

# TP01 – Residential Travel Plan

Land off Ploughley Road, Ambrosden,  
Oxfordshire



B05927

Archstone Ambrosden Ltd and  
Bellway Homes Ltd

Report No.

B05927-TP01

Date.

07/09/2022

Project

Land off Ploughley Road, Ambrosden, Oxfordshire

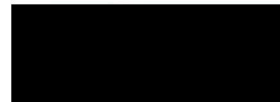
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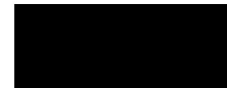
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B05927-CLK-XX-XX-DR-C-0008-P01      Site Location Plan

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## 1 Introduction

### 1.1 Background

This Residential Travel Plan has been prepared by Clarkebond on behalf of Archstone Ambrosden Ltd and Bellway Homes Ltd to support a planning application for a 120-unit residential development on land to the east of Ploughley Road, Ambrosden, Oxfordshire.

The proposed development site is situated on the northern edge of the village of Ambrosden which is to the south-east of the town of Bicester, Oxfordshire. The site is to the immediate east of Ploughley Road which is the main highway link to and from Bicester.

**Drawing B05927-CLK-XX-XX-DR-C-0008-P01** shows the site location in both its strategic context in relation to Bicester and its local context in relation to Ambrosden.

### 1.2 Overview

This Residential Travel Plan has been developed with reference to national and local policy and relevant guidance. It builds on the opportunities that exist for sustainable travel at the proposed development and sets out the measures that will be delivered to meet the objectives and targets identified. An Action Plan is included which sets out when measures are to be introduced, and who by, and when monitoring and review is required.

The implementation of this Residential Travel Plan will help improve the sustainability of the proposed development and support healthy active travel.

### 1.3 Sustainability

Sustainable development was defined by the Brundtland Commission (1987) as “*development that meets the needs of the present without compromising the ability of future generations to meet their own needs*”. Sustainability is a process that strives for constant improvement and is expressed in terms of three pillars: Economy, Society and Environment.

Current studies indicate that carbon dioxide (CO<sub>2</sub>) is one of the important greenhouse gases and that its emission from the combustion of fossil fuels is one of the major causes of global warming. The UK Government has committed to cutting emissions by 78% by 2035 when compared to 1990 levels. It has also committed to being net zero by 2050. In the UK 27% of all emissions and 91% of transport emissions come from road transport (2019 data).

Everybody can play a part in reducing these greenhouse gas emissions, especially when choosing to use a sustainable mode of transport. Sustainable modes can best be described as “*any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra-low emission vehicles, car sharing and public transport.*” Driving alone or Single Occupancy Vehicle (SOV) travel is the least sustainable way to reach a destination when compared to the following:

- Walking and Cycling – by far the greenest modes of travel with minimal emissions;
- Bus or Train – mass transit systems offer a far greener mode of travel per passenger than SOVs; and
- Car Sharing – two or more people sharing a car generates half or less of the emissions from a SOV.

The impact of SOV travel, and indeed car sharing, can be reduced if the vehicle has low emissions such as hybrid or electric vehicles.

## 1.4 Transport and Health

Transport provides access to education, employment, leisure and shopping opportunities and can facilitate physical activity as part of everyday life through walking, cycling and public transport use. However, since the 1970s travel by bus, on foot and by bicycle has declined and travel by car has increased replacing those active journeys. Car and other road traffic threaten health through road traffic accidents and air pollution and also through physical inactivity. Choosing to walk, cycle or use public transport to access services and facilities will have positive benefits to an individual's health, fitness and wellbeing.

The Government, through the National Health Service, recommends that everybody should exercise to:

- Reduce the risk of heart attack and chances of survival;
- Reduce the risk of developing long-term diseases;
- Increase life expectancy and improve quality of life in later years;
- Increase confidence;
- Improve appearance – body fat is reduced, muscle definition is improved, and skin improves in appearance as more oxygen is delivered to body tissue;
- Improve posture;
- Provide natural pain relief; and
- Have a positive effect on breathing, blood supply, muscles, and bones.

The National Institute for Health and Care Excellence (NICE) recommends:

- Ensuring that people can easily access local services on foot or bicycle; and
- Ensuring that new development prioritise physically active lives, including walking and cycling.

The NICE 2012 guidance 'Walking and Cycling: Local measures to promote walking and cycling as forms of travel or recreation' recommends:

- Providing specific support for people at a transition point in their lives e.g. when they are changing house;
- Creating a supporting environment to encourage and sustain walking and cycling; and
- Addressing infrastructure and planning issues to encourage local facilities and services are easily accessible by bicycle and make changes to existing roads, where necessary, to reduce traffic speeds.

The British Medical Association (BMA) in its publication Healthy Transport = Healthy Lives (July 2012) sets out a number of areas for action in UK Transport Policy as follows:

- Reducing the need to travel long distances and encouraging a modal shift away from the private car to public transport, cycling and walking by prioritising accessibility over mobility, reducing congestion and reallocating road space, creating a comprehensive network of walking and cycling routes and safe routes to schools;
- Setting ambitious targets for growth in walking and cycling supported by appropriate resources;
- Addressing road safety issues for pedestrians and cyclists;
- Land use and planning policy prioritising high density mixed-use neighbourhoods that facilitate active travel and public transport with accessibility to goods and services and green spaces;
- Low carbon transport options where motorised transport is necessary; and
- Further development and incentives for car sharing and car clubs.

The report also calls for adequate provision of public transport that is affordable.

## 1.5 Structure of Report

This Residential Travel Plan is set out as follows:

- Chapter 2 provides a summary of relevant national and local policy and travel planning guidance;
- The accessibility of the site to local facilities by different sustainable travel modes is described in Chapter 3;
- Chapter 4 discusses existing national and local travel trends;
- Chapter 5 sets out how the travel planning process will be managed at the development;
- The objectives, targets and indicators for the Travel Plan are identified in Chapter 6;
- Chapter 7 describes the Travel Plan measures to be implemented at the development;
- Chapter 8 provides details on the implementation of the Travel Plan, how it will be monitored and reviewed, and includes an overall Action Plan for the development.

## 1.6 Limitations

The information, views and conclusions drawn concerning the site are based, in part, on information supplied to Clarkebond by other parties. Clarkebond has proceeded in good faith on the assumption that this information is accurate. Clarkebond accepts no liability for any inaccurate conclusions, assumptions or actions taken resulting from any inaccurate information supplied to Clarkebond from others.



## 2 Travel Plan Policy and Guidance

### 2.1 Introduction

This chapter describes the travel planning policy and guidance relevant to the proposed site that has been referred to in the development of this Residential Travel Plan, i.e. as follows:

- National Planning Policy Framework;
- NPPF Planning Practice Guidance: Travel plans, transport assessments and statements in decision taking;
- Transport for New Developments – Transport Assessments and Travel Plans;
- Bicester Sustainable Transport Strategy;
- Making Residential Travel Plans Work;
- Making Personal Travel Planning Work;
- The Essential Guide to Travel Planning;
- Behavioural Insights Toolkit, Social Research and Evaluation Division, DfT 2011;
- Net Zero Strategy: Build Back Better;

### 2.2 National Planning Policy Framework (2021)

The National Planning Policy Framework (NPPF) was first published in March 2012 and replaced the previous national planning policies that were set out in the various Planning Policy Guidance Notes and Statements. With regard to transport, the NPPF replaced policy contained within PPG13 (Transport).

The NPPF sets out a presumption in favour of sustainable development that recognises the importance of transport policies in facilitating sustainable development. It also aims to promote sustainable transport whilst recognising that opportunities vary between urban and rural areas.

Paragraphs 104 and 105 set out the transport issues that should be considered at the earliest stages of planning:

*104. Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:*

- a) the potential impacts of development on transport networks can be addressed;*
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;*
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
- e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.*

105. *The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.*

Paragraph 110 sets out the transport requirements for allocations or applications:

110. *In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*

- a) *appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b) *safe and suitable access to the site can be achieved for all users;*
- c) *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- d) *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*

Paragraphs 111 and 112 state that developments should not be prevented on highways grounds unless the cumulative impacts are severe:

111. *Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.*

112. *Within this context, applications for development should:*

- a) *give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- b) *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- d) *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- e) *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.*

Paragraph 113 states the requirement for significant developments to produce Travel Plans and Transport Statements or Transport Assessments:

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.*

## 2.3 NPPF Planning Practice Guidance: Travel plans, transport assessments and statements in decision taking 2014

Travel Plans, Transport Assessments and Statements can positively contribute to:

- Encouraging sustainable travel;

- Lessening traffic generation and its detrimental impacts;
- Reducing carbon emissions and climate impacts;
- Creating accessible, connected, inclusive communities;
- Improving health outcomes and quality of life;
- Improving road safety; and
- Reducing the need for new development to increase existing road capacity or provide new roads.

In determining whether a Travel Plan is required local planning authorities are asked to take account of a number of relevant matters including any Travel Plan policies in the Local Plan, the scale of the development, the intensity of transport use and the availability of public transport.

Travel Plans should identify the specific required outcomes, targets and measures and set out clear future monitoring and management arrangements. They should be scoped at pre-application stage and address all journeys from the proposed development.

Travel Plans should benchmark travel data, provide travel forecasts and include proposals to reduce the need to travel as well as proposals for improved public transport services and walking and cycling facilities. They should be monitored until the objectives and targets are met.

## **2.4 Transport for New Developments – Transport Assessments and Travel Plans 2014**

This guidance was published by Oxfordshire County Council (OCC) in March 2014 and sets out its requirements in respect of Travel Plans. It defines a Travel Plan in paragraph 5.6 as a ‘long term management strategy that seeks to deliver sustainable transport objectives for an organisation or site. It is a living document that is implemented, regularly monitored and reviewed, and has an identified owner.’ The guidance:

- Identifies what type of travel plan is required;
- Explains the differences between different types of Travel Plan;
- Explains the Travel Plan process – from preparation of the plan to the implementation of measures to reduce car use;
- Explains how Travel Plans are assessed by OCC; and
- Outlines a monitoring methodology for Developer Travel Plans.

A Full Residential Travel Plan is required for residential developments of 80 dwellings and over with Paragraph 5.21 identifying the essential sections that need to be included in the travel plan.

Paragraph 5.24 identifies that there are specific measures that are required to be included and these are set out in Appendix 8: Residential Travel Plans. Sustainable Travel Information Packs must be provided to each household in residential developments of over 10 dwellings. Personalised Travel Planning must be delivered to all households in residential developments of over 50 dwellings. Car clubs should be provided where OCC consider the conditions are suitable to support their set-up.

Paragraph 5.31 states with respect to residential developments that *'...the overall responsibility for implementing the Travel Plan ... lies with the developer from first construction of the development to at least five years after 100% occupation. After that, implementation becomes the responsibility of a person or group associated with the site, such as the Travel Plan Coordinator, Site Management Company or Resident's Association.'*

Paragraph 5.42 identifies that a monitoring fee will be payable to the Council by the developer. Paragraph 5.45 notes that the fees *'... would be used to cover biennial monitoring over five years of the life of the Travel Plan and are based on Oxfordshire County Council officer time to do the following:*

- *Make records and set up systems to ensure monitoring takes place at appropriate times;*
- *Review monitoring outputs;*
- *Review the Travel Plan progress in light of monitoring results; and*
- *Discuss the results and future measures with the Travel Plan Coordinator for the site.'*

Paragraph 5.46 notes that the conduct and analysis of the travel surveys are the requirement of the Travel Plan Coordinator.

## 2.5 Bicester Sustainable Transport Strategy 2015

The Bicester Sustainable Transport Strategy identifies how the transport network in Bicester should develop in the future. It comprehensively reviews the existing movement network and puts forward transport proposals that focus on walking, cycling and public transport connections. A delivery plan is also included. When these proposals come to fruition Ambrosden's residents will benefit from a more sustainable transport network on their doorstep.

## 2.6 Making Residential Travel Plans Work 2005

This Travel Plan has been prepared with reference to the process set out in the Department for Transport Guidance *'Making Residential Travel Plans Work'*. The summary guide states that:

*A Residential Travel Plan is a package of measures designed to reduce car use originating from new housing by supporting alternative forms of transport and reducing the need to travel in the first place. They are an important tool to help deliver accessible, sustainable communities and offer clear benefits to all the parties involved – public, private and the community. They involve meeting the access needs of residents in a new way and require partnerships between developers, local communities and new residents.*

The potential benefits of Residential Travel Plans include:

- Reducing the need for car use with reduced traffic, congestion, air pollution and accidents;
- Improving accessibility and travel choices for reaching local facilities;
- Improving public transport provision;
- Supporting child friendly housing layouts;

- Improving access by the wider community to the residential development by sustainable modes of transport;
- Representing good practice and providing an educational tool to help change perceptions about non-car travel; and
- Increasing the marketability of the development

The main objectives of Residential Travel Plans are to:

- Address resident's needs for access to a full range of facilities for work, education, health, leisure, recreation and shopping;
- Reduce traffic generated by the development to a level below that would occur without the Residential Travel Plan;
- Promote healthy lifestyles and sustainable vibrant communities;
- Encourage good urban design principles; and
- Address specific issues identified in the Transport Assessment.

Making Residential Travel Plans Work introduced the 'Travel Plan Pyramid' (see below) which sets the basis of a successful Travel Plan. The Travel Plan is based on the location of the development and its relationship to relevant facilities. The design of the site and its layout will contribute to its success. A Coordinator is required to deliver the plan and its measures. A promotional strategy will ensure that its benefits are maximised.



## 2.7 Making Personal Travel Planning Work 2007

Personal Travel Planning (PTP) is a well-established technique in the UK and overseas that encourages people to make more sustainable travel choices. It seeks to overcome the habitual use of the car, enabling more journeys to be made on foot, by bicycle, bus, train or by car sharing. This is achieved through the provision of information, incentives and motivation directly to individuals. PTP has mostly been carried out in residential areas and within the UK the Department for Transport publication *Making Personal Travel Planning Work* reports that it has typically reduced car driver trips amongst the targeted population by 11%.

## 2.8 The Essential Guide to Travel Planning 2008

The Essential Guide to Travel Planning was produced by the National Business Travel Network and Department for Transport and provides guidance on developing and implementing Travel Plans and references a number of case studies. It provides a particular focus on the business case for organisations.

This Residential Travel Plan references the guidance contained in the Essential Guide as it applies to the context of a new residential community.

## 2.9 Behavioural Insights Toolkit, Social Research and Evaluation Division 2011

This toolkit provides a practical tool for the application of behavioural insights in the development of policies or initiatives in the transport context. It has a step by step process of review and development and is structured around a checklist of questions to consider at each stage.

## 2.10 Net Zero Strategy: Build Back Better 2021

The UK Government has an ambition to be net carbon zero by 2050. Tackling the emissions associated with personal transport is seen as a key issue towards achieving this ambition. The Strategy seeks to transform towns and cities with greener, faster and more efficient transport leading to cleaner streets, healthier people and more walking and cycling. Key policies include:

- A commitment to end the sale of new petrol and diesel cars by 2030 and for all cars to be fully zero emissions capable by 2035;
- Significant funding for Electric Vehicle infrastructure with a focus on local on-street residential charging;
- Significant investment that will help enable half of journeys in towns and cities to be cycled or walked by 2030;
- Significant investment to create integrated bus networks, more frequent services and bus lanes to speed journeys;
- Transformation of local transport systems, with 4,000 new zero emission buses and the infrastructure to support them, and a net zero rail network by 2050, with the ambition to remove all diesel-only trains by 2040; and
- Significant investment in rail electrification and city rapid transit systems.

### 3 Proposed Development

#### 3.1 Overview

This Residential Travel Plan has been produced to support an Outline planning application with the following description:

*“Outline planning application for up to 120 dwellings, vehicular and pedestrian access off Ploughley Road, new pedestrian access to West Hawthorn Road, surface water drainage, foul water drainage, landscaping, public open space, biodiversity and associated infrastructure. Access off Ploughley Road is not reserved for future consideration.”*

The illustrative site layout is shown at **Appendix A** and will comprise a range of dwelling sizes and tenures with vehicle access taken via a new priority junction on Ploughley Road. Pedestrian cycle access is also taken to / from Ploughley Road with appropriate connections to the existing shared use path that runs across the site frontage and connects Ambrosden village centre in one direction with Bicester in the other. A pedestrian connection will also be provided to the Public Right of Way that runs along the site’s eastern boundary and beyond to West Hawthorn Road.

The on-site roads will be designed to an adoptable standard and follow the principles of Manual for Streets and the Oxfordshire County Council residential design guides. Vehicle and cycle parking will also be provided in full accordance with the Oxfordshire County Council standards.

Full details of the site layout and associated accommodation schedule will follow at the Reserved Matters stage.

## 4 Baseline Accessibility Audit

### 4.1 Introduction

This chapter describes the baseline accessibility of the proposed development. It is divided into sub-sections that provide:

- A description of the local walking network;
- A description of the local cycling network;
- Details of national walking and cycling accessibility criteria;
- A review of local facilities that are within walking and cycling distance;
- Details of local bus services; and
- Details of local rail services.

### 4.2 Walking Network

The application site is adjacent to an existing 1.8m wide shared use path that runs north-south along the eastern verge of Ploughley Road past the site. The on-site network of pedestrian footways will provide direct access to this existing route.

To the north, the existing shared use path continues beside the A41 towards Bicester with signalised crossing facilities incorporated within the main A41 / London Road roundabout at the edge of the town. To the south, the existing shared use path widens to 2.5m at the West Hawthorn Road junction before continuing towards the village centre, crossing the Blackthorn Road junction, and continuing south out of the village.

This shared use path lies on the desire line between the site and all the amenities available within the village. A kerbed central refuge island connects the shared use path across Ploughley Road to the convenience food store, GP Surgery and Pre-School available at Bicester Garrison. A further central refuge island and a signalised crossing provide additional opportunities to safely cross Ploughley Road on the walking route between the site and the Village Shop, Village Hall, Public House and Church. Dropped kerbs are provided at all side road crossings with tactile paving also being available at most of these crossing points.

Bridleway reference 105/2/10 runs along the southeast boundary of the site linking the B4011 at Blackthorn Hill Farm to West Hawthorn Road and Ploughley Road. A new pedestrian connection will be provided between the site and this Bridleway to enhance the overall permeability and accessibility of the site. The walking route via this Bridleway (which will be improved to an appropriate standard), West Hawthorn Road and Ash Lane will provide a shorter walking route for some of the new properties within the site when accessing the bus stops, the Primary School and the village centre. A good standard of footway provision is available beside West Hawthorn Road, Ash Lane and East Hawthorn Road.

Generally, the local walking network is of a good standard allowing convenient and safe access to the services, amenities and facilities available within the village.



### 4.3 Cycling Network

The shared use path identified above also caters for cycling movements both towards Bicester and towards the village centre. A similar shared use path runs east beside Blackthorn Road connecting Ploughley Road to the eastern residential areas of the village.

Although these off-road facilities are clearly beneficial for cyclists, it should be noted that the local roads are not heavily trafficked and are of a good standard meaning cyclists can safely share the carriageway with vehicles should they choose to do so. The local topography is relatively level which further encourages cycling as a mode of travel.

Further afield the shared use path from Ambrosden connects via signalised crossings to a shared use path beside the A4421 eastern bypass and to a shared use path that links to Peregrine Way. Use of these allows cyclists to safely access the wider Bicester built up area via off-road facilities or lightly trafficked side roads. The current upgrading of the A41 Aylesbury Road / Ploughley Road junction to traffic-signal control will further improve the standard and attractiveness of the cycling route towards Bicester.

The National Cycle Network (NCN) Route 51 passes through Bicester and provides a safe cycle route northbound to Milton Keynes and Southbound to Oxford, with off-road facilities provided for significant parts of its length. NCN Route 51 can be accessed in Bicester town centre as it passes through Market Square or by using the shared use path beside the A4421 eastern bypass at the Gavray Drive roundabout. This latter location is approximately 3.1km cycle distance from the centre of the proposed site with shared use paths and signalised crossing provided along the full distance.

Bicester also boasts a number of other defined cycle routes in addition to NCN Route 51. These include the Gold, Silver, Bronze and Langford Routes which offer safe cycling opportunities throughout most of the Bicester built-up area.

### 4.4 Accessibility Criteria

When assessing the accessibility of a site for pedestrians, the document ‘*Guidelines for Providing for Journeys on Foot (CIHT, 2000)*’ identifies an average walking speed of 1.4 m/s with this equating to approximately 400 metres in 5 minutes or 3 mph. This document also contains a table of suggested walking distances for different purposes which is recreated in **Table 4.1**:

**Table 4.1 Suggested Walking Distances**

	Town Centres	Commuting / School	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1000m	800m
Maximum	800m	2000m	1200m

Source: CIHT ‘Guidelines for Providing for Journeys on Foot’

The desirable maximum walking distance to the nearest bus stop is considered to be 400m (*CIHT Guidelines for Planning for Public Transport in Developments, 1999*).

The DfT Manual for Streets (2007) describes the walkable neighbourhood as:

*Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and walking offers the greatest potential to replace short car trips, particularly those under 2 km. MfS encourages a reduction in the need to travel by car through the creation of mixed-use neighbourhoods with interconnected street patterns, where daily needs are within walking distance of most residents.*

The CIHT notes that three quarters of journeys by all modes are less than five miles (8km) and half are less than two miles (3.2km). These are distances that can be cycled comfortably by a reasonably fit person. Based on an average cycling speed of 4.0m/s (14.4kph), 8 kilometres can be cycled in just over half an hour and 3.2 kilometres can be cycled in less than 15 minutes. It is also generally accepted that cycling has the potential to substitute for short car trips, particularly those less than 5km.

#### 4.5 Walking and Cycling Distances and Times

There are a variety of local facilities within walking and cycling distance of the development site. These key facilities, as well as their distances and walking and cycling times from the centre of the proposed development via the most direct publicly available route post development, are shown in **Table 4.2** below.

**Table 4.2 Local Facilities Including Distances and Walking and Cycling Times**

Facility	Distance (metres)	Walking time (minutes)	Cycling Time (minutes)
<b>Public Transport</b>			
Bus Stop – Willow Road	380m	4.5 mins	1.5 mins
<b>Education</b>			
Tiddlywinks Preschool	430m	5.0 mins	1.75 mins
Five Acres Primary School & Foundation Stage	450m	5.25 mins	2.0 mins
<b>Employment</b>			
Symmetry Park	1,200m	14.25 mins	5.0 mins
Talisman Business Centre	2,900m	-	12.0 mins
Bicester Town Centre	3,600m	-	15.0 mins
Bicester Village Retail Park	3,650m	-	15.25 mins
Northeast Bicester Industrial Estates	4,200m	-	17.5 mins
<b>Health</b>			
Ambrosden (GP) Surgery	360m	4.25 mins	1.5 mins
<b>Leisure</b>			
Bicester Garrison Gym and Swimming Pool	410m	5.0 mins	1.75 mins
Equipped play area	770m	9.25 mins	3.25 mins
Village Hall	940m	11.25 mins	4.0 mins
Turners Arms Public House	1,000m	12.0 mins	4.25 mins
St Mary's Church	1,075m	12.75 mins	4.5 mins
<b>Retail</b>			
Costcutter	350m	4.25 mins	1.5 mins
Village Shop and Post Office	925m	11.0 mins	4.0 mins
The Hair Lounge	930m	11.0 mins	4.0 mins

Note: Assumes average walking speed of 1.4m/s and average cycling speed of 4.0m/s.

**Education**

The National Travel Survey (NTS) 2019 identifies the modal split of trips to school made by school age children. For the 5-10 year old group (primary school pupils) it has been identified that 46% walk to school, 47% travel by car and 5% travel by bus. For the 11-16 year old group (secondary school pupils) it has been identified that 39% walk to school, 26% travel by car and 29% travel by bus. Walking is the main mode of transport for trips under one mile for both primary and secondary school pupils, whereas for trips of over two miles the predominant mode of transport becomes the car for primary school children and the bus for secondary school children.

The nearest primary school is situated 450m from the site, reached via West Hawthorn Road and Oak Lane. Foundation places from three years of age are also available at the school. Tiddlywinks on Alder Drive provide pre-school education with a children's nursery also operating out of the Village Hall.

**Employment**

The modal split of commuter trips is set out by NTS 2019. Car travel is the predominant mode and accounts for 61% of all commuter trips whilst rail accounts for 7%, walking for 12%, bus for 8% with 12% for other modes. Commuting trips typically take longer than trips for other purposes with the average commuter trip taking 30 minutes.

The nearest employment centre to the proposed development site is at Symmetry Park beside the A41 with other large scale employment opportunities available at Bicester Village, Bicester Town Centre and various other Business Parks and Industrial Estates within the wider Bicester area. Many of these are beyond an appropriate walking distance but easily accessed by cycling and public transport.

**Health**

Trips for personal business and escort account for 18% of all trips (NTS 2019). Personal business includes visits to services or medical consultations whilst escort trips are those made to accompany somebody else.

Ambrosden Surgery is within the Bicester Garrison complex approximately 360m from the centre of the site. This is a National Health Service facility and available to all.

**Leisure**

Leisure trips account for 32% of all trips with a higher proportion of all trips for leisure purposes on weekends than weekdays (NTS 2019). Just under half of all leisure trips are to visit friends whilst the remainder are for purposes such as entertainment, sport, holidays or day trips.

A Village Hall, Church, equipped play areas and Public House are all within a 10 to 13 minute walk (3.25 to 4.5 minute cycle) of the centre of the site and therefore readily accessible.

**Retail**

Shopping trips account for 19% of all trips with 64% of these being made by car, 25% by walking and 7% by bus (NTS 2019). The average person makes between 3-4 shopping trips per week.

There are two convenience stores available in Ambrosden with these located 350m and 925m from the centre of the site. Larger scale retail opportunities are available in Bicester which can be accessed by cycling and public transport. Opportunities for home delivery are also available.

### Summary

In summary, it is evident that there are a wide range of destinations and facilities within walking and cycling distance of the proposed development. Future residents of the proposed development can choose to walk or cycle to most of these local facilities, especially those within Ambrosden itself

## 4.6 Bus Services

Bus stops are provided on either side of Ploughley Road near the Willow Road side road junction approximately 380m walking distance from the centre of the proposed site. These stops provide laybys, flag signs and timetable casements showing up-to-date timetable information. A central refuge island allows pedestrians to cross between the two stops.

Two bus services operate through Ambrosden as summarised in **Table 4.3** below.

**Table 4.3 Summary of Existing Bus Services**

Service	Day	First Bus	Services per Day (approximate frequency <sup>[1]</sup> )	Last Bus
<b>29 – Stagecoach</b>				
Bicester – Ambrosden – Bullingdon Prison	Weekday	05:45	16 (60 mins)	20:10
	Saturday	06:50	15 (60 mins)	20:10
	Sunday	-	No service	-
Bullingdon Prison – Ambrosden – Bicester	Weekday	05:45	17 (60 mins)	20:15
	Saturday	07:00	15 (60 mins)	20:15
	Sunday	-	No service	-
<b>H5 – Stagecoach</b>				
Bicester – Ambrosden – JR Hospital – Headington (Oxford)	Weekday	06:10	13 (60 mins)	19:30
	Saturday	06:10	13 (60 mins)	19:30
	Sunday	-	No Service	-
Headington (Oxford) – JR Hospital – Ambrosden – Bicester	Weekday	07:30	13 (60 mins)	20:45
	Saturday	07:30	13 (60 mins)	20:45
	Sunday	-	No Service	-

Notes: [1] Frequency may vary slightly through the day eg. during peak/ off-peak periods.

\* Bank holiday services may vary.

The above services overlap such that there is a 30 minute frequency of bus on the section of route between Ambrosden village and Bicester town centre. This is considered a reasonable level of service with bus timings being suitable for wide range of trip purpose.

## 4.7 Rail Services

Bicester is well served by rail with two stations in the town with services provided by Chiltern Railways. Bicester North lies approximately 600m north of the town centre and offers frequent services southeast to High Wycombe and London Marylebone and northwest to Banbury and Birmingham.

Bicester Village station lies approximately 700m south of the town centre and provides frequent additional services between Oxford, High Wycombe and London Marylebone.

Bicester Village and Bicester North Railway Stations are located approximately 3.3km and 4.5km from the centre of the site respectively and are therefore within an appropriate cycling distance. The available bus services from Ambrosden also pass close to the Stations.

A summary of the available rail services is shown in **Table 4.4**.

**Table 4.4 Summary of Existing Rail Services**

Service	Day	First Train	Services per Day (approximate frequency <sup>[1]</sup> )	Last Train
<b>From Bicester Village Station</b>				
London Marylebone – Bicester Village – Oxford	Weekday	05:51	37 (30 mins)	00:56
	Saturday	06:55	35 (30 mins)	00:10
	Sunday	07:49	32 (30 mins)	00:10
Oxford – Bicester Village – London Marylebone	Weekday	05:52	36 (30 mins)	23:31
	Saturday	06:28	34 (30 mins)	23:46
	Sunday	07:57	31 (30 mins)	23:46
<b>From Bicester North Station</b>				
London Marylebone – Bicester North – Birmingham	Weekday	05:48	31 (30 mins)	01:06
	Saturday	06:46	24 (60 mins)	00:51
	Sunday	08:53	21 (60 mins)	01:08
Birmingham – Bicester North – London Marylebone	Weekday	05:33	33 (30 mins)	22:54
	Saturday	06:20	23 (60 mins)	22:35
	Sunday	08:04	18 (60 mins)	22:35

Notes: [1] Frequency may vary slightly through the day eg. during peak/ off-peak periods.  
\* Bank holiday services may vary.

## 5 Transport Data

### 5.1 Introduction

This chapter provides details of the anticipated travel behaviour of the future users of the proposed development with reference to existing travel patterns and trends. It is divided into sub-sections that provide:

- The anticipated modal split of trips originating from the proposed development;
- The anticipated car ownership levels at the proposed development; and
- The anticipated trip generation of the proposed development.

This census based information provides useful baseline data and some indication of how future residents will travel to work and the likely levels of car ownership. It should however be noted that the census does not include modal split information for other important journeys that are made from a residential site such as the school run, etc.

### 5.2 Mode Shares

The 2011 Census 'QS703EW - Method of Travel to Work' data has been analysed for the E05006518 Ambrosden and Chesterton Ward that includes the Ploughley Road site. The results are summarised in **Table 5.1**.

**Table 5.1 2011 Census 'QS703EW - Method of Travel to Work'**

Mode of Travel	2011 Ward area: E05006518		
	Persons	Percentage	Adjusted
Not in employment	575	20.7%	Discounted
Works mainly at or from home	253	9.1%	Discounted
Underground, metro, light rail or tram	2	0.1%	Added to Train
Train	49	1.8%	2.6%
Bus, minibus or coach	55	2.0%	2.8%
Taxi or minicab	8	0.3%	0.4%
Motorcycle, scooter or moped	23	0.8%	1.2%
Driving a car or van	1,325	47.8%	68.1%
Passenger in a car or van	86	3.1%	4.4%
Bicycle	70	2.5%	3.6%
On foot	319	11.5%	16.4%
Other	9	0.3%	0.5%
<b>TOTAL</b>	<b>2,774</b>	<b>100.0%</b>	<b>100.0%</b>

The figures have been adjusted to remove those people who are either not in employment or work mainly at or from home so that the final percentages for the various modes represent only those who commute to work.

The adjusted figures show that 68.1% of those who commute to work do so driving a car or van which is slightly higher than the national average for England & Wales which is 61%.

The sustainable modes of travel which are on foot, cycling (including motorcycles) and public transport equate to 26.6% of all journeys to work when combined which is slightly lower than the England & Wales national average of 33%. It should however be noted that the national values are weighted by the higher populations in larger towns and cities where alternative modes of travel are more readily available.

### 5.3 Car Ownership

The 2011 census 'QS416EW - Car or Van Availability' data has been analysed for the same Ambrosden and Chesterton Ward. The results are summarised in **Table 5.2**.

**Table 5.2 2011 Census 'QS416EW - Car or Van Availability'**

Number of Vehicles	2011 Ward areas: E05006518		
	Count	Percentage	Cars or Vans
No car or van	82	6.2%	0
1 car or van	526	39.7%	526
2 cars or vans	540	40.7%	1,080
3 cars or vans	128	9.7%	384
4 or more cars or vans	50	3.8%	223
<b>Total Households</b>	<b>1,326</b>	<b>100.0%</b>	<b>2,213</b>

The level of car or van ownership in Ambrosden and Chesterton is higher than the national average. The percentage of households without access to a car or van is 6.2% compared to 25.6% for England & Wales. 54.2% of households have access to two or more cars or vans which is higher than the England & Wales national average (32.2%). The average number of cars or vans per household is 1.67.

It is considered that the rural village location of Ambrosden is largely to account for its higher levels of car ownership.

### 5.4 Vehicle Trip Generation

The TRICS database has been used to derive appropriate vehicle trip rates for the 08:00 – 09:00 AM and 17:00 – 18:00 PM peak hour periods. The parameters used in the TRICS query are as follows and are considered to provide a robust assessment of the trip generating potential of the site:

- Houses privately owned
- Multi-modal data
- Greater London and Ireland excluded
- Range 40-400 units
- Bedroom range 2 to 4
- Parking range 2 to 4
- Weekdays only
- Locations: Suburban Area and Edge of Town
- Population within 1 mile less than 20k; within 5 miles 25k to 250k

The multi modal ‘all people’ results derived from TRICS have been adjusted to vehicles through use of the 68.1% ‘driving a car or van’ value identified in Table 5.1 above. Again, this is considered robust as it is based solely on the method of travel to work and does not take account of more local trip purposes, such as accessing the Primary School, which are more likely to be undertaken by sustainable modes.

**Table 5.3 below** identifies the resultant number of vehicle trips predicted for the proposed 120 residential unit development.

**Table 5.3 Peak Hour Trip Rates and Trips**

	Vehicle Trip Rates			Vehicle Trips		
	Arrive	Depart	Total	Arrive	Depart	Total
AM peak	0.142	0.546	0.688	17	66	83
PM peak	0.447	0.163	0.610	54	20	73



## 6 Travel Plan Management

### 6.1 Travel Plan Coordinator

A Travel Plan Co-ordinator (TPC) will be appointed to promote, implement and monitor the Travel Plan. The role will include offering Travel Plan information and advice to all residents and promotion of the Travel Plan measures.

A contact name for the nominated TPC will be provided to the Travel Plan Officer at Oxfordshire County Council as soon as it is known. The TPC will have committed time set aside each week to dedicate to Travel Plan work although the role is not considered to be 'full time' and is therefore likely to be performed by a person with other professional duties (for instance a member of the sales team while the show house is open).

The responsibilities of the TPC are many and varied and include:

- Leading on the delivery of the Residential Travel Plan;
- Being the 'human face' of the Residential Travel Plan acting as a point of contact for residents;
- Playing a central role on the steering group;
- Liaison with the Oxfordshire County Council Travel Plan Officer to obtain literature promoting sustainable travel;
- Promoting individual measures in the Travel Plan;
- Liaison with Public Transport Operators
- Ensuring that the Action Plan is being implemented; and
- Coordinating the monitoring and review of the Residential Travel Plan.

The TPC will also be responsible for undertaking a residential travel survey to acquire information on the existing travel behaviour and modal split. The results of the survey will enable long term targets to be set. The travel survey will be undertaken once 50% of the residential units have been occupied and then annually for the following five years.

### 6.2 Steering Group

A steering group will be established to manage the implementation of the Travel Plan. The terms of reference for the steering group is included at **Appendix B**.

### 6.3 Funding

A budget will be set aside by the developer to fund the implementation.

## 7 Objectives, Targets and Indicators

### 7.1 Objectives

A set of specific objectives have been set for the Travel Plan. These are the high level aims giving direction and focus and have been identified with reference to relevant issues and circumstances associated with the development.

Objectives have been set to reduce car use and to increase the levels of active travel (walking and cycling), public transport (rail, park and ride and bus) and car sharing as well as for the key actions of appointing a Travel Plan Coordinator, undertaking the baseline travel survey and distributing information to residents.

### 7.2 Targets

Corresponding targets have been identified and these represent the measurable goals which can be assessed to determine whether the specific objectives have been met. Targets come in two forms. 'Action-Type' targets are non-quantifiable targets and take the form of actions which need to be achieved. 'Aim-Type' targets provide a quantifiable result.

All targets should be SMART:

- Specific;
- Measurable;
- Achievable;
- Realistic; and
- Time-bound.

A series of targets have been set to ensure the delivery of key actions and for reducing car use and increasing sustainable travel one year, three years and five years after the baseline survey is carried out. Achievement of the core aim type target would see the number of individuals driving alone to and from the development fall by 15% (9.7 percentage points).

The aim-type targets have been set against 2011 census mode shares as the baseline. These targets will be reviewed following analysis of the baseline Household Travel Survey (see section 7.3).

### 7.3 Indicators

The indicators are the elements that will be monitored to identify whether the targets have been met and the objectives achieved.

The Household Travel Survey represents the means of collecting the necessary data to demonstrate that the targets have been met. A baseline travel survey will be carried out at 50% occupancy to make results meaningful based on response rates. A multi-modal traffic count will also be undertaken at the development access to confirm travel survey findings. Further details are given in Chapter 9.

**Table 7.1** below summarises the Objectives, Targets and Indicators that will be applied to the Ploughley Road, Ambrosden Travel Plan.

**Table 7.1 Summary of Objectives, Targets and Indicators**

Objectives	Targets			Indicators
	<i>Action-type targets</i>			
Appoint a Travel Plan Coordinator	At least one month prior to first occupation			TPC Role, term and hours to be agreed by OCC
Produce a Travel Information Pack for all households	Distribute to all properties on first occupation.			Positive response in subsequent monitoring surveys. Information Pack to be approved by OCC.
Undertake a baseline Household Travel survey	Carry out survey once occupations reach 50% and complete analysis within 2 months.			Baseline Travel Survey to be approved by OCC
<i>Aim-type targets</i>				
	Year 1	Year 3	Year 5	
To reduce the number of single occupancy car trips to and from the development.	64.7%	61.5%	58.4%	Household Travel Survey + traffic count carried out at 50% occupation and then in Years 1, 3 and 5.
To increase the number of individuals who walk and cycle to and from the development	21.0%	21.8%	22.5%	Household Travel Survey + traffic count carried out at 50% occupation and then in Years 1, 3 and 5.
To increase the number of individuals using public transport as their main mode of travel on journeys to and from the development.	6.8%	8.2%	9.6%	Household Travel Survey + traffic count carried out at 50% occupation and then in Years 1, 3 and 5.
To increase the number of individuals who car share to and from the development	5.4%	6.4%	7.4%	Household Travel Survey + traffic count carried out at 50% occupation and then in Years 1, 3 and 5.

## 8 Travel Plan Measures

### 8.1 Introduction

This chapter sets out the measures that will be implemented at the proposed development. They are identified with respect to the following categories:

- Reducing the need to travel;
- Walking and Cycling;
- Public Transport;
- Car Travel; and
- Marketing and Promotion.

### 8.2 Reducing the Need to Travel

The proposed development has been designed to reduce the need to travel. Each dwelling will have the capability for broadband access and local internet shopping initiatives will be promoted e.g. Tesco Superstore in Lakeview Drive, Bicester.

### 8.3 Walking and Cycling

The advantages of cycling include:

- Convenience and reliability;
- Fitness and enjoyment; and
- Saving money.

#### ***Cycle Parking***

Cycle parking for each individual dwelling within the development will be provided in accordance with the Oxfordshire County Council standards, i.e. one cycle space for a one bedroom unit and two cycle spaces for all larger units. An appropriate number of 'Sheffield' stands will also be provided in convenient locations for visitors.

#### ***Cycle Shop Discount***

The TPC will seek to negotiate a discount at a local cycle store entitling residents to discounted purchase of cycling equipment.

#### ***Umbrella***

Each household will be provided with an umbrella to encourage walking in inclement weather. Each household will also be given high visibility accessories to encourage walking trips at all times of day.

#### ***Provision of Information***

Each household will be provided with information promoting the health and environmental benefits of walking and cycling as opposed to driving a car. Maps showing local walking and cycling routes to key facilities such as the village centre and Bicester will be provided as part of the Travel Information Pack.

## 8.4 Public Transport

There are a number of benefits to the individual in using public transport:

- Being able to relax, read or work;
- Traffic free routes (with rail or where bus priority exists);
- A chance to meet with neighbours and friends; and
- No need to park.

### ***Free Monthly Bus Ticket / Free Bus Pass to the Value of £50***

Each household will be provided with a voucher worth up to £50 redeemable on the purchase of public transport season tickets, either bus or rail and including park and ride services. The voucher will need to be redeemed within six months of first occupation in order to encourage public transport use from the outset and there will be no cash alternative or change given.

### ***Season Ticket Discounts***

The TPC will seek to negotiate a discount with the local bus operators entitling residents to discounted purchase of season tickets.

### ***Information Provision***

Local bus and rail service timetables and route maps will be included within the Travel Information Pack.

## 8.5 Car Travel

### ***Car Sharing***

Car sharing (also known as lift sharing or ride sharing) involves two or more people travelling in the same car together. Car sharing is mostly used for commuter trips, but it can also be used for leisure trips to events. Car sharing has been observed to work best where the sharers live in the same area, work consistent hours and commute a significant distance. There are several benefits to the individual over driving alone as follows:

- Saving money;
- Helping to reduce congestion and pollution;
- Potentially easier parking at the destination;
- Time to relax without the stress of driving in congested travel conditions; and
- An opportunity to connect with people of shared interests or lifestyles.

Car sharing can be carried out in a number of ways with sharers usually agreeing protocol in advance:

- Sharers take turns in driving their cars and no financial transaction takes place;
- The driver charges for the cost of the share of the petrol; and
- The driver charges on the basis of a mileage rate to cover petrol, depreciation and wear and tear.

In order to promote car sharing, information about the local car share scheme ([www.oxfordshire.liftshare.com](http://www.oxfordshire.liftshare.com)) will be included within the Travel Information Pack.

This scheme provides a matching service for all those who live, work and travel in and around Oxfordshire as well as longer journeys to other locations outside the County. The site matches you up with potential partners as a driver or passenger and once matched, you can choose to journey share as little or as often as you like.

Regular car share meetings will also be promoted and arranged by the TPC to enable potential sharers to meet, become acquainted and discuss travel arrangements.

### ***Electric Vehicle Charging Points***

Electric vehicles (EVs) and plug in hybrid vehicles are increasingly popular making up approximately 20% of all car sales in 2022.

According to zap-map.com there are currently (July 2022) 33,281 UK charging points at 20,336 UK locations. The number of charging points is growing rapidly at nearly 1,500 per month. Charging points are defined by power and hence charging speed. There are three charging speeds as follows:

- Slow charging (up to 3KW) – best suited to 6-8 hours overnight;
- Fast charging (7-22KW) – recharging some models in 3-4 hours; and
- Rapid charging (43-50KW) – achieving an 80% charge in 30 minutes.

A number of national and regional public charging networks exist with 18 charging points at Bicester Village and 4 charging points at the Tesco Superstore on Lakeview Drive representing the nearest public charging points to the site.

Information on domestic electric vehicle charging points and available grants will be provided to residents in the Travel Information Packs

### ***Car Club***

There are a number of benefits to the individual in being a member of a car club as follows:

- Convenience – no need to own a car;
- Save money – someone driving less than 6-8,000 miles per year could typically save up to £3,500 per year;
- Reduce their carbon footprint.

Car clubs are easy to use for members and follow the following process:

- Book – the car is booked online or by phone up to minutes before it is required and can be used from an hour up to a weekend;
- Unlock – car club vehicles are parked in designated parking bays and are accessed via smart card;
- Drive – The car club vehicle is driven for the period booked and then returned to the same parking location.
- Pay – The hourly rate starts at approximately £3.50 plus mileage and payment is taken from the individual's account.

The 2021 CoMoCo Car Club Report identifies 784,000 car club members using a total of 5,800 car club vehicles across the UK. Information on the availability of local Car Clubs will be provided in the Travel Information Pack.

## 8.6 Marketing and Promotion

### ***Branding***

The Residential Travel Plan will be promoted using appropriate branding. Details of the travel planning initiatives will be included on the development website.

### ***Travel Information Pack***

A Travel Information Pack will be provided to each household (printed copy or electronic version) on first occupation with the contents having been approved by Oxfordshire County Council prior to distribution. The Travel Information Pack will include the following:

- A4 Wallet to hold contents;
- Information on the benefits of sustainable travel;
- A Travel Options Leaflet including a site centred map showing bus routes and stops, local foot and cycle paths and similar useful travel information. Local facilities will be identified on the map and details of local home delivery services will be included;
- Bus timetables;
- Rail timetables;
- Information on electric vehicles and charging points;
- Car sharing information;
- Car club information;
- Information on the availability of smart phone apps, and
- Relevant contact details.

### ***Newsletters***

An annual newsletter will be delivered to all occupied properties. The Newsletter will provide updates on the implementation of the plan, travel survey results and local travel issues and matters. The Newsletter will be offered to new residents as printed copy or electronic version.

### ***Promotion of Events***

Regular sustainable travel events will be organised throughout the year and will coincide with national travel events such as:

- Walk to Work Week (April);
- Bike Week (June); and
- Car Free Day (September).

### ***Personalised Travel Planning Initiative***

Personal Travel Planning (PTP) will be delivered to all households within the proposed development. The PTP initiative will be tailored to the proposed development's build-out programme and occupancy rate and include the provision of sustainable travel information to individuals and face-to-face meetings using behavioural change techniques. The proposed methodology will be agreed with OCC.

### ***Eco-Bicester***

The Eco-Bicester website ([www.ecobicester.org.uk](http://www.ecobicester.org.uk)) will be promoted in the Travel Information Pack.

## 9 Implementation, Monitoring and Evaluation

### 9.1 Overview

This chapter includes the Action Plan for the implementation of the Residential Travel Plan. It also includes details on monitoring and evaluation.

### 9.2 Action Plan

This Residential Travel Plan will be implemented in accordance with the Action Plan set out below.

Table 9.1 Action Plan

Measure	Timescale	Responsibility to implement	Comments
<b><i>Travel Plan Management</i></b>			
Appoint a Travel Plan Coordinator	At least one month before first occupation	Bellway Homes	TPC top be trained and have appropriate experience
Steering Group	To be established within one month of TPC appointment and meet six monthly	Bellway Homes	See terms of reference for details
Household Travel Surveys and Reporting	Questionnaires to be distributed to each household at 50% occupation and Years 1, 3 and 5 and reported to OCC within 2 months	Travel Plan Coordinator	Surveys to be undertaken in a consistent 'neutral' month
<b><i>Reducing the need to travel</i></b>			
Capability for high-speed Broadband Access	In each dwelling as occupied	Bellway Homes	-
Promotion of internet shopping	Within the Travel Information Pack at each occupation	Travel Plan Coordinator	-
<b><i>Walking and Cycling</i></b>			
Pedestrian and cycle connections to existing off-site facilities	To be delivered prior to first occupation	Bellway Homes	-
Visitor cycle parking	To be delivered within one year of first occupation	Bellway Homes	Integral to site layout
Cycle Shop discount	Within one year of first occupation	Travel Plan Coordinator	Agreement to be made with local cycle shop in Bicester



Umbrella	To be delivered on first occupation	Travel Plan Coordinator	-
Provision of Information	Within the Travel Information Pack at each occupation	Travel Plan Coordinator	Obtain from OCC, Sustrans etc
<b>Public Transport</b>			
Free bus ticket	Within the Travel Information Pack at each occupation	Travel Plan Coordinator	Scheme to be agreed with OCC and bus operators
Season Ticket discounts	Within one year of first occupation	Travel Plan Coordinator	Scheme to be agreed with OCC and bus operators
Provision of Information	Within the Travel Information Pack at each occupation	Travel Plan Coordinator	Obtain from OCC, bus operators etc
<b>Car Travel</b>			
Car Sharing details	Within the Travel Information Pack at each occupation	Travel Plan Coordinator	-
Car Share meetings	To be arranged on at least an annual basis	Travel Plan Coordinator	-
Electric Vehicle Charging Point and Car Club details	Within the Travel Information Pack at each occupation	Travel Plan Coordinator	-
<b>Marketing and Promotion</b>			
Travel Information Pack	Distribute to all dwellings at first occupation of each	Travel Plan Coordinator	Contents to be agreed with OCC prior to production and issue
Newsletters	Annually for five years	Travel Plan Coordinator	Contents to be agreed with OCC prior to production and issue
Promotion of events	Annually	Travel Plan Coordinator	To be promoted through the Newsletters and leaflets
Personal Travel Planning initiative	TPC visit within two weeks of request	Travel Plan Coordinator	To be promoted in the Travel Information Pack - methodology to be agreed with OCC

### 9.3 Monitoring and Evaluation

The Travel Plan requires that a baseline travel survey of the travel characteristics of residents be carried out once 50% occupation has been achieved. This baseline survey will provide travel data to inform the Travel Plan targets with the monitoring surveys in Years 1, 3 and 5 identifying progress towards these targets.

The monitoring surveys will be undertaken at the same time of the year as the baseline survey such that comparable data is produced. This will allow the take-up and success of the Travel Plan measures to be explored. An example of a typical Household Travel Survey Form is included at **Appendix C** and will be made site specific at the appropriate time. An 80% response rate will be required for all the surveys.

A weekday AM and PM peak hour multi-modal traffic count will be carried out at the development access with Ploughley Road to support each travel survey.

#### 9.4 Monitoring Reports

Monitoring reports will be submitted to Oxfordshire County Council within 2 months of completion of the various surveys and will include the following elements:

- Details of monitoring results including analysis and results of the Household Travel Survey;
- Details of progress made since previous report including commentary on implementation of measures, success of events and minutes of steering group meetings; and
- An assessment of whether the Travel Plan targets are on track and identification of any adjustments to the measures that made be required.

#### 9.5 Completion of Travel Plan Initiative

The Residential Travel Plan initiative will be completed five years after the baseline surveys have been carried out and on agreement of a final monitoring report by Oxfordshire County Council. If the targets have not been met at the end of the process the Travel Plan will be reviewed and monitoring extended for another two years. The Residential Travel Plan will be handed over to a local community group to continue, on a voluntary basis, if there is interest so to do. If not, the initiative will cease.

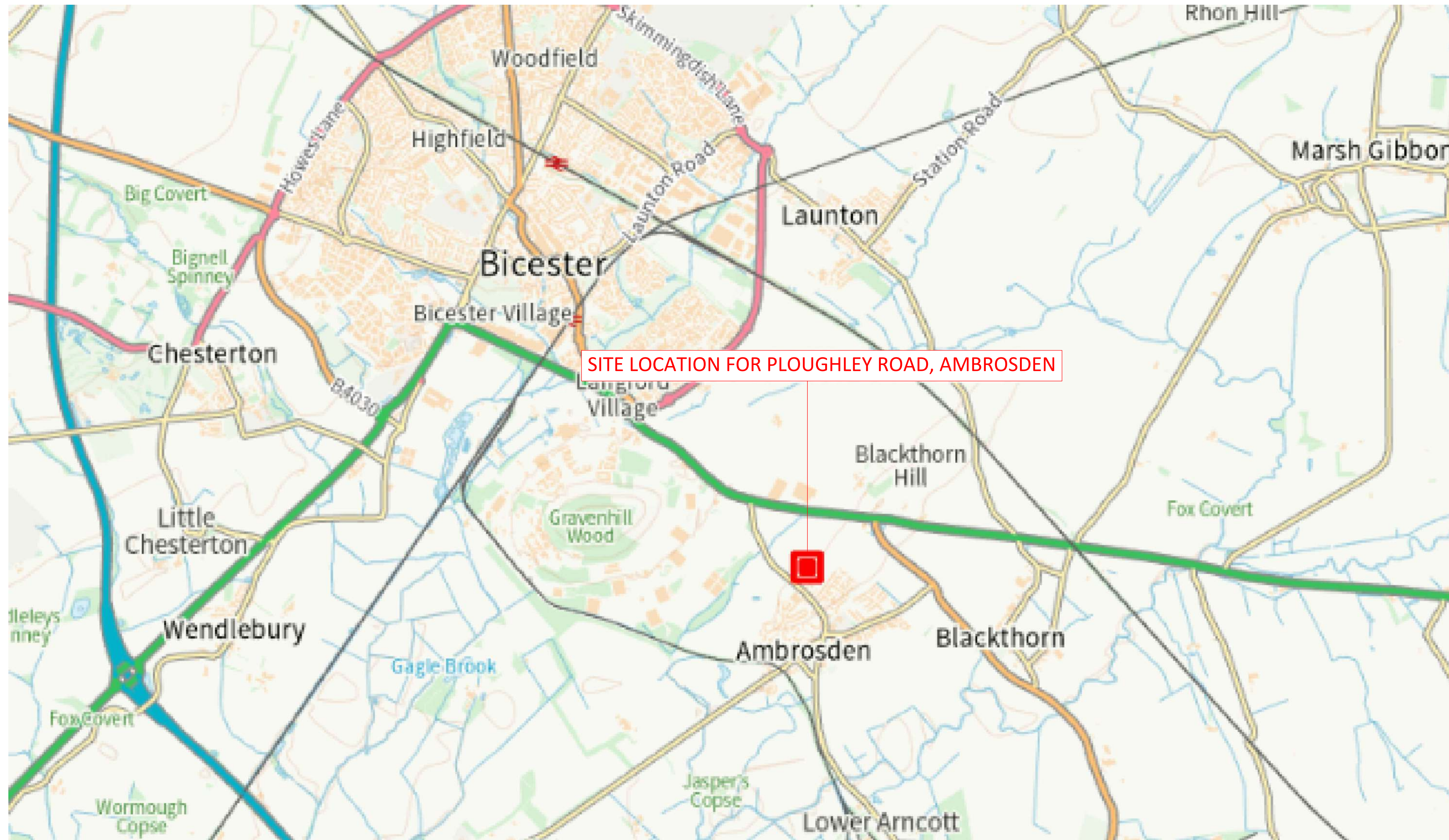
clarkebond

MULTIDISCIPLINARY ENGINEERING CONSULTANTS

Land off Ploughley Road, Ambrosden

## Drawings





**CDM RESIDUAL RISKS**  
 The work shown on this drawing is both familiar to the designers and routinely safely built in similar circumstances by competent contractors.  
 Risks are not considered significant.  
 Relevant data is included in the Pre-Construction Information Pack.  
 Signed: M.Thurgood Date: 24.08.2022  
 DO NOT SCALE THIS DRAWING FOR CONSTRUCTION PURPOSES.  
 CONTRACTOR TO CHECK ALL DIMENSIONS AND REPORT ALL ERRORS AND OMISSIONS TO THE ENGINEER.

PO1	FIRST ISSUE.	JB	MT	24.08.22
Rev	Detail	By	Chk	Date
Revisions				

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Client  
**BELLWAY HOMES**

Project  
**LAND OFF PLOUGHLEY ROAD  
 AMBROSDEN**

Drawing Title  
**SITE LOCATION PLAN**

Purpose of Issue  
**ISSUE FOR INFORMATION**

ClarkeBond Project No.		Status	
B05927		S2	
Project	Originator	Volume	Level
B05927	CLK	XX	XX
Scale	Date	Revision	Drawn
1/250 & 1/100 @ A1	24.08.2022		JB
Checked	Sheet Size	P01	
MT	A1		

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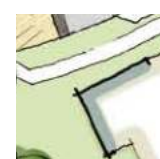
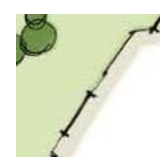


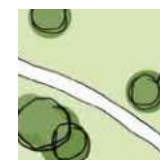
## Appendices

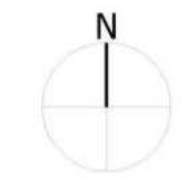
## Appendix A: Site Layout Plan





- A Site access
- B Existing hedges and trees to be retained and enhanced.
- C New Pedestrian Link to connect site to West Hawthorne Road.
- D Potential play/recreational facilities
- E Potential attenuation feature
- F Main spine road to have street tree planting
- G Pedestrian Link to Ploughley Road
- H Development around the edges of the site to be more informal to provide a rural edge character.
- I Primary street to have greater formality with emphasis on structured landscape and tree planting to front gardens
- J Extensive green spaces that interconnect to provide green corridors and enhance the rural feel of the development as well as potential for biodiversity enhancement.
- K A mix of 2, 3 & 4 bedroom houses with an emphasis on smaller family homes.
- L North West boundary to have new hedge planting and potential ditch feature
- M Indicative Pumping Station Location

-  Site boundary
-  Primary frontage
-  Secondary frontage
-  Shared Surface Road
-  Existing trees and hedges
-  Proposed tree planting to open space areas.



Project  
**Ploughley Road, Ambrosden**

Drawing Title  
**Framework Plan**

Date 09.06.2022	Scale 1:1000@A1	Drawn by BW	Check by JT
Project No 32948	Drawing No FP-01	Revision	



## **Appendix B: Steering Group Terms of Reference**



# **Ambrosden Sustainable Travel Forum**

## **Draft Terms of Reference**

### Purpose

The Ambrosden Sustainable Travel Forum (ASTF) is the body appointed by Bellway Homes to be responsible for the implementation of the Travel Plan process for the Ploughley Road development in Ambrosden.

### Objectives

The objectives of the ASTF will be to:

- Oversee the delivery of the Ploughley Road Residential Travel Plan;
- Promote the use of public transport by Ambrosden's residents;
- Promote active travel (walking and cycling) in the village; and
- Work for improving sustainable travel facilities and services in the village.

### Duties and Roles

The ASTF shall support the work of the Travel Plan Coordinator by:

- Managing the development and implementation process.
- Ensuring that all stakeholders are consulted and represented and involve the community in the travel planning process.
- Ensuring that the Travel Plan is communicated to all residents, staff and users and is implemented to an agreed timetable.
- Monitoring the effectiveness of the travel plan.
- Identifying any problems with implementation and measures and proposing improvements

### Membership

Membership of the steering group shall include:

- Travel Plan Coordinator;
- Representative from Bellway Homes;
- Local Authority Travel Planning Officer;
- Residents Representative/s;
- Schools Representative; and
- Bus Operator representative (if available).

### Quorum and Chairmanship

The group shall choose one member to be the Chairman. Three members of the group (including their nominated deputies) shall constitute a quorum. In the absence of the Chairman the group may choose a Chairman from within its own membership.

### Review of the Terms of Reference

These Terms of Reference shall be reviewed and if necessary amended at the discretion of the Chairman with the agreement of all group members.

### Meetings

Meetings will take place three times per year in April, August and December for each year of construction of the Church Leys Development and be held in private.

The frequency of meetings will subsequently be at least every six months.

### Agenda Items

At each meeting, the agenda will include the following items:

- Minutes of Last Meeting;
- Construction and Planning process (Bellway Homes Report) – overview of progress on site and number and nature of occupations since last meeting. Update on key timescales;
- Travel Plan Coordinator's Report – update from TPC on actions and issues over last three months.
- Local Authority Report – Update on Initiatives, proposals and issues affecting travel associated with the site from LA viewpoint;
- Community issues and matters;
- Bus Operation – Bus Operator update and user views on service operation; and
- Any Other Business (AOB).

### Record of Meetings

Notes of the group meetings will be taken by the Travel Plan Coordinator and will be agreed as an accurate record at each subsequent meeting signed by the chairman.

## **Appendix C: Household Travel Survey**

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## HOUSEHOLD TRAVEL SURVEY

### What is it about?

(Housebuilder) is introducing a range of measures to increase travel opportunities from the ..... development by public transport, cycling and walking.

### How does this survey help?

This survey is needed, to establish current travel patterns and understand the potential for the proposed measures. Your response is important and will help us to maximise the potential of the initiative.

### How do you take part?

Please complete this form and return it in the pre-paid envelope provided by.....  
**You do not have to give your identity**, however if you want to be entered into the FREE PRIZE draw to win .....please provide your name and email address below.

Name: \_\_\_\_\_

Email Address: \_\_\_\_\_

This is a tick box form  
and is quick and easy  
to complete.



### ABOUT YOUR HOUSEHOLD

**1. How many people live in your household**

1       2       3       4       5       6       6+

**2. How many are adults?**

1       2       3       4       4+

**3. How many working persons are there in the household?**

1       2       3       4       4+

**4. How many cars does your household have?**

0       1       2       3       4

**5. How many of these cars are electric, low emission or ultra low emission vehicles (Co<sup>2</sup> emissions less than 120 g/km)?** \_\_\_\_\_

**THIS IS A TICK BOX FORM AND IS QUICK AND EASY TO COMPLETE**

**6. Where are the cars parked? (Please tick appropriately for each vehicle.)**

- |                  |                          |   |                          |
|------------------|--------------------------|---|--------------------------|
| Garage           | <input type="checkbox"/> | On the street                             | <input type="checkbox"/> |
| Outside dwelling | <input type="checkbox"/> | On another street in the development      | <input type="checkbox"/> |
| Parking bay      | <input type="checkbox"/> | On another street outside the development | <input type="checkbox"/> |

**7. How many bicycles does your household have?**

- 1       2       3       4       5       6       6+

**8. Does anyone in your household have any mobility difficulty which affects your transport choice?**

- Yes       No

**ABOUT YOUR TRAVEL**

**9. Are you:**

- Male       Female

**10. What is your age?**

- 18 - 25       26 - 35       36 - 45       46 - 55       56 - 65       65+

**11. What is your employment status?**

- |                     |                          |            |                          |
|---------------------|--------------------------|------------|--------------------------|
| Employed Full Time  | <input type="checkbox"/> | Unemployed | <input type="checkbox"/> |
| Employed Part Time  | <input type="checkbox"/> | Retired    | <input type="checkbox"/> |
| Full - time student | <input type="checkbox"/> | Other      | <input type="checkbox"/> |

**PLEASE ANSWER QUESTIONS 12 TO 16 IF YOU ARE EMPLOYED, OTHERWISE GO TO QUESTION 18.**

**12. Where do you usually work?**

- |               |                          |               |                          |
|---------------|--------------------------|---------------|--------------------------|
| At Home       | <input type="checkbox"/> | Destination D | <input type="checkbox"/> |
| Destination A | <input type="checkbox"/> | Destination E | <input type="checkbox"/> |
| Destination B | <input type="checkbox"/> | Destination F | <input type="checkbox"/> |
| Destination C | <input type="checkbox"/> | Destination G | <input type="checkbox"/> |

**13. How many days do you travel to your usual workplace?**

- 1 or 2 days       3 or 4 days       5 or more days

**14. What is your primary means of travelling to work?**

- |                                  |                          |            |                          |
|----------------------------------|--------------------------|------------|--------------------------|
| Car (as driver on own )          | <input type="checkbox"/> | Cycle      | <input type="checkbox"/> |
| Car (as driver with passenger/s) | <input type="checkbox"/> | On foot    | <input type="checkbox"/> |
| Car (as passenger)               | <input type="checkbox"/> | Motorcycle | <input type="checkbox"/> |
| Train                            | <input type="checkbox"/> | Other      | <input type="checkbox"/> |
| Bus                              | <input type="checkbox"/> |            |                          |

**THIS IS A TICK BOX FORM AND IS QUICK AND EASY TO COMPLETE**

**15. If you drive to work where do you park? (If you do not drive please leave blank)**

- |  |                          |                    |                          |
|--|--------------------------|--------------------|--------------------------|
| Employers Car Park<br>- Guaranteed space | <input type="checkbox"/> | Residential Street | <input type="checkbox"/> |
| Employers Car Park<br>- Car share space  | <input type="checkbox"/> | Other Street       | <input type="checkbox"/> |
| Employers Car Park<br>- Other            | <input type="checkbox"/> | Public Car Park    | <input type="checkbox"/> |

**16. If train is your primary means of travelling to work, how do you travel to the station?  
( If you do not use the train please leave blank.)**

- |       |                          |  |                          |
|-------|--------------------------|--|--------------------------|
| Bus   | <input type="checkbox"/> | Lift with someone travelling with you  | <input type="checkbox"/> |
| Taxi  | <input type="checkbox"/> | Lift with someone travelling elsewhere | <input type="checkbox"/> |
| Cycle | <input type="checkbox"/> | Drive                                  | <input type="checkbox"/> |

**TRAVEL TO SCHOOL/COLLEGE**

**PLEASE ANSWER QUESTIONS 17-19 IF THERE ARE CHILDREN OF SCHOOL AGE IN THE HOUSEHOLD,**

**17. How many children of school age (4 - 18 years of age live in the household.)**

- 0       1       2       3       4       4+

**18. Which Schools/ College's do they attend? (Please put number of children in relevant boxes)**

- |          |                          |          |                          |
|----------|--------------------------|----------|--------------------------|
| School A | <input type="checkbox"/> | School B | <input type="checkbox"/> |
| School C | <input type="checkbox"/> | School D | <input type="checkbox"/> |
| School E | <input type="checkbox"/> | Other    | <input type="checkbox"/> |

**19. How do the children travel to School/College? (Please put relevant number of children in relevant boxes)**

- |  |                          |       |                          |
|--|--------------------------|-------|--------------------------|
| Car (Lift from member<br>of household) | <input type="checkbox"/> | Bus   | <input type="checkbox"/> |
| Car (Lift from friend)                 | <input type="checkbox"/> | Train | <input type="checkbox"/> |
| On foot                                | <input type="checkbox"/> | Other | <input type="checkbox"/> |
| Cycle                                  | <input type="checkbox"/> |       |                          |

**Questions continue on the next page.**

**THIS IS A TICK BOX FORM AND IS QUICK AND EASY TO COMPLETE**

**20. How often do you use local facilities? (Please tick relevant box for each destination)**

	Never	Less than once a month	1 or 2 times a month	1 or 2 times a week	3 or 4 times a week	More often
Facility A	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Facility B	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Facility C	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Facility D	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Facility E	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**TRAVEL TO LOCAL FACILITIES**

**21. How do you usually travel to local facilities? (Please tick relevant box for each destination)**

	Car on own	Car with others	On foot	Cycle	Bus	M/C	Taxi
Facility A	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Facility B	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Facility C	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Facility D	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Facility E	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**22. Do you do some of your shopping via the internet?**

Yes  No

**23. Which of these measures are of benefit to you? (Please tick those that are of interest.)**

Measure A	<input type="checkbox"/>	Measure F	<input type="checkbox"/>
Measure B	<input type="checkbox"/>	Measure G	<input type="checkbox"/>
Measure C	<input type="checkbox"/>	Measure H	<input type="checkbox"/>
Measure D	<input type="checkbox"/>	Measure I	<input type="checkbox"/>
Measure E	<input type="checkbox"/>	Measure J	<input type="checkbox"/>

**24. Do you have any comments to make about travel and transport in the local area.**

**THANK YOU FOR YOUR TIME**

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To be completed by additional adult in the household.

# HOUSEHOLD TRAVEL SURVEY - INSERT A

If you would like to be entered into the FREE PRIZE draw to win .....  
Please provide your name and email address:

Name: \_\_\_\_\_

Email: \_\_\_\_\_

A1. Are you: Male  Female

A2. What is your age?

18 - 25  26 - 35  36 - 45  46 - 55  56 - 65  65+

A3. What is your employment status?

- |                     |                          |            |                          |
|---------------------|--------------------------|------------|--------------------------|
| Employed Full Time  | <input type="checkbox"/> | Unemployed | <input type="checkbox"/> |
| Employed Part Time  | <input type="checkbox"/> | Retired    | <input type="checkbox"/> |
| Full - time student | <input type="checkbox"/> | Other      | <input type="checkbox"/> |

**PLEASE ANSWER QUESTIONS A4 TO A9 IF YOU ARE EMPLOYED, OTHERWISE GO TO QUESTION A9.**

A4. Where do you usually work?

- |               |                          |               |                          |
|---------------|--------------------------|---------------|--------------------------|
| At Home       | <input type="checkbox"/> | Destination D | <input type="checkbox"/> |
| Destination A | <input type="checkbox"/> | Destination E | <input type="checkbox"/> |
| Destination B | <input type="checkbox"/> | Destination F | <input type="checkbox"/> |
| Destination C | <input type="checkbox"/> | Destination G | <input type="checkbox"/> |

A5. How many days do you travel to your usual workplace?

1 or 2 days  3 or 4 days  5 or more days

A6. What is your primary means of travelling to work?

- |                                  |                          |            |                          |
|----------------------------------|--------------------------|------------|--------------------------|
| Car (as driver on own )          | <input type="checkbox"/> | Cycle      | <input type="checkbox"/> |
| Car (as driver with passenger/s) | <input type="checkbox"/> | On foot    | <input type="checkbox"/> |
| Car (as passenger)               | <input type="checkbox"/> | Motorcycle | <input type="checkbox"/> |
| Train                            | <input type="checkbox"/> | Other      | <input type="checkbox"/> |
| Bus                              | <input type="checkbox"/> |            |                          |

A7. If you drive to work where do you park? (If you do not drive please leave blank)

- |                                       |                          |                    |                          |
|---------------------------------------|--------------------------|--------------------|--------------------------|
| Employers Car Park - Guaranteed space | <input type="checkbox"/> | Residential Street | <input type="checkbox"/> |
| Employers Car Park - Car share space  | <input type="checkbox"/> | Other Street       | <input type="checkbox"/> |
| Employers Car Park - Other            | <input type="checkbox"/> | Public Car Park    | <input type="checkbox"/> |

**THIS IS A TICK BOX FORM AND IS QUICK AND EASY TO COMPLETE**



**A8. If train is your primary means of travelling to work, how do you travel to the station? ( If you do not use the train please leave blank.)**

- |       |                          |  |                          |
|-------|--------------------------|--|--------------------------|
| Bus   | <input type="checkbox"/> | Lift with someone travelling with you  | <input type="checkbox"/> |
| Taxi  | <input type="checkbox"/> | Lift with someone travelling elsewhere | <input type="checkbox"/> |
| Cycle | <input type="checkbox"/> | Drive                                  | <input type="checkbox"/> |

**A9. How often do you use local facilities? (Please tick relevant box for each destination)**

	Never	Less than once a month	1 or 2 times a month	1 or 2 times a week	3 or 4 times a week	More often
Facility A	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Facility B	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Facility C	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Facility D	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Facility E	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**A10. How do you usually travel to local facilities? (Please tick relevant box for each destination)**

	Car on own	Car with others	On foot	Cycle	Bus	M/C	Taxi
Facility A	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Facility B	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Facility C	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Facility D	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Facility E	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**A12. Which of these measures are of benefit to you? (Please tick those that are of interest.)**

- |           |                          |           |                          |
|-----------|--------------------------|-----------|--------------------------|
| Measure A | <input type="checkbox"/> | Measure F | <input type="checkbox"/> |
| Measure B | <input type="checkbox"/> | Measure G | <input type="checkbox"/> |
| Measure C | <input type="checkbox"/> | Measure H | <input type="checkbox"/> |
| Measure D | <input type="checkbox"/> | Measure I | <input type="checkbox"/> |
| Measure E | <input type="checkbox"/> | Measure J | <input type="checkbox"/> |

**A13. Do you have any comments to make about travel and transport in the local area.**

**THANK YOU FOR YOUR TIME**



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