



TRAVEL PLAN STATEMENT

LAND WEST OF BLOXHAM ROAD, BANBURY

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1.0 INTRODUCTION

1.1 ADC Infrastructure were commissioned by Barwood Development Securities Ltd to provide transport and highways advice in support of a planning application for a residential development on a site to the west of Bloxham Road in Banbury. The general site location is shown in **Figure 1**.

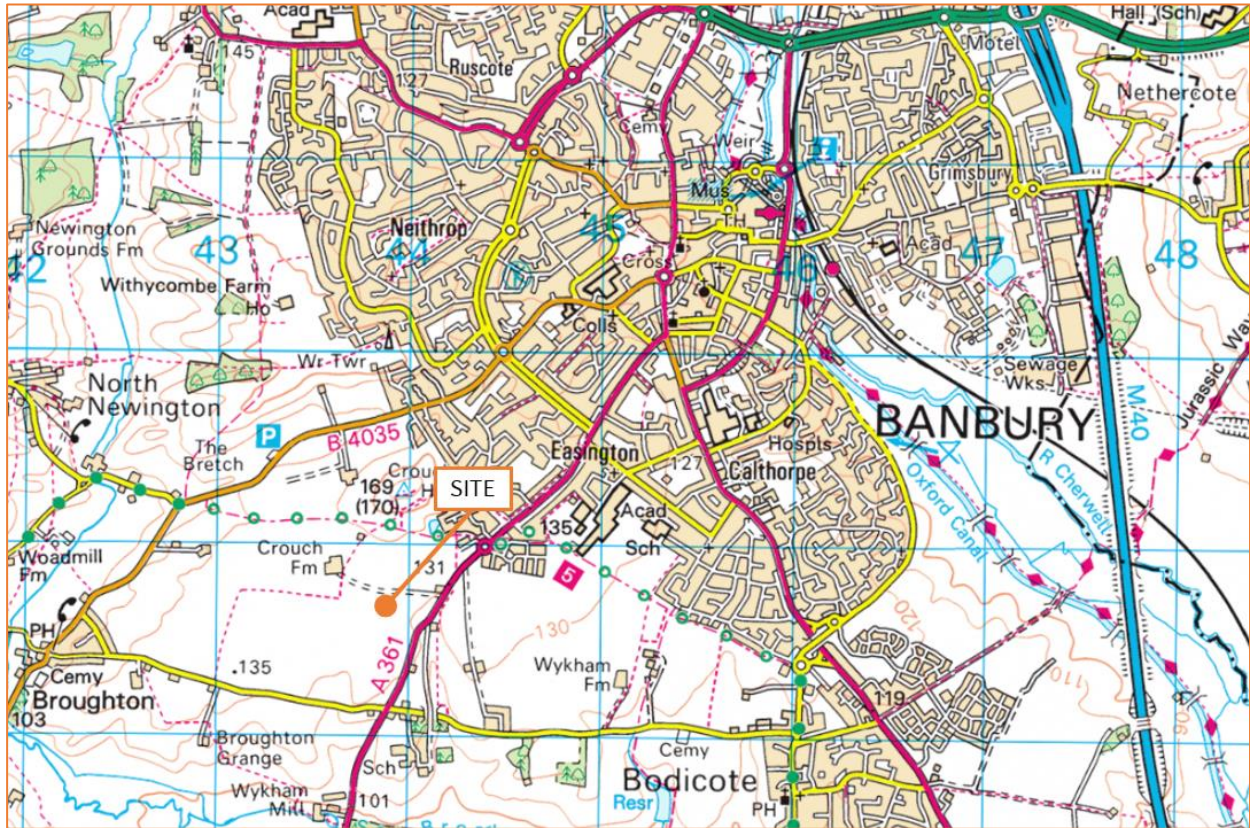


Figure 1: General Site Location

1.2 The development proposals comprise of up to 65 residential dwellings with access to be achieved to the north through the Redrow Bloxham Vale development which is currently being constructed. Vehicle access to the Bloxham Vale development is achieved via the Tyrrell Road arm of the Bloxham Road/Tyrrell Road/Parsons Piece roundabout. An indicative site layout plan is provided in **Appendix A**.

1.3 This Travel Plan Statement has been produced to support the planning application. It has been produced with reference to Oxfordshire County Council's (OCC's) Travel Plan guidance¹ and with reference to the National Planning Practice Guidance² which states:

“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). They should not, however, be used as an excuse for unfairly penalising drivers and cutting provision for cars in a way that is unsustainable and could have negative impacts on the surrounding streets.”

¹ Transport for New Developments: Transport Assessments and Travel Plans, Oxfordshire County Council, March 2014

² Travel Plans, Transport Assessments and Statements in Decision Taking, National Planning Practice Guidance, March 2014

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.”

- 1.4 A Travel Plan is therefore a living document that sets out ways to reduce the number of vehicle trips generated by a development. It involves the setting of agreed targets and outcomes which are linked to an appropriate package of measures aimed at encouraging the use of more sustainable travel modes, whilst also reducing both the need to travel, and single occupancy car use, for all trips to and from the development. The Travel Plan process also includes continuous monitoring, review, and refinement over time, as travel survey data is used to determine trends in travel patterns.

2.0 OBJECTIVES AND BENEFITS

Objectives

2.1 In line with OCC's guidance this Travel Plan has the following objectives:

- To reduce the need to travel to and from the development
- To reduce single occupancy vehicle travel to and from the development.
- To promote walking as a healthy and sustainable way of travelling to and from the development.
- To promote cycling as a healthy and sustainable way of travelling to and from the development.
- To encourage the use of public transport where walking and cycling are not possible.

Benefits

2.2 *Making Residential Travel Plans Work*³ details potential local benefits that can be achieved when a Travel Plan is designed into a residential development from the beginning. Some of the potential benefits that this Travel Plan will provide for the residents and visitors of the proposed development are listed below:

- a focused approach to influence the travel behaviour of residents and visitors;
- the introduction of safe and viable alternatives to single-occupancy car travel, increasing the choice of travel modes to the site, reducing the number of vehicle trips, and reducing vehicle mileage;
- increased awareness of the potential for, and advantages of, travelling by sustainable modes of travel, including walking, cycling, public transport, and car sharing;
- increased awareness of the social, environmental, and economic costs of individual travel choices;
- a positive change in attitudes towards the use of alternative travel modes;
- provision of practical information on how to travel by more sustainable transport modes, with integration between different transport modes;
- provision of practical initiatives, based on regular appraisal of resident's travel patterns; and
- improved accessibility, safety, and security for people travelling to, from, and within the site, particularly vulnerable road users, such as children, the elderly, and disabled.

³ Making residential Travel Plans work: good practice guidelines for new development, Department for Transport, September 2005

3.0 EXISTING CONDITIONS

Site location

- 3.1 The site is located on the southwestern edge of the town of Banbury, approximately 3km from the town centre. The site is immediately to the south of the Redrow site and a former farm track. The site is bounded by the balancing pond for the Redrow development to the east and agricultural land to the south and west. An extract from the site location plan is shown in **Figure 2** below.

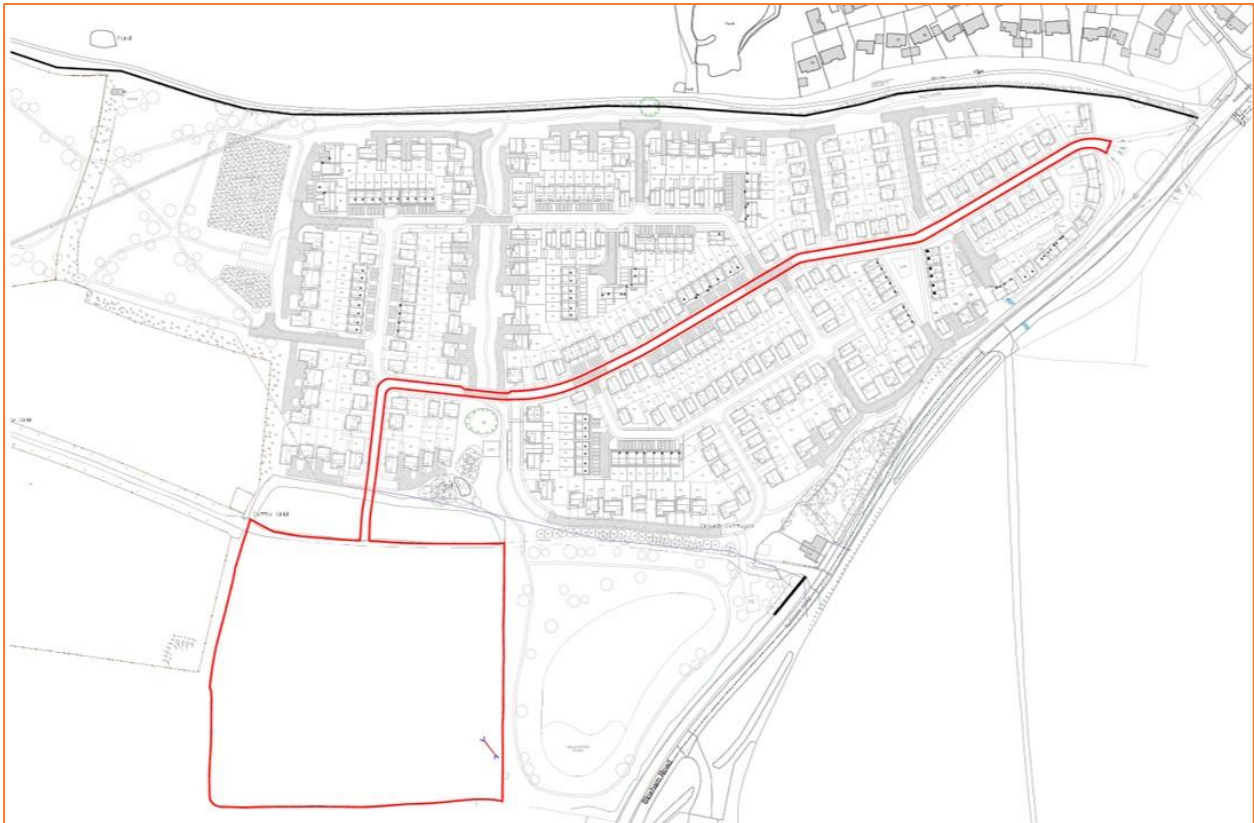


Figure 2: Detailed site location

Local highway network

- 3.2 Vehicle access to the Redrow site is achieved via the Tyrrell Road arm of the Bloxham Road/Tyrrell Road/Parsons Piece roundabout. The Bloxham Road arms of the roundabout flare on the approaches to provide a left and ahead lane and a right turn lane. The other arms comprise of single lane approaches.
- 3.3 The speed limit on Bloxham Road in the vicinity of the site has recently been reduced to 30mph as part of the access roundabout works for the Banbury 17 site. Further to the south the speed limit increases to 40mph.

Opportunities for pedestrian travel

- 3.4 Guidance⁴ from the Chartered Institute of Highways and Transportation (CIHT) describes walking distances for commuters, where up to 500 metres is the desirable walking distance, up to 1,000 metres is an acceptable walking distance, and up to 2,000 metres is the preferred maximum

⁴ Guidelines for Providing for Journeys on Foot, Chartered Institute of Highways and Transportation, 2000

walking distance. **Figure 3** shows the pedestrian catchment area based on a 2km walking distance from the centre of the site, via footways and traffic-free footpaths.

3.5 The catchment area covers educational institutions such as Banbury School Day Nursery, Queensway Primary School, Tudor Hall Secondary School, Wyndham Park Academy (Secondary School), Futures Institute (Secondary School) Banbury, The Warriner's Secondary School, Blessed George Napier School, Harriers Banbury Academy and St John's Priory School. Banbury Cross Health Centre is within the 2km catchment and Horton General Hospital is just outside the catchment. The catchment area also includes Co-op supermarket, post office, sports clubs, restaurants, and pubs.

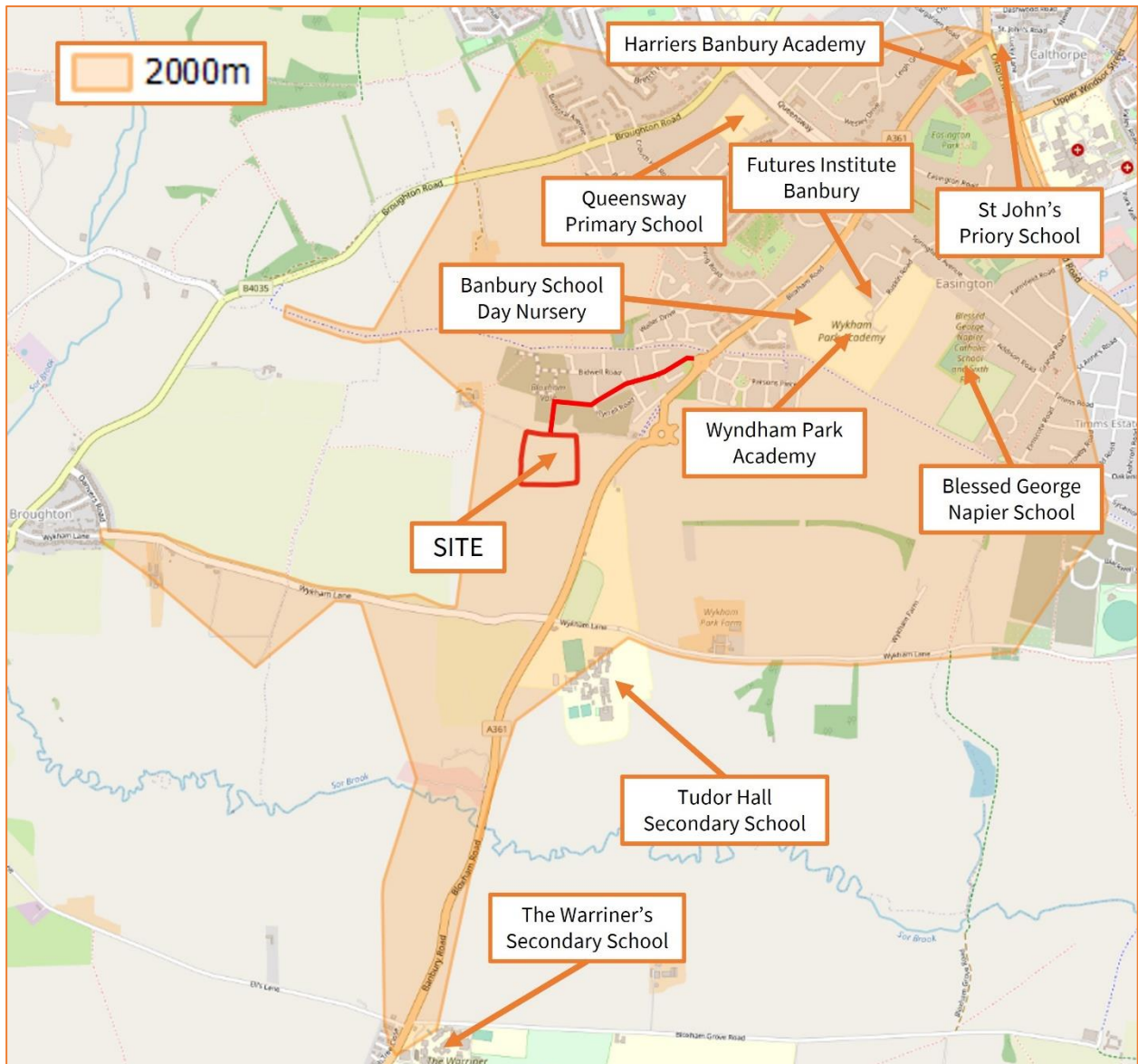


Figure 3: 2km pedestrian catchment

3.6 There is good pedestrian infrastructure in the immediate vicinity of the site which includes 3 metres wide footway/cycleways on either side of Bloxham Road. A signal controlled Toucan crossing is located to the north of the Bloxham Road/Tyrrell Road/Parsons Piece roundabout to safely facilitate pedestrian and cycle movements across the carriageway. On the other arms of the roundabout dropped kerb crossings with central refuge islands are provided.

- 3.7 A further crossing point is provided adjacent to the emergency access point into the Redrow developments. This crossing comprises of dropped kerbs with tactile paving and a central refuge island.
- 3.8 The Public Rights of Way (PRoW) in the vicinity of the site are shown in **Figure 4** below. This includes the Salt Way which is a Restricted Byway which runs east to west across southern Banbury, and which also forms part of National Cycle Network (NCN) Route 5.
- 3.9 As shown on the figure, Banbury is served by a network of PRoW which connects the site to the town centre and the neighbouring areas in and around Banbury.

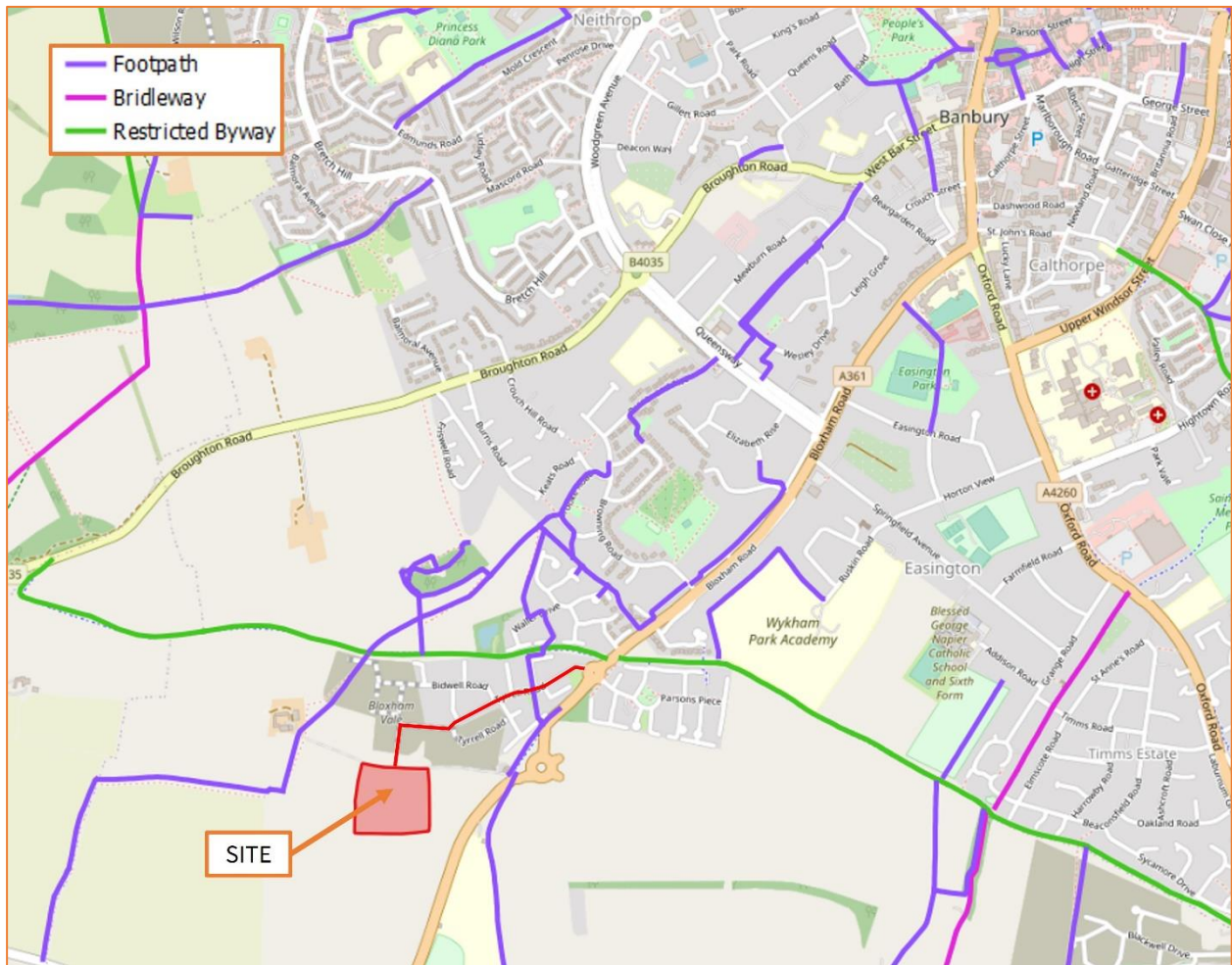


Figure 4: Public Rights of Way connecting the site with town centre

Opportunities for cycle travel

- 3.10 Cyclists are typically prepared to cycle up to 5km for non-leisure journeys, such as those to work. The 5km catchment is shown in **Figure 5** below and includes Banbury town centre and the suburban areas of Broughton, North Newington, Bretch Hill, Neithrop, Calthorpe, Cherwell Heights, Longford Park, Grimsbury, Ruscote, Castle Grange and Hanwell Fields with their associated services and facilities.
- 3.11 Banbury railway station is located approximately 3.3km from the site within cycling distance from the site. Cherwell Business Village, Wildmere Road Industrial Estate, Penhill Industrial Park, Banbury Cross Retail Park, and Castle Quay Shopping Centre are also located well within the catchment.

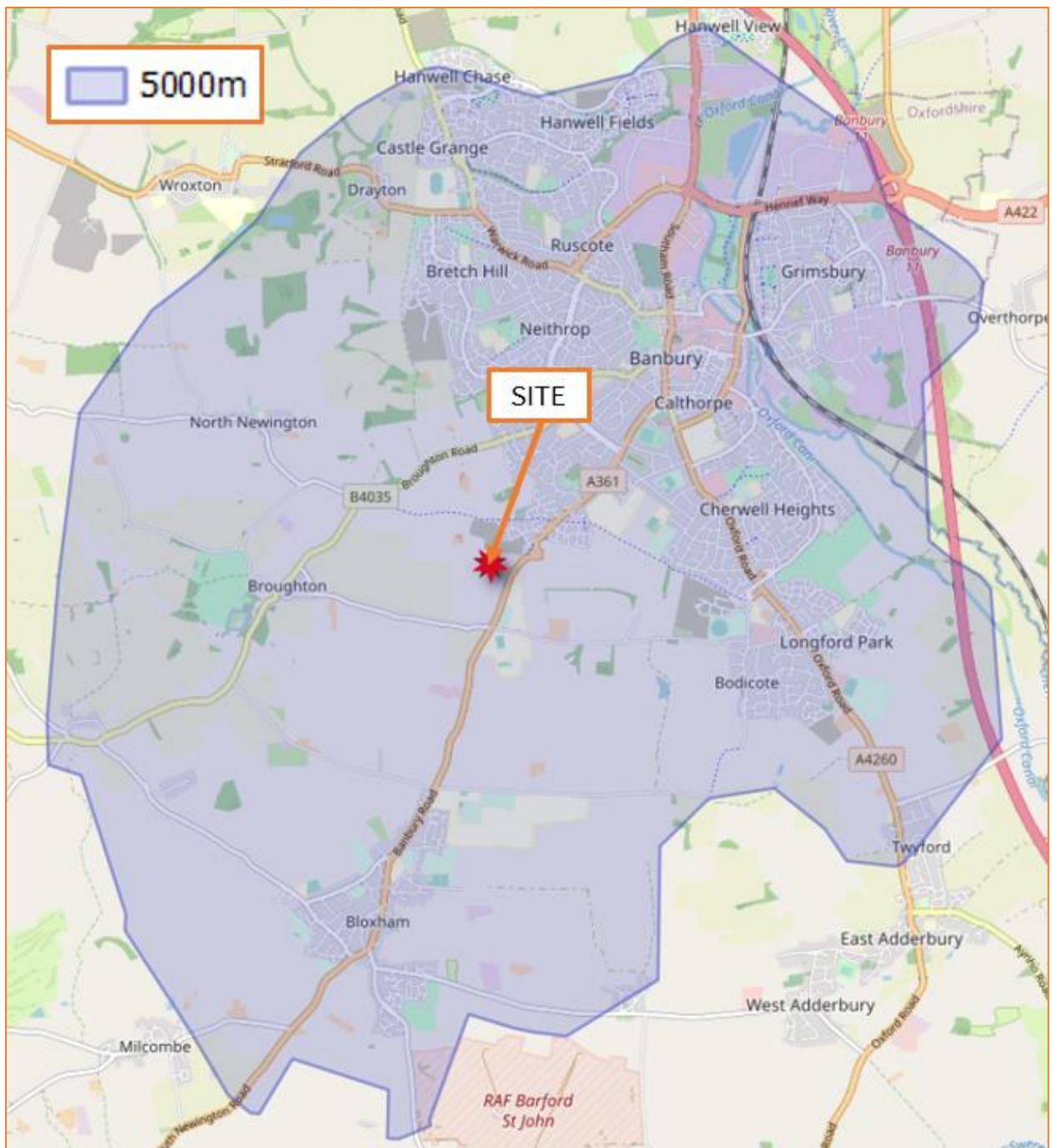


Figure 5: 5km Cycle catchment

3.12 **Figure 6** presents an extract from Sustrans cycle route map which shows the route of NCN Route 5 which passes to the north off the site along the Salt Way. NCN Route 5 is a combination of on-road, off-road and traffic free routes passing through Oxford, Stratford upon Avon, Bromsgrove, Birmingham, Stoke-on-Trent, Chester, Colwyn Bay, and Bangor. In the vicinity of the site, the NCN 5 is an off-road route.

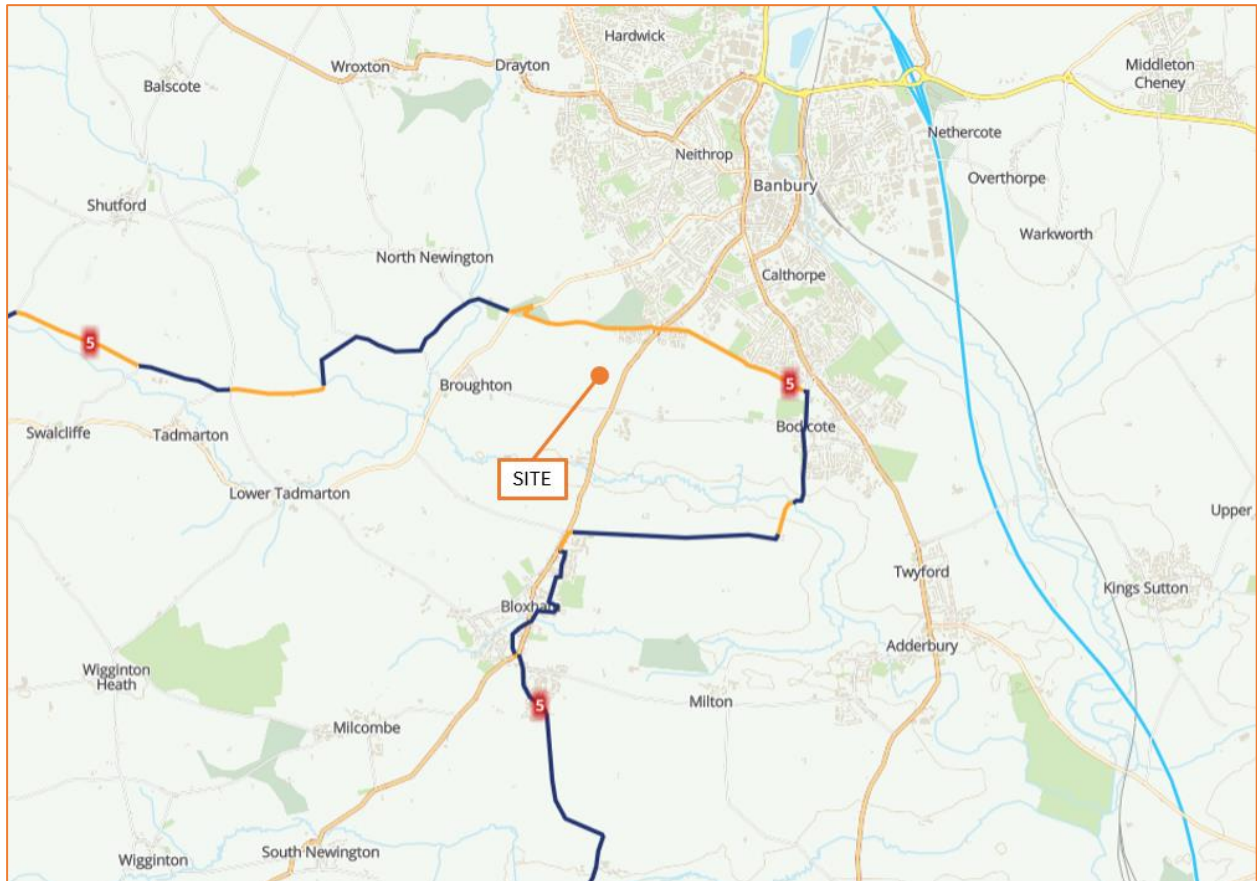


Figure 6: Extract from Sustrans - National Cycle Network 5 route in the vicinity of the site

- 3.13 In addition, a shared footway/cycleway is provided along the western side of Bloxham Road which links Banbury to Bloxham.
- 3.14 Cycle routes will also be provided from Bloxham Road through the Banbury 17 site. These routes will provide a link to the facilities and local centre which are to be provided as part of that development as well as to locations in the south east of Banbury.
- 3.15 OCC and CDC are also developing a Local Cycling and Walking Infrastructure Plan (LCWIP) for Banbury. A consultation on the potential network of cycle routes was recently undertaken and included improvements to Bloxham Road to the north of Salt Way to provide safer and easier ways to cycle into Banbury town centre. OCC and CDC are currently reviewing the responses to the consultation.

Opportunities for bus travel

- 3.16 Bus stops (northbound and southbound) are located within 800m walking distance from the site as shown in **Figure 7** below. Both stops are marked by a pole and flag arrangement, and the northbound stop also has a shelter.
- 3.17 Additional bus stops have recently been provided closer to the development site at the Bloxham Road/Banbury 17 access roundabout. These bus stops include shelters.
- 3.18 These bus stops are served by the buses 488 and 489, which are summarised as follows:
- Bus service 488 runs hourly services from 7am–7pm on Weekdays and 7am–6pm on Saturday and two-hourly services from 9am–6pm on Sunday between Banbury town centre and Milcombe.

- Bus service 489 runs two services a day on Weekdays (06:22, 06:57) and a single service on Saturday (06:22) and Sunday (08:07) between Banbury town centre and Chipping Norton.



Figure 7: Nearest bus stops to the site

Opportunities for rail travel

- 3.19 Banbury railway station is located approximately 3.3km from the site. The station is operated by Chiltern Railways, is on the Chiltern Main Line and is served by Chiltern, Great Western Railway and CrossCountry trains.
- 3.20 Services include:
- Three Chiltern Railway trains per hour to London Marylebone.
 - Two Chiltern Railway trains per hour to Birmingham Moor Street, of which one continues to Birmingham Snow Hill.
 - One CrossCountry train per hour to Birmingham New Street.
 - One Great Western Railway train every two hours to Oxford.
- 3.21 The station has three car parks facilitating 978 parking spaces with 14 accessible spaces and 63 sheltered cycle storage spaces.
- 3.22 The train station is a short walk from Banbury bus station which is served by the 488 and 489 services which pass the site on Bloxham Road.

Sustainability summary

- 3.23 The development is located to the southwest of Banbury town centre. It is connected to the Banbury 16 Local Plan development and located immediately to the west of Banbury 17.
- 3.24 There are various facilities within a 2km walk catchment of the site which include post office, supermarket, health, employment, and educational facilities. These facilities can be accessed via street-lit footways on Bloxham Road and the surrounding residential roads. Additional local facilities will be provided as part of the Banbury 17 development.
- 3.25 Banbury is served by a network of Public Rights of Way (PRoW) which includes the Salt Way Restricted Byway. These routes connect the site to the town centre and the neighbouring areas in and around Banbury.
- 3.26 Banbury town centre, Banbury railway station and the facilities in the surrounding areas including business park, retail park and shopping centre are within the cycling distance from the site. Overall, there are good cycle links from the site to the town centre and facilities within Banbury, via a network of advisory routes and traffic free cycle paths. The National Cycle Network 5 is an off-road cycle path along the Salt Way which connects to Oxford to the south and Stratford upon Avon to the north.
- 3.27 The closest bus stops from the site are on Bloxham Road adjacent to the site. The existing bus services providing regular and frequent buses to Banbury town centre and the railway station. Banbury railway station is approximately 3.3km from the site and provides regular services to cities including London, Oxford, and Birmingham.
- 3.28 Based on the above, it is concluded that the site is in a sustainable location for residential development.

4.0 PROPOSED DEVELOPMENT

Proposals

- 4.1 Outline planning permission is sought for the development of up to 65 homes, including open space provision, parking, landscaping, drainage and associated works, with all matters reserved (appearance, landscaping, layout and scale) except for access. An indicative site layout plan is provided in **Appendix A**.
- 4.2 As shown, vehicle access to the site will be achieved through the Redrow Bloxham Vale development which in turn is accessed via the Tyrrell Road arm of the Bloxham Road/Tyrrell Road/Parsons Piece roundabout.
- 4.3 The site layout plan shows the extension of the road from the Redrow development into the site, which then splits to provide three residential cul-de-sacs. A series of private drives effectively creates a loop around the edge of the site which connects to the main spine road and the three cul-de-sacs.

Access for pedestrians and cyclists

- 4.4 The development has been designed with connectivity as a key consideration. Footways are proposed adjacent to the main spine road and a pedestrian path is provided around the whole of the development.
- 4.5 As the spine road and development roads will be lightly trafficked, cyclists will be able to safely travel on the carriageway. In addition, cyclists could use the private driveways/paths to navigate around the development.
- 4.6 A pedestrian/cycle link is also proposed in the northeast corner of the site to connect into the Bloxham Vale development. This will provide a link to the following:
 - the green corridor which runs north to south through the Bloxham Vale development and which connects to Salt Way.
 - the residential roads and paths to the northeast which provide a direct link to the footway/cycleway on Bloxham Road and the bus stops via the emergency access point.

Parking

- 4.7 As outline planning permission is sought with all matters reserved except for access, the actual level of cycle and car parking provision will be determined at the reserved matters stage at the level set out in local guidance.

5.0 TRIP GENERATION

Vehicle trips

- 5.1 As the development is not currently operational, no surveys have been carried out to determine the baseline vehicle trip generation and modal split. However, the Transport Assessment forecasts that the proposed development would generate the peak hour vehicle trip generation shown below.

Proposed development	vehicle trip rate			vehicles		
	arrive	depart	two-way	arrive	depart	two-way
AM peak	0.228	0.476	0.704	15	31	46
PM peak	0.310	0.214	0.524	20	14	34

- 5.2 It is noted that the trips are higher in the morning peak hour than the evening peak hour. This is likely to be a result of journeys to school and residents starting work at the same time, whereas the time the residents return home is more variable.

Modal split and person trip generation

- 5.3 The Transport Assessment also identified the modal splits and resulting person trips for the development, and these are set out in the table below.

Mode	Percentage	AM peak two-way trips	PM peak two-way trips
Walking	19.4%	15	11
Cycling	3.4%	3	2
Bus	3.2%	2	2
Train	3.3%	3	2
Motorcycle	0.7%	1	0
Work from Home	3.7%	3	2
Car passenger	7.1%	6	4
Car driver	58.7%	46	34
Other	0.5%	0	0

- 5.4 The data identifies that 3.7% residents work from home. This actual figure is likely to be higher as the level of working from home has increased following the Covid-19 pandemic. As such the above table presents the worst case for off-site person trips during the peak hours.

6.0 TARGETS

- 6.1 The proposed targets for the Travel Plan are as follows:
- Target One – All new residents will be aware of the Travel Plan prior to occupation or within two weeks of occupation.
 - Target Two – The opportunities and benefits of sustainable modes of travel will be promoted, with the aim to achieve a 10% reduction in the residents' single occupancy vehicle car driver modal share, by the end of the monitoring period.
- 6.2 With regards to Target One, every resident over the age of 16 years is to be made aware of the objective of the Travel Plan, the measures that are on offer, how to contact the Travel Plan Co-ordinator, and that the Travel Plan Co-ordinator can advise residents on alternative travel options for all types of journeys, within two weeks of moving into the development.
- 6.3 With regards to Target Two, the 10% reduction in the single occupancy vehicle trips will be complimented by an increase in the proportion of walking, cycling, public transport and car sharing travel modes, and also a reduction in overall travel.
- 6.4 A 10% reduction in the 51.6% single occupancy vehicle car driver modal share (drivers minus passengers) will equate to a 5.2% reduction, and thus a single occupancy car driver modal share of 46.4%.

7.0 MEASURES AND INCENTIVES

Introduction

- 7.1 The site is in a sustainable location, with good opportunities for travel by foot, cycle, and bus. Therefore, the measures and incentives put in place to achieve this Travel Plan's targets can focus on promoting all modes.
- 7.2 The measures focus on providing residents with the appropriate information to allow them to take ownership and make informed decisions about their travel choices. This promotion will be undertaken in a sensitive manner, so that it is not viewed as oppressive by residents, but rather as a helpful, informative, process that allows them to make informed decisions based on the benefits of each mode.

Developer commitments prior to occupation

- 7.3 The following measures will be funded and implemented by the developer during the construction process and prior to occupation.
- Appointment of a Travel Plan Co-ordinator, to co-ordinate the implementation and monitoring of the Travel Plan.
 - The Travel Plan Co-ordinator will give a Travel Plan briefing to all sales/marketing staff associated with the development. This will involve them explaining the Travel Plan and the travel opportunities at the development, so that the sales staff can also inform all potential residents about the Travel Plan process and answer any questions that residents may have. This will help to ensure that the residents are fully aware of the Travel Plan process when they buy the dwellings.
 - The Travel Plan will be promoted in the marketing and promotion of the development, on both the website and through sales literature. Alternative means of travel will be supported as an attractive benefit for new residents.

Travel Plan Co-ordinator's commitments post occupation

- 7.4 The Travel Plan Co-ordinator will be responsible for introducing the Travel Plan to the prospective/confirmed residents. Full contact details of the Travel Plan Co-ordinator, including their name, addresses (postal and email) and telephone number, will be supplied to OCC as soon as they are appointed. OCC will also be informed of any changes to the Travel Plan Co-ordinator contact details.
- 7.5 The role of the Travel Plan Co-ordinator will begin from the date construction first begins until the occupation of the final dwelling. The Travel Plan Co-ordinator will therefore be involved throughout the construction, marketing, sale/rent, and occupation processes. Their role will be to:
- secure and manage a budget for the implementation of the Travel Plan measures and monitoring of the Travel Plan
 - promote the Travel Plan to potential and confirmed residents
 - act as a point of contact for all residents and visitors requiring information
 - represent the 'human face' of the Travel Plan – explaining the purpose and the opportunities on offer, including the travel welcome packs and the induction sessions
 - take a key role in the monitoring and review of the Travel Plan.

- 7.6 The Travel Plan Co-ordinator will also:

- liaise with sales and marketing staff regarding the Travel Plan, so that they can also promote it as a positive extra benefit for new residents; and
- liaise with sales and marketing staff so that they are fully informed each time a dwelling is sold, and when the new household will move in, in order to allow them to arrange the induction session.

7.7 With the aim of raising and maintaining awareness of the Travel Plan, each newly occupied home will receive a voluntary induction visit, at which the Travel Plan Co-ordinator will take the householders through the travel opportunities and explain the Travel Plan process.

7.8 In addition, the Travel Plan Co-ordinator will provide Travel Packs to residents upon occupation. These will be funded by the house builder and be produced by either the Travel Plan Co-ordinator or OCC, and contain the following:

- Promotional information on the benefits of walking, cycling, public transport use, and car sharing, and the social, environmental, and economic costs of each mode.
- A pedestrian route map to key destinations, such as local shops and schools etc, with distances and journey times.
- A cycle route map to key destinations, with distances and journey times. The map will also show the location of any nearby public cycle parking facilities.
- Information on local walking/cycling shops
- Public transport information, including a bus route map, and the latest bus timetables and ticketing information. Contact details where further information can be obtained, including website addresses, will also be included.
- Contact details and a location map showing local car hire firms, and taxi companies, based on postcode information.
- Information about the benefits of car sharing.
- Advertise details of relevant car share and car club schemes.
- Information promoting electric vehicles (EVs)
- Contact details of local supermarkets and retail outlets that provide a home delivery service. This would result in a reduction in the need to travel.
- Information about home working and home shopping.

7.9 To facilitate continued promotion and awareness raising, the Travel Plan Co-ordinator will also act as a point of contact for all residents and visitors requiring information. The Travel Plan Co-ordinator will promote national events, such as national bike to work week and walk to work day.

Measures to reduce the need to travel

7.10 All of the dwellings will be broadband enabled prior to occupation, providing residents with the opportunity to sign up to an internet service provider and work from home.

7.11 The Travel Plan Co-ordinator will make reasonable endeavours to negotiate discounted broadband contracts with internet service providers to ensure that residents have an added incentive to consider working from home and web-based shopping.

Measures to promote walking and cycling

7.12 To maximise the attractiveness of walking and cycling to future residents of the proposed development, the following measures will be provided:

- Walking and cycling route maps – these will be provided within the Welcome Packs and will provide all of the relevant information on local walking and cycling routes and distances to key services and facilities.

- Personalised Journey/Travel Planning – The Travel Plan Co-ordinator will provide personalised travel planning advice to all residents at the proposed development.
- Good quality pedestrian and cycle links will be provided between the development and the existing infrastructure.
- Cycle parking will be provided in accordance with the relevant standards.

Measures to promote public transport

- 7.13 In order to promote public transport journeys, direct footway access and directional signage to bus stops on Bloxham Road will be provided within the development site.
- 7.14 Within the Welcome Packs, residents will be provided with timetable, route and fare information for local bus and rail services so that they are able to consider these options for both commuter and leisure journeys.

Measures to promote car sharing

- 7.15 The Travel Plan Co-ordinator will promote existing car sharing services such as <https://liftshare.com/uk>, www.carshare.com and www.nationalcarshare.co.uk.
- 7.16 The key point for the use of these sites is that they do not require members to have a car as some existing members will offer lifts in exchange for a contribution towards fuel costs. These websites allow people to log in, state where they are travelling to and from, and whether they are seeking or providing a lift, and the days and times they are willing to car share. Car sharing matches are then sent over secure email.
- 7.17 The Travel Plan Co-ordinator will also promote any local car club schemes (such as Enterprise Car Club). Car Clubs are an alternative form of car sharing whereby users subscribe to a service that gives them access to a car (usually located in a central location) that is charged on a pay per use arrangement. This is ideal for those who do not need a car on a regular basis but occasionally wish to drive for certain journeys. Car clubs can increase accessibility for those who do not own their own car and can also reduce the need for personal car ownership (which in turn can help reduce car travel as people are less likely to automatically choose car driving as their first mode of travel).

Measures to promote electric vehicles



- 7.18 Where private car usage does occur, it is important to consider how any emissions generated by private vehicles can be reduced as much as possible through the promotion and eventual use of electrical vehicles and ultra low emission vehicles. Measures intended to promote the use of these vehicles include the following:
- Infrastructure – the Welcome Packs will provide information regarding the availability and support for electric and ultra low emission vehicles such as local dealerships and garages for servicing and maintenance, and the locations and availability of off-site charging infrastructure.
 - Benefits– the Travel Plan Coordinator will ensure that residents of the proposed development are aware of the environmental benefits and financial incentives of ownership and use of these vehicles.
- 7.19 EV charging points for the residential units at the development will be provided in accordance with OCC's parking standards.

8.0 IMPLEMENTATION AND MONITORING

- 8.1 This Travel Plan is not intended to be a static document but is intended to be updated as required through its lifetime. The responsibility for the maintenance of the Travel Plan lies with the Travel Plan Co-ordinator. The Travel Plan Co-ordinator will undertake on-going monitoring and evaluation of site travel patterns, to review and develop the Travel Plan, and report back to OCC.
- 8.2 Most measures to reduce car use, and promote walking, cycling, public transport, and car sharing will be implemented during the construction process, or within four weeks of occupation. This will allow people to assess the potential to travel by alternative modes of travel and allow a sustainable travel culture to emerge from the start.
- 8.3 Nevertheless, the Travel Plan will be monitored for a period of five years following first occupation of the development.
- 8.4 To monitor the targets, an occupier travel survey will be completed by each resident within three months of their occupation. The surveys will be produced and issued by the Travel Plan Co-ordinator and will be undertaken as part of a wider post-occupation survey process carried out by the housebuilders in which they gather feedback on the development from the new occupants. The survey will collect information on both how people currently travel to the site, and how they would prefer to travel to the site, in order to highlight which improvements can be made to encourage sustainable travel.
- 8.5 The surveys would determine the baseline modal split and travel patterns of each household, and thus the site as a whole, the uptake of any measures and incentives proposed in this Travel Plan (including the uptake of the voluntary induction visits) and help identify any further measures that need to be investigated and proposed. The monitoring surveys will therefore allow appropriate monitoring of Target One (modal split), and Target Two (Travel Plan awareness).
- 8.6 A first Monitoring Report will be compiled by the Travel Plan Co-ordinator and issued to OCC within six months of the first occupation of the development.
- 8.7 The surveys and monitoring report will then be completed again in a neutral month the following year and on an annual basis for five years after initial occupation. The results will be summarised and issued to OCC in a monitoring report within three months of completion of the travel surveys.
- 8.8 The Monitoring Report will include:
- an introduction
 - the annual survey results including an analysis of trends against previous years
 - details of measures implemented throughout the year
 - an action plan of what is to happen the following year, including a marketing plan of how the initiatives will be promoted e.g., leaflets, newsletters, etc. with examples
 - up to date contact details for the Travel Plan Co-ordinator
 - appendices to contain any meeting notes, letters to residents, leaflets distributed, additional information, etc.
- 8.9 The Monitoring Reports and hence details of the survey results will be made available to the residents by the Travel Plan Co-ordinator to ensure they are aware of the progress being made. This will also help to ensure that residents are engaged in the plan and encouraged to take on increasing responsibility for its delivery.

APPENDIX A
SITE LAYOUT PLAN

KEY

-  Proposed Site Boundary (total area 3.46ha)
-  Proposed Trees



Removal of existing access track and reinforcement of hedgerow planting

Primary vehicular access connecting to new residential development

Potential to connect with existing footpath network

Retain and enhance existing hedgerows

Foul pumping station

Species enriched grassland with wildflower planting

Bloxham Road