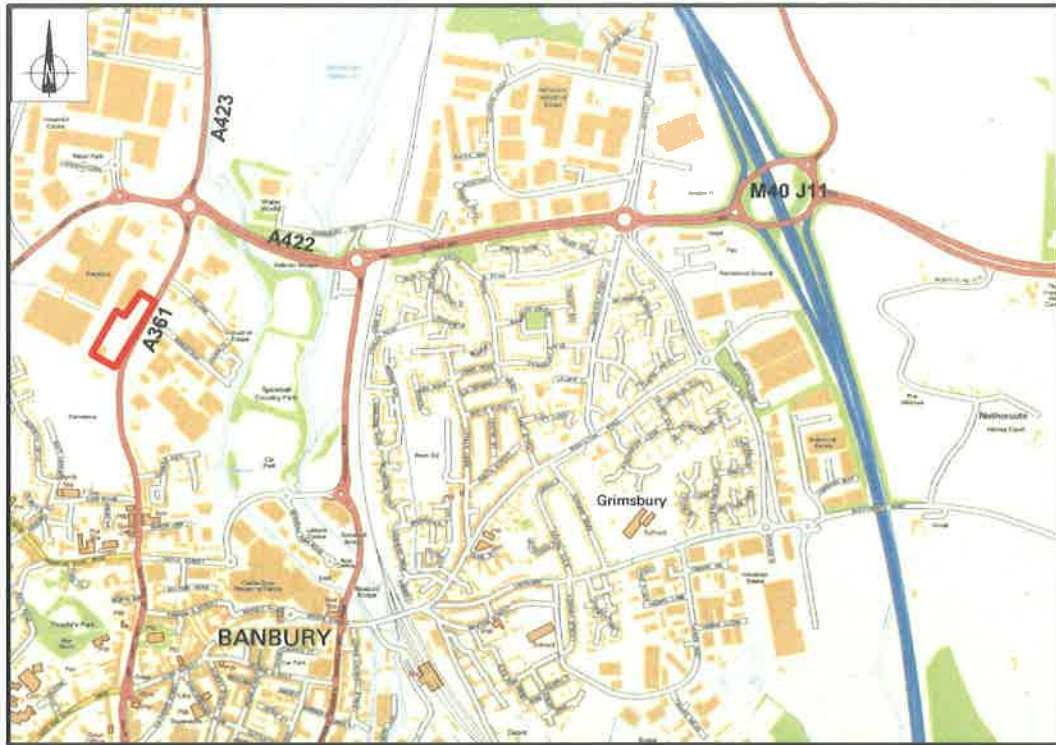
### Southam Road (A423) and Hennef Way (A422)

- 3.5.4 Southam Road (A423) provides access north to Southam through to the A45 and Coventry. Hennef Way (A422) provides access east to the M40 Motorway Junction 11 (M40 J11). From the M40 J11, the A361 routes in a north-easterly direction through the nearby villages of Wardington and Chipping Warden to Daventry (located approximately 28km from Banbury).

### The M40

- 3.5.5 The M40 runs in a north-south direction along the eastern edge of Banbury and provides strategic access to the town from the north and south via the M40 J11. The M40 provides a connection to Banbury from London to the south and Birmingham to the north. To the north, the M40 connects with the M42 Junction 3A which connects the East and West Midlands, and provides connections to the M1, M6, and M5. To the south, the M40 connects with the M25.
- 3.5.6 **Figure 3.4** shows the surrounding highway network to the proposed development site.





Contains Ordnance Survey data © Crown Copyright and database right 2015

Figure 3.4 – Local Highway Network



## 4 Development Proposals

### 4.1 Introduction

- 4.1.1 The proposed 1.64 hectares development will provide a food store of 3,576m<sup>2</sup> (38,500ft<sup>2</sup>) GIA to be occupied by Waitrose. A copy of the illustrative Masterplan can be found in **Appendix A**.

### 4.2 Access

- 4.2.1 The main vehicular access into the site will be provided from Southam Road (A361) via a ghost island right turn access, located approximately 20 metres north of the Southam Road (A361) / Marley Way T-junction.
- 4.2.2 A separate T-junction access is proposed along Southam Road (A361) for service and delivery vehicles only, which would be located approximately 55 metres south of the existing Homebase, Car Showroom and Warehouse access.

### 4.3 On-site Facilities and Parking

- 4.3.1 Separate to the main vehicular access to the store car park, a primary pedestrian route will be provided from the existing footway on Southam Road (A361) with further internal pedestrian routes within the car parking areas to enable easy access to the store. Cycle facilities will be provided within the site to provide connection with the existing cycle facilities on Southam Road (A361). Furthermore, cycle parking facilities will also be provided on site located on the north westernmost frontage of the proposed building as shown on the Masterplan (see **Appendix A**); the number of which will accord with Oxfordshire County Council's cycle parking standards and be finalised at the detailed design stage.
- 4.3.2 It is proposed in the Masterplan (see **Appendix A**) that a total of 220 car parking spaces would be provided, including 13 disabled bays. This amount of parking spaces is deemed to be sufficient to serve the proposed site usage as demonstrated in the Transport Assessment.

### 4.4 Public Transport Strategy

- 4.4.1 The development is located within the urban area of Banbury and will re-use an existing site, creating the opportunity for a development that can take advantage of the existing bus services.
- 4.4.2 The recommended maximum walk distance to bus stops is 400m and the nearest stops to the site are situated on Southam Road (A361) approximately 50m from the site's northern boundary. The local services at these stops provide regular access to Banbury town centre, therefore providing an opportunity for the site to maximise its linkages with the surrounding public transport infrastructure and strengthen the sustainability credentials of the site.
- 4.4.3 The site access provides connection into the existing foot / cycleway on Southam Road (A361) which in turn enables direct access to the bus stops to the north-east and south-east of the site on Southam Road (A361).
- 4.4.4 Additionally, Banbury Rail Station is within the acceptable distance for short trips (less than 5 miles) as recommended in the White Paper Creating Growth, Cutting Carbon – Making Sustainable Local Transport Happen (2011), and provides frequent services to Birmingham, London, Oxford, Warwick and Reading, as well as to a number of smaller destinations. Therefore, there is opportunity for the combination of either walk, cycle or bus journeys to connect with the rail station to provide opportunities for longer journeys to be more sustainable.





- 4.4.5 The proximity and availability of the bus and rail services could provide an alternative to car travel, which could support some of the predicted demand for travelling to and from the site. These existing bus and rail services will be promoted to partners.



## 5 Travel Plan Measures and Promotional Strategy

### 5.1 Measures to Promote and Encourage Walking

5.1.1 There are good pedestrian routes along Southam Road adjacent to the site, and the proposed development at the site will connect to these existing routes. Within the site, paved footways will be provided and pedestrian crossings at appropriate points to allow pedestrians to navigate through the car park safely.

5.1.2 The following measures will be implemented at the proposed development to promote and encourage walking:

- encouraging participation in national events such as 'Walk to Work' week with prizes offered by the occupant to the partners who participate (e.g. a prize for the person who walks the most in the week)
- providing maps for partner showing safe walking routes, with the distances and travel times to nearby local amenities
- disseminating promotional travel leaflets, raising awareness about the health, environmental and social benefits of walking, and providing information on any safety and awareness training in the local area
- providing information on WalkBUDi, which is available through Liftshare and offers a free and simple service, matching individuals with other users so they can journey on foot together, and
- distributing annual newsletters promoting the health and environmental benefits of walking.

### 5.2 Measures to Promote and Encourage Cycling

5.2.1 There is a shared foot/ cycleway bordering the site along Southam Road which is a recommended cycling route. The proposed development at the site will connect to this existing route and will provide on-site cycle storage facilities in accordance with Oxfordshire County Council's standards for the use of both partner and visitors to the proposed development. Washing and changing facilities may be provided for future partner within the store subject to further feasibility studies.

5.2.2 The following measures will be implemented at the proposed development to promote and encourage cycling:

- promoting events such as:
  - Free 'Cyclist Breakfast' events – an employer designates certain days each year where it provides a free breakfast for those who cycle to work.
  - Bike Week, which is the United Kingdom's largest mass participating cycling event and provides an annual opportunity for promoting cycling as a source of fitness and fun, as well as an alternative form of transport
- setting up to a Cycle to Work scheme; this is a government initiative that employers can participate A salary sacrifice scheme for cycles will be made available.
- engaging with and raising awareness about Bicycle User Groups (BUGs) that may be operating within the local area



- providing maps for partner showing cycle routes
- basic cycle equipment such as bike pumps, high-visibility gears, locks and lights would be provided at a discount
- encouraging the use of websites such as [www.cyclestreets.net](http://www.cyclestreets.net) which allows the planning of cycle journeys and also gives an indication of calories burned and carbon savings for the planned journey
- disseminating promotional travel leaflets, raising awareness about the health, environmental and social benefits of cycling
- providing information on BikeBUDi, the internet service that matches individuals with other cyclists so they can ride together encouraging the efficient use of cycle parking and storage facilities, and
- raising awareness about the economic, social, environmental and health benefits of cycling.

### **5.3 Measure to Promote and Encourage Public Transport Use**

5.3.1 There is good bus infrastructure in proximity to the site, with bus stops located on Southam Road approximately 50m north of site's northern boundary. Access by bus to the site is convenient with hourly services running pass the site to Banbury City Centre and areas in the northeast of Banbury.

5.3.2 The following measures will be implemented at the proposed development to promote and encourage the use of public transport:

- promoting material to make partner aware of the public transport options available to them with respect to their journey to and from work, for example, providing bus and rail timetables, maps and costs of season tickets. Information could be made available through promotional leaflets and partner notice-boards, and
- actively encouraging partner to use public transport for business travel where appropriate, through awareness raising activities and provision of relevant travel information.

### **5.4 Measure to Promote and Encourage Car Sharing**

5.4.1 As future partner of the proposed development are likely to be travelling to work from similar origin points, car sharing is a suitable mode of transport that offers money saving benefits to participants. The following measures will be implemented at the proposed development to promote and encourage car sharing:

- initiating a guaranteed ride home service for car sharers in case of an emergency. This means that if a partner member is stranded (for example if their car share partner goes home sick) then they will be able to get home
- promoting a car share coffee mornings, where partner interested in car sharing are invited to meet potential sharers, receive guidance and have questions answered
- disseminating information regarding car sharing through posters on notice boards and marketing leaflets, as well as through newsletters showing regular case studies of car sharers, thereby ensuring the scheme gets appropriate coverage



- incentivising car sharers, for example by offering prize draws (e.g. for a free car wash, MOT, or valet) or providing preferential car parking for car sharers, and
- encouraging the future occupant to sign up to oxfordshire.liftshare.com a free car share scheme for Oxfordshire which allows people to match their travel patterns and requirements with other registered users.

## 5.5 Marketing and Promotion of Travel Plan Measures

### Travel Options Leaflets

- 5.5.1 Partner will be provided with Travel Options Leaflets, containing background information on the Travel Plan, and details of bus travel, pedestrian and cyclist facilities, and partner incentives for sustainable travel.

### Notice Boards

- 5.5.2 Notice boards providing up-to-date and clear information on sustainable travel opportunities (including bus time tables) in the local area will be located in the proposed development. These will be used to advertise upcoming community / workplace events and activities such as walk to work days, car sharing opportunities and promotional material on the benefits of sustainable travel. The Travel Plan Coordinator will be responsible for ensuring the information displayed on the notice boards remains up to date.

## 5.6 Measures for Customers

- 5.6.1 To encourage sustainable travel amongst future customers to the proposed food store, the following measures will be implemented:
- provision of clear signage for cycle storage facilities on-site, so that the facilities have a clear presence ensuring visitors are aware of them and know they are available for use, and
  - promotion of home-delivery service (if available at the store).





## 6 Travel Plan Management

### 6.1 Introduction

- 6.1.1 This chapter sets out the appointment of the Travel Plan Coordinator and the responsibilities of this role, as well as those of the developer and future occupant. In brief, the developer will initiate the process for travel planning by the provision of this Travel Plan and will make known its requirements to the future occupant of the site who will be responsible for the implementation of the Travel Plan and its measures.

### 6.2 Travel Plan Coordinator

- 6.2.1 The developer will inform the future occupant of their responsibility to appoint a Travel Plan Coordinator for the proposed development. The Travel Plan Coordinator will be appointed prior to the occupation of the site; it is expected that this role will be filled by a partner member of the food store in addition to their regular duties. Once appointed, the name and contact details of the Travel Plan Coordinator will be provided to Oxfordshire County Council.
- 6.2.2 The Travel Plan Coordinator will promote long-term measures across the site to encourage a shift away from single occupancy car use towards alternative forms of travel such as walking, cycling, public transport and car sharing. This will be achieved through the provision of targeted advice, effective management and close liaison with Oxfordshire County Council.
- 6.2.3 In broad terms, the Travel Plan Coordinator will be responsible for:
- issuing and explaining the Travel Plan
  - preparing marketing material and disseminating the information
  - coordinating the implementation of the Travel Plan measures
  - liaising with Oxfordshire County Council
  - coordinating the Travel Plan monitoring process across the site
  - undertaking biennial reviews of the Travel Plan to assess progress
  - organising and submitting feedback to Oxfordshire County Council.

### 6.3 Roles and Responsibilities

#### Developer Responsibilities

- 6.3.1 It is the developer who will establish a framework for travel planning for the proposed development i.e. this document. The developer will initially hold responsibility for the relevant obligations, which will be clearly set out within the relevant Section 106 agreement based on this Travel Plan, however, these obligations will be transferred over to the future occupant prior to their occupation of the site.
- 6.3.2 As part of their responsibility, the developer will provide the hard measures such as provision of foot ways, cycle parking and shower facilities as set out in **Chapter 5**.
- 6.3.3 Prior to occupation of the site, the developer will meet with the future occupant to explain the purpose of the Travel Plan and its requirements to make them aware of their responsibility to



deliver it. To facilitate this, the developer will assign a point of contact to liaise with the future occupant about the Travel Plan and the appointment of a Travel Plan Coordinator.

### Occupant Responsibilities

- 6.3.4 The future occupant of the development will assume the responsibility of the Travel Plan from the developer. They will take charge of its implementation, associated obligations and work towards achieving the mode shift target that it sets out.
- 6.3.5 The future occupant will appoint a Travel Plan Coordinator to fulfil the role described in **Section 6.2** prior to occupation of the development. This role will be funded by the occupant for a minimum of five years.
- 6.3.6 The role of the Travel Plan Coordinator is likely to be assumed by a future member of the administrative / support partner (part-time or full-time) based at the proposed development who will receive appropriate support from senior management. It is not intended that this is a full time position, but an extension of a member of partner's role.
- 6.3.7 Once the Travel Plan Coordinator has been nominated, the appropriate contact details will be made available to all the partner, and to Oxfordshire County Council.



## 7 Targets, Monitoring and Review

### 7.1 Introduction

- 7.1.1 This Travel Plan aims to reduce the number of single occupancy private car trips associated with the proposed development, by increasing the number of people walking, cycling, car sharing and using public transport. In order to do this, it will be necessary to determine the potential base mode split for partners at the development and to set mode shift targets to reduce single occupancy private car journeys. This will be monitored as part of the Travel Plan process.
- 7.1.2 Setting appropriate mode shift targets is an essential element of a Travel Plan. Travel Plan targets should be SMART, that is Specific, Measurable, Attainable, Realistic and Time-bound.

### 7.2 Single Occupancy Car Trip Reduction Target

- 7.2.1 This Travel Plan has been prepared to reduce the number of car driver trips by promoting more sustainable modes of travel to and from the site. The potential to achieve mode shift has been informed through analysis of the accessibility of the site. A preliminary 10 per cent of partner's single occupancy car mode shift reduction target has been set for the proposed development to be achieved within five years.

#### Assessment of Mode Shift

- 7.2.2 A preliminary mode shift target has been derived by assessing the probable percentage reduction in car driver journey to work trips five year in the future compared against the 2011 Census data for the local ward (Banbury Neithrop Ward). A 10 per cent mode shift reduction has been applied to the single occupancy car mode share, based on increasing the proportion of partner travelling by sustainable modes, which is based on local conditions, and the measures set out in this Travel Plan.
- 7.2.3 The suggested mode shifts by sustainable travel are not fixed, but are intended to give an indication of how the 10 per cent reduction could be achieved. Where possible the percentage change is linked with the facilities provided.

#### Reviewing Targets

- 7.2.4 The Travel Plan targets and baseline will be reviewed following occupation of the site. To do this, partner questionnaires will be carried out within three months of site occupation and will provide information such as:
- where the partner lives
  - which mode of transport the partner uses to travel to work
  - how long the journey to and from work takes, and
  - working hours and frequency of trips.
- 7.2.5 By collating and reviewing this data, the Travel Plan Coordinator will be able to see the actual mode share of the partners at the site and determine if the preliminary targets are reasonable or if they should be modified. Any modification to these targets will be agreed with Oxfordshire County Council.



### 7.3 Indicators

- 7.3.1 Partner questionnaires will be carried out within three months of site occupation and carried out biennially thereafter. A number of indicators (obtained through the questionnaires) will be used to inform progress towards the targets set.
- 7.3.2 Collating this information will provide an opportunity to analyse partner journeys by private cars and identify those that can potentially switch to alternative transport modes. These results can then inform the measures to be focussed on within the Travel Plan.
- 7.3.3 The monitoring of these indicators will offer greater understanding of the changing travel needs of partners, the success of the sustainable measures being implemented, and also where travel planning efforts could be focussed in the future in order to meet the targets set.

### 7.4 Monitoring and Review

- 7.4.1 Travel Plans are living documents that need to be updated regularly. Implementing a Travel Plan involves a continuous process for improving, monitoring, reviewing and adjusting the measures in the plan to reflect changing circumstances. A cyclical approach to managing the Travel Plan is proposed for the development and this is shown in **Figure 7.1**.

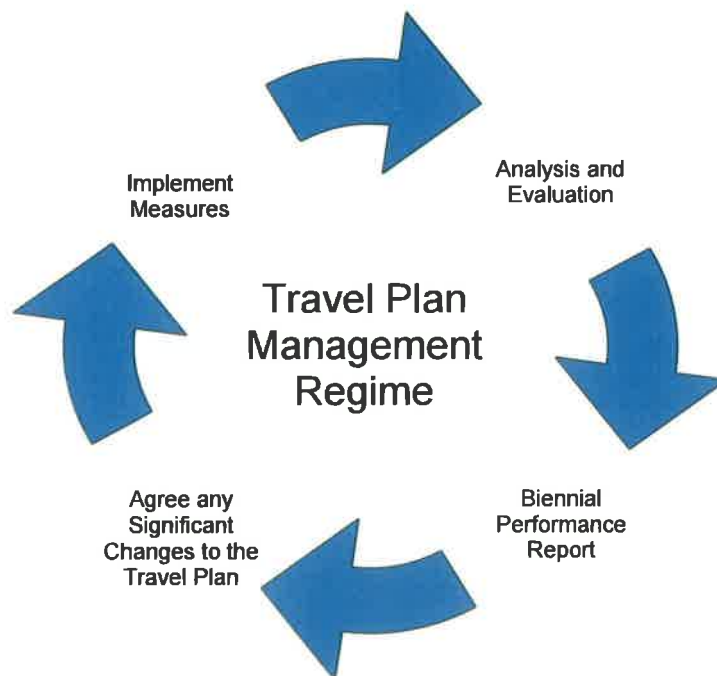


Figure 7.1 - The Travel Plan Management Regime

#### Monitoring

- 7.4.2 Monitoring the Travel Plan is essential in gauging the success of the measures adopted to meet the targets set and will take place for a minimum of five years following occupation of the development. After this time, it is expected that the Travel Plan would become a voluntary initiative, monitored on a voluntary basis by the occupant.
- 7.4.3 In order to understand how the site is being accessed and how effectively occupant's travel needs are being met, a number of multi-modal indicators will be monitored as part of the monitoring regime (including travel by foot, cycle, public transport and car share). This





information will be collected through workplace travel surveys using questionnaires, which will be undertaken on a biennial basis by the Travel Plan Coordinator. These surveys will also be used to obtain feedback from occupants on the Travel Plan measures implemented and to identify where the greatest potential for modal shift lies.

## Review

- 7.4.4 The results of the monitoring for the Travel Plan will be submitted by the Travel Plan Coordinator to Oxfordshire County Council in the form of a Biennial Report within three months of the travel survey being completed, and this will continue for the duration of the compulsory monitoring regime. The report would include the following:
- **Introduction and Background** This will provide information on the site to which the report relates and provide details on the site's occupants
  - **Results of the Surveys** This will detail the results of the surveys that have been undertaken and target levels
  - **Initiatives Undertaken** This will provide details on the measures and initiatives undertaken over the year
  - **Problems and Issues** This will highlight any problems encountered in implementing the Travel Plan and clarify any issues which remain unresolved and / or require additional attention
  - **Specific Measures from the Travel Plan** This section will detail how all the Travel Plan measures have been implemented
  - **Travel Plan Amendments** This section will propose changes to the Travel Plan where appropriate and provide justification for these changes. Any significant changes to the Travel Plan would require approval from Oxfordshire County Council
  - **Next Steps** This will summarise the findings of the surveys and set out an implementation plan for the next 24 months.
- 7.4.5 The Travel Plan Coordinator will also be responsible for preparing a summary of the Biennial Report, including any changes being made to the Travel Plan, and this information will be disseminated to future partner at the proposed development through the annual newsletter.

## 7.5 Remedial Measures

- 7.5.1 In the event that the Travel Plan measures fail to make an impression on the targets set, there will be a 'ramping-up' of promotional strategies highlighting the benefits and opportunities of sustainable travel. This would involve the Travel Plan Coordinator being more pro-active in promoting travel by non-car modes, arranging events and in obtaining partner feedback.

## 7.6 Ownership and Handover

- 7.6.1 The ownership of the Travel Plan will initially rest with the developer but will be passed on to the future occupant who will be supported by Oxfordshire County Council. The occupant will be responsible for funding the Travel Plan and will provide sufficient funds to ensure that the Travel Plan remains active and current for a minimum of five years from the occupation of the development. After five years, assuming achievement of the target, the Travel Plan will become a voluntary initiative.



## 8 Implementation and Programme

### 8.1 Introduction

8.1.1 This Section outlines an indicative implementation programme for the Travel Plan for the proposed development. It also details the responsibilities for the specific measures.

### 8.2 Indicative Implementation Programme

8.2.1 At this early stage of the development proposals, a simplified programme for the implementation of the Travel Plan is summarised in **Table 8.1**.

Table 8.1 – Summary of Programme of Implementation for the Travel Plan

Development Phase	Work Item	Responsibility
Pre-construction phase	Submit Transport Assessment and Travel Plan and strategy to Authorities for approval	Developer
	Appoint Travel Plan Coordinator	Developer / Future Occupant
Construction phase	Provide new infrastructure	Developer
First occupation	Introduce Travel Plan to partner, disseminate Travel Options Leaflets and instigate Travel Plan measures	Travel Plan Coordinator
From first occupation and continued throughout five year monitoring period	Continue monitoring and review progress towards mode shift targets	Travel Plan Coordinator

8.2.2 The measures in the Travel Plan, responsibilities and timing of implementation are summarised in **Table 8.2**.

Table 8.2 – Summary of Programme and Responsibilities of Measures for the Travel Plan

Measures	Objective	Responsibility	Timescale
Built Environment	Maximise the permeability of the development for promoting walking, cycling and public transport use	Developer to implement to agreed standards	Assumed to be following planning permission
		Developer	To be agreed with local authorities



Measures		Objective	Responsibility	Timescale
<b>Coordinator</b>	Identification and appointment of the Travel Plan Coordinator		Developer/ Future Occupant	Appointed pre-occupation
	<b>Services and Facilities</b>	<b>Walking and Cycling</b>	Promotion of walking and cycling through the dissemination of information	Target: to reduce single occupancy vehicle trips by 10 per cent by increasing other travel by other modes by the end of five year post full build out
		Organisation of walking/cycling events (such as walk to work week)	Reduce reliance on the private car	Travel Plan Coordinator
<b>Public Transport</b>		Promotion of public transport through the welcome packs	Reduce costly road traffic congestion and further damage to the environment	Travel Plan Coordinator
<b>Car Sharing</b>		Promotion of Oxfordshire Liftshare	Encourage a high level of community involvement	Travel Plan Coordinator
<b>Marketing, Promotion and Awareness Raising</b>	Collation and Distribution of Travel Options leaflets		Encourage a high level of community involvement	Travel Plan Coordinator
	Installation of Travel Planning Notice Board		Encourage a high level of community involvement	Future Occupant/ Travel Plan Coordinator
	Preparation of annual newsletter		Encourage a high level of community involvement	Travel Plan Coordinator
				<p>First phase onwards</p> <p>Collation – prior to occupation</p> <p>Distribution – during occupation (provided to new partner as and when they join)</p> <p>Installed prior to occupation</p> <p>Information updated on a monthly basis (or more regularly)</p> <p>Within one month of first occupation and every year thereafter</p>



Measures	Objective	Responsibility	Timescale
<b>Delivery of the Travel Plan Strategy</b> Monitoring arrangements: undertaking travel surveys and preparing Biennial Monitoring Report	N/A	Travel Plan Coordinator / Local Authorities	Within three months of first occupation, with first overall review one year after first occupation and every two years thereafter
Review of targets and objectives		Travel Plan Coordinator / Local Authorities	Biennially

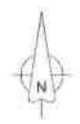
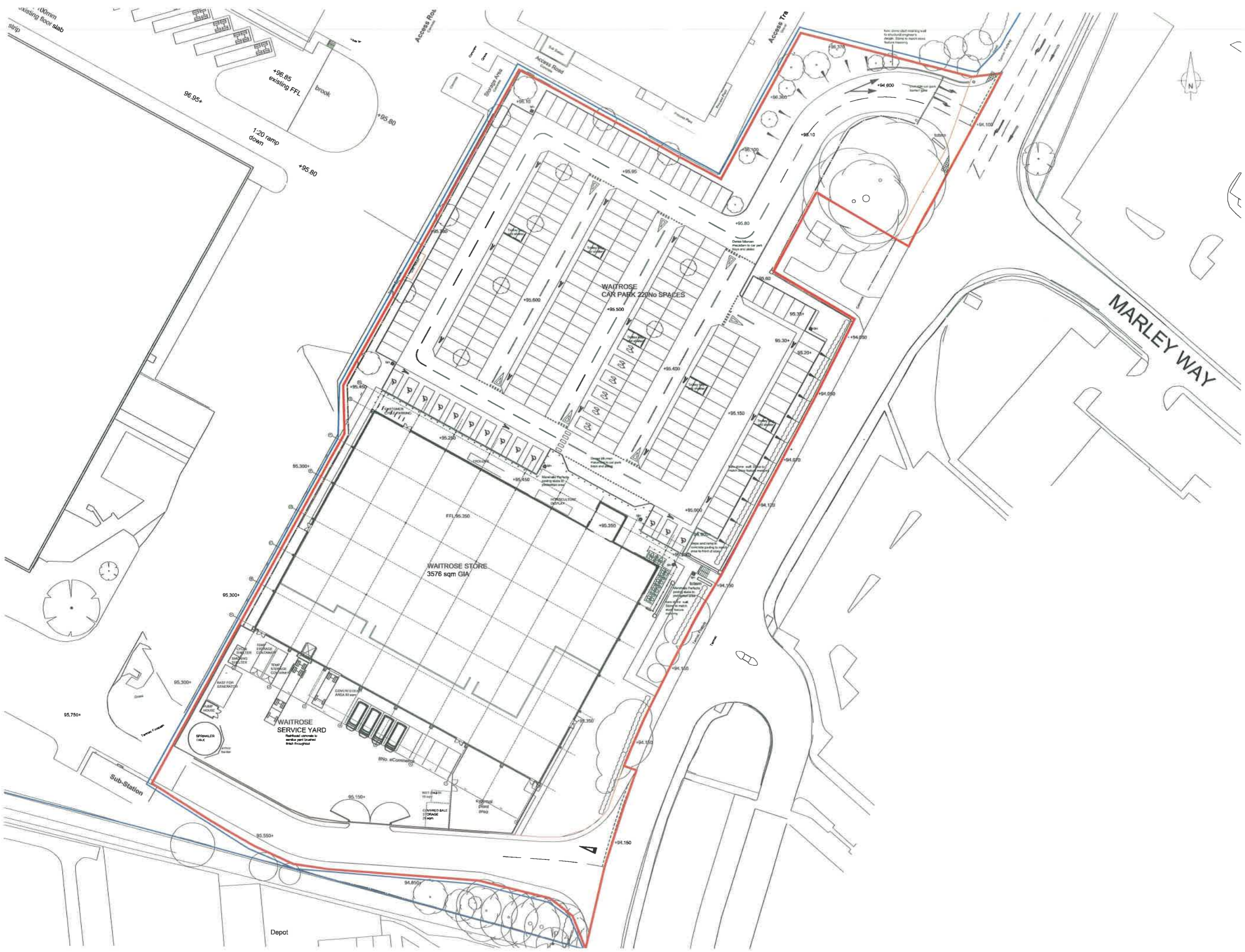




## Appendix A Illustrative Masterplan



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 Figures & dimensions are only to be taken from this drawing. DO NOT SCALE.  
 All contractors must visit the site and be responsible for checking all existing and proposed dimensions and noting the positions of any discrepancies and to any manufacturer or contractor work.



- # 05.02.15 Entrance from Southern Road redefined
- E 08.04.15 Trolley bays relocated, line added, customer drop off redefined, Entrance from Southern Road redefined, car park boundary lights added to Southern Road
- W 04.03.15 Customer cycle racks added, lobby redefined
- E 08.03.15 Tree relocation and landscaping redefined
- D 05.02.15 Pedestrian ramp re-designed, line relocation redefined
- A 04.02.15 Service yard access road redefined, vehicle to carport, entrance redefined

Client  
**BARWOOD CAPITAL and MONDELEZ INTERNATIONAL**  
 Project  
**NEW WAITROSE STORE SOUTHAM ROAD, BANBURY**  
 Drawing Title  
**PROPOSED SITE PLAN**

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## Appendix B Cycle Routes Map









## Appendix C Bus Service Information





# B10

## Hanwell Fields - Banbury

Stagecoach Oxfordshire

The information on this timetable is expected to be valid until at least 1st April 2015. Where we know of variations, before or after this date, then we show these at the top of each affected column in the table.

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

### Mondays to Fridays

Banbury Town Centre, Bridge Street (Stop 1)	—	0805	0915	15	1515	1600	1645	1735
Banbury, inside Tesco Store	—	—	0923	23	1523	1608	1653	—
Ruscote, adj Cromwell Road East	—	0810	0928	28	1528	1613	1700	1745
Hardwick, o/s Usher Drive Park	0740	0815	0933	33	1533	1618	1705	1750
Hanwell Fields, o/s The Hanwell Arms	0742	0817	0935	35	1535	1620	1708	1753
Hardwick, Meadowsweet Way Hall & Ride (W-bound)	0745	0823	0938	38	1538	1623	1711	1756
Ruscote, opp Cromwell Road	0750	0825	0943	43	1543	1628	1716	1801
Banbury, inside Tesco Store	—	0828	0945	45	1545	1630	—	—
Banbury Town Centre, Horse Fair (S-bound)	0756	0838	0950	50	1550	1635	1724	1808
Banbury Town Centre, Bridge Street (Stop 5)	0800	0842	0954	54	1554	1640	1729	1813

### Saturdays

Banbury Town Centre, Bridge Street (Stop 1)	—	0805	0915	15	1515	1600	1645	1735
Banbury, inside Tesco Store	—	—	0923	23	1523	1608	1653	—
Ruscote, adj Cromwell Road East	—	0810	0928	28	1528	1613	1700	1745
Hardwick, o/s Usher Drive Park	0740	0815	0933	33	1533	1618	1705	1750
Hanwell Fields, o/s The Hanwell Arms	0742	0817	0935	35	1535	1620	1708	1753
Hardwick, Meadowsweet Way Hall & Ride (W-bound)	0745	0823	0938	38	1538	1623	1711	1756
Ruscote, opp Cromwell Road	0750	0825	0943	43	1543	1628	1716	1801
Banbury, inside Tesco Store	—	0828	0945	45	1545	1630	—	—
Banbury Town Centre, Horse Fair (S-bound)	0756	0838	0950	50	1550	1635	1724	1808
Banbury Town Centre, Bridge Street (Stop 5)	0800	0842	0954	54	1554	1640	1729	1813

### Sundays

no service



**B10****Hanwell Fields - Banbury**

Stagecoach Oxfordshire

For times of the next departures from a particular stop you can use **traveline-txt** - by sending the SMS code to **84268**. Add the service number after the code if you just want a specific service - eg: **buctdgt 60**. The return message from **traveline-txt** will show the next three departures, and it currently costs 25p plus any message sending charge. However it is free for all stops in Lincolnshire & in the SW region. Departure times will be real-time predictions where available, or scheduled departure times if not.

You can also get the same information by using the SMS code at [www.nextbuses.mobi](http://www.nextbuses.mobi) (only normal browsing charges apply) or through several iPhone or Android apps that offer access to **NextBuses**.

**NOTE: SMS codes are different in each direction. Make sure you choose the right direction from these lists.**

SMS Code	Stop Name	Street	ATCO Code
oxfapdjm	Banbury Town Centre, Bridge Street (Stop 1)	Bridge Street	340000879A
oxfatatw	Banbury Town Centre, adj Bolton Road	Castle Street	340003069BRC
oxfgpjd	Banbury, adj Coopers Gate	Southern Road	340001892COO
oxfgpdg	Banbury, adj Cemetery	Southern Road	340001891CEM
oxfapjda	Banbury, opp Marley Way	Southern Road	340001890OPP
oxfapdmj	Banbury, inside Tesco Store	Lockheed Close	340000889TES
oxfatmpt	Ruscote, Parklands (SW-bound)	Ruscote Avenue	340003135OPP
oxfagwgp	Banbury Town Centre, opp Police Station	Warwick Road	340001459OPP
oxfaguma	Banbury Town Centre, adj Boxhedge Road	Warwick Road	340001446CNR
oxfatmta	Neithrop, adj Union Street	Warwick Road	340003134CNR
oxfatmpw	Ruscote, adj Cromwell Road East	Warwick Road	340003135CNR
oxfgmpmt	Ruscote, adj Cromwell Road West	Warwick Road	340003323CNR
oxfgmpmw	Ruscote, adj Ferndale Road	Warwick Road	340003324CNR
oxfatdgt	Hardwick, opp Barley Mow	Warwick Road	340003064HAR
oxfatdgd	Hardwick, adj Hardwick Park	Highlands Road	340003068HAR
oxfatdgp	Hardwick, opp Winchelsea Close	Rother Road	340003065HAR
oxfatdgm	Hardwick, o/s Usher Drive Park	Usher Drive	340003066HAR
oxfgpata	Hanwell Fields, opp Sir Henry Jake Close	Lapsley Drive	340004138LAP
oxfgpdjm	Hanwell Fields, o/s Griffith Road Play Area	Lapsley Drive	340004141GRP
oxfgpmtm	Hanwell Fields, o/s The Hanwell Arms	Lapsley Drive	340004142PUB
oxfgpmwd	Hardwick, opp Chamornile Place	Winter Gardens Way	340004144OPP
oxfgpatj	Hardwick, Meadowsweet Way Hail & Ride (W-bound)	Meadowsweet Way	340004139OPP
oxfgpdpg	Hardwick, opp Parsley Place	Winter Gardens Way	340004143OPP
oxfgmtjg	Hardwick, Warwick Road (W-bound)	Rotary Way	340003329WES
oxfatdgv	Hardwick, adj Fir Tree Close	Warwick Road	340003063HAR
oxfatdga	Ruscote, opp Powys Grove	Warwick Road	340000886OBM
oxfgmpta	Ruscote, opp Ferndale Road	Warwick Road	340003324OPP
oxfgmpmp	Ruscote, opp Cromwell Road	Warwick Road	340003323OPP
oxfgpjaw	Banbury, adj Marley Way	Southern Road	340001890MAR
oxfgpdj	Banbury, opp Cemetery	Southern Road	340001891OPP
oxfgpdj	Banbury, opp Coopers Gate	Southern Road	340001892OPP
oxfatmtd	Neithrop, opp Union Street	Warwick Road	340003134OPP
oxfagtpw	Banbury Town Centre, opp Boxhedge Road	Warwick Road	340001446OPP
oxfagtmv	Banbury Town Centre, Horse Fair (S-bound)	Horse Fair	340001458HOR
oxfagwgm	Banbury Town Centre, High Street (NE-bound)	High Street	340001460PO
oxfagwda	Banbury Town Centre, George Street (E-bound)	George Street	340001457CCC
oxfapdd	Banbury Town Centre, Bridge Street (Stop 5)	Bridge Street	340000879E









**277****Lighthorne Heath - Banbury**

Stagecoach Warwickshire

The information on this timetable is expected to be valid until at least 1st April 2015. Where we know of variations, before or after this date, then we show these at the top of each affected column in the table.

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

**Mondays to Fridays**

Lighthorne, opp Mallory Road	0925	—
Gaydon, adj Village Hall	0929	—
Temple Herdewyke, adj Stuart Gardens	0934	—
Northend, opp The Prebend	0939	—
Fenny Compton, adj Bus Shelter	0944	—
Farnborough, adj Inn	0952	1220
Mollington, Main Street (W-bound)	0957	
Claydon, Mollington Road (NE-bound)	1002	
Cropredy, opp Brasenose Arms	1007	1230
Great Bourton, opp The Bell Inn	1010	1233
Little Bourton, o/s The Plough Inn	1012	1235
Banbury Town Centre, High Street (NE-bound)	1019	1242
Banbury Town Centre, Bus Station (Bay 2)	1023	1246

**Saturdays**

Lighthorne, opp Mallory Road	0925	—
Gaydon, adj Village Hall	0929	—
Temple Herdewyke, adj Stuart Gardens	0934	—
Northend, opp The Prebend	0939	—
Fenny Compton, adj Bus Shelter	0944	—
Farnborough, adj Inn	0952	1220
Mollington, Main Street (W-bound)	0957	
Claydon, Mollington Road (NE-bound)	1002	
Cropredy, opp Brasenose Arms	1007	1230
Great Bourton, opp The Bell Inn	1010	1233
Little Bourton, o/s The Plough Inn	1012	1235
Banbury Town Centre, High Street (NE-bound)	1019	1242
Banbury Town Centre, Bus Station (Bay 2)	1023	1246

**Sundays**

no service



**277****Banbury - Temple Herdewycke**

Stagecoach Warwickshire

The information on this timetable is expected to be valid until at least 1st April 2015. Where we know of variations, before or after this date, then we show these at the top of each affected column in the table.

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

**Mondays to Fridays**

Banbury Town Centre, Bus Station (Bay 2)	1150	1400
Little Bourton, opp The Plough Inn	1159	1409
Great Bourton, o/s The Bell Inn	1201	1411
Cropredy, o/s Brasenose Arms	1204	1414
Mollington, Main Street (W-bound)	1209	1423
Farnborough, opp Haypool	1214	1430
Fenny Compton, adj Bus Shelter	—	1438
Northend, adj Red Lion	—	1443
Temple Herdewyke, adj Stuart Gardens	—	1448

**Saturdays**

Banbury Town Centre, Bus Station (Bay 2)	1150	1400
Little Bourton, opp The Plough Inn	1159	1409
Great Bourton, o/s The Bell Inn	1201	1411
Cropredy, o/s Brasenose Arms	1204	1414
Mollington, Main Street (W-bound)	1209	1423
Farnborough, opp Haypool	1214	1430
Fenny Compton, adj Bus Shelter	—	1438
Northend, adj Red Lion	—	1443
Temple Herdewyke, adj Stuart Gardens	—	1448

**Sundays**

no service





For times of the next departures from a particular stop you can use **traveline-txt** - by sending the SMS code to **84268**. Add the service number after the code if you just want a specific service - eg: **buctdgt 60**. The return message from **traveline-txt** will show the next three departures, and it currently costs 25p plus any message sending charge. However it is free for all stops in Lincolnshire & in the SW region. Departure times will be real-time predictions where available, or scheduled departure times if not.

You can also get the same information by using the SMS code at [www.nextbuses.mobi](http://www.nextbuses.mobi) (only normal browsing charges apply) or through several iPhone or Android apps that offer access to **NextBuses**.

**NOTE: SMS codes are different in each direction. Make sure you choose the right direction from these lists.**

SMS Code	Stop Name	Street	ATCO Code
wardamjp	Lighthorne, opp Mallory Road	Leam Road	4200F037100
wardamjw	Lighthorne, opp Winyates Road	Banbury Road	4200F037102
wardgjlm	Gaydon, opp Heritage Motor Centre	Banbury Road	4200F149961
wardgjta	Gaydon, adj Village Hall	Church Road	4200F023800
wardgmt	Temple Herdewyke, adj Stuart Gardens	Stuart Gardens	4200F883400
waramadp	Northend, adj Peartrees	Top Street	4200F045900
warawdgm	Northend, adj Village Hall	Top Street	4200F046200
waramadw	Northend, opp The Prebend	Top Street	4200F046000
wardgdt	Fenny Compton, adj Dassett Primary School	High Street	4200F022400
wardgdpw	Fenny Compton, adj Bus Shelter	Memorial Road	4200F022200
warapdgd	Fenny Compton, nr Memorial Road	Bridge Street	4200F022100
wardgdt	Fenny Compton, adj Co-op	High Street	4200F022300
warapdaw	Fenny Compton, opp Fieldgate Lane	Station Road	4200F022000
wardmjwj	Fenny Compton, opp Wharf	Banbury Road	4200F022501
warapdat	Farnborough, adj Inn	Main Road	4200F021900
oxfapmdg	Mollington, Main Street (W-bound)	Main Street	340000551GRN
oxfagwam	Mollington, o/s Mollington Turn	Southam Road	340001469HOL
oxfagwaj	Mollington, opp Mollington Turn	Southam Road	340001469OX
oxfgpgjm	Claydon, Mollington Road (NE-bound)	Mollington Road	340000217MOL
oxfagwag	Cropredy, opp Brasenose Arms	Station Road	340001470OPP
oxfgpjga	Cropredy, Station Road (S-bound)	Station Road	340001472STA
oxfagwap	Cropredy, o/s Primary School	Station Road	340001468PLN
oxfgtda	Great Bourton, opp Valley View	The Green	340001637VWW
oxfgajam	Great Bourton, opp The Bell Inn	The Close	340000354OBE
oxfapjga	Little Bourton, o/s The Plough Inn	Southam Road	340000467PLO
oxfgajap	Banbury, opp Banbury Crematorium	Southam Road	340003167OPP
oxfgpjaw	Banbury, adj Marley Way	Southam Road	340001890MAR
oxfgpjdj	Banbury, opp Cemetery	Southam Road	340001891OPP
oxfgpjd	Banbury, opp Coopers Gate	Southam Road	340001892OPP
oxfagtmd	Banbury Town Centre, Horse Fair (S-bound)	Horse Fair	340001458HOR
oxfagwgm	Banbury Town Centre, High Street (NE-bound)	High Street	340001460PO
oxfagwda	Banbury Town Centre, George Street (E-bound)	George Street	340001457CCC
oxfamgag	Banbury Town Centre, Bus Station (Bay 2)	Bus Station	3400000722



**277****Banbury - Temple Herdewycke**

Stagecoach Warwickshire

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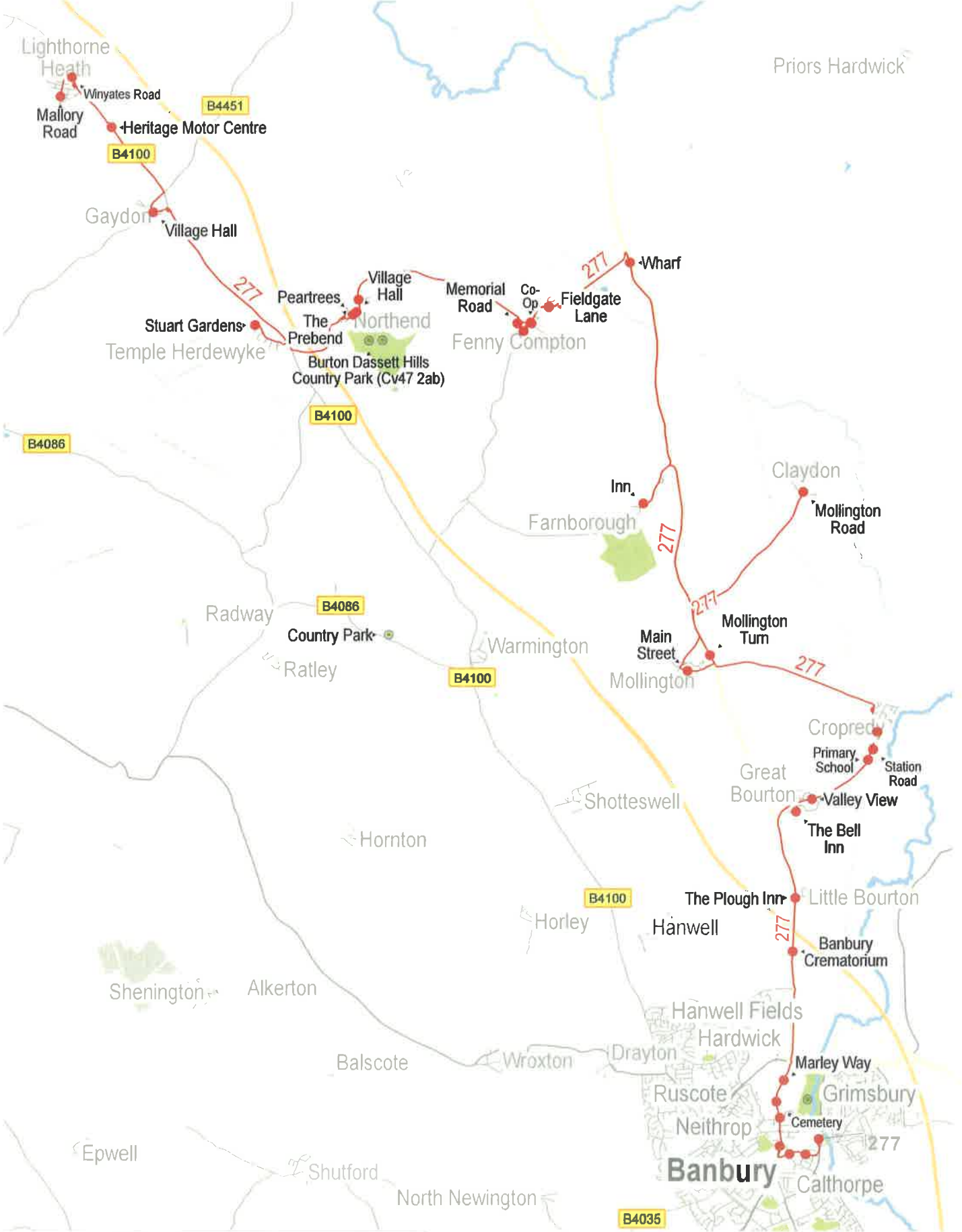
**NOTE: SMS codes are different in each direction. Make sure you choose the right direction from these lists.**

SMS Code	Stop Name	Street	ATCO Code
oxfamgag	Banbury Town Centre, Bus Station (Bay 2)	Bus Station	3400000722
oxfgajat	Banbury, o/s Banbury Crematorium	Southam Road	3400031670OUT
oxfaptdp	Little Bourton, opp The Plough Inn	Southam Road	340000850V
oxfajwmj	Great Bourton, o/s The Bell Inn	The Close	340000354BEL
oxfgtgaw	Great Bourton, adj Valley View	The Green	340001637VVE
oxfagwgw	Cropredy, opp Primary School	Station Road	3400014680OUT
oxfgpjgd	Cropredy, Station Road (N-bound)	Station Road	3400014720OPS
oxfagwad	Cropredy, o/s Brasenose Arms	Station Road	3400014700OUT
oxfapmdg	Mollington, Main Street (W-bound)	Main Street	340000551GRN
oxfagwam	Mollington, o/s Mollington Tum	Southam Road	340001469HOL
waragmwa	Famborough, opp Haypool	Main Road	4200F161301
wardgtg	Fenny Compton, adj Wharf	Banbury Road	4200F022500
wardgtdt	Fenny Compton, adj Dasset Primary School	High Street	4200F022400
wardgdpw	Fenny Compton, adj Bus Shelter	Memorial Road	4200F022200
warapdgd	Fenny Compton, nr Memorial Road	Bridge Street	4200F022100
warawdgj	Northend, adj Red Lion	Bottom Street	4200F046100
wardgmt	Temple Herdewycke, adj Stuart Gardens	Stuart Gardens	4200F883400





## Route map for Stagecoach Warwickshire service 277 (outbound)





# Route map for Stagecoach Warwickshire service 277 (inbound)

