BEGBROKE SCIENCE PARK, OXFORD

Travel Plan – 2023 Update

October 2023
IMA-22-154

11 Kingsmead Square Bath BA1 2AB
T: 01225 444011
F: 01225 444550
E: bath@ima-tp.com

CONTENTS

PLANS

APPENDICES

1 Background Information

1.1 Background

1.1.1 Begbroke Science Park is wholly owned and managed by the University of Oxford. It provides a flexible supportive environment which encourages links between new high-tech science-based companies, their more established counterparts and the University.

1.1.2 The University has operated a travel plan for Begbroke Science Park since 2004. Reviews of the travel plan have been undertaken in July 2011, January 2015 and June 2016.

1.1.3 Outline Planning Permission (planning ref 18/00803/OUT) was approved in September 2018 for an additional 12,500m^2 of floorspace to the existing floorspace (circa 14,200m^2), bringing the total floorspace at Begbroke Science Park to circa 26,700m^2 of R&D space. The additional floorspace would be accommodated within two new buildings to be developed at the Science Park and the Reserved Matters Application (planning application ref: 21/03150/REM) for the two new buildings was granted planning permission in January 2022.

1.1.4 The Outline Planning Permission contained 7 Planning Conditions relating to highways and transport, one (Condition 11) of which related to the requirement for a Travel Plan and two (Conditions 12 and 13) which have implications for the Travel Plan.

> ***Condition 11 (Framework Travel Plan)*** *– Prior to occupation of the development hereby permitted the Framework Travel Plan in place for the Begbroke Science Park shall be updated to take account of the travel demands of the additional development and shall be submitted to and agreed in writing with the Local Planning Authority in consultation with the Local Highway Authority. The Framework Travel Plan shall be monitored for a period of five years post-occupation of any building constructed as part of the development hereby permitted with updated travel survey results provided to the Local Planning Authority within 3 months of the first occupation of the relevant building.*
>
> ***Condition 12 (Provision of a Bus Stop)*** *– In accordance with the submitted Framework Travel Plan, details shall be submitted to and agreed in writing by the Local Planning Authority for the provision of a bus stop including a shelter within the site at the existing turnaround area at the eastern end of Begbroke Hill. The applicant shall enter into discussions with a service provider to either divert an existing public bus service into the site or provide a new public bus service to serve the site. Subject to agreeing an overall package of public bus service within the site with a service provider or an enhanced private minibus service to serve the site, the proposed bus stop and shelter shall be provided and the public bus service implemented in accordance with details and a programme to be first submitted to and approved in writing by the Local Planning Authority.*
>
> ***Condition 13 (University of Oxford's Begbroke Science Park Private Minibus Service)*** *– In accordance with the submitted Framework Travel Plan, and subject to Condition 12 above, a scheme shall be submitted to and approved in writing by the Local Planning Authority, detailing the existing level of provision and the proposed increase of traffic movements of the University of Oxford's Begbroke Science Park private minibus service. The Travel Plan, and subject to Condition 12 above, shall ensure that the overall level of public bus service directly serving the site or private minibus provision shall show a pro-rata increase based on the increased number of University Employees/ floor space generated by the development hereby permitted.*

The approved scheme and Travel Plan shall be implemented in accordance with the approved details unless otherwise approved in writing by the Local Planning Authority.

1.1.5 This travel plan updates the 2016 travel plan, provides details of the progress made against the objectives and targets contained in the 2016 travel plan and provides updated targets for the future, based on existing travel trends. It also considers the requirements of Conditions 12 and 13.

1.1.6 This travel plan update covers the entire Begbroke Science Park site and is submitted to the planning authority as required by Condition 11 of the Outline Permission.

1.2 Overview of the Development Site

1.2.1 Begbroke Science Park (BSP) is located approximately 8km to the north-west of Oxford as shown on Plan TP-1. The layout of the BSP site with the approved development in place is shown on Plan TP-2.

1.2.2 Access to Begbroke Science Park is from the A44 Woodstock Road via a three-arm signal controlled junction at Begbroke Hill.

1.2.3 An historic vehicle access to the site from Sandy Lane has been closed to general vehicular traffic since the opening of the new Begbroke Hill access road into the site, but still provides access to the site for pedestrians and cyclists as well as providing emergency access.

1.2.4 Following the completion of the most recent major development on site, the extension to Centre of Innovation and Enterprise (CIE), around 14,200m^2 gross floor area (GFA) is provided at the Science Park.

1.2.5 Total floorspace increases to 26,700m^2 following completion of the two new buildings (expected early 2024). The approved development layout is shown in Appendix TP-1 (drawing number LP2264-FIR-00-ZZ-DR-L-0007).

1.2.6 In December 2022 there were around 30 companies and over 20 research groups at Begbroke Science Park. Companies at the Science Park are mainly science and research based, some of them University spin-outs, and many have links with either Oxford University or other local research-based organisations. Researchers from the Mathematical, Physical & Life Sciences and Medical Sciences Divisions of Oxford University work in inter-disciplinary groups at the Science Park.

1.2.7 It is currently estimated that around 500 persons are typically on-site on any one day, split broadly between University and companies.

1.2.8 The existing split between University staff/researchers/Post-docs and employees of companies based at the Science Park is 50:50 ± 10, i.e., it oscillates in the range of 40:60 to 60:40 over time depending on individual research group and company makeup.

1.2.9 The two new buildings will have a total design capacity of 500 occupants (with 300 in the Commercial Building and 200 in the Academic Building). It is anticipated that following, handover in February 2024, the Academic Building will start to be occupied in May 2024 and be fully occupied by November 2024, and that the commercial development will start to be occupied in October 2024 and be fully occupied by April 2025.

1.2.10 Conferencing and meeting facilities are provided at the Science Park and currently there are five versatile rooms on site, which can cater for events and meetings of between 5 and 90 guests (i.e.,, ancillary D1 use).

1.2.11 The grounds of the science park offer the scope for larger events, with capacity for up to 200 guests through the use of marquees, although such large events are rare (typically not more than one per year). The University also runs a programme of Schools Events at the Science Park.

1.2.1 Planning Condition 18 of the Outline Planning Permission required the provision of 414 car parking spaces to serve the Science Park and an application to discharge this condition was submitted in February 2022, with approval granted in July 2022. The 414 car parking spaces includes 65 electric vehicle charge points (17 active, 48 passive) across the Science Park. The proposed parking provision on site following the completion of the current development is shown in Appendix TP-1.

1.2.2 Parking on site is controlled by permits with permit numbers controlled by Begbroke Directorate. Parking is not generally allocated, although some spaces are signed as *being* for the use of individual companies/University departments, and having a permit does not guarantee a space. University staff pay £40 per annum for a Begbroke permit. University students are not eligible for a permit except for disability reasons or exceptional circumstances. Commercial tenants receive an allocated number of permits for free, depending on their lease agreements.

1.2.3 Parking for conferences and other events is also controlled by Begbroke Science Park with all visitors to the site having to display a visitor's permit which is valid only for the day of the event.

1.3 Overview of a Travel Plan

1.3.1 The Government's White Paper 'A New Deal For Transport: Better For Everyone' presented to Parliament in July 1998 highlighted the importance of travel plans. Through this document, the Government sought to 'secure widespread voluntary take-up of green transport plans through partnership with business and the wider community'. They are seen as providing a 'major contribution to easing congestion, especially during rush hour'. The White Paper gave the impetus to the development of travel plans. This was reinforced through the 2004 White Paper "The Future of Transport – a network for 2030", which suggested that travel plans 'have helped prompt people to consider, and take up, alternatives to the routine use of their own car, especially for journeys at peak hours.' It highlighted that compared to the cost of investing in new infrastructure, travel plan schemes offered significant value for money for the taxpayer.

1.3.2 The mainstream emergence of travel plans is an important development in transport policy. It signals acknowledgement from the Government that much of the environmental improvement that is sought from the transport sector can only be achieved at the local level. Residential travel plans represent an important response to this new agenda by encouraging individuals to arrange their travel requirements in such a way that it minimises adverse environmental effects.

1.3.3 Travel plans are recognised as a cost-effective means of reducing the adverse effects of traffic and travel. Well thought out, comprehensive and co-ordinated plans have now had time to prove their success and have now been adopted by a wide range of organisations, including schools, hospitals, public sector departments, retail or development consortia, tourist attractions and so on.

1.3.4 Travel plans are an important tool in delivering accessible communities, a key part of the Government policy agenda. Some of the benefits identified from travel plans, include:

- Facilitating greater levels of walking, cycling and public transport, using improved, safer infrastructure;
- Facilitating car sharing for when this represents the most sustainable or only reasonable way of undertaking a journey;

- Raising awareness of the greater choice in travel to, from and within the site;
- Enabling people to follow a healthier lifestyle/ reducing need for car ownership;
- Improved access with a reduced need for unnecessary travel and a minimised effect upon the wider transport network; and
- Highlighting the adverse impacts that travel by car can have on the local, national and global environment;

1.3.5 In summary, therefore, a travel plan is a management tool that assists people in considering how they travel. Through a co-ordinated strategy a travel plan can help people to understand their travel needs and deliver a package of initiatives to increase choice and reduce the need to travel, in particular, by reducing the dominance of car use. If designed well, the implementation of a travel plan should lead to economic, environmental, social and health benefits for 'society' as a whole.

1.4 Structure of the Travel Plan

1.4.1 This updated travel plan has been structured in accordance with guidance contained in Oxfordshire County Council's 'Transport for New Developments; Transport Assessments and Travel Plans' (2014).

1.4.2 The structure of the travel plan is as follows:

- Section 2 – Travel Management and Policy Context
- Section 3 – Site Accessibility and Existing Travel Opportunities
- Section 4 – Objectives and Targets
- Section 5 – Measures and Actions
- Section 6 – Travel Plan Management, Monitoring and Review

1.5 University Wide Transport Strategy

1.5.1 The University has its own transport strategy for staff, although the strategy is currently being reviewed and updated. As part of this strategy, each individual University building or campus will develop its own travel plan to meet the goals of the strategy and respond to the site-specific constraints and conditions.

1.5.2 The strategy can be viewed at https://travel.admin.ox.ac.uk/transport-strategy.

1.5.3 The transport objectives identified in the strategy include:

- Reduce the numbers of car journeys on the network, with the 2018-19 target set at a reduction of 2%;
- Promote appropriate sustainable transport alternatives;
- Improve users' journey experience;
- Improve local air quality; and
- Reduce the University's carbon footprint.

1.5.4 The key transport projects identified for delivery through the University's Transport Strategy include:

- Begbroke Park and Ride operated by the University;
- University bus loop service connecting the University Science Area with Headington (John Radcliffe and the Old Road Campus) - Science Transit Shuttle Services ST2 & ST3;
- Enhancement of the X32 bus route to add to linkage of Oxford with Didcot, Harwell and Wantage - Science Transit Shuttle Service ST1;

- Consideration of a shared bus service with Brookes Bus, providing an extended route covering a number of Oxford University Locations. E.g.,, extension of the U5 service to loop around the John Radcliffe site rather than terminating at the northern end of Cherwell Drive;
- Cycle hire: the extension of Oxfordshire County Council Local Sustainable Transport Fund (LSTF) cycle hire scheme in the east of Oxford to cover further University sites;
- Cycle salvage and re-use scheme to re-purpose abandoned cycles for student use;
- Delivery consolidation trial based on the approach currently being pursued at the redeveloped ROQ to replicate across the University estate; and
- Car parking policy review to balance costs against the equivalent park and ride options and to re-assess the balance between daily and annual car parking permits.

1.6 Travel Coordinator

1.6.1 The University has appointed Ed Wigzell as its Travel Coordinator covering the whole of its operations. Contact details are as follows:

Ed Wigzell

Sustainable Travel Officer

University of Oxford

The Malthouse

Tidmarsh Lane

Oxford

OX1 1NQ

Email: edward.wigzell@admin.ox.ac.uk

2 Travel Management and Policy Context

2.1 Introduction

2.1.1 This section covers both the national policy and the local policy most relevant to the site. The focus is on improving the transport network in and around Oxfordshire in order to increase non-car modes of transport, with a particular emphasis on Door to Door integrated travel and cycling.

2.2 National Planning Policy Framework (July 2021)

2.2.1 The NPPF defines a Travel Plan as 'a long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives and is regularly reviewed'.

2.2.2 Paragraph 113 states:

'All developments that will generate significant amounts of movement should be required to provide a travel plan…'

2.3 Oxfordshire Local Transport and Connectivity Plan (July 2022)

2.3.1 Oxfordshire County Council adopted its Local Transport and Connectivity Plan 2022-2050 (LTCP) in July 2022. This document sets out, at a glance, that it:

…outlines a clear vision to deliver a net-zero Oxfordshire transport and travel system that enables the county to thrive whilst protecting the environment and making Oxfordshire a better place to live for all residents.

We plan to achieve this by reducing the need to travel, discouraging individual private vehicle journeys and making walking, cycling, public and shared transport the natural first choice. The policies included in the LTCP are the tools that we believe are necessary to achieve this

2.3.2 The LTCP has a series of targets and policies in achieve the overarching vision and theme of the LTCP. In terms of targets, these are split between Headline Targets and Supporting Targets. The Headline Targets identified in the LTCP are indicated as follows:

- By 2030:
- Replace or remove 1 out of every 4 current car trips in Oxfordshire (i.e., a 25% reduction across Oxfordshire as a whole)
- Increase the number of cycle trips in Oxfordshire from 600,000 to 1 million cycle trips per week
- Reduce road fatalities or life changing injuries by 50%
- By 2040
- Deliver a zero-carbon transport network
- Replace or remove an additional 1 out of every 3 current car trips in Oxfordshire (i.e.,, a further reduction of 33% across Oxfordshire as a whole – so a total reduction of 50% of all trips car between now and 2040)
- By 2050:
- Deliver a transport network that contributes to a climate positive Future

2.3.3 The LTCP also sets out how the key targets will be achieved, which are shown below:

- Promoting walking and cycling;
- Investment in our strategic public transport networks and the provision of better and quicker bus and rail services;

- Improving multi-modal travel, including the development of mobility hubs;
- Improving road safety;
- Improving digital connectivity; and
- Support transport innovations that will help us to make walking, cycling, public and shared transport more attractive

2.4 Oxfordshire Decide and Provide (Sept 2022)

2.4.1 In September 2022, Oxfordshire County Council adopted new requirements for transport planning based on the principle of 'decide and provide' rather than 'predict and provide' which will help the county move towards the goal of reducing car usage.

2.4.2 The 'predict and provide' approach, commonly used until recently, uses past traffic data associated with developments, commonly erring on the side of caution or robustness, to determine the future need for road infrastructure.

2.4.3 However, this approach perpetuates dependence on cars. The 'decide and provide' approach decides on a preferred vision that might reasonably be achieved in terms of travel choices associated with development and seeks to provide the means to work towards that. This enables more positive transport planning and helps implement a hierarchy of users by considering walking, cycling and public transport up front.

2.4.4 It looks at ways of reducing the need to travel and discouraging unnecessary individual private vehicle use through making walking, cycling, public and shared transport the natural first choice.

2.4.5 So, this approach means that rather than predicting the worst-case car use based on historic data and trends, and then designing road capacity improvements to accommodate this, the approach is one of deciding appropriate target mode shares by various modes of travel, based on an assessment of the transport network including proposed improvements to active travel and public transport (such as cycle and bus routes).

2.4.6 Mode shares for travel associated with the development are monitored over time through a Monitoring and Evaluation Plan, including car usage, and, if required, further measures aimed at achieving the decided target mode shares considered in conjunction with the highway authority.

2.4.7 The guidance sets out that is a phased approach to off-site connectivity improvements has been agreed, the results of monitoring may be needed to be used to inform the timing of infrastructure delivery be adapted accordingly. It is presumed that it may also be used to modify the proposed infrastructure (within the agree costs) to help meet the preferred vision decided that has been decided on.

2.5 Central Oxfordshire Travel Plan (November 2022)

2.5.1 The adopted LTCP outlines a vision and a set of policies to deliver a net-zero Oxfordshire transport and travel system by 2040. This document formed Part 1 of the LTCP process.

2.5.2 Part 2 of the LTCP sets out how the Part 1 policies will be implemented in specific areas (area travel plans) and along specific transport corridors (corridor travel plans).

2.5.3 The Central Oxfordshire Travel Plan (COTP) is the first of these area travel plans to have been produced and builds on the policies of the adopted LTCP.

2.5.4 The COTP sets out the transport strategy for the central Oxfordshire area (Oxford, Kidlington, Eynsham, Botley, Cumnor and Wheatley) from 2023 to 2040, and so is

highly relevant to this site. County approved the implementation of the COTP in November 2022 and delegated the decision on the final COTP to the Corporate Director for Environment and Place in consultation with the Cabinet Member for Travel and Development Strategy.

2.5.5 Working to a travel hierarchy that prioritises sustainable travel modes, the COTP sets out the following desired outcomes:

- A flagship comprehensive zero emission bus network, able to travel at the speed limit 24 hours a day, 7 days a week.
- A comprehensive, safe, inclusive cycle network, to rival the best in Europe.
- Beautifully designed streets and public spaces, with clean air.
- A reduced impact of private vehicles, where roads are congestion-free for residents, visitors, and businesses to make essential journeys in zero emission vehicles.
- Carbon neutral transport for a carbon neutral city. Prioritising measures and approaches that utilise minimal resources.
- A travel hierarchy prioritising sustainable travel and promoting 20-minute neighbourhoods, where everything people need for their daily lives can be found within a 20-minute walk.
- Improved safety realised through a Vision Zero approach to transport safety across the area.
- An inclusive transport network that improves accessibility for all of our residents.

2.5.6 To deliver on these outcomes, the plan proposes an integrated package of 22 actions that are consistent with LTCP targets.

2.6 Oxford Traffic Filters

2.6.1 To help deliver the LTCP vision, one of the COTP 22 actions to support a more sustainable and reliable transport system across the central Oxfordshire area, are proposals for traffic filters.

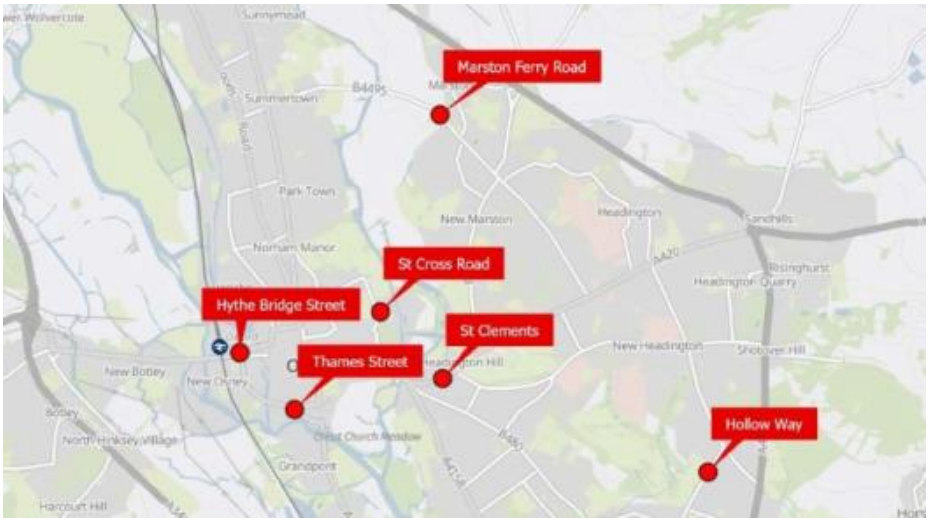
2.6.2 The traffic filters are seen by County as an important tool to help achieve a reduction in unnecessary journeys by private car and make walking, cycling, public and shared transport the natural first choice as they will:

(a) make walking and cycling safer and more attractive
(b) make bus journeys quicker and more reliable
(c) enable new and improved bus routes
(d) support investment in modern buses (including the ZEBRA project to fund up to 159 electric buses)
(e) help tackle climate change, reduce local air pollution and improve the health and wellbeing of our communities.

2.6.3 In November 2022 County approved the implementation of six experimental traffic filters in Oxford on the following roads and shown on the figure below:

- Hythe Bridge Street, between Rewley Road and Frideswide Square
- Thames Street, just east of Blackfriars Road
- St Cross Road, just south of Manor Road
- St Clement's Street, just east of Jeune Street

- Hollow Way, between James Wolfe Road and Dene Road
- Marston Ferry Road, just west of the entrance to the Swan School



2.6.4 The proposed traffic filter scheme has been designed to ensure that all destinations within the city can be accessed by car but will lead to some journeys by car being longer and hence making journeys by more sustainable means more attractive.

2.6.5 When in operation, the traffic filters will only prohibit passenger cars. It is proposed that the traffic filters located on Hythe Bridge Street, Thames Street, St Cross Road and St Clement's Street will operate seven days a week from 7am to 7pm. The traffic filters on Hollow Way and Marston Ferry Road will (subject to monitoring) operate six days a week (Monday to Saturday), also from 7am to 7pm. However, their introduction will be phased, so that they would initially operate only from 7am to 9am and 3pm to 6pm. Only if supported by monitoring would their operation be extended from 7am to 7pm.

2.6.6 Botley Road is currently closed for major upgrades to the station and rail bridge over Botley Road. It is therefore proposed that the trial will not start until after Botley Road re-opens in 2024.

2.6.7 County has undertaken its own modelling of the effects of the traffic filters, and the results indicate that the proposed impacts would be:

- A 20% decrease in traffic flows inside the ring road;
- A 35% decrease in traffic flows in the city centre;
- A 3% increase in traffic using the ring road;
- Bus/Park and Ride use increasing by 10%; and
- Cycle mode share increasing by 10%.

2.6.8 Its assessment concludes:

> *"The key conclusion from the strategic transport modelling is that doing nothing means transport challenges including slower bus speeds and declining bus services, poor air quality, and cycle and pedestrian safety and poor facilities cannot be adequately addressed.*
> *If the traffic filters are implemented, traffic in the city would reduce and many more people would switch from private car to walking, cycling and public transport. This would support the vision for transport in Oxford."*

2.7 Cherwell District Council Local Plan Part 1 (2011-2031)

2.7.1 Part 1 of the Cherwell Local Plan, covering the needs of Cherwell District, has been adopted and is now the statutory development plan for much of the district.

2.7.2 Policy Kidlington 1: Accommodating High Value Employment Needs indicates that Cherwell District Council will undertake a small-scale local review of the Green Belt to accommodate identified high value employment needs at two distinct and separate locations:

(A) Langford Lane/Oxford Technology Park/London Oxford Airport; and

(B) Begbroke Science Park

2.7.3 The policy states that amongst other things a Transport Assessment and Travel Plan should accompany any development proposals which should show how public transport links to the area will be improved.

2.7.4 Policy SLE 4: Improved Transport and Connections indicates that Cherwell District Council will support the implementation of the proposals in the Movement Strategies and the Local Transport Plan to deliver key connections, to support modal shift and to support more suitable locations for employment and housing growth.

2.7.5 Policy SLE 4 states that:

New development in the District will be required to provide financial and/or in-kind contributions to mitigate the transport impacts of development.

All developments where reasonable to do so, should facilitate the use of sustainable modes of transport to make the fullest possible use of public transport, walking and cycling. Encouragement will be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. Development which is not suitable for the roads that serve the development and which have a severe traffic impact will not be supported.

2.8 Cherwell District Council Local Plan Part 1 Partial Review (2011-2031)

2.8.1 Two sites in the immediate vicinity of the Science Park, referred to as PR8 (Begbroke) and PR9 (Yarnton) sites, have been allocated for residential development in the adopted Cherwell Local Plan (2011-2031) Partial Review – Oxford's Unmet Housing Need (CLPPR). Land (14.7Ha) is also reserved in the PR8 allocation to provide for the expansion of Begbroke Science Park. The plan was formally adopted as part of the statutory Development Plan by Cherwell District Council on 7th September 2020.

2.8.2 The CLPPR makes it clear that it provides a vision, objectives and specific policies for delivering additional development to help meet Oxford's housing needs – that is the purpose of the housing allocations.

2.8.3 In brief summary, the allocations are for, and are expected to deliver:

PR8:

a. 1,950 dwellings with 50% affordable;
b. A secondary school;
c. Provision of a 3-form entry primary school;
d. Provision for a 2-form entry primary school if required;
e. The provision of a local centre with between 350-500m^2 A1 retail, ancillary business development and/or financial and professional uses, a café or restaurant, community building;

f. Provision for a pedestrian, cycle and wheelchair bridge over the Oxford Canal to enable the site and public bridleways to be connected to the allocated site at Stratfield Farm (policy PR7b);

g. The reservation of 0.5 hectares of land within the developable area for a future railway halt/station in the approximate location shown unless otherwise agreed with Cherwell District Council in consultation with Oxfordshire County Council, Network Rail and rail service providers;

h. The reservation of 14.7 hectares of land for the potential expansion of Begbroke Science Park;

i. The provision of a limited number of new homes, to be agreed with the Council, to provide for students and those working for the University at the Science Park to support its expansion and reduce car journeys;

j. Points of vehicular access and egress from and to existing highways with at least two separate, connecting points from and to the A44 and including the use of the existing Science Park access road [Begbroke Hill];

k. An outline scheme for public vehicular, cycle, pedestrian and wheelchair connectivity within the site (including for public transport services), to the built environments of Begbroke, Kidlington, Yarnton and to existing or new points of connection off-site and to existing or potential public transport services.

l. In consultation with Oxfordshire County Council and Network Rail, proposals for the closure/unadoption of Sandy Lane, the closure of the Sandy Lane level crossing to motor vehicles (other than for direct access to existing properties on Sandy Lane), and the use of Sandy Lane as a 'green' pedestrian, cycle and wheelchair route between the development and the built-up area of Kidlington including the incorporation of a bridge or subway;

PR9:

m. 540 dwellings with 50% affordable;

n. 1.8ha for the expansion of William Fletcher Primary School;

o. Two separate points of access to and from the A44 with a connecting road between them;

p. An outline scheme for public vehicular, cycle, pedestrian and wheelchair connectivity within the site (including public transport), to services and facilities in Yarnton, including William Fletcher Primary School, to the allocated site to the east of the A44 (Policy PR8) and to existing or new points of connection off-site and to existing or potential public transport services.

2.8.4 In terms of transport infrastructure requirements, the Local Plan sets out:

> *5.44 The Partial Review locates growth close to Oxford to minimise the impact of vehicle trips on the road network. It focuses on improving non-car travel options, safety of movement and improved journey times for existing residents, key employment locations and new residents.*

2.8.5 In terms of transport infrastructure requirements, Policy PR4a sets out:

> *The strategic developments provided for under Policies PR6 to PR9 will be expected to provide proportionate financial contributions directly related to the development in order to secure necessary improvements to, and mitigations for, the highway network and to deliver necessary improvements to infrastructure and services for public transport. Where*

necessary, the provision of land will be required to support the implementation of relevant schemes set out in the Local Transport Plan 4 (including the Oxford Transport Strategy), the A44/A4260 Corridor Study and Local Plan Partial Review Transport Mitigation Assessment. These schemes shall include:

(a) improved bus services and facilities along:

i. the A44/A4144 corridor linking Woodstock and Oxford

ii. the A4260/A4165 (Oxford Road) linking Kidlington, Gosford, Water Eaton and Oxford

iii. Langford Lane.

(b) the enhancement of the off-carriageway Cycle Track/ Shared Use Path along the western side of the A44 and the provision of at least one pedestrian and cycle and wheelchair crossing over the A44.

(c) the prioritisation of the A44 over the A4260 as the primary north-south through route for private motor vehicles into and out of Oxford.

(d) improved rapid transit/bus services and associated Super Cycleway along the A4260 into Oxford.

(e) improvements to the public realm through the centre of Kidlington associated with (d) above.

(f) the provision of new and enhanced pedestrian, cycling and wheelchair routes into and out of Oxford.

2.8.6 The Infrastructure delivery schedule included at Appendix 4 of the CLPPR sets out, amongst other things, transport and movement infrastructure schemes to support growth. Identified contributions to these schemes include:

i. P&R at London Oxford Airport – 2021-2026 – All PR sites

ii. Bus lane improvements along the A44 between Bladon Roundabout and Pear Tree roundabout – 2018-2026 – PR8 & PR9

iii. 4 buses per hour between Oxford and Begbroke – 2018-2026 – PR8

iv. Cycle and pedestrian improvements along A44 between Bladon Roundabout and Peartree – 2018-2026 – PR8 & PR9

v. Pedestrian and cycle improvements linking Kidlington, Begbroke and Yarnton: Potential closure unadoption of Sandy Lane to form green cycle/pedestrian route linking A44 to A4260 – 2018-2026 – All PR sites

vi. Reduction in speed limit and pedestrian/cycling crossing at key locations along the A44 (from Sandy Lane to Cassington Road) – 2018-2026 – PR8 & PR9

vii. Sandy Lane – pedestrian and cycle new link over railway – 2018-2026 – PR8

viii. Walking/cycling/ wheelchair accessibility from land at Stratfield Farm (PR7b) to Land east of the A44 (PR8) (including suitable crossing over the Oxford Canal) – 2018-2026 – PR7b & PR8

2.8.7 Hence it is clear that delivery of the PR8 and PR9 sites will result in a step change in the accessibility of the Begbroke Science Park, particularly by non-car modes of travel, and will result in new housing that is well related to it, as would be other residential allocation sites contained in the CLPPR such as those to the south of Kidlington (the PR6 and PR7 allocations) which will be well connected to the Science Park and within reasonable walking or cycling distance.

2.9 Kidlington Local Cycling and Walking Infrastructure Plan (December 2021)

2.9.1 The Kidlington LCWIP was approved by Oxfordshire County Council in 2021.

2.9.2 The document covers the urban area of Kidlington and Gosford and its links to immediately surrounding villages including Begbroke. The document identifies improvements for access on foot and by cycle between the villages and the local facilities available within Kidlington, with the aim of making walking and cycling the preferred mode of travel for journeys within the area over the next 10 years.

2.9.3 The document identifies a series of key routes and destinations where improvements to cycling are required. Proposed improvements include:

- traffic free routes
- speed reductions to 20mph
- protected space for cycling
- additional road crossings and
- reviewed and improved junctions

2.9.4 More specifically, within the vicinity of BSP, cycling measures include:

Sandy Lane

- Closure of level crossing and installation of cycle/footbridge (being undertaken by Network Rail)
- Low level lighting
- Vehicle access restrictions
- 20mph speed limit within Begbroke

A44 Improvements

- Segregated pedestrian and cycle path along the carriageway
- Future shared use path to have priority over minor side access points
- Clear transition where shared use path merges onto service road areas

2.9.5 General improvements required to increase walking are identified as:

- wider footways
- improved road crossings and
- removal of physical barriers

2.9.6 The walking improvements mainly concentrate on Kidlington Village Centre, but within the vicinity of BSP walking measures include:

2.9.7 Provision of safe crossing facilities on the A44

2.9.8 Also highlighted within the document are significant infrastructure improvements planned by Oxfordshire County Council as part of the Housing and Growth Deal, including improvements to cycling and walking routes along the A44 and A4260 corridors, work on which is currently in progress. The Network Rail closure of Sandy Lane to vehicular traffic also supports the development of the proposed cycle route network identified in the LCWIP, as will development of the PR8 and PR9 sites that will lead to further cycling improvements.

2.10 Travel Plan Guidance

2.10.1 The latest guidance by DfT is provided in 'Travel Plans and Transport Statements' (March 2014), and this document provides guidance on determining when a Travel

Plan is required, the scope of a Travel Plan, the information to be included and how a Travel Plan should be monitored.

2.10.2 The information which should be included within a Travel Plan includes identifying specific required outcomes, targets and measures, setting out future monitoring and management arrangements, and identifying the data to be collected.

2.10.3 Baseline conditions need to be established in relation to targets, and from this, appropriate monitoring arrangements and timescales can be agreed. Travel Plans also need to consider any additional measures which may be required should targets not be met.

2.10.4 Oxfordshire County Council's document 'Transport for New Developments - Transport Assessments and Travel Plans' (March 2014) supplements the latest DfT guidance, and provides guidance for producing Travel Plans.

2.10.5 The document states that Full Travel Plans are required when:

- The proposed use and accessibility needs are known
- The occupying organisation has been identified
- The site is already occupied (e.g.,, if it is being extended), allowing the collection of baseline travel data and consultation with staff/visitors/residents

3 Site Accessibility, Existing and Future Travel Opportunities

3.1 Introduction

3.1.1 The University's website provides information regarding sustainable travel to Begbroke Science Park, as can be seen from the link below:

http://www.begbroke.ox.ac.uk/home/contact-us/getting-here

3.2 Pedestrian Access

3.2.1 The main points of pedestrian access to Begbroke Science Park are from the A44, via Begbroke Hill (the main access into the site), or from Sandy Lane.

3.2.2 A shared foot/cycleway runs along the northern side of Begbroke Hill access road into the site, this linking with the shared footway that runs north-south along both sides of the A44 Woodstock Road.

3.2.3 Signalised pedestrian crossing facilities are provided across Begbroke Hill and the northern arm of the A44 Woodstock Road as part of the traffic signal controlled junction.

3.2.4 The access from Sandy Lane is closed to general vehicular traffic but can be used by pedestrians.

3.2.5 Footways are provided on Sandy Lane to the west of the Begbroke Science Park access. Immediately west of the access, a private shared footway/cycleway has been provided by the University just inside the existing hedged boundary on the north side of Sandy Lane. This links in with the adopted footway on the north side of Sandy Lane some 220m west of the site access.

3.2.6 From this point westwards, a continuous but narrow footway is provided on the south side of Sandy Lane, but the footway on the north side terminates just west of Livingstone Close, then recommences around 125m west, immediately west of the access to Yarnton Nurseries Garden Centre. From here it continues to around 35m past Poppy Close, where it terminates again. There is then no footway through to the A44 on the north side of Sandy Lane, a distance of around 100m. Hence footway provision on the north side of Sandy Lane to the west of the Begbroke Science Park access is intermittent.

3.2.7 To the east of the Begbroke Science Park access there is no provision for pedestrians between the site access and the Oxford Canal, a distance of some 1.2km. Sandy Lane is rural in nature. At a point around 50m west of the Science Park access, the speed limit changes from 30mph to the national speed limit of 60mph, and the 60mph speed limit then applies eastwards to just south of the Oxford Canal, where it changes to 30mph, entering the urban area of Kidlington.

3.2.8 The public footpaths running through the site are shown in the inset on Plan TP-1.

3.2.9 Public footpaths 124/8 and 420/3 run along the eastern side of the science park access from Sandy Lane, with public footpath 124/8 then following the south-eastern and eastern Begbroke Science Park boundary. From the north-eastern corner of the site boundary, public footpath 124/8 continues to head northwards and connects to public footpath 124/7, which runs in a broad east-west alignment and provides a connection to Kidlington to the east by way of Partridge Place. This requires walkers to cross the railway line by way of a signalled pedestrian level crossing. The above footways are unlit and unmade, and in wet conditions muddy, making them unsuitable for continuous access.

3.2.10 The residential areas of Yarnton, to the south of the Science Park are within walking distance of the site.

3.2.11 The University of Oxford agreed, as part of a Section 106 Agreement dated August 2005, to provide a new signal controlled pedestrian crossing across the A44 in the vicinity of the A44 roundabout with Sandy Lane. This obligation has been discharged through Oxfordshire County Council, on behalf of the University, providing a new pedestrian crossing across the A44 in the vicinity of Gravel Pits Lane, as shown on Plan TP-1.

3.3 Cycle Access

3.3.1 Cycle access to Begbroke Science Park is also from the A44 Woodstock Road, via Begbroke Hill, or from Sandy Lane. Plan TP-3 shows the existing cycle network in the vicinity of the site.

3.3.2 A shared foot/cycleway runs along the northern side of the Begbroke Hill access road into the site and signalised crossing facilities are provided at the site access junction with the A44 Woodstock Road as described above.

3.3.3 The access from Sandy Lane is closed to general vehicular traffic but can be used by cyclists. A short section of off-road shared foot/cycleway adjacent to Sandy Lane is provided to the west of the Science Park access along the southern boundary of the site. Sandy Lane is a relatively lightly trafficked road and is considered to be a suitable route for cyclists to use.

3.3.4 The shared cycleway along the western side of A44 Woodstock Road forms part of the long distance national cycle network (NCN) Route 5. At a local level this route provides a mainly traffic free cycle link to Oxford to the south, and Begbroke and Woodstock to the north.

3.3.5 Currently the surface and width of this route are of a low standard and some of the road crossings are awkward and in need of improvement. The main barrier to the success of this route is the Pear Tree Roundabout. This is a high-speed roundabout with wide carriageways across which pedestrians and cyclists were required to cross unaided. Hence this presented a major barrier to cycling to and from Oxford, particularly in peak traffic periods.

3.3.6 However, as part of the Growth Deal works, the pedestrian and cycle provision from Pear Tree Roundabout to the Cassington Road roundabout is being improved, including the provision of signalised crossings at Pear Tree Roundabout, which will significantly improve walking and cycle connectivity in this direction.

3.3.7 The route northwards on the A44 towards Woodstock and Bladon, which can be made on either side of the A44, is of reasonable quality. On the east side of the A44 at its junction with Langford Lane, cycles have to cross Langford Lane unaided, and all crossing points at the Bladon roundabout are unaided which presents a barrier to cycling.

3.3.8 To the east of the site national cycle network Route 51 runs through Kidlington on quiet roads and shared cycleways, and to the south of Kidlington, adjacent to the A4260 towards Oxford Parkway Station and Oxford City Centre by way of the A4165. This route can be accessed from the site via Sandy Lane and Yarnton Road. To the south of Kidlington, the main obstacle to cycling on this route is the Kidlington Roundabout, at which cyclists are required to cross the wide carriageway approaches and exits unaided. This roundabout is proposed to be improved as part of the Growth Deal works undertaken by County.

3.3.9 To the north of Kidlington, Route 51 connects to Bicester.

3.3.10 Sandy Lane also provides access to the traffic free route into Oxford city centre running alongside the Oxford Canal. Whilst this route is not a signed cycle route it is a popular route with cyclists, although it is largely unsurfaced and in wet conditions is not suitable as a commuting route.

3.3.11 Begbroke Science Park is accessible by bicycle from Kidlington, Begbroke, Woodstock, Oxford and surrounding villages, save that at present there are barriers generally in the form of large roundabouts at which crossing for cyclists is not aided.

3.3.12 The existing cycle parking provision on site is shown on Plan TP-2. At present there are a total of 103 spaces on site and this will be increased to 309 spaces following completion of the two new buildings.

3.3.13 The Science Park bike is available for use by staff and students via a key available from reception. A total of 8 showers with changing and locker facilities are provided on site.

3.4 Public Transport

Bus

3.4.1 The nearest public bus stops to the Begbroke Science Park are situated on the A44 Woodstock Road in the vicinity of the A44 roundabout with Sandy Lane. Access to these stops is via the Begbroke Hill access road into the site and are around a 930m or 12-minute walk from the site.

3.4.2 These stops currently serve the S3 Oxford to Chipping Norton/Charlbury bus route operated by Stagecoach; this route is shown on Plan TP-4.

3.4.3 The S3 service calls at both Oxford Railway Station and at the Gloucester Green bus station in Oxford city centre, allowing for public transport connections to be easily made to rail and other services nationally. A PlusBus ticket adds unlimited urban bus travel to a train ticket and Begbroke Science Park is situated within the Oxford PlusBus zone.

3.4.4 The S3 operates with a typical weekday daytime frequency of 20 minutes at peak hours and 30 minutes within off peak hours. After around 19:00 hours the frequency changes to hourly. Services are available from early in the morning until late in the evening. The Saturday/Sunday service is essentially half hourly reducing to hourly after around 19:00 hours.

3.4.5 Condition 12 of the Outline Planning Permission requires the provision of a bus stop including shelter within the site at the existing turnaround area at the eastern end of Begbroke Hill. The design of the stop has been agreed by County as highway authority and will be implemented as part of the development.

3.4.6 Plan TP-5 shows the proposed layout of the new bus stop. This utilises the existing layby on the northern side of the Begbroke Science Park access road (Begbroke Hill), but realigns the existing cycle path to the rear of the layby to allow for the provision of a bus shelter. A landscape buffer between the shelter/bus stop area and the cycle path is proposed to provide some separation. The proposal replicates the existing cycle path dimensions in the short term, but this may need to be enhanced further as part of the PR8 development.

3.4.7 Condition 12 also requires discussion with the bus operator (Stagecoach) in relation to diverting the S3 into the Science Park. Data from the private minibus service operated by the Science Park (refer to Section 3.5 below) has been presented to Stagecoach to ascertain whether it would consider diverting the S3 into the Science Park. The outcome of these discussions is that Stagecoach has indicated it would be willing to divert certain S3 services (see below) subject to the payment by the University of an annual contribution to cover the additional operating costs, and assuming users would pay a standard fare.

3.4.8 However, as indicated, this would only cover a limited number of services, these being:

- AM peak to Science Park from Oxford arriving: 08:30, 09:01, 09:31, 10:01, 10:31; and
- PM peak to Oxford from Science Park departing: 15:34, 16:04, 16:34, 17:04, 17:34, 18:06, 18:56.

3.4.9 Due to the very limited nature of the service, and that it would route into Oxford via the Woodstock Road rather than the Banbury Road (via Parkway), the University does not consider this to be a viable or sustainable option.

3.4.10 The level of travel demand that will generated by the Science Park across the day on its own is not sufficient to facilitate the provision of a viable public bus service - the provision of a such a service is only likely to become viable as part of the PR8/PR9 development, and this viability is likely to be assisted by the Science Park given that its demand for travel to and from Oxford is in the opposite direction to residential travel demand. Hence, the Science Park will want to be involved in discussions relating to any proposed new service to see if this can deliver public transport access to the Science Park.

3.4.11 However, until that time the University proposes to enhance the existing minibus service, which has the significant advantage of allowing services to be adapted quickly to changes in demand or travel patterns, and indeed feedback from users on how the service might be improved.

3.4.12 Section 3.5 below provides an analysis of existing minibus usage and the implications of increased demand, and how this is proposed to be met.

Rail

3.4.13 Mainline and local rail services can be caught from Oxford Railway Station, with direct services to/from Didcot, Reading, London, Birmingham, Manchester and Leeds, as well as intermediate stations, being available. Connecting services from Didcot Parkway provide links to Swindon, Bath, Bristol and Cardiff from Oxford.

3.4.14 Oxford Railway Station is around 7.5km, as the crow flies, to the south of Begbroke Science Park. Oxford Parkway Railway station is closer to Begbroke Science Park, around 2.7km to the southeast of the site.

3.4.15 At present there is no direct commercial bus service between the site and Oxford Parkway Railway Station, although the University minibus calls at the Water Eaton Park & Ride however the site is within a 4km (15 minute) cycle ride of the Station, and covered and secure cycle parking is provided at the Parkway Station. Parkway serves half hourly trains to/from Oxford Railway Station and London Marylebone via Bicester Village.

3.4.16 Up to date public transport information can be found on the National Rail and TRAVELINE websites:

http://www.nationalrail.co.uk/

http://www.traveline.info/

3.5 University Minibus and Taxi

3.5.1 Begbroke Science Park operates a private minibus service for use by all University members, employees of businesses based at Begbroke Science Park and visitors. At present staff are only required to pay a notional contribution to use the service.

Existing Service Levels

3.5.2 The service currently consists of five 17-seater (including driver) minibuses. Information on the current routing, bus stop locations in the city centre and the current timetable is provided within Appendix TP-2.

3.5.3 The minibus service operates between Oxford city centre (Broad Street) and Begbroke Science Park and calls at the Sherrington Road Science Area, Parks Road Materials Laboratory and Banbury Road outside BBC Oxford (as a request stop). The Broad Street stops are around a 15-minute walk from Oxford Railway Station.

3.5.4 The University currently operates 25 services per day starting from the Science Park at 07:10 and finishing at the Science Park at 19:50 hours. Frequencies vary throughout the day, typically offering between 1-3 buses an hour. The following link provides information on Begbroke Science Park's minibus timetable:

https://www.begbroke.ox.ac.uk/wp-content/uploads/2023/05/minibus-timetable-may-2023.pdf

3.5.5 Begbroke Science Park supplements its minibus service with 8 seater taxis in the PM peak period, as shown in the current timetable.

3.5.6 Whilst all restrictions relating to the pandemic have now been lifted, it remains to be seen whether the changes to working practices and travel habits as a result of the restrictions (e.g., working from home or travelling by car/bicycle rather than by public transport) are permanent or will slowly return to the pre-pandemic situation.

3.5.7 The data below provides a high-level summary of usage between 2018 and 2022 although usage from March 2020 onwards has been affected by pandemic and the recorded level of usage in 2022 is still lower that that recorded in 2019.

- **2018** – Total of 36,620 passengers for 11 months of the year;
- **2019** – Total of 46,227 passengers for 11 months of the year (February to December, January excluded due to a different timetable being run), daily average of 200 passengers per day. The number of passengers per month ranged between around 3,200 (December) and 5,300 (October).
- **2020** – January to March daily average of 194 passengers per day. March to August the minibus service was suspended due to the pandemic. The service resumed in September but with a reduced capacity per bus and journey data was not captured.
- **2021** – January to August journey data was not captured because the service was still operating with a reduced capacity per bus due to social distancing requirements. From September onwards bus capacity increased to pre-Covid capacities. The number of passengers per month ranged between around 1,600 (December) and 2,900 (November).
- **2022** – Running total of 24,745 passengers for the first 10 months of the year. In October 2022 the daily usage ranged between 95 and 168 passengers per day, with an average of 128 passengers per day, equating to around 64% of the average for 2019 of 200 passengers per day. The number of passengers per month ranged between around 2,200 (September) 2,900 (March).

3.5.8 Information from 2019 records indicates peak usage of the minibus is between 17:10 and 19:10 from Begbroke into Oxford, Monday-Friday. This ties in with the need for Begbroke Science Park to use taxis to supplement its mini-bus service in the evenings, each taxi taking on average around 5-6 people.

Proposed Service Levels

3.5.9 Based on the above, the University proposes the following basis for providing uplifted services:

i. A maximum service provision as shown on the timetable included at Appendix TP-3 ("triple capacity"), which will provide a double minibus service at the

times shown shaded grey, and a triple minibus service at the times shaded orange;

ii. An initial minibus service provision as shown on the timetable included at Appendix TP-4 ("double capacity"), which will provide a double minibus service at the times shaded grey;

iii. The University will monitor usage of the service, and report usage figures to the County annually as one of its Travel Plan actions;

iv. The University shall be permitted to vary the timing of services to match actual demands;

v. The University shall increase minibus services up to the maximum service provision as required to meet user demand, but consideration of this will take into account the occupancy of adjacent (in time) services if they have spare capacity; and also, options for retiming services to match/meet demand;

vi. The University shall be permitted to vary service times and service level based on actual demand, but will require the written agreement of the County Council to reduce the number of services, with any proposal being based on evidence showing demand is at a level that does not require the level of service being provided;

vii. The University will be permitted, with the written agreement of County, to vary the service due to changes in public transport services serving the campus which either affects the level of use of the minibus services, or which provide a public transport option that is equal to or better than the minibus service for some or all of the demand for bus travel generated by the campus; and

viii. The University shall not be required to run services on unsustainable basis, that is either empty or at a very low level of occupancy when there are adjacent (in time) services that have spare capacity.

3.5.10 The minibus service will continue to use the existing stop at the Science Park until the new bus stop on Begbroke Hill is completed, at which point the minibuses will use the new bus stop and the existing stop will no longer be served.

3.6 North Oxford Corridor Project - A44 Construction Works

3.6.1 Construction work on the A44 Loop Farm Roundabout to Cassington and the A34/A44 Peartree Interchange began in July 2022, expecting to complete by end September 2023. The works are part of the North Oxford Corridor Project and benefits include:

- Improving road safety and reduced road traffic accidents
- Improving street lighting along pedestrian and cycle routes as well as along the main corridor
- Improving road and footway conditions
- Improved air quality

3.6.2 The A44 Loop Farm Roundabout to Cassington Road includes the following elements and general arrangement plans are included at Appendix TP-5:

- New signalised toucan crossing on the A44 to the north of Cassington Road
- New parallel crossing on Cassington Road at the junction with the A44
- New dedicated southbound bus lane
- New footpath on the eastern side of the A44
- New continuous, and widened shared use pedestrian and cycle path on the western side of the A44

- New and improved informal crossing facilities
- Improved street and footpath lighting

3.6.3 The A34/A44 Peartree Interchange includes the following elements and general arrangement plans are included at Appendix TP-6:

- New signalised crossing on the A44 to the north of Loop Farm Roundabout
- New dedicated southbound bus lanes between Loop Farm Roundabout and Peartree Interchange
- A new footpath on the eastern side of the A44
- New continuous, and widened, shared use pedestrian and cycle path on the western side of the A44
- Improved informal crossing facilities on Frieze Way
- New signalised crossings on the Pear Tree Interchange (northbound off-slip and southbound on-slip)
- Additional traffic lanes on Peartree circulatory
- Improved street and footpath lighting

3.7 Existing Modal Share

3.7.1 The results of the travel surveys of staff, students and employees of businesses based at Begbroke Science Park are summarised in Table 1.

Mode	2006	2008	2009	2010	2011	2015	2018
Car driver	76%	72%	77%	58%	60%	57%	43%
University Minibus	8%	16%	15%	28%	26%	30%	40%
Car passenger	2%	2%	1%	2%	2%	1%	0%
Public bus	3%	0%	0%	1%	1%	1%	3%
Train	-	-	-	-	-	-	2%
Bicycle	7%	9%	6%	10%	10%	7%	8%
Motorbike	2%	1%	0%	0%	0%	0%	0%
Walk	2%	1%	1%	1%	1%	4%	3%
Total	100%	100%	100%	100%	100%	100%	100%

Table 1: Modal Share at Begbroke Science Park

3.7.2 The University also undertakes University wide travel surveys on a biennial basis, with the last survey undertaken in 2021, which includes students and staff based at Begbroke Science Park but not they do not include employees of businesses based at Begbroke Science Park. However, the data sample size for staff and students based a Begbroke Science park are so low (typically in single digits) that no meaningful comparison or conclusions can be drawn from these surveys.

3.7.3 So at present the data from the 2018 survey is the most up to date mode share data available for Begbroke Science Park.

3.7.4 Post-occupation of the new buildings the intention is to undertake a more targeted survey of those based at the Science Park in order to obtain a more detailed picture of the mode share for the Science Park.

3.7.5 It can be seen from Table 1 that the general trend since the implementation of the travel plan in 2006 is a reduction in the modal share of car driver and corresponding

increases in the University minibus and bicycle modal shares. The modal share of travel by other sustainable means has broadly stayed the same.

3.7.6 Between 2006 and 2018 the percentage modal share of 'car driver' has fallen from 76% to 43%, which represents a fall of 43%. There is a corresponding increase in the percentage modal share of the 'University Minibus', with all other categories of modal share remaining broadly similar.

3.8 Snapshot Surveys

3.8.1 On-site parking demand, both vehicle and cycle, is monitored informally, and the patronage of the minibus is recorded and monitored. Snapshot surveys of the number of cars and cycles parked on site have also been undertaken on an ad-hoc basis.

2016 Surveys

3.8.2 The number of cars and cycles parked on site were recorded for a two week period between 15th February 2016 and 4th March 2016.

3.8.3 The minimum, maximum and average recorded numbers of vehicles parked on site across the two weeks are summarised in Table 2.

	Parked on Site		Minibus Arrivals
	Car	Cycle	Before 10:00
Minimum	128	20	61
Maximum	155	25	76
Average	140	23	69

Table 2: Car and Cycle Parking and Minibus Use Feb/March 2016

3.8.4 The recorded levels of parking on-site and the number people arriving by minibus before 10:00 were relatively consistent throughout the fortnight period.

3.8.5 The maximum recorded number of cars parked on-site was 155 on a Tuesday and the maximum number of cycles parked was 25 on a Monday. The maximum number of people arriving by minibus before 10:00 of 76 also occurred on a Monday.

3.8.6 Access to the buildings on site is via a security fob and records for the two week period between 15th February 2016 and 4th March 2016 show that between 146 and 255 people per day had used their security fob before 10:00, this does not necessarily represent the maximum occupancy of the site on any one day. One company, with 48 employees, do not use the security fob system and so up to 300 people could potentially have accessed the site before 10:00 on any one survey day.

3.8.7 People arriving in groups, for example those travelling by the University minibus, could all be covered by one activation of a security fob and therefore the access records may underestimate the actual numbers on site before 10:00.

2018 Surveys

3.8.8 Snapshot parking surveys on two days in March 2018 recorded a total of 28 and 36 cycles respectively, and 173 and 201 cars parked on site on the same two days.

2021 Surveys

3.8.9 A snapshot survey undertaken in April 2021 recorded 123 cars parked on site and 23 cycle spaces were occupied.

2022 Surveys

3.8.10 A snapshot survey undertaken in November 2022 recorded that there were 28 cycles and 254 cars parked on site, although it should be appreciated that construction

works were being undertaken at the time of the surveys and there will be increased demand due to contractor parking.

4 Objectives and Targets

4.1 Objectives

4.1.1 The University recognises that the use of non-sustainable modes of transport by its staff and students can have a large impact on the environment. The aim of this travel plan is to set out a forward-thinking strategy to reduce the impact. It will be delivered through short, medium and long term actions, and through consultation with staff and student groups, and other stakeholders where necessary.

4.1.2 The aims and objectives of the travel plan are, within the context of the University's overall operational needs, and local and national transport policies, to implement a series of measures which seek to encourage the use energy-efficient public and communal transport, bicycles and walking, and to discourage unnecessary use of the private motor transport both for commuting purposes and business travel during the day.

4.1.3 As will be discussed more detail in Section 5.1 of this report the University has commissioned a Transport Strategy to support the growth and development plans within the University's Estate Strategy, whilst also considering the existing transport needs of the University.

4.1.4 The Transport Strategy sets out overarching objectives to reduce car trips for commuting and business across the University's Functional Estate to reduce traffic congestion and reduce emissions of carbon and air pollutants and includes a wide range of policies, measures and staff travel benefits to enable and encourage the use of sustainable travel. The Begbroke Science Park travel plan is in accordance with the objectives of the University's Transport Strategy.

4.1.5 Where travel is needed, the University will encourage it to be made by non-car modes for students, staff and visitors, and reduce travel by private car wherever there is a reasonable alternative. Where there is no reasonable alternative, the University will seek to reduce car mileage through actively encouraging car sharing.

4.1.6 The emphasis will focus on encouraging staff, students and science park employees to meet their travel demands by sustainable modes. However the University will also look at measures to discourage the use of the car where appropriate, taking into account the practical issues facing those travelling to/from Begbroke Science Park and between its other sites, and the need for the science park to remain attractive and competitive.

4.2 Targets

4.2.1 The original targets set out in the 2004 travel plan, were:

- Reduce the number of single occupancy car trips by 10% in the interim phase and 20% in the long term phase of development; and
- Increase the percentage of staff cycle to and from the site to 10% in the interim phase and 15% in the long-term phase.

4.2.2 The 2016 travel plan, in discussion with Cherwell District Council and Oxfordshire County Council, and based on the success of the Science Park in reducing car driver trips at the time, had the following targets:

- To reduce the percentage 'car driver' modal share to 54% by 2019 and to 51% by 2021;
- To increase the percentage cycle modal share to 10% by 2019 and to 15% by 2021; and
- To increase the percentage car share to 3% by 2019 and to 5% by 2021.

4.2.3 The car driver mode share recorded in the 2018 Travel Survey was 43% which is significantly lower than the 2021 target of 51%, however the mode share targets for cycling and car share were not met.

4.2.4 Since the 2016 travel plan, the LTCP and COTP have set the following targets in terms of reducing car trips:

- By 2030:
- Replace or remove 1 out of every 4 current car trips in Oxfordshire (i.e., a 25% reduction across Oxfordshire as a whole)
- By 2040:
- Replace or remove a further 1 out of every 3 current car trips in Oxfordshire (i.e., a reduction of 33% across Oxfordshire as a whole) – combined with the reduction to 2030, this would give an overall targeted reduction of 50% by 2040.

4.2.5 Therefore the local transport policy is even more geared towards reducing the overall number of car trips on the highway network in Oxfordshire.

4.2.6 At present Begbroke Science Park has a relatively low car mode share given its location. The recorded 'car driver' mode share of 43% in 2018 is already just over half of that recorded for the surrounding local area, which is around 81% (2011 Census Data). This means there is less scope for further significant reductions in car driver mode share.

4.2.7 In the short term, the proposed improvements to the minibus service will increase the attractiveness of the service to those traveling between BSP and Oxford city centre.

4.2.8 In the longer term, the development of the PR8 Local Plan site, which includes the expansion of the Begbroke Science Park and the building of around 1950 dwellings, combined with PR9 and other developments to the north of Oxford will result in a significant improvement to non-car travel infrastructure and also increase the opportunity for people working at the science park to live locally. Added to this, County's transport policies and measures are developing, and these are likely to see greater restrictions on car movement combined with improvements to active travel and public transport modes. Hence it is to be expected that as those developments and transport measures come forward, so the ability to reduce the car mode share will increase.

4.2.9 It is proposed that the mode share targets for the Travel Plan are:

- To reduce 'car driver' mode share by 10% to 39% by 2026; and
- To reduce 'car driver' mode share by a further 17.5% by 2030 to 32%
- This gives a total reduction in car mode share of 25% by 2030

4.2.10 These targets are consistent with the LTCP and COTP and also reflect proposed measures at BSP and future improvements to non-car travel infrastructure.

5 Measures and Actions

5.1 University Transport Strategy

5.1.1 The University is expected to continue to grow, associated with a planned expansion of its physical estate. As the centre of Oxford becomes more constrained in terms of available capacity for development, areas of less central development have taken place, particularly at science parks which are located at Begbroke to the north and Harwell to the south.

5.1.2 The University commissioned a Transport Strategy to support the growth and development plans within the University's Estate Strategy, whilst also considering the existing transport needs of the University.

5.1.3 The University is committed to sustainable travel, to encouraging the use of efficient public and communal transport, bicycles and walking, and to reducing carbon dioxide emissions from work-related travel and University-owned vehicles. The University discourages unnecessary travel and the use of private motor transport both for travel to the University and travel for other work purposes during the day, with the aim of reducing traffic and parking in Oxford.

5.1.4 The stated objectives of the University's Transport Strategy are:

- reduce the numbers of car journeys on the network
- promote appropriate sustainable transport alternatives
- improve users' journey experience
- improve local air quality
- reduce the University's carbon footprint.

5.1.5 These strategic objectives were used to develop and prioritise a number of transport schemes to help deliver the University's Estate Strategy whilst also supporting the current activities of the University.

5.1.6 The Transport Strategy identifies the potential for a local Park & Ride to serve Begbroke Science Park. It is acknowledged in the strategy that future development of the Begbroke Science Park is expected to result in the need for an increased level of public transport connectivity between the University's city centre sites and the Science Park.

5.1.7 The increased demand for this route could open up further opportunities in terms of combining it with an edge-of-city centre parking location for staff living to the north of Oxford. An expanded shuttle bus service could then serve the dual role of providing both a park and ride facility for peak-hour journeys and an improved inter-site service between peak hours.

5.1.8 This potential scheme would build on the current links between Begbroke Science Park and the centre of Oxford and would help reduce the number of University staff travelling through the ring road into Oxford and help offset any future reductions in central area car parking, whilst also increasing the regularity of links between the Begbroke Science Park and the city centre.

5.2 University Wide Measures

5.2.1 The University has for some years implemented a series of University sustainable transport and measures, including:

- interest-free loans for purchasing public transport season tickets (bus, rail and park and ride);
- discounts of 10% 13-week and 52-week bus passes;

- membership of the Easit scheme offering 15% discounts on Great Western Railway rail travel and free bus taster tickets;
- a University-specific car share scheme (operated through Journeyshare), which includes priority access to peak car-parking permits and a guaranteed ride home for participants in the case of an emergency;
- security tagging for cycles;
- management of abandoned cycles;
- free adult cycle training;
- personalised transport planning;
- transport-planning roadshows (with partners);
- interest-free loans (up to a value of £1,000) for cycle purchase and a range of discounts negotiated at local cycle suppliers;
- the operation of a mobile mechanic scheme for cyclists; and
- Cycle salvage and re-use scheme.

5.3 Begbroke Science Park Travel Plan Measures

5.3.1 Begbroke Science Park travel plan measures are summarised below.

Target/ Objective	Measure/Action	Timescale/Status
Promotion of travel plan.	Develop and maintain a site travel website.	Implemented as part of Interim Phase of development. On-going. http://www.begbroke.ox.ac.uk/home/contact-us/getting-here
	Provide a six monthly site travel newsletter and provide promotional material. Initiatives recently promoted include car share scheme, bicycle salary sacrifice scheme, new minibus service. Materials provided include cycle maps, minibus timetables.	Implemented since Interim Phase of development. On-going.
	Arrange at 6 monthly intervals meetings with occupant travel plan coordinators to discuss travel plan related issues.	Implemented since Interim Phase of development. On-going.
Promotion of travel to the site by foot and bicycle.	Provide showers, changing rooms, drying room/facilities and lockers on the following basis - 1 shower per 2,500m^2 up to 10,000m^2 and 1 shower per 4,000m^2 thereafter.	Implemented as part of Interim Phase of development and to be included within building specifications for any future development at the site.
	Install 1 secure, covered, lit and conveniently located cycle parking space per 6 staff of 'Sheffield' (upside-down U) type or similar.	Implemented as part of Interim Phase of development and to be included within building specifications for any future development at the site.
	Appoint site Cycling/Walking coordinators and provide help and advice to Cycling/Walking coordinators.	Implemented since Interim Phase of development. On-going.
	Link in with national events such as Bike Week.	On-going.
	The provision of e-bike try-outs to encourage greater levels of cycling	New measure – when A44 cycle works completed

Target/ Objective	Measure/Action	Timescale/Status
Promotion of travel to the site by public transport.	Prepare and distribute an updated travel guide for the site to all occupants at 6 monthly intervals.	On-going. Paper and electronic public transport timetable information provided regularly.
	Provide a direct minibus link throughout the year between the site and the Science Area.	Implemented and on-going.
	Monitor usage of University minibus service and identify demand for additional services or expansion of existing route.	On-going. Minibus service directly operated and monitored by Begbroke Science Park.
	Explore opportunities with local bus operators of providing a direct bus access to Begbroke Science Park.	Under discussion but only likely to happen with the PR8 development.
Discourage unnecessary private car use. To reduce the percentage 'car driver' modal share to 39% by 2025 and to 32% by 2030.	Enforce car parking regulations whereby parking is only permitted in designated spaces to holders of site parking permits.	On-going. University Security Services issue car parking permits and provide enforcement. University staff currently have to pay £40 for an on-site parking permit
	Limit the number of site parking permits issued as required.	On-going. University Security Services issue car parking permits and provide enforcement.
	Limit the number of cars parking on site to 466 in line with the Outline Planning Permission.	Overall limitation of parking numbers to be taken into consideration for any future development at the site.
	Promotion of University specific car-share scheme.	On-going. Journeyshare membership details has been made available to all site occupants and widely promoted.
	Prioritise parking permits for those without any option to travel by car.	On-going. The University prioritises parking permits for University staff. Companies are only allowed a restricted number of permits.
	Encourage staff to consider working from and teleconferencing rather than travelling to meetings where possible	Teleconferencing facilities are provided in the meeting rooms.

Table 3: Begbroke Science Park Travel Plan Measures

6 Travel Plan Management, Monitoring and Review

6.1 Travel Plan Management

6.1.1 Oxford University Estates Services will be responsible for the management of the travel plan, in cooperation with the Begbroke Directorate.

6.1.2 Oxford University Estates Services employs a Sustainable Travel Officer who is responsible for the existing University wide travel plan and who is also the nominated travel plan coordinator for Begbroke Science Park.

6.1.3 All correspondence relating to the Begbroke Science Park travel plan should be sent to the travel plan coordinator, contact details were given in section 1.1.

6.2 Monitoring and Review

6.2.1 The measures identified within this Travel Plan will be reviewed regularly and updated where necessary. This will help to ensure that its objectives are successfully achieved.

6.2.2 A comprehensive travel survey will be undertaken in line with existing University-wide travel survey collection, with a full survey every 4 years with a snapshot travel survey in the intervening 2 years. The survey is to understand the travel trends and attitudes of staff and students travelling regularly to the site. Visitor travel is not recorded within the University-wide travel surveys as the University has less influence on people who only travel occasionally to University sites such as Begbroke Science Park, although it should be appreciated that sustainable travel information is provided to visitors and visitor car parking is limited and strictly controlled.

6.2.3 The survey results will be analysed and submitted to Cherwell District Council (CDC) and Oxfordshire County Council (OCC) within one month of the surveys being undertaken.

6.2.4 The results will identify changes in travel patterns, demand corridors and modal share and thus will allow the travel management mechanisms and initiatives highlighted within this document to be focused more towards specific needs. The survey results will facilitate more targeted and defined mechanisms to be identified in the future.

6.2.5 The following information will be sought:

a) Primary and secondary mode of travel taken to the site.

b) Home address (by postcode).

c) Indication of measures that will encourage use of non-car alternatives.

6.2.6 For future University-wide travel surveys the Car Driver category will be subdivided into Car Driver (Alone) and Car Driver (With Passengers) in order to allow single occupant car trips to be identified and to provide more information on car sharing.

6.2.7 Using the results of successive surveys, targets will be revised accordingly to reduce single occupancy vehicle travel in each of the survey years.

6.2.8 Given that this Travel Plan is a ‘living document’ which will continually evolve through monitoring, it is expected that the Targets will be revised and updated over time.

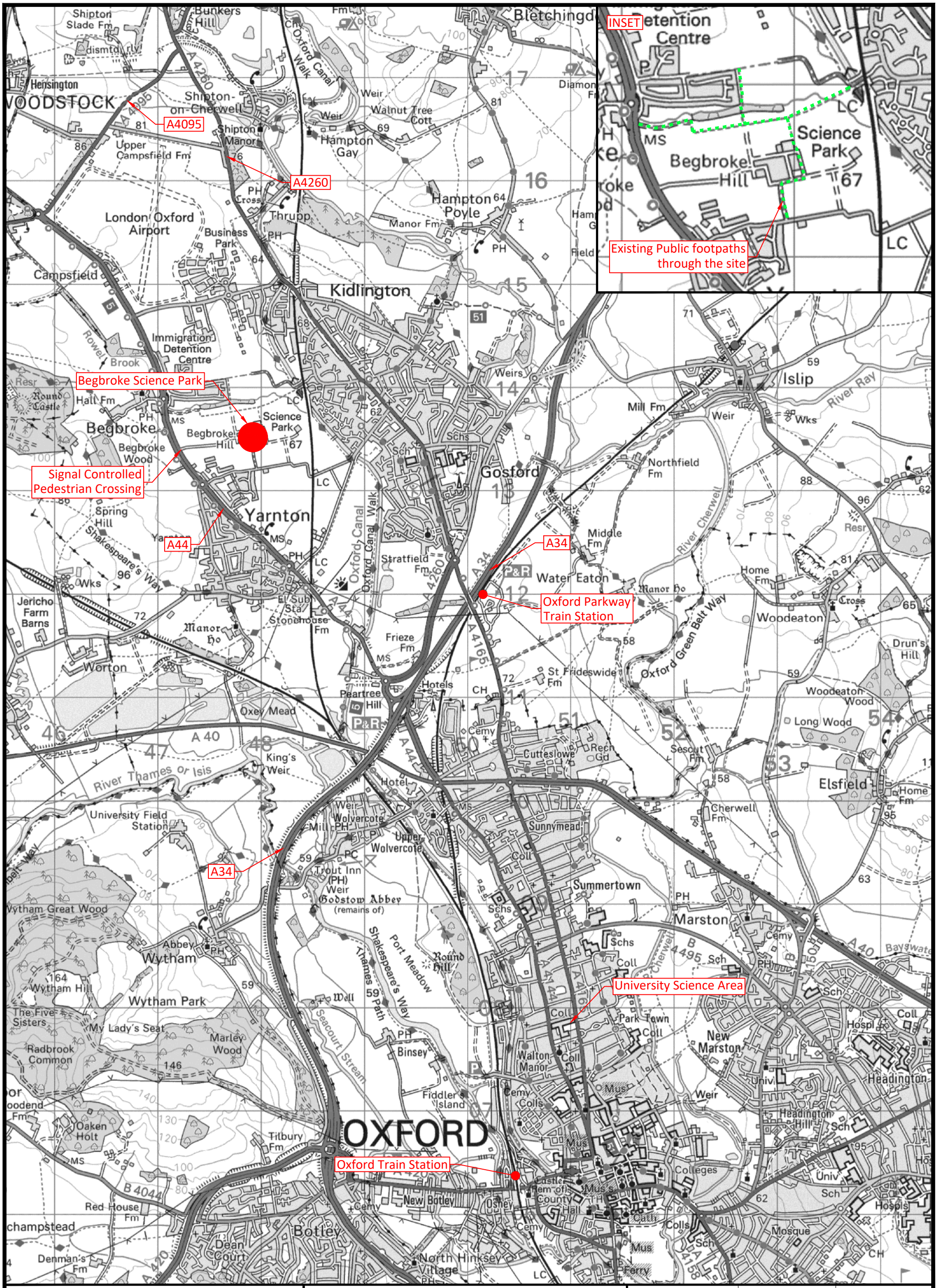
6.2.9 Any future amendments to this Travel Plan and any new Targets will be agreed by Oxford University, CDC and OCC in writing and complied with thereafter.

6.2.10 Oxford University Estates Services currently employs a Sustainable Travel Officer (Mr E. Wigzell), who is responsible for the existing University wide Travel Plan. As part of his commitment to the Travel Plan for BSP, the role of Travel Plan Coordinator (TPC) for BSP, will be carried out by the Sustainable Travel Officer.

6.2.11 The TPC will be responsible for liaising with CDC and OCC throughout the development of BSP and will continue to communicate with both authorities once the site has been fully developed. A summary of the TPC's main responsibilities are to:

- Take overall responsibility for delivery of the Travel Plan;
- Take overall responsibility for undertaking the Biennial Travel Surveys;
- Lead the process of developing targets, implementation and review;
- Liaise with CDC, OCC and Public Transport Operators;
- Promote the Travel Plan to staff and seek compliance and co-operation with the Travel Plan; and
- Ensure that elements of the Travel Plan are undertaken, such as ensuring that travel information is readily available to staff, updating generic travel information on the University's web site (e.g., for travel discounts or loans) etc.

TP - Plans



IMA TRANSPORT PLANNING 11 KINGSMEAD SQUARE BATH BA1 2AB t: 01225 444 011 www.ima-tp.com	TITLE: Plan TP-1 Site Location	SCALE: (A3) NTS	CHECKED: MP
		APPROVED: IMA	
		CAD FILE: IMA-22-154-002.dwg	DESIGN/DRAWN: ZI
		DATE: December 2022	
		PROJECT No: IMA-22-154	DRAWING No: 002
		REV: -	

North

Surfaced Car Park

249 unallocated spaces
(15 active; 48 passive EV spaces)
4 disability spaces

96 spaces

Academic Building

96 spaces

CIE

1 disability space

4 spaces

New bus shelter. Refer to drawing IMA-22-154-001_D for details.

2 spaces

Commercial Building

4 disability spaces

Commercial Building

Centre for Innovation and Enterprise (CIE)

30 spaces

APL

OGT/IAT

56 unallocated spaces
3 disability spaces
24 OGT spaces
1 disability OGT space

Department of Materials

2 unallocated spaces

10 spaces

14 spaces

Department of Materials

6 spaces

10 spaces

2 spaces

12 spaces

Walled Garden

8 service spaces

OGT/IAT

Units 5 & 6

Walled Garden

Christian Building

Christian Building

8 unallocated spaces

Farm House

7 spaces

10 spaces

Units 5 & 6

41 unallocated spaces
2 electric charging points

Visitor Car Park

12 visitor spaces
1 disability space

Key

- Cycle Parking
- OXONBIKE Hire (electric bikes)
- Minibus Stop
- Showers

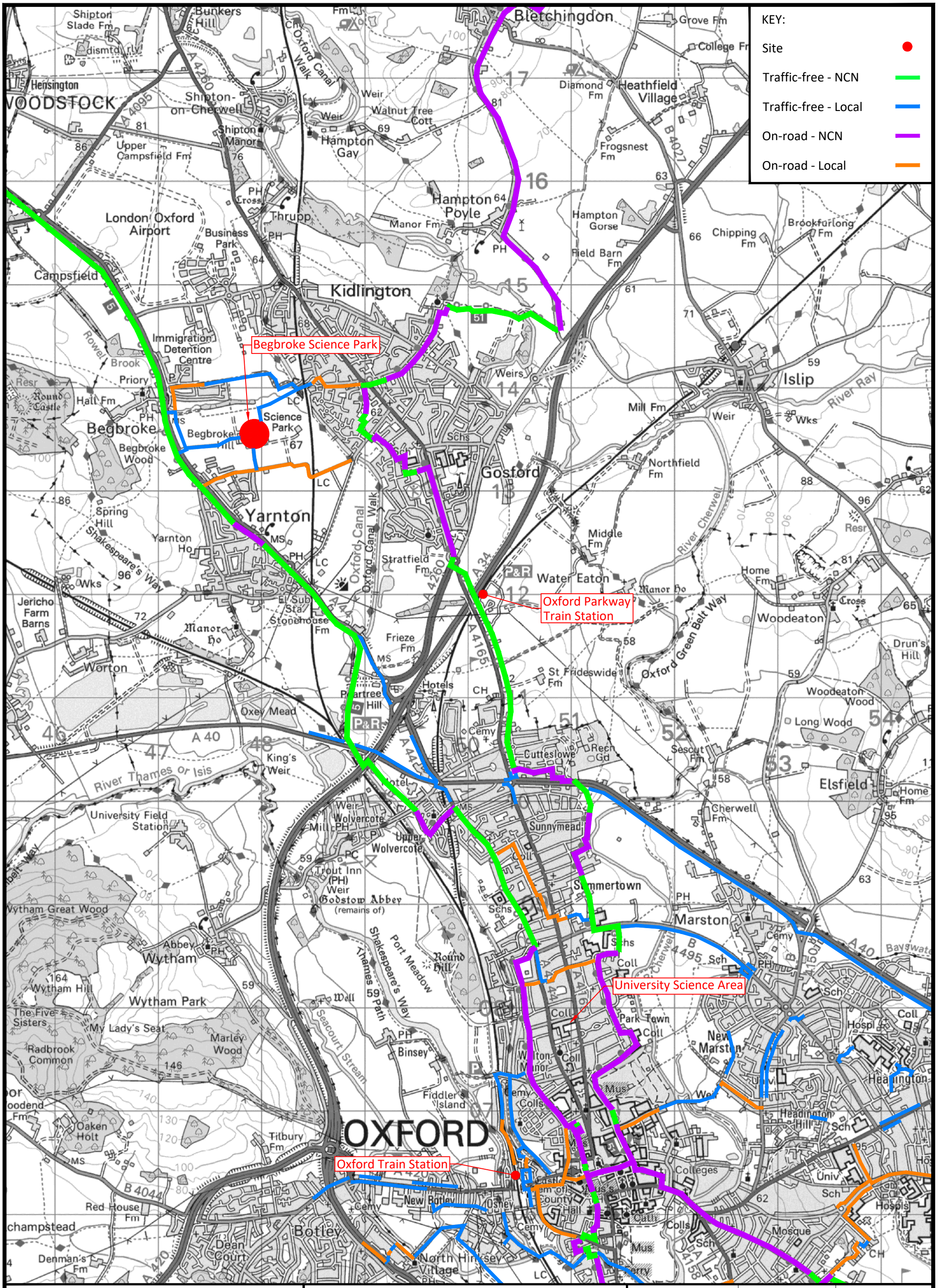
IMA TRANSPORT PLANNING
11 KINGSMEAD SQUARE
BATH BA1 2AB
t: 01225 444 011
www.ima-tp.com

CLIENT: Oxford University Development

PROJECT: Begbroke Science Park Travel Plan

TITLE: Plan TP-2 Site Layout

SCALE: (A3)	CHECKED:	APPROVED:
1:1000	SN	IMA
CAD FILE:	DESIGN/DRAWN:	DATE:
IMA-22-154-003.dwg	MP	October 2023
PROJECT No:	DRAWING No:	REV:
IMA-22-154	003	-



IMA TRANSPORT PLANNING
11 KINGSMEAD SQUARE
BATH BA1 2AB
t: 01225 444 011
www.ima-tp.com

TITLE:

Plan TP-3
Cycle Network

SCALE: (A3)	CHECKED:	APPROVED:
NTS	MP	IMA
CAD FILE:	DESIGN/DRAWN:	DATE:
IMA-22-154-004.dwg	ZI	October 2023
PROJECT No:	DRAWING No:	REV:
IMA-22-154	004	-

Key

Bus Stops
Service S3 gold & NS3 gold

Begbroke Science Park

The Rising Sun NB/SB

Sandy Lane NB/SB

Oxford Parkway Train Station

University Science Area

Oxford Train Station

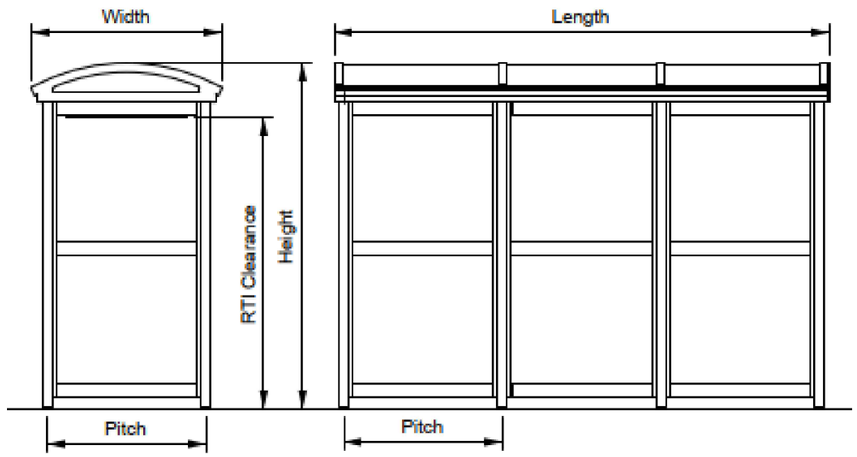
IMA TRANSPORT PLANNING
11 KINGSMEAD SQUARE
BATH BA1 2AB
t: 01225 444 011
www.ima-tp.com

TITLE:

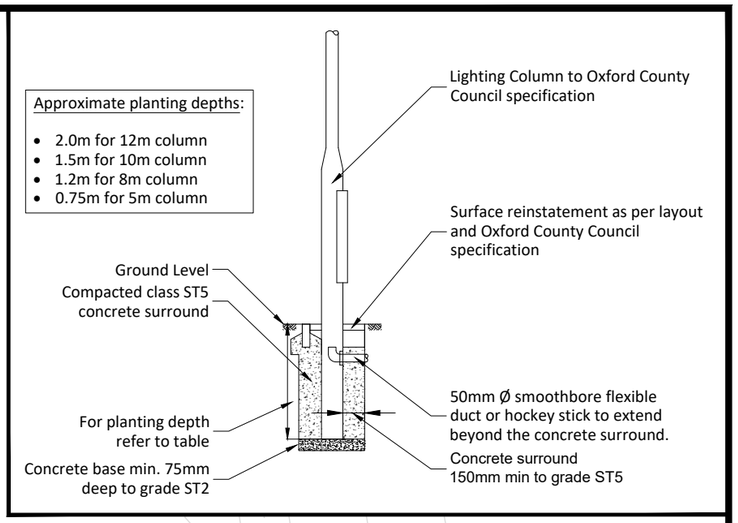
Plan TP-4
Buses Serving the Site

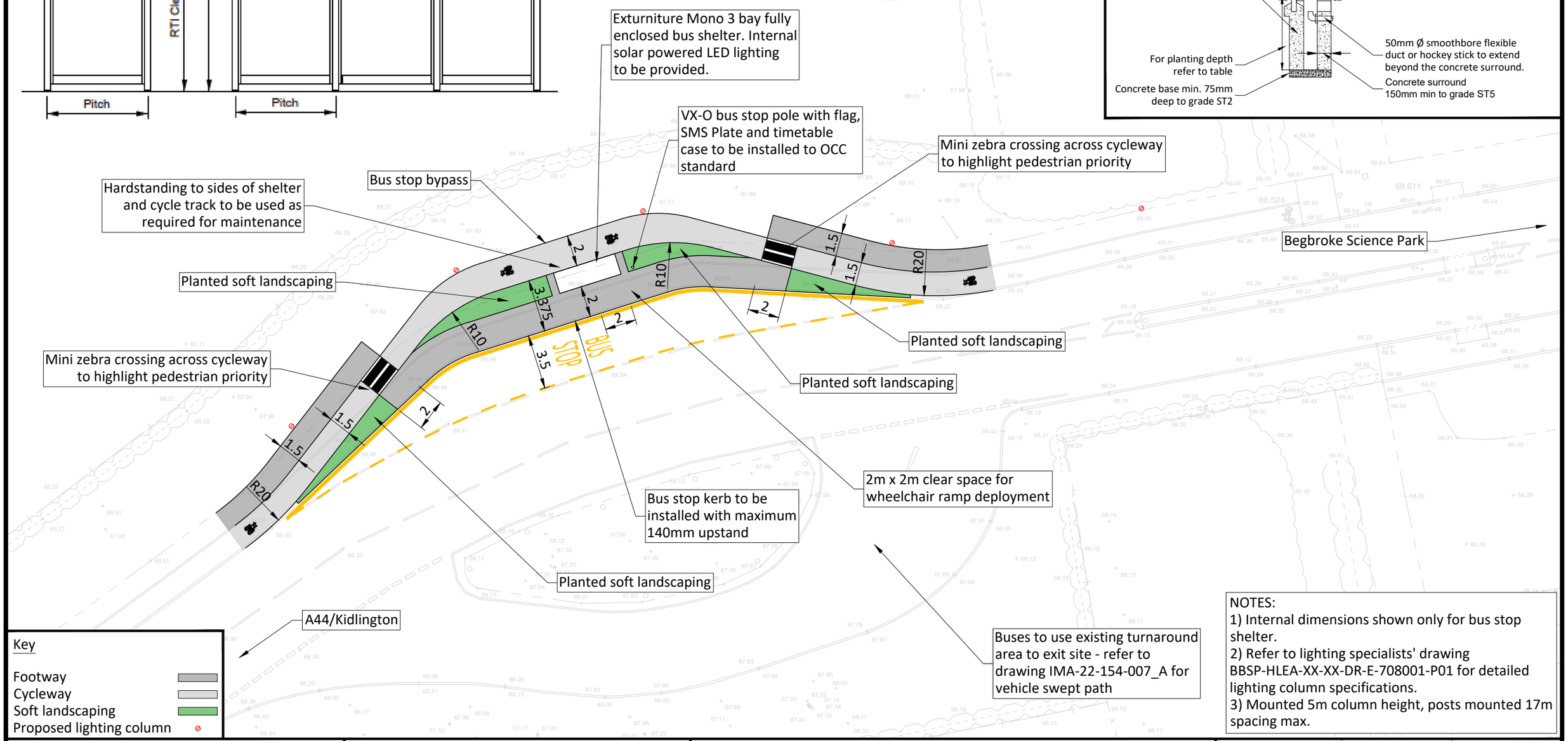
SCALE: (A3)	CHECKED:	APPROVED:
NTS	SN	IMA
CAD FILE:	DESIGN/DRAWN:	DATE:
IMA-22-154-005.dwg	ZI	October 2023
PROJECT No:	DRAWING No:	REV:
IMA-22-154	005	-

Proposed 3 bay Mono bus shelter - Typical arrangement



Shelter dimensions	
Internal Width	1375mm
Internal Length	4125mm
Height	2970mm





NOTES:
1) Internal dimensions shown only for bus stop shelter.
2) Refer to lighting specialists' drawing BBSP-HLEA-XX-XX-DR-E-708001-P01 for detailed lighting column specifications.
3) Mounted 5m column height, posts mounted 17m spacing max.

IMA TRANSPORT PLANNING
11 KINGSMEAD SQUARE
BATH BA1 2AB
t: 01225 444 011
www.ima-tp.com

CLIENT:	OUD
PROJECT:	Begbroke Science Park Travel Plan Conditions
TITLE:	Plan TP-5 Proposed Bus Shelter - General Arrangement

SCALE: (A3) 1:250	CHECKED: IMA	APPROVED: IMA
CAD FILE: IMA-22-154-001.dwg	DESIGN/DRAWN: MP	DATE: October 2023
PROJECT No: IMA-22-154	DRAWING No: 001	REV: D

Appendix TP-1

amendements

Rev _	DW. 19/08/21 First issue
Rev 01	DW. 19/08/21 Minor amendments to numbers. Parallel bays added to plan.
Rev 02	RS 25/08/21 Weed Garden Updated and EV provision revised

NEW SURFACED CAR PARK

249 no. Unallocated bays
(15 no. Active EV Spaces,
and 48 Passive EV Spaces)

ACADEMIC BUILDING
CYCLE STORAGE UNIT

96 no. Cycle parking spaces

ACADEMIC BUILDING

04 no. Disabled bays
02 no. Sheffield stands

Potential EV Spaces

Potential EV Spaces

Potential EV Spaces

Blue Badge Spaces

COMMERCIAL BUILDING
CYCLE STORAGE UNIT

96 no. Cycle parking spaces

COMMERCIAL BUILDING

04 no. Disabled bays
05 no. Sheffield stands

CIE

01 no. Disabled bay
16 no. Sheffield stands

02 no. Unallocated bays

DEPARTMENT OF MATERIALS

12 no. Sheffield stands
06 no. Oxonbike Cycle Spaces

UNITS 5 & 6

41 no. Unallocated bays
(02 no. Electrical charge bays)

01 no. Unallocated parallel bay

WALLED GARDEN

08 no. Service bays
05 no. Sheffield stands

04 no. Unallocated parallel bays

CHRISTIAN BUILDING

07 no. Unallocated bays
12 no. Visitor bays
01 no. Disabled visitor bay
07 no. Cycle spaces
05 no. Sheffield stands

OGT/IAT

56 no. Unallocated bays
24 no. OGT bays
03 no. Disabled bays
01 no. OGT Disabled bay
07 no. Sheffield stands

STANDARD BAYS (400 no. TOTAL)

Unallocated Bays
321 no. existing, 256 no. new proposed
(356 no. total without existing unmade)

OGT Bays
24 no. existing, 00 no. new proposed
(24 no. total)

Visitor Bays
12 no. existing, 00 no. new proposed
(12 no. total)

Service Bays
06 no. existing, 02 no. new proposed
(08 no. total)

BLUE BADGE BAYS (14 no. TOTAL)

Disabled Bays
05 no. existing, 08 no. new proposed
(12 no. total)

Disabled OGT Bays
01 no. existing, 00 no. new proposed
(01 no. total)

Disabled Visitor Bays
01 no. existing, 00 no. new proposed
(01 no. total)

CYCLE PARKING PROVISION (309 no. TOTAL)

Cycle Spaces
103 no. existing, 206 no. new proposed
(309 no. total)

(Existing parking information based on:
IMA-21-071-001 Rev_)

PLANNING

project:

Begbroke Science Park

job number:

LP2264

drawing title:

Landscape Masterplan
Car & Cycle Parking Arrangement

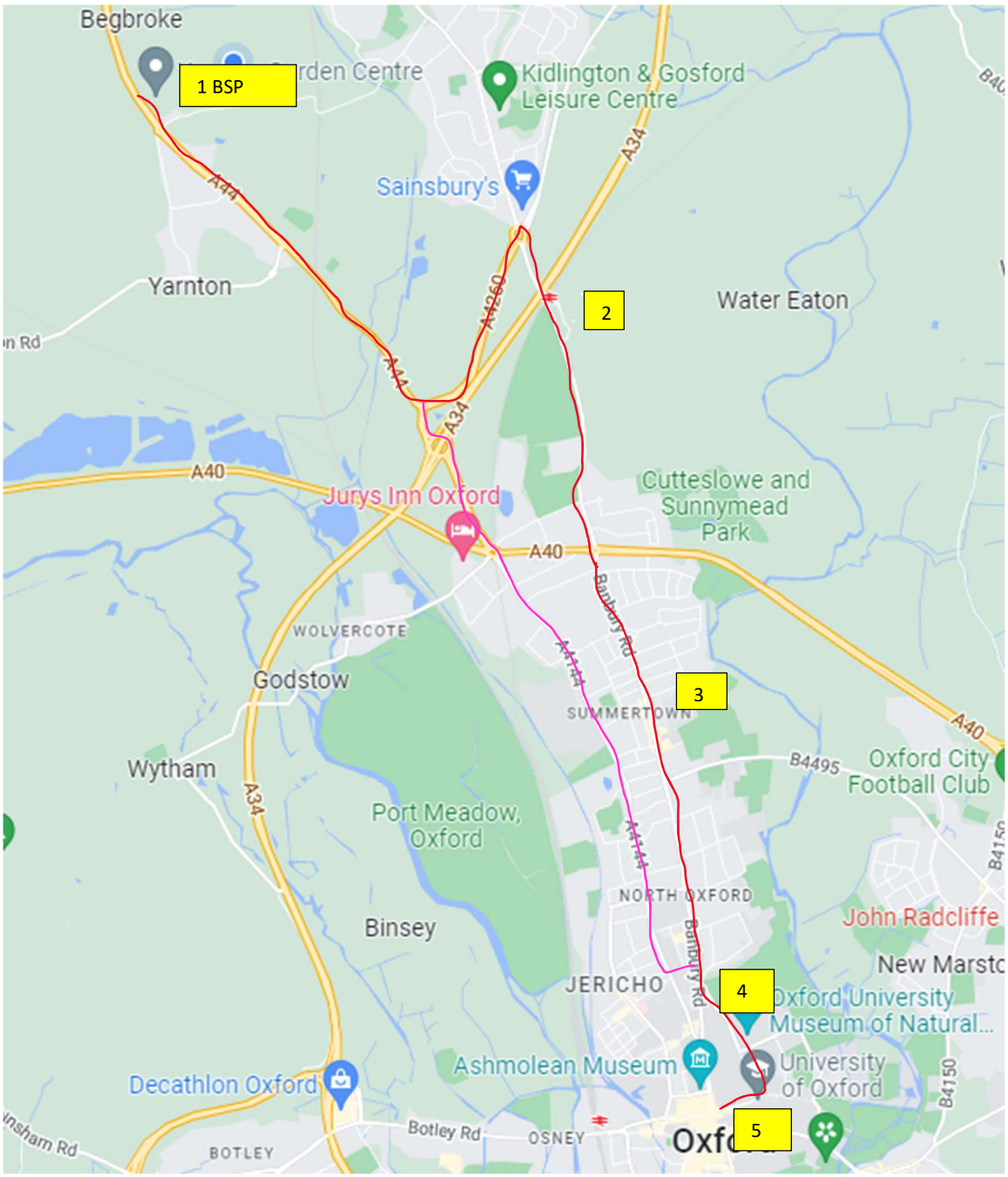
drawing number:

LP2264-FIR-00-ZZ-DR-L-0007

revision	scale		date
02	1:500 @ A1		19/08/21
	drawn	auth	date
for information	DW	VP	19/08/21
for construction			

fira
The Jewellery Business Centre
95 Spencer Street
BIRMINGHAM, B18 6DA.
Tel: 0121 523 1033
Fax: 0121 523 1034
fira landscape architecture and urban design

Appendix TP-2



Begbroke Minibus Service - route and stops

_____ Normal Route

_____ Alternative Route into town

1. Begbroke Science Park
2. Water Eaton Park & Ride – request stop only see timetable – stop is on main road
3. Summertown – request stop only see timetable – stop is outside BBC radio Oxford
4. Parks Road – Bus shelter outside Materials Department / incoming stop is on opposite side of the road
5. Broad Street – Bus stops between Trinity College and Blackwell's Music shop

Minibus Timetable – from 1 November 2021

BUS STOP	1	2	3	4	5	6	7	8	9	10	11	12	13
Begbroke depart	07.10	07.20	07.40	08.10	08.30	08.55	09.30	09.50	10.10	10.50	11.05	11.40	12.05
Parks Road opposite Dept. of Materials	07.25	07.45	08.05	08.40	09.00	09.20	09.50	10.15	10.30	11.10	11.25	11.55	12.25
Broad Street Oxford Town Centre	07.35	07.55	08.15	08.50	09.10	09.30	10.00	10.20	10.35	11.15	11.30	12.00	12.30
Parks Road Dept. of Materials	07.40	08.00	08.20	08.55	09.15	09.35	10.05	10.25	10.40	11.20	11.35	12.05	12.35
*BBC Oxford, Banbury Road	07.45	08.05	08.25	09.00	09.20	09.40	10.10	10.30	10.45	11.25	11.40	12.10	12.40
*Parkway north bound	07.50	08.10	08.30	09.05	09.25	09.45	10.15	10.35	XXX	XXX	XXX	XXX	XXX
Begbroke Arrive	08.10	08.30	08.50	09.25	09.45	10.05	10.35	10.50	11.05	11.40	12.00	12.25	12.55

BUS STOP	14	15	16	17	18	19	20	21	22	23	24	25	26
Begbroke Depart	12.50	13.05	14.00	15.00	15.10	16.05	16.10	17.00	17.10	17:40	18.10	18:40	19.05
*Parkway south bound	XXX	XXX	XXX	XXX	15.25	16.15	16.20	17.10	17.20	T	18.20	T	XXX
*Summertown shops	13.00	13.15	14.15	15.15	15.35	16.25	16.30	17.15	17.25	A	18.25	A	XXX
Parks Road opposite Dept.of Materials	13.10	XXX	XXX	XXX	XXX	16.30	16.35	17.20	17.30	X	18.30	X	XXX
Broad Street Oxford Town Centre	13.15	XXX	XXX	XXX	XXX	16.35	16.40	17.30	17.35	I	18.35	I	XXX
Parks Road Dept. of Materials	13.20	13.25	14.30	15.30	15.45	16.45	16.50	17.35	17.40		18.40		19.25
*BBC Oxford, Banbury Road	13.25	13.30	14.35	15.35	XXX	XXX	16.55	17.40	XXX		XXX		XXX
Begbroke arrive	13.40	13.50	14.55	15.55	16.05	17.00	17.05	17.55	18.00		19.00		19.45

*Request stop only. Unless requested the minibus will not stop here. Note: Taxi minibuses terminate at Parks Road.

NO FOOD OR DRINK TO BE CONSUMED ON THESE MINIBUSES.
THE CARRIAGE OF GOODS IS STRICTLY FORBIDDEN.

Section- 22CB Licence Number = CB001749 OTC reference number B1562

Appendix TP-3

Minibus Timetable – TRIPLE CAPACITY

BUS STOP	1	2	3	4	5	6	7	8	9	10	11	12	12A	13
Begbroke depart	07.10	07.20	07.40	08.10	08.35	09.00	09.30	09.50	10.20	11.05	11.30	12.00	12.30	13.05
*Summertown shops	XXX	XXX	XXX	XXX	XXX	XXX	XXX	XXX	XXX	XXX	XXX	12.25	12.55	13.30
Parks Road Dept. of Materials	07.35	07.50	08.10	08.45	09.10	09.30	10.00	10.20	10.50	11.35	12.00	12.30	13.00	13.35
*BBC Oxford, Banbury Road	07.40	07.55	08.15	08.50	09.15	09.35	10.05	10.25	10.55	11.40	12.05	12.35	13.05	13.40
*Parkway north bound	07.45	08.00	08.20	08.55	09.20	09.40	10.10	10.30	XXX	XXX	XXX	XXX	XXX	XXX
Begbroke Arrive	08.10	08.30	08.50	09.25	09.50	10.10	10.40	11.00	11.30	12.15	12.40	13.10	13.40	14.15

BUS STOP	14	15	16	17	18	19	20	21	22	23	24	25
Begbroke Depart	13.20	14.15	14.35	15.25	15.45	16.10	16.35	17.00	17.25	18.10	18.30	19.10
*Parkway south bound	XXX	XXX	XXX	XXX	16.05	16.30	16.55	17.20	17.40	XXX	XXX	XXX
*Summertown shops	13.45	14.35	15.00	15.45	16.10	16.35	17.00	17.25	17.45	18.25	XXX	XXX
Parks Road Dept. of Materials	13.50	14.45	15.05	15.55	16.15	16.40	17.05	17.30	17.50	18.30	18.50	19.30
*BBC Oxford, Banbury Road	13.55	14.50	15.10	XXX	XXX	16.45	17.10	XXX	XXX	XXX	XXX	XXX
Begbroke arrive	14.30	15.25	15.45	16.35	16.55	17.20	17.45	18.10	18.30	19.00	19.20	19.50

*Limited stopping service - unless requested the minibus will not stop here. These are the only points served.

NO FOOD OR DRINK TO BE CONSUMED ON THESE MINIBUSES.
THE CARRIAGE OF GOODS IS STRICTLY FORBIDDEN.

Section- 22CB Licence Number = CB001749 OTC reference number B1562

Appendix TP-4

Minibus Timetable – DOUBLE CAPACITY

BUS STOP	1	2	3	4	5	6	7	8	9	10	11	12	13
Begbroke depart	07.10	07.20	07.40	08.10	08.35	09.00	09.30	09.50	10.20	11.05	11.30	12.00	13.05
*Summertown shops	XXX	XXX	XXX	XXX	XXX	XXX	XXX	XXX	XXX	XXX	XXX	12.25	13.30
Parks Road Dept. of Materials	07.35	07.50	08.10	08.45	09.10	09.30	10.00	10.20	10.50	11.35	12.00	12.30	13.35
*BBC Oxford, Banbury Road	07.40	07.55	08.15	08.50	09.15	09.35	10.05	10.25	10.55	11.40	12.05	12.35	13.40
*Parkway north bound	07.45	08.00	08.20	08.55	09.20	09.40	10.10	10.30	XXX	XXX	XXX	XXX	XXX
Begbroke Arrive	08.10	08.30	08.50	09.25	09.50	10.10	10.40	11.00	11.30	12.15	12.40	13.10	14.15

BUS STOP	14	15	16	17	18	19	20	21	22	23	24	25
Begbroke Depart	13.20	14.15	14.35	15.25	15.45	16.10	16.35	17.00	17.25	18.10	18.30	19.10
*Parkway south bound	XXX	XXX	XXX	XXX	16.05	16.30	16.55	17.20	17.40	XXX	XXX	XXX
*Summertown shops	13.45	14.35	15.00	15.45	16.10	16.35	17.00	17.25	17.45	18.25	XXX	XXX
Parks Road Dept. of Materials	13.50	14.45	15.05	15.55	16.15	16.40	17.05	17.30	17.50	18.30	18.50	19.30
*BBC Oxford, Banbury Road	13.55	14.50	15.10	XXX	XXX	16.45	17.10	XXX	XXX	XXX	XXX	XXX
Begbroke arrive	14.30	15.25	15.45	16.35	16.55	17.20	17.45	18.10	18.30	19.00	19.20	19.50

*Limited stopping service - unless requested the minibus will not stop here. These are the only points served.

NO FOOD OR DRINK TO BE CONSUMED ON THESE MINIBUSES.
THE CARRIAGE OF GOODS IS STRICTLY FORBIDDEN.

Section- 22CB Licence Number = CB001749 OTC reference number B1562