



## **Fringford Road, Bicester**

## **Residential Travel Plan**

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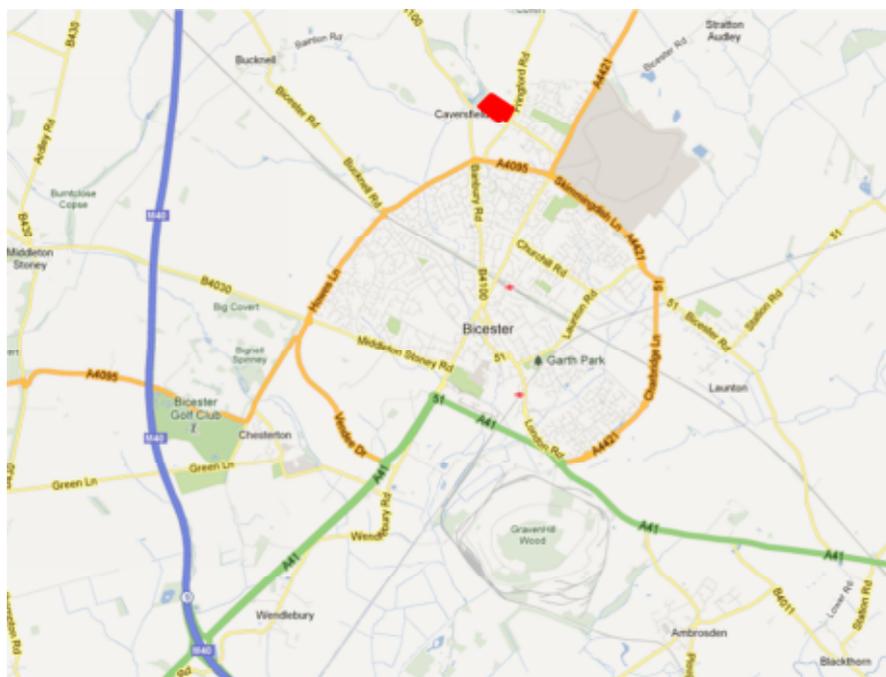
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## Contents

1.0	Introduction .....	1
2.0	Development Proposals .....	1
3	Surrounding Highway Network.....	1
3.1	Local highway network .....	1
3.2	Strategic highway network .....	1
4.0	Walking and Cycling .....	1
5.0	Public Transport .....	1
5.1	Bus services .....	1
5.2	Train services .....	1
6.0	Travel plan initiatives .....	1
6.1	Scope of the Travel Plan.....	1
6.2	General measures .....	1
6.3	Walking .....	1
6.4	Cycling .....	1
6.5	Bus.....	1
6.6	Train .....	1
6.7	Powered two-wheelers.....	1
6.8	Car sharing .....	1
6.9	Taxi.....	1
6.10	Minimising car use .....	1
7.0	Targets, Monitoring and Review.....	1
7.1	Targets .....	1
7.2	Monitoring and review .....	1
8.0	Promotion and marketing.....	1
8.1	Prior to occupation .....	1
8.2	Upon occupation.....	1
8.3	Travel Pack .....	1
8.4	Continuous marketing.....	1
8.5	Endorsement.....	1

## 1.0 Introduction

- 1.1 This Residential Travel Plan has been produced by MJA Consulting for Cala Homes (Midlands) to support a planning application for the construction of up to 200 residential dwellings, together with a community facility that may take the form of a shop on land west of Fringford Road on the northern side of Bicester, Oxfordshire. It accompanies a Transport Assessment, and is produced in accordance with guidelines issued by Oxfordshire County Council (OCC).
- 1.2 Fringford Road forms the eastern boundary, beyond which lies residential development, whilst the southern boundary is formed by an unnamed road and farmland beyond. To the west beyond a wooded area lies a dwelling and grounds. The northern boundary of the site is comprised of farmland.
- 1.3 The site is situated 27km from Banbury to the north-west; 16km from Buckingham to the north-east; 50km from Northampton to the north; 37km from Milton Keynes and 28km from Aylesbury to the east; 20km from Oxford to the south; and 17km from Witney to the east.
- 1.4 The site location is shown as **Figure 01**, whilst the site boundary is indicated on **Figure 02**.



**Figure 01** Site Location



Figure 02 Site Boundary

## 2.0 Development Proposals

- 2.1 The development site of approximately seven hectares includes a dwelling and out-buildings which will be demolished.
- 2.2 The proposed development is for a maximum of 200 dwellings as a mixture of houses and flats, of which approximately 30% will be affordable. The indicative development layout is illustrated on **Figure 03**.



**Figure 03 Development Proposals**

- 2.3 The development will be served by a single access off Fringford Road which will be furnished with pedestrian footways.
- 2.4 Car and cycle parking provision will be in accordance with the current standards set by OCC.
- 2.5 There is also the intention to provide a community facility although its final form is yet to be determined. At this stage it has been assumed that this will take the form of a local shop.
- 2.6 The existing right of way traversing the site will be retained and incorporated into the pedestrian footways through the site.
- 2.7 All on-site roads will be built to an adoptable standard.

- 2.8 Off-site highway works connected with the development will include the provision of a footway along the western side of Fringford Road between the proposed side access and the existing footway to the south.
- 2.9 It is proposed to provide a pedestrian crossing on Fringford Road situated equidistant between the proposed site access and Skimmingdish Lane, thus affording easy access for pedestrians to the eastern footway on Fringford Road, to Skimmingdish Lane and thence to the bus stops and to local facilities, including schools and nurseries. This measure will also assist existing residents to access the proposed community facility.

### 3 Surrounding Highway Network

#### 3.1 Local highway network

- 3.1.1 The local highway network is dominated by the A4095 and the A4421 which together form part of the bypass surrounding Bicester. From here, a number of roads run towards the town centre whilst others radiate outwards to surrounding settlements.
- 3.1.2 The A4095 links with Bucknell Road at its westernmost end and terminates at its junction with the A4421 and Buckingham Road about 1.9km distant. It averages approximately nine metres in width and is subject to a 50mpn speed limit. It is furnished with a shared footway/cycleway on its southern side for its entire length. Junctions with major or distributor roads are standard roundabouts, whilst those with minor thoroughfares are generally of a ghost island priority arrangement.
- 3.1.3 The A4421 originates at a roundabout junction with the A421 9.5km to the north of the Bicester bypass, and continues as part of the bypass eastward to link with the A41 to the south-east of the town. As part of the bypass, it continues from its roundabout junction with A4095 eastwards as Skimmingdish Lane. It links with Launton Road about 1.3km distant at a roundabout junction and with Bicester Road 300m further east, also at a roundabout. This section of the A4421 is generally about nine metres wide, is furnished with a footway/cycleway on its southern side and is subject to a 40mph speed restriction.
- 3.1.4 The site is situated on the western side of Fringford Road to the north of Bicester, which runs from the A4095 at a ghost island priority junction, becoming Bicester Road 1.5km, to the north of the site, and continues northwards for another 800m to link with Stratton Audley Road at a staggered priority junction. It continues as Fringford Road from this junction for 1.8km to the village of Fringford. From here is possible to travel to Brackley, 10km distant, via unclassified roads.
- 3.1.5 In the vicinity of the site, Fringford Road is approximately six metres wide and is furnished with a one metre wide footway on the eastern side of the carriageway. It lacks street lighting, but 240 metres south of the site a gateway feature has been installed together with a reduction from the national speed limit to 40mph. A similar arrangement is in place 500m to the north of the site, where the national speed limit is once again in force. Close to the site, Fringford Road is residential in nature, but generally rural otherwise.
- 3.1.6 Skimmingdish Lane is located directly opposite the site joining with Fringford Road at a simple priority junction, is aligned west-east and 700m in length, linking with the A4421 at

its eastern end with a simple priority junction. It hosts a large driver training facility on its southern side, whilst its northern side is occupied by residential dwellings. This road is approximately 6.5 metres in width and has wide grass verges on both sides and a 0.75m footway on its northern side serving the residential element. This road is subject to a 30mph speed limit and lacks street lighting.

- 3.1.7 100m south of the proposed development site an unnamed, unclassified road runs from Fringford Road to link with the B4100 to the west, linking with each at a simple priority junction. This road is approximately 450m in length and approximately 5.5 metres wide. It lacks both street lighting and footways. It is rural in nature, and abuts the proposed development site on its northern side for most of its length. This thoroughfare is habitually used as an alternative route from Fringford Road to the B4100 and the A4095 due to the difficult right turn out of Fringford Road onto the A4095.
- 3.1.8 The B4100 runs from the A4095 600 metres to the south of its junction with the unnamed road for 5.8km north-westwards to link with the A43. It is generally 7.3 metres in width and subject to the national speed limit. It is of rural character, lacking both footways and street lighting. The B4100 joins both the A4095 and the A43 at standard roundabout junctions. The southern arm of the A43 links with the M40 1.3km distant.
- 3.1.9 The northern section of Bucknell Road is approximately six metres wide and 2km in length, running north-westwards from its roundabout junction with the A4095 to the village of Bucknell. Rural in nature, Bucknell Road lacks both street lighting and footways, and is subject to the national speed limit. The southern section of Bucknell Road, generally about 6m wide, runs from the A4095 to the town centre 1.6km distant. This part of the route is residential in nature, subject to a 30mph speed limit, is street-lit, and boasts footways on both sides of the carriageway.
- 3.1.10 Howes Lane joins Bucknell Road at a simple priority junction 100m south of the junction of Bucknell Road with the A4095. It forms part of the A4095 and the Bicester bypass. It is approximately 1.5km long, about seven metres in width and, although it is street-lit, lacks footways on either side. It is predominantly subject to a 40mph speed limit, although this is reduced to 30mph about 300 metres from its junction with Bucknell Road. It is largely semi-rural in character.

- 3.1.11 Banbury Road, an extension of the B4100 towards the town centre, links with the A4095 at a roundabout junction. This route is approximately seven metres wide, is street-lit, carries footways on both sides of the carriageway, and is subject to a 30mph speed limit.
- 3.1.12 Buckingham Road is a southern spur of the A4211 from its roundabout with the A4095. Residential in nature, it is approximately 8.5 metres wide, is street-lit and furnished with footways on both sides of the carriageway. Linking with Bicester town centre, it is subject to a 30mph speed limit.
- 3.1.13 The Local Highway Network is shown on **Figure 04**.

## 3.2 Strategic highway network

- 3.2.1 The A4095 and the A4421, described above, form part of the strategic highway network as well as the local highway network. All major routes to and from Bicester link with the bypass, and are described in the following sections.
- 3.2.2 The A41 is 13km in length connecting Bicester to the A44 and the north-western part of Oxford, from whence the city is accessible via the A4144. The A41 also links with the A4421 to run for 58km eastwards towards Aylesbury and the M25.
- 3.2.3 The A4095 runs south-westwards from Bicester to Witney, 28km distant, from whence it continues for 14km to terminate at Faringdon.
- 3.2.4 The B4030 links the Bicester bypass with the A44 to the west, and from there to Chipping Norton, a total distance of 28km.
- 3.2.5 Bucknell Road, described above, connects the A4095 with the A43 and the M40. The A43 provides a main route to Brackley, continuing northwards to link with Towcester and Northampton, terminating at Stamford 110km distant.
- 3.2.6 The A4421 runs from the A4095 to the A421, thence to Buckingham 15km away. This road links with Milton Keynes before continuing to join the M1 43km distant from Bicester.
- 3.2.7 Bicester Road runs from the A4421 to the north-east of Bicester in a south-eastwards trajectory to meet the A41 3.8km away.
- 3.2.8 The M40, accessible via Bucknell Road described above, lies to the west of Bicester providing a link to London to the east and the Midlands to the north.
- 3.2.9 The Strategic Highway Network is illustrated on **Figure 05**.

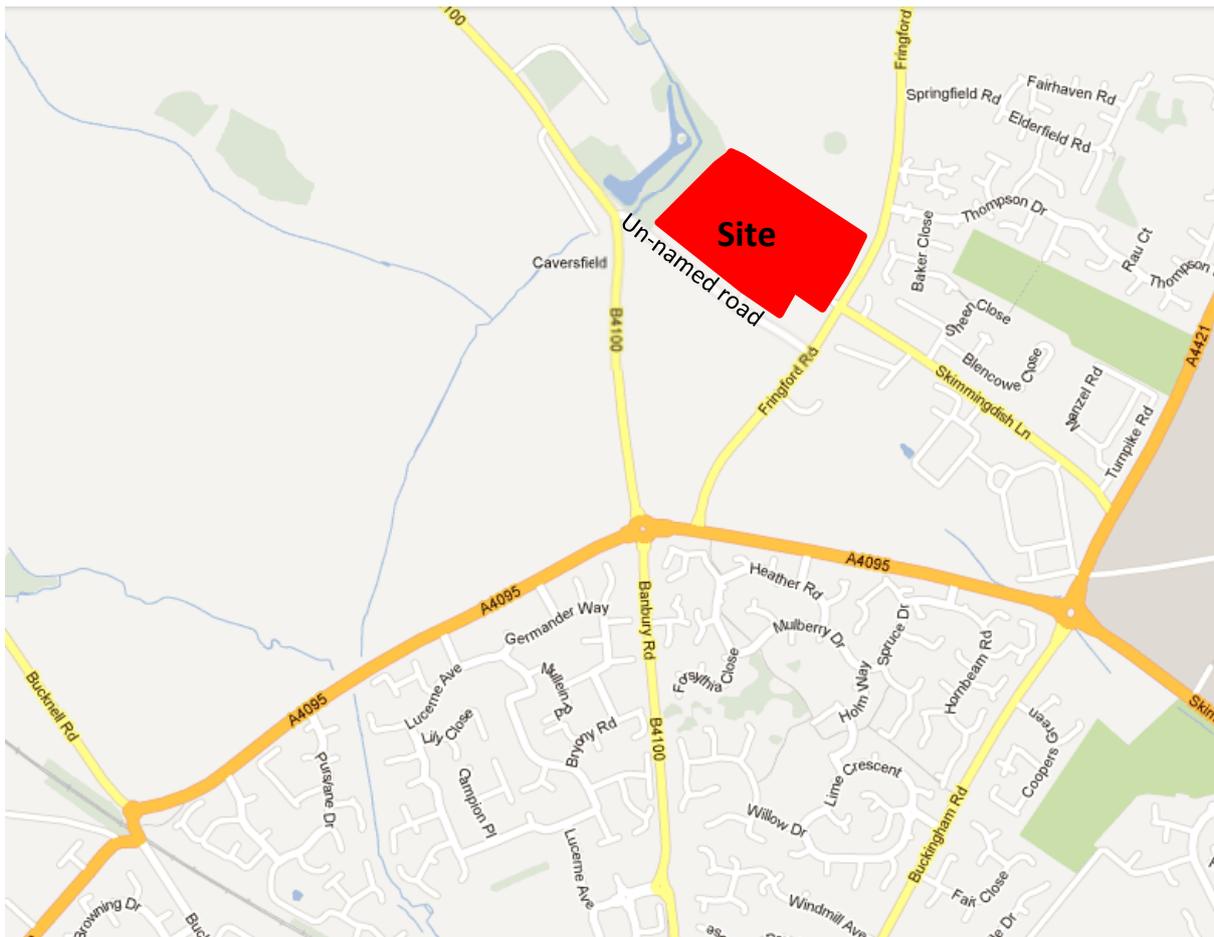


Figure 04 Local Highway Network

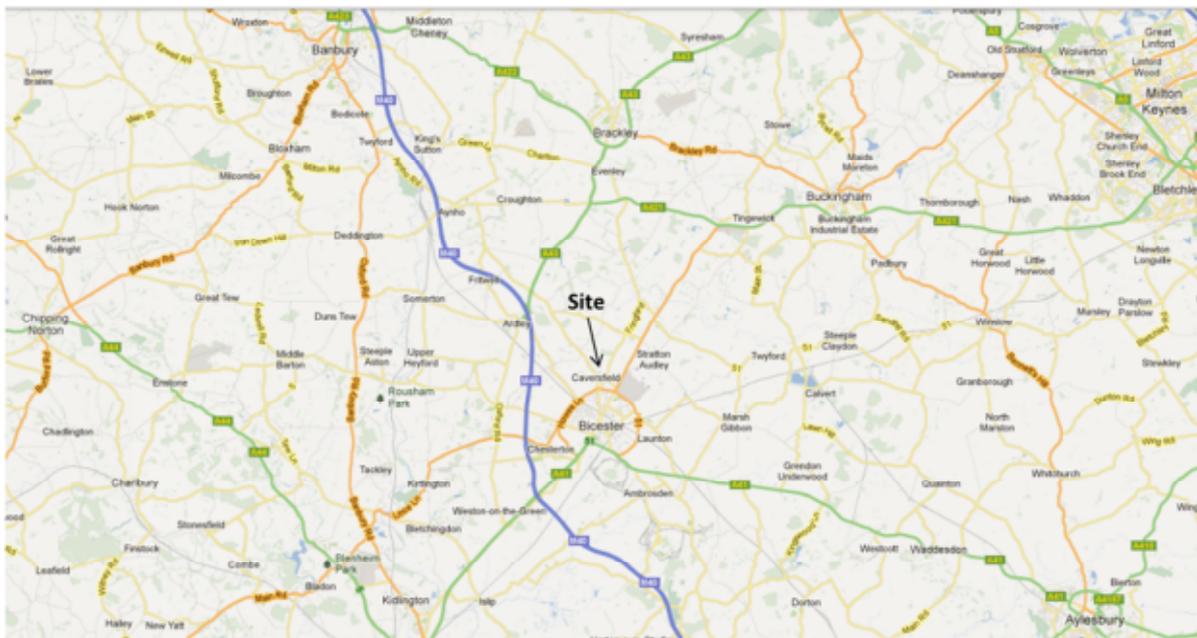


Figure 05 Strategic Highway Network

## 4.0 Walking and Cycling

- 4.1 A Non-motorised User (NMU) audit has been carried out, the report for which is attached as **Appendix A**, the findings of which are summarised in the sections below, together with a summary of local amenities and their distances and walking and cycling times from the proposed development.
- 4.2 Local pedestrian infrastructure includes the provision of a footway on the eastern side of Fringford Road which links with the bus stop on Skimmingdish Lane and that on the A4421. This is approximately one metre in width and in generally good repair, although a small area has potholes which have been marked for repair.
- 4.3 The northern section of the Bicester bypass, comprising the A4095 and the A4421, is furnished with a footway/cycleway on its southern side for its entire length, affording non-motorised access to all routes leading into the town centre, and a wide range of facilities within the established residential areas surrounding it.
- 4.4 There are bus stops within the vicinity of the site: one 230 metres away on Skimmingdish Lane which represents a walk of approximately three minutes; one on the A4421 1km and 12 minutes' walk away; and one 750 metres distant on Banbury Road, a nine-minute walk.
- 4.5 There are no Public Rights of Way (PROW) in the vicinity of the site, although the site itself is traversed by a private right of way which will be retained.
- 4.6 The site lies 2.5km from Bicester town centre, representing a walk of approximately 30 minutes and a cycle journey of ten minutes. However, there are amenities closer to the development site, as illustrated in **Figure 06**, which also shows the cycle routes, and set out in **Table 4.1**.

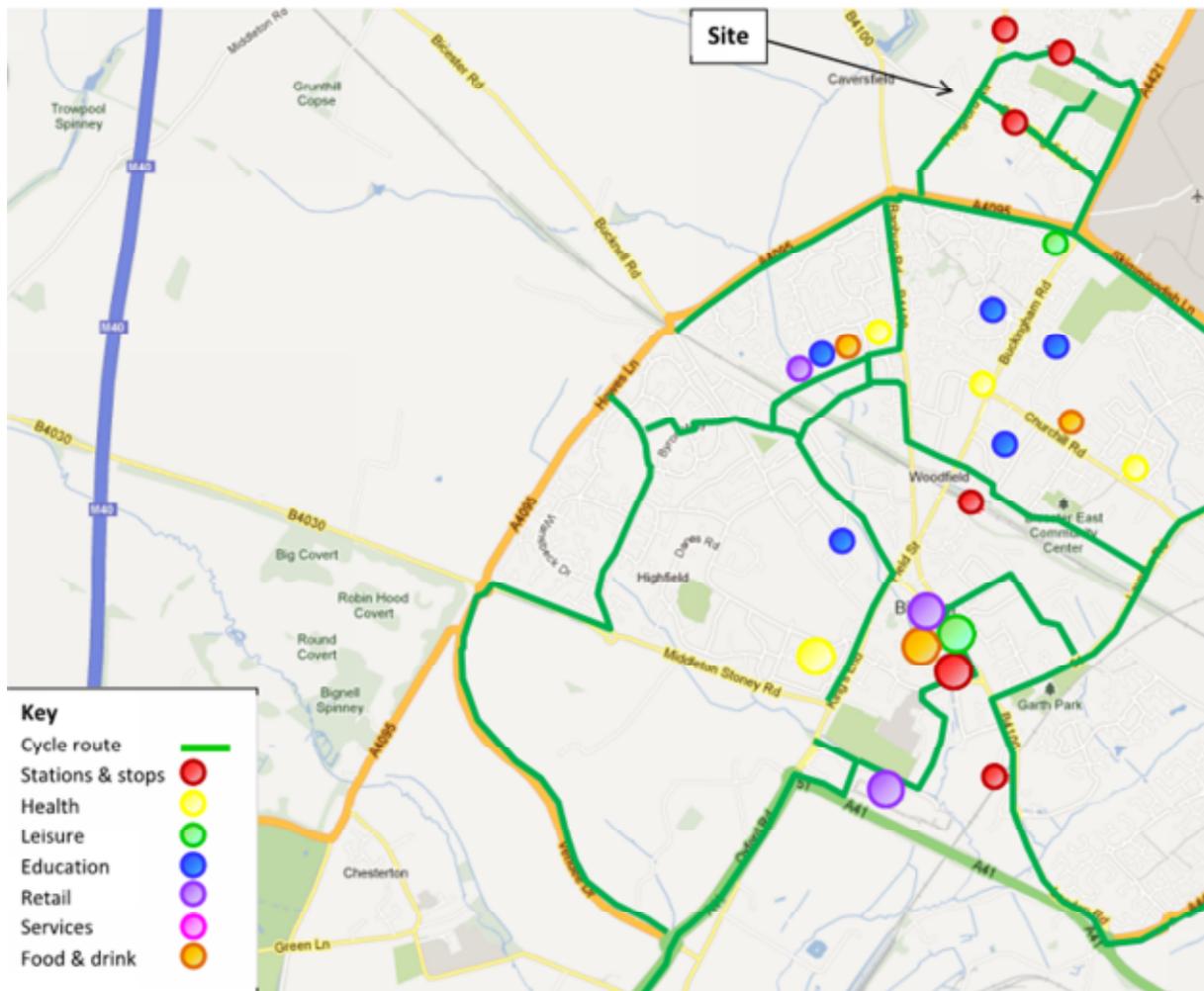


Figure 06 Local Amenities and cycling routes

**Table 4.1 Local Amenities**

Amenity		Distance	Walk time	Cycle time
Healthcare	Doctor	1.4km	17 minutes	5 minutes
	Dentist	2.4km	29 minutes	8 minutes
	Hospital	2.7km	33 minutes	10 minutes
Education	Nursery	1.0km	12 minutes	4 minutes
	Primary school	1.0km	12 minutes	4 minutes
	Secondary school	2.9km	36 minutes	11 minutes
Retail	Town Centre	2.4km	30 minutes	9 minutes
	Local shops	1.1km	13 minutes	5 minutes
	Superstore	3.2km	39 minutes	11 minutes
Services	Bank	2.4km	30 minutes	9 minutes
	Library	3.2km	39 minutes	11 minutes
	Post office	1.9km	24 minutes	7 minutes
Sport	Fitness club	1.5km	18 minutes	6 minutes
	Gym	2.7km	32 minutes	9 minutes
Leisure	Pub	1.5km	19 minutes	6 minutes
	Restaurant	1.5km	19 minutes	6 minutes
Travel	Bus stop	230m	3 minutes	57 seconds
	Railway Station	2.2km	28 minutes	9 minutes

- 4.7 It may be seen that most amenities are within a reasonable walking distance from the site, with the nearest primary and nursery schools, and the local shops, less than fifteen minutes' walk away.
- 4.8 Although there are no dedicated cycle lanes, Fringford Road and Skimmingdish Lane are designated as on-road cycle routes by Sustrans, which provide immediate access for cyclists to the local highway network.
- 4.9 Fringford Road links with the A4095 to the south, which is well-equipped with a shared cycleway/footway along all of its northern section. There are safe, lightly-trafficked routes from here to the town centre, and excellent links to the National Cycle Route 51 which connects Bicester with Milton Keynes to the north-east and with Oxford to the south. The NR51 also links with the NR50 which provides a connection to Daventry and Leicester to the north.
- 4.10 It may be concluded that the proposed development site is reasonably well-connected to local facilities for pedestrians, and has excellent connections for cyclists.

## 5.0 Public Transport

### 5.1 Bus services

5.1.1 Three pairs of bus stops lie within reasonable walking distance of the proposed development site. These serve a total of seven routes, as set out in **Table 5.1** below.

**Table 5.1 Bus services**

No.	Route	Operator	Freq	Stop	m
<u>8</u>	Weston Favell - Northampton - Towcester (- Brackley - Bicester)	Stagecoach	5/day	A4421	1000
<u>22</u>	Bicester - Caversfield - Bicester (Circular)	Heyfordian	1/hour	SL	230
<u>23</u>	Bicester - Caversfield - Bicester (Circular)	Heyfordian	1/hour	SL	230
<u>37</u>	Bicester - Hardwick - Finmere	Heyfordian	2/day	BR	750
<u>T1A</u>	Bicester - Banbury	Tex	4/day	BR	750
<u>X5</u>	Cambridge - Bedford – Oxford	Stagecoach	2/hour	A4421	1000
<u>X81</u>	Bicester - Aynho - Banbury	Heyfordian	4/day	BR	750

where SL = Skimmingdish Lane; and BR = Banbury Road

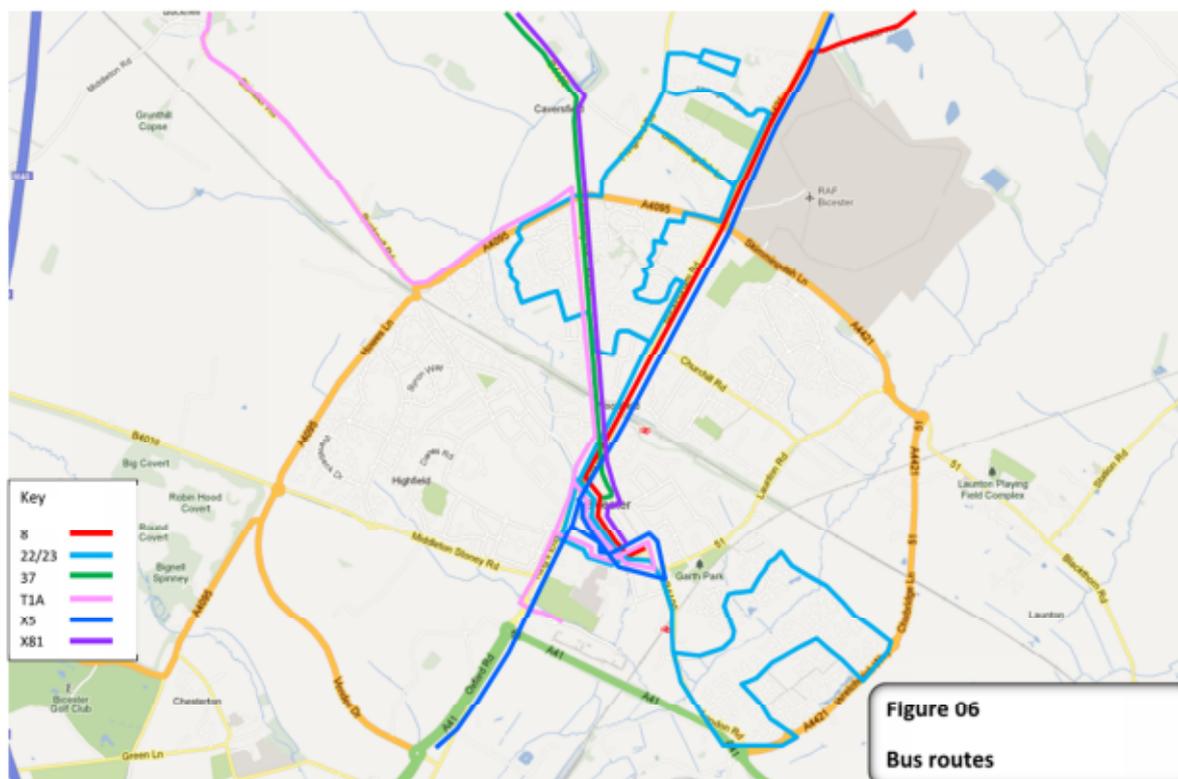
5.1.2 Several key destinations are served by bus from the Fringford Road area, as shown in **Table 5.2**.

**Table 5.2 Key destinations by bus**

	Town Centre	Bicester North Stn	Bicester Town Stn	Brookside School	Bicester Hospital	Bicester Village
8	✓	✓				
22	✓	✓	✓			
23	✓	✓	✓			
37	✓					
T1A	✓				✓	✓
X5	✓	✓			✓	
X81	✓			✓		

5.1.3 The bus stop on Skimmingdish Lane is equipped with a shelter, although no seating or timetables are in evidence. The A4421 bus stops are in the form of unsigned laybys, without shelters, seating or timetables. The southbound bus stop on Banbury Road is furnished only with a pole, whilst its northbound partner is unmarked.

- 5.1.4 It can be seen that the site is reasonably well served by bus, with hourly services to the town centre from a stop only 230m distant. Half-hourly services are available from the A4421 to Oxford, the largest employment centre in Bicester's catchment area.
- 5.1.5 Bus services 8, 22, 23 and X5 all stop at Bicester North railway station, whilst services 22 and 23 stop at Bicester Town railway station, thus providing frequent links to the rail network.
- 5.1.6 The local bus routes are illustrated on **Figure 06**.



## 5.2 Train services

- 5.2.1 There are two railway stations in Bicester known as Bicester North and Bicester Town. Bicester North railway station is located to the north of the town centre, whilst Bicester Town station is situated to the south of the town centre. Each resides on a different line, providing Bicester with a wide range of train services to destinations all over the country. **Table 5.3** lists key destinations by rail from Bicester. Journeys in the return direction are not shown.

**Table 5.3 Rail services from Bicester**

Destination	Frequency	Destination	Frequency
Banbury	43/day, 2/hour	Leamington Spa	29/day, 2/hour
Warwick	29/day, 2/hour	Stratford-on-Avon	6/day
Birmingham	23/day, 1/hour	Market Risborough	37/day, 2/hour
High Wycombe	48/day, 3/hour	London Marylebone	54/day, 4/hour
Oxford	11/day, 1/hour		

- 5.2.2 As detailed in **Section 5.1**, there are frequent bus services to both of Bicester's railway stations, affording quick and easy links to undertake train journeys.
- 5.2.3 It may be seen that Bicester is very well connected by rail, with frequent services to key destinations across the country, including local employment settlements.

## 6.0 Travel plan initiatives

### 6.1 Scope of the Travel Plan

6.1.1 This Travel Plan addresses various measures that could be implemented to reduce single-occupancy car journeys by future residents of the Fringford Road site. The measures will address travel not just locally, but to nearby towns and larger destinations further afield.

6.1.2 Particular attention will be paid to trips undertaken to and from employment, retail, leisure and education uses and the ways in which people can be encouraged to undertake these trips sustainably.

6.1.3 In developing the Travel Plan, various factors will be taken into account, including:

- On-site facilities
- Access to amenities
- Infrastructure surrounding the development site
- Local and national government policy

6.1.4 Residential travel plan initiatives can be generally classified as follows:

- Walking
- Cycling
- Bus
- Train
- Powered two-wheelers
- Car sharing
- Taxi
- Minimising car use

This hierarchy reflects the importance of each mode of travel in terms of sustainability, with walking considered to be the most sustainable. The Travel Plan will address each of these in turn, presenting a range of measures that could be viably considered as part of the Residential Travel Plan for the proposed Fringford Road, Bicester residential development.

## 6.2 General measures

- 6.2.1 When Cala Homes commence the marketing of the new development at Fringford Road, they will ensure that sales staff are trained to promote the travel plan from this early stage.
- 6.2.2 Before first occupation, Cala Homes will employ a Travel Plan Co-ordinator (TPC) until the final review of the Travel Plan, who will liaise with OCC to execute, monitor and market the travel plan.
- 6.2.3 The TPC will act as the contact for any travel-plan related queries by residents, and ensure that the sustainable measures set out within the travel plan are carried out.
- 6.2.4 The TPC will also arrange for the production and distribution of promotional material and the procurement of any supplies related to the travel plan.
- 6.2.5 Liaising with OCC, the TPC will monitor the travel plan and carry out regular reviews, with reference to other stakeholders as appropriate.
- 6.2.6 Each new home, and thereafter each new incoming resident, will be provided with a Travel Pack, containing the promotional version of the travel plan, together with leaflets, maps, contact details and web addresses/links of all relevant parties including the TPC, and information relating to the options available for non-single-occupancy car use.
- 6.2.7 The TPC will offer personal travel planning to all new residents should they request it. They will arrange a residents' meeting to promote the travel plan and, in particular, to facilitate the personalised travel planning offered to all residents.
- 6.2.8 Residents would be encouraged to supply their email addresses for all communications regarding green travel, although hard copies of promotional and other material could be provided on request.

## 6.3 Walking

6.3.1 Walking should be promoted as a highly sustainable form of travel with associated health benefits. This mode of transport should be encouraged for journeys within north Bicester, especially for trips to the local shops and to educational establishments.

6.3.2 The range of measures that could be introduced in a residential development to encourage walking include:

- Free personal alarms for new occupants so that they feel safer walking in the hours of darkness;
- The provision of a map to each household of walking routes in the area to various local amenities; and
- Maps of attractive local walks should be provided.

## 6.4 Cycling

6.4.1 As with walking, cycling should be promoted as having significant health benefits, and encouraged through the various measures set out below. Many potential cyclists are deterred from using this form of transport because of concerns about safety and lack of confidence riding a bicycle.

6.4.2 Measures that would help to popularise cycling include:

- Easily accessible and sufficient cycle parking to be provided for each residence;
- The provision to all households of a map of cycle routes, both local and further afield, showing key destinations and the location of cycle shops and bicycle repairers;
- Details of cycle parking locations within Bicester and other local towns;
- The provision of details relating to train travel with cycles; and
- The TPC could help to set up a Bicycle User Group which would ultimately be self-run. The group would, amongst other things, arrange cycling events, help less experienced users with advice and repairs, and provide cycling 'buddies' for less confident riders.

## 6.5 Bus

6.5.1 Promotion of bus use relies predominantly on the level and quality of services in the area. The bus stops lying on Skimmingdish Lane are highly accessible, whilst those on the A4421 and Banbury Road represent a walk of up to fifteen minutes.

6.5.2 In order to encourage bus use, the following measures could be introduced:

- The provision of a crossing on Fringford Road adjacent to the site to allow direct access to the existing bus stops, together with the proposed footway along the southern part of the site frontage;
- The provision to all households of a bus routes map, showing the location of the bus stops, those of the main stops in the destination towns, and those close to employment centres;
- The provision to all households of a set of bus timetables covering all routes in the area;
- One three-month bus taster season ticket to be supplied to each household on request, valid up to six months after occupation;
- Similarly, bus fare tariffs would be published and updated when necessary; and
- Web addresses of bus companies and any online ticket ordering facilities would also be published.

## 6.6 Train

- 6.6.1 The use of the railways as a sustainable form of travel is dependent on the proximity of stations to the site and the ease with which they can be accessed. In the case of the development site, two railway stations are a short bus journey away, or may be accessed on foot or by bicycle.
- 6.6.2 The train should be promoted as an alternative to driving to destinations further afield, with the benefit of relaxation and a quick journey when compared to bus or car.
- 6.6.3 The ways in which rail journeys could be encouraged include:
- Provision of maps to all residents showing the route to Bicester North and Bicester Town railway stations, and reproductions of Network Rail's station schematic and network maps;
  - Provision of bus timetables for services calling at Bicester railway stations;
  - Provision of a list of all amenities available at the railway stations, including costs of parking, and bicycle and disabled facilities;
  - A comparison table should form part of the Travel Pack, showing the distances, costs and times of all forms of reasonable transport to important destinations;
  - Distribution of Network Rail's train timetables to all households, which the TPC would update as timetables are revised;
  - Contact information would be provided for train operating companies, and the various booking services such as Network Rail, The Train Line, and others, including url's for real-time train information; and

- Locations and links for the acquisition of train season tickets will also be provided to all households.

## 6.7 Powered two-wheelers

6.7.1 Motorbikes, scooters and mopeds are sustainable forms of transport particularly suitable for commuting short to medium distances and, whilst some would regard their use as unsafe, it would nonetheless be pertinent to provide information to those residents who choose to travel in this way.

6.7.2 To this end, the following measures could be introduced:

- Provision of a map showing motorcycle parking areas in the nearby towns of Oxford, Bicester, Witney and Banbury, and the locations of motorcycle equipment outlets;
- Provision of a list of local garages which specialise in the repair and maintenance of powered two-wheelers; and
- Provision of a list of motorcycle training facilities in the surrounding area.

## 6.8 Car sharing

6.8.1 Car sharing is an option for travel when public transport does not meet one's travel needs and the destination is too far distant to walk or cycle. The main benefit of car sharing is the significant reduction in travel costs, and many large employers now provide preferential parking for car sharers. Car sharing is a particularly viable option for travel to work.

Although commuters may not be able to find suitable car share partners within the site, it may be possible to find suitable candidates for car sharing within the north Bicester area as a whole.

6.8.2 To encourage residents to car share, the following could be implemented:

- New residents will be informed about the cost-saving benefits of car sharing;
- Provision of a link to Oxfordshire Car Share which is a free car sharing database with which anyone can register as a driver, passenger, or both;
- Provision of information relating to how car sharing works, with particular reference to the fiscal side of the arrangement (e.g. that car sharers cannot make a profit); and
- The provision of maps which show the locations of any 2+ lanes in the area.

## 6.9 Taxi

6.9.1 Taxis are often used by those who have relinquished car ownership but have the occasional need of a motor vehicle. Thus taxis are seen as a sustainable transport choice when used in

this way. They are also often an essential form of travel for single late night travellers or when having been drinking alcohol.

6.9.2 To assist those who have made this choice, and to discourage drink-driving and individuals travelling alone at night, the following potential measures to facilitate the use of taxis has been included in the travel plan:

- Provision of a list of taxi numbers; and
- Provision of links to online taxi booking services

## 6.10 Minimising car use

6.10.1 Although it is recognised that sometimes there is no alternative to using the private car, particularly in semi-rural settings, there are options that can help to minimise the number of journeys undertaken. These are as follows:

- Provide information relating to online shopping services, particularly grocery shopping; and
- Encourage residents to combine trip purposes, such as the commute and shopping trips. A plan can be provided showing the locations of popular amenities so that residents can plan to undertake linked trips. Such amenities might include the supermarket, doctors and dentists, amongst others.

## 7.0 Targets, Monitoring and Review

### 7.1 Targets

- 7.1.1 In order to measure the effectiveness of a travel plan, targets are established against which data from the monitoring process (see **Section 8.2**) are compared over time. Targets should be SMART, i.e. they should be Specific, Measureable, Achievable, Realistic and Time bound.
- 7.1.2 For new development it is reasonable to assume initial modal split percentages that reflect those derived from the most recent available census data, unless the demographics of the new development differ significantly from those to which the census data relate.
- 7.1.3 In the case of the Fringford Road site the residents would be expected to generally reflect the 2011 census travel to work data for Caversfield Parish reference QS701EW. The Caversfield parish, Method of Travel to Work – Resident Population, was extracted to identify the modal split for the area surrounding the development site.
- 7.1.4 Non-workers and non-travellers were excluded from the analysis, which yielded the results shown in **Table 7.1**, where single occupancy car drivers are calculated by subtracting the numbers of passengers from the numbers of car drivers, this assuming one passenger per vehicle.

**Table 7.1 Estimated existing modal split for commuting**

Travel Mode	Caversfield	Cherwell	South East	England
<b>Walk</b>	3.62%	12.87%	11.73%	11.42%
<b>Cycle</b>	1.60%	3.72%	3.23%	3.14%
<b>Bus</b>	2.09%	5.27%	4.80%	7.98%
<b>Train</b>	2.29%	3.14%	7.89%	5.68%
<b>Underground</b>	0.00%	0.14%	0.39%	4.35%
<b>Motorcycle</b>	0.70%	0.80%	0.92%	0.87%
<b>Taxi</b>	0.21%	0.43%	0.42%	0.56%
<b>Car share as driver</b>	5.63%	5.79%	5.07%	5.35%
<b>Car share as passenger</b>	5.63%	5.79%	5.07%	5.35%
<b>Single occupancy car travel</b>	78.23%	62.06%	60.47%	55.31%
<b>Total</b>	<b>100.00%</b>	<b>100.00%</b>	<b>100.00%</b>	<b>100.00%</b>

- 7.1.5 Reflecting its semi-rural location, single occupancy car use of residents in Caversfield is 78.23%, compared with 62.06% for Cherwell district.

7.1.6 The aim of a travel plan is to reduce the number of car trips, particularly single occupancy journeys. A number of targets can be derived, and the simplest approach is to set target reductions for single occupancy car trips for all trip purposes based on the expected effect of the infrastructure and the travel plan itself. At this initial stage it would be reasonable to set a target of single occupancy car use of 74% to be achieved two years after first occupation. This represents a reduction of 4.23% from the current single occupancy car driving modal share. This is the primary target which is required to be met and against which the success of the travel plan is measured.

7.1.7 It is also useful to identify secondary target *increases* in non-SOC modes of travel to assist in assessing how well the travel plan measures are working. **Table 7.2** sets out the existing modal share for each sustainable mode and the associated target and percentage change over two years. The developer will not be penalised should any of these targets have not been met, so long as the primary target of reducing SOC journeys has been achieved.

**Table 7.2: Target increases in sustainable travel modes**

	Walk	Cycle	Bus	Train	CSD	CSP	Taxi	PTW	Total
<b>From</b>	3.62%	1.60%	2.09%	2.29%	5.63%	5.63%	0.21%	0.70%	
<b>To</b>	4.12%	2.60%	2.32%	3.29%	6.63%	6.63%	0.21%	0.70%	
<b>Change</b>	+0.50%	+1.00%	+0.23%	+1.00%	+1.00%	+1.00%	+0.00%	+0.00%	+4.23%

7.1.8 A travel survey will be carried out within three months of first occupation to determine the modal split for each trip purpose at specific times, from which more detailed targets can be derived, and to determine which alternative modes would be most expedient to promote. The targets should be agreed with representatives of OCC.

7.1.9 **Table 7.3** lists the targets, measures, whose responsibilities they are to be carried out, and the time at or by which each measure should be implemented.

**Table 7.3: Timetable of Measures**

Target	Measures	Who	Timeframe
<b>Reduce SOC</b>	Train sales staff to promote TP	Developer	Before first occupation
	Appoint TPC	Developer	Before first occupation
	Advise OCC of TPC contact	Developer	Before first occupation
	Produce Travel Packs	TBA	Before first occupation
	First survey	TPC	Within 3 mths of first occupation
	Offer personalised travel planning	TPC	Within 3 mths of first occupation
<b>Increase Walking</b>	Link site footways with PROW	Developer	Before first occupation
	Produce walking maps	TPC	Before first occupation
<b>Increase Cycling</b>	Install cycle parking	Developer	Before first occupation
	Produce/acquire cycling maps	TPC	Before first occupation
	Set up BUG	TPC	Within 3 mths of first occupation
<b>Increase bus use</b>	Produce bus map	TPC	Before first occupation
	Arrange bus taster tickets	TPC	Within 3 mths first occupation
	Acquire up to date bus information	TPC	Before first occupation & ongoing
<b>Increase train use</b>	Produce train route & station maps	TPC	Before first occupation
	Acquire up to date train information	TPC	Before first occupation & ongoing
<b>Facilitate PTW use</b>	Produce M/C maps	TPC	Before first occupation
	Produce list of garages & training	TPC	Before first occupation
<b>Increase Car Sharing</b>	Produce car sharing information	TPC	Before first occupation
<b>Facilitate Taxi use</b>	Produce list of local taxi numbers	TPC	Before first occupation

## 7.2 Monitoring and review

- 7.2.1 The developer commits to carrying out a baseline travel survey within three months of first occupation to determine occupants' travel preferences for all trip purposes, then full travel surveys after one year, three years and five years. The travel questionnaire will be submitted to OCC for approval prior to use.

The process will be carried out using travel questionnaires delivered to each household. The surveys will be undertaken in accordance with TRICS Standard Assessment Method, which includes detailed site assessment and photographs, multi-modal traffic counts where appropriate, surveys and interviews.

- 7.2.2 The questionnaire design should be carefully considered and undertaken by a professional, and should be future-proof so that the same questions appear each period of review to provide direct comparisons.
- 7.2.3 The survey questionnaires will be supplemented by traffic volume loop counts at the site access.
- 7.2.4 The questionnaire would contain, at the very least, items about mode of travel to work, the times at which these trips are undertaken, reasons why these modes are used or preferred, and reasons why others are not. In this way the underlying reasons for success or failure can be identified and subsequently used to develop the Travel Plan.
- 7.2.5 It is important at this stage to keep occupants fully informed about how their travel plan is progressing, so that they feel a sense of ownership and involvement.
- 7.2.6 If targets have not been met on time, the TPC, in liaison with OCC, will identify ways in which this can be rectified by modifying existing measures or introducing new ones. Additionally, the monitoring period may be extended to include another two two-year cycles. The results of the questionnaire will help to identify the areas where improvements could be sought. At no time should the targets themselves be downwardly altered, although dates may be revised.
- 7.2.7 Following this process of monitoring and review, the TPC will produce a revised Travel Plan which will be disseminated to all dwellings at the Fringford Road site, along with a summary of the changes that have been made.

## 8.0 Promotion and marketing

### 8.1 Prior to occupation

Promotion of the travel plan will commence before occupation of the site when the development is marketed to prospective residents. The travel plan will be introduced as a benefit, with particular reference to cycling and public transport.

### 8.2 Upon occupation

Upon occupation of each unit households will be presented with a copy of the Travel Pack, together with an invitation for residents to discuss their personal travel planning with the TPC if they so wish.

### 8.3 Travel Pack

The Travel Pack will contain a newsletter, contact details of the TPC and for travel information, amongst others. Also included will be the promotional copy of the Travel Plan, maps, together with any promotional freebies such as pedometers. The pack will contain information about how to make full use of all the facilities and incentives provided. A copy of the Travel Pack will be issued to OCC for approval prior to issue.

### 8.4 Continuous marketing

The TPC will continue to market and monitor the travel plan on an on-going basis in conjunction with residents, OCC and other key stakeholders.

### 8.5 Endorsement

In order to give weight to the Travel Plan, endorsement from key players will be sought, including the developer, the site manager, the TPC and OCC.

## **APPENDIX A**

# **NON-MOTORISED USERS AUDIT**



## **FRINGFORD ROAD**

## **BICESTER**

# **NON-MOTORISED USER AUDIT**

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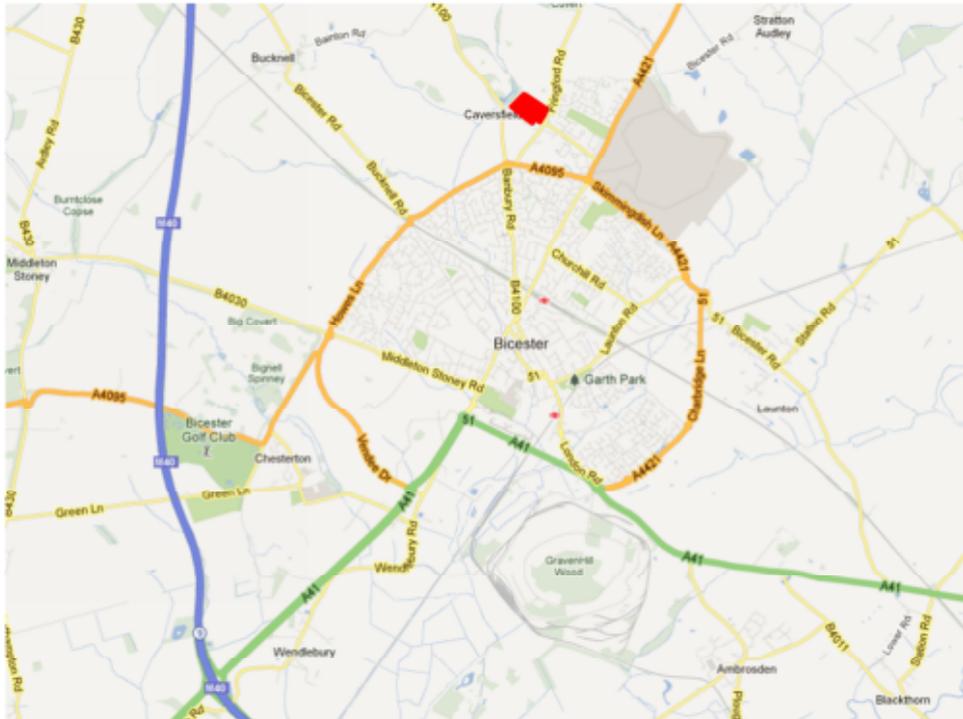
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CJG/12:0357/4804

June 2013

- 1.0 This Non-motorised User (NMU) audit has been carried out on behalf of Cala Homes (Midlands) limited in respect of a proposed residential development off Fringford Road in Bicester.
- 2.0 This document should be read in conjunction with the Transport Assessment and Travel Plan prepared for the above development, which is situated adjacent to the junction of Fringford Road with Skimmingdish Lane, as shown on Figure 01.



**Figure 01**  
**Site Location**

- 3.0 An NMU audit examines the pedestrian and cycle infrastructure on key routes in the vicinity of the site, identifying any defects that may require mitigation. In terms of pedestrian and cycle amenity for the site in question, the scope of this audit ranges from the site to local bus stops on Fringford Road and Skimmingdish Lane, and to the A4095 Bicester bypass.
- 4.0 The residential areas south of the bypass, which also host local schools, shops and other facilities are well-established, and well-equipped with pedestrian facilities whilst the roads, being relatively quiet, are conducive to cycling.

5.0 **The Audit**

5.1 Fringford Road north of the site, northbound

In the vicinity of the proposed site entrance Fringford Road's western side consists of grass verge and lacks a footway. However, there are no potential destinations on this side of the road, therefore it is unlikely that future residents will require pedestrian routes in this location.



5.2 Fringford Road north of the site, southbound

5.2.1 This section of road commences at the junction of Fringford Road with Thompson Drive, on which bus stops are located. Thompson Drive itself is well-established and residential in nature, providing suitable footways throughout. Dropped kerbs are provided at the junction of Fringford Road with Thompson Drive.

5.2.2 The length of Fringford Road between Thompson Drive, southwards to Skimmingdish Lane, is provided with a footway of about 1.5m in width. It is generally in good repair and there are no defects of note. There is no street lighting.

5.2.3 There are no pedestrian crossings on this section of Fringford Road.



### 5.3 Skimmingdish Lane

5.3.1 The junction of Skimmingdish Lane with Fringford Road is equipped with dropped kerbs and, although patchy, the footway here is in generally good repair.



5.3.2 The entire length of Skimmingdish Lane is provided with a narrow footway of about one metre on its northern side. However, additional width is provided by a well-kept grass verge 2m – 4m in width, providing an opportunity to pass where necessary without encroaching onto the carriageway.

5.3.3 The footway is in good repair, with no noticeable defects, although no street lighting is present.



- 5.3.4 The bus stop, at the junction of Skimmingdish Lane with Paynes End, is provided with a shelter, although no seating is available and no timetables in evidence.



- 5.3.5 At the junction of Skimmingdish Lane with the A4421, dropped kerbs are provided to provide safe crossing facilities to the southern corner of the junction. From here, a one metre wide footway is provided which links with the bus stop on the A4421. There is no crossing to the bus stop on the opposite side of the road, although the splitter island on the approach to the roundabout to the south affords some protection for pedestrians crossing the road. However, no dropped kerbs are provided at this location. The bus stops are unmarked without shelters, timetables or seating. It is to be noted, however, that this pair of stops is likely to be infrequently used by future residents of the proposed development.

5.4 Fringford Road south of the site – southbound

- 5.4.1 This section of road is equipped with a footway on its eastern side only, approximately one metre in width.



- 5.4.2 Although much of this route is in a satisfactory state of repair, there is a short section where potholes are in evidence. However, it is noted that these have been marked for repair by the local highway authority.



- 5.4.3 Towards the end of Fringford Road a bench has been provided, together with a waste bin, for use by pedestrians. The seat itself is in satisfactory repair, although some vegetation is encroaching on it.



- 5.4.4 The remainder of the pedestrian route to the A4095 is in good repair. A signalised crossing is provided across the A4095, providing a direct and easy link with the shared pedestrian and cycle routes along the bypass, and to the town centre.



## 5.5 Cycle routes

- 5.5.1 Fringford Road and Skimmingdish Lane have been designated by Sustrans as on-road cycle routes and, as such, may be deemed to be suitable for use by cyclists. However, at present this route is badly pot-holed, but is marked for repair by the local highway authority.
- 5.5.2 800m south of the site, Fringford Road links with the A4095 as described in Section 5.4.4, providing crossing facilities and an opportunity for cyclists to join the dedicated cycleway/footway that encircles a large part of the town, providing links to major cross country cycle routes and the town centre itself.
- 5.5.3 The traffic-free cycle routes surrounding the town are in excellent repair, whilst the quiet residential streets radiating from the town centre afford good cycle access to the amenities that the centre of Bicester offers, as well as the local shops and schools.

