

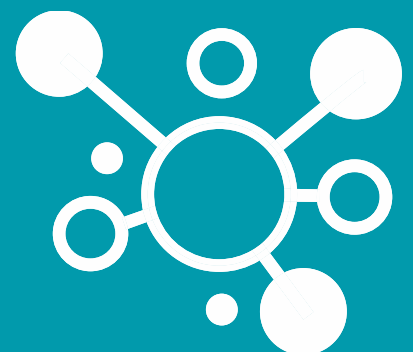
Client:  
**Richborough Estates & Lone Star Land**

Project:  
**Heyford Park**

Project No:  
**T19562**  
Report Title:  
**Travel Plan**

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Rev: A  
Date: 20/12/2021

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# 1.0 Introduction

## Background

- 1.1 Hub Transport Planning Ltd has been commissioned by Richborough Estates and Lone Star Land to provide transport advice for a proposed residential development on land north of Camp Road, Heyford Park.
- 1.2 The application is for the erection of up to 230 dwellings, creation of a new vehicular access from Camp Road and all associated works; however, it should be noted that for the purpose of this report, we have considered a development of 250 dwellings to provide a robust assessment of the impacts, but which also allows for potential changes to the future housing density/mix at reserved matter stage.
- 1.3 The site location is shown on **Figure 1.1**.

## Structure of the Report

- 1.4 This report is a Travel Plan (TP) to encourage sustainable travel to and around the proposed development. The Travel Plan provides a package of targets and measures which are designed to increase the use of sustainable modes of transport and minimise single-occupancy car journeys.
- 1.5 Following this introduction, the report is set out as follows:
  - Section 2.0 – Policy Review and Travel Plan Objectives;
  - Section 3.0 – Sustainable Travel;
  - Section 4.0 – Travel Plan Targets;
  - Section 5.0 – Travel Plan Measures and Initiatives;
  - Section 6.0 – Implementation and Surveys.

## Limitations of the Report

- 1.6 This report has been undertaken at the request of Richborough Estates and Lone Star Land, thus should not be entrusted to any third party without written permission from Hub Transport Planning Ltd. However, should any information contained within this report be used by any unauthorised third party, it is done so entirely at their own risk and shall not be the responsibility of Hub Transport Planning Ltd.
- 1.7 This report has been compiled using data from several external sources (such as public transport information); these sources are considered trustworthy and therefore the data provided is considered accurate and relevant at the time of preparing this report.

## 2.0 Policy Review and Travel Plan Objectives

### Oxfordshire County Council's Local Transport Plan

- 2.1 Oxfordshire County Council's (OCC) Connecting Oxfordshire: Local Transport Plan (LTP) 2015-2031 was published in 2015 and covers the period from 2015 to 2031.
- 2.2 The LTP identifies 10 goals that OCC aims to achieve for 2031:
1. Maintain and improve transport connections to support economic growth and vitality across the county.
  2. Make most effective use of all available transport capacity through innovative management of the network.
  3. Increase journey time reliability and minimise end-to-end public transport journey times on main routes.
  4. Develop a high-quality, innovative and resilient integrated transport system that is attractive to customers and generates inward investment.
  5. Minimise the need to travel.
  6. Reduce the proportion of journeys made by private car by making the use of public transport, walking and cycling more attractive.
  7. Influence the location and layout of development to maximise the use and value of existing and planned sustainable transport investment.
  8. Reduce per capita carbon emissions from transport in Oxfordshire in line with UK Government targets.
  9. Mitigate and wherever possible enhance the impacts of transport on the local built, historic and natural environment.
  10. 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.
- 2.3 The LTP for new development states that:

*"We will ensure that new development adheres to the principles and philosophy set out in DfT's Manual for Streets and supplementary Manual for Streets 2 as well as to subsequent guidance which OCC intends to publish.*

*In residential areas this will include restrictions on parking, lower speed limits where appropriate, flexible street design and more through routes for pedestrians and cyclists than for motor vehicles."*

### OCC Transport for New Developments: Transport Assessments and Travel Plans

- 2.4 In March 2014, OCC published 'Transport for New Developments – Transport Assessments and Travel Plans' which sets out the format and requirements of Transport Assessments and Travel Plans associated with new developments throughout Oxfordshire. In Appendix 8 of the document, it states that:

*"Sustainable Travel Information Packs must be provided to each household in residential developments of over 10 dwellings" and*

*"Personalised Travel Planning must be delivered to all households in residential developments of over 50 dwellings."*

### Travel Plan Aims

- 2.5 A Travel Plan is defined as a package of measures intended to encourage sustainable travel choices and reduce the reliance on the private car; this effectively requires identifying and implementing a set of interconnected measures and initiatives which will reduce the environmental impact of the travel associated with a development, particularly through a switch to use of public transport, walking, and cycling and, indeed, increased home working.
- 2.6 Generally, a Travel Plan should incorporate the following:
- A site audit to identify all existing transport links to the site and any initiatives that are already in place;
  - Identification of the primary objectives of the plan, through which the scope of the plan can be developed and against which the performance of the plan can be measured;
  - Identification of measures and initiatives to achieve these objectives;
  - A methodology for formulating the plan, incorporating implementation processes and the roles/responsibilities of all parties involved; and
  - A monitoring programme, entailing an assessment of the aims and objectives, measures, targets, and communication strategy.
- 2.7 The specific aim of the Travel Plan for this proposed development is to promote and facilitate sustainable travel choices, particularly to reduce single-occupancy car use. In turn, this links to the principal transport aim for the site. This is to make it, within reason, as sustainable as possible in terms of people's movements to and from the site.

### Travel Plan Objectives

- 2.8 The primary objectives of the plan for the proposed development are as follows:
- To reduce the reliance on the private car and to minimise the number of single occupancy car traffic movements to and from the site.
  - To encourage the use of sustainable modes of travel, particularly walking and cycling to nearby destinations.
  - To encourage car sharing between residents of the site by raising awareness of its benefits.
  - To minimise, where possible, the impact of the site on the local area.

### Methodology for Formulating the Travel Plan

- 2.9 A detailed timetable is provided in **Section 5.0**, however the implementation process for the Travel Plan, once the site is close to being in use as a residential development, is likely to be as follows:
- Appoint a Travel Plan Co-ordinator (TPC).
  - Implement initial measures/initiatives.
  - Derive potential travel patterns to/from the site and investigate incentives for residents to use more sustainable modes of travel.

## 3.0 Sustainable Travel

### Sustainable Transport Accessibility

- 3.1 It is generally accepted that walking and cycling provide important alternatives to the car and should also be encouraged to form part of longer trips via public transport. Indeed, it is noteworthy that the Institute of highways and Transportation (IHT) has prepared several guidance documents that provide advice with respect to the provision of sustainable travel in conjunction with new developments. The suggested walking distances to common facilities is presented in **Table 1** below.

**Table 1 – Suggested Walking Distances (IHT Guidelines)**

	Town Centre (m)	Commuting/Schools/ Sightseeing (m)	Elsewhere
Desirable	200	500	400
Acceptable	400	1000	800
Preferred Maximum	800	2000	1200

- 3.2 In addition to the IHT guidance, Manual for Streets (MfS) states that ‘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.
- 3.3 MfS also states that the 800m walking distance is not an upper limit and references the former PPG13 guidance in respect of walking replacing short car trips, particularly those under 2km.
- 3.4 The National Travel Survey (NTS) 2020, highlights the average cycle trip for 2019 was 6.1km (assuming a 10mph cycle speed).
- 3.5 In addition to the above, it is pertinent to note that the NTS (published in August 2020), which provides a summary of results of travel survey data for 2019, reports that the average walk trip distance is 1.36km.
- 3.6 As such, it is reasonable to assume that the average person will walk between 800m and 2.0km to a defined destination (such as local facilities), but also being mindful of the 1.36km average walk distance.
- 3.7 The following sections consider the opportunities for sustainable travel that are available in the vicinity of the site.

### Local Facilities

- 3.8 Due to the neighbouring Heyford Park sustainable urban extension. Significant facilities, including employment opportunities, will start to appear across the area as the site undergoes development.
- 3.9 However, the current local facilities in the area are shown on **Figure 3.1** and include a pre-school, a secondary school (Heyford Park School), a Sainsbury’s Local foodstore, a dental clinic, a bicycle repair shop and an innovation centre.
- 3.10 The local facilities listed above are all within a 1.2km walking distance of the site and therefore accord with preferred maximum IHT walking distance guidance, as well as the average walk distance of 1.36km and upper limit of 2.0km indicated in MfS.

**Table 2 – Local Facilities**

Facility	Distance
Heyford Park School	800m
Sainsbury's Local	850m
Heyford Bike Service & Repair/Spokes Coffee	900m
Heyford Smiles Dental Clinic	900m
Heyford Park Innovation Centre	1200m
Heyford Park Community Centre/Shop	1200m
Heyford Park Chapel	1250m
Heyford Park Gym	1700m
Heyford Park Nursery	1700m

- 3.11 The facilities indicated in **Table 2** demonstrate that the site is situated within a comfortable walking distance of local facilities for new residents of the development site, with the significant employment area to the north also being within a 1 to 2km walking/cycling distance.
- 3.12 A plan of the local area showing 800m, 1.2km, and 2.0km walk distances from the site can be seen in **Figure 3.2**; these are the walk distances set out in the IHT guidance.

**Pedestrian Accessibility**

- 3.13 There are existing PROWs around the site at present. There is currently a bridleway along Chilgrove Drive to the east of the proposed site, passing over the existing junction to the south. The closest pedestrian footway to the site starts adjacent to Camp Road on the south side, from Larsen Road, running all the way through the Heyford Park development site and into Upper Heyford village.
- 3.14 The site will deliver pedestrian access internally along the southern edge of the site, separated from Camp Road by the existing hedgerow. The footway will then join to Camp Road and to a pedestrian crossing just west of the access junction into the site.
- 3.15 Pedestrian connections are proposed east of the site onto Chilgrove Drive, which will become a bridleway as part of the wider Heyford Park development. These will also connect the site northwards into the Heyford Park development.

**Cycle Accessibility**

- 3.16 There are currently no dedicated cycle routes in the local area, the closest National Cycle Network (NCN) route is NCN 5 which connects Reading to Bangor through Oxford, approximately 8km west of the proposed site.
- 3.17 The neighbouring Heyford Park development will deliver both off and on-road cycle routes running along Camp Road. These will afford greater accessibility for people to use cycling as a form of transportation in the local area. The proposed downgrade of Chilgrove Drive to form a bridleway (with motor traffic being redirected to the east along a new road) and the crossing provision at the new signalised junction further enhances the local connectivity.

- 3.18 It is considered that a mix of on and off-road cycling provision is appropriate across the area and will ensure that cycling is a viable alternative for a number of short trips, including for education, leisure and commuting purposes.
- 3.19 A plan of the local area showing the 5.0km cycling distance around the site can be seen in **Figure 3.3**.

**Bus Accessibility**

- 3.20 The neighbouring Pye Homes site directly to the west of the site has proposed delivery of a new bus stop within their Section 106 agreement, however it is noted that bus services will eventually use the realigned Chilgrove Drive access road into the wider Heyford Park site, rather than Camp Road.
- 3.21 Therefore, the proposed development will also deliver new bus stop provision on the access road adjacent to Chilgrove Drive for residents, as highlighted in OCCs pre-app response to the scope for this TA report. This will either be via Section 278 (if the new access road is complete), or via Section 106 agreement.

**Table 2 – Local Bus Services**

Service No.	Route	Frequency (approx.)		
		Mon-Fri	Sat	Sun
250	Upper Heyford • Bicester	60 mins	60 mins	-

- 3.22 The journey time to Bicester takes approximately 15 to 20 minutes and runs from just after 6am in the morning until just before 8pm in the evening, Monday to Saturday.
- 3.23 OCC has indicated that contributions will be required towards the public transport strategy for Heyford Park.
- 3.24 There are currently plans to improve the frequency and hours of operation of the 250 bus service, such that it can deliver up to a 15-minute frequency in the future, with financial contributions to be secured from development site at a rate of £1,051 per dwelling.
- 3.25 Based on the 250 dwellings assessed in this report, this will result in a total contribution of £262,750 towards the public transport strategy for the Heyford Park area.

**Rail Accessibility**

- 3.26 The nearest rail station to the site is Heyford Station approximately 4.5km southwest of the site, located in Lower Heyford. Additionally, Bicester North and Bicester Village rail stations are both approximately 9km southeast of the site.
- 3.27 Great Western Railways operate the line from Heyford Station which runs from Banbury to Didcot Parkway via Oxford. Services are provided approximately every 90-120 minutes with reduced services on Sundays. From Oxford, there are onward direct connections to London Paddington. The journey time from Heyford to Banbury is approximately 18 minutes and to Oxford is approximately 16 minutes. Heyford train station is an unstaffed station, with 28 car parking spaces as well as 4 cycle parking spaces with CCTV coverage.
- 3.28 Bicester Village Station provides a service between London Marylebone and Oxford approximately every 30 minutes, whilst Bicester North provides a service between London Marylebone and Banbury approximately every 60 minutes and a service between London Marylebone and Birmingham Snow Hill approximately every 60 minutes.



- 3.29 Bicester Village and Bicester North stations are easily accessible via the 250 bus service, taking approximately 25 minutes (including the walking time from the relevant stops).

#### **Local Highway Network**

- 3.30 The site is surrounded by predominantly rural roads, many of which are unclassified. The closest motorway is the M40, accessible from junction 10 approximately 5km to the northeast of the site. The A4260 from Banbury to Oxford runs approximately 6km to the west of the proposed site.
- 3.31 Camp Road, running along the southern edge of the site is subject to a 30mph speed limit. The proposed Heyford Park scheme involves downgrading Chilgrove Drive to a bridleway and opening up a new route to the east to vehicular traffic, allowing vehicles to access Heyford Park (from the east of the area) without going along Camp Road. The new carriageway will be connected to Camp Road via an agreed staggered signalised junction.

#### **Summary**

- 3.32 The above review demonstrates that the site is accessible by a variety of modes of transport that have the potential to reduce reliance upon the private car.
- 3.33 It is therefore considered that residents suitable alternatives for travel and that the proposals therefore accord with the guiding principles of the NPPF.

## 4.0 Travel Plan Targets

### Baseline Data

- 4.1 Following pre-application discussions with the local highway authority, this Travel Plan follows the general principles and format of the Travel Plan for the wider Heyford Park site, therefore the modal split from that report has been utilised here.
- 4.2 As such, **Table 3** below shows the baseline modal split for the site.

**Table 3– Baseline Mode Split including Single Car Occupants**

Mode	AM	PM
Single Car Occupants	39.7%	32.4%
Car Sharers	40.8%	51.9%
Cyclist	1.4%	2.2%
Pedestrian	12.1%	9.4%
Public Transport	6.0%	4.4%
<b>Total</b>	100%	100%

### Targets

- 4.3 In accordance with OCC's LTP, one of their targets is to reduce the proportion of single occupancy car journeys and encouraging a greater proportion of journeys to be made on foot, by bicycle, and/or by public transport.
- 4.4 The targets set out in the wider Heyford Park travel plan are shown below in **Table 4**. For the purposes of setting the initial target, the baseline PM modal split has been used as a starting point as this is where there was a lower proportion of single occupancy car trips and is therefore a more robust starting point.

**Table 4 – Baseline and Target Modal Split**

Mode	Base Modal Split	Target Modal Split	Percentage Change (real terms)
Single Car Occupants	32.4%	28.8%	-3.6% (-11.0%)
Car Sharers	51.9%	52.6%	0.7% (1.3%)
Cyclist	2.2%	2.4%	0.2% (9.4%)
Pedestrian	9.4%	9.5%	0.1% (1.7%)
Public Transport	4.4%	6.8%	2.4% (55.1%)
<b>Total</b>	100%	100%	-

- 4.5 As shown in **Table 4** above, the target modal split represents an 11% reduction in single car occupancy. In turn, there is a corresponding increase in all other modes. The largest increase is in public transport due to the improvement in public transport services in the area.
- 4.6 Given the national government agenda for the phasing out of fossil fuel usage, there is a move towards encouraging the use of electric vehicles which is also reflected in local policy and which this development will also seek to encourage.

- 4.7 The true modal split for the site will be obtained through an initial traffic survey after occupation. These should be done within 6 months of first occupation to ensure the actual modal split can be accurately determined.

## 5.0 Travel Plan Measures and Initiatives

### Introduction

- 5.1 Travel Plans provide a package of measures to encourage site users to choose alternative, sustainable travel options in preference to single occupancy car use.
- 5.2 There are also further, equally important, reasons for promoting sustainable travel including health and environmental benefits.

### Promotion of Sustainable Modes of Travel

- 5.3 Residents of the site will be encouraged to travel via sustainable modes, particularly walking and cycling, for environmental and health reasons and to minimise traffic impacts of the development on the local area; this will be done through the following sustainable travel initiatives:
  - Promote walking to/from the development by:
    - Providing a map of local walking routes from the site to key local facilities.
    - Promoting the health benefits of walking: <https://walk4life.info/>
    - Ensure the provision of appropriate pedestrian linkages from the site and incorporating into existing PROWs.
  - Encourage cycling to/from the site by:
    - Providing secure on-plot cycle storage.
    - Setting up a Bicycle User Group in the Heyford Park region
    - Setting up bike repair workshop sessions
    - Employing a scheme with the nearby bicycle shop such as vouchers for the shop
    - Providing maps of the designated local cycle routes within vicinity of the site.
    - Promoting cycling information websites for the local area
    - Promoting the health benefits of cycling.
  - Promote the use of public transport through:
    - Providing detailed public transport information, including timetables and fares in Travel Packs provided to residents on occupation.
    - Providing public transport vouchers to each dwelling for the local bus services.
    - Promoting bus-based park & ride.
  - Encourage sustainable car journeys by:
    - Raising awareness of car ownership costs through the Travel Packs.
    - Promote the benefits of car sharing and provide links to appropriate car sharing websites.
    - Providing an electric vehicle charging point at each dwelling.

- Promote the Travel Plan and its measures by:
  - Publicising the Travel Plan on the development website.
  - Preparing and distributing Travel Packs to every household on occupation.
  - Conducting face-to-face meetings with residents using motivational interviewing to encourage the alternative methods of transport available to them.

**Action Plan**

5.4 **Table 5** details the action plan for the implementation of the proposed measures and initiatives.

**Table 5 – Action Plan**

Travel Mode	Initiative	Target Date	Person Responsible	Other Delivery Partners
<b>Walking</b>	Provide a map of local walking routes to the site from key areas such as the local residential areas	At occupation	TPC	
	Promote the health benefits of walking	At occupation	TPC	
	Ensure the provision of appropriate pedestrian linkages from the site and incorporating into existing PROWs	Prior to occupation	Developer	OCC
<b>Cycling</b>	Providing secure on-plot cycle storage	At occupation	Developer	
	Providing maps of the designated local cycle routes within vicinity of the site.	At occupation	TPC	
	Promote the health benefits of cycling	At occupation	TPC	
<b>Public Transport</b>	Providing detailed public transport information, including timetables and fares in Travel Packs provided to residents on occupation	At occupation	TPC	OCC and Local Public Transport Providers
	Promote the benefits of multi-modal travel	At occupation	TPC	
	Providing public transport vouchers to each dwelling for the use of local bus services	At occupation	TPC	
<b>Sustainable Car Journeys</b>	Make residents aware of car share schemes such as Liftshare and Blabla Car. Further information on these schemes should be shared with employees at the site	At occupation	TPC	
	Raising awareness of car ownership costs through the Travel Packs	At occupation	TPC	
	Provision of EV charging point at each dwelling	Prior to occupation	Developer	
<b>Promoting the Travel Plan</b>	Publicise the Travel Plan on the occupiers' website	Prior to occupation	TPC and Developer/ Occupier	
	Provide updates of any ongoing measures and initiatives to these websites	At occupation	TPC and Developer/ Occupier	

## 6.0 Implementation and Monitoring

- 6.1 OCC's 'Transport for New Developments – Transport Assessments and Travel Plans' guidance states that *“measures must be appropriate for the development in question and form a package of actions with credible potential to achieve the stated objectives and targets in the Travel Plan. They must consist of a mixture of short-, medium- and long-term actions (pre- and post-construction) and include positive incentives to encourage the use of alternatives to the car as well as some demand restraint”*.
- 6.2 The implementation of the measures for the development is set out below.

### Travel Packs

- 6.3 A key aspect in achieving the Travel Plan measures and initiatives will be the distribution of travel information to residents once the development is starts to be occupied.
- 6.4 Each household will be provided with a Travel Pack which will contain information about the modes of transport which are available for journeys to and from the site. The information packs will include Web address for Oxon Time which provides real time bus information across Oxfordshire <http://www.oxontime.com/>; and other sustainable travel information about services and routes within the local area.
- 6.5 The packs will make residents aware of transport provision which is available to the nearest towns, local shops, schools, health and leisure facilities, bus stops, rail station and nearby employment areas for those applicable.
- 6.6 The packs will also include maps giving details of safe pedestrian and cycle routes to and from the site, as well as highlight the location of the nearby bicycle repair shop. There may even be an opportunity to arrange a discount or vouchers for this shop for each household.
- 6.7 A simple statement outlining the benefits of sustainable and multi-modal transport versus the use of private car will also be set out in the information pack, as well as the aims of the Travel Plan. Contact details of the Travel Plan Coordinator (TPC) will also be provided in each pack. This and all the information contained within the pack will be researched and published prior to occupation and will be reviewed annually and updated, as necessary.

### Personalised Travel Planning

- 6.8 OCC requires that personalised travel packs must be delivered to all households in residential developments above 50 dwellings. This, as a minimum, should include provision of sustainable travel information to all individuals, which the travel packs will include, as well as face-to-face meetings using motivational interviewing to have discussions about the travel choices available to them.
- 6.9 This initiative will be funded by the developer and the methodology approved by the Travel Plans Team at OCC.

### Travel Plan Co-ordinator (TPC)

- 6.10 A fundamental aspect of any Travel Plan is the identification and appointing of a TPC for the site. It will be the responsibility of the developer to identify a TPC, which is likely to be a member of the on-site sales team whilst the development is being built out and occupied.
- 6.11 It is essential that the TPC can dedicate sufficient time to developing the initiatives and implementing an overall strategy for the development.

- 6.12 The TPC will have a sound knowledge of the local transport in the area and should wholeheartedly believe in the strategy to be implemented for the site. They should be approachable, amenable to suggestions and possess a high level of interpersonal skills, as they will be required to converse with outside bodies such as public transport operators and the local authority.
- 6.13 It is envisaged that the TPC will be responsible for setting up, promoting, and monitoring the following schemes:
- Liaison with key stakeholders such as public transport operators and OCC;
  - Review and monitor travel plan delivery against targets, via surveys and traffic counts;
  - Preparation of the transport information for the Travel Information Packs;
  - Updating the travel plan as required;
  - Ensuring all sustainable transport infrastructure is in place and operational;
  - Ensuring all measures and initiatives within the travel plan are implemented;
  - Setting up and promoting Bicycle User Group;
  - Setting up bicycle repair and servicing sessions at Heyford Bike Service & Repair; and
  - Promoting and helping to organise adult cycle training as required.
- 6.14 The TPC will, as the site develops, communicate on a regular basis with the local authority and they will ensure that information about sustainable modes of transport is freely available for employees.
- 6.15 Following site occupation, the developer and TPC will ensure that employees are aware of the aims and objectives of the Travel Plan by publishing information on the developer's website and within the sales office.
- 6.16 The TPC will be responsible for the monitoring of the Travel Plan, updating the Travel Packs and to continue to help promote sustainable modes of travel.

### **Bicycle User Groups and Bicycle Training**

- 6.17 The proposed development will join the Bicycle User Group (BUG) that has been proposed for the wider Heyford Park sustainable urban extension.
- 6.18 BUGs help more people take up cycling by allowing like-minded individuals to meet and discuss cycling issues whilst promoting it as a viable method of transportation as well as raising concerns around cycling facilities. group can also allow cyclists to find a bike buddy; a proficient cyclist who can help someone who wants to cycle but perhaps lacks confidence.
- 6.19 In addition to this, bike repair schemes can be arranged so that residents can have their bicycles repaired; these will be arranged through Heyford Bike Service and Repair. Residents can book these sessions and it would be expected that the mechanics would also offer further advice on bike maintenance.
- 6.20 The TPC may also be able to offer adult cycle training courses to residents who express an interest. OCC provides adult cycle training sessions at a cost of £45 per adult for a 3-hour session, with a minimum of three adults required per session.

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### Monitoring and reporting

- 6.21 Monitoring and updating the travel plan will ensure that the measures adopted are meeting the targets set.
- 6.22 At this stage, it would be expected that the baseline modal share travel surveys for the development are undertaken within six months of first occupation and annually thereafter for a period of five years (agreement will be made with the Local Authority if further surveys are required). The travel surveys will derive the initial modal split and thus facilitate the setting of realistic targets. They will be undertaken avoiding holiday periods to monitor the effectiveness of initiatives.
- 6.23 A Monitoring Report will assess the level of trip generations against the targets set out in this Travel Plan. The data will be gathered via individual residential surveys and multi-modal traffic surveys at access points to the site. The date and timings of the surveys will be agreed between the TPC and OCC.
- 6.24 The first monitoring report will be prepared by the TPC and will be likely to include the following:
- Introduction and Background. This will provide information on the site to which the report relates and provide details of the site's residents;
  - Results of the Surveys. This will detail the results of the household and fully classified multi-modal surveys that have been undertaken and target levels, including identification of abnormal results;
  - Initiatives Undertaken. This will provide details on the measures and initiatives undertaken over the year;
  - Problems and Issues. This will highlight any problems encountered in implementing the Travel Plan and clarify any issues which remain unresolved and / or require additional attention;
  - Specific Measures from the Travel Plan. This section will detail how all the Travel Plan measures have been implemented;
  - Travel Plan Amendments. This section will propose changes to the Travel Plan where appropriate and provide justification for these changes, for agreement with OCC; and
  - Next Steps. This will summarise the findings of the surveys and set out an implementation plan for the next monitoring period.
- 6.25 The TPC will be responsible for preparing a summary of the Monitoring Report, including any changes that need to be made to the travel plan.

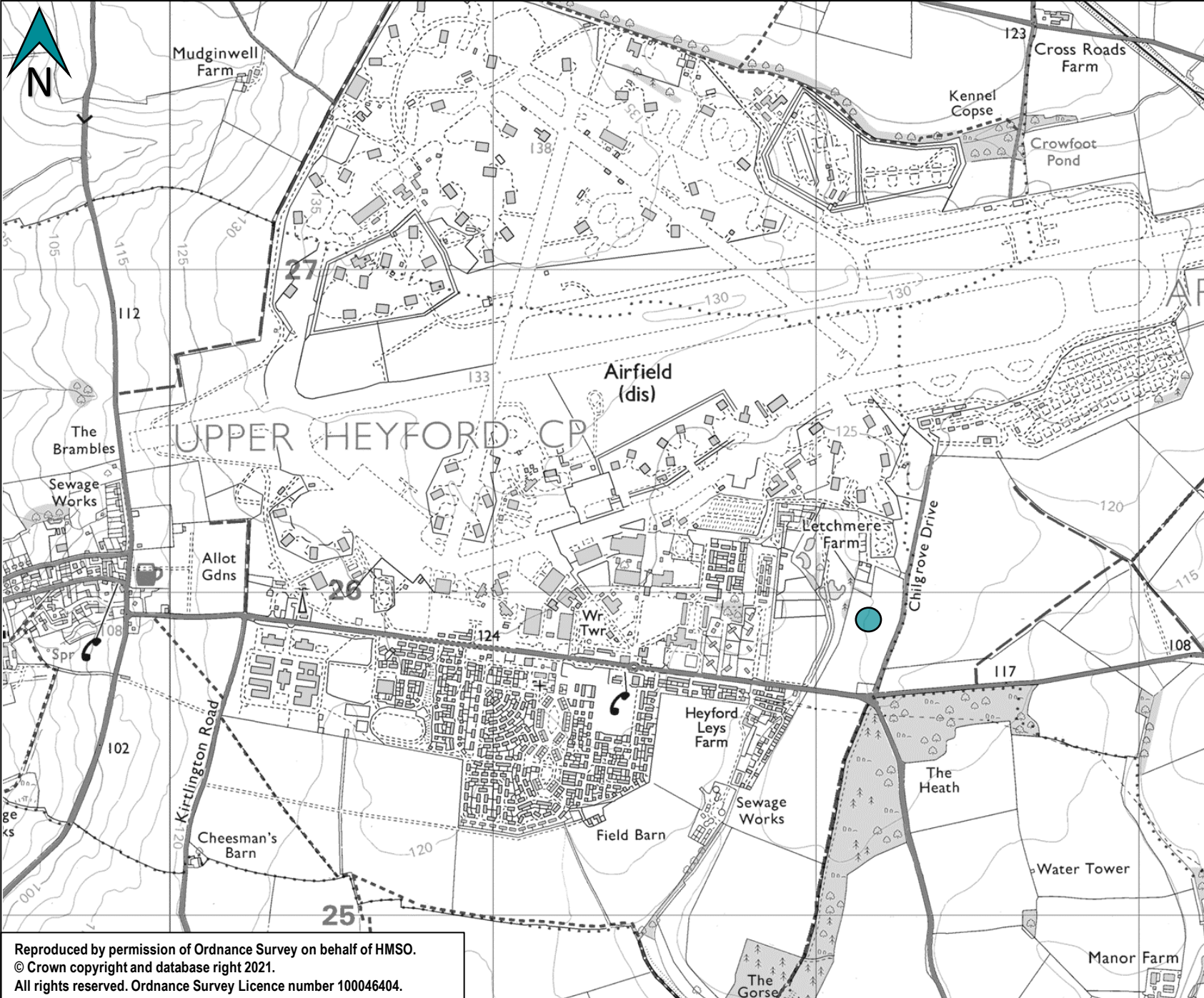


**T19562**  
**Heyford Park**



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## Figures

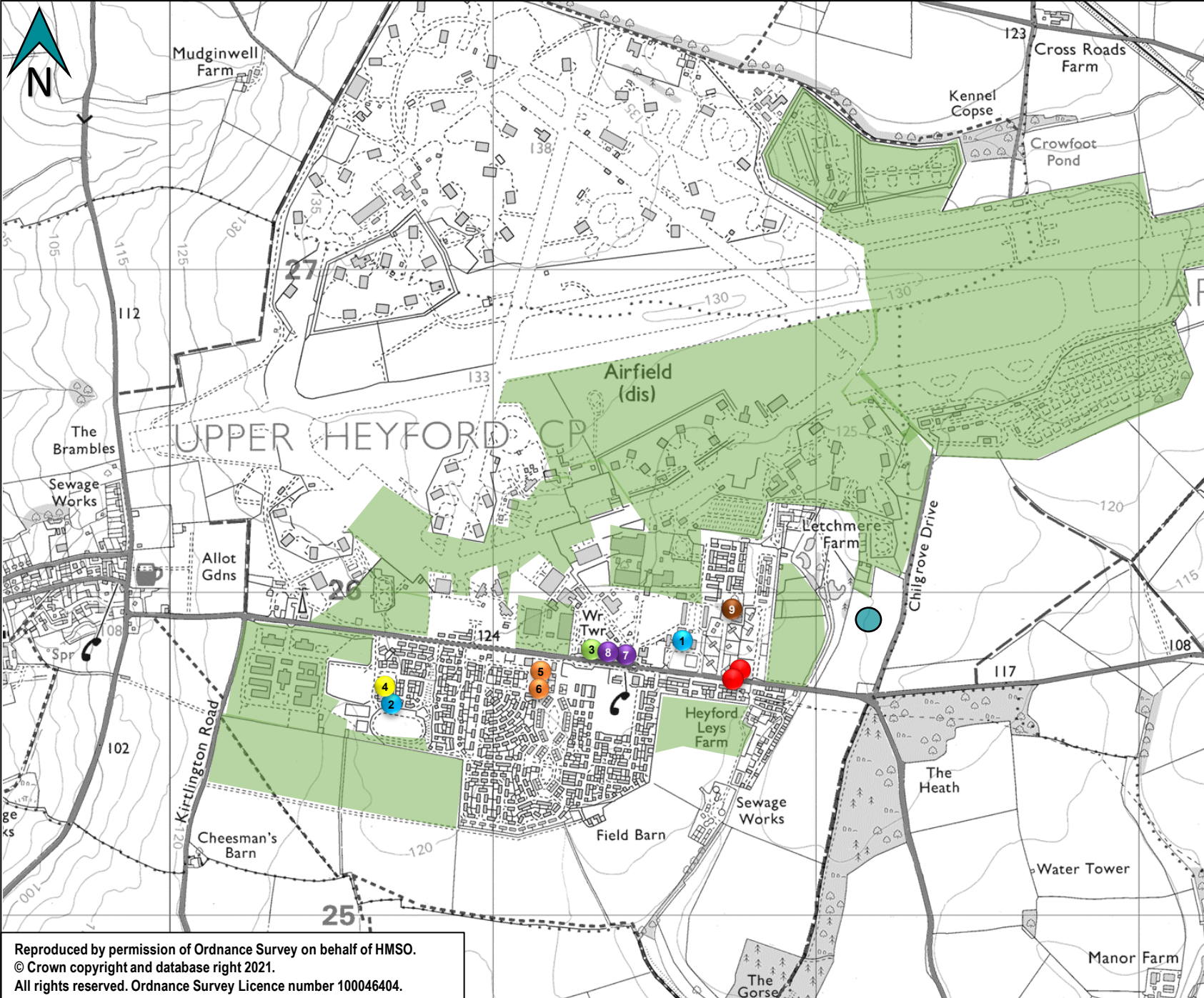


**Legend**  
 Site



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Not to Scale  
 Heyford Park  
**Figure 1.1 – Site Location**

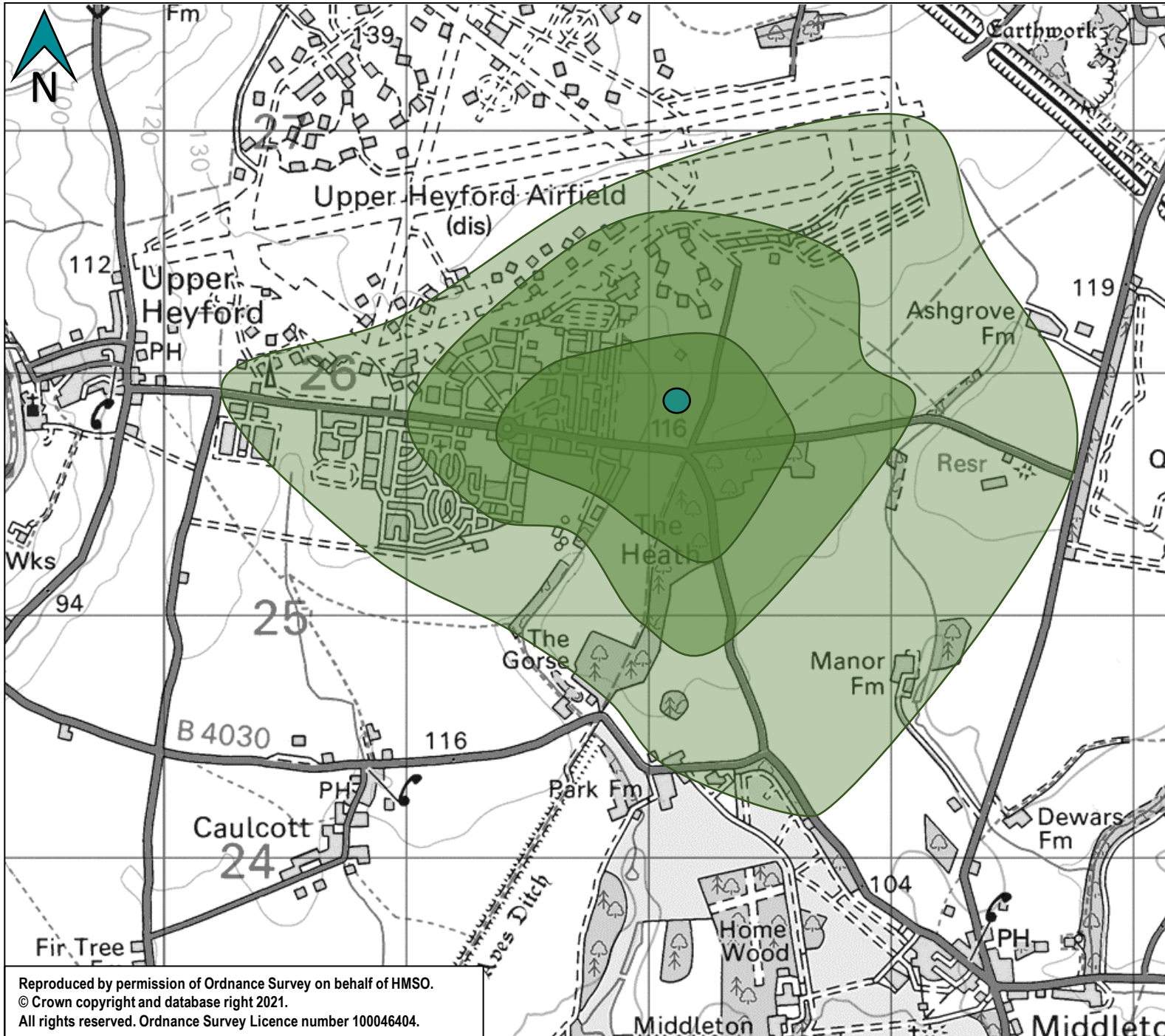


- Legend**
- Site
  - Heyford Park Employment/Residential Development
  - Bus Stop
  - 1 Heyford Park School
  - 2 Heyford Park Nursery
  - 3 Heyford Smiles Dental Clinic
  - 4 Heyford Park Gym
  - 5 Heyford Park Community Centre/Shop
  - 6 Heyford Park Chapel
  - 7 Sainsbury's Local
  - 8 Heyford Bike Service & Repair/Spokes Coffee
  - 9 Heyford Park Innovation Centre



Not to Scale  
 Heyford Park  
**Figure 3.1 – Local Facilities**

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Legend

- Site
- 800m Walk Distance
- 1.2km Walk Distance
- 2.0km Walk Distance

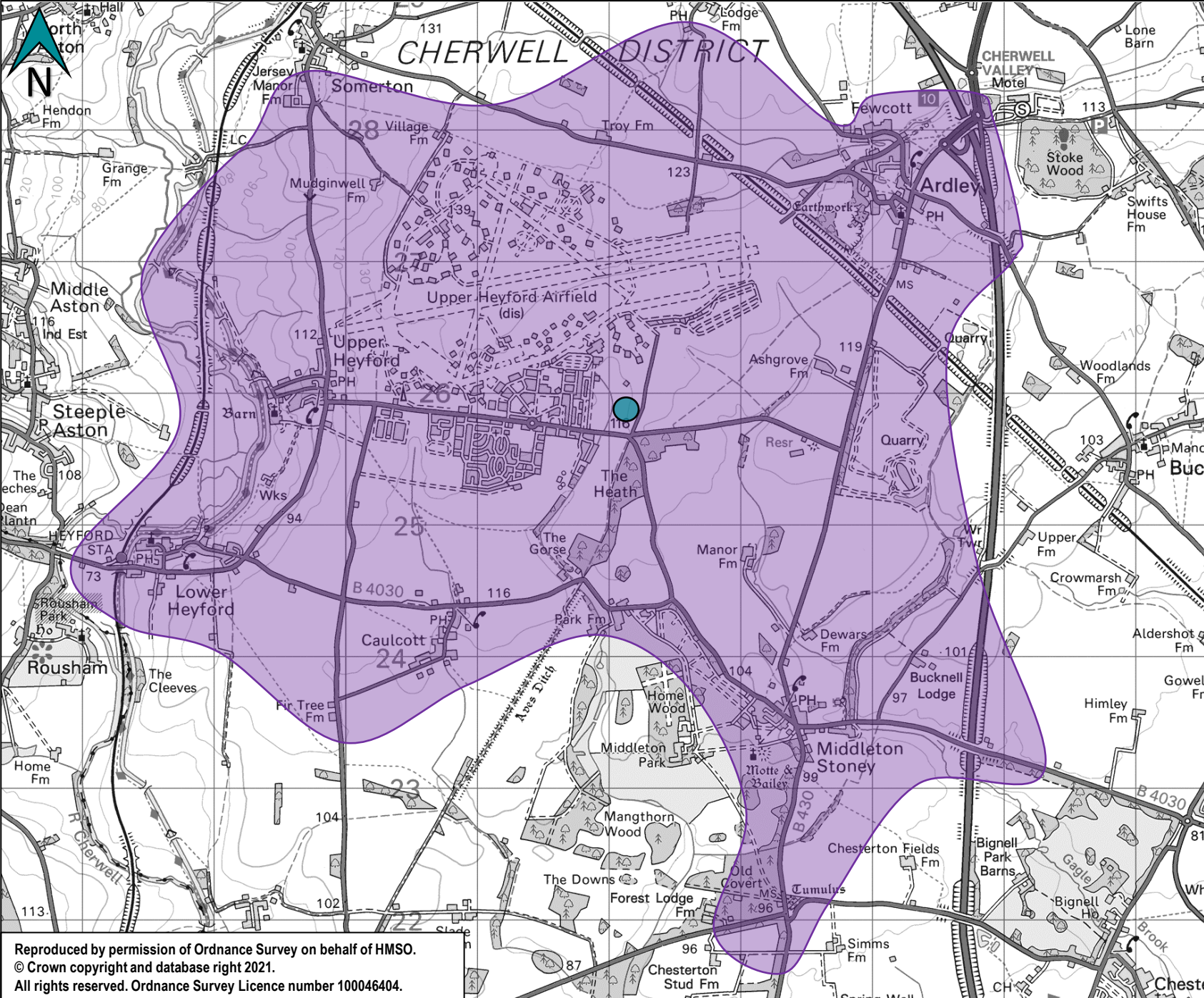


Not to Scale

Heyford Park

Figure 3.2 – Walk Distances


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**Legend**

- Site
- 5.0km Cycle Distance

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Not to Scale  
 Heyford Park  
**Figure 3.3 – Cycle Distance**