

Land east of Junction 11 of the M40, Banbury

Framework Travel Plan



Transport Planning Consultants

**Land east of Junction 11 of the M40,
Banbury**

Framework Travel Plan

SJT/RT/23457-05 Framework Travel Plan
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Prepared For:

Greystoke

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1.0 INTRODUCTION

- 1.1 This Framework Travel Plan (FTP) has been prepared by David Tucker Associates (DTA) on behalf of Greystoke to support a planning application for the construction of up to 140,000 sqm of employment floorspace (use class B8 with ancillary offices and facilities), and all associated servicing and infrastructure including new site access, internal roads and footpaths, landscaping including earthworks to create development platforms and bunds, drainage features and other associated works. All matters of detail reserved. The parameters plan is included in **Appendix A**.
- 1.2 The primary vehicle access to the site will be taken from the A361 and is likely to involve the creation of a primary site access roundabout and a secondary ghost island right turn priority junction to the north.
- 1.3 The DfT's 'Good Practice Guidelines: Delivering Travel Plans through the Planning Process' (April 2009 – the Good Practice Guidelines), defines a Travel Plan (TP) as *"...a long-term management strategy for an occupier or site that seeks to deliver sustainable transport objectives through positive action and is articulated in a document that is regularly reviewed. It involves the development of agreed explicit outcomes linked to an appropriate package of measures aimed at encouraging more sustainable travel, with an emphasis on reducing single occupancy car use"*.
- 1.4 Additionally, the Good Practice Guidelines state that *"...in the case of large mixed-use developments with multiple occupants, it will be appropriate to prepare a framework travel plan"*. Once complete, the proposed development will comprise a combination of employers and hence an FTP has prepared in accordance with the following definition, provided in the Good Practice Guidelines (Glossary of Terms):

"Framework (umbrella) travel plan: An overarching travel plan that embraces a large development which may have mixed uses and multiple occupiers/ phases. Specific travel plans, i.e. subsidiary travel plans, would be created for developments within the site which would need to be consistent with the wider targets and requirements of the overall framework travel plan."



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- 1.5 This FTP will therefore act as a guide for the occupiers where appropriate to produce more detailed TPs tailored to their organisations, which will outline specific measures and timescales for their implementation. Subsequent implementation of the detailed TPs will commence on or prior to first occupation and shall be monitored and reviewed biennially for a period of up to five years.



2.0 SITE ASSESSMENT

2.1 Site Location

2.1.1 The site is located to the east of the A361 and is approximately 3.2km north-east of Banbury Town Centre.

2.2 Local and Wider Road Network

2.2.1 The site will be accessed from the A361. The A361 is a single carriageway road which measures approximately 7.5m in width. The road is subject to the national speed limit of 60mph. This is to be reduced to 50mph as part of the permitted planning application for the land to the west of the A361 (ref: 19/00128/HYBRID; 'Frontier Park') from the M40 Junction 11 for a distance 250m north of the Frontier Park site access. The A361 runs between the M40/ A422/ A361 Roundabout to the A45 on the south-western boundary of Daventry.

2.2.2 The A422 is a dual carriageway road with each direction separated by a grass central reservation. The road is subject to the national speed limit of 70mph. The A422 becomes single carriageway and subject to a 50mph speed limit to the east of the B4525/ A422/ Mansion Hill Roundabout. The A422 runs between Banbury and the A43 to the south of Brackley.

2.2.3 The M40 motorway is a dual three-lane motorway which links London, Oxford and Birmingham. The site is approximately 500m from Junction 11 of the M40 motorway which is a signalised grade-separated roundabout.

2.3 Public Transport Provision

Bus

2.3.1 There are currently no bus stops in the vicinity of the site. The nearest bus stop to the site is located approximately 1.3km south on Ermont Way. This stop is serviced by the numbers 132, 200, 500 and B9. A summary of these bus services can be seen in **Table 1** below.



Table 1 – Summary of Bus Services

Service	Route	Frequency		
		Monday-Friday	Saturday	Sunday
132	Banbury – Brackley – Tingewick – Buckingham	-	11:23 & 14:58	-
200	Banbury – Daventry	Hourly (06:42-18:27)	Hourly (07:52-18:27)	-
500	Banbury – Brackley	30mins (06:00-23:10)	30mins (06:40-23:10)	Hourly (08:10-18:30)
B9	Banbury Gateway – Hardwick	30mins (06:49-22:19)	30mins (07:29-22:19)	Hourly (09:19-18:19)

2.3.2 Frontier Park proposes to introduce bus stops along the site frontage. The bus stops will be sheltered and provide up to date timetable information, as well as being fully accessible for all users.

2.3.3 Pedestrian crossing points will also be provided as part of the permitted application which will be located at the main pedestrian desire lines. The crossings will benefit from the introduction of dropped kerbs and tactile paving.

2.3.4 The bus stops will be served by the number 200 which currently runs along the A361 in both directions. The summary of the number 200 can be seen in **Table 2** below.

Rail

2.3.5 The closest Railway station is Banbury Station which is approximately 2.7km north-east of the site. This equates to a circa 33-minute walk or a circa 9-minute cycle. There are 63 cycle storage spaces at the station and 978 pay and display car parking spaces, 14 of which are accessible.

2.3.6 The station has the services Chiltern Railways, Cross Country Trains and Great Western Railway. The services go to a variety of other stations such as Birmingham Moor Street, Southampton Central, Newcastle, London Marylebone, Bournemouth and Manchester Piccadilly. The station has parking, bicycle stands and ticket machines.



2.4 Walking and Cycling

2.4.1 At present there are no pedestrian footways along the A361. Following the development to the Frontier Park, a 2m wide footway leading from the northern side of the access and along the western side of the A361 as far as the new bus layby. A dropped kerb and tactile crossing with pedestrian refuge island leading to a 2m wide footway on the eastern side between the crossing and a new bus layby is also being provided as part of Frontier Park.

2.4.2 A pedestrian/ cycle link to Banbury Gateway Shopping Centre is provided via the Motorway underpass beneath the M40. There are 'Cyclists Dismount' signs either side of the underpass. As part of the outline consent for the site to the Frontier Park, a shared use footway/ cycleway along Wildmere Road between the existing cycle facility at Banbury Gateway Retail Park and Hennef Way is to be provided.

2.4.3 The plan showing the requirements in this respect are attached at **Appendix B** and the requirements for the provision of this link set out in the Section 106 agreement (from which **Appendix B** is extracted).

2.4.4 Once this link is completed, it is considered to be an appropriate pedestrian/ cycle link for the employees of Frontier Park, and therefore the employees of the development to the east of the A361 considered in this report, to access Banbury.

2.4.5 National Cycle Route (NCR) 5 is approximately 5km south-west of the site. NCR 5 is a long-distance route which connects Reading and Holyhead via Oxford, Stratford-upon-Avon, Bromsgrove, Birmingham, Stoke-on-Trent, Chester, Colwyn Bay and Bangor.

2.5 Local Amenities

2.5.1 Accessibility by foot to local amenities was determined by measuring the distances from the site access to the local amenities. It is generally considered that for distances under 2km, walking offers the greatest potential to replace short car trips. For distances under 5km, cycling also has the potential to substitute for short car trips.

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- 2.5.2 The nearest food store, a Marks and Spencer Foodhall, is currently located approximately 1.6km west of the site in Banbury Gateway Shopping Park. This equates to a circa 19-minute walk or a circa 5-minute cycle. The walking route to this store is likely to be shortened when planning application 19/00128/HYBRID is built.
- 2.5.3 The nearest hospital with an emergency department is Horton General Hospital which is approximately 3.9km from the site which equates to a circa 15-minute cycle or a circa 11-minute drive.



3.0 TRAVEL PLAN TARGETS AND OBJECTIVES

3.1 Introduction

3.1.1 The overall TP objective for the development is to reduce the percentage of occupants travelling by single occupancy car and this chapter provides an indication as to the overall impact travel planning could have at reducing car mode share.

Benefits for the Employer

- Increased productivity from a healthier, motivated workforce.
- Potential cost savings (mileage, car parking, lateness, lost time in travel).
- Reduced congestion.
- Reduced demand for parking and improved access.
- Improved punctuality.
- Positive company image.
- Improved employee morale.

Benefits for Employees/ Visitors

- Potential cost and time savings.
- Improved health and fitness.
- Better quality of life.

3.2 Outcomes

3.2.1 The Good Practice Guidelines identifies that good practice has evolved from previous guidance into a single main approach to TPs. It states that:

“The ‘outcomes’ approach, specifies outcomes linked to specific targets that can also be strengthened with sanctions if these are not met. This approach is distinct from that which focuses wholly on the establishment of a list of measures, e.g. the provision of a shuttle bus or cycle shelter. Many, if not the majority of, travel plans combine the two



approaches, depending upon the type of travel plan and what it is designed to achieve. However, the establishment of outcomes is important.”

3.2.2 With the outcomes approach, the focus is placed on ensuring the performance of the TP – for example, meeting modal shift targets. The applicant/ developer is then required to commit to meeting these targets, and agrees to a monitoring and review process. Should the targets not be met within the timescales stated, then it may be appropriate to implement remedial measures (see **Section 6.2**).

3.2.3 It is identified in the Good Practice Guidelines that, for new developments in particular, outcome targets should be expressed in terms of a maximum end levels of car use. This relates to the maximum allowable modal share of car use for when the development is complete. This figure should be lower than what would be expected should the development not have a TP.

3.3 **Base Mode Share**

3.3.1 This FTP provides a framework for the occupiers to produce their own TPs that complement the measures implemented by the developer. As this is a new development and no current travel patterns exist, specific targets for modal shift cannot be set at this stage.

3.3.2 Nevertheless, in order to derive a preliminary baseline mode share for the overall site, reference has been made to the existing journey to work mode share for the middle super output area (MSOA) of Cherwell 004 within which the site is located, derived from 2011 ‘Method of Travel to Work’ Census data. The resulting mode share data is summarised in **Table 2**.



Table 2 – 2011 Census JTW Data

Mode of Transport	Baseline
Car (as single occupancy car driver)	64.6%
Car Sharing	6.6%
Bus	4.2%
Train	1.6%
Walking	17.9%
Cycling	3.5%
Motorcycle	0.8%
Other	0.8%
Total	100.0%

3.3.3 It can be seen from **Table 2** that approximately 65% of journeys to work are made by car, with around 21% made by active modes (foot and cycle), 7% as car sharers, 6% by public transport, and 1% by motorcycle.

3.4 Targets

3.4.1 At this stage, an initial 10% proportional mode shift reduction target in car use for employees has been set for the development site against the baseline mode share of 65%. This is to be achieved over a five-year implementation period, as summarised in **Table 3**.

Table 3 – Car Driver Mode Share Target

Car Driver Modal Share*					
Baseline	Year 1	Year 2	Year 3	Year 4	Year 5
64.6%	63.3%	62.0%	60.7%	59.4%	58.1%

**to be reviewed following initial staff survey*

3.4.2 The base mode share for the site and associated car driver target will be reviewed within three months of the opening of the first unit. This will then set the timing for the biennial monitoring of the subsidiary TPs, with each subsequent unit completing initial and monitoring surveys in line with this date for a period of five years.

3.4.3 The information obtained from the surveys will be used to set occupant specific targets as part of subsidiary TPs, which would be agreed with Oxfordshire County Council (OCC). These targets would be continually reviewed and monitored to determine whether the overall objectives of the TP are being achieved.



3.5 Indicators

3.5.1 The Good Practice Guidelines highlights the importance of distinguishing between outcome targets and indicators. Whereas the target for the proposed development is focussed on reducing the number of car trips, the indicators are used to monitor how the site is being accessed and how effectively different modes are meeting travel needs. This information can subsequently be used to identify where the greatest potential for mode shift may lie and to inform the implementation strategy for the TP over the coming year.

3.5.2 A number of indicators will be measured at the proposed development. The responsibility for measuring these indicators lies with the Travel Plan Coordinator (see **Section 4.2**), and will include the following:

- % of employees walking;
- % of employees cycling;
- % of employees using public transport;
- % of employees' car sharing; and
- Use of cycle parking and electric vehicle charging spaces.

3.6 Objectives

3.6.1 The following section sets out the developer and occupier objectives and targets. In summary, the key role of the developer is to ensure that the key sustainable transport infrastructure is implemented prior to occupation and provide this FTP to guide occupiers in producing their own subsidiary TPs that are consistent with the vision for the proposed development. The occupiers will be responsible for encouraging, monitoring and reviewing sustainable travel initiatives as defined through their subsidiary TPs.

3.6.2 To ensure the potential for access by sustainable travel modes, the developer, through liaison with the local authority, will ensure that the appropriate infrastructure is implemented prior to first occupation.



Developer Objectives

3.6.3 Key developer objectives are defined as follows:

- To provide the necessary transport and building infrastructure;
- To enable access to the development by a number of alternative modes of transport; and
- To provide an attractive, secure environment for non-motorised modes.

Occupier Objectives

The future occupiers of the site will be expected to prepare their own subsidiary TPs in accordance with this framework document. These documents will commit the occupiers to encouraging and facilitating employees and, where feasible, visitors to travel by sustainable modes of transport. The primary occupier objectives will be to:

- Reduce the need to travel to and from site where possible;
- Promote the health, wealth and environmental benefits of cycling, walking and using public transport;
- Provide clear information to all employees and visitors on the alternative modes of travel to and from site;
- Enhance the safety and security of people travelling to and from the site;
- Effectively manage the demand for car and cycle parking; • Reduce the need to travel during peak hours;
- Alter working practices where feasible and practicable, to facilitate home working and those wishing to travel by alternate modes; and
- Investigate ways to reduce negative environmental impact of fleet vehicles, business travel and deliveries.



4.0 TRAVEL PLAN IMPLEMENTATION AND MANAGEMENT

4.1 Introduction

4.1.1 This section of the FTP reviews implementation and management, and provides a selection of sustainable travel measures that could be implemented by the occupiers. The list of measures provided is not exhaustive and is only intended to act as a guide to occupiers, who may find that through operating their subsidiary TP they find their own unique ways of minimising the impact of transport by their organisation.

4.2 Travel Plan Coordinator

4.2.1 In order to implement the FTP, a Framework Travel Plan Co-ordinator (FTPC) will be appointed by the developer prior to occupation of the development and will be funded for a minimum period of five years.

4.2.2 With regard to the subsidiary TPs, the FTPC will be responsible for liaising and co-ordinating with staff who, where appropriate, have been appointed by their respective employers as subsidiary Travel Plan Co-ordinators (TPC) to prepare and implement the subsidiary TPs. This will include providing guidance, where requested, on the content of the subsidiary TPs being prepared by the future occupiers, the parameters for which are set out within this document.

4.2.3 The TPC will be responsible for:

- Explaining and marketing the TPs;
- Seeking commitment from senior management, staff and other relevant parties;
- Arranging promotional events;
- Ensuring the health, wealth and environmental benefits of sustainable travel are publicised;
- Producing questionnaires, promotional and informative material;
- Liaising with the local authority and external stakeholders as appropriate;
- Setting up a Staff Travel Database if appropriate; and



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- Organising biennial surveys, analysing these and providing the results to the FTPC.

4.2.4 The TPC will investigate if a Transport Working Group could be set up which would consist of the TPC, local public transport operators and the Travel Plan Team at OCC. Meetings and other communications of the Transport Working Group would provide a forum to oversee the successful implementation of the Travel Plan.

4.2.5 The provisions of this FTP will be implemented from before first occupation of the first building/ unit on site with any detailed travel plans being agreed within 6 months of first occupation.



5.0 TRAVEL PLAN MEASURES

5.1 Introduction

5.1.1 "Delivering Travel Plans through the Planning Process" refers to 'hard measures' as the *"provision of infrastructure and improvements to highways and public transport networks, including those to benefit pedestrians, cyclists and other road users"*, and 'soft measures' as the *"provision of services and information to encourage the use of sustainable transport. These include new public transport services, changes to working practices, provision of information and/or a travel plan co-ordinator to promote a travel plan for a particular use"*.

5.1.2 This section of the FTP details the 'hard' and 'soft' measures to be implemented for the site.

5.2 Hard Measures

Vehicular Access

5.2.1 Vehicular access would be taken from the A361, and the proposed access arrangement is shown on **Drawing 23457-01**. The drawing shows a three-arm roundabout to the south of the site and a standard priority junction to the north which are currently shown to be connected by internal roads.

Public Transport Strategy

5.2.2 Development of land adjacent to the site (Frontier Park) has been consented and found acceptable in terms of public transport accessibility. As part of their mitigation package there are required to provide bus stops on the A361 and a contribution (of £100k towards enhanced bus services between the Frontier Park and Banbury town).

5.2.3 The proposed development will provide direct connection to those bus stops and hence will benefit from the same transport accessibility as already agreed as acceptable.



- 5.2.4 As an added benefit, a circular access route within the site will allow for buses to enter the site and that will support the provision of a new bus route between the site and Banbury Town Centre / Railway Station. This could be an improvement to the existing 200 or a wholly new shuttle service.
- 5.2.5 The estate road area including footpaths can be seen in the parameters plan. These show that the footways can be 2m in width as required by OCC in the pre-application response.
- 5.2.6 The strategy for accessing the site focuses on high quality public transport but there is clearly already an approved and accepted strategy for providing cycle and pedestrian access to development north of M40 which this site will benefit from.

Car Parking Provision

- 5.2.7 Car parking numbers will be confirmed as part of a full planning application. They will be in line with the parking standards at the time of the application and will be of sufficient size.

5.3 **Soft Measures**

Travel Information Packs

- 5.3.1 In order to make the use of alternative modes as easy as possible for staff and visitors to the Site, the relevant information should be readily available. To achieve this, the following will be produced and offered to staff on day one. This information will also be prominently displayed in as many key locations within the units as possible and will include:

- Bus timetables;
- Map of bus stop locations;
- Rail Network Map and timetables;
- Pedestrian and cycle routes to the site indicating shared and dedicated facilities;



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- Contact details of local cycling groups and cycle shops;
 - Information of car sharing;
 - Information on Smartphone apps for different journeys;
 - Provision of a site wide website for staff; and
 - Contact details of the Travel Plan Co-ordinator.

5.3.2 This information will be kept up-to-date by the TPC with new bus and train timetables obtained and circulated as and when services change.

Walking and Cycling

5.3.3 Awareness of health benefits of walking will be highlighted through posters, leaflets and/or events with incentives, prizes, give-aways etc.

5.3.4 A potential bicycle user group (BUG) & bike buddy scheme will be investigated. In addition, events to promote cycling to work such as “biker’s breakfasts” and “bike2work” events will be considered.

5.3.5 Occupiers will be encouraged to sign up to ‘Cycle to Work’ schemes for employees. This is a tax-free way of purchasing a brand-new bicycle to use as transport to work.

Car Sharing

5.3.6 Car sharing offers a significant potential alternative mode of travel than that of single occupancy car use. Examples of successful car sharing at employment sites that operate shift patterns have seen in excess of 20% of those staff opting to share their car journey rather than travel alone. One such example is Ocado at Birch Coppice where they are achieving 26% mode share to car sharing with a workforce of circa 2,000 people.

5.3.7 Information on car sharing opportunities would be provided to staff through the marketing regime such as the Oxfordshire Liftshare scheme and the feasibility of creating a dedicated car share scheme for staff at the site will be explored by the TPC and implemented if sufficient demand exists.



Travel Information Notice Boards

5.3.8 Travel information notice boards will be placed in prominent areas in units providing up to date information on public transport services, green driving tips, car sharing information and walking and cycling links.

General Measures

5.3.9 The current COVID pandemic has shown how successful remote and home working can be. Therefore, future occupiers could encourage this way of working supported by available technology where the role of the staff member permits this.

5.3.10 Reduction in travel will also be facilitated by provision of high-speed broadband onsite enabling occupiers to host and attend meetings and conferences from the site.

General Promotion

5.3.11 Below is a list of initiatives specific to each travel mode. As well as these initiatives, the FTPC, through discussions with the subsidiary TPCs, will raise awareness of the environmental and health problems connected with transport. **Table 4** summarises a tool kit which could be adopted by the TPC.

Table 4 - Potential Travel Plan Measures

Potential Travel Plan Initiatives	Responsibility
Walking (best suited to journeys under 2km)	
Provide cloakroom facilities within the building with drying and storage locker facilities.	Occupiers through TPCs
Produce a map illustrating safe walking routes to common destinations. Include reference to crossing points and public transport facilities.	
Keep a store of pool umbrellas on-site for use by staff.	
Raise awareness of health benefits of walking through posters, leaflets and/or events.	
Offer a guaranteed ride home to alleviate staff concerns of being stranded at work in the event of unforeseen circumstances.	
Arrange events to promote walking, such as a walk to work day with incentives, prizes, give-aways etc.	



Cycling (best suited to journeys under 5km)	
Provide safe, secure and fully weatherproof cycle storage near to main entrances of building.	Under agreement between developer and occupier, such facilities should be included within building design. For speculative builds developer to provide.
Provide shower facilities and changing rooms/areas within the buildings.	
Provide lockers for cyclist safety gear.	
Raise awareness of health benefits of cycling through continual publicity.	
Provide cycle route maps.	
Offer financial incentives such as interest free loans or seek discounted purchase prices for bicycles & equipment from local retailers.	
Keep a supply of basic cycle maintenance equipment on-site e.g. pump, puncture repair kit, tools etc.	
Offer a guaranteed ride home to alleviate staff concerns of being stranded at work in the event of unforeseen circumstances.	
Establish a bicycle user group (BUG) & bike buddy scheme.	
Arrange events to promote cycling to work such as free breakfast days for cyclists.	
Explore adult cycle training	Occupiers through TPCs
Public Transport (provides a sustainable alternative for many commuter & business trips)	
Disseminate up-to-date public transport information on-site. Including routes, timetables and fares for local services.	Occupiers through TPCs
Promote benefits of public transport. Savings etc	
Establish an interest free loan system for staff to purchase yearly or quarterly season tickets with payments taken directly from salary.	
Liaise with local operators for improved services.	
Car Sharing (provides a sustainable alternative when the car is the only option)	
Consider setting up an in-house car sharing database for staff or encourage staff to sign up to the Oxfordshire Liftshare scheme.	Occupiers through TPCs
Consider providing preferential parking spaces for car sharers close to main entrances.	
Provide a guaranteed ride home scheme for car sharers in the event of unforeseen circumstances.	
Devise a protocol/ guidelines for car sharers to follow.	
Arrange coffee mornings or other events to allow potential car sharers to meet before committing to sharing with someone they previously did not know.	
Run prize draws open to those registered on the car share scheme.	

5.4 Action Plan

5.4.1 The TPC will provide an Action Plan which will monitor the progress of Travel Plan and timescales. The subsidiary Travel Plan will be based upon the principles laid down in this Framework Document and the Action Plan.



5.4.2 The TPC will also liaise with the Travel Plan Team at Oxfordshire County Council and report any results that are achieved from the Action Plan and travel survey.

5.5 **Travel Database**

5.5.1 The TPC will produce and maintain a staff travel database. Three months after occupying the development, the appointed TPC will obtain travel data by issuing the staff with a questionnaire survey.

5.5.2 Specifically, the Employee Travel Survey will include the following:

- postcode area of residence;
- normal working hours;
- mode of travel to work;
- car ownership and company car benefits;
- work related travel throughout the day;
- reasons for driving;
- driving commitments i.e. taking children to school etc;
- reasons for not using public transport and other modes;
- measures that would encourage car sharing, use of public transport or other non-car modes;
- staff, profile including age, gender etc

5.5.3 All data collected in connection with the Travel Plan will be subject to the provisions of the Data Protection Act and will only be released to the Travel Plan Team at Oxfordshire County Council. However, in the interests of security, names and addresses of staff will not be provided, rather, postcode details of staff would be supplied.



6.0 TRAVEL PLAN MONITORING AND AUDIT

6.1 Staff and Visitor Surveys

6.1.1 As stated within the DfT's Good Practice Guidelines, TPs are living documents that need to be updated regularly and implementing a TP involves *"a continuous process for improving, monitoring, reviewing and adjusting the measures in the plan to reflect changing circumstances"*.

6.1.2 The FTPC for the site would be responsible for liaising with the TPCs and providing support during the monitoring process. This would include collating the monitoring data from the subsidiary Travel Plan Coordinators for analysis and summarising this information for submission to the local authority in the form of an Biennial Performance Report for the site as a whole.

6.1.3 The appointed subsidiary Travel Plan Coordinators would be responsible for monitoring employee travel patterns. This would include:

- Distributing biennial travel questionnaires to staff;
- Monitoring the use of car and cycle parking;
- Recording the uptake of car sharing and membership; and
- Recording the update of any sustainable transport initiatives.

6.1.4 Initial surveys would be undertaken by the occupants in line with the monitoring programme, each occupier will use a standard template to conduct a travel survey within 3 months of occupations. The Travel Plan targets and measures will be reviewed on light of the survey results.

6.1.5 Following this biennial monitoring surveys will be undertaken for a minimum of 5 years, i.e. surveys will be taken in year 1, 3 and 5. A response rate to the travel surveys of 40% is targeted with incentives offered to respondents if necessary.



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- 6.1.6 The TPCs will feedback the results of the travel surveys and other monitoring exercises to the FTPC, who will compile the results into a biennial report for distribution to OCC. The FTPC will also provide support to the TPCs during the monitoring process.
- 6.1.7 The FTPC will agree a date for the delivery of the monitoring report with OCC, and to agree with the TPCs when surveys should be completed. This will help to ensure that there is a consistent approach to the scope of the surveys across all occupied sites, including the date which should include all occupied sites regardless of the time occupied.
- 6.1.8 The TPCs and FTPC will review progress towards targets in consultation with OCC. Where appropriate, discussions will be held as to how TP targets might be better achieved. Through consultation with the local authority, the TP targets will be reviewed.
- 6.2 **Plan Performance Audits**
- 6.2.1 Should targets not be met then consideration will be given to implementing remedial measures. These measures are not precluded from implementation within the subsidiary TPs if required and could include:
- Increased travel behaviour change initiatives such as travel awareness campaigns;
 - Offering one to one travel planning sessions to identify how individuals could travel to the site more sustainably; and
 - Providing financial incentives for staff, for example prize draws for car share users.
- 6.2.2 OCC will be consulted regarding the activation of any remedial measures at the site.



7.0 PLAN ADMINISTRATION

- 7.1 A copy of each subsidiary TP will be supplied to nominated officers of the planning and highway authorities at the time of initiation. Copies will also be issued to the developer, for reference and for display.
- 7.2 The TPC will be responsible for keeping all records associated with the maintenance of the Plans including the employee databases and all relevant correspondence and records of all monitoring exercises. The Travel Plan files will be available for inspection by the planning and highway authorities at any time, subject to prior notice.
- 7.3 A change in the identity of the nominated TPC will be notified in writing to the planning authority.



8.0 CONSULTATION

- 8.1 The success of the Travel Plan will rely on the support of employees and visitors. Regular consultation will be critical to the ongoing success of the Travel Plan.
- 8.2 The mechanism for consultation with employee representatives will be formalised and proposals submitted to the planning authority for approval.
- 8.3 Regular liaison with the bus operators and Council officers responsible for public transport, cycling and strategic transport will also be necessary. A system of on-going liaison with the planning authority will be agreed prior to initiation of the Travel Plan.
- 8.4 The Travel Plan documents will include a contact list of nominated representatives from each of the operators and authorities. Amendments to nominated contact personnel will be notified to the TPC and/or the planning authority and the document shall be amended accordingly.

Drawings



160m visibility splay (to nearside kerbline) commensurate with 85kph design speed from 4.5m minor arm set back

1:25 taper as per 85kph design speed

3.5m wide ahead and turning lanes consistent with adjacent Frontier Park geometry

New replacement bus stop for southbound services

Existing pedestrian crossing

3.0m wide foot/cycleway with 1.0m wide margin to edge of carriageway

Frontier Park Infrastructure

Footpath link to Banbury via M40 underpass

45m inscribed circular diameter roundabout

Dual two lane link

Additional flaring to provide three lane entry onto the gyratory

M 40

M 40

E1 Slip

Drain

Gateway Park

Based upon the ORDANCE SURVEY MAPS with the permission of THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE,
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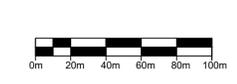
REV	DESCRIPTION	DRAWN	INITIALS	DATE	DRAWING STATUS	CHECKED BY	DATE



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JOB TITLE		LAND AT M40 J11		CLIENT		GREYSTOKE	
DRAWING TITLE							
A361 ROUNDABOUT WITH SECONDARY ACCESS							
SCALE	DRAWN BY	DATE	DRAWING No	REVISION			
1:1000@A1	RM	10/05/22	23459-01-GA	B			

Appendix A



- SITE BOUNDARY
(163.46 acres / 66.15 hectares)
- OTHER LAND IN THE CONTROL OF THE APPLICANT
(23.39 acres / 9.47 hectares)
- PLOT / PLATEAU BOUNDARIES

NOTES:
 Copyright Chetwoods (Birmingham) Limited. No implied licence exists.
 Contractors must verify all dimensions on site before commencing any work or shop drawings. This drawing is not to be scaled. Use figured dimensions only.
 Subject to statutory approvals and survey.
 Building areas are liable to adjustment over the course of the design process due to the ongoing construction detailing developments.
 Please note the information contained within this drawing is solely for the benefit of the employer and should not be relied upon by third parties.
 The CDM hazard management procedures for the Chetwoods aspects of the design of this project are to be found on the "Chetwoods - Hazard Analysis and Design Risk Assessment" and/or drawings. The full project design teams comprehensive set of hazard management procedures are available from the Principle Designer appointed for the project.

- NB.**
- SUBJECT TO SURVEYS.
 - CONSTRAINTS & PLANNING.
 - LAYOUT TO BE TRACKED.
 - RED LINE INDICATIVE ONLY.

P8	Drawing title updated and schedules removed	05/05/22	AK/TW
P7	Minor graphical updates	03/05/22	MM/TW
P6	Updated blue boundary	29/04/22	SA/TW
P5	Updated layouts of units B, E, F & G	26/04/22	SA/TW
P4	Minor updates to units	26/04/22	AW/TW
P3	Minor updates to units	22/04/22	AW/TW
P2	All units updated	21/04/22	AW/TW
P1	First Issue	22/12/21	AW/TW

Rev	Revision Description	Date	Author/Reviewer
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PRELIMINARY

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Project

**LAND EAST OF JUNCTION 11, M40,
 BANBURY**

Client

GREYSTOKE CB

Drawing Title

ILLUSTRATIVE SITE LAYOUT

Scale	Size	Drawn	Checked	Date
1:2000	A1	AW	TW	21/12/2021

Project	Original	Zone	Level	Type	Rate	Number	Rev
5166	CA	00	00	DR	A	05001	P8



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