



Framework Travel Plan

**Proposed Residential Development
Phase 2
Land north of Dukes Meadow Drive
Banbury**

Revision A: September 2022

Report Reference: 802-TP-01-A

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Revision Record

Revision	Date	Description	Written	Approved
0	27/07/22	Planning Issue - Draft	SH	MJA
A	20/09/22	Planning Issue	MJA	MJA
B	26/09/22	Updated layout	MJA	MJA

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1.0 Introduction

1.1 Instructions

1.1.1 MAC have been commissioned by Manor Oak Homes to provide a Transport Assessment to accompany an Outline planning application for a residential development on land north of Dukes Meadow Drive, Banbury, Oxfordshire.

1.1.2 The benefit of this report is to our instructing Client.

1.2 Site Location

1.2.1 The proposed residential development is located at land north of Dukes Meadow Drive, Banbury, as shown in inset 1.1 below and enclosed in **Appendix A**. The approximate National Grid Reference for the site is E444729, N242728

Inset 1.1: Site Location Plan



1.2.2 The application site covers an area of approximately 8.78 hectares and is located to the north of Banbury Town Centre.

1.3 Current Use and Description

- 1.3.1 The site currently comprises undeveloped greenfield land. There has been no previous development on the site.
- 1.3.2 The existing site is shown on the topographical survey enclosed in **Appendix B**.

1.4 Proposed Development

- 1.4.1 The proposed development will comprise 176 dwellings. The proposed development layout is shown on the plan enclosed in **Appendix C**.
- 1.4.2 The adjacent land comprising Phase 1 was granted Outline planning permission in April 2022 for up to 78 dwellings and associated open space with all matters reserved other than access, Cherwell District Council planning application reference 21/03426/OUT.
- 1.4.3 Access to the Phase 1 site was approved from with the creation of a fourth arm off the existing Dukes Meadow Drive/Lapsley Drive roundabout. The Phase 2 site will also be accessed from this point via a slightly altered and upgraded access. The site access arrangement for the Phase 1 site is provided within **Appendix F**.

2.0 Existing Conditions – Site Information

2.1 Site Location

2.1.1 The proposed residential development is located at land north of Dukes Meadow Drive, Banbury, as shown in **Inset 1.1** and enclosed in **Appendix A**.

2.2 Permitted Use

2.2.1 The site is currently an undeveloped greenfield site with no previous development.

2.3 Neighbouring Land Uses

2.3.1 The neighbouring land uses are agricultural land to the west and to the north. To the east, the site is adjacent to a sports facility. To the south is the Phase 1 site beyond which is Dukes Meadow Drive and residential development.

2.3.2 We are not aware of any planned changes to the neighbouring land uses other than the Phase 1 development which has been mentioned above.

2.4 Existing Access Arrangements

2.4.1 There is an existing gated field access to the site off Dukes Meadow Drive / Lapsley Drive Roundabout. As noted in **paragraph 1.4.3** a new access is to be constructed to support the Phase 1 development.

3.0 Existing Conditions – Baseline Transport Data

3.1 Walking and Cycling

3.1.1 Dukes Meadow Drive provides a 3m shared footway / cycleway to the southern / eastern side of the carriageway. This links with other off-road pedestrian / cycle routes through Duke Meadow's Park to the south of the site, as such provides excellent active travel connections to Banbury town centre, the railway station and employment areas.

3.1.2 A Public Right of Way (PRoW) is located beyond the western boundary of the site. PRoW No. 120/107/20 connects the village of Hanwell to the north and Banbury town centre to the south. An extract of the PRoW within the vicinity of the site is enclosed in **Appendix D**.

3.1.3 Walking and cycling distances to key local facilities is set out on the plan enclosed in **Appendix D**. The plan also shows the proximity of the site to key facilities including: schools, health services, shops etc. The suitability of the walking distance shown on the drawing is based on the guidance described in full below. Cycle journeys are generally considered acceptable if the distance is less than 5km.

3.1.4 In 2000 the Institution of Highways and Transportation published the document 'Providing for Journeys on Foot'. This document states that:

"80% of walk journeys and walk stages in urban areas are less than one mile. The average length of a walk journey is one kilometre (0.6 miles). This differs little by age or sex and has remained constant since 1975/76."

It goes on to define an average walking speed thus:

"An average walking speed of approximately 1.4 m/s can be assumed, which equates to approximately 400m in five minutes or three miles per hour."

3.1.5 Within the document:

"Table 3.2 contains suggested acceptable walking distances, for pedestrians without a mobility impairment for some common facilities. These may be used for planning and evaluation purposes."

3.1.6 Table 3.2 is replicated below as **Table 3.1**. Predicted journey times have been added to distances based on the 1.4m/s walking pace.

Table 3.1: Suggested Walking Distances - IHT 'Providing for Journeys on Foot'

	Town Centres		Commuting / School / Sight-seeing		Elsewhere	
	Distance	Time	Distance	Time	Distance	Time
Desirable	200m	2m 23s	500m	5m 57s	400m	4m 46s
Acceptable	400m	4m 46s	1000m	11m 54s	800m	9m 32s
Preferred	800m	9m 32s	2000m	23m 48s	1200m	14m 17s
Maximum						

3.2 Local Facilities & Amenities

3.2.1 Having regard to the above review of sustainable transport options, consideration has been given to the proximity of the site to the key local services including education, employment, retail and health facilities. The accessibility plan provided within **Appendix D** shows the site is located with respect to a range of facilities and services that can be accessed by walking and cycling in accordance with the principles of the NPPF.

3.2.2 A summary of the distances and journey times to the local amenities is provided in **Table 3.2**.

Table 3.2: Distance and Journey Times to Local Facilities & Amenities

Destination	Distance (m)	Journey Time (minutes)	
		Walk	Cycle
Co-op Convenience Store	190	2	1
Hanwell Arms PH	220	3	1
Hanwell Fields Community Centre	250	3	1
Hanwell Fields Community School	310	4	1
Hanwell Fields Sports & Recreation Ground	400	5	2
Penhill Industrial Park	530	6	2
St Francis Church	540	6	2
Cherwell Business Village	820	10	3
Hardwick Primary School	830	10	3
Banbury Cross Retail Park	880	10	4
Tesco Extra	990	12	4
Noral Way Industrial Estate	1050	13	4
Cherry Fields Primary School	1150	14	5
Sainsburys Local	1450	17	6
Banbury Athletics Club	1550	18	6
North Oxfordshire Academy	1550	18	6
Woodgreen Leisure Centre	2050	24	9
Castle Quay Shopping Centre	2150	26	9
Banbury and Bicester College	2250	27	9
Banbury Rail Station	2550	30	11
Banbury United Football Club	2950	35	12

Note: Assumes average walking speed of 1.4m/s and average cycling speed of 4m/s

3.2.3 It is evident from **Table 3.2** that there is a range of local amenities within acceptable walking and cycling distances. These distances have been taken from the access into the Phase 2 development site.

3.3 Public Transport

Bus

3.3.1 The nearest bus stops are located on Highlands to the south of the site. These bus stops are located approximately 790m from the proposed site’s western pedestrian / cyclist access. The bus stops are served by the B9 bus route which provides bus services between 0626 and 2321 operating every 15-30 minutes Monday to Saturday.

3.3.2 The Canal bridge bus stop is located on the A423 Southam Road, approximately 10 mins (900m) via walking from the proposed P2 boundary. The bus stop is served by the B3 bus route which provides bus services between 0601 and 1855 operating every 30 minutes Monday to Saturday.

3.3.3 The bus stops serve the routes described in **Table 3.3** below. The local bus route and timetable information is provided within **Appendix E**.

Table 3.3: Bus Services and Frequencies

Route No.	Route	Typical Frequency		
		Mon – Fri	Sat	Sun
B9 (SC)	Banbury Gateway - Town Centre – Longelandes Way (for Beaumont Industrial Estate)-Hardwick	Every 20mins from 0626 – 0836. Every 15min from 0851 – 1751. Every 20-30mins from 1751 – 2321.	Every 20min from 0626-0836. Every 15min from 0851 – 1751. Every 20-30min from 1806- 2321.	1-2 Service per hour 0756-1836.
B9 (SC)	Hardwick – Longelandes Way (for Beaumont Industrial Estate) – Town centre – Banbury Gateway	Every 20mins from 0642 – 0737. Every 15min from 0752 – 1752. Every 20-30mins from 1807 – 2337.	Every 20min from 0642-0837. Every 15min from 0852 – 1752. Every 20-30min from 1807- 2337.	1-2 Service per hour 0811-1851
B3 (SC)	Hardwick Hill - Southam Road – Banbury town centre – Cherwell Heights – Bodicote.	Every 30 mins from 0601-1926.	0701, then every 30mins from 0755-1855.	No Service
B3 (SC)	Bodicote – Cherwell Heights -Banbury town centre – Southam Road – Hardwick Hill.	Every 30mins from 0600-1925.	0700, then every 30mins from 0801-1856.	No Service

SC – Stagecoach

The proposed development has good access to frequent bus services and is therefore located in a sustainable location

Rail

- 3.3.4 The Banbury railway station is located 3.5km from the site and can be reached in approximately 11 minutes (3.5km) by cycling or 7 minutes (3.8km) via car.
- 3.3.5 The railway station can also be reached by the B3 or B9 bus service, as part of a multi modal journey. To use the B3 bus service, this would involve walking approximately 10 minutes (900m) from the proposed site access to the canal bridge bus stop on the A423 Southam Road (S). Proceed to take the southbound bus service to Banbury for approximately 13 minutes (9 stops) until Bridge Street bus stop and continue the rest of the journey by foot for approx. 5 minutes (400m) till Banbury train station.
- 3.3.6 Alternatively, the B9 bus service would involve walking approximately 13 minutes (1km) from the proposed site access to the High Furlong bus stop on Longelandes Way. Proceed to take the southbound bus service towards Banbury town centre for approximately 9 minutes (8 stops) until George Street bus stop and continue the rest of the journey by foot for approx. 8 minutes (650m) till Banbury train station. The total duration of the journey is expected to take approximately 25-30mins.
- 3.3.7 The station is located on the Chiltern Main Line and provides three trains per hour to London Marylebone and two trains per hour to Birmingham Moor Street. Local stops include Leamington Spa, Kings Sutton and Oxford.

3.4 Highway network

- 3.4.1 The proposed development is accessed off Dukes Meadow Drive with the characteristics as set out in **Table 3.4** below. Dukes Meadow Drive is a link road running in an east-west alignment along the northern side of Banbury, between the roundabout with Warwick Road and the roundabout with the A423 Southam Road. Dukes Meadow Drive is subject to a 30mph speed limit and provides a carriageway width of approximately 6.75m. There are five roundabouts along Dukes Meadow Drive providing access to existing residential estates.
- 3.4.2 Street lighting is provided along Dukes Meadow Drive and a shared use pedestrian-cycleway is provided along the southern side of the carriageway, separated by a grass verge. Informal and controlled crossing points are provided across Dukes Meadow Drive along its length.
- 3.4.3 The proximity of Dukes Meadow Drive in relation to the wider highway network can be seen on the plan enclosed within **Appendix D**.

Table 3.4: Dukes Meadow Drive characteristics

Characteristic	Value
Road classification	Link Road
Carriageway Width	6.75m
Footways:	3m
Cycleways	3m
Speed limit	30mph
Other features	Street lit

3.5 Summary

- 3.5.1 The proposed development is shown to be well served for pedestrian, cyclist and public transport infrastructure.
- 3.5.2 The footway provision between the development and the local facilities is adequate for purpose and would allow pedestrians of the development to access the local facilities. From our desktop review of the existing pedestrian facilities we are not aware of any deficiencies in the footway network which would prevent or significantly reduce the likelihood of residents walking to / from the development site.
- 3.5.3 The site is shown to be served by frequent bus services to key destinations.

4.0 Proposed Development

4.1 Type and Scale

4.1.1 The proposed development comprises up to 176 residential dwellings. A plan showing the proposed development is enclosed in **Appendix C**.

4.2 Access – all modes

4.2.1 The proposed development will be accessed via an upgraded Phase 1 access to realign the access to ensure that it principally serves the Phase 2 site with the Phase 1 site being accessed off a simple priority junction. The new access is shown in **Appendix F**.

4.2.2 The new roundabout arm will have a carriageway width of 5.5m. Either side of the access road leading into the site a 3m wide shared footway / cycle will be provided. To connect these to the existing footway / cycleway provision on the southern / eastern side of Dukes Meadow Drive, two new uncontrolled crossings will be provided.

4.2.3 Within the site the 5.5m wide development road will be bound by two 2m wide footways.

4.2.4 Towards the western extent of the site additional uncontrolled pedestrian crossing points will be provided across Dukes Meadow Drive as part of the Phase 1 development.

4.2.5 The proposed access arrangement and footpath connections to the site have been reviewed and agreed in-principle with the Local Highway Authority as of the Phase 1 approval.

4.3 Parking

4.3.1 Parking within the development will be provided in line with current Oxfordshire County Council's Residential Road Design Guide for new development for urban areas in Cherwell as referenced in the Supplementary Planning Document, Cherwell Residential Design Guide, adopted in July 2018.

4.3.2 Cycle parking will be provided at a level of at least one space per one bed dwellings and at least two spaces per dwelling of two or more bedrooms.

4.3.3 Consideration will also be given to the provision of electric charging points for vehicles. Car and cycle parking provision will be confirmed as part of a Reserved Matters Application.

5.0 Objectives and Targets

5.1 Objectives

5.1.1 The objectives of this travel plan are to:

1. Reduce the number of single occupancy vehicle trips on the highway network;
2. To encourage the use of all forms of more sustainable transport;
3. To promote the health and environmental benefits of more sustainable transport; and
4. Provide information to allow users / residents of the site to make informed choices about the form of transport they use.

5.2 Targets

5.2.1 The proposed development will target a 10% reduction in single occupancy vehicle trips to work. The target is for a general reduction in single occupancy vehicle trips, no specific mode of more sustainable forms of transport will be targeted as the preferred alternative.

5.2.2 A 10% reduction in single occupancy vehicle trips to work will be measured against the latest 'Method of Travel to Work' census data. The target will be measured during the morning (0800-0900) and evening (1700-1800) peak periods. The 2011 Census 'Method of Travel to Work' data for Cherwell 002 Super output Area (SOA) Middle layer is shown in **Table 5.1** below.

Table 5.1: Method of Travel to Work - 2011 Census – Cherwell 002 Super Output Area (SOA) Middle Layer

Mode	Number	Proportion
Train	98	2%
Bus	171	4%
Taxi	28	1%
Motorcycle	23	0%
Driving	3,376	72%
Passenger	287	6%
Bicycle	140	3%
On foot	522	11%
Other	24	1%

5.2.3 It is intended that the target will be achieved within 5 years of first occupation. The target will be phased during this period to set interim goals. The proposed final target and interim goals is set out in below.

Table 5.2: Proposed Targets - Proportion Travelling by Mode

Mode of Travel	Year 1	Year 3	Year 5
Car	70%	66%	62%

6.0 Management Strategy

6.1 Travel Plan Co-ordination

6.1.1 A Travel Plan Co-ordinator (TPC) will be appointed by the development to implement the Travel Plan. The TPC will be appointed 6 months prior to first occupation and will be in position for a minimum of 5 years or until 12 months after final occupation, whichever occurs last. Contact details of the TPC will be provided to the local highway authority.

6.1.2 Travel Plan co-ordination is unlikely to be a full-time role for this development. The TPC role could be fulfilled by an existing member of the development team.

6.1.3 The key duties of the TPC prior to first occupation will included:

- Preparation of a detailed Travel Plan;
- Manage and implement the various measures identified within the framework / Travel Plan;
- Prepare marketing materials for residents prior to first occupation; and
- Informing the sales team about the travel plan.

6.1.4 Following initial occupation the TPC should be encouraging the use of more sustainable forms of transport prior to residents forming habits. The general duties of the TPC are:

- Day to day operation of the TP;
 - Preparing and maintaining information/promotional material for the TP;
 - Managing TP social media;
- Identifying transport initiatives, including information and marketing;
 - Provision of travel information to new residents;
 - Maintaining all public transport and database records up-to-date;
 - Promotion of car sharing & ongoing promotion of the car share scheme;
 - Liaison with local public transport operators;
 - Promotion of bus travel;
 - Promotion of walking and cycling to work; and
 - Liaison with residents of the development.
- Arranging questionnaire Travel Surveys and statistical analysis of findings;
 - Monitoring usage of all forms of transport;
- Arranging other travel/monitoring surveys;
- Monitoring and review of TP; and
- Liaison with the local highway authority and other local TPCs.

6.2 Handover

6.2.1 Once the TPC's tenure comes to an end the Travel Plan is owner and controlled by the residents of the development. As the TPC's tenure comes to an end the Travel Plan will be based onto a suitable residents or community group to oversee and manage the Travel Plan.

7.0 Travel Plan Measures

7.1 Introduction

7.1.1 This framework Travel Plan will set out a range of measures which could be implemented by the Travel Plan Co-ordinator to encourage the use of more sustainable forms of transport. The exact measures to be implemented will be agreed with the housebuilder who may prefer to target specific modes of more sustainable transport.

7.2 Available Measures

7.2.1 A list of possible Travel Plan measures which could be implemented to encourage the use of more sustainable forms of transport is set out **Table 7.1** below.

Table 7.1: Possible Travel Plan Measures

Strategy	Possible Measures
Site design	<ul style="list-style-type: none"> Permeability of site for pedestrians and cyclists, designed inline with the principles of Manual for Streets.
Reducing the need to travel	<ul style="list-style-type: none"> Broadband access and provision of home-office space in homes.
Walking and Cycling	<ul style="list-style-type: none"> Footway provision within the site. Cycle parking for residents and visitors. Cycle shower / changing facilities in site workplaces (if applicable). Free / discounted cycles and cycle equipment Cycling / walking maps of local area Cycle training offered to residents Bicycle User Group (BUG) / cycle buddy scheme
Bus and rail	<ul style="list-style-type: none"> New or enhanced bus services, e.g. shuttle links to stations, existing buses re-routed or re-scheduled to meet needs of residential area. Bus infrastructure – e.g. bus stops, shelters, bus gates and real time information. Free / discounted use of public transport for residents. Customised public transport information.
Other services to support sustainable travel	<ul style="list-style-type: none"> Car Sharing – national database
Parking management	<ul style="list-style-type: none"> Provision to be provided in line with local guidance
Promotion and communications	<ul style="list-style-type: none"> Travel plan training for sales / marketing staff Induction sessions for new households and follow up visits, with personal travel advice Travel welcome packs with package of incentives for sustainable travel Information about access to other services and facilities Community travel web site and notice-boards Community travel events and forum

8.0 Marketing

8.1.1 The marketing of the Travel Plan is crucial to ensuring that residents are aware of the Travel Plan. Informed residents can then be encouraged to change their form of transport to more sustainable modes.

8.1.2 The Travel Plan will be marketed to residents by the TPC with additional support provided by the developer and sales / marketing team. They will use a number of methods which could include:

- Travel Plan website and social media;
- Travel information pack including public transport information;
- Sales / marketing literature
- Site notice boards;
- Emails to residents;

9.0 Monitoring and Review

9.1 Introduction

9.1.1 The effectiveness of the Travel Plan will be monitored to understand:

- Progress towards targets;
- Effectiveness of measures implemented.

9.1.2 The Travel Plan should be considered a live document and be constantly updated to adapt to changes in internal and external influences such as change to bus routes and any observed travel patterns which may affect the effectiveness of the Travel Plan.

9.2 Monitoring

9.2.1 Monitoring on the Travel Plan will be undertaken by the TPC as followings:

- Within 3 months of first occupation – to establish baseline travel patterns; and
- On the first anniversary of the first survey until year 5 or 12 months after final occupation

9.2.2 Monitoring of the Travel Plan will be designed inline with currently guidance and agreed with the Local Highway Authority in advance. The monitoring could comprise:

- Residential questionnaire survey: recording travel mode choices and exploring factors that may influence residents to make more sustainable travel choices.
- Traffic count surveys: recording the morning (0800-0900) and evening (1700-1800) peak hour vehicle trip generation of the residential development,

9.3 Review

9.3.1 The results of the monitoring surveys will be reviewed and progress towards the targets measured. A review document will be prepared and disseminated to the local highway authority and residents of the development.

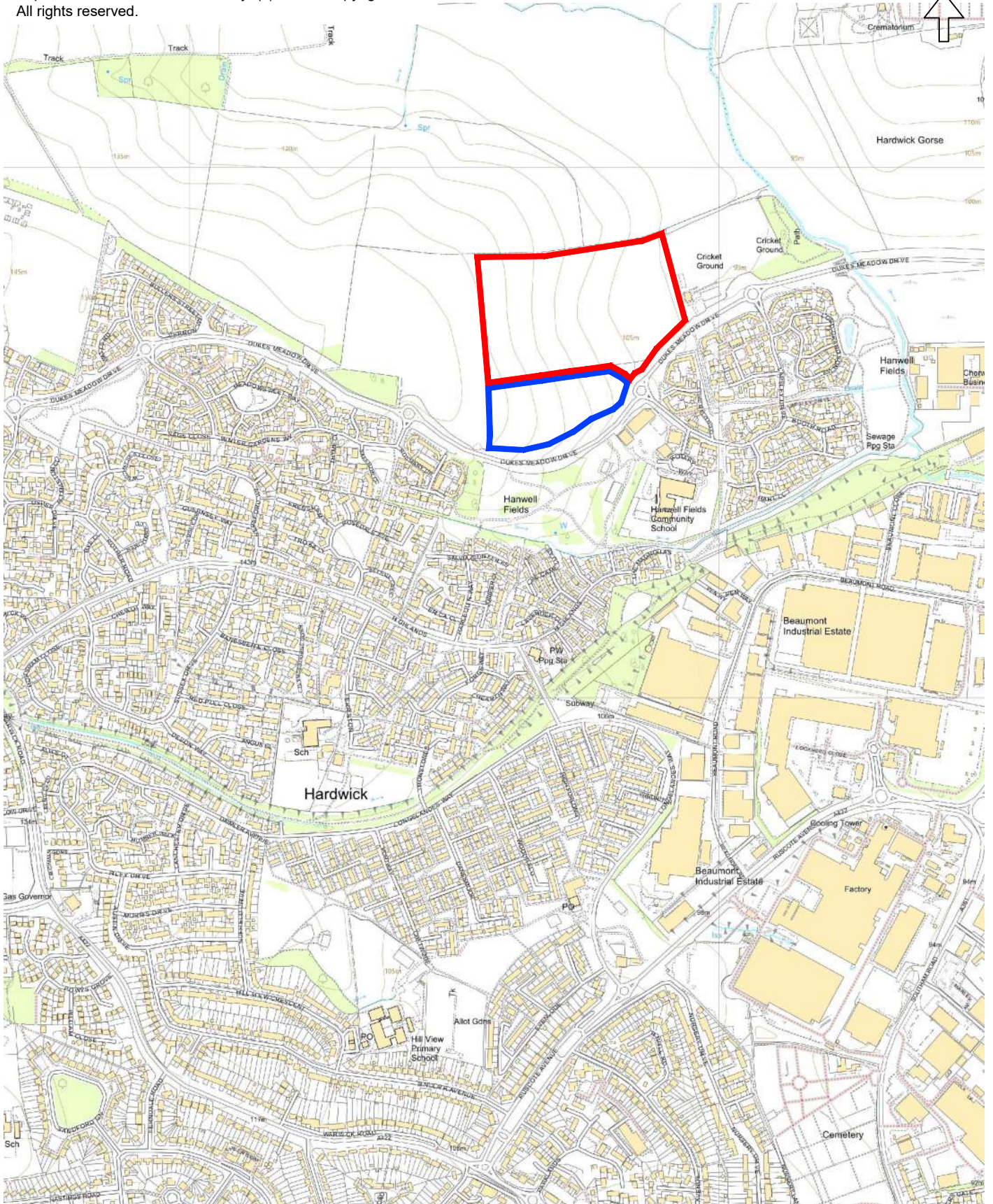
9.3.2 The TPC will advise on any changes which may be required to the Travel Plan in order to achieve the targets of the Travel Plan. Should the interim Travel Plan targets not be met the TPC will seek to identify any areas where the Travel Plan could be more effective and seek to implement new measures where possible.



Appendix A

Location Plan

MAC drawing no. 802-TA01



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Client: Manor Oak Homes

Project: Hanwell Fields
Banbury

Date: 21/07/22

Drw: SH

Title: Location Plan

Chk: MJA

Scale: 1:10,000

Size: A4

Drawing No. 802-TA01

Revision -

- Transport Assessments
- Flood Risk Assessments
- Highway Advice
- Drainage Strategies



Appendix B

Topographical Survey

Woods Hardwick drawing no. 17525-865



Appendix C

Sketch Layout Illustrative - 02

Thrive Architects drawing no. MANO220426 SKL-02 Rev A



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Rev	Description
A	Planning Issue

Date	Au	Ch
26.09.22	AB/AA	AB/-

Project	Hanwell Fields, Banbury Phase 2		
Drawing	Sketch Layout Illustrative - 02		
Client	MANOR OAK HOMES		
Job no.	MANO220426	Date	26.09.22
Dwg no.	SKL-02	Rev.	A
Author	AB/AA	Checked	AB/-
Status	PLANNING	Scale	1:1000@A1
Client ref.	-		
		Office	Romsey

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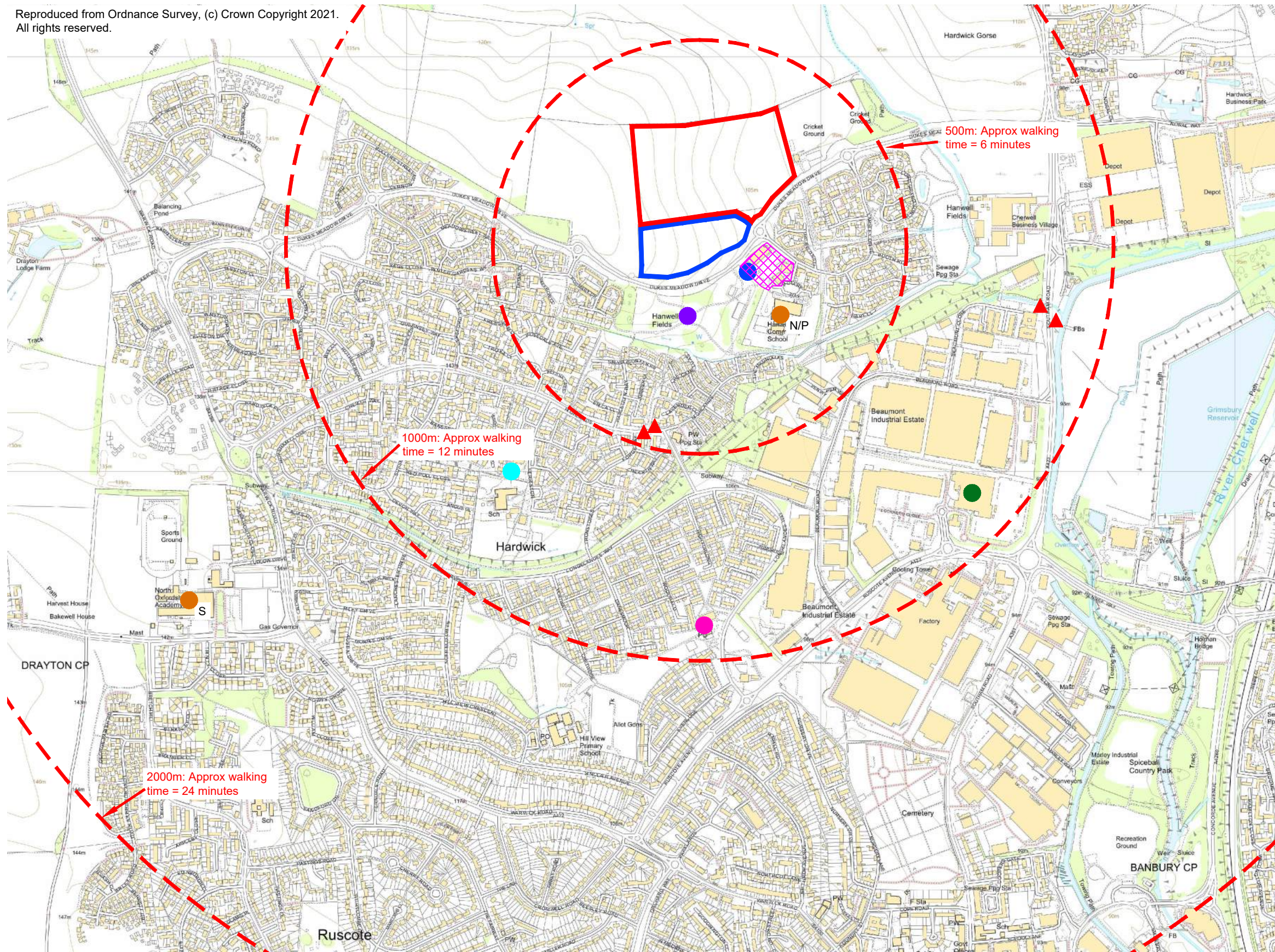
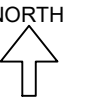




Appendix D

Facilities Plan including Distances

MAC drawing no. 802-TA02



Notes:

1. Walking distances based on a walking speed of 1.4 m/s from 'Providing For Journeys On Foot'.
2. Actual walking distances may vary from radial distances shown.
3. Nearest of each facility / service shown only.

Key

- Site Boundary
- Phase 1 Boundary
- - - Walking distances - radial
- Doctors Surgery / Pharmacy
- Dentist
- School - Primary (S) / Secondary (S) / Nursery (N)
- Post Office
- Supermarket
- Local services - convenience store, takeaway, dentist, public house
- Park
- ▲ Bus Stops

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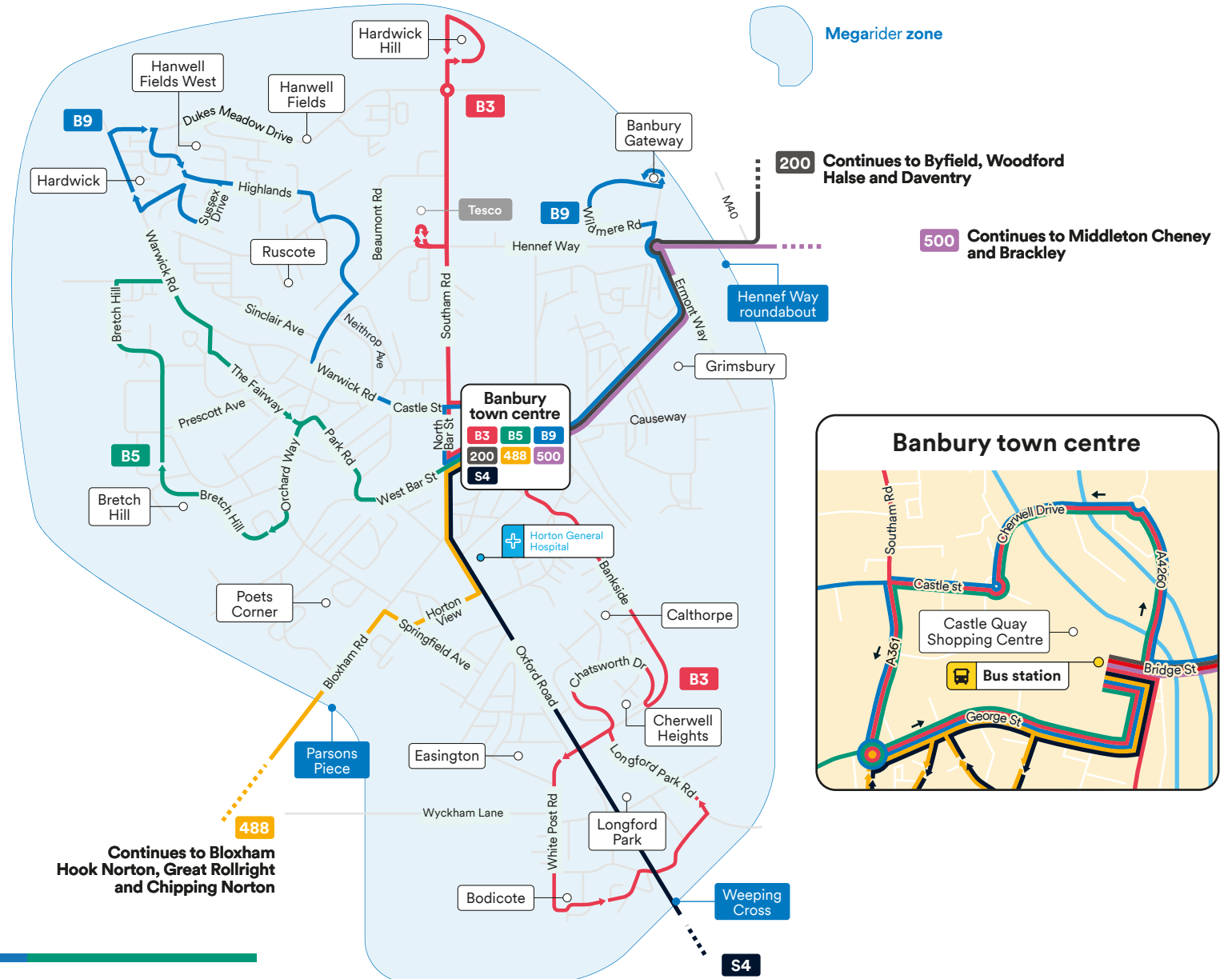
- Transport Assessments
- Flood Risk Assessments
- Highway Advice
- Access Design
- Drainage Strategies
- Vehicle tracking

Client: Manor Oak Homes	Project: Hanwell Fields Banbury
Title: Facilities Plan	Date: 25/07/22
	Drw: SH
	Chk: MJA
Drawing No: 802-TA02	Revision: -
	Scale: 1:10,000
	Size: A3



Appendix E

Bus timetables and routes



Correct at time of print; August 2021



For more detailed journey planning and real-time updates
download the Stagecoach Bus App.



S4
 Continues to Adderbury,
 Deddington and Oxford

B3 Hardwick Hill - Southam Road - Banbury town centre - Cherwell Heights - Bodicote

MONDAYS TO FRIDAYS Except public holidays

Effective from Sunday 07 March 2021

Hardwick Hill	0601	0631		0701	0731	0801	0831	0901	0931	1001					
Tesco Store	-	-		-	-	-	-	-	-	1008		then	31	01	
Town Centre High Street	0610	0640		0710	0740	0815	0845	0915	0940	1013		at	38	08	
Town Centre Bridge [stand 4] arr.	0615	0645		0715	0745	0820	0850	0920	0945	1018		these	43	13	until
Town Centre Bridge [stand 4] dep.			0700	0730	0800	0830	0900	0930	1000	1030		times	48	18	
Cherwell Heights Farm Way			0705	0735	0805	0835	0905	0935	1005	1035		each	00	30	
Cherwell Heights Blenheim Road			0709	0739	0809	0839	0909	0939	1009	1039		hour	05	35	
Bodicote Old Horse & Jockey			0713	0742	0812	0842	0912	0942	1012	1042			09	39	
Bodicote Primary School			0718	0747	0817	0847	0917	0947	1017	1047			12	42	
													17	47	
Hardwick Hill	1431	1501	1535	1605	1635	1705	1735	1805	1835	1856	1926				
Tesco Store	1438	1508	-	-	-	-	-	-	-	-	-				
Town Centre High Street	1443	1513	1544	1617	1647	1717	1747	1817	1844	1905	1935				
Town Centre Bridge [stand 4] arr.	1448	1518	1549	1622	1652	1722	1752	1822	1849	1910	1940				
Town Centre Bridge [stand 4] dep.	1500	1530	1600	1630	1700	1730	1800	1830							
Cherwell Heights Farm Way	1505	1535	1605	1635	1705	1735	1805	1835							
Cherwell Heights Blenheim Road	1509	1539	1609	1639	1709	1739	1809	1839							
Bodicote Old Horse & Jockey	1512	1542	1612	1642	1712	1742	1812	1842							
Bodicote Primary School	1517	1547	1617	1647	1717	1747	1817	1847							

B3 Bodicote - Cherwell Heights - Banbury town centre - Southam Road - Hardwick Hill

MONDAYS TO FRIDAYS Except public holidays

Effective from Sunday 07 March 2021

Bodicote Old Horse & Jockey				0713	0742	0812	0842	0912	0942						
Bodicote Primary School				0718	0747	0817	0847	0917	0947			then	21	42	
Cherwell Heights Blenheim Road				0721	0751	0821	0851	0921	0951			at	17	47	
Cherwell Heights Farm Way				0724	0754	0824	0854	0924	0954			these	21	51	until
Town Centre Bridge [stand 4] arr.				0738	0808	0838	0905	0935	1005			times	24	54	
Town Centre Bridge [stand 4] dep.	0550	0620	0650	0715	0745	0815	0845	0915	0945	1015		each	35	05	
Tesco Store	-	-	-	-	-	-	-	-	-	1023		hour	45	15	
Hardwick Hill	0600	0630	0700	0727	0757	0827	0857	0927	0957	1030			53	23	
													00	30	
Bodicote Old Horse & Jockey	1412	1442	1512	1542	1612	1642	1712	1742	1812	1842					
Bodicote Primary School	1417	1447	1517	1547	1617	1647	1717	1747	1817	1847					
Cherwell Heights Blenheim Road	1421	1451	1521	1551	1621	1651	1721	1751	1821	1851					
Cherwell Heights Farm Way	1424	1454	1524	1554	1624	1654	1724	1754	1824	1854					
Town Centre Bridge [stand 4] arr.	1435	1505	1535	1605	1635	1705	1735	1805	1835	1905					
Town Centre Bridge [stand 4] dep.	1445	1515	1545	1615	1645	1715	1745	1815	1845	1915					
Tesco Store	1453	-	-	-	-	-	-	-	-	-					
Hardwick Hill	1500	1533	1603	1633	1703	1733	1803	1833	1855	1925					

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Route Description:

Hardwick Hill, Bourton Road, Southam Road, Ruscote Avenue*, Lockheed Close*, Ruscote Avenue*, Southam Road, North Bar Street, Horse Fair, High Street, George Street, Cherwell Street, Bridge Street (stand 4), Cherwell Street, Upper Windsor Street, Swan Close Road, Hightown Road, Bankside, Chatsworth Drive, Bankside, White Post Road, High Street, Church Street, Fairholme House, Freemans Road, Lower Close, Molyneux Drive, Weeping Cross, Oxford Road, Longford Park Road, Bankside, Chatsworth Drive, Bankside, Hightown Road, Swan Close Road, Upper Windsor Street, Cherwell Street, Bridge Street, Concord Avenue, Cherwell Drive, Castle Street, Southam Road, Ruscote Avenue*, Lockheed Close*, Ruscote Avenue*, Southam Road, Hardwick Hill

* Journeys via Tesco only

B3 Hardwick Hill - Southam Road - Banbury town centre - Cherwell Heights - Bodicote -

SATURDAYS Except public holidays Effective from Sunday 07 March 2021

Hardwick Hill	0701	0801	0831	0901	0931	1001	then at these times each hour	31	01	until	1431	1501	1531
Tesco Store	-	-	-	-	-	1008		38	08		1438	1508	-
Town Centre High Street	0710	0810	0840	0910	0940	1013		43	13		1443	1513	1540
Town Centre Bridge [stand 4] arr.	0715	0815	0845	0915	0945	1018		48	18		1448	1518	1545
Town Centre Bridge [stand 4] dep.	0725	0800	0830	0900	0930	1000		00	30		1500	1530	1600
Cherwell Heights Farm Way	0730	0805	0835	0905	0935	1005		05	35		1505	1535	1605
Cherwell Heights Blenheim Road	0734	0809	0839	0909	0939	1009		09	39		1509	1539	1609
Bodicote Old Horse & Jockey	0737	0812	0842	0912	0942	1012		12	42		1512	1542	1612
Bodicote Primary School	0742	0817	0847	0917	0947	1017	17	47	1517	1547	1617		
Hardwick Hill	1601	1631	1701	1731	1801	1831	1856						
Tesco Store	-	-	-	-	-	-	-						
Town Centre High Street	1610	1640	1710	1740	1810	1840	1905						
Town Centre Bridge [stand 4] arr.	1615	1645	1715	1745	1815	1845	1910						
Town Centre Bridge [stand 4] dep.	1630	1700	1730	1800	1830								
Cherwell Heights Farm Way	1635	1705	1735	1805	1835								
Cherwell Heights Blenheim Road	1639	1709	1739	1809	1839								
Bodicote Old Horse & Jockey	1642	1712	1742	1812	1843								
Bodicote Primary School	1647	1717	1747	1817	1848								

B3 Bodicote - Cherwell Heights - Banbury town centre - Southam Road - Hardwick Hill

SATURDAYS Except public holidays Effective from Sunday 07 March 2021

Bodicote Old Horse & Jockey		0737	0812	0842	0912	0942	then at these times each hour	21	42	until	1412	1442	1512	
Bodicote Primary School		0742	0817	0847	0917	0947		17	47		1417	1447	1517	
Cherwell Heights Blenheim Road		0746	0821	0851	0921	0951		21	51		1421	1451	1521	
Cherwell Heights Farm Way		0749	0824	0854	0924	0954		24	54		1424	1454	1524	
Town Centre Bridge [stand 4] arr.		0759	0835	0905	0935	1005		35	05		1435	1505	1535	
Town Centre Bridge [stand 4] dep.	0650	0745	0815	0845	0915	0945		1015	45		15	1445	1515	1545
Tesco Store	-	-	-	-	-	-		1023	53		23	1453	-	-
Hardwick Hill	0700	0755	0827	0857	0927	0957		1030	00		30	1500	1527	1557
Bodicote Old Horse & Jockey	1542	1612	1642	1712	1742	1812	1843							
Bodicote Primary School	1547	1617	1647	1717	1747	1817	1848							
Cherwell Heights Blenheim Road	1551	1621	1651	1721	1751	1821	1851							
Cherwell Heights Farm Way	1554	1624	1654	1724	1754	1824	1854							
Town Centre Bridge [stand 4] arr.	1605	1635	1705	1735	1805	1835	1905							
Town Centre Bridge [stand 4] dep.	1615	1645	1715	1745	1815	1845								
Tesco Store	-	-	-	-	-	-								
Hardwick Hill	1627	1657	1727	1757	1827	1855								

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Route Description:

Hardwick Hill, Bourton Road, Southam Road, Ruscote Avenue*, Lockheed Close*, Ruscote Avenue*, Southam Road, North Bar Street, Horse Fair, High Street, George Street, Cherwell Street, Bridge Street (stand 4), Cherwell Street, Upper Windsor Street, Swan Close Road, Hightown Road, Bankside, Chatsworth Drive, Bankside, White Post Road, High Street, Church Street, Fairholme House, Freemans Road, Lower Close, Molyneux Drive, Weeping Cross, Oxford Road, Longford Park Road, Bankside, Chatsworth Drive, Bankside, Hightown Road, Swan Close Road, Upper Windsor Street, Cherwell Street, Bridge Street, Concord Avenue, Cherwell Drive, Castle Street, Southam Road, Ruscote Avenue*, Lockheed Close*, Ruscote Avenue*, Southam Road, Hardwick Hill

* Journeys via Tesco only

B9 Banbury Gateway - town centre - Longelandes Way (for Beaumont Industrial Estate) - Hardwick

MONDAYS TO FRIDAYS Except public holidays Effective from Sunday 29 August 2021

Banbury Gateway Retail Park	-	-	0645	-	0715	-	0750	-	0815	then	-	45	-	15
Banbury Bridge Street [1] <i>arr.</i>	-	-	0655	-	0725	-	0800	-	0825		-	-	55	-
Banbury Bridge Street [1] <i>dep.</i>	0620	0640	0700	0715	0730	0745	0800	0815	0830	every	45	00	15	30
Beaumont Industrial Estate	0626	0646	0706	0721	0736	0751	0806	0821	0836	15	51	06	21	36
Hardwick Red Poll Close	0633	0653	0713	0728	0743	0758	0813	0828	0843	mins	58	13	28	43
Hardwick Warwick Road	0636	0656	0716	0731	0746	0801	0816	0831	0846	at	01	16	31	46
Hardwick Usher Drive Park	0638	0658	0718	0733	0748	0803	0818	0833	0848		03	18	33	48
Banbury Gateway Retail Park	until	-	1745	-	1815	1845	1915	1945	2015	2045	2115	2145	2215	-
Banbury Bridge Street [1] <i>arr.</i>		-	1755	-	1825	1855	1925	1955	2025	2055	2125	2155	2225	-
Banbury Bridge Street [1] <i>dep.</i>		1745	1800	1815	1830	1900	1930	2000	2030	2100	2130	2200	2230	2315
Beaumont Industrial Estate		1751	1806	1821	1836	1906	1936	2006	2036	2106	2136	2206	2236	2321
Hardwick Red Poll Close		1758	1813	1828	1843	1913	1943	2013	2043	2113	2143	2213	2243	2328
Hardwick Warwick Road		1801	1816	1831	1846	1916	1946	2016	2046	2116	2146	2216	2246	2331
Hardwick Usher Drive Park		1803	1818	1833	1848	1918	1948	2018	2048	2118	2148	2218	2248	2333

B9 Hardwick - Longelandes Way (for Beaumont Industrial Estate) - town centre - Banbury Gateway

MONDAYS TO FRIDAYS Except public holidays Effective from Sunday 29 August 2021

Hardwick Red Poll Close		0633	0653	0713	0728	then every 15 mins at	43	58	13	28	until	1743	1758	1813
Hardwick Warwick Road	-	0636	0656	0716	0731		46	01	16	31		1746	1801	1816
Hardwick Usher Drive Park	-	0638	0658	0718	0733		48	03	18	33		1748	1803	1818
Beaumont Industrial Estate	-	0642	0702	0722	0737		52	07	22	37		1752	1807	1822
Banbury High Street	-	0648	0708	0728	0743		58	13	28	43		1758	1813	1828
Banbury Bridge Street [2] <i>arr.</i>	-	0656	0716	0739	0754		09	24	39	54		1809	1824	1837
Banbury Bridge Street [2] <i>dep.</i>	0630	0700	0720	-	0800	-	30	-	00	-	1830	-		
Banbury Gateway Retail Park	0640	0710	0730	-	0810	-	40	-	10	-	1840	-		
Hardwick Red Poll Close	1828	1843	1913	1943	2013	2043	2113	2143	2213	2243	2328			
Hardwick Warwick Road	1831	1846	1916	1946	2016	2046	2116	2146	2216	2246	2331			
Hardwick Usher Drive Park	1833	1848	1918	1948	2018	2048	2118	2148	2218	2248	2333			
Beaumont Industrial Estate	1837	1852	1922	1952	2022	2052	2122	2152	2222	2252	2337			
Banbury High Street	1842	1857	1927	1957	2027	2057	2127	2157	2227	2257	2342			
Banbury Bridge Street [2] <i>arr.</i>	1849	1904	1934	2004	2034	2104	2134	2204	2234	2304	2349			
Banbury Bridge Street [2] <i>dep.</i>	-	1905	1935	2005	2035	2105	2135	2205	-	-	-			
Banbury Gateway Retail Park	-	1913	1943	2013	2043	2113	2143	2213	-	-	-			

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B9 Banbury Gateway - town centre - Longelandes Way (for Beaumont Industrial Estate) - Hardwick

SATURDAYS Except public holidays									Effective from Sunday 29 August 2021					
Banbury Gateway Retail Park	-	-	-	-	0725	-	-	0815	then every 15 mins at	-	45	-	15	until
Banbury Bridge Street [1] <i>arr.</i>	-	-	-	-	0735	-	-	0825		-	55	-	25	
Banbury Bridge Street [1] <i>dep.</i>	0620	0640	0700	0720	0740	0800	0815	0830		45	00	15	30	
Beaumont Industrial Estate	0626	0646	0706	0726	0746	0806	0821	0836		51	06	21	36	
Hardwick Red Poll Close	0633	0653	0713	0733	0753	0813	0828	0843		58	13	28	43	
Hardwick Warwick Road	0636	0656	0716	0736	0756	0816	0831	0846	01	16	31	46		
Hardwick Usher Drive Park	0638	0658	0718	0738	0758	0818	0833	0848	03	18	33	48		
Banbury Gateway Retail Park	-	1745	-	1815	1845	1915	1945	2015	2045	2115	2145	2215	-	
Banbury Bridge Street [1] <i>arr.</i>	-	1755	-	1825	1855	1925	1955	2025	2055	2125	2155	2225	-	
Banbury Bridge Street [1] <i>dep.</i>	1745	1800	1815	1830	1900	1930	2000	2030	2100	2130	2200	2230	2315	
Beaumont Industrial Estate	1751	1806	1821	1836	1906	1936	2006	2036	2106	2136	2206	2236	2321	
Hardwick Red Poll Close	1758	1813	1828	1843	1913	1943	2013	2043	2113	2143	2213	2243	2328	
Hardwick Warwick Road	1801	1816	1831	1846	1916	1946	2016	2046	2116	2146	2216	2246	2331	
Hardwick Usher Drive Park	1803	1818	1833	1848	1918	1948	2018	2048	2118	2148	2218	2248	2333	

B9 Hardwick - Longelandes Way (for Beaumont Industrial Estate) - town centre - Banbury Gateway

SATURDAYS Except public holidays									Effective from Sunday 29 August 2021					
Hardwick Red Poll Close	0633	0653	0713	0733	0753	0813	0828	then every 15 mins at	43	58	13	28	until	1743
Hardwick Warwick Road	0636	0656	0716	0736	0756	0816	0831		46	01	16	31		1746
Hardwick Usher Drive Park	0638	0658	0718	0738	0758	0818	0833		48	03	18	33		1748
Beaumont Industrial Estate	0642	0702	0722	0742	0802	0822	0837		52	07	22	37		1752
Banbury High Street	0648	0708	0728	0748	0808	0828	0843		58	13	28	43		1758
Banbury Bridge Street [2] <i>arr.</i>	0656	0716	0739	0757	0817	0839	0854	09	24	39	54	1809		
Banbury Bridge Street [2] <i>dep.</i>	0700	-	-	0800	0820	-	0900	-	30	-	00	-	-	
Banbury Gateway Retail Park	0710	-	-	0810	0830	-	0910	-	40	-	10	-	-	
Hardwick Red Poll Close	1758	1813	1828	1843	1913	1943	2013	2043	2113	2143	2213	2243	2328	
Hardwick Warwick Road	1801	1816	1831	1846	1916	1946	2016	2046	2116	2146	2216	2246	2331	
Hardwick Usher Drive Park	1803	1818	1833	1848	1918	1948	2018	2048	2118	2148	2218	2248	2333	
Beaumont Industrial Estate	1807	1822	1837	1852	1922	1952	2022	2052	2122	2152	2222	2252	2337	
Banbury High Street	1813	1828	1842	1857	1927	1957	2027	2057	2127	2157	2227	2257	2342	
Banbury Bridge Street [2] <i>arr.</i>	1824	1837	1849	1904	1934	2004	2034	2104	2134	2204	2234	2304	2349	
Banbury Bridge Street [2] <i>dep.</i>	1830	-	-	1905	1935	2005	2035	2105	2135	2205	-	-	-	
Banbury Gateway Retail Park	1840	-	-	1913	1943	2013	2043	2113	2143	2213	-	-	-	

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B9 Banbury Gateway - town centre - Longelandes Way (for Beaumont Industrial Estate) - Hardwick

SUNDAYS Except public holidays												Effective from Sunday 29 August 2021
Banbury Gateway Retail Park	-	-	0915	1015	1115	1215	1315	1415	1515	1615	1715	1815
Banbury Bridge Street [1] <i>arr.</i>	-	-	0925	1025	1125	1225	1325	1425	1525	1625	1725	1825
Banbury Bridge Street [1] <i>dep.</i>	0750	0830	0930	1030	1130	1230	1330	1430	1530	1630	1730	1830
Beaumont Industrial Estate	0756	0836	0936	1036	1136	1236	1336	1436	1536	1636	1736	1836
Hardwick Red Poll Close	0802	0842	0942	1042	1142	1242	1342	1442	1542	1642	1742	1842
Hardwick Warwick Road	0805	0845	0945	1045	1145	1245	1345	1445	1545	1645	1745	1845
Hardwick Usher Drive Park	0807	0847	0947	1047	1147	1247	1347	1447	1547	1647	1747	1847

B9 Hardwick - Longelandes Way (for Beaumont Industrial Estate) - town centre - Banbury Gateway

SUNDAYS Except public holidays												Effective from Sunday 29 August 2021
Hardwick Red Poll Close	0802	0842	0942	1042	1142	1242	1342	1442	1542	1642	1742	1842
Hardwick Warwick Road	0805	0845	0945	1045	1145	1245	1345	1445	1545	1645	1745	1845
Hardwick Usher Drive Park	0807	0847	0947	1047	1147	1247	1347	1447	1547	1647	1747	1847
Beaumont Industrial Estate	0811	0851	0951	1051	1151	1251	1351	1451	1551	1651	1751	1851
Banbury High Street	0816	0856	0956	1056	1156	1256	1356	1456	1556	1656	1756	1856
Banbury Bridge Street [2] <i>arr.</i>	0825	0905	1005	1105	1205	1305	1405	1505	1605	1705	1805	1905
Banbury Bridge Street [2] <i>dep.</i>	-	0905	1005	1105	1205	1305	1405	1505	1605	1705	1805	-
Banbury Gateway Retail Park	-	0913	1013	1113	1213	1313	1413	1513	1613	1713	1813	-

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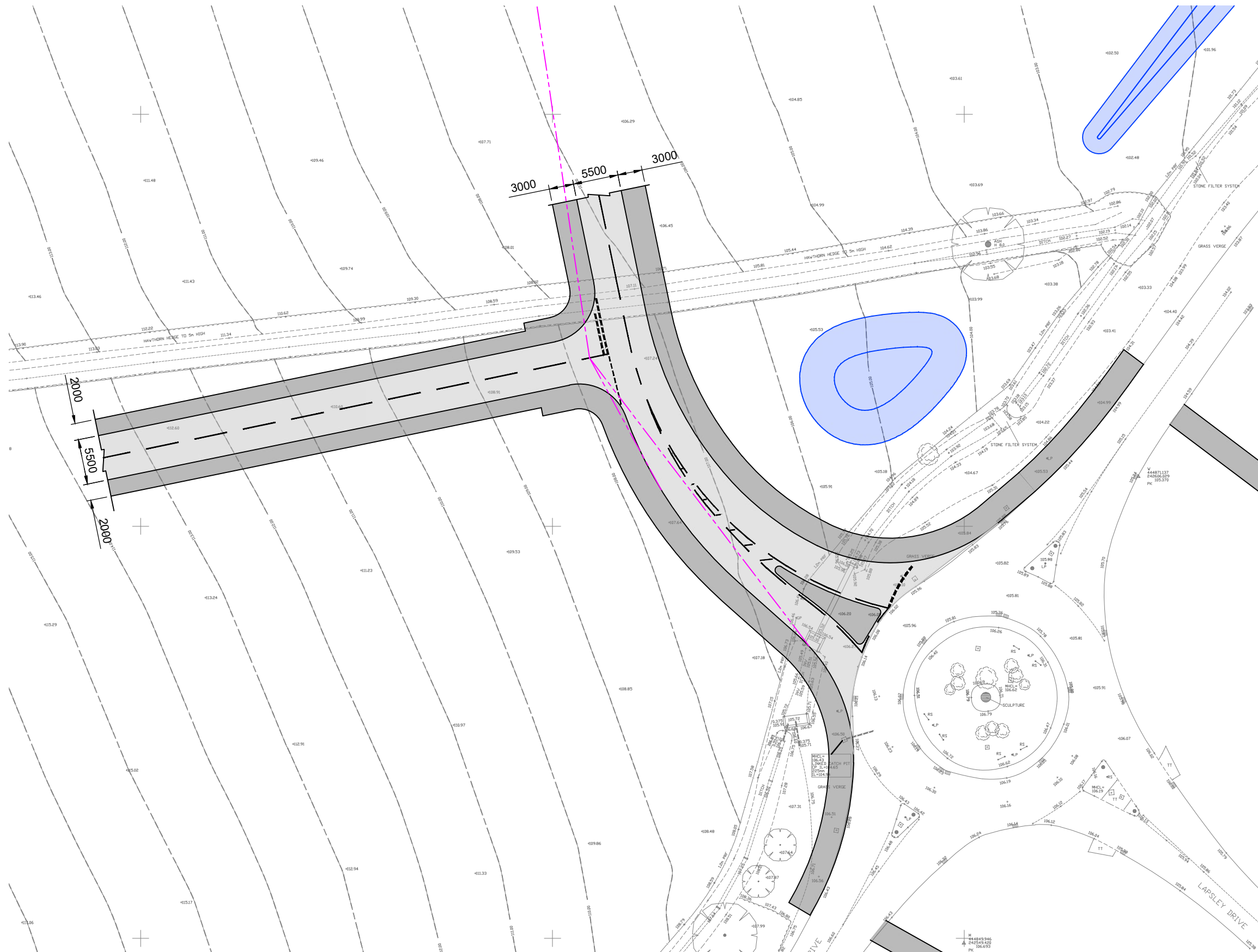
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Appendix F

Proposed Site Access
MAC drawing no. 802-TA10A



Notes:

1. Based on Woods Hardwick 'Topographical Survey', drawing number 17525-7-853 dated 24-03-2016.
2. **Road Dimensions**
Carriageway Width = 5.5m
Footway Width = 2m
Footway / Cycleway - 3m wide

Key

--- Visibility Splay - 2.4m x 43m



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Martin Andrews Consulting Ltd

- Transport Assessments
- Flood Risk Assessments
- Highway Advice
- Access Design
- Drainage Strategies
- Vehicle tracking

Client: Manor Oak Homes	Project: Hanwell Fields, Banbury
Title: Proposed Access - Phase 1 & 2 Without Layout	Date: 16/09/22
	Drw: MJA
	Chk: MJA
Drawing No: 802-TA10	Revision: A
	Scale: 1:500
	Size: A3