

**TRAVEL PLAN
PROPOSED GREGGS WITH DRIVE THRU FACILITY
LAND OFF A4421
BICESTER, OXFORDSHIRE
OX26 5AF**

Created Life Three (Bicester) Ltd

ADL/AP/4364/16B

June 2021

www.adltraffic.co.uk

REPORT CONTROL

Document: Travel Plan

Client:

Project: Greggs, Bicester

Created Life Three (Bicester) Ltd
317 Horn Lane
London
W3 0BU

ADL Reference: 4364

Primary Author Rob Green

Initialed: RG

Contributor Alex Painting

Initialed: AP

Review by Amol Pisal

Initialed: AP

Issue	Date	Status	Checked for Issue
1	Client Draft 1	18.05.2021	AP
2	Final	16.06.2021	AP
3	Final_V1	16.06.2021	AP

CONTENTS

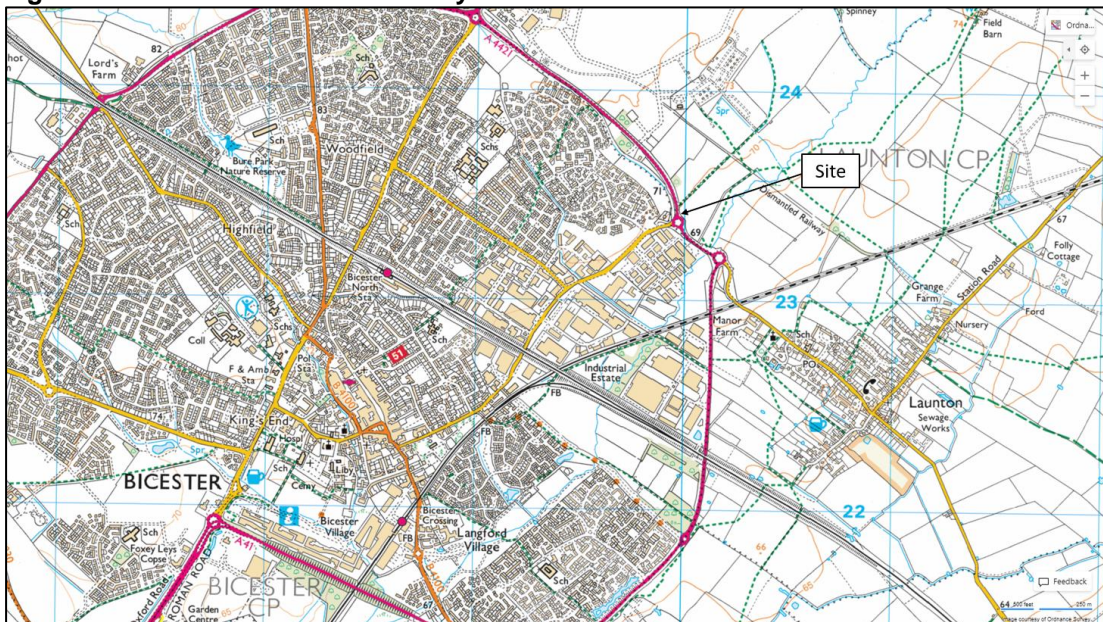
		Page No
1.0	INTRODUCTION	
1.1	Introduction and Bakery Food on the Go store Location	1
1.2	Development Proposal	1
1.3	Aims and Objectives	2
2.0	TRAVEL PLAN CO-ORDINATOR	4
3.0	WALKING	
3.1	Walking	5
3.2	Disabled Accessibility	6
3.3	Accessible Amenities Within 500 Metres	6
4.0	CYCLING	8
5.0	PUBLIC TRANSPORT	
5.1	Bus Travel	10
5.2	Rail Travel	12
5.3	BREEAM Public Transport Accessibility Index	12
6.0	CAR SHARING	14
7.0	TRAVEL PLAN MEASURES, MONITORING AND ACTION PLAN	
7.1	Travel Plan Measures	15
7.2	Monitoring and Review	16
7.2	Action Plan	17
8.0	SUMMARY OF TRAVEL PLAN	18

1.0 INTRODUCTION

1.1 Introduction and Bakery Food on the Go store Location

- 1.1.1 This Travel Plan (TP) has been prepared on behalf of Created Life Three (Bicester) Ltd to set Greggs Plc's intention to encourage and implement proposals, which will result in a reduction in the need for staff to travel by private car to their proposed new unit adjacent to the A4421, in north-east Bicester. The site location is shown in Figure 1A.

Figure 1A Site Location and Layout



- 1.1.2 The vehicle access to the site is from the A4421/Launton Road Roundabout via its eastern arm. The A4421 is an A class road which runs from Bicester, forming part of its ring road system, both to southern Bicester and northeast to Fimere. Launton Road (the western arm of the A4421/Launton Road Roundabout) runs into central Bicester.

1.2 Development Proposal

- 1.2.1 It is proposed to redevelop the site to provide a 167sqm Gregg's unit (GIA) with a drive thru facility.

- Reduce demand for parking space by staff;
- Provide clear information on the alternate modes of transport to and from the site;
- Increase travel choice for staff; and
- Increase use of walking, cycling and public transport.

2.0 TRAVEL PLAN CO-ORDINATOR

- 2.1 The Travel Plan Co-ordinator (TPC) at Gregg's, Bicester would be the Area Sales Manager and has been appointed by the Greggs head office. They are the most senior member of staff and therefore have sufficient influence amongst the other employees to promote the initiatives within the plan.
- 2.2 The TPC retains a copy of this Travel Plan and contact details at ADL Traffic and Highways Engineering Ltd to assist them in implementing and updating the plan.
- 2.3 The TPC will provide staff information on the following:
- Walking:
 - Approximate distances to and from the site from nearby residential areas
 - Cycling:
 - Cycle route plans
 - Public Transport:
 - Bus timetables
 - Local bus routes
 - Reducing car trips:
 - Staff will be made aware of the opportunity for car sharing
 - Local taxis firms
- 2.4 Travel information will be updated annually.

3.0 WALKING

3.1 Walking

- 3.1.1 The pedestrian desire lines for staff will be associated with the nearest residential areas in Bicester located northwest of the site.
- 3.1.2 Presently, there is a footway on the northern side of the site access road. The A4421/Launton Road Roundabout is provided with an uncontrolled pedestrian crossing on all of its four arms in the form of tactile paving, dropped kerbs and pedestrian refuge islands. There is street lighting throughout.
- 3.1.3 There are footways on both the A4421 to the south of its roundabout with Launton Road, which provides access to bus stops. The footway on the southwestern side of the A4221 has a segregated cycleway/footway facility.
- 3.1.4 To the north of the roundabout there are footways on both sides of the A4421. At approximately 35 metres north of the roundabout, the footway on the western side of the road ceases. At this point, there is a staggered demand controlled pedestrian crossing facility to assist pedestrians crossing.
- 3.1.5 Additionally, there is a cycleway/footway which runs along the western side of the A4421 and envelops Bicester.
- 3.1.6 On Launton Road, there is a continuous footway on its southern side. On its northern side there is a separate cycleway/footway which connects this site to central Bicester.
- 3.1.7 The pedestrian infrastructure in the vicinity of the site is therefore considered to be very good and would not present a barrier to walking to work, thus reducing the need to travel by car.

3.2 Disabled Accessibility

- 3.2.1 The site is considered to also be very accessible to people with reduced mobility or those who are visually impaired. The site provides a continuous footway from the A4421 eastern side footway. This will be two-metres-wide, as existing on the A4421, and therefore can accommodate a wheelchair user and an ambulant person side by side, and two wheelchairs to pass one another comfortably (as per DfT's Inclusive Mobility document, 2002).
- 3.2.2 The footway into the site leads to a zebra crossing to the building entrance.
- 3.2.3 Level or flush access is essential for the majority of wheelchair users. Across all four arms of the roundabout, there are dropped kerbs and tactile paving. The footways are also wide enough to accommodate two wheelchairs.
- 3.2.4 The signal control pedestrian crossing to the north of the roundabout offers safe crossing point for those with visual impairment. This would be used to access the site, from Launton Road.

3.3 Accessible Amenities Within 500 Metres

- 3.3.1 In accordance with the BREEAM standards for building group 1 (which includes retail uses), the number and type of accessible amenities within 500 metres of the site are provided below:

Appropriate food outlet

- Lidl – 350 metres
- Delistop (restaurant) – 500 metres
- Boho Burrito – 500 metres

Access to cash – none within 500 metres

Access to an outdoor open space

- Manston Park – 250 metres
- Launton Allotments – 300 metres

Access to a recreation or leisure facility for fitness or sports:

- CrossFit Bicester – 500 metres

- Suhner House Telford Road, new indoor sports facility (permitted development ref. 20/00077/F) – 500 metres
- Unit A12, Telford Road, new fitness, and nutrition centre (permitted development ref20/01654/F) – 500 metres

Publicly available postal facility:

- Post box, Telford Road – 350 metres

Community facility – none within 500 metres

Over the counter services associated with a pharmacy – none within 500 metres

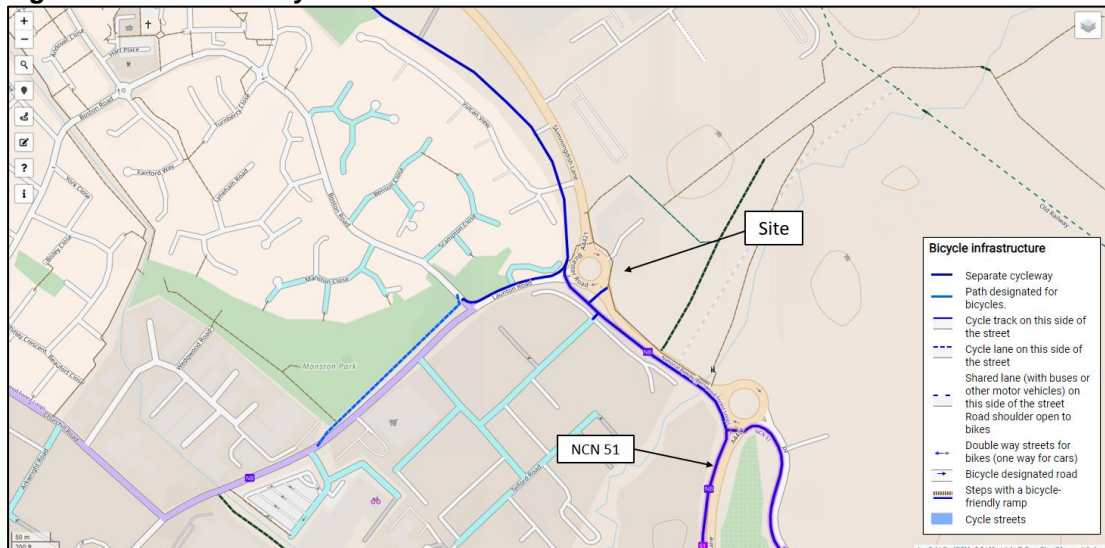
Childcare facility or school – none within 500 metres

- 3.3.2 The site is located in close proximity to a number of amenities. As a result, staff of the proposed development would be able to take advantage of the amenities before/after their shift, or during breaks, which negates the need to drive, thus reducing additional car trips to be made.

4.0 CYCLING

- 4.1 Cycle parking will be provided on the site. This will be available for both customers and staff.
- 4.2 Promoting cycling has the benefit of reducing parking demand and promotes better health.
- 4.3 As noted previously, there are separate cycle/footway on the western side of the A4421, north and south of the Launton Road roundabout. On the northern side of Launton Road there is a separate cycleway/footway, which becomes a shared use path, past the junction with Boston Road. This connects this site to central Bicester.
- 4.4 National Cycle Network Route 51 runs northwest to Milton Keynes and southwest to Kidlington and Oxford. A plan showing the local cycle routes in the vicinity of the site is shown below:

Figure 4A Local Cycle Routes



- 4.5 The cycling infrastructure in the vicinity of the site is therefore considered to be very good and is likely to encourage more cycle trips to/from, thus reducing the need to travel by car.

4.6 Oxfordshire County Council provide cycling trips at:

- 365alive.co.uk/cms/content/cycling

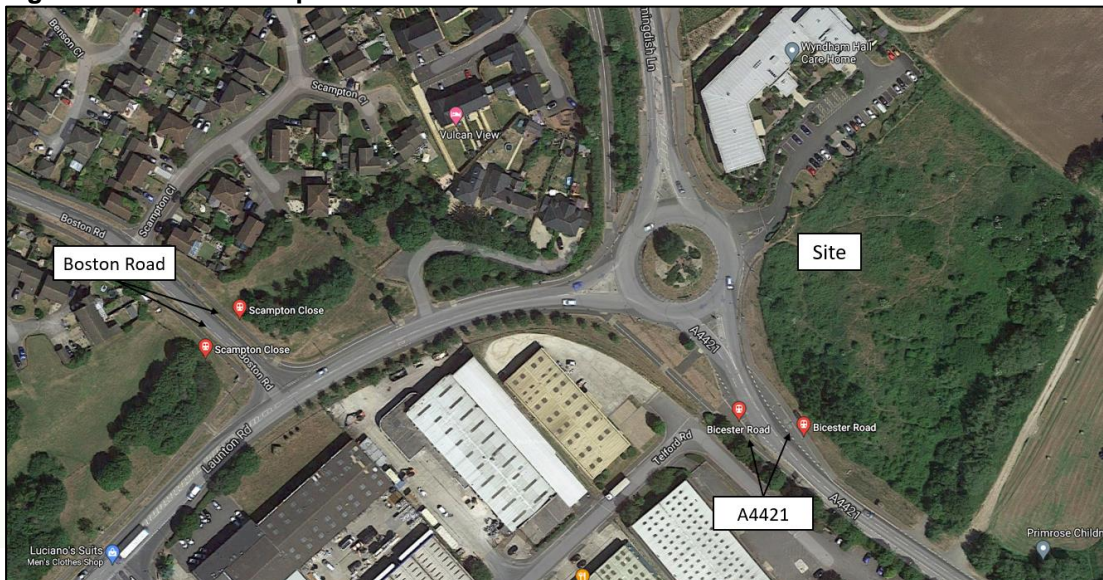
4.7 The provision of six cycle parking spaces exceeds the BREEAM cycle storage standard for small retail units (i.e., four spaces). These spaces are publicly accessible within close proximity of the main building entrance.

5.0 PUBLIC TRANSPORT

5.1 Bus Travel

- 5.1.1 There are bus stops on the A4421 approximately 50 metres south of its roundabout with Launton Road. These bus stops are served by route 28 and S5 Gold operated by Stagecoach. Both the bus stops are provided with lay-bys, bus shelters with seating and timetable information boards.
- 5.1.2 There are additional bus stops on Boston Road, approximately 200 metres from the site, which serve bus routes NS5 Gold and S5 Gold. These stops have flagpoles with timetable information.
- 5.1.3 These bus stops are within the recommended 250 metres walking distance from the site, as set out in the Chartered Institute of Highways and Transportation's (CIHT) Buses in Urban Development (2018). The location of these bus stops is shown below:

Figure 5A Bus Stops Locations



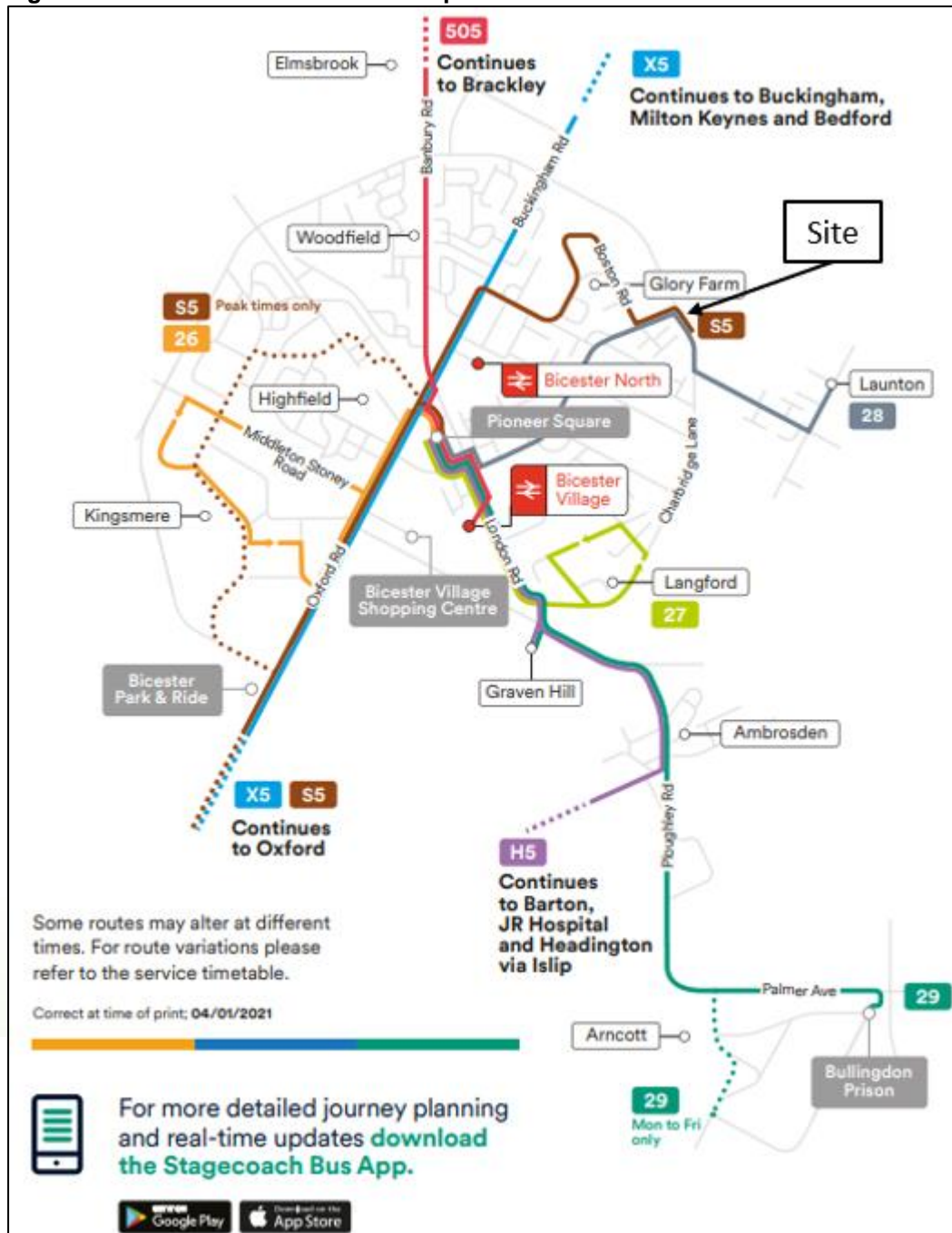
- 5.1.4 The services are summarised in Table 5A below and the Stagecoach Bicester bus route map is shown at Figure 5B.

Table 5A Bus Routes

Service No	Route	Frequency		
		Mon-Fri	Saturday	Sunday
28	7 Bicester - Langford - Bicester	1 / 2hr	1 / 2hr	-
(N)S5 Gold	Bicester - Bicester Village - Gosford - Oxford	4 / hr	4 / hr	2 / hr

*<https://www.stagecoachbus.com/timetables>, from 03/04/2021

Figure 5B Bicester Bus Route Map



- 5.1.5 Table 5A demonstrates that there are regular bus services which provide links to Bicester, Gosford, and Oxford. There are up to three buses per hour which is considered to be good level of service for a site located in an edge of town location.

5.2 Rail Travel

- 5.2.1 There are two train stations in Bicester: Bicester North and Bicester Village. Both are located approximately 2.2 kilometres from the site, i.e., 30 minutes. There are therefore considered to be within cycling distance of the site, according to DfTs LTN 1/20 Cycle Infrastructure Design.

- 5.2.2 Bicester North Railway Station provides regular services to London Marylebone, Birmingham Snow Hill and Banbury. The station is equipped with 673 car parking spaces, and 65 cycle parking spaces. This is a step-free category A station (i.e., step free access to all platforms, via lifts).

- 5.2.3 Bicester Village Railway Station provides regular services to London Marylebone and Oxford. The station is equipped with 223 car parking spaces, and 50 cycle parking spaces. This is a step-free category A station (i.e., step free access to all platforms).

- 5.2.4 The public transport accessibility of the site is considered to be good, in terms of bus travel, thus reducing the need to travel by car.

5.3 BREEAM Public Transport Accessibility Index

- 5.3.1 In accordance with the BREEAM requirements, the existing public transport Accessibility Index (AI) has been calculated. This calculates the level of accessibility of the site based on the bus stops within 650 metres walking distance of the site (i.e., bus stops on A4421) and railway stations within 1000 metres of the site (none applicable).

- 5.3.2 It is based on the service frequency at each node between the hours of 08:00 AM and 19:00 PM. Although Boston Road bus stops are within 650 metres of the site, they have been excluded from this calculation as they serve bus routes already served by the close bus stops on A4421.

5.3.3 The site has a calculated public transport AI of 3.20. The AI calculator is shown in Figure 5C below.

Figure 5C Accessibility Index Calculator

BREEAM 2018 Tra01/02 Accessibility Index calculator

BREEAM[®] UK
delivered by bre

Using the drop down boxes make the relevant selections and press the 'Select' button

Building type

Retail

No. nodes required

1

Select

NODE 1

Public transport type	Bus										
Distance to node (m)	50										
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10	
Average frequency per hour	4	0.5									

Accessibility Index

3.20

6.0 CAR SHARING

- 6.1 The relatively low number of staff at the development will mean there may be little benefit in formally arranging a formal car-sharing scheme; however, the TP Co-ordinator should encourage staff to car share where possible and for the scale of the development and number of staff, an informal scheme would probably suffice.
- 6.2 A printed statement will be mounted in staff rooms to increase staff awareness of the opportunity to save on fuel and congestion and where staff are willing to car share, their work contact details will be given out via the TP Co-ordinator.

7.0 TRAVEL PLAN MEASURES, MONITORING AND ACTION PLAN

7.1 Travel Plan Measures

Walking and Cycling

7.1.1 Cycle parking will be provided on site for both staff and customers.

7.1.2 Lockers and changing area would be available for staff.

Public Transport

7.1.3 Staff would have access to the internet using their mobile phones to allow them to look up bus timetables and public transport information as required.

Lifts Home in Emergency Situations

7.1.4 Employees who walk, cycle, or use public transport to travel to work would be provided with a free ride home in the event of an emergency at the discretion of the Area Sales Manager.

Car Sharing

7.1.5 The low number of staff at the unit will mean there may be little benefit in formally arranging a formal car-sharing scheme; however, the TPC should encourage staff to car share where possible and for the scale of the store and number of staff, an informal scheme would suffice.

7.1.6 A printed statement will be mounted in staff rooms to increase staff awareness of the opportunity to save on fuel and congestion and where staff are willing to car share, their work contact details will be given out via the TPC.

Discounted Meals

- 7.1.7 Staff would be offered discounted meals which reduces the need to undertake car trips during staff breaks to obtain food.

Deliveries, Refuse Collection and Recycling

- 7.1.8 Goods would be delivered by HGV, typically 11 metres in length. Larger vehicles would be used to enable more stores to be serviced in a single trip, reducing the frequency of returns to the supply centre, distance travelled and carbon emissions.
- 7.1.9 Multi-temperature vehicles would be used which allows all of the requirements of frozen, chilled and ambient products to be delivered in one visit, reducing the overall number of deliveries each restaurant receives and further reducing carbon emissions.
- 7.1.10 Service vehicles also collect empty delivery trays and crates which are returned to suppliers for re-use.

7.2 Monitoring and Review

- 7.2.1 Ongoing monitoring and reporting is necessary for ensuring the continued effectiveness of the Travel Plan.
- 7.2.2 Oxfordshire County Council's Travel Plan Statement notes that it should be reviewed and updated regularly.
- 7.2.3 The TPC will update the Travel Plan Statement form on the anniversary of the store opening.
- 7.2.4 The reviews shall be submitted in writing by the TPC to the OCC.

7.3 Action Plan

7.3.1 An Action Plan for the implementation of the measures outlined in the Travel Plan is summarised in Table 7A below.

Table 7A Action Plan for Proposed Travel Plan Measures

Proposed Measures	Responsible Party	Timescale for Implementation
Appointment of Travel Plan Co-ordinator	Gregg's Head Office/ Franchisee	At point of occupation
Cycle Parking Provision	Developer	From 1 st Occupation
Lockers for Staff	Greggs	From 1 st Occupation
Staff Travel Information	Area Sales Manager	Within 3 months of occupation
Discounted meals for Staff	Area Sales Manager	From 1 st Occupation
Free Ride Home in Emergencies	Area Sales Manager	From 1 st Occupation
Monitoring Programme	Area Sales Manager	From 1 st Occupation

8.0 SUMMARY OF TRAVEL PLAN

- 8.1 The aim of this Travel Plan is to make staff aware of the alternative means of transport that are available in order to travel to and from their place of work and in particular, reduce the number of journeys to work that are made by car.
- 8.2 New staff will be appraised of the Travel Plan as part of their staff induction so that good practice in terms of modal choice is encouraged from the outset.