

**PROPOSED RESIDENTIAL DEVELOPMENT  
SOUTH NEWINGTON ROAD, BLOXHAM**

**FRAMEWORK TRAVEL PLAN**

**Client: Gladman Developments Ltd**

**March 2019**


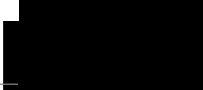
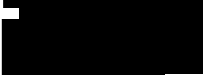


Woolstone Centre, 1-2 Mill Lane, Woolstone,  
Milton Keynes MK15 0AJ  
Tel: 01908 690463  
Email: [smt@smtrans.co.uk](mailto:smt@smtrans.co.uk) [www.stirlingmaynard.com](http://www.stirlingmaynard.com)

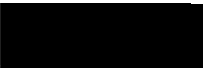
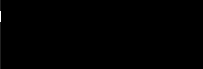
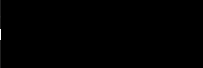
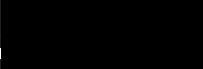
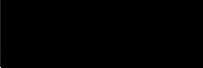
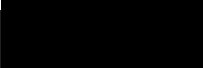
**Construction Consultants**

Stirling House, Rightwell, Bretton,  
Peterborough PE3 8DJ  
Tel: 01733 262319 Fax: 01733 331527  
Email: [enquiries @ stirlingmaynard.com](mailto:enquiries@stirlingmaynard.com)  
[www.stirlingmaynard.com](http://www.stirlingmaynard.com)

**DOCUMENT SIGNATURE AND MODIFICATION SHEET**

Project Title:	Proposed Residential Development South Newington Road, Bloxham		
Project Number:	FP073		
	<b>Name</b>	<b>Signature</b>	<b>Date</b>
Prepared by:	David Lawson		26/01/2017
Checked by:	Nigel Weeks		26/01/2017
Approved for Issue by:	Nigel Weeks		26/01/2017

**Revision Details**

		<b>Checked by</b>		
<b>Revision</b>	<b>Status</b>	<b>Name</b>	<b>Signature</b>	<b>Date</b>
A	Final	Nigel Weeks		03/02/2017
B	Final	Nigel Weeks		13/02/2017
C	Final	Nigel Weeks		30/04/2018
D	Final	Nigel Weeks		25/05/2018
E	Final	Nigel Weeks		30/01/2019
F	Final	Nigel Weeks		18/03/2019

**Prepared for:**

Gladman Developments Ltd  
Alexandria Way  
Congleton  
Cheshire  
CW12 1LB

**Prepared by:**

Stirling Maynard Transportation Consultants  
1-2 Mill Lane  
Woolstone  
Milton Keynes  
MK15 0AJ

## **CONTENTS**

1. INTRODUCTION
2. SITE DETAILS
3. TRANSPORT POLICY CONTEXT
4. OBJECTIVES
5. SCOPE OF THE TRAVEL PLAN
6. PROPOSED MEASURES
7. MARKETING

## **APPENDICES**

1. 2KM & 5KM RADII
2. BUS ROUTES

**THIS PAGE HAS BEEN LEFT BLANK INTENTIONALLY**

## **1.0 INTRODUCTION**

This Framework Travel Plan (FTP) has been prepared by Stirling Maynard Transportation Consultants. It relates to a planning application for a proposed residential development, by Gladman Developments Ltd, of up to 95 dwellings on land at South Newington Road, Bloxham.

The local planning authority for Bloxham is Cherwell District Council and the local highway authority is Oxfordshire County Council.

The FTP complements the Transport Assessment, that also accompanies the application, and it details the means by which it is intended to encourage sustainable travel to and from the site by residents and others. Success in this respect will help to mitigate the impact of additional local traffic generated by the proposed development.

The FTP covers pedestrian, cycle and public transport facilities for travel to and from the site and examines the potential for minimising the use of private vehicles in this respect.

The principal objectives of The FTP are to:

- Assist the development of a detailed and site-specific Travel Plan and;
- Encourage residents to adopt more sustainable non-car modes of travel in preference to use of the private car for travel to and from the site.

The benefits of successfully implementing the Travel Plan will be:

- A reduction in single occupancy car journeys and therefore a reduction in vehicular traffic on local roads;
- Reduced carbon emissions, traffic noise and air pollution;
- Improved health and wellbeing of residents.

## **2.0 SITE DETAILS**

### **2.1 Site Location**

The site is located in the south of the village of Bloxham in Oxfordshire to the west of South Newington Road. South Newington Road forms part of the A361. Bloxham is located approximately 5km to the southwest of Banbury.

To the north of the site there is a recreation ground and residential development. The southern boundary of the site faces open land.

The centre of Bloxham (High Street) lies approximately 1km to the north of the site and all of the local facilities, including a primary school, local stores and a convenience store are very accessible to future residents.

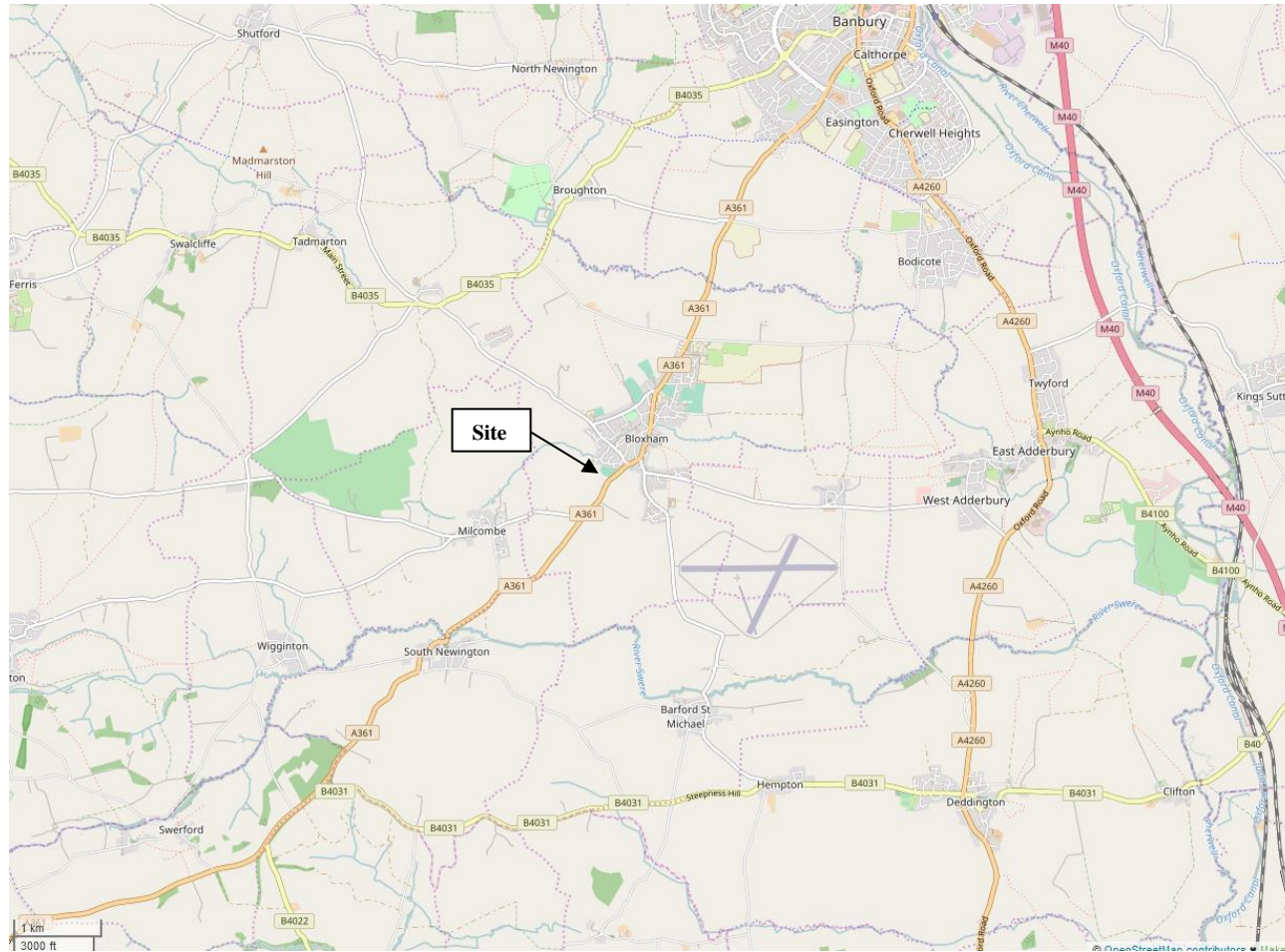
South Newington Road is subject to a 30mph speed limit along the northern section of the site frontage. Approximately 50m north of the site's Southern boundary this changes to the national speed limit.


Location plans for the site are provided in **Figure 1a** and **Figure 1b** (wider area and local area, respectively).

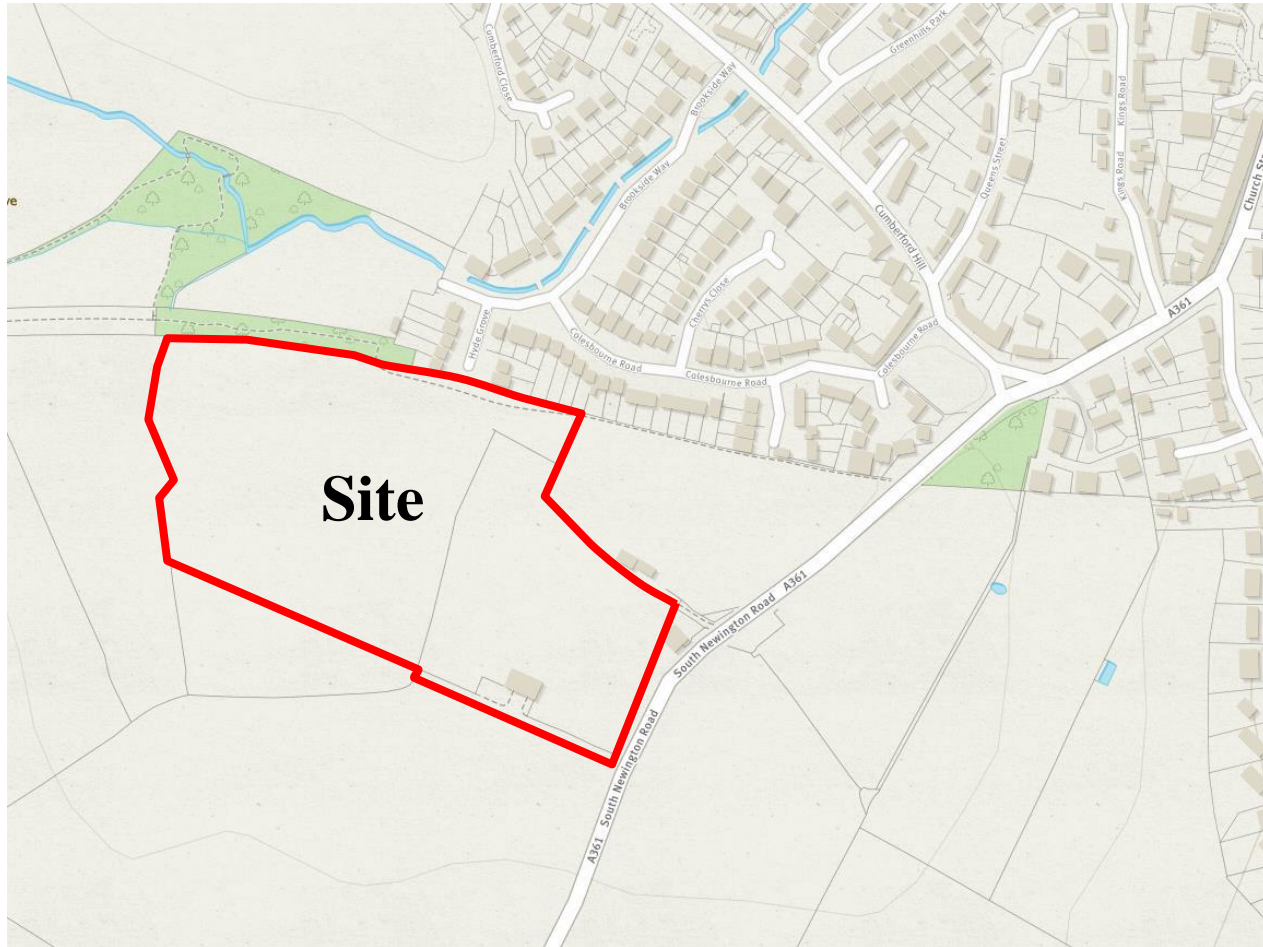
### **2.2 Walking & Cycling Facilities**


The site will be provided with a single priority junction to South Newington Road, which will incorporate pedestrian and cycle access to the surrounding highway network.

Pedestrian access will connect to the existing footway on the western side of South Newington Road, which commences at the access to the recreation ground just to the north of the site. Connections will also be made to the existing public footpath which runs across the site's northern boundary and connects to Orchard Grove to the north.



 Woolstone Centre 1-2 Mill Lane Woolstone Milton Keynes MK15 0AJ	Drawing	Location Plan	Figure No	1a
	Project	South Newington Road, Bloxham	Drawn	HC
	Client	Gladman Developments Limited	Scale	NTS
			Checked	NW
			Date	Jan 2019



 Woolstone Centre 1-2 Mill Lane Woolstone Milton Keynes MK15 0AJ	Drawing      Location Plan	Figure No 1b	
	Project      South Newington Road, Bloxham	Drawn      HC	Checked NW
	Client      Gladman Developments Limited	Scale      NTS	Date Jan 2019



A destination within a two-kilometre range is generally considered to be easily accessible on foot and one within five kilometres is considered to be easily accessible by cycle.

A plan showing those parts of the surrounding area within two and five kilometres of the site is provided in **Appendix 1**.

The plan shows that the two-kilometre radius circle contains all of Bloxham village, including primary and secondary schools, a pharmacy, hot food take-away and a convenience store (High Street). A small convenience store (Londis) is located approximately 320m northwest of the site alongside a BP filling station.

The five-kilometre radius circle contains an area that, in addition, includes the south-west of Banbury, and Bodicote (Cherwell District Council offices) as well as a number of smaller settlements.

### **2.3 Public Transport**

A copy of the general bus route map for the area is provided in **Appendix 2**. A summary of the services that are routed within the vicinity of the site is provided in the table on the next page.

The nearest bus stops to the site are located approximately 320m to the northeast of the site on South Newington Road adjacent to the BP filling station. These stops serve southwest-bound and northeast-bound services.

### **2.4 Vehicle Access**

The proposed development will be accessed directly from South Newington Road by means of a priority junction. More details of the access arrangements are included in the Transport Assessment that also accompanies the application.

**THIS PAGE HAS BEEN LEFT BLANK INTENTIONALLY**

**Site Off A361 (South Newington Road), Bloxham - Nearby Bus Routes**

<b>Service</b>	<b>Operator</b>	<b>Description</b>	<b>Nearest Bus Stop</b>	<b>Frequency (Mon-Fri)</b>	<b>Frequency (Sat)</b>	<b>Frequency (Sun)</b>
488	Stagecoach Oxfordshire	Banbury – <b>Bloxham</b> – Hook Norton – Chipping Norton	A361 opp Kings Roads	0919-1219 (h), 1419- 1724 (h), 1919	0819-1219 (h), 1419-1724 (h), 1919	No service
		Chipping Norton – Hook Norton – <b>Bloxham</b> - Banbury	A361 adj Kings Roads	0636, 0731, 0804, 0936, 1136-1441 (h), 1641-1941 (h)	0746- 0936 (h), 1136- 1941 (h)	No service
489	Stagecoach Oxfordshire	Banbury – <b>Bloxham</b> – Chipping Norton	A361 opp Kings Roads	0620, 0703, 0809	0647	No service
		Chipping Norton - <b>Bloxham</b> - Banbury	A361 adj Kings Roads	1541	No service	No service

**THIS PAGE HAS BEEN LEFT BLANK INTENTIONALLY**

## **2.5 The Development**

The proposed development would consist of up to 95 residential dwellings. An indicative Development Framework accompanies the application.

Car and cycle parking provision for each dwelling within the development will be in accordance with the local authority's parking standards and will be designed in liaison with council officers during the process of determining the final development layout.

### **3.0 TRANSPORT POLICY CONTEXT**

#### **3.1 National Transport Policy**

##### **Creating Growth, Cutting Carbon, Making Sustainable Transport Happen: The Local Transport White Paper 2011**

In January 2011, the Government set out its policy direction for local transport in the Local Transport White Paper. The White Paper provides detail on the Government's approach to shorter local journeys (i.e. trips of five miles or less) with the intention of supporting its principal wider goals of promoting economic growth and reducing carbon. A lot of weight is given to immediate gains from local interventions, especially when it comes to job creation.

The White Paper establishes that creating economic growth and tackling climate change by reducing CO<sub>2</sub> emissions are the primary objectives at the national level for transport. The White Paper argues that by offering sustainable travel options, local authorities can change people's travel behaviour to favour sustainable modes. Deciding which sustainable travel options are most appropriate is best achieved locally, in partnership with local residents, businesses and delivery agencies.

##### **National Planning Policy Framework**

The Government has published a National Planning Policy Framework (recently updated) that sets out its policies for different aspects of land use planning in England. This helps local planning authorities to take a consistent approach to land use and transportation development. Development plans at the local level need to be consistent with these.

The Framework states that, where practical, encouragement should be given to transport solutions in facilitating development which support reductions in greenhouse gas emissions and reduce congestion. The planning system should therefore support a

pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport.

### **3.2 Local Transport Plan**

Under the Transport Act of 2000 (amended by the Local Transport Act 2008), every local transport authority in the country has to publish a Local Transport Plan (LTP). The LTP should set out the authority's transport policies and its proposals for the implementation of those policies.

The Oxfordshire County Council Local Transport Plan 4 (LTP4) came into force in September 2015 and covers the period 2015 to 2031. There are 10 objectives identified in the Council's LTP3 that are aligned with these wider authority priorities and they are:

- Maintain and improve transport connections to support economic growth and vitality across the county
- Make most effective use of all available transport capacity through innovative management of the network
- Increase journey time reliability and minimise end-to-end public transport journey times on main routes
- Develop a high-quality, innovative and resilient integrated transport system that is attractive to customers and generates inward investment
- Minimise the need to travel
- Reduce the proportion of journeys made by private car by making the use of public transport, walking and cycling more attractive
- Influence the location and layout of development to maximise the use and value of existing and planned sustainable transport investment
- Reduce per capita carbon emissions from transport in Oxfordshire in line with UK Government targets
- Mitigate and wherever possible enhance the impacts of transport on the local built, historic and natural environment

- Improve public health and wellbeing by increasing levels of walking and cycling, reducing transport emissions, reducing casualties and enabling inclusive access to jobs, education, training and services



#### **4.0 OBJECTIVES**

The Framework Travel Plan demonstrates a commitment to minimising the impact of travel to and from the site by encouraging those who have to travel to do so by more sustainable modes. The Plan is consistent with the objectives of Oxfordshire County Council's Local Transport Plan and will support those objectives by:

- Encouraging travel by public transport, thereby supporting local public transport services, reducing carbon emissions and increasing the proportion of people travelling by low emission modes;
- Encouraging walking and cycling, particularly for shorter journeys. This will improve the health and wellbeing of individuals as well as reducing carbon emissions, protecting the local environment and increasing the proportion of people travelling by low emission modes;
- Promoting car-share and taxi-share schemes, thereby reducing carbon emissions.

These objectives will be set out in more detail in the Travel Plan developed for the site with local partners. Methods for monitoring and the establishment of targets can also be agreed in the detailed plan.

## **5.0 SCOPE OF THE TRAVEL PLAN**

The Travel Plan will provide an environment within which individuals travelling to and from the site will be encouraged to use the most sustainable modes of transport.

The main ways that this can be achieved are:

- Provision of local, regional and national travel information. This can often be best achieved in partnership with the local transport authority and travel providers;
- Facilitating journey sharing, both in private cars and via taxi. The Travel Plan can set out how best to achieve journey sharing in the local context;
- Encouraging the provision of high quality pedestrian and cycle facilities on site and connections to existing facilities.

## **6.0 PROPOSED MEASURES**

**6.1** The site developer will implement the following measures:

### **6.2 Provision of travel information**

New residents will be provided with a ‘Sustainable Travel Information Pack’ containing:

- Details of public transport services (bus and rail) within the vicinity of the site. This will be provided in conjunction with the local transport authority and travel operators. Details of available smartphone apps, websites and other journey-planning tools will also be provided;
- Maps of the local area indicating the locations of local facilities such as schools and shops as well as bus stops and railway stations. Maps of local walking routes, cycle routes and rights of way will also be provided;
- Details of any existing or proposed car-share clubs, or groups using taxi-share. This will include information on how to establish groups on car-share and taxi-share websites / apps (e.g. Faxe, Carplus, Liftshare).

### **6.3 Encouragement of the use of local public transport services**

- As well as details of services, the Sustainable Travel Information Pack will include application forms for subsidised public transport tickets;
- Regular marketing and promotion of the available public transport services will take place, particularly to advertise new or improved services and travel offers.

#### **6.4 Sharing Schemes**

- Car and taxi-sharing will be encouraged for all residents, particularly those who need to make journeys where non-car modes are impractical;
- Provision of a recognised meeting point within the development should be considered to better facilitate shared journeys.

#### **6.5 Provision for Cyclists & Pedestrians**

- As well as details of routes, the Sustainable Travel Information Pack will include information about local bicycle stores. Details of discounted cycle purchase offers will also be included as well as any advice leaflets produced by the local transport authority for cycling and cycle purchase;
- Secure cycle parking will be provided for all residents. Other on-site pedestrian and cycle facilities will be agreed with the local authority once the development layout has been finalised;
- In conjunction with the local transport and education authorities, information and assistance will be given in establishing shared walk / cycle journeys to local schools. The meeting point identified for journey sharing would also be utilised for school journeys.

## **7.0 MARKETING**

The Travel Plan will include a marketing strategy for the provision of information on the possibilities and benefits of non-car modes of travel. This will be prepared at an early stage and in conjunction with the local transport authority to ensure that it is consistent with any marketing and promotion already taking place.

The strategy will cover the following elements:

- Collection of information to be provided to residents and visitors;
- Details of the contents of the Sustainable Travel Information Packs and their distribution;
- Initial publicity for new residents and details of any drop-in sessions with the local transport authority's sustainable transport officers and service providers;
- Ongoing dissemination of information including initiatives and campaigns such as car-sharing, information to raise awareness of the monetary and health benefits of sustainable travel and any relevant travel offers;

The overriding objective of the marketing strategy is to ensure maximum awareness of the possibilities for non-car travel to and from the site. Key messages will include benefits to health, savings on travel costs and reduced environmental impact.

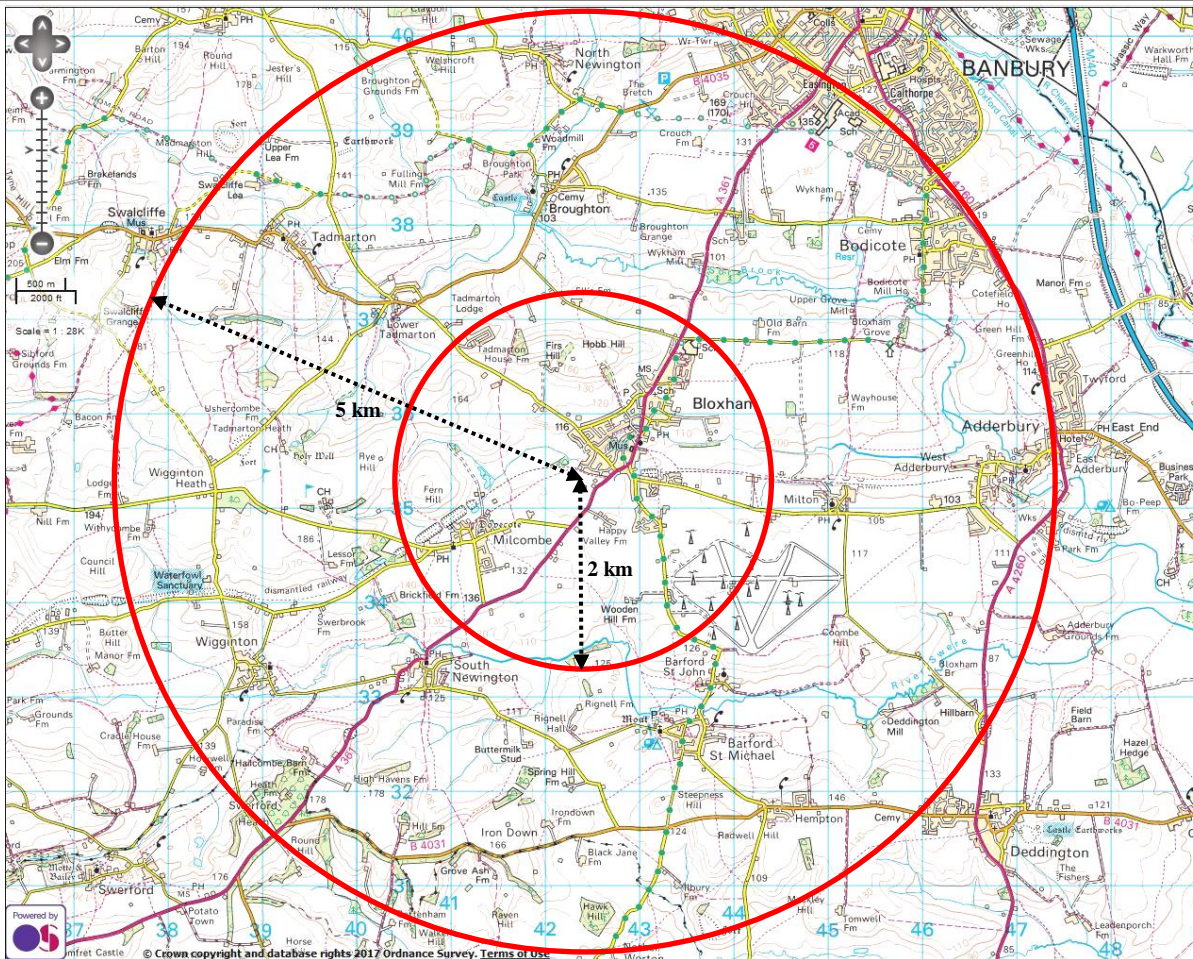
**THIS PAGE HAS BEEN LEFT BLANK INTENTIONALLY**

## **APPENDIX 1**

### **2KM & 5KM RADII**

**THIS PAGE HAS BEEN LEFT BLANK INTENTIONALLY**





Woolstone Centre  
1-2 Mill Lane  
Woolstone  
Milton Keynes  
MK15 0AJ

Drawing 2 km & 5 km Catchment Areas

Project South Newington Road, Bloxham

Client Gladman Developments Limited

Figure No  
2

Drawn HC

Checked NW

Scale NTS

Date Jan 2019

**THIS PAGE HAS BEEN LEFT BLANK INTENTIONALLY**

**APPENDIX 2**

**BUS ROUTES**

**THIS PAGE HAS BEEN LEFT BLANK INTENTIONALLY**

# Route map for Stagecoach Oxfordshire service 488 (outbound)

