



Travel Plan Statement

**Proposed Residential Development
Land North of Dukes Meadow Drive
Banbury**

**Revision A: September 2021
Report Reference: 340-TPS-01-A**



Revision Record

Revision	Date	Description	Written	Approved
0	24/08/21	Draft	DB	MJA
A	23/09/21	Planning Application	DB	MJA

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1.0 Introduction

1.1 Instructions

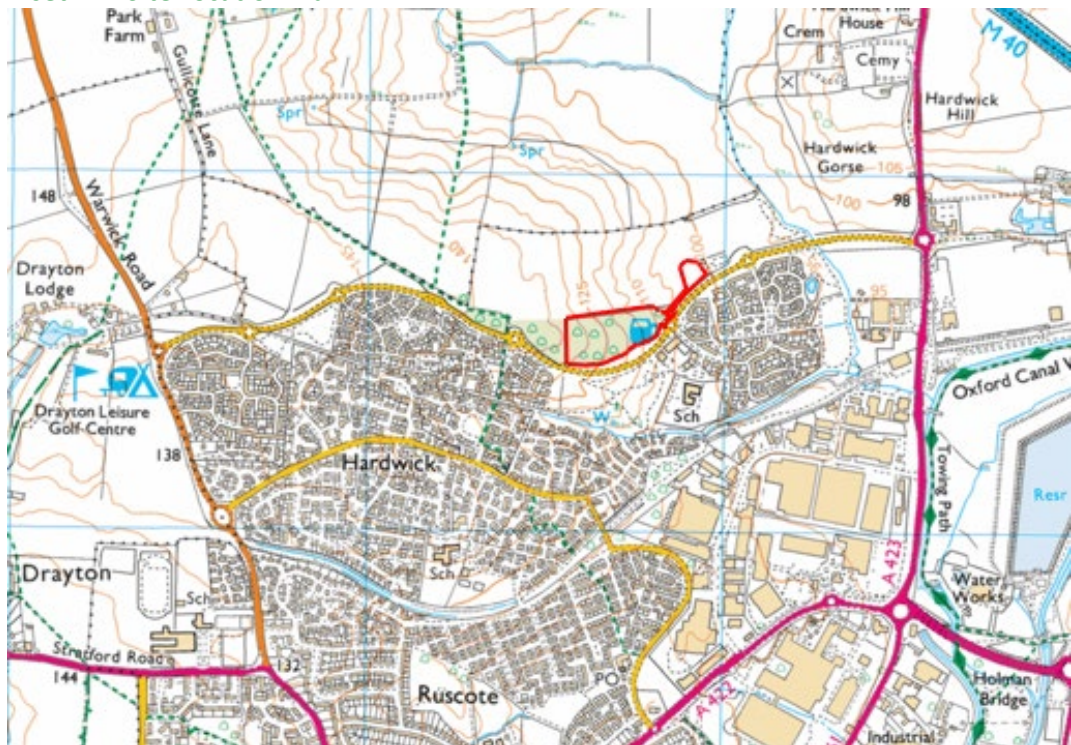
1.1.1 MAC have been commissioned by Manor Oak Homes to provide a Transport Statement to accompany an Outline planning application for a residential development on land north of Dukes Meadow Drive, Banbury, Oxfordshire.

1.1.2 The benefit of this report is to our instructing Client.

1.2 Site Location

1.2.1 The proposed development site is located on land north of Dukes Meadow Drive, Banbury, as shown in **Inset 1.1** below and enclosed in **Appendix A**. The approximate National Grid Reference for the site is E444697 N242543.

Inset 1.1: Site Location Plan



1.2.2 The application site covers an area of approximately 4 hectares and is located to the north of Banbury Town Centre.

1.2.3 Access to the site is to be provided via a new access arm from the existing Dukes Meadow Drive / Lapsley Drive roundabout at the south-eastern boundary of the site.

1.3 Current Use and Description

1.3.1 The site currently comprises undeveloped greenfield land. There has been no previous development on the site.

1.4 Proposed Development

1.4.1 The proposal is for residential development of up to 78 dwellings with all matters reserved other than access. An affordable housing element is likely to be provided at 30%. The proposed development layout is shown on the plan enclosed in **Appendix B**.

2.0 Existing Conditions

2.1 Site Location

2.1.1 The proposed development site is located north of Dukes Meadow Drive.

2.2 Permitted Use

2.2.1 The site is currently an undeveloped greenfield site with no previous development.

2.3 Neighbouring Land Uses

2.3.1 The neighbouring land uses are residential areas to the south along Dukes Meadow Drive, known locally as Hanwell Fields.

2.3.2 We are not aware of any planned changes to the neighbouring land uses.

2.4 Existing Access Arrangements

2.4.1 There is an existing gated field access to the site off the Dukes Meadow Drive / Lapsley Drive roundabout.

2.5 Walking and Cycling

2.5.1 Dukes Meadow Drive provides a 3m shared footway / cycleway to the southern / eastern side of the carriageway. This links with other off-road pedestrian / cycle routes through Duke Meadow's Park to the south of the site, as such provides excellent active travel connections to Banbury town centre, the railway station and employment areas.

2.5.2 A Public Right of Way (PRoW) is located beyond the western boundary of the site. PRoW No. 120/107/20 connects the village of Hanwell to the north and Banbury town centre to the south. An extract of the PRoW within the vicinity of the site is enclosed in **Appendix C**.

2.5.3 Walking and cycling distances to key local facilities is set out on the plan enclosed in **Appendix D**. The plan also shows the proximity of the site to key facilities, including a primary school, health services, and local centre retail. The suitability of the walking distances shown on the plan is based on the guidance described in full below. Cycle journeys are generally considered acceptable if the distance is less than 5km.

2.5.4 In 2000 the Institution of Highways and Transportation published the document 'Providing for Journeys on Foot'. This document states that:

"80% of walk journeys and walk stages in urban areas are less than one mile. The average length of a walk journey is one kilometre (0.6 miles). This differs little by age or sex and has remained constant since 1975/76."

It goes on to define an average walking speed thus:

“An average walking speed of approximately 1.4 m/s can be assumed, which equates to approximately 400m in five minutes or three miles per hour.”

2.5.5 Within the document:

“Table 3.2 contains suggested acceptable walking distances, for pedestrians without a mobility impairment for some common facilities. These may be used for planning and evaluation purposes.”

Table 3.2 is replicated below as **Table 2.1**. Predicted journey times have been added to distances based on the 1.4m/s walking pace.

Table 2.1: Suggested Walking Distances - IHT 'Providing for Journeys on Foot'

	Town Centres		Commuting / School / Sight-seeing		Elsewhere	
	Distance	Time	Distance	Time	Distance	Time
Desirable	200m	2m 23s	500m	5m 57s	400m	4m 46s
Acceptable	400m	4m 46s	1000m	11m 54s	800m	9m 32s
Preferred	800m	9m 32s	2000m	23m 48s	1200m	14m 17s
Maximum						

2.6 Local Facilities & Amenities

2.6.1 Having regard to the above review of sustainable transport options, consideration has been given to the proximity of the site to the key local services including education, employment, retail and health facilities. The accessibility plan provided within **Appendix D** shows the site is located with respect to a range of facilities and services that can be accessed by walking and cycling in accordance with the principles of the NPPF.

2.6.2 A summary of the distances and journey times to the local amenities is provided in **Table 2.2**.

Table 2.2: Distance and Journey Times to Local Facilities & Amenities

Destination	Distance (m)	Journey Time (minutes)	
		Walk	Cycle
Co-op Convenience Store	140	2	1
Hanwell Arms PH	170	2	1
Hanwell Fields Community Centre	200	2	1
Hanwell Fields Community School	260	3	1
Hanwell Fields Sports & Recreation Ground	350	4	1
Penhill Industrial Park	480	6	2
St Francis Church	490	6	2
Cherwell Business Village	770	9	3
Hardwick Primary School	780	9	3
Banbury Cross Retail Park	830	10	3
Tesco Extra	940	11	4
Noral Way Industrial Estate	1000	12	4
Cherry Fields Primary School	1100	13	5
Sainsburys Local	1400	17	6
Banbury Athletics Club	1500	18	6
North Oxfordshire Academy	1500	18	6
Woodgreen Leisure Centre	2000	24	8
Castle Quay Shopping Centre	2100	25	9
Banbury and Bicester College	2200	26	9
Banbury Rail Station	2500	30	10
Banbury United Football Club	2900	35	12

Note: Assumes average walking speed of 1.4m/s and average cycling speed of 4m/s

2.6.3 It is evident from **Table 2.2** that there is a range of local amenities within acceptable walking and cycling distances. It should be noted that these distances have been taken from the centre of the development site and these could vary depending on where dwellings are based within the site.

2.7 Public Transport

Bus

2.7.1 The nearest bus stops are located on Highlands to the south of the site. These bus stops are located approximately 650m from the proposed site's western pedestrian / cyclist access. The bus stops are served by the B9 bus route which provides bus services between 0630 and 2330 operating every 15 minutes Monday to Saturday.

2.7.2 The bus stops serve the routes described in **Table 2.3** below. A plan showing the location of existing bus stops is provided within **Appendix D**. The local bus route and timetable information is provided within **Appendix E**.

Table 2.3: Bus Services and Frequencies

Route No.	Route	Typical Frequency			Hours of operation
		Mon – Sat		Sun	
		Peak	Off Peak		
B9	Banbury Gate Retail Park-Town Centre Bridge-Ruscote Beaumont Industrial Estate-Hardwick Sussex Drive-Hardwick Warwick Road-Hardwick User Drive Park	15 mins	15 mins	Hourly	0630-2330

Rail

2.7.3 The Banbury railway station is located 2.5km from the site. The station can be reached by cycling in approximately 10 minutes, as part of a multi modal journey. The station is located on the Chiltern Main Line and provides three trains per hour to London Marylebone and two trains per hour to Birmingham Moor Street. Local stops include Leamington Spa, Kings Sutton and Oxford.

2.8 Highway Network

2.8.1 The proposed development is accessed off Dukes Meadow Drive with the characteristics as set out in **Table 2.4** below. Dukes Meadow Drive is a link road running in an east-west alignment along the northern side of Banbury, between the roundabout with Warwick Road and the roundabout with the A423 Southam Road. Dukes Meadow Drive is subject to a 30mph speed limit and provides a carriageway width of approximately 6.75m. There are five roundabouts along Dukes Meadow Drive providing access to existing residential estates.

2.8.2 Street lighting is provided along Dukes Meadow Drive and a shared use pedestrian-cycleway is provided along the southern side of the carriageway, separated by a grass verge. Informal and controlled crossing points are provided across Dukes Meadow Drive along its length.

2.8.3 The proximity of Dukes Meadow Drive in relation to the wider highway network can be seen on the plans enclosed within **Appendix D**.

Table 2.4: Dukes Meadow Drive Characteristics

Characteristic	Value
Road classification	Link Road
Carriageway Width	6.75m
Footways:	3m
Cycleways	3m
Speed limit	30mph
Other features	Street lit

2.9 Summary

- 2.9.1 The proposed development is shown to be well served for pedestrian, cyclist and public transport infrastructure.
- 2.9.2 The footway provision between the development and the local facilities is currently limited to allow pedestrians of the development to access the local facilities.
- 2.9.3 The site is shown to be served by frequent bus services to key destinations.

3.0 Objectives and Targets

3.1 Objectives

3.1.1 In accordance with Oxfordshire County Council’s requirement the objectives of this Travel Plan Statement are to:

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

3.1.2 The proposed development will target a 10% reduction in single occupancy vehicle trips to work. The target is for a general reduction in single occupancy vehicle trips, no specific mode of more sustainable forms of transport will be targeted as the preferred alternative.

3.1.3 To understand the number of trips generated by the development by mode we need to establish the likely modal split for a development in this location. The 2011 Census includes the ‘Method of Travel to Work’ (MTW) dataset which defines mode choice for all local authority wards. MTW data has been extracted from the 2011 Census for the Cherwell 002 ward which includes the development site. The ‘Method of Travel to Work’ data is summarised in **Table 3.1** below.

Table 3.1: Method of Travel to Work - 2011 Census – Cherwell 002

Mode	Number	Proportion
Train	98	2%
Bus	171	4%
Taxi	28	1%
Motorcycle	23	0%
Driving	3,376	72%
Passenger	287	6%
Bicycle	140	3%
On foot	522	11%
Other	24	1%

3.1.4 It is intended that the target will be achieved within 5 years of first occupation. The target will be phased during this period to set interim goals. The proposed final target and interim goals is set out in below.

Table 3.2: Proposed Targets - Proportion Travelling by Car Mode

Mode of Travel	Year 1	Year 3	Year 5
Car	70%	66%	62%

4.0 Management Strategy

4.1 Travel Plan Co-ordination

4.1.1 A Travel Plan Co-ordinator (TPC) will be appointed by the development to implement the Travel Plan. The TPC will be appointed 6 months prior to first occupation and will be in position for a minimum of 5 years or until 12 months after final occupation, whichever occurs last. Contact details of the TPC will be provided to the local highway authority.

4.1.2 Travel Plan co-ordination is unlikely to be a full-time role for this development. The TPC role could be fulfilled by an existing member of the development team.

4.1.3 The key duties of the TPC prior to first occupation will included:

- Preparation of a detailed Travel Plan;
- Manage and implement the various measures identified within the framework / Travel Plan;
- Prepare marketing materials for residents prior to first occupation; and
- Informing the sales team about the travel plan.

4.1.4 Following initial occupation the TPC should be encouraging the use of more sustainable forms of transport prior to residents forming habits. The general duties of the TPC are:

- Day to day operation of the TP;
 - Preparing and maintaining information/promotional material for the TP;
 - Managing TP social media;
- Identifying transport initiatives, including information and marketing;
 - Provision of travel information to new residents;
 - Maintaining all public transport and database records up-to-date;
 - Promotion of car sharing & ongoing promotion of the car share scheme;
 - Liaison with local public transport operators;
 - Promotion of bus travel;
 - Promotion of walking and cycling to work; and
 - Liaison with residents of the development.
- Arranging questionnaire Travel Surveys and statistical analysis of findings;
 - Monitoring usage of all forms of transport;
- Arranging other travel/monitoring surveys;
- Monitoring and review of TP; and
- Liaison with the local highway authority and other local TPCs.

4.2 Handover

4.2.1 Once the TPC's tenure comes to an end the Travel Plan is owner and controlled by the residents of the development. As the TPC's tenure comes to an end the Travel Plan will be based onto a suitable residents or community group to oversee and manage the Travel Plan.

5.0 Travel Plan Measures

5.1 Introduction

5.1.1 This statement sets out a range of measures which could be implemented by the Travel Plan Co-ordinator to encourage the use of more sustainable forms of transport. The exact measures to be implemented will be agreed with the housebuilder who may prefer to target specific modes of more sustainable transport.

5.2 Available Measures

5.2.1 A list of possible Travel Plan measures which could be implemented to encourage the use of more sustainable forms of transport is set out **Table 5.1** below.

Table 5.1: Possible Travel Plan Measures

Strategy	Possible Measures
Site design	<ul style="list-style-type: none"> Permeability of site for pedestrians and cyclists, designed in line with the principles of Manual for Streets.
Reducing the need to travel	<ul style="list-style-type: none"> Broadband access and provision of home-office space in homes.
Walking and Cycling	<ul style="list-style-type: none"> Footway provision within the site. Cycle parking for residents and visitors. Free / discounted cycles and cycle equipment Cycling / walking maps of local area Cycle training offered to residents Bicycle User Group (BUG) / cycle buddy scheme
Bus and rail	<ul style="list-style-type: none"> New or enhanced bus services, e.g. shuttle links to stations, existing buses re-routed or re-scheduled to meet needs of residential area. Bus infrastructure – e.g. bus stops, shelters, bus gates and real time information. Free / discounted use of public transport for residents. Customised public transport information.
Other services to support sustainable travel	<ul style="list-style-type: none"> Car Sharing – national database
Parking management	<ul style="list-style-type: none"> Provision to be provided in line with local guidance
Promotion and communications	<ul style="list-style-type: none"> Travel plan training for sales / marketing staff Induction sessions for new households and follow up visits, with personal travel advice Travel welcome packs with package of incentives for sustainable travel Information about access to other services and facilities Community travel web site and notice-boards Community travel events and forum

6.0 Marketing

6.1.1 The marketing of the Travel Plan is crucial to ensuring that residents are aware of the Travel Plan. Informed residents can then be encouraged to change their form of transport to more sustainable modes.

6.1.2 The Travel Plan will be marketed to residents by the TPC with additional support provided by the developer and sales / marketing team. They will use a number of methods which could include:

- Travel Plan website and social media;
- Travel information pack including public transport information;
- Sales / marketing literature
- Site notice boards;
- Emails to residents;

7.0 Monitoring and Review

7.1 Introduction

7.1.1 The effectiveness of the Travel Plan will be monitored to understand:

- Progress towards targets;
- Effectiveness of measures implemented.

7.1.2 The Travel Plan should be considered a live document and be constantly updated to adapt to changes in internal and external influences such as change to bus routes and any observed travel patterns which may affect the effectiveness of the Travel Plan.

7.2 Monitoring

7.2.1 Monitoring on the Travel Plan will be undertaken by the TPC as followings:

- Within 3 months of first occupation – to establish baseline travel patterns; and
- On the first anniversary of the first survey until year 5 or 12 months after final occupation

7.2.2 Monitoring of the Travel Plan will be designed in line with currently guidance and agreed with the Local Highway Authority in advance. The monitoring could comprise:

- Residential questionnaire survey: recording travel mode choices and exploring factors that may influence residents to make more sustainable travel choices.
- Traffic count surveys: recording the morning (0800-0900) and evening (1700-1800) peak hour vehicle trip generation of the residential development,

7.3 Review

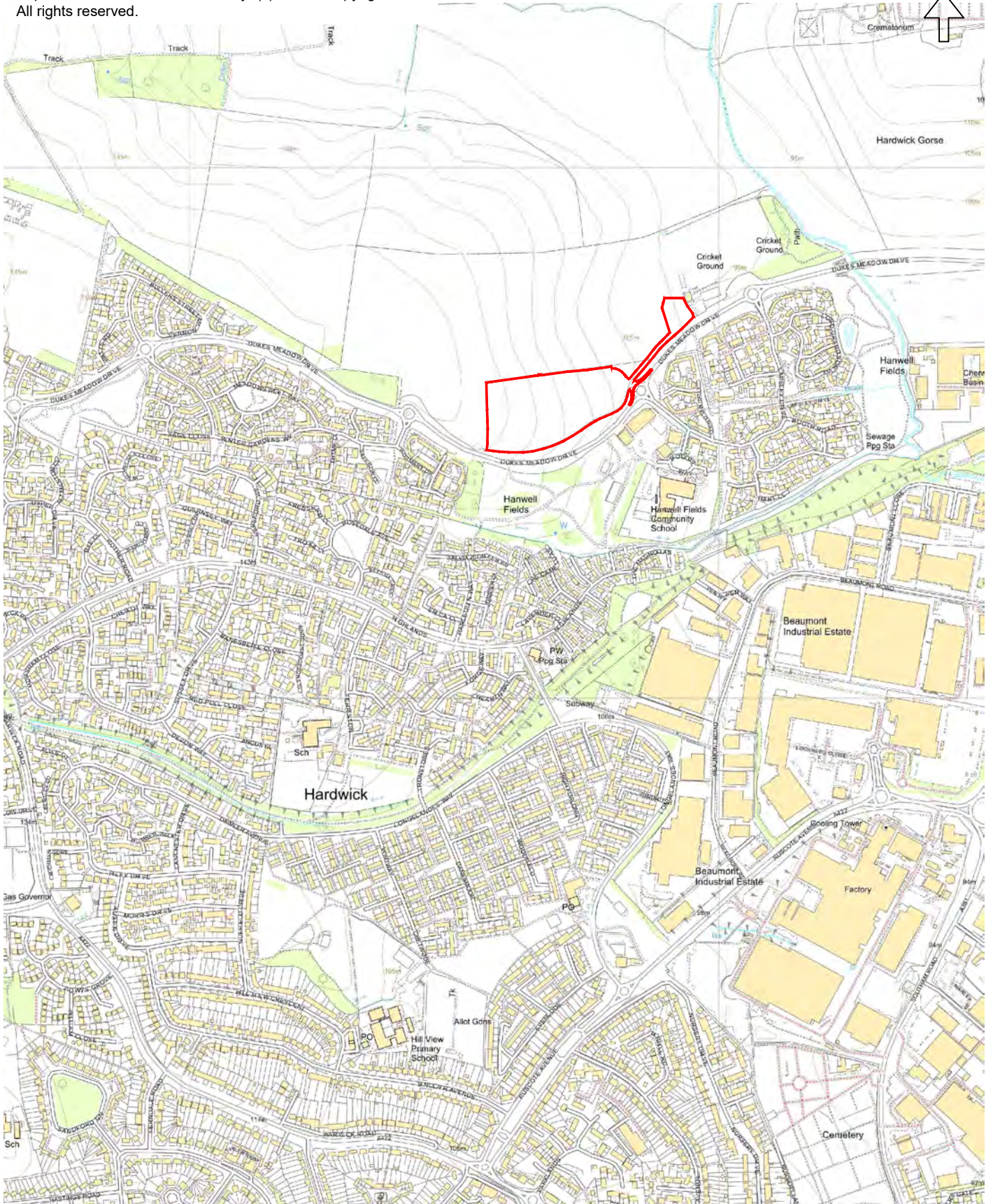
7.3.1 The results of the monitoring surveys will be reviewed and progress towards the targets measured. A review document will be prepared and disseminated to the local highway authority and residents of the development.

7.3.2 The TPC will advise on any changes which may be required to the Travel Plan in order to achieve the targets of the Travel Plan. Should the interim Travel Plan targets not be met the TPC will seek to identify any areas where the Travel Plan could be more effective and seek to implement new measures where possible.



Appendix A

Site Location Plan
MAC drawing no 340-TA01



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Martin Andrews Consulting Ltd

Client: Manor Oak Homes

Project: Land North of
Dukes Meadow Drive
Banbury

Date: 24/09/21

Drw: AN

Title: Location Plan

Chk: MJA

Scale: 1:10,000

Size: A4

Drawing No. 340-TA01

Revision -

- Transport Assessments
- Flood Risk Assessments
- Highway Advice
- Drainage Strategies



Appendix B

Proposed Master Plan
Thrive Architects drawing no. SKI-01 Rev P7



PRIVATE					
House Type	No of Bedrooms	Sqft	No	Total Sqft	
28 Flat	2	755	6	4530	
28 Maisonette	2	890	9	7650	
38 Bungalow	3	1025	6	6150	
38.1	3	1001	11	11011	
38.2	3	1125	15	16875	
48.1	4	1560	7	10920	
TOTALS			54	57136	
Private Housing plot areas (sqft)					57136
Net developable area (acres)					3.824
Coverage sqft/acre					14941
AFFORDABLE					
House Type	No of Bedrooms	Sqft	No	Total Sqft	
18 Maisonette	1	625	6	3750	
28 Bungalow	2	755	2	1510	
28	2	850	4	3400	
38	3	1001	4	4004	
48	4	1140	1	1140	
TOTALS			17	13804	
Affordable Housing plot areas (sqft)					13804
Net developable area (acres)					0.79
Coverage sqft/acre					17473
SHARED OWNERSHIP					
House Type	No of Bedrooms	Sqft	No	Total Sqft	
28	2	850	4	3400	
38	3	1001	3	3003	
TOTALS			7	6403	
Affordable Housing plot areas (sqft)					6403
Net developable area (acres)					0.345
Coverage sqft/acre					18559
SITE TOTALS					
Total Housing plot areas (sqft)					77343
Total Net developable area (acres)					4.959
Total Coverage sqft/acre					15596

- Site Boundary
- Other Land in Ownership
- 26 Plot Number
- 38.2 House Type
- ★ Affordable Rented
- ★ Intermediate
- ⊙ Maintenance Access

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Rev	Description	Date	Au	Ch
P1	Preliminary Issue	13.08.21	PM/hm	—/—
P2	Revised layout	27.08.21	PM/SWD	HM
P3	Minor updates to notes	06.09.21	PM/SWD	—
P4	Updated Redline and notes further to client feedback	08.09.21	PM/SWD	—
P5	Revised boundary	09.09.21	PM/hm	—
P6	Revised boundary	22.09.21	PM/hm	—
P7	Revised boundary	23.09.21	PM/hm	—

Project Hanwell Fields, Banbury
 Drawing Sketch Layout - 01

Client	Manor Oak Homes	Date	13.08.21
Job no.	MANO210710	Rev.	P7
Author	PM/hm	Checked	—/—
Status	PRELIMINARY	Scale	1:500@A1
Client ref.		Office	Romsey





340 Dukes Meadow Drive

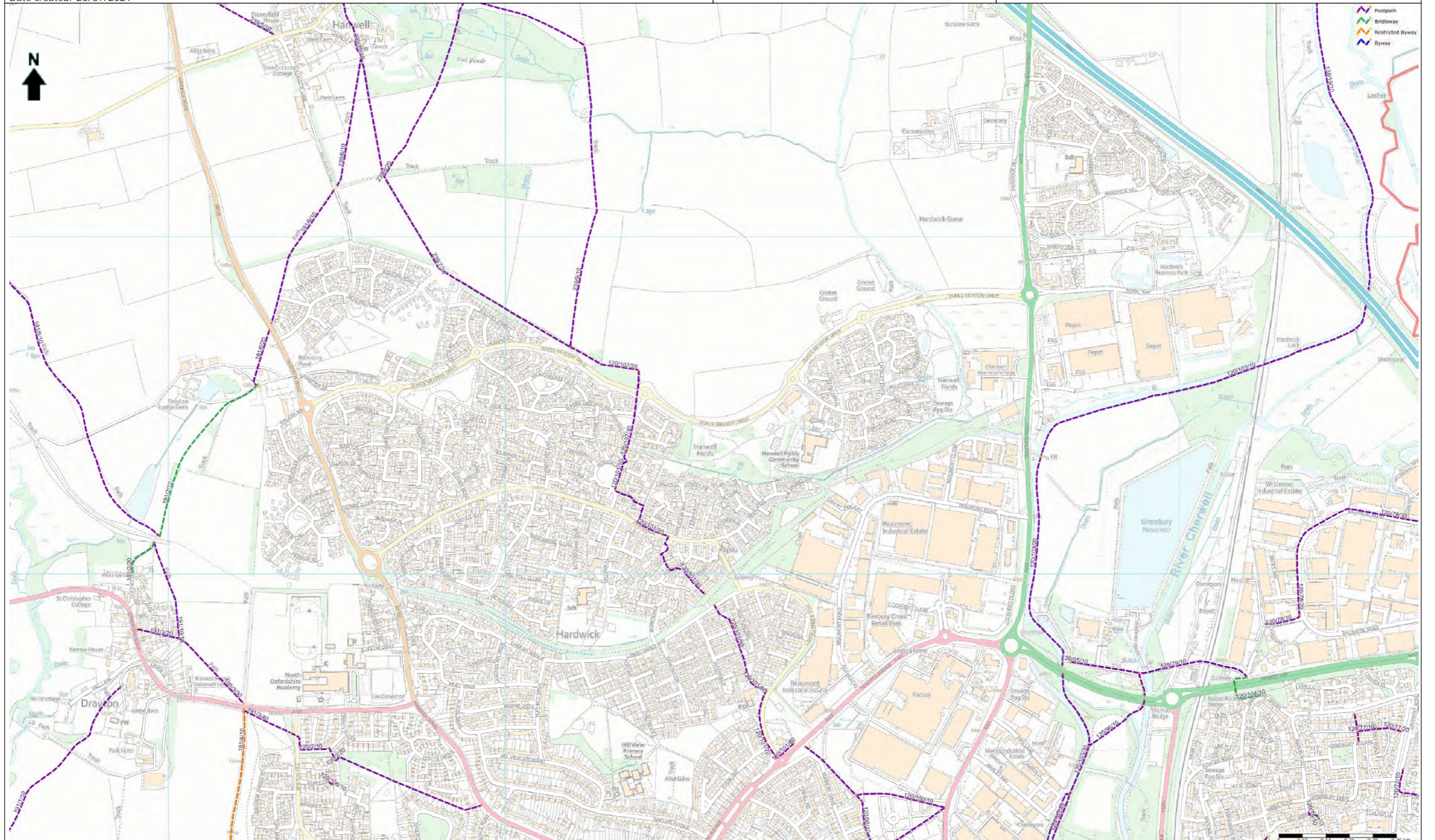
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Countryside Access
Oxfordshire County Council



OXFORDSHIRE COUNTY COUNCIL

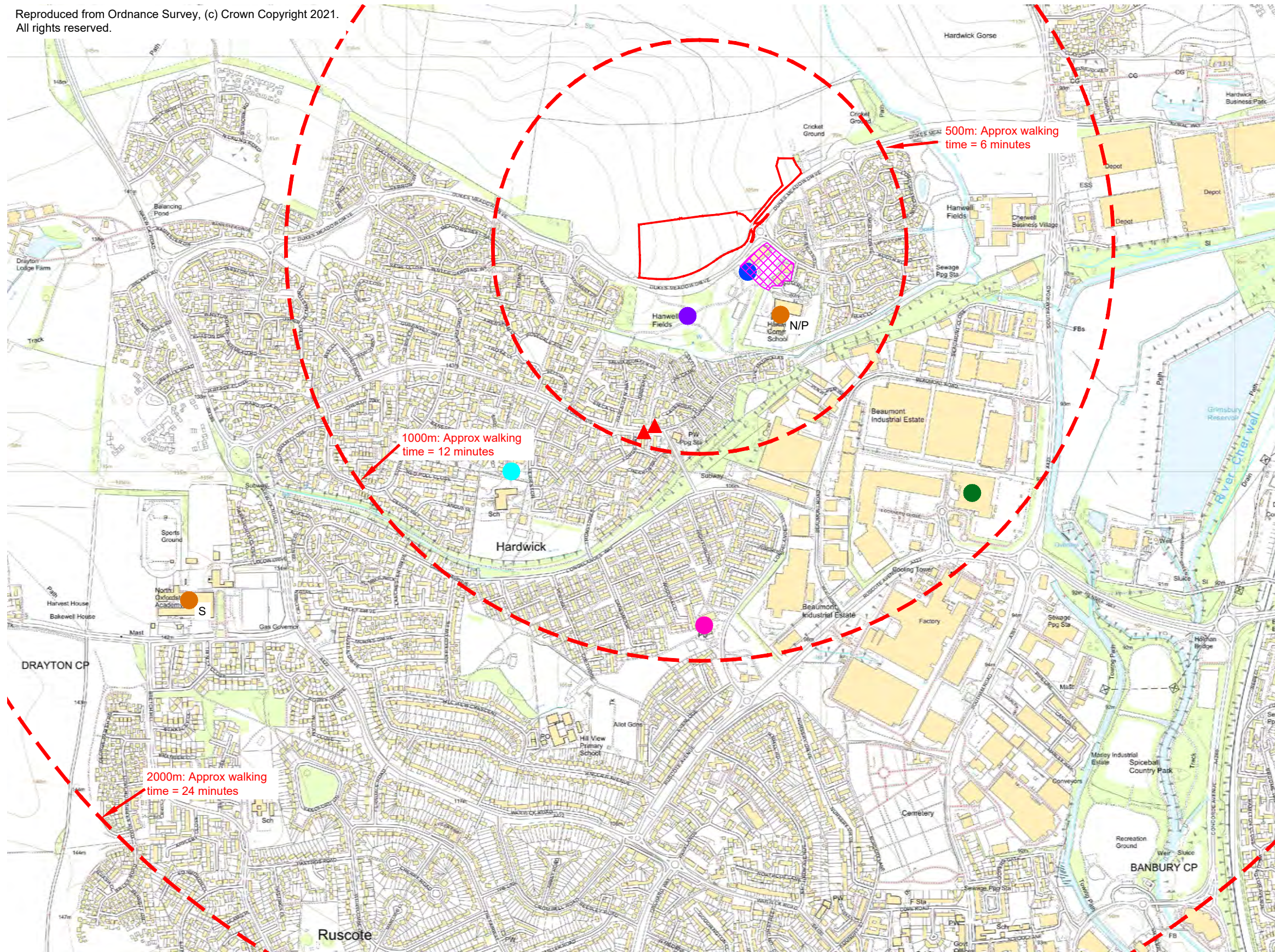
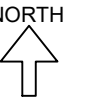
Date created: 23/07/2021



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Notes:

1. Walking distances based on a walking speed of 1.4 m/s from 'Providing For Journeys On Foot'.
2. Actual walking distances may vary from radial distances shown.
3. Nearest of each facility / service shown only.

Key

- Site Boundary
- - - - Walking distances - radial
- Doctors Surgery / Pharmacy
- Dentist
- School - Primary (S) / Secondary (S) / Nursery (N)
- Post Office
- Supermarket
- Local services - convenience store, takeaway, dentist, public house
- Park
- ▲ Bus Stops

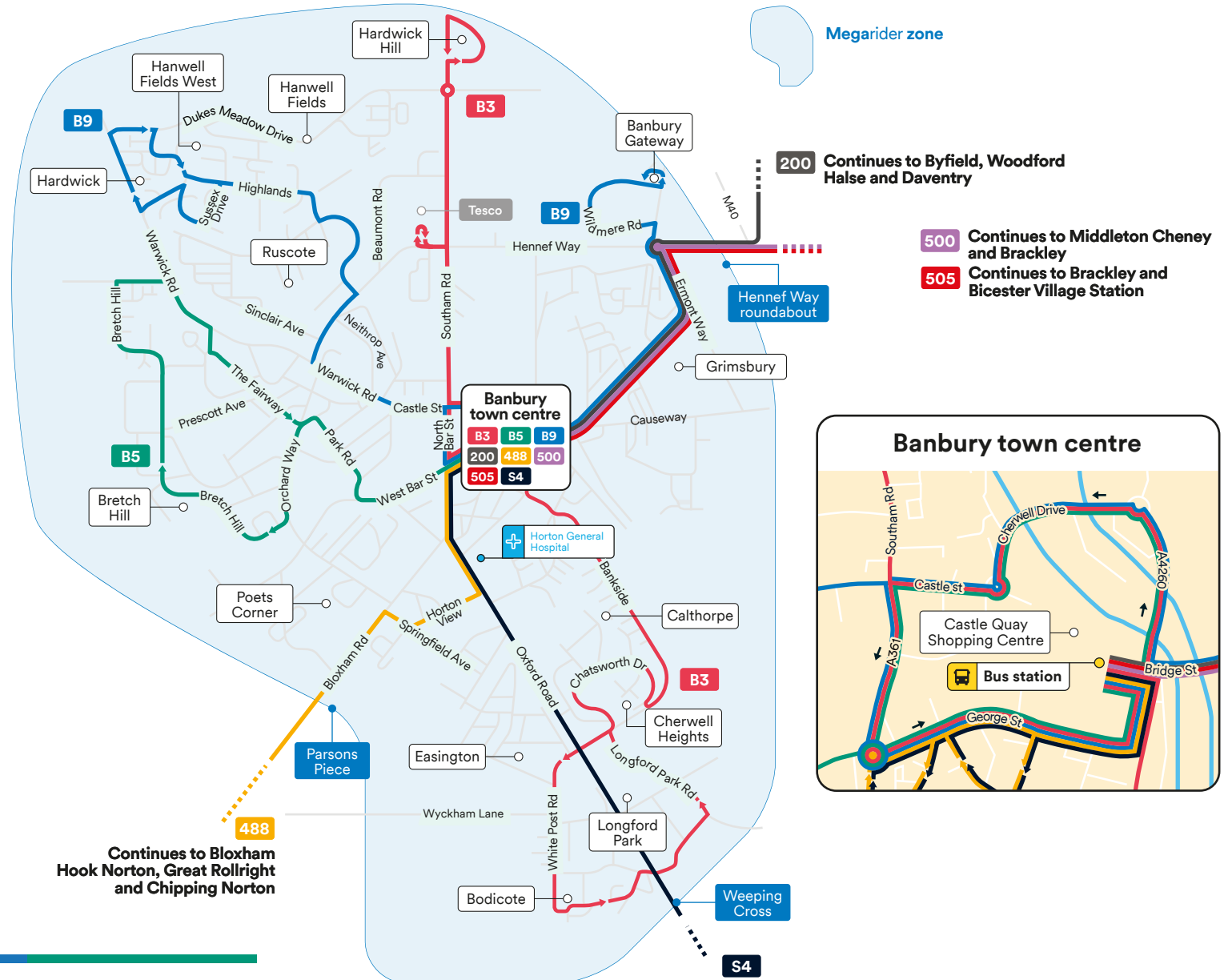
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- Transport Assessments
- Flood Risk Assessments
- Highway Advice
- Access Design
- Drainage Strategies
- Vehicle tracking

Client: Manor Oak Homes	Project: Land North of Dukes Meadow Drive Banbury	
Title: Facilities Plan	Date: 24/09/21	Drw: AN
		Chk: MJA
Drawing No: 340-TA02	Revision: -	Scale: 1:10,000
		Size: A3



Appendix E
Bus Route & Timetable Information



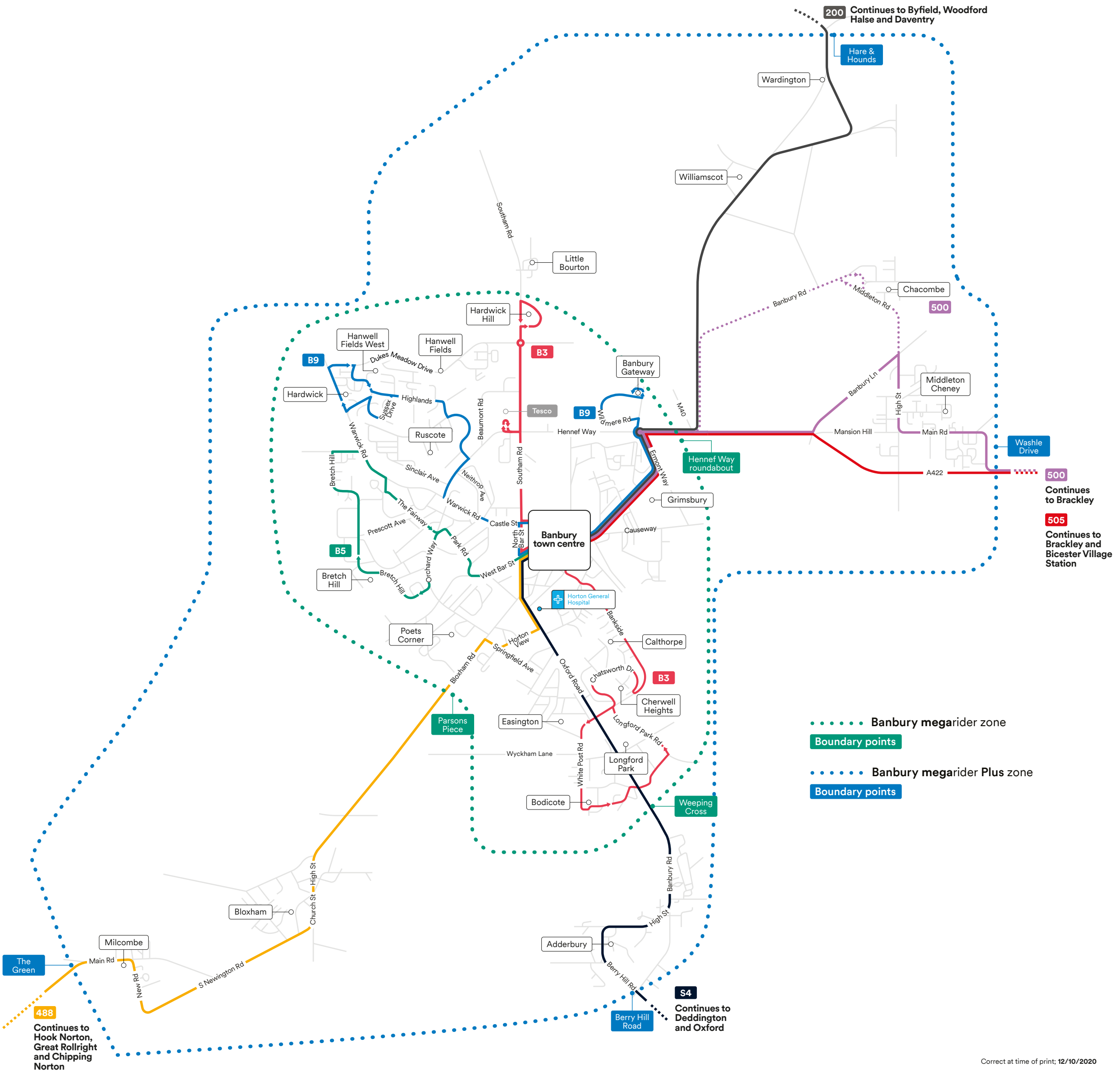
Correct at time of print; 12/10/2020



For more detailed journey planning and real-time updates
download the Stagecoach Bus App.



S4
 Continues to Adderbury,
 Deddington and Oxford



Correct at time of print; 12/10/2020



For more detailed journey planning and real-time updates
download the **Stagecoach Bus App**.



B9 Banbury Gateway - town centre - Longelandes Way (for Beaumont Industrial Estate) - Hardwick

MONDAYS TO FRIDAYS Except public holidays

Effective from Sunday 07 March 2021

										0815	then	45	19		
										0825	at	55	25		
Banbury Gateway Retail Park										0830	these	45	00	15	30
Town Centre Bridge arr.										0836	times	51	06	21	36
Town Centre Bridge [stand 1] dep	0620	0640	0700	0715	0730	0745	0800	0815	0830	0836	58	13	28	43	
Ruscote Beaumont Industrial Estate	0626	0646	0706	0721	0736	0751	0806	0821	0836	0843	01	16	31	46	
Hardwick Sussex Drive	0633	0653	0713	0728	0743	0758	0813	0828	0843	0848	03	18	33	48	
Hardwick Warwick Road	0636	0656	0716	0731	0746	0801	0816	0831	0846						
Hardwick Usher Drive Park	0638	0658	0718	0733	0748	0803	0818	0833	0848						

Banbury Gateway Retail Park										1745	1815	1845	1915	1945	2015	2045	2115	2145	2215
Town Centre Bridge arr.										1755	1825	1855	1925	1955	2025	2055	2125	2155	2225
Town Centre Bridge [stand 1] dep		1745	1800	1815	1830	1900	1930	2000	2030	2100	2130	2200	2230	2315					
Ruscote Beaumont Industrial Estate	until	1751	1806	1821	1836	1906	1936	2006	2036	2106	2136	2206	2236	2321					
Hardwick Sussex Drive		1758	1813	1828	1843	1913	1943	2013	2043	2113	2143	2213	2243	2328					
Hardwick Warwick Road		1801	1816	1831	1846	1916	1946	2016	2046	2116	2146	2216	2246	2331					
Hardwick Usher Drive Park		1803	1818	1833	1848	1918	1948	2018	2048	2118	2148	2218	2248	2333					

B9 Hardwick - Longelandes Way (for Beaumont Industrial Estate) - town centre - Banbury Gateway

MONDAYS TO FRIDAYS Except public holidays

Effective from Sunday 07 March 2021

Hardwick Sussex Drive	0633	0653	0713	0728		43	58	13	28		1743	1758	1813	1828
Hardwick Warwick Road	0636	0656	0716	0731	then	46	01	16	31		1746	1801	1816	1831
Hardwick Usher Drive Park	0638	0658	0718	0733	at	48	03	18	33		1748	1803	1818	1833
Ruscote Beaumont Industrial Estate	0642	0702	0722	0737	these	52	07	22	37	until	1752	1807	1822	1837
Town Centre High Street	0648	0708	0728	0743	times	58	13	28	43		1758	1813	1828	1842
Town Centre Bridge arr.	0656	0716	0739	0754	each	09	24	39	54		1809	1824	1837	1849
Town Centre Bridge [stand 2] dep				0800	hour		30		00					1830
Banbury Gateway Retail Park				0810			40		10					1840

Hardwick Sussex Drive	1843	1913	1943	2013	2043	2113	2143	2213	2243	2328
Hardwick Warwick Road	1846	1916	1946	2016	2046	2116	2146	2216	2246	2331
Hardwick Usher Drive Park	1848	1918	1948	2018	2048	2118	2148	2218	2248	2333
Ruscote Beaumont Industrial Estate	1852	1922	1952	2022	2052	2122	2152	2222	2252	2337
Town Centre High Street	1857	1927	1957	2027	2057	2127	2157	2227	2257	2342
Town Centre Bridge arr.	1904	1934	2004	2034	2104	2134	2204	2234	2304	2349
Town Centre Bridge [stand 2] dep	1905	1935	2005	2035	2105	2135	2205			
Banbury Gateway Retail Park	1913	1943	2013	2043	2113	2143	2213			

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B9 Banbury Gateway - town centre - Longelandes Way (for Beaumont Industrial Estate) - Hardwick

SATURDAYS Except public holidays

Effective from Sunday 07 March 2021

									0815	then	45	19			
									0825	at	55	25			
									0830	these	45	00	15	30	until
									0836	times	51	06	21	36	
									0843	each	58	13	28	43	
									0846	hour	01	16	31	46	
									0848		03	18	33	48	
Banbury Gateway Retail Park															
Town Centre Bridge arr.															
Town Centre Bridge [stand 1] dep	0620	0640	0700	0720	0740	0800	0815	0830							
Ruscote Beaumont Industrial Estate	0626	0646	0706	0726	0746	0806	0821	0836							
Hardwick Sussex Drive	0633	0653	0713	0733	0753	0813	0828	0843							
Hardwick Warwick Road	0636	0656	0716	0736	0756	0816	0831	0846							
Hardwick Usher Drive Park	0638	0658	0718	0738	0758	0818	0833	0848							
Banbury Gateway Retail Park		1745		1815	1845	1915	1945	2015	2045	2115	2145	2215			
Town Centre Bridge arr.		1755		1825	1855	1925	1955	2025	2055	2125	2155	2225			
Town Centre Bridge [stand 1] dep	1745	1800	1815	1830	1900	1930	2000	2030	2100	2130	2200	2230	2315		
Ruscote Beaumont Industrial Estate	1751	1806	1821	1836	1906	1936	2006	2036	2106	2136	2206	2236	2321		
Hardwick Sussex Drive	1758	1813	1828	1843	1913	1943	2013	2043	2113	2143	2213	2243	2328		
Hardwick Warwick Road	1801	1816	1831	1846	1916	1946	2016	2046	2116	2146	2216	2246	2331		
Hardwick Usher Drive Park	1803	1818	1833	1848	1918	1948	2018	2048	2118	2148	2218	2248	2333		

B9 Hardwick - Longelandes Way (for Beaumont Industrial Estate) - town centre - Banbury Gateway

SATURDAYS Except public holidays

Effective from Sunday 07 March 2021

									then	43	58	13	28		
									at	46	01	16	31		
									these	48	03	18	33	until	1743
									times	52	07	22	37		1746
									each	58	13	28	43		1748
									hour	09	24	39	54		1752
										30		00			1758
Hardwick Sussex Drive	0633	0653	0713	0733	0753	0813	0828								
Hardwick Warwick Road	0636	0656	0716	0736	0756	0816	0831								
Hardwick Usher Drive Park	0638	0658	0718	0738	0758	0818	0833								
Ruscote Beaumont Industrial Estate	0642	0702	0722	0742	0802	0822	0837								
Town Centre High Street	0648	0708	0728	0748	0808	0828	0843								
Town Centre Bridge arr.	0656	0716	0737	0757	0817	0839	0854								
Town Centre Bridge [stand 2] dep				0800	0820										
Banbury Gateway Retail Park				0810	0830										
Hardwick Sussex Drive	1758	1813	1828	1843	1913	1943	2013	2043	2113	2143	2213	2243	2328		
Hardwick Warwick Road	1801	1816	1831	1846	1916	1946	2016	2046	2116	2146	2216	2246	2331		
Hardwick Usher Drive Park	1803	1818	1833	1848	1918	1948	2018	2048	2118	2148	2218	2248	2333		
Ruscote Beaumont Industrial Estate	1807	1822	1837	1852	1922	1952	2022	2052	2122	2152	2222	2252	2337		
Town Centre High Street	1813	1828	1842	1857	1927	1957	2027	2057	2127	2157	2227	2257	2342		
Town Centre Bridge arr.	1824	1837	1849	1904	1934	2004	2034	2104	2134	2204	2234	2304	2349		
Town Centre Bridge [stand 2] dep	1830			1905	1935	2005	2035	2105	2135	2205					
Banbury Gateway Retail Park	1840			1913	1943	2013	2043	2113	2143	2213					

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B9 Banbury Gateway - town centre - Longelandes Way (for Beaumont Industrial Estate) - Hardwick

SUNDAYS Except public holidays

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Banbury Gateway Retail Park		0915	1015	1115	1215	1315	1415	1515	1615	1715	1815	
Town Centre Bridge arr.		0925	1025	1125	1225	1325	1425	1525	1625	1725	1825	
Town Centre Bridge [stand 1] dep	0750	0830	0930	1030	1130	1230	1330	1430	1530	1630	1730	1830
Ruscote Beaumont Industrial Estate	0756	0836	0936	1036	1136	1236	1336	1436	1536	1636	1736	1836
Hardwick Sussex Drive	0802	0842	0942	1042	1142	1242	1342	1442	1542	1642	1742	1842
Hardwick Warwick Road	0805	0845	0945	1045	1145	1245	1345	1445	1545	1645	1745	1845
Hardwick Usher Drive Park	0807	0847	0947	1047	1147	1247	1347	1447	1547	1647	1747	1847

B9 Hardwick - Longelandes Way (for Beaumont Industrial Estate) - town centre - Banbury Gateway

SUNDAYS Except public holidays

Effective from Sunday 07 March 2021

Hardwick Sussex Drive	0802	0842	0942	1042	1142	1242	1342	1442	1542	1642	1742	1842
Hardwick Warwick Road	0805	0845	0945	1045	1145	1245	1345	1445	1545	1645	1745	1845
Hardwick Usher Drive Park	0807	0847	0947	1047	1147	1247	1347	1447	1547	1647	1747	1847
Ruscote Beaumont Industrial Estate	0811	0851	0951	1051	1151	1251	1351	1451	1551	1651	1751	1851
Town Centre High Street	0816	0856	0956	1056	1156	1256	1356	1456	1556	1656	1756	1856
Town Centre Bridge arr.	0825	0905	1005	1105	1205	1305	1405	1505	1605	1705	1805	1905
Town Centre Bridge [stand 2] dep		0905	1005	1105	1205	1305	1405	1505	1605	1705	1805	
Banbury Gateway Retail Park		0913	1013	1113	1213	1313	1413	1513	1613	1713	1813	

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