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CALTHORPE STREET,
BANBURY

FRAMEWORK
TRAVEL PLAN

Project No	20-213-20
Revision No	00
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Transport Planning | Flood Risk & Hydrology | Infrastructure & Drainage

Control Sheet

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1 INTRODUCTION

1.1 Background

1.1.1 Calibro Consultants Limited has been appointed on behalf of Tri7 (herein referred to as "The Applicants") to prepare this Framework Travel Plan to support a planning application for the proposed residential development of 230 units on Calthorpe Street, Banbury.

1.1.2 This Plan has been prepared with the purpose of providing the Local Planning and Highway Authorities with a strategy to minimise the number of single occupancy car movements generated by the development.

1.1.3 This document has been prepared in accordance with advice set out in Oxfordshire County Councils "Transport for New Developments: Transport Assessments and Travel Plans" publication from March 2014.

1.1.4 Reference has also been made to current best practice in terms of Travel Plan preparation, with particular consideration to the National Planning Policy Framework (NPPF).

1.2 Summary of Relevant Information

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

Development Name:	Land at Calthorpe Street, Banbury
Status of Travel Plan:	Framework
Development Address	Calthorpe Street, Banbury
Development Mix:	230 Dwellings; 221 Apartments & 9 Town Houses
Author of Travel Plan:	Calibro Consultants Limited
Travel Plan Coordinator:	TBC
Delivery Mechanism:	TBC
Funding Mechanism:	TBC

1.3   Travel Plan Aims and Objectives

1.3.1   Travel Plans are long-term management tools which contain a strategy that aims to achieve a material transition to sustainable travel patterns, both for people and for goods. Significantly, successful Travel Plans can lead to substantial environmental benefits, which is particularly important in the context of the climate emergency. Additional benefits of Travel Plans are the social and economic advantages they can bring to communities, as well as the contribution they make towards the pursuit of sustainable transport policy objectives for all levels of government as well as of businesses.

1.3.2   The Travel Plan is prepared to illustrate the approach that would be adopted by the Travel Plan Coordinators from first occupation of the site.

1.3.3   The purpose of the plan is to set out a long-term strategy for reducing dependence on single occupancy car travel and the Plan's objective will be to reduce private car use in favour of more sustainable modes of travel, in line with current Government policy. In this endeavour, the overarching aims of the Plan could be as follows:

I.   Awareness of Travel Choice

a.   Raise awareness of the implications of all forms of travel on the environment, including the safety and health of individual commuters;

b.   Set out the arrangements for publicising and maintaining the Plan, and travel information contained therein; and

c.   Raise awareness of alternative travel options for all residents and visitors.

II.   Effective use of Resources

a.   Encourage the use of alternative, non-car travel modes to ease congestion on the local highway network;

b.   Provide the facilities and/or management initiatives that would maximise the use of alternative travel options by residents, staff, and visitors;

c.   Contribute to improvements in air quality through the reduction of carbon emissions; and

d.   Reduce any on-street car parking demand by residents, staff, and visitors.

1.3.4 The Applicants recognise the important and valuable contribution that Travel Plans can make to the environmental agenda and combatting the global climate emergency, which urgently needs addressing at all costs. The Applicants also acknowledge that the Travel Plan can play a vital role in helping to minimise car-borne traffic on Banbury's roads. As such, the Applicants are committed to passing on the aspirations of this document to future residents of the site.

1.4 Report Structure

1.4.1 The remainder of this report is structured as follows:

Section 2 – Development Proposals

Section 3 – Policy and Best Practice

Section 4 – Non-Car Accessibility Analysis

Section 5 – Travel Surveys

Section 6 – Travel Plan Management

Section 7 – Travel Plan Targets

Section 8 – Travel & Transport Issues

Section 9 – Travel Plan Measures

Section 10 – Action Plan

Section 11 – Monitoring and Review

2 DEVELOPMENT PROPOSALS

2.1 Application Details

2.1.1 Full details of the proposed development are set out in the Planning Statement prepared by Framptons, which accompanies the planning application submission. However, for ease, the formal description of development is set out below:

"Demolition of existing retail units and public car park and redevelopment for 230 residential dwellings (C3 use), provision of private car parking, public realm, landscaping and photovoltaic (PV) panels on roof, and associated works"

2.1.2 The illustrative masterplan is provided below and to a larger scale at Appendix A.

Figure 2-1   Illustrative Masterplan

2.1.3 In respect of traffic and transport considerations, the salient elements of the proposals comprise the removal of the existing retail land-uses and public car park on the site and the redevelopment for up to 230 residential dwellings. The accommodation schedule is outline below: -

- 221 apartments of: -

  o 154 x 1-bedroom apartments

  o 59 x 2-bedroom apartments

  o 8 x 3-bedroom apartments

- 65 apartments are to be affordable.

- 9 townhouses of: -

  - 1 x 3-bedroom

  - 8 x 4-bedroom

  - 4 townhouses are to be affordable.

2.2 Access and Movement Strategy

2.2.1 There is no active 'access and movement strategy' associated with the site, although given its central location both pedestrian and cycle connectivity are easily provided onto existing surrounding infrastructure and so allowing for easy permeability into and out of the site.

2.3 Pedestrian and Cycle Connectivity

2.3.1 Non-vehicular access to the development will be gained alongside the southernmost access onto Calthorpe Street as well as the Marlborough Road access via 2-metre-wide footways into the site, with the internal site layout being formed as a minimum 6-metre-wide shared surface. In this way, the shared surface areas have been designed to facilitate the safe and efficient movement of both non-motorised and motorised users through the heart of the development with a clear road-user hierarchy established, in accordance with MfS and OCC design guidance.

2.3.2 One further non-car access is provided onto Calthorpe Street to the south of Block F, offering a permeable network encouraging non-car travel.

2.3.3 In accordance with OCC's previous pre-application advice, dated 21st March 2022, and Oxfordshire Cycling Design Standards document, the development proposals afford a total of 288 cycle parking spaces for the apartments – following 1 space per bed unit and 2 spaces for larger units. Cycle parking for the townhouses is proposed to be located within their rear gardens, which can be externally accessed.

2.3.4 With regard to visitor cycle parking, the development proposals afford some 114 spaces via Sheffield hoops.

2.4 Movement by Public Transport

2.4.1 Future residents will have access to several bus stops in close proximity to the site allowing for onwards connectivity to a range of locations in and around Banbury and also further afield. The nearest bus stops to the site are located on Calthorpe Street and High Street, these an easily and safely be accessed via surrounding pedestrian infrastructure and provide a wide range of services throughout the day.

2.5   Vehicular Access

2.5.1   Under the proposals, the existing accesses onto Calthorpe Street and Marlborough Road will be retained and improved. In this way, all three vehicular accesses Calthorpe will be provided over 5.5-metres for 15-metres, as shown in the figure below.

Figure 2-2   Proposed Site Access

3 POLICY AND BEST PRACTICE

3.1 Introduction

3.1.1 This chapter details the pertinent travel planning policies and best practice guidance which has been referenced in the design of the Plan and its associated initiatives.

3.2 National Planning Policy Framework

3.2.1 The NPPF sets out the Government's planning policies for England and how it expects these to be applied. The Framework clarifies at Paragraph 7 that *"the purpose of the planning system is to contribute to the achievement of sustainable development"* and this is the only occasion within entirety of the Framework that the purpose of the planning system is stated.

3.2.2 It is therefore evident that the sole purpose of the planning system is to achieve sustainable development and the achievement of such is therefore to be given the highest degree of weight in the plan making and development control process.

3.2.3 Indeed, the NPPF includes reference to the requirement of Travel Plans to support sustainable development at paragraph 113:

> *"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."*

3.3 Cherwell Local Plan 2011-2031

3.3.1 Based on national and local statistics and independent studies, the Local Plan (LP) for Cherwell sets out what the council intends Cherwell to resemble from the period 2011 - 2031. In particular focus on Banbury, the Local Plan aims to:

> *"…focus housing growth on Bicester and Banbury, to maximise the investment opportunities in our towns, and to ensure that the level of development at our villages respects the character and beauty of our rural areas while meeting local needs."*

3.3.2 To achieve this, the LP is underpinned by a series of defined core policies. Relevant to the current application, Policy Banbury 7 "Strengthening Banbury Town Centre" outlines that there is a desire to ensure that the town centre remains the primary focus for new development for all land uses, including residential, in accordance with the principles of the NPPF.

3.3.3 It is explicitly stated that "the change of use of sites used for main town centre uses in the town centre for residential development will normally be permitted if proposals contribute significantly to the regeneration of the town centre."

3.3.4   Policy Banbury 1 "Banbury Canalside" also proposes for new pedestrian and cycle bridges erected over the Oxford Canal and the River Cherwell to enable and encourage walking and cycling through the Canalside development, located between the Town Centre and the Train Station, thus improving the permeability of the walking infrastructure.

3.3.5   On a strategic level, Policy ESD 1 "Mitigating and Adapting to Climate Change" defines measures to be taken to mitigate the impact of development, such as:

- Distributing growth to the most sustainable locations as defined in this Local Plan

- Delivering development that seeks to reduce the need to travel and which encourages sustainable travel options including walking, cycling and public transport to reduce dependence on private cars.

3.3.6   To conclude, the LP for Cherwell promotes the growth of Banbury, in particular its town centre. It is looking to enable connectivity through the town of Banbury and relying on a quality multi-modal transport network through walking and cycling improvements, improving accessibility to bus and train connections for longer journeys. As such, these policies for Cherwell and Banbury are in line with the NPPF guidance to promote sustainable transport and increase use of public transport.

3.4   Banbury Vision & Masterplan - December 2016

3.4.1   This Document complements the Local Plan and specifies the vision for the town of Banbury. It reiterates the need for the town to increase public transport patronage through a joint analysis with bus operators, as well as increasing pedestrian and cycle activity.

3.4.2   A Local Cycling and Walking Infrastructure Plan is currently being written following a consultation in 2022, which details the walking and cycling improvements identified by Cherwell District and Oxfordshire County Council.

3.5   Best Practice Guidance

3.5.1   In addition to the policy and guidance referenced above, this Travel Plan has also been prepared with reference to other existing best practice documents:

- Transport for New Developments, Transport Assessments and Travel Plans (2014);

- Good Practice Guidelines, Delivering Travel Plans through the Planning process (2014);

- The Essential Guide to Travel Planning, published by DfT (2008);

- A guide to Travel Plans for Developers (2006);

- Making Residential Travel Plans Work; Guidelines for New Development, published by DfT (2005);

3.5.2 The above guidance documents provide a plethora of detailed advice; however, the key messages can be summarised as follows: -

- It is vital to gain buy-in from all relevant stakeholders, particularly residents and the developer;

- Sufficient time and money must be allocated and planned for;

- An in-depth understanding of the local context must be gained, which can be procured by both forming local alliances and performing site audits;

- Furthermore, travel surveys must then be employed to understand how people travel and their reasons for doing so, with this monitoring of behaviour continuing on a regular basis;

- In tandem with this, the Travel Plan must then be marketed to maximise engagement from residents;

- There is a strong desire at the borough level to reduce carbon emissions in Banbury, and new developments such as the one proposed have a key role to play in this;

3.6 Section Conclusion

3.6.1 The above policies clearly demonstrate the need for new development to be designed with sustainability in mind, and to minimise greenhouse gas emissions to the greatest extent possible. This is especially pertinent for new developments.

3.6.2 To this endeavour, this Travel Plan has been developed to further encourage the use of non-car alternatives. The subsequent sections present the non-car travel credentials of the site as well as setting out specific, time-based mode share targets to ultimately achieve this objective.

4 NON-CAR ACCESSIBILITY ANALYSIS

4.1 Introduction

4.1.1 This section of the Plan sets out the accessibility analysis Calibro has undertaken in relation to the development and the surrounds, evaluating existing infrastructure provision in the area.

4.1.2 This chapter includes a review of the following modes: -
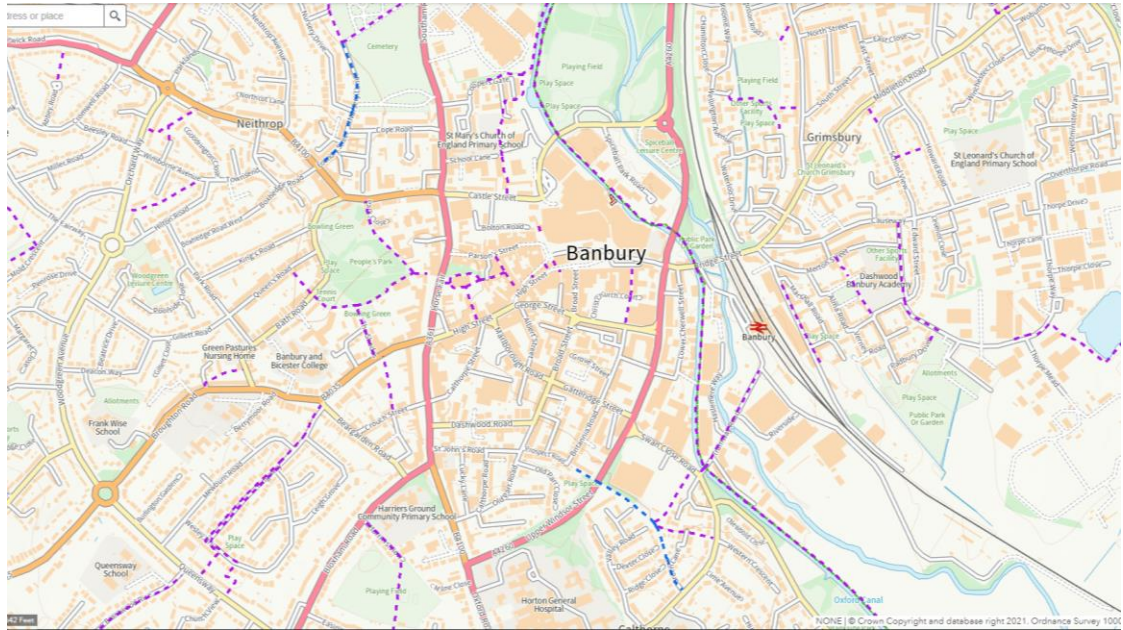
- Accessibility by foot;

- Accessibility by bicycle;

- Accessibility by bus; and

- Accessibility by rail.

4.2 Accessibility by Foot

4.2.1 The application site is connected to the surrounding area via contiguous footways along both the eastern and western boundaries of the site, with the footway widths measuring approximately 2-metres. The footways afford connectivity to a well-formed and maintained network of footways across Banbury Town Centre, providing non-car access to a range of amenities within a short distance. Indeed, it is noted that some 100-metres north of the site High Street is provided as a pedestrianised area which runs into the centre of the Town's primary retail area, whereby connecting onto a series of further pedestrianised streets.

4.2.2 In addition, we note that through a review of Oxfordshire County Councils Public Rights of Way (PRoW) mapping that a series of footpaths are presented across the town centre and beyond, facilitating connectivity to the north and south. For context, the public rights of way have been included within the figure below.

Figure 4-1   Pedestrian Infrastructure Available

4.2.3   The available infrastructure has been incorporated into an accessibility model to identify the geographical catchment area that would be accessible by foot. In this respect, it is noted that the NPPF does not define a catchment within which travel by foot is considered feasible and so the suggested maximum desirable walking distance of 2-kilometres, advocated within the document entitled 'Guidelines for Providing for Journeys on Foot' has been adopted.

4.2.4   The results of the calculated 2-kilometre catchment are shown in the figure below and at a larger scale at Appendix B.

Figure 4-2   Walking Accessibility Catchment
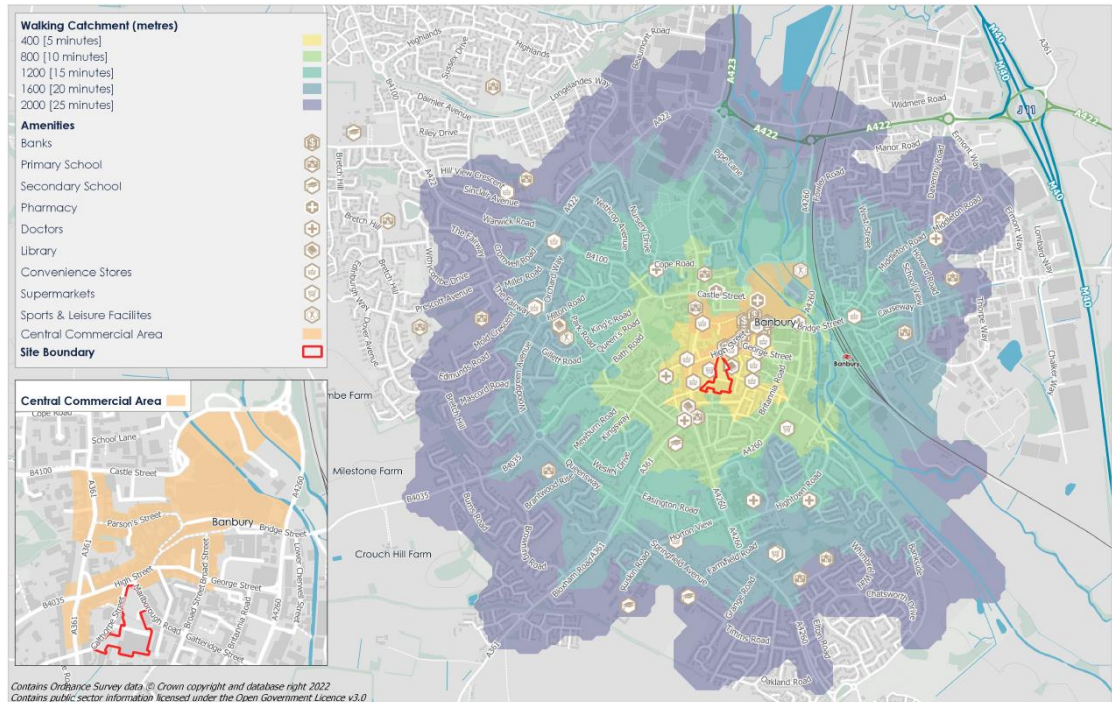
4.2.5   It is evident from the above figure that the application site would afford accessibility to the entirety of Banbury Town Centre and subsequently the plethora of amenities that reside within. Indeed, the catchment extends north to include the Banbury Cross Retail Park, along with stretching east to envelop Grimsbury. As such, the site would afford the opportunity for potential residents to travel to a multitude of amenities and services on foot, for example: -

- Harriers Banbury Academy Primary School

- St Mary's CoE Primary School

- Iceland Supermarket

- Morrisons Supermarket

- Castle Quay Shopping Centre

- Banbury Train Station

4.2.6   Alongside the amenities identified above, integration of Census 2011 workplace population data into the model has allowed for a determination of some 18,000 jobs available within a 25-minute walk of the site.

4.2.7   As such, it is evident that the application site is in such a location that would afford viable and attractive opportunities for travel by foot in line with various local and national sustainable transport policies.

4.3 Accessibility by Bicycle

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

4.3.2 Indeed, National Travel Survey (Tabled NTS0306) highlights that the average cycle trip is currently 3.5-miles (5.6-kilometres), whereas Local Transport 1/04 indicates that "journeys up to three time [the average] distance are not uncommon for regular commuters" and noted that "fitness, physical ability, journey purpose….and conditions" were relevant factors.

4.3.3 With consideration of local cycle infrastructure, it is noted that there are several cycling facilities and recommended cycle routes in place in proximity of the site, primarily the Tramway Canal Towpath and National Cycle Route 5, which route to the east and south-west of the site respectively. With reference to Sustrans, the NCN5 affords connectivity to Bodcote, Bloxham, and Oxford.

4.3.4 Further to the above, it is considered that the local roads are of suitable geometry and sufficiently low vehicular speeds that informal cycling in the carriageway is possible without detriment to highway safety. Indeed, this is supported by the extract from STRAVA Heatmaps below, which demonstrates that roads within the vicinity of the site are frequently used by cyclists.

Figure 4-3   STRAVA Heatmap

4.3.5 In the context of cycling to and from the proposed development, a 5-kilometre travel distance has been considered within a GIS-based accessibility model that has been constructed considering the available infrastructure surrounding the application site.

4.3.6   The resultant geographical catchment and cycle routes that form part of the national cycle network are shown below, whilst a larger scale plan is provided at **Error! Reference source not found.**.

Figure 4-4   *Cycling Catchment*
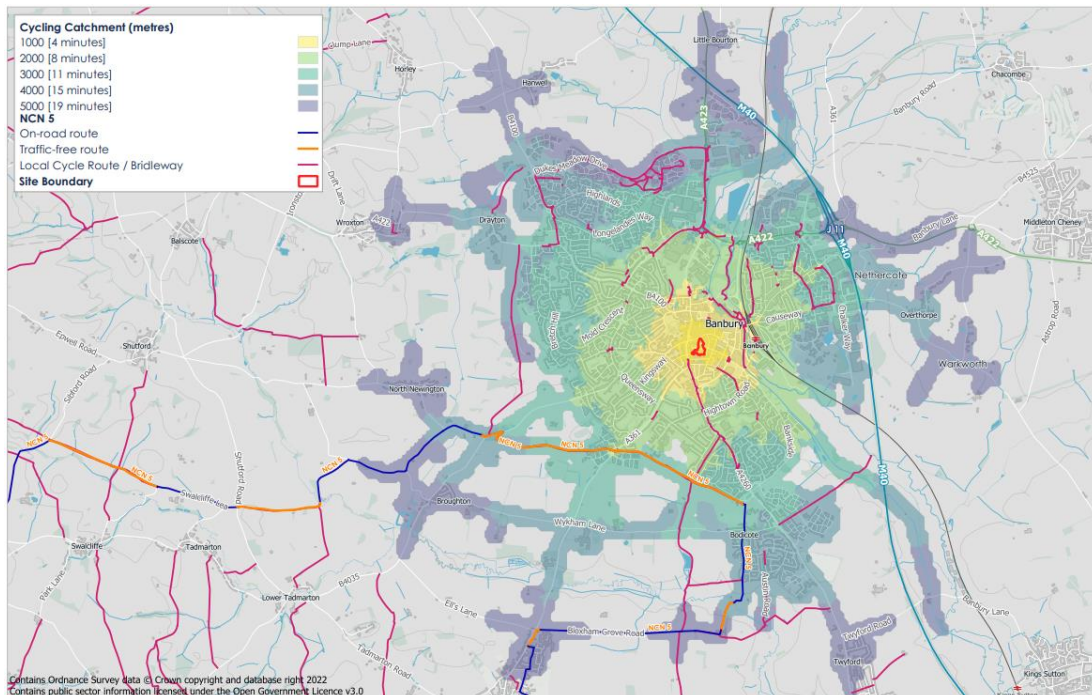
4.3.7   It is evident from the above figure that the entirety of Banbury is accessible within a short bike ride of the site. Indeed, the cycling catchment extends as Hanwell to the north and both Twyford and Bloxham, to the south. It is noted that the catchment extends east to encompass Nethercote, with Banbury train station accessible within approximately 8-minutes of the site to the east.

4.3.8   In view of the number of jobs accessible, the integration of Census 2011 workplace population data indicates that are more than 26,200 jobs available within a 5-kilometre cycle journey, greatly supporting the opportunity to travel by bike.

4.4   Accessibility by Bus

4.4.1   This section of the study considers the potential opportunities that future residents of the site would have to travel by bus, both in the context of frequency and the destinations served.

4.4.2   It is accepted that public transport accessibility comprises two principal aspects.

a)   Access to public transport which is concerned with how far the development is from the public transport network and the level of service on that network;

b) Access <u>by</u> public transport which takes account of where the services go and the opportunities to access amenities located within the catchment areas served.

4.4.3 In the case of the first criterion, the nearest bus stops – named Calthorpe Street is located approximately along the site's western boundary. On this basis, the distance to the nearest bus stops lies within the desirable distance of 400-metres identified by the Institute of Highways & Transportation (CIHT) document entitled 'Buses in Urban Developments'. The bus services operating at the Calthorpe Street stop are outlined in the table below.

Table 4-1   Local Bus Services Timetable

Service	Route	Weekday			Saturday	Sunday
		Start	Freq. (mins)	Finish	Freq. (mins)	Freq. (mins)
Calthorpe Street						
75	Stratford – Shipston - Banbury	06:02	Two Services	10:15	253	No Service
	Banbury – Shipston - Stratford	11:35	Two Services	17:40	180	No Service
75A	Stratford adj NatWest Bank – Shipston - Banbury	07:35	470	19:35	One Service	No Service
	Banbury – Shipston – Stratford adj McDonalds	14:35	-	-	No service	No Service
488	Banbury Town Centre Bus Station - Chipping Norton Churchill House	07:40	60 to 80	19:05	60	120
	Chipping Norton Churchill House - Banbury Town Centre Bus Station	07:23	60 to 130	17:43	55 to 60	120
489	Banbury Town Centre Bus Station - Chipping Norton Churchill House	06:15	Two Services	06:50	One Service	One Service
	Chipping Norton Churchill House - Banbury Town Centre Bus Station	18:43	-	-	One Service	One Service
501	Banbury - Leamington	No Service	-	No Service	One Service	No Service
	Leamington - Banbury	No Service	-	No Service	One Service	No Service

502	Banbury - Leamington	No Service	-	No Service	One Service	No Service
	Leamington - Banbury	No Service	-	No Service	One Service	No Service
High Street (Includes the same services as Calthorpe Street and the following)						
5	Camden Close - Morrisons	09:20	-	One Service	No Service	No Service
	Morrisons - Camden Close	12:00	-	One Service	No Service	No Service
76	Stratford - Kineton - Banbury	09:10	185 to 240	17:45	115 to 185	No Service
	Banbury - Kineton - Stratford	07:25	100	18:32	100 to 265	No Service
76A	Stratford - Kineton - Banbury	14:15	-	One Service	One Service	No Service
	Banbury - Kineton - Stratford	10:35	-	One Service	One Service	No Service
76X	Banbury - Kineton - Stratford	15:33	-	One Service	One Service	No Service
B4	Banbury Town Centre - Hardwick Hill - Banbury Town Centre	05:47	30	18:32	30	No Service
B5	Banbury Town Centre - Bretch Hill - Banbury Town Centre	05:15	15 to 50	23:05	15 to 30	20 to 40
B8	Bridge St (Banbury) - Sinclair Avenue	09:45	60 to 90	16:45	No Service	No Service
B9	Banbury Gateway Retail Park - Hardwick Red Poll Close	06:45	30 to 35	22:15	30	30 to 60
	Hardwick Red Poll Close - Banbury Gateway Retail Park	06:03	15 to 30	23:28	20 to 30	30 to 60
B7B	Bridge Street (Banbury) - Poets Corner	10:15	90	14:45	No Service	No Service

4.4.4   Allied to the above, the High Street bus stops – some 60-metres to the north of the site – is served by routes 5, 75, 76, 488, 489, 501, 502, B4, B5, B7B, B8, and B9, which afford connectivity to destinations such as; Kineton, Stratford Upon Avon and Hardwick.

4.4.5   Beyond the first bus stop, the local stop and bus service data has been incorporated into a GIS-based accessibility model to determine the combined stop frequencies for all buses serving stops within 400-metres of the site – with the graphical output for both the morning and evening peak periods shown in the figures below.

Figure 4-5   Morning Peak (08:00-09:00) Bus Stop Frequencies
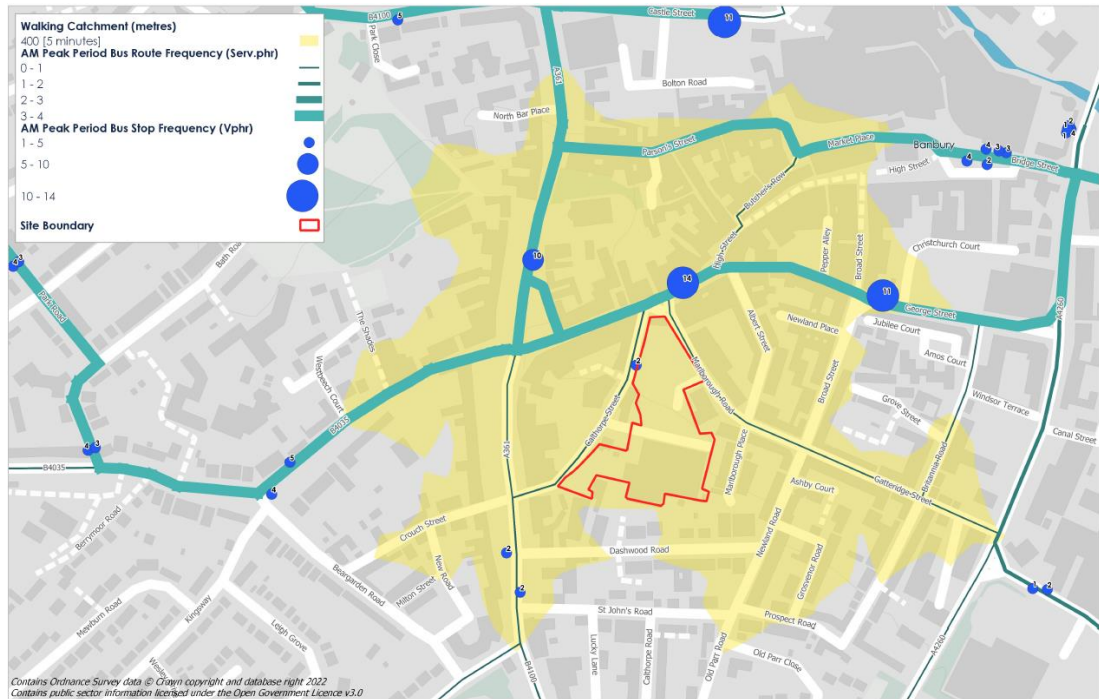

Figure 4-6   Evening Peak (17:00-18:00) Bus Stop Frequencies
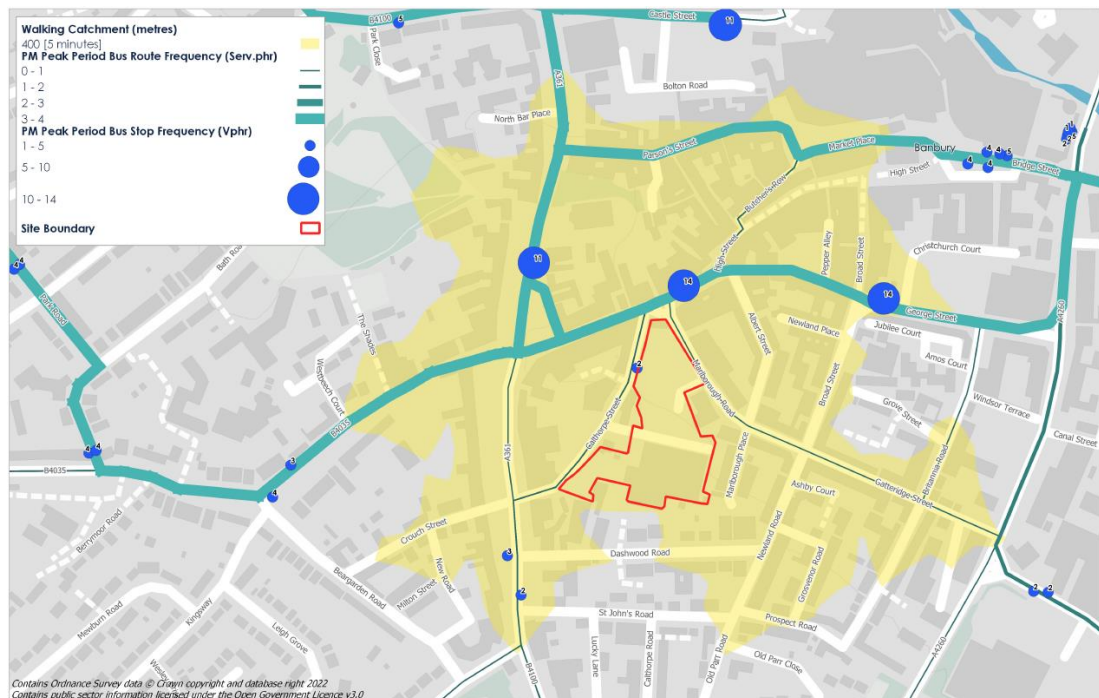
4.4.6   From the above, it is evident that the site is well located in terms of accessing well serviced bus stops with the identified stops and services being used to calculate the geographical catchment that is accessible within 60-minutes intermodal travel time, i.e., walk > bus > walk. The 60-minute catchment reflects that maximum commute time considered reasonable; however, this assessment has also included the regional average commute time via bus of 36-minutes. The accessibility catchments by bus have been included in the figures below for both the morning and evening peak periods.

Figure 4-7   Bus Accessibility Catchment (morning peak period 08:00-09:00)

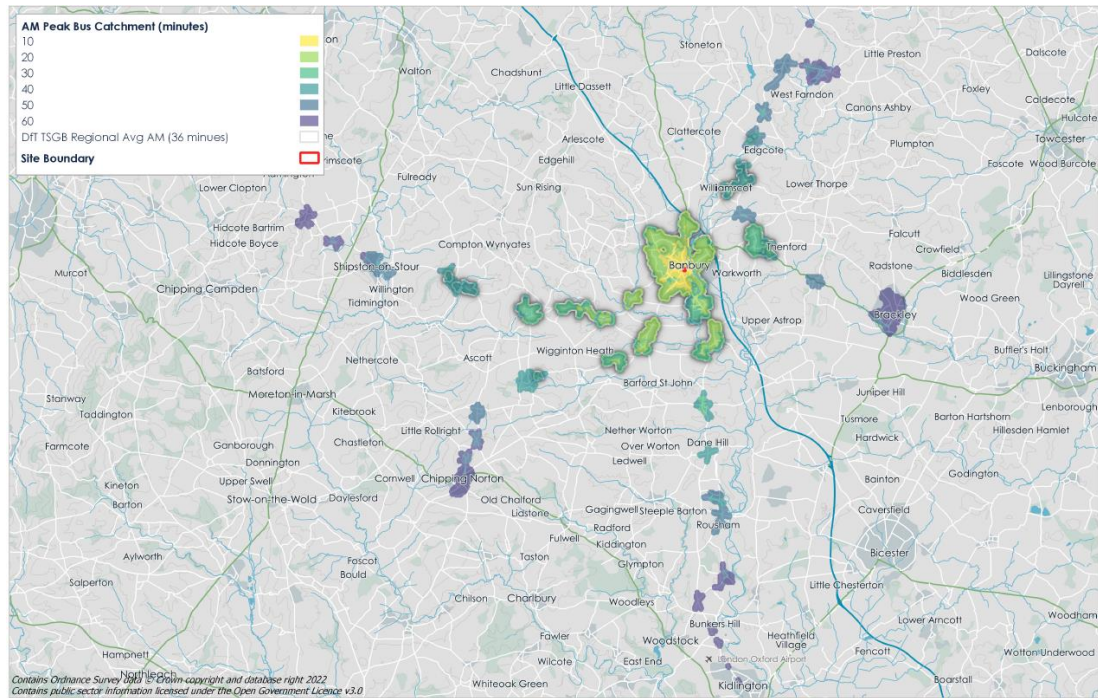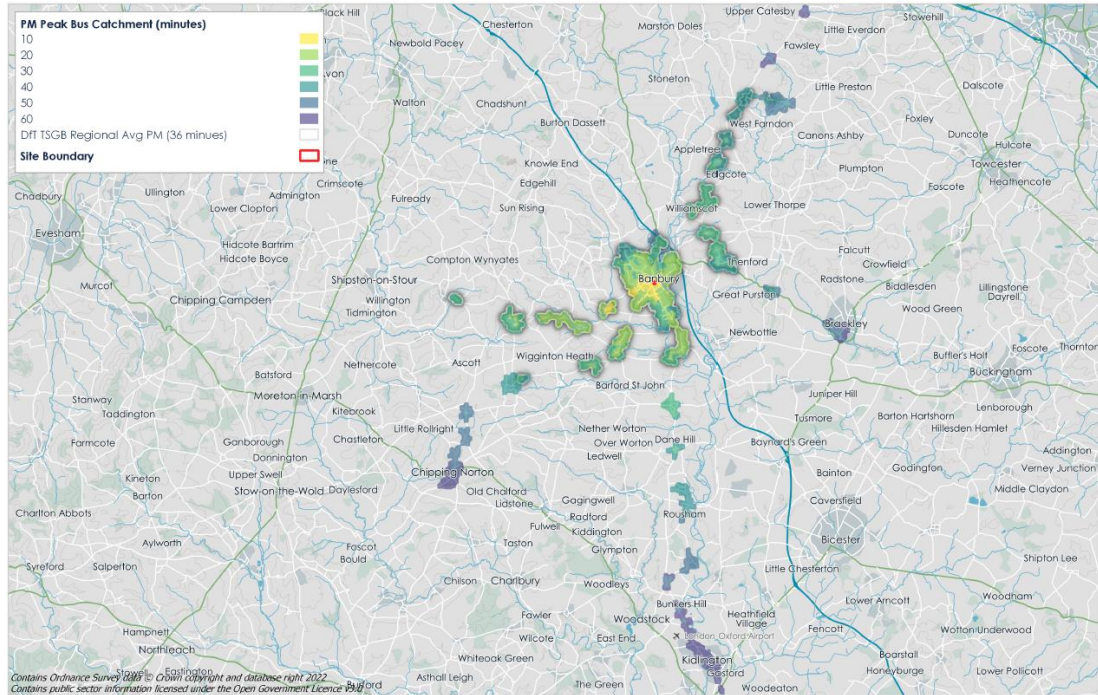*Figure 4-8   Bus Accessibility Catchment (evening peak period 17:00-18:00)*

4.4.7   As illustrated by the figures above, a significant geographical area is accessible within a 60-minute bus journey of the site, with the catchments extending to include Chipping Norton, Kidlington and Brackley. With this, potential residents of the proposed development would be able to access a multitude of jobs and amenities within a relatively short bus journey.

4.4.8   Indeed, in terms of access to employment, utilising Census 2011 workplace data, the above catchments indicated that circa 35,000 jobs are accessible in the morning peak period and circa 38,000 jobs in the evening peak period.

4.4.9   In view of the analysis presented above, bus travel presents a viable mode of travel for residents to and from the proposed development.

4.5   Accessibility by Rail

4.5.1   The application lies around 1-kilomtre to the east of Banbury Train Station, equivalent to a walk journey of approximately 12-minutes, or a bike ride of some 8-minutes. In terms of facilities, the station affords 63 sheltered bike stands with step-free access provided to all platforms.

4.5.2   The station is managed by Chiltern Railways and provides frequent services destinations such as Oxford, Birmingham Snow Hill, and London Marylebone. In terms of journey times, it is noted that Oxford is accessible with approximately 20-minutes of departure from the station.

4.5.3   On the basis of the above, rail represents a viable mode of travel for potential future residents of the development.

4.6 Section Conclusion

4.6.1 The analysis presented above confirms that the proposals constitute a highly accessible development that would afford future residents with the opportunity to access a range of amenities, leisure activities and jobs by non-car modes, in line with both national and local sustainable transport policies.

4.6.2 The analysis set out in the above clearly demonstrates the existing opportunity for travel to and from the site by non-car methods of transport. The site is well located to benefit from the wide range of existing infrastructure, whilst there are key facilities located within walking and cycling distance. Bus Services will provide access to outer Banbury and surrounding towns and villages as well as the train station where onward connectivity can be made to a wide range of locations around central England.

5 TRAVEL SURVEYS

5.1 Introduction

5.1.1 In line with the guidance provided in OCC's Transport for New Developments Document, detailed and frequent surveys of residents' travel behaviour will be necessary to establish a range of initiatives which can be used to promote sustainable travel. This will allow the Plan to fulfil its obligation to promote a long-term cultural shift away from the car at the proposed development.

5.1.2 The survey results will be utilised both to establish a reasonable baseline against which the Travel Plan's targets can be set, and to identify current travel behaviour which can be used to monitor the Plan's progress.

5.2 Conducting the Travel Survey

5.2.1 In order to inform the measures and initiatives of the Plan, a series of questionnaire surveys shall be conducted to elicit key travel information from residents of the site. Residents will be informed of the survey through several information channels, such as newsletters, leaflets, notice boards, and potentially also social media.

5.2.2 In harmony with OCC guidance, the baseline resident survey will be undertaken once a certain percentage of the site is occupied (that has been agreed with OCC). Monitoring surveys will then be undertaken biennially throughout the lifetime of the Travel Plan.

5.2.3 The survey shall be open for a total of four weeks, with reminder notices issued at the conclusion of the third week and two days before the survey closes.

5.2.4 Once each survey has been completed, the results will be used to review the Travel Plan's actions, with any updates, changes or additions made as deemed appropriate. The TPC will also be required to produce a comprehensive biannual monitoring report following the conclusion of each survey, to summarise the survey results and reflect on progress towards targets.

6 SUGGESTED TRAVEL PLAN MANAGEMENT

6.1 Travel Plan Coordinator

6.1.1 A Travel Plan Coordinator (TPC) will be required to be appointed to administer and implement the Plan. This will be done in line with OCC guidance, which states that "any OCC approved Travel Plan will be monitored by the applicant / developer for a period of five years post full occupation".

6.1.2 As referenced earlier in this report, it is the intention of the Applicants to hand the responsibility of implementing and delivering the Travel Plan to OCC, in reference to "Option One" as set out in the Trave Plan supplementary planning guidance document. OCC will therefore appoint a TPC to implement the plan, and the responsibilities set out in this section will be assumed by the Local Authority.

6.1.3 The appointed TPC will seek to coordinate all efforts with the appointed TPC for any nearby Travel Plan, creating a Travel Plan Network. Such cooperation would enable a more holistic approach to travel planning to be taken to the benefit of the entirety of Banbury.

6.1.4 The appointed TPC shall be responsible for:

1. Administration and promotion of the scheme;

2. Implementation of the TP;

3. Ongoing monitoring of the scheme;

4. Undertaking a review of the scheme and reporting results to the council; and

5. Updating the Travel Plan document to ensure it is a "live" document which remains relevant throughout the Travel Plan period when necessary.

6.1.5 The time spent by the TPC on the Travel Plan will vary according to the stage of the overall process. It is expected that Travel Plan responsibilities will intensify on first occupation and during monitoring periods. Outside of these times, travel planning activities will lessen.

6.2 Consultation and Engagement

6.2.1 The success of the Plan will rely upon the support of residents, therefore, the TPC will set up a clear channel of communication between all stakeholders.

6.2.2   The TPC will also be responsible for liaising with outside bodies, including the Local Planning and Highway Authorities, and those Local Authority Officers with responsibility for cycling and public transport if necessary. The TPC will also cooperate closely with public transport operators as circumstances dictate.

6.3   Promotion

6.3.1   All residents will be made aware of the Travel Plan upon initial move in. Details of the Plan, its objectives to enhance the environment and the role of individuals in contributing the Plan's success will be explained.

6.3.2   Residents will be provided with travel information literature upon first occupation of their home and the contact details of the TPC shall be provided to each resident. This will most likely be achieved through the distribution of printed Welcome Packs.

6.3.3   The TPC will be available to answer any questions that residents may have and shall provide them with up-to-date information upon request.

6.4   Updates to the Plan

6.4.1   The Plan represents a strategy that shall evolve in response to changes in travel behaviour occurring over the Plan period. Whilst the fundamental objectives of the Plan will not change, the Plan may need to amend specific targets or management processes in response to any challenges or changes in circumstances.

6.4.2   The on-going monitoring programme will provide updated information that will identify the need for revisions to be made to the strategy. The on-going monitoring programmes shall be undertaken in consultation with the Local Authority and their travel plan advisor to maximise the success of the Plan. Once biannual monitoring has taken place, appropriate alterations can be made to the Plan.

6.5   Indicative Budget

6.5.1   The Applicants' intention is to offer OCC responsibility of delivering the Travel Plan at the site, as per "Option One" within the Travel Plan Supplementary Planning Guidance document. This option gives OCC full responsibility for the implementation of the plan on behalf of the developer in return for a set contribution. This option removes any responsibility from the developer for the implementation of the plan, with contributions provided via a Section 106 agreement. The suggested phasing of these contributions is set out below, as extracted from the OCC guidance document.

Table 6-1   Proposed Phasing of Travel Plan Contributions

Phase of Development	Percentage of Contribution Due
Commencement of Development	25%
1st Occupation	20%
50% Occupation	40%
Prior to 100% Occupation	15%

7 TRAVEL PLAN TARGETS

7.1 Introduction

7.1.1 This section of the report will identify the modal share targets for the Plan following initial post occupation travel surveys and will set out the rationale for the limits. Modal targets will be designated with the S.M.A.R.T principle in mind – suffice to say that they are Specific, Measurable, Attainable, Realistic, and Time-bound.

7.1.2 They relate to the objectives of the Plan and interim targets will be identified following the completion of the first travel survey to ensure that the success of the Plan can be tracked throughout the Plan Period. This will also allow for appropriate interventions to be taken in a timely manner, if necessary.

7.2 Target Mode Share

7.2.1 To achieve this, modal share targets will be set and aspired towards. These will be designed with the S.M.A.R.T principle in mind – suffice to say that they are Specific, Measurable, Attainable, Realistic, and Time-bound.

7.2.2 To provide an indication of what these final targets might be, placeholder modal share targets are detailed in this section of the Plan. They will be adjusted following initial baseline travel surveys once the development is occupied.

7.2.3 They relate to the objectives of the Plan and interim targets have been identified to ensure that the success of the Travel Plan can be tracked throughout the occupation period, until full occupation, and post occupation for the duration of the Plan. This will allow appropriate interventions to be made in a timely manner.

7.2.4 As no baseline survey data is yet available, these placeholder targets have been informed by the 2011 Census dataset "QS701EW - Method of travel to work – Usual Residence", utilising MSOA Cherwell 004 – in which the site lies. The initial census mode shares are provided within the table below.

7.2.5 Alongside this, consideration has been given to the limited number of car parking provided on-site as well as nearby controlled parking areas, reducing de facto the car mode share. For robustness, it has been considered that 100% of the residents benefiting from a car parking space will use their car for commuting purposes.

7.2.6 This approach mirrors the analysis and mode share set out in the accompanying Transport Assessment.

Table 7-1   Target Mode Shares

Mode of Transport (to/from work)	2011 Census Mode Share	Baseline - adapted to parking provision	Surveyed Baseline	Target Mode Share Year 1	Target Mode Share Year 3	Target Mode Share Year 5
Car/Van Driver	51.0%	29.8%	TBD	29.2%	28.0%	26.8%
Car/Van Passenger	5.3%	5.3%	TBD	5.3%	5.4%	5.5%
Bus	2.7%	4.1%	TBD	4.1%	4.2%	4.2%
Walk	26.5%	39.3%	TBD	39.7%	40.3%	41.0%
Cycle	3.8%	5.7%	TBD	5.7%	5.8%	5.9%
Other	7.3%	10.9%	TBD	11.0%	11.2%	11.4%
Work from home	3.3%	5.0%	TBD	5.0%	5.1%	5.2%
Total*	100%	100%	TBD	100%	100%	100%

*Table is subject to rounding

7.2.7   Further to the baseline reduction of car trips in comparison to the local typical mode share, the 5-year target for the reduction in single use care travel is set to 10%, as is standard for residential developments. It is considered to be realistic due to the site's accessibility credentials and the expected impact of the measures set out in this Travel Plan, which are specified later in this document.

7.2.8   The Plan acknowledges that once the development is occupied an accurate baseline mode split will be established, and a more detailed mode share split can be determined.

7.2.9   Furthermore, the reduction in Car/Van driver mode share proportion has been redistributed proportionally amongst alternative modes. For the purposes of this Travel Plan, however, and before baseline mode shares can be obtained, this is considered an appropriate approach to setting out car reduction targets.

7.2.10   By determining a range of initiatives designed to assist the non-car travel experience, the Plan will promote a long-term cultural shift away from the car amongst residents of the proposed development in the face of the worsening climate emergency.

8 TRAVEL AND TRANSPORT ISSUES

8.1.1   OCC guidance contained in the Travel Plans Supplementary Planning Document also stipulates that issues which arise at the site relating to travel and transport should be recorded as they develop. Space has been provided in the table below for these to be recorded in the future by the Travel Plan Coordinator, who will also be responsible for inputting this information into the Stars Community Website if required.

Table 8-1   Travel and Transport Issues

Date	Nature of Issue	Action Taken	Other Relevant Details

9 TRAVEL PLAN MEASURES

9.1 Introduction

9.1.1 This section covers the proposed measures to achieve the aforementioned target mode shares at the proposed site. Whilst a detailed review of the travel opportunities and constraints needs to be undertaken to identify the full range of initiatives that will be implemented as part of a full Travel Plan, a range of measures are identified below that are considered most likely to form part of the overall strategy.

9.1.2 Moreover, this section has been written to closely reflect the Travel Plan requirements set out by OCC in their Travel Plans Supplementary Planning Document. Specifically, it has been ensured that the measures presented comply with the minimal required actions to support sustainable travel, which are set out in Table 5 of that document. However, to provide comfort to the council and demonstrate a rigorous approach and unwavering commitment to meeting the Travel Plan's modal share targets, it is proposed that the Plan will exceed the minimal requirements of the Supplementary Planning Document and implement additional measures also.

9.1.3 Implementation of the listed measures, which provide a combination of increased awareness of travel opportunities, as well as encouragement to move away from car usage and implementation of specified infrastructure, will be at the core of the Full Travel Plan. Measures are grouped under a series of headings, organised by theme.

9.2 Car Travel Disincentives

9.2.1 Detailed directions to the site will be provided to all residents, which promote active travel, public transport and car sharing as opposed to single occupancy car travel. These will be made available both online and as part of physical marketing materials, which will be discussed later.

9.2.2 On street parking will be closely monitored, with any issues that arise surrounding this remedied swiftly in co-operation with OCC and local residents.

9.2.3 The proposals involve the provision of 230 dwellings. A total of 75 allocated private car parking spaces is proposed. It is considered that the Local Highways Authority could preclude the granting of parking permits for those apartments which do not benefit from allocated spaces, to avoid any exacerbation of resident parking issues in the town centre whilst also promoting active travel. This could be secured by S106 Agreement.

9.2.4 The development layout, which will evolve further at the detailed design stage, will ensure journeys made by non-car modes are encouraged and facilitated, with consideration of existing routes to local facilities, desire lines and the delivery of high quality, active travel infrastructure throughout the site.

9.3 Promotion of Walking

9.3.1   Naturally, walking will be a popular mode of travel for many trips made by future residents, either as the main mode of travel or as a secondary mode where required as part of a longer journey by public transport, for example.

9.3.2   In order to encourage people to travel on foot, it will be imperative that the TPC ensures residents have knowledge of the opportunities that will be available to travel to key amenities which are within walking distance of the site. In line with this, residents will also be informed about the excellent walking infrastructure that already exists in the vicinity of the site, as described in section 4 of this report.

9.3.3   Residents and visitors will be furnished with walking maps, and other forms of information on walking to and from the proposed development. This will be through the household Welcome Packs, as well as other sources of information. These will be discussed in more detail later in this chapter.

9.3.4   Furthermore, personalised route maps for frequent journeys on foot will also be made available as part of a wider Personalised Travel Planning service.

9.3.5   Similarly, promotional events will be held for Walk to Work Week, with residents encouraged to participate.

9.3.6   If necessary, the TPC will liaise with council representatives to ensure that pedestrian routes are properly maintained.

9.3.7   The TPC will also ensure that routes are adequately lit and signposted and will take urgent remedial steps if this is found to not be the case.

9.4 Promotion of Cycling

9.4.1   Cycling is anticipated to be popular amongst future residents of the development, much in the same way as walking given the facilities and high-quality infrastructure available in the vicinity of the site, in addition the infrastructure proposed as part of the development.

9.4.2   As with walking, cycling maps and information will be provided to residents and visitors, with personalised versions available too as part of the Personalised Travel Planning offer. Again, this will be available both in household Welcome Packs and elsewhere.

9.4.3   A bicycle borrowing scheme could also be implemented, to encourage residents to try cycling and inspire them to integrate cycling into their travelling regime. Information will also be provided on local bike shops for any participants who subsequently decide to purchase a bicycle for themselves.

9.4.4 At least two annual cycling orientated events will be held for users of the site. These could include such examples as bike breakfasts, cycle skills training sessions or bike repair sessions (this list is not exhaustive).

9.4.5 Residents will also be encouraged to set up a cycle club, or to join existing ones in the local area.

9.4.6 The TPC will review signage at the development on a regular basis to ensure that it is effective and accurately assists residents with wayfinding for cycling and walking routes.

9.4.7 The TPC will also liaise with the council to ensure that cycle routes and parking facilities are well lit ad maintained and will take swift action if this is found not to be the case.

9.5 Public Transport Measures

9.5.1 Journeys by bus / rail will form important parts of travel opportunities to the site. In order to promote the use of bus / rail to residents and visitors, the following shall be undertaken:

a) The Travel Plan Coordinator shall liaise with the Council's representatives to ensure that bus stops and walk routes between the facility and the bus and rail interchanges are properly maintained;

b) Plans showing safe walk routes between the site and relevant bus and rail interchanges, as well as up-to-date timetable information, shall be provided within the Travel Plan Brochure and Travel Plan Leaflet, which shall be provided to residents upon occupation; and

c) The TPC shall check the accuracy of timetable information on a regular basis and issue advice of any changes to residents.

9.6 Smarter Driving and Car Sharing Actions

9.6.1 The car share matching service currently active in Banbury, run by Co Wheels, will be actively promoted to residents by the TPC.

9.6.2 Eco-friendly driving will be promoted to residents at every opportunity. Calibro already has experience of prominently providing this information in Welcome Packs for other Travel Plan sites across the Southeast.

9.7 Promotion, Communication and Events Measures

9.7.1 Whilst the Travel Plan Report shall set out the detail of travel opportunities, it is understandably comprehensive in nature and so residents may not choose to read the document in full in the format submitted.

9.7.2   Therefore, information will be made available to residents through multiple different outlets, with the purpose of presenting the salient elements of the Travel Plan in a user-friendly and appealing way that will draw their interest and encourage engagement.

9.7.3   The principal method of disseminating information will be through the Travel Plan Welcome Packs, which will be distributed to each household upon their move-in to the property. As per OCC guidance, these will contain the following information:

- Details of online journey planning and a link to the Banbury Cycle Map.

- Bespoke local catchment maps for walking, cycling and buses, produced by Calibro using TRACC software. These will be accompanied by other useful information, including the details of local bike shops, for example.

- Information about local amenities which are easily accessible by sustainable modes of transport.

- Details of the Active Oxfordshire Challenge.

- Car share and rail travel information.

- Information on bus travel in Banbury, to include timetables, ticketing options and smartcard details.

- Details of the Travel Plan Co-ordinator and how they can be contacted should residents have any queries.

9.7.4   The Welcome Pack should be reviewed annually and updated as necessary to ensure that residents are being presented with the latest and most accurate information. This will also allow any changes in strategy to be reflected which are brought about through analysis of the travel survey results. Additional copies will be available from the TPC upon request.

9.7.5   If required, a leaflet can also be produced to contain a condensed version of the information presented in the Welcome Pack. This may be of use when conducting site visits and interacting with large numbers of residents.

9.7.6   Thirdly, sustainable travel information will be made available online, both on the development's website and potentially elsewhere as appropriate.

9.7.7   In addition to the above sources of information, promotion of the Travel Plan will be furthered through a series of events run by the TPC, which will complement the information residents are already receiving about sustainable travel. As instructed by OCC, these events may be held to coincide with national initiatives such as Cycle to Work Day or Liftshare Week.

9.8   Personalised Travel Planning

9.8.1   The TPC will also offer travel plan training to all residents, with personalised travel recommendations made available as part of this. Research has shown that this can be a key form of communication within a Travel Plan, as engaging directly with people is more effective than simply providing them with promotional literature.

9.8.2   This service will be offered to residents by the TPC. If they accept, they would be contacted by the TPC, who will explore the options they have for travelling between their home, place of work and other significant locations via different sustainable modes. The outcome of this meeting will be documented in a written form issued to the resident, who the TPC will then follow up with over the phone after two months have passed. During this phone call, the TPC will explore how the resident has adapted their travel patterns and discuss any potential barriers they've faced.

9.9   Increased Home Working

9.9.1   Following the impact of the 2020-2021 COVID-19 pandemic, the restrictions placed on society at the time resulted in an increase in home working across the country. This has proven to remain popular in some industries, with a significant proportion of people whose roles allow for it working remotely for at least one day per week. This hybrid approach to home working reduces the number of journeys people make and therefore also impacts on carbon emissions.

9.9.2   Therefore, it is crucial that the Travel Plan process is viewed and assessed in this context and the travel patterns of future residents over the course of a typical week are considered rather than any single day.

10 ACTION PLAN

10.1.1 The suggested measures outlined in the previous chapters will be determined via S106 agreements and the final version of this Travel Plan is yet to be determined. It is recommended to summarise all actions required in an Action Plan, with clear indication of key persons responsible to deliver each action.

10.1.2 Naturally, this Action Plan is likely to evolve through the process of creating the full Travel Plan, so is subject to change.

10.2 Short-Term Actions

1. Publish Travel Plan Welcome Pack and Travel Plan Leaflets in readiness for first occupation of the development.

2. Design baseline travel survey questionnaire and issue to the Local Planning Authority and their travel pan representative for approval. This process to be completed by Month 2 following first occupation.

3. Roll out travel survey and manage the process in line with that identified under Section 5.0 of this Plan.

10.3 Medium-Term Actions

1. Analyse the results of the baseline travel survey and identify suitable mode share targets at two-year intervals.

2. Design a range of travel initiatives to help achieve the mode shift required to deliver the stated mode share.

3. Update the travel plan documents to reflect the results of the baseline travel survey.

4. Reproduce and reissue updated documents for distribution to the residents within 3 months following agreement of any changes.

10.4 Long-Term Actions

1. Update Travel Plan Welcome Packs and Leaflets annually during the course of construction, in response to travel survey results.

2. Issue updated Plan documents to resident and the Local Authority within 3 months of completing each travel survey.

11 MONITORING AND REVIEW

11.1 Introduction

11.1.1 A programme of monitoring and review will be designed to generate the information that will enable the success of the Plan to be evaluated, as some policies and incentives will be more effective than others. Monitoring and review will be the responsibility of the appointed TPC, who will be expected to report findings back to the developer and OCC, and take action if targets are failing to be met.

11.1.2 The major objective of the Plan, as stated previously, is to reduce private car use in favour of more sustainable modes of travel, an objective that is naturally aided by the sustainability credentials of the site and the wider area. A suitable indicator is therefore to review the modal split of residents and staff over time, demonstrating the share of trips occurring by each mode.

11.1.3 It is essential that Travel Plans are monitored closely and reviewed regularly throughout early stages of occupation and at subsequent intervals to ensure the plans are still relevant and up to date.

11.2 Programme of Monitoring

11.2.1 Monitoring will be undertaken informally outside of the stated formal Plan review process. Its purpose is to enable the TPC the opportunity to track the broad performance of the Plan without the need for time-consuming questionnaires and official reporting.

11.2.2 This informal monitoring shall include observation on site, taking notice of things such, as how many people are using bus stops and cycle parking, and getting a general feel of the site. Additionally, informal discussions with residents and tenants, will allow the TPC to gauge how people are reacting to the Travel Plan measures.

11.2.3 Information acquired through the informal monitoring process would be noted down for input into the review process to be undertaken every second year. It will be made available to the council's travel plan representative upon request.

11.2.4 During the formal review process, the TPC will formally monitor the travel behaviour of residents using online travel questionnaires in line with current local and national best practice, within a set monitoring schedule. The questionnaire will be promoted to residents by the TPC to ensure as high a response rate as possible and that the data collected is of value.

11.3 Programme of Review

11.3.1 The objective of the review will be to measure the success of the Plan against the specified targets and to identify if further refinement of the initiatives is required.

11.3.2 The primary tool through which this will be achieved is through the travel surveys issued by the TPC to residents on an annual basis, thus ensuring that regular monitoring is taking place. Given the incremental occupation, which is likely to occur on this site, it is suggested that the residential travel survey is conducted within this set time interval, with the baseline survey issued either upon 30th occupation or a year following the first occupation, whichever event occurs sooner. This will be confirmed through engagement with OCC and the Applicants, as the rate of build out will have an impact on the viability of surveys undertaken early in the development's construction.

11.3.3 After each travel survey is undertaken, the TPC will collate the results, analyse them, and produce a Travel Plan Monitoring Report for the inspection of OCC. An Action Plan must also be submitted alongside the Monitoring Report, to demonstrate an updated plan for the next 24 months. These reports will be produced within one month of the completion of the survey and will determine whether the site is on track to meet its targets. It will also reflect on the performance of existing Travel Plan measures and highlight any problems occurring with them.

11.3.4 The Travel Plan process is intended to be dynamic and flexible. As such, depending on the results of the survey, the TPC may elect to adapt existing measures or even suggest new ones, to ensure that the Plan's future success is safeguarded. It may also be appropriate to revise the Plan's targets depending on how it evolves over time. All changes made to measures and targets will be agreed with OCC's representatives in advance.

11.3.5 Where the Travel Plan review identifies that the Plan has failed to meet its stated targets, the appointed TPC shall liaise with the Council's travel plan representative to agree suitable changes to the Plan. These will be enacted in the best interests of all stakeholders.
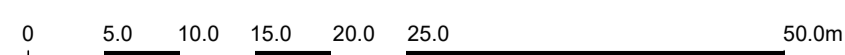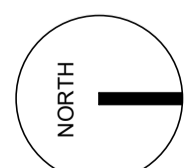
APPENDICES

APPENDIX A

Illustrative Masterplan

calibro

Note: Indicative Landscape layout, for full details please refer to Drawing LASS92
- Overall Landscape Arrangement Plan for Landscape Architects Design

NORTH

0 5.0 10.0 15.0 20.0 25.0   50.0m

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| | P-00 | Planning Issue | 26.05.23 | WG | HS |
| | Rev. | Description | Date | Drawn | Chk. |

Client:
Tri7

Project:
Calthorpe Street, Banbury

Drawing Title
Ground Floor Site Plan

Drawing Status
PLANNING

Corstorphine & Wright

Stourbridge Studio
The Old Library, Hagley Road, Stourbridge, West Midlands, DY8 1QH
01384 909 850
corstorphine-wright.com

| Drawing No. | Revision |
| 20176-CWA-00-GF-DR-A-0102 | P-00 |

| Drawn | Checked | Paper Size | Scale | Date |
| SH | HS | A1 | 1 : 500 | 09/09/22 |

APPENDIX B

Walking Catchment

Walking Catchment (metres)
400 [5 minutes]
800 [10 minutes]
1200 [15 minutes]
1600 [20 minutes]
2000 [25 minutes]

Amenities
Banks
Primary School
Secondary School
Pharmacy
Doctors
Library
Convenience Stores
Supermarkets
Sports & Leisure Facilites
Central Commercial Area

Site Boundary
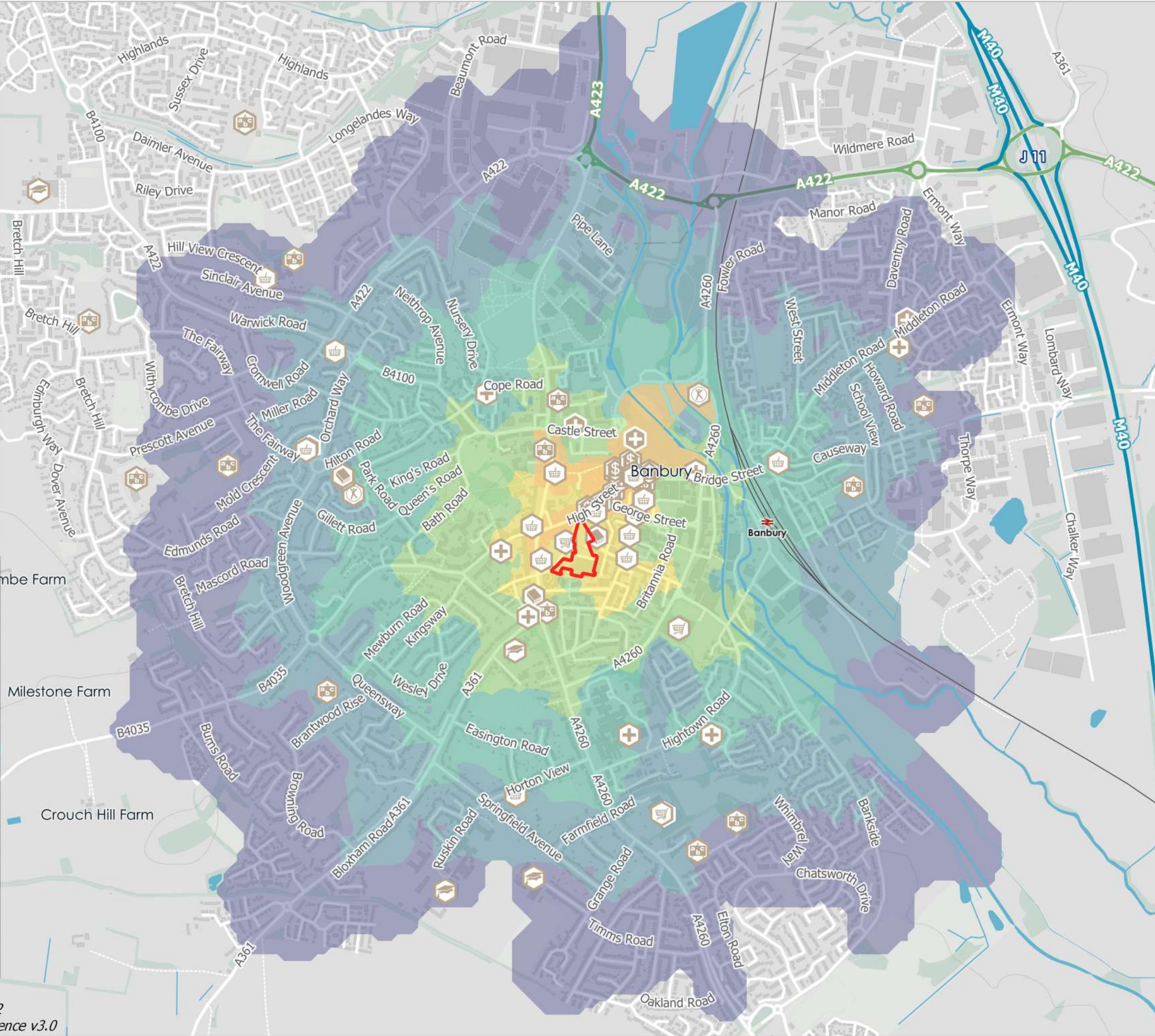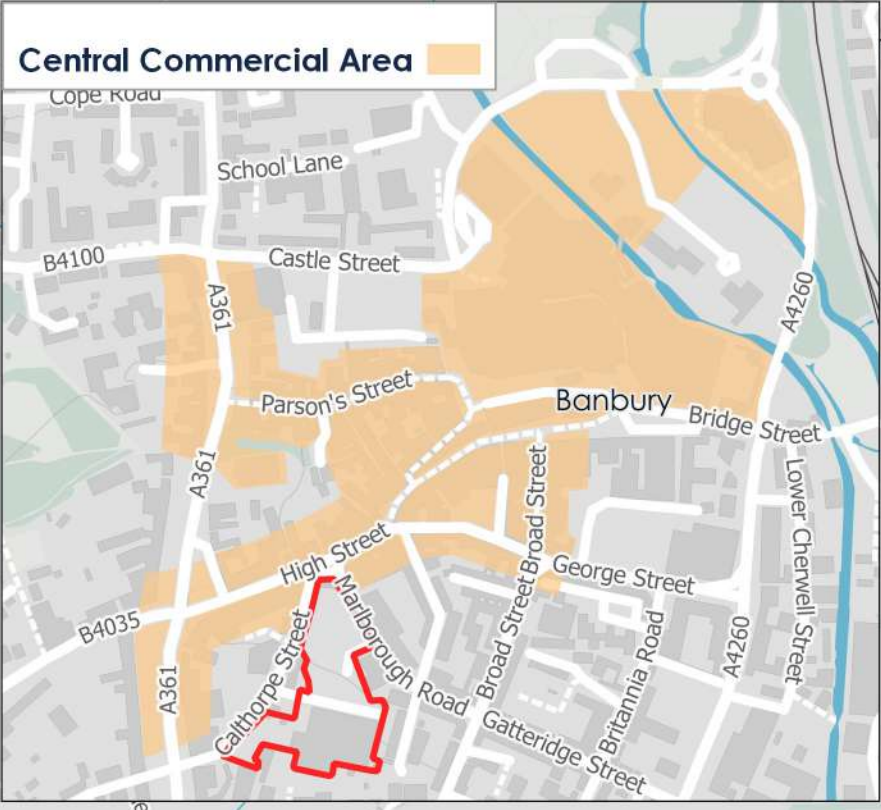
Central Commercial Area

calibro

22-312-20   Calthorpe Street, Banbury
Walking Catchment

APPENDIX C

Cycling Catchment

Cycling Catchment (metres)
1000 [4 minutes]
2000 [8 minutes]
3000 [11 minutes]
4000 [15 minutes]
5000 [19 minutes]
NCN 5
On-road route
Traffic-free route
Local Cycle Route / Bridleway
Site Boundary

calibro

22-312-20 Calthorpe Street, Banbury
Cycling Catchment

APPENDIX D
Bus Catchments

Walking Catchment (metres)
400 [5 minutes]

AM Peak Period Bus Route Frequency (Serv.phr)
0 - 1
1 - 2
2 - 3
3 - 4

AM Peak Period Bus Stop Frequency (Vphr)
1 - 5
5 - 10
10 - 14

Site Boundary

calibro

22-312-20   Calthorpe Street, Banbury
Bus Stop & Bus Route Frequency AM Peak Period (07:00-09:00)

Walking Catchment (metres)
400 [5 minutes]

PM Peak Period Bus Route Frequency (Serv.phr)
0 - 1
1 - 2
2 - 3
3 - 4

PM Peak Period Bus Stop Frequency (Vphr)
1 - 5
5 - 10
10 - 14

Site Boundary

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calibro

22-312-20   Calthorpe Street, Banbury
Bus Stop & Bus Route Frequency PM Peak Period (16:00-18:00)

AM Peak Bus Catchment (minutes)
- 10
- 20
- 30
- 40
- 50
- 60

DfT TSGB Regional Avg AM (36 minues)

Site Boundary

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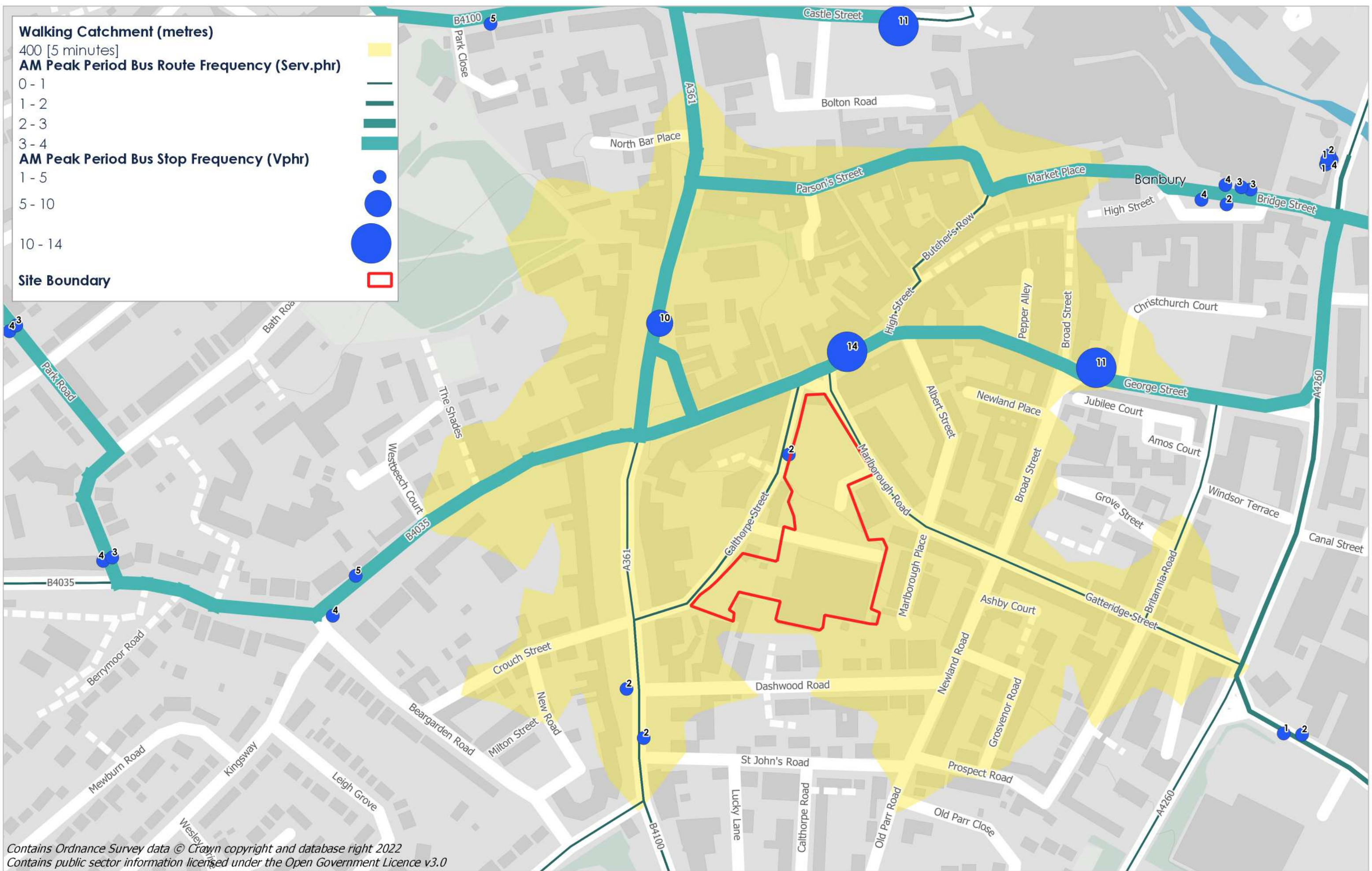Contains public sector information licensed under the Open Government Licence v3.0

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22-312-20   Calthorpe Street, Banbury
AM Peak Bus Catchment (07:00-09:00)

PM Peak Bus Catchment (minutes)

10
20
30
40
50
60

DfT TSGB Regional Avg PM (36 minues)

Site Boundary

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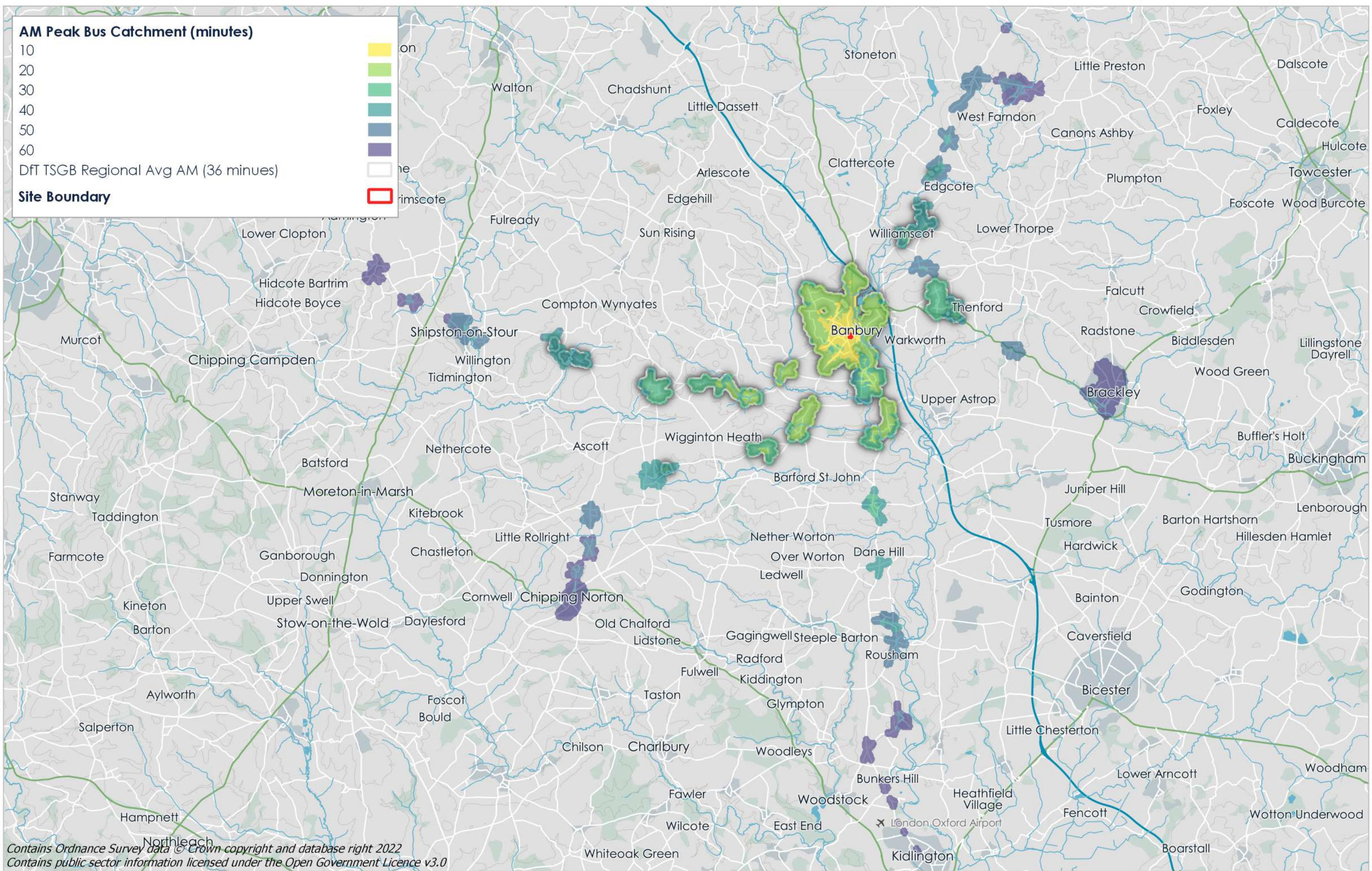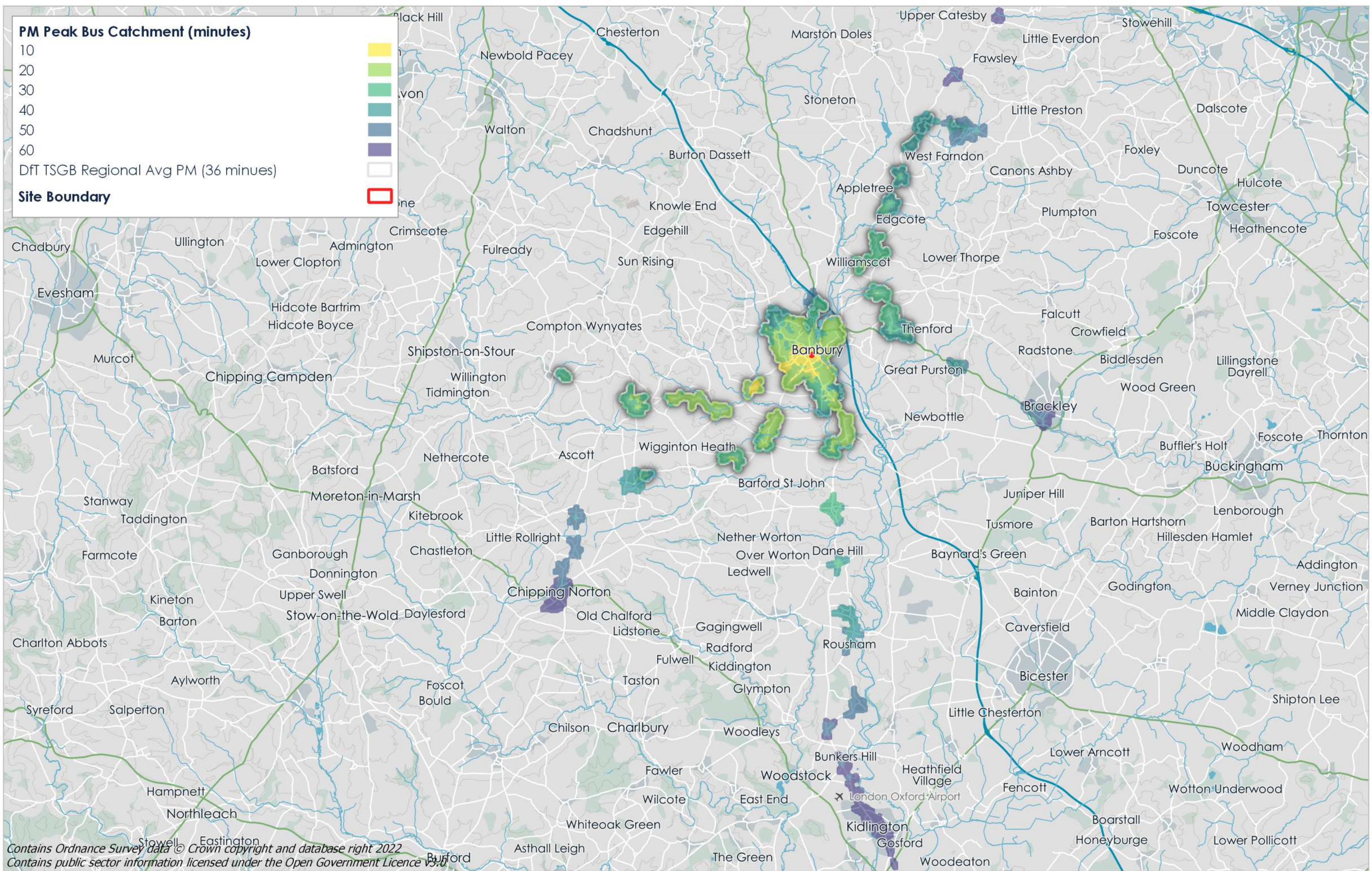
calibro

22-312-20   Calthorpe Street, Banbury
PM Peak Bus Catchment (16:00-18:00)

calibro

Resident Travel Survey Questionnaire

Question	Response Options (if applicable)
Please provide your contact details	
	Name
	House Name/Number
	Street
	City/Town
	County
	Postal Code
	Email Address (for prize draw only)
	Phone Number (for prize draw only)
Your age:	
	18-25
	25-34
	35-44
	45-54
	55-64
	65+
Your gender:	
	Male
	Female
	Non-Binary
	Prefer not to say
	Other (please specify)
Your employment status:	
	Full Time Employed
	Part Time Employed
	Self employed/business owner
	Unemployed

	Retired
	Other (please specify)
How many cars/vans does your household own?	
	0
	1
	2
	3
	4+
Please specify the postcode of your workplace	Open response
On Mondays what time do you typically leave your house in the morning for your daily commute? (Please leave blank if you do not leave on this day)	Time
On Tuesdays what time do you typically leave your house in the morning for your daily commute? (Please leave blank if you do not leave on this day)	Time
On Wednesdays what time do you typically leave your house in the morning for your daily commute? (Please leave blank if you do not leave on this day)	Time
On Thursdays what time do you typically leave your house in the morning for your daily commute? (Please leave blank if you do not leave on this day)	Time
On Fridays what time do you typically leave your house in the morning for your daily commute? (Please leave blank if you do not leave on this day)	Time
Does your journey to work include any additional stops? (such as going to the gym, taking children to/from school etc)	

	Yes (please specify)
	No
What is your usual main mode of travel to/from your place of work? (main mode means the mode which you travel furthest on during your journey)	
	Walk
	Cycle
	Bus
	Train
	Driving a car/van (alone)
	Driving a car/van (with passengers)
	Riding a car/van (as passenger) (incl. Taxi)
	Motorcycle/Moped
	Work from home
	Other (please specify)
What are your main reasons for using your main mode? (Tick up to three reasons that are most important to you)	
	More flexible than other modes
	More reliable than other modes
	Takes the quickest amount of time
	Easiest option
	No direct public transport near me
	Direct public transport near me
	Distance from home too far to walk/cycle
	Additional stop off on the way e.g. taking children to school/going to the gym
	Carrying large or heavy items to and from the car
	Positive health reason e.g. improves fitness
	Negative heath reasons e.g. mobility difficulties
	Lack of facilities at work e.g. showers/changing facilities

	Personal safety concerns with other modes
	Cheapest option
	Prefer to travel alone
	Disability
	Other (please specify)
What is the main mode of travel for additional journeys that you make?	
	Employment (please specify)
	Leisure/Social (please specify)
	Other (please specify)
Do you own a bicycle?	
	Yes
	No
What are the main reasons why you don't walk to work? If you already walk, are they any barriers? (Please choose up to 3 reasons that are most important)	
	It's too far
	It takes too long
	It's too physical
	I'm not sure how I would walk to my destination
	The route I would take is unpleasant
	The route I would take is unsafe (i.e. risk of accidents / lack of crossing points)
	I worry about my personal safety (i.e. risk of personal attacks)
	Inadequate changing/showing facilities at my destination
	I have other commitments
	I already walk
	Other (please specify)

| To what extent would you say you would be receptive to travelling by foot?	
	Very likely
	Likely
	Possibly
	Unlikely
	Very unlikely
Which of the following changes would encourage you to walk for journeys in the local area? If you already walk what changes would you like to see? (Choose up to 3 reasons which are most important to you)	
	Better maintained footpaths / Improved lighting on footpaths
	Lockers / drying areas to store clothes
	Improved lighting on footpaths
	Slower speed limits
	Better/more shower changing facilities
	Improved pedestrian security
	More information on walking routes e.g. maps
	None
	Other (please specify)
What are the main reasons you don't cycle? If you already cycle, are they any barriers? (Please choose up to 3 reasons which are most important to you)	
	I already cycle
	It's too expensive to buy a bike
	I don't know how to ride a bike
	It's too far to travel
	It takes too long
	It's too physical

	I'm not sure how I would get to my destination
	The route I would take is unpleasant
	The route I would take is unsafe (i.e. risk of accident)
	I worry about my personal safety (i.e. personal attacks)
	Inadequate changing / showing facilities at my destination
	Inadequate parking facilities at my destination
	I have other committments (i.e. school drop-off/collection)
	Disability
	I don't own a bike
	Other (please specify)
To what extent would you say you would be receptive to travelling by bike?	
	Very likely
	Likely
	Possibly
	Unlikely
	Very unlikely
Which of the following changes/measures might encourage you to cycle for journeys in the local area? If you already cycle what changes would you like to see? (Choose up to 3 reasons which are most important to you)	
	Cycle Training
	Improved / more secure cycle parking facilities
	Improved road safety
	Availability of public cycle repair and pump station(s)
	Better / more shower and changing facilities
	Availability of bike hire
	Incentive schemes
	Cycle training

	Bike buddy schemes
	None
	Other (please specify)
What are the main reasons you don't use public transport? If you already use public transport, are there any barriers? (Choose up to 3 reasons which are most important to you)	
	I use public transport
	Disability
	I have other committments (i.e. school drop-off/collection)
	I worry about my personal safety (i.e. personal attacks)
	The journey takes too long
	They don't go where I need them to
	They don't operate at the right times of day
	They're dirty
	They're either too cold or too hot
	They're not frequent enough
	They're too full / lack of seating
	They're unreliable
	They're too expensive
	Other (please specify)
To what extent would you say you would be receptive to travelling by public transport?	
	Very likely
	Likely
	Possibly
	Unlikely
	Very unlikely

Which of the following changes/measures might encourage you to use public transport for journeys in the local area? If you already use public transport what changes would you like to see? (Choose up to 3 reasons which are most important to you)	
	Better lighting/footway maintenance between bus stops and your home
	More public transport information e.g. real time information available
	Better quality vehicles
	Discounts
	None
	Other (please specify)
To what extent would you say you would be receptive to car sharing?	
	Very likely
	Likely
	Possibly
	Unlikely
	Very unlikely
Are there any other changes that would make it easier to reduce the number of journeys you make by car?	Open-Ended Response
Do you have any other comments, questions or suggestions that may be relevant?	Open-Ended Response
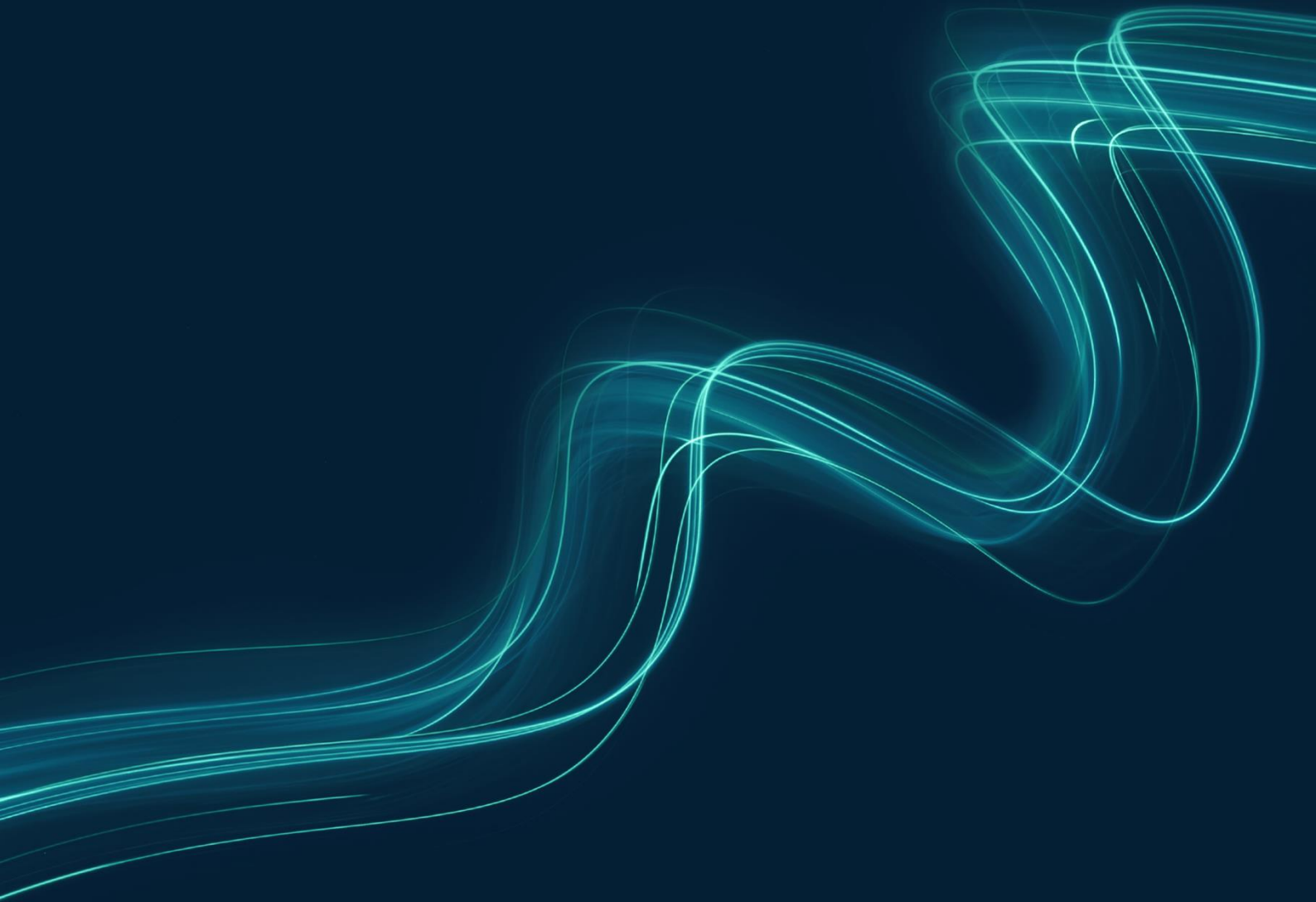
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