

**Development: Buzz Bingo, Bolton Road, Banbury**

**Planning Application No: n/a**

### Contact Information

Developer		Consultant	
<b>Company:</b>	Churchill Retirement Living Ltd	<b>Company:</b>	Paul Basham Associates
<b>Address:</b>	Churchill House Parkside Ringwood BH24 3SG	<b>Address:</b>	Suite 4, Hitching Court Blacklands Way Abingdon Business Park Abingdon OX14 1RG
<b>Contact person:</b>	Rosie Roome	<b>Contact person:</b>	Harry Cross
<b>Tel:</b>	01425 462140	<b>Tel:</b>	01235 425460
<b>E-mail:</b>	Rosie.Roome@planningissues.co.uk	<b>E-mail:</b>	harry@paulbashamassociates.com

### Development Details

<b>Brief description of the development</b>	This Travel Plan Statement (TPS) has been prepared by Paul Basham Associates on behalf of Churchill Retirement Living to support a planning application for the development of 80 Retirement Living apartments at the former Buzz Bingo site, Bolton Road, Banbury. Churchill Retirement Living developments are designed to provide accommodation for elderly persons who require limited support to allow them to live a relatively independent lifestyle. They consist of individual apartments for the residents but include communal facilities such as resident lounges, a concierge reception and guest suites where friends or relatives can stay when visiting a resident. A single lodge manager is employed, with no additional staff.
<b>Description of the location (Please attach a location map in pdf format when submitting this form)</b>	The proposed development site is located approximately 250m west of Castle Quay Shopping Centre within the centre of Banbury and is situated 830m northwest of Banbury Railway Station. Bolton Road borders the site to the south and east, Castle Street borders the site to the north and North Bar Street to the west.
<b>Postcode</b>	OX16 0TH
<b>Number/Street Name/Road</b>	Buzz Bingo, Bolton Road
<b>Town</b>	Banbury
<b>Size (GFA/no of units)</b>	80 Retirement Living Units
<b>Planned date of opening</b>	TBC

### Travel Information

<b>Anticipated number of site occupants (week day and weekends, per day)</b>	For the 80 units it is anticipated that a maximum of 105 residents could be housed at full capacity. However, this is not always the case as some single residents quite often occupy 2-bed units. Resident numbers will not vary between weekdays and weekends.
<b>Anticipated number of staff (week day and weekends, per day)</b>	A single lodge manager will be employed on weekdays. No staff at weekends.

<p><b>Anticipated number of visitors (week day and weekends, per day)</b></p>	<p>The proposed trip generation based on Churchill Independent Research is shown below. This includes all resident, staff and visitor trips.</p> <table border="1" data-bbox="443 271 1479 645"> <thead> <tr> <th data-bbox="443 271 651 443">TRICS (7.8.2)</th> <th data-bbox="651 271 979 371">Weekday (12hr) Arrivals</th> <th data-bbox="979 271 1331 371">Weekday (12hr) Departures</th> <th data-bbox="1331 271 1479 443">12 Hour Total Daily Trips</th> </tr> <tr> <td></td> <th data-bbox="651 371 979 443">Total</th> <th data-bbox="979 371 1331 443">Total</th> <td></td> </tr> </thead> <tbody> <tr> <td data-bbox="443 443 651 544">Trip Rate (Per 1 dwelling)</td> <td data-bbox="651 443 979 544">0.74</td> <td data-bbox="979 443 1331 544">0.75</td> <td data-bbox="1331 443 1479 544">1.49</td> </tr> <tr> <td data-bbox="443 544 651 645">80 Dwellings</td> <td data-bbox="651 544 979 645">59</td> <td data-bbox="979 544 1331 645">60</td> <td data-bbox="1331 544 1479 645">119</td> </tr> </tbody> </table>	TRICS (7.8.2)	Weekday (12hr) Arrivals	Weekday (12hr) Departures	12 Hour Total Daily Trips		Total	Total		Trip Rate (Per 1 dwelling)	0.74	0.75	1.49	80 Dwellings	59	60	119
TRICS (7.8.2)	Weekday (12hr) Arrivals	Weekday (12hr) Departures	12 Hour Total Daily Trips														
	Total	Total															
Trip Rate (Per 1 dwelling)	0.74	0.75	1.49														
80 Dwellings	59	60	119														
<p><b>Please insert information here concerning any expected deliveries to the site</b></p>	<p>Delivery and service vehicles will comprise a combination of resident deliveries occasional building and grounds maintenance service vehicles. It is estimated that these will amount to approximately 5-10 vehicles per day.</p>																
<p><b>Number of car parking spaces will be provided within site boundary</b></p>	<p>Churchill Retirement Living commissioned independent research into their existing retirement developments to better understand the operational demands of CRL sites and inform the design of future developments. In the absence of relevant local standards this research has been assessed. Across the sites studied, the research identifies an average car parking demand of 0.28 spaces per apartment. Taking this into account, the operator specific data would indicate that 23 spaces would be sufficient to accommodate all levels of parking demand on-site. The provision of 27 spaces for the retirement living units at a ratio of 0.33 spaces per apartment is therefore considered to be significantly suitable to ensure that development does not lead to any overspill parking on the local road network.</p> <p>In the extremely unlikely event that overspill parking occurs from the aspect of the scheme, the Bolton Road car park directly to the east of the site has capacity for up to 58 cars is available and is reasonably priced (£3.50 for 24 hours) Monday – Saturday and £1 all day on Sunday.</p>																
<p><b>Number of delivery parking spaces (and size) will be provided within site boundary</b></p>	<p>There are no allocated delivery parking spaces. Vehicles will drop-off deliveries via the parking court to the rear of the site.</p>																
<p><b>What facilities are there for pedestrians – on site and off site? E.g. pavements, crossings, lighting, signage etc</b></p>	<p>Pedestrian access to the site is taken via an abundance of routes. A pedestrian footway provides access from Bolton Road situated to the south of site to the internal access road and site and links to a separate footway which is also provided from North Bar Street, stretching 45m towards the car park on site. There is footways northwest of site linking North Bar Street and Castle Street and one private footway north of site from Castle Street to on site access. All pedestrian routes within the site provide step-free access and are suitable for use by mobility scooters or people with walking aids with an abundance of facilities off site, including shared/designated pedestrian zones within Banbury and pedestrian infrastructure (signalised crossings, pedestrian infrastructure) is included within near proximity to the site.</p>																
<p><b>What facilities are there for cyclists – on site and off site? E.g. on-road or off-road cycle lanes</b></p>	<p>Secure cycle parking is located within the mobility scooter store for the Retirement Living apartments. However, demand is anticipated to be low given the age profile of residents and based on the applicant’s operational experience. Cycle parking surveys carried out at 58 schemes across the country demonstrates the following trends shown in the below table.</p>																

Average Cycles per Development	0.75
Average Cycles Per Room	0.017

This demonstrates that there will be more than sufficient space within the mobility scooter store to accommodate the anticipated demand for 1 bicycle, taking into account the age/mobility profile of residents.

Whilst cycling is likely to be a less used mode of travel among future residents, the surrounding road network presents an excellent opportunity to encourage both cycling and pedestrian travel. Banbury Town Centre provides designated cycle and pedestrian area with minimal vehicle access and continuous footways with signalised cycle and pedestrian crossings, the topography of the surrounding area is suitable to cycle and there are also cycle parking facilities throughout the pedestrian designated areas such as on Parsons Street. The Lodge Manager and visitors are able to travel to the site via sustainable modes of travel. Banbury is situated north of National Cycle Network (NCN) Route 5.

**Number of cycle parking spaces that will be provided and where will it be provided?**

Secure and covered cycle storage is provided within the mobility scooter store, with flexible use intended. The store will be open for use by staff, visitors and residents and is conveniently located with direct access onto the internal access road.

**Will the cycle parking be covered? If not will it be covered in the future?**

Yes.

**Please provide information on bus services in the vicinity of the site e.g. routes, frequencies**

A summary of the bus routes available within the vicinity of the site is provided in the table below.

Service	Closest Bus Stop Location	Route	Operator	Frequency		
				Mon-Fri	Sat	Sun
7	Bolton Road	Banbury – Stratford upon Avon	Johnson's Excelbus	Twice a Day	Twice a Day	No Service
B3	Bolton Road	Blenheim – Bodicote – Cherwell – Banbury	Stagecoach Oxfordshire	Every 30 minutes	Every 30 minutes	No Service
B5	Bolton Road	Banbury – Bretch Hill	Stagecoach Oxfordshire	Every 15 minutes	Every 15 minutes	Every 20 minutes
B7B	Bolton Road	Banbury Bridge Street – Poets Corner	Kidlington Assisted Transport CIC	Every 1.5 hours	No Service	No Service
B8	Bolton Road	Banbury Bridge Street – Ruscote	Kidlington Assisted Transport CIC	Every 1.5 hours	No Service	No Service
B9	Bolton Road	Banbury Retail Park – Hardwick	Stagecoach Oxfordshire	Every 15/30 minutes	Every 15/30 minutes	Every Hour

**How far are the nearest bus stops from the development**

The closest bus stop to the site is the 'Bolton Road' Bus Stop, situated within 170m northeast of site, a 2-minute walking distance from the site. Continuous pedestrian routes are provided from the site to the bus stop and pedestrian infrastructure including a pedestrian refuge island and dropped kerbs. Bolton Road Bus Stop benefits from

<b>and where are they located?</b>	sheltered seating, flagpole timetable and printed timetables. The Bus Stop comprises of 6 different bus services thereby offering a wide range of routes.
<b>Please provide information on train services in the vicinity of the site e.g. routes, frequencies</b>	<p>Bicester North train station provides hourly services towards Birmingham Moor Street and London Marylebone. A summary of the rail journey times from the station is provided below:</p> <ul style="list-style-type: none"> <li>• Reading Via Oxford - 40 mins (alternating between every 10 mins and every hour)</li> <li>• Manchester – 1.2 hour journey (every hour)</li> <li>• London Marylebone – 1.5 hour journey (every 30 mins)</li> <li>• Bournemouth – 2.15 hour journey (every hour)</li> </ul>
<b>How far is the nearest train station from the development and where is it located?</b>	<p>The closest Railway Station to the site is Banbury Station, situated approximately 830m southeast of the development site along Bridge Street. The station can be accessed from the site via an 11-minute walk or a 4-minute cycle. Banbury Station benefits from a manned ticket office, ticket machines, customer help points, ramps for train access, step free access coverage as well as 63 secure cycle storage spaces, car parking with 978 spaces further facilitating sustainable modes of travel.</p>
<b>Please outline any specific issues raised in the Transport Statement and explain how this Travel Plan Statement will address them</b>	<p>There are no specific transport issues raised in the Transport Statement prepared by Paul Basham Associates to support the application. The site is considered to be situated in a highly sustainable location with an extensive array of services accessible from the site via sustainable modes of travel.</p>

## Travel Plan Statement Objectives

All Oxfordshire County Council Travel Plan Statements should have the following key objectives:

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

Please insert any additional site specific objectives here

N/A

## Measures and Initiatives

**The appointment of a person to be responsible for the implementation of measures is essential. Please insert their name and contact details here if known. If not, please insert information on how and when this person will be identified.**

Name: TBC  
Address: TBC  
Phone Number: TBC  
E-mail address: TBC

When appointed, the Lodge Manager will be responsible for assisting residents with their day to day needs and will be responsible for providing residents with the information required for them to make informed decisions about how they chose to travel to local facilities and services including the promotion of active modes of travel where appropriate.

**How will the objectives of the Travel Plan Statement be promoted to the site occupants and visitors?**

The Lodge Manager will be responsible for maintaining up-to-date information on local walking and cycling routes as well as bus and rail timetables. Information should be accessible for both residents and visitors, with resources available within a communal area such as on a notice board in the reception area.

**In the section below, please describe the measures which will be implemented to achieve each of the Travel Plan Statement's objectives outlined above. Please describe at least three measures for each objective.**

**Measures to reduce the need to travel to the development**

- The location of the site presents an excellent opportunity to create a sustainable development. The site is situated within walking and cycling distance of Banbury Town Centre which offer an extensive range of services and facilities. The surrounding facilities are located within close proximity to each other enabling multi-purpose trips and thereby reducing overall levels of travel to/from the development.
- If necessary, the Lodge Manager can also assist residents with online shopping orders further reducing the need to travel however the development is located within walking and cycling/distance of several food stores and supermarkets. This would include the pooling of grocery shopping orders to reduce the number of deliveries.
- Furthermore, the average age of Churchill Retirement Living occupants is 80. Surveys undertaken at existing Churchill Retirement Living developments confirm that vehicle trip generation is low, typically with 1.49 two-way trips per

	<p>apartment per 12-hour day and minimal trips during the conventional highway peak periods.</p> <ul style="list-style-type: none"> <li>Information on walking/cycling routes, public transport services as well as local facilities would be promoted on noticeboards at reception to highlight the wide range of amenities that are available within walking/cycling distance from the site.</li> </ul>
<b>Measures to reduce single occupancy car use to the development</b>	<ol style="list-style-type: none"> <li>Given the sustainability credentials of the site and the age demographic of future site users, car ownership is anticipated to be low among residents and therefore the majority of single occupancy car trips to/from the development are likely to be limited to visitors.</li> <li>In any case, a number of measures will be in place to reduce single occupancy car use including raising awareness of the provision of secure and sheltered mobility buggy / cycle storage.</li> <li>Up-to-date information on alternative bus/rail/car share travel options will also be outlined to residents, the Lodge Manager and visitors.</li> </ol>
<b>Measures to promote walking as a way to travel to the development</b>	<p>Taking into account the proximity of the site to nearby facilities and services, walking and mobility scooters are anticipated to be the most popular modes of travel for residents, depending on their health and mobility needs.</p> <ol style="list-style-type: none"> <li>All day-to-day services are available within easy walking distance of the site and the local road network provides continuous pedestrian routes towards such facilities with appropriate crossings in place where necessary. These will be highlighted and promoted to residents as they move into the development.</li> <li>Banbury Town Centre provides pedestrian designated areas whereby minimal-to-no vehicle activity is present. Regular street-lighting within the vicinity of the site ensures the local road network is well lit and the flat topography of the local area further facilitates walking as a primary mode of travel. The Public Right of Way walking routes towards the Town Centre are highlighted within the Transport Statement. Maps outlining pedestrian friendly routes will be distributed to residents upon arriving at the development.</li> <li>Events such as Walk to Work Week will also be promoted to the Lodge Manager.</li> </ol>
<b>Measures to promote cycling as a way to travel to the development</b>	<ol style="list-style-type: none"> <li>Secure and sheltered storage will be provided for both mobility scooters and bicycles and will be available for use by staff, residents and visitors.</li> <li>Information on local cycle routes will be available within via the Lodge manager, who is able to advise residents capable of cycling with additional information if required.</li> <li>The Lodge Manager will inform visitors of the cycle parking available and details of local cycle routes / events will be displayed on the communal noticeboard.</li> </ol>
<b>Measures to promote public transport as a way to travel to the development</b>	<p>The site is situated within walking distance of the 'Bolton Road' bus stop which comprises of a seated shelter and timetable, served by 6 bus services. The Transport Statement provides information on the local bus operators, routes and frequencies acting as a useful tool for residents wishing to travel by bus.</p> <ol style="list-style-type: none"> <li>The Lodge manager will also be able to help residents with what bus they need to catch to travel to their chosen destination. The good public transport accessibility coupled with the restricted on-site parking capacity will together encourage the use of public transport.</li> <li>Furthermore, the majority, if not all, of residents will qualify for an older person's bus pass further facilitating the uptake of public transport as a popular mode of travel. The Lodge Manager will assist residents with application for bus passes if required.</li> <li>Copies of the local bus timetables will also be displayed on the communal noticeboards for visitors to refer to.</li> </ol>

<b>Please insert any additional measures to support any site specific objectives here</b>	N/A
<b>Monitoring and Review</b>	
<b>The measures identified within this Travel Plan Statement should be regularly reviewed and updated where necessary. This will help to ensure that the aims of the Statement are successfully achieved.</b>	
<b>What will be the date of the first review? (Month and Year)</b>	TBC dependent on opening date. Surveys to determine baseline travel modes will be undertaken on an annual basis, beginning with a baseline survey undertaken within three months of occupation of the buildings.

Thank You

Please e-mail the completed form and site location map to [travelplan@oxfordshire.gov.uk](mailto:travelplan@oxfordshire.gov.uk)

*Please note that location map should be submitted in pdf format and clearly show the development and all of the main features referred to in the statement above e.g. bus stops, pedestrian routes etc.*

The travel plans team at Oxfordshire County Council can be commissioned to produce a Travel Plan Statement for your organisation.

For further information contact the team at [travelplan@oxfordshire.gov.uk](mailto:travelplan@oxfordshire.gov.uk)