



BLENHEIM ESTATE

HOMES

Land East of
Park View
Woodstock

Travel Plan



Land East of Park View, Woodstock

Travel Plan

Final



Transport Planning Consultants

Land east of Park View,
Woodstock

Travel Plan

1st June 2022
SJT/NS/23570-02a Travel Plan_Final

Prepared by:

David Tucker Associates

Forester House, Doctors Lane
Henley-in-Arden
Warwickshire
B95 5AW

Tel: 01564 793598
Fax: 01564 793983
inmail@dtatransportation.co.uk
www.dtatransportation.co.uk

Prepared For:

Blenheim Estate Homes

© **David Tucker Associates**

No part of this publication may be reproduced by any means without the prior permission of David Tucker Associates

TABLE OF CONTENTS

	Page
1.0 INTRODUCTION	1
2.0 EXISTING CONDITIONS.....	2
2.1 Site Location.....	2
2.2 Local and Wider Road Network.....	2
2.3 Walking.....	3
2.4 Cycling.....	4
2.5 Public Transport Provision	4
2.6 Access to Local Services and Facilities	6
3.0 TRANSPORT DATA	9
3.1 Transport Data	9
4.0 TRAVEL PLAN MEASURES.....	10
4.1 Introduction	10
4.2 Pedestrian and Cycle Access.....	10
4.3 Site Access	11
4.4 Car Parking	11
4.5 Refuse Collection and Deliveries	12
4.6 Sustainable Travel Information Packs.....	12
4.7 Sustainable Travel Events.....	13
4.8 Household Broadband	13
4.9 Personalised Travel Planning	13
4.10 Car Share Database.....	14
5.0 TRAVEL PLAN MANAGEMENT	15
5.1 Travel Plan Co-ordinator.....	15
6.0 OBJECTIVES AND TARGETS.....	16
6.1 Introduction	16
6.2 Objectives	16
6.3 Targets	16
7.0 MONITORING AND EVALUATION.....	18
7.1 Survey Methodology	18
7.2 Plan Performance Audits	18
7.3 Failsafe Mechanisms	19
7.4 Monitoring Fee	20
8.0 ACTION PLAN	21

Figures

Figure 1 Site Location and Facilities

Drawings

23570-01d Proposed Site Access

Appendices

Appendix A Indicative Site Masterplan



1.0 INTRODUCTION

1.1 This Travel Plan (TP) has been prepared by David Tucker Associates (DTA) on behalf of Blenheim Estate Homes to support a proposed development of up to 500 dwellings and community facilities on land off the A4095 Upper Campsfield Road, to the southeast of Woodstock. The indicative masterplan is attached at **Appendix A**.

1.2 The planned occupation date of the first dwelling is 2023.

1.3 A TP is a term used for a package of measures aimed at promoting sustainable transport, with the main aim of reducing travel by single occupancy vehicles. TPs are site specific and are dependent upon not only the location of the site, but the size and type of development located there. They also require continuous monitoring and refinement in order to be successful.

1.4 The TP includes:

- A strategy for setting target modal share for access to the site;
- A strategy for achieving the target;
- A process for monitoring progress towards achieving the target.
- Public transport initiatives;
- Information provision; and
- Walking and cycling.

1.5 This Residential Travel Plan has been prepared in accordance with guidance produced by Oxfordshire County Council. It includes a five-year plan for the implementation of measures and monitoring. The Travel Plan includes targets for reducing the transport impact of the development which if not met will extend the five-year Travel Plan period.



2.0 EXISTING CONDITIONS

2.1 Site Location

2.1.1 The site is located to the southeast of Woodstock and is approximately 12km northwest of Oxford in Cherwell District. It is bounded by Shipton Road to the north, the A4095 Upper Campsfield Road to the east, the A44 Oxford Road to the south and Park View to the west. The site is shown on **Figure 1**.

2.2 Local and Wider Road Network

2.2.1 The main strategic access from Woodstock is via the A44 Oxford Road. This provides access to Oxford, around 13 miles (21km) to the South. The A34(T) lies around 5 miles (8km) to the south, which provides strategic Trunk Road access to the M40 and M4.

2.2.2 A44 Oxford Road runs in a northwest-southeast direction providing connections to Oxford to the southeast and Chipping Norton to the northwest. The road varies in width from a single carriageway to a dual carriageway. In the vicinity of the site the road is a single lane carriageway and is subject to a 50mph speed limit. This reduces to 30mph when entering the built-up area of Woodstock. There is a shared foot/cycle route along the northbound side of the carriageway but no footway provision on the southbound side of the carriageway.

2.2.3 The A44 Oxford Road connects to the A4095 Upper Campsfield Road/ A44 Woodstock Road/ A4095 Bladon Road at a large priority roundabout. The A4095 routes through the village of Long Hanborough to Witney.

2.2.4 The A4095 Upper Campsfield Road runs between the A44 Oxford Road / A44 Woodstock Road/ A4095 Bladon Road roundabout to the A4260 Banbury Road and is approximately 2km long. The road is a single lane carriageway and subject to a national speed limit which reduces to 50mph through Upper Campsfield village. There is no footway provision on either side of the carriageway.

2.2.5 Shipton Road runs east to west and is approximately 1.8km long. At its eastern end it links to Upper Campsfield Road. The initial eastern section is rural in character



with agricultural land both sides of the road. The alignment of the road on this section is relatively straight except for two ninety degree bends, a right hand bend followed by a left hand bend at which point the road becomes more urban in character. Within Woodstock, Shipton Road provides access to existing residential areas and to Marlborough School. To the west it links via a mini-roundabout to Hensington Road, which in turn links to the A44 Oxford Road.

2.2.6 Shipton Road is a single carriageway approximately 6.5m wide. There is a footpath (approx. 1.8m wide) running along the frontage of the Marlborough Church of England School and to the new Marlborough Place residential area. The road is well marked and maintained between the mini-roundabout and the school.

2.2.7 Shipton Road itself is heavily traffic managed, subject to a 20mph speed limit and is well lit up to the Marlborough Church of England School. From here to the A4095 Upper Campsfield Road, the road is typically rural in nature with a national speed limit and no footway provision and no street lighting.

2.2.8 The stretch of Shipton Road between the entrance to the school and Randolph Avenue has been upgraded as part of the consent for the Marlborough Place residential development to include a give-way build out restricting traffic to one-way flow and improved footway links.

2.3 **Walking**

2.3.1 There is a shared pedestrian and cycle path along the south-western side of the A44 Oxford Road. There is no footway on the north-eastern side of the A44 Oxford Road. There are also no footways on the A4095 Upper Campsfield Road.

2.3.2 The existing residential areas to the northwest of the site are typically residential access roads with footways either side of the roadway. These are not uniformly lit rather there is some provision at the potential conflict points e.g. junctions. The area is subject to a 30mph speed limit.



2.4 **Cycling**

2.4.1 The site is well located to the National Cycle Network which forms a nationwide network of paths and onto which a number of local routes link. National Cycle Network (NCN) Route 5 runs along the A44 to the south of the site. Within Oxfordshire the route is largely off-road, i.e. along segregated paths.

2.4.2 To the north NCN5 runs along the A44 into Woodstock, where it runs on-road through the town centre before re-joining an off-road path northwards up towards Banbury. The route ultimately continues on from Banbury up into Warwickshire. To the south NCN5 runs along the A44 towards Oxford. A short distance before the Frieze Way roundabout the route turns off the A44 across to the A40 and then southwards through Wolvercote and onto the Woodstock Road to the City Centre. Beyond the City Centre the route continues south through Oxfordshire linking to Abingdon, Didcot and then onwards to Reading.

2.4.3 Linking into NCN5 are local cycle paths and routes which are deemed to be preferable for cyclists. At Begbroke for example, there is a spur from NCN5 across to Kidlington where it joins NCN51 which runs from Oxford City Centre to the South, through Kidlington, and northwards up to Bicester and onwards to Milton Keynes and beyond.

2.4.4 The existing cycle routes are shown on **Figure 1**.

2.5 **Public Transport Provision**

Bus Services

2.5.1 Woodstock is well served by a number of bus services providing high frequency services to Oxford and the surrounding areas. The town is served by bus routes S3, 7, and 233.

2.5.2 Bus service S3 connects Oxford and Chipping Norton. The nearest bus stop to the site is located on the A44 Oxford Road at Park View approximately 800m from the centre of the site. The service provides connections with Oxford's extensive and



frequent bus network, and with national and regional train and coach services. North of Woodstock service S3 branches, with routes to Chipping Norton and to Charlbury.

2.5.3 Stagecoach's service 7 provides connections between Oxford and Woodstock. The nearest bus stop to the site is located on the A44 Oxford Road at Park View.

2.5.4 Stagecoach's service 233 provides a connection between Woodstock, Long Hanborough, Witney and Burford on weekdays and Saturday. The nearest bus stop A summary of service frequencies is presented in **Table 1**.

Table 1 – Bus Service Frequencies

Service	Route	Weekday Peaks	Weekday and Saturday Inter-Peak	Sunday Daytime	Evenings
S3/NS3	Oxford – Woodstock – Chipping Norton	15-20 minutes	30 minutes	30 minutes	15-60 minutes
7/ N7	Oxford – Woodstock	30 minutes	30 minutes	30 minutes	30-60 minutes
233	Woodstock – Burford	30 minutes	30 minutes	60 minutes	30 minutes

Rail Services

2.5.5 The regional and national rail network can be accessed at Oxford railway station. This provides frequent train services, typically one or two trains per hour, on weekdays and at weekends to destinations including: the Great Western line to Reading and London; the Cotswold Line to Moreton-in-Marsh, Evesham, Worcester and Hereford; and the CrossCountry network to Surrey and the south coast, e.g. Basingstoke and Bournemouth, to the Midlands including Birmingham and to the north-east, e.g. Leeds and Newcastle, and to the north-west, e.g. Manchester.

2.5.6 Oxford Parkway opened in 2015 providing frequent train services to Oxford and London Marylebone. Water Eaton Park & Ride is located next to the station providing 758 parking spaces.

2.5.7 Bus route 7 provides regular services to Oxford Parkway from Woodstock at a 30-minute frequency. A summary of the rail services is provided in **Table 2**.

**Table 2** – Rail services and frequencies from Oxford Parkway Station

Route	Monday to Saturday Frequency	Sunday Service	Journey times
Oxford	30 minutes	30 minutes	7 minutes
London Marylebone	30 minutes	30 minutes	57 minutes -1hr 04 mins

2.5.8 Local train services on the Cotswold line can also be accessed at Hanborough station, around 3.5km from the development site. The station has 235 car parking spaces, 10 Sheffield stands for cycle storage, self-service ticket machines, customer help points and access for the mobility impaired. A summary of the rail services is provided in **Table 3**.

Table 3 – Rail services and frequencies from Hanborough Station

Route	Monday to Saturday Frequency	Sunday Service	Journey times
Oxford	20-60 minutes	60 minutes	9-16 minutes
London Paddington	20-60 minutes	60 minutes	1hr-1hr 15 minutes
Worcester Shrub Hill	25-60 minutes	60 minutes	1hr-1hr 15 minutes

2.6 Access to Local Services and Facilities

2.6.1 The centre of Woodstock has a range of local facilities and services including independent stores, churches, post office, pubs, museums, health services. All of these facilities and services are located approximately 1.6km from the centre of the site and hence within around a 15 minute walk.

2.6.2 The nearest convenience store to the site is The Co Op located on the A44 Oxford Road in the centre of Woodstock.

2.6.3 Blenheim Palace is also located in Woodstock and is a designated World Heritage Site. The building and grounds attract visitors from all over the world with various events taking place all year round. Access into the grounds is taken from the A44 Oxford Road.

2.6.4 Leisure facilities are within walking distance of the site, in particular, the Woodstock heated outdoor swimming pool is located to the north-west of the site.

2.6.5 A summary of the local facilities is shown in **Figure 1**.



Education

- 2.6.6 The nearest primary school to the site is Woodstock Church of England Primary School located on Shipton Road approximately 1.4km from the centre of the site.
- 2.6.7 The nearest secondary school is Marlborough Church of England School located on Shipton Road, approximately 1km from the centre of the site. Distance to secondary school is therefore closer, and accordingly accessibility much higher than the national average. The majority of pupils are likely to travel independently and therefore walk or cycle.

Employment

- 2.6.8 Journey to work Origin-Destination statistics as reported by the 2011 Census have been obtained from the Office of National Statistics for the Super Output Area Mid Layer – Cherwell 016. This data provides the broad distribution of workplaces for residents within the study area and their main mode of transport.
- 2.6.9 The proposed development site is located next to West Oxfordshire 004 Super Output Area Mid Layer and therefore it is important to consider this area in terms of modal share data. The modal share data for both areas is summarised in below together with data on national modal shares.

Table 4 – JTW mode share for Cherwell 016 and West Oxfordshire 004 (2011 Census)

Mode	Cherwell 016	West Oxfordshire 004	England and Wales
Work mainly from home	0.0%	9.7%	9%
Underground	0.0%	0.2%	3%
Train	3.5%	2.8%	4%
Bus/mini-bus	5.4%	8.2%	7%
Motorcycle	0.8%	1.1%	1%
Driving a car	78.0%	55.4%	55%
Passenger in a car	5.9%	6.8%	6%
Taxi/minicab	0.2%	0.0%	1%
Bicycle	2.3%	4.1%	3%
On foot	3.5%	11.4%	10%
Other	0.2%	0.4%	0%
Total	100%	100%	100%



-
- 2.6.10 It can be seen from the above data that notwithstanding the relatively small size of Woodstock, that bus use, walking and cycling are higher than the national average that includes the large conurbations including Greater London, Greater Manchester and the West Midlands Conurbation. Clearly, for new residential development, the main demand for travel to work is in and around the local area itself.
- 2.6.11 In addition, a good frequency of bus services and access is available along the A44 to provide for longer distance journey to work trips to Oxford and Witney. There is therefore scope to significantly enhance overall modal share for walking, cycling and public transport within the area as a result of development of the site.



3.0 TRANSPORT DATA

3.1 Transport Data

3.1.1 The residential trip rates have been taken from the proposed residential development on Land at Hill Rise. The trip rates for the Land at Hill Rise application were agreed with the highway authority and are considered appropriate for use for this site. The person and vehicle trip rates are presented in **Table 5** below.

Table 5 – TRICS assessment for 'private housing' (trips/ dwelling)

Time Range	Person Trip Rate			Vehicle Trip Rate		
	In	Out	Total	In	Out	Total
AM Peak (08:00 – 09:00)	0.256	0.720	0.976	0.161	0.374	0.535
PM Peak (17:00 – 18:00)	0.515	0.339	0.854	0.336	0.210	0.546
12 Hour (07:00 – 19:00)	3.945	4.094	8.039	2.352	2.423	4.775

3.1.2 A summary of the total development generated person and vehicle trips relating to the site is presented in **Table 6**.

Table 6 – Person and Vehicle Trips – 500 Dwellings

Time Range	Person Trip Generation			Vehicle Trip Generation		
	In	Out	Total	In	Out	Total
AM Peak (08:00 – 09:00)	128	360	488	81	187	268
PM Peak (17:00 – 18:00)	258	170	428	168	105	273
12 Hour (07:00 – 19:00)	1,972	2,047	4,018	1,176	1,212	2,388



4.0 TRAVEL PLAN MEASURES

4.1 Introduction

4.1.1 The overall strategy for the proposed development is based on the principle of reducing the quantum of single occupancy car use associated with the site by maximising the potential for pedestrian and cycle movements, the use of existing public transport services, and the opportunities for car sharing.

4.1.2 The Good Practice Guidelines refers to measures as 'hard' and 'soft' measures. The hard measures are referred to as the "*provision of infrastructure and improvements to highways and public transport networks, including those to benefit pedestrians, cyclists and other road users*", and the soft measures are referred to 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*".

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

4.2 Pedestrian and Cycle Access

4.2.1 The following strategy is to be implemented to promote and encourage occupants to walk and cycle to and from the site:

- The site will be designed to facilitate foot and cycle movements along desire lines through the development, linking to the external access points. This will include the provision of the following where appropriate in line with the DfT's Manual for Streets (MfS) and MfS2:
 - A good level of street and path lighting
 - On-site roads will be designed to 20mph
 - Tactile and coloured surfacing



- Signage to direct pedestrians and cyclists to key facilities and places of interest, including distances
- A mix of cycle parking facilities will be provided at the development to comply with local standards and will be designed and tailored to the likely needs of future occupants. Cycle parking will be provided within the confines of a dwelling/garage, or alternatively provided in secure, well lit, covered cycle storage facilities.
- The site will be designed to facilitate foot and cycle movements along desire lines through the development, linking to the external access points. Pedestrian and cycle links throughout the development will connect into Park View, the A44 Oxford Road and Bladon roundabout through a series of 3m hoggin footway/cycleway.

4.3 Site Access

- 4.3.1 Vehicular access to the site will be taken from the A4095 Upper Campsfield Road. It is proposed that this would be a roundabout junction to safely accommodate the forecast traffic turning movements whilst also creating a lower speed environment to allow pedestrians and cyclists to cross. The proposed site access is shown on **DTA Drawing 23570-01d**.

4.4 Car Parking

- 4.4.1 Residential parking standards are set out in Oxfordshire's 'Parking Standards for New Residential Development'. The policy document sits under the overarching policies set out in OCC's Local Transport Plan. Outside of the Oxford areas, the standards dictate that for 1 bedroom dwellings, 1 allocated space should be provide, plus an allowance for unallocated parking. For 2+ bedroom dwellings, 2 allocated spaces should be provided, plus an allowance for unallocated parking.
- 4.4.2 It is envisaged that the development will include a mix of frontage access car parking and garages for the houses.



4.4.3 The larger plots will have garages and adequate parking provision for visitors on plot. The additional unallocated provision will need to be calculated in accordance with OCC standards as they will vary depending on the site layout.

4.4.4 Any additional shortfall in unallocated parking provision can be safely accommodated on-street.

4.4.5 Electric car charging points will also be provided for every dwelling.

4.5 **Refuse Collection and Deliveries**

4.5.1 The site has been designed to accommodate refuse collection vehicles. The site would be expected to receive deliveries from food shopping vans, and general household deliveries. It is not anticipated that the site would require any deliveries by large articulated lorries.

4.6 **Sustainable Travel Information Packs**

4.6.1 A sustainable travel information pack will be provided to all new households which will contain specific information on the location of facilities, bus services and walking/cycling routes. This is to be presented in a clear and concise format with the aim of providing an initial overview of travel choices available to residents and an ongoing reference guide.

4.6.2 The information will include:

- Health benefits of walking and cycling.
- Information on cycle training.
- Bus network map with details of bus number, hours of operation and frequency.
- Website link to Journey Planner Traveline or bus real time information.
- Bus and rail timetables.
- Map of bus stop locations.



- Pedestrian and cycle routes to the site indicating shared and dedicated facilities; and
- Car sharing information.

4.6.3 This information will be kept up-to-date by the TPC and circulated as and when services change.

4.7 Sustainable Travel Events

4.7.1 The Travel Plan Coordinator will host a sustainable travel event annually throughout the Travel Plan period. The nature of the event will be dependent on the level of occupation within the site and feedback provided within the initial and ongoing household surveys alongside discussions with Oxfordshire County Council.

4.7.2 Events will aim to encourage walking and cycling, car sharing and use of local buses and as such may for example include:

- Dr Bike Sessions
- Community walk/bike rides
- Competitions
- Sustainable Travel Days

4.7.3 The Co-ordinator will liaise with local groups and organisations in order to enhance participation.

4.8 Household Broadband

4.8.1 Each household will be fitted with broadband connections to promote working from home and online shopping. Working from home and home shopping helps save money on fuel and parking, saving wear and tear on the car, and saved time on travelling and finding a car parking space at work or at the shops.

4.9 Personalised Travel Planning

4.9.1 Residents will be offered personalised travel planning advice via the Smarter Travel Information Pack and subsequently via the household survey. This will provide



bespoke information on sustainable travel options and comparative costs.

4.10 **Car Share Database**

4.10.1 The Travel Plan Co-ordinator will provide residents on site with information on how to join the established Oxfordshire County Council Liftshare scheme. Car sharing helps:

- Reduce the costs of travelling.
- Undercuts the cost of nearly all forms of motorised transport.
- Cuts congestion and pollution; and
- Reduces parking problems.



5.0 TRAVEL PLAN MANAGEMENT

5.1 Travel Plan Co-ordinator

5.1.1 The Travel Plan Coordinator will oversee the implementation and initiatives set out within this Travel Plan, for a period of five years following the first occupation. The contact details for the Travel Plan Co-ordinator will be forwarded to the Travel Plans Team at OCC upon appointment. The Travel Plan Co-ordinator role will be funded by the developer/ or management company for a period of five years.

5.1.2 As the Travel Plan develops it is likely that the time commitment required from the Travel Plan Co-ordinator will vary considerably with periods of limited activity between monitoring periods as such the Co-ordinator role may be undertaken by an external consultant in order to achieve greater flexibility.

5.1.3 The Co-ordinator is responsible for the following:

- Leading the delivery of the Travel Plan once approved
- Travel Plan administration
- Presenting the Travel Plan to residents (existing and new), local authorities and other organisations such as local cycling groups and public transport providers
- Managing and monitoring the personalised travel planning process
- Ensuring the sales literature extols the sustainable travel benefits of the site
- Briefing housing sales staff on the role and promotion of the Travel Plan within the development
- Disseminating information to the local authorities and any other interested parties
- Liaise with local public transport operators as necessary



6.0 OBJECTIVES AND TARGETS

6.1 Introduction

6.1.1 It is important that all parties are clear from the outset as to the objectives being sought through the Travel Plan. These requirements will drive the form and content of the Travel Plan, including the targets chosen.

6.2 Objectives

6.2.1 The overarching objectives of this TP are to:

- 1) Reduce the need for unnecessary travel to and from the development and assist those who need to travel to do so by sustainable modes.
- 2) Achieve a minimum number of additional single occupancy car traffic movements to and from the development.
- 3) Encourage those travelling to and from the development to use public transport, cycle, walk and car share; and
- 4) Provide adequately for those with mobility difficulties.
- 5) Monitor Travel Patterns and identify further opportunities to encourage travel by walking, cycling and public transport.

6.3 Targets

6.3.1 The location of the site is immediately to the south-east of Woodstock and north of Oxford and as outlined above, good linkages can be achieved with the existing urban area of the town.

6.3.2 From the 2011 Census data (MSOA of West Oxfordshire 004), it is clear that there are established travel patterns of sustainable travel in the Woodstock area, which supports the Developer's view that this site would have the potential for modal shift away from single occupancy private car, to the order of magnitude this report proposes.

6.3.3 This evidence demonstrates that the population in the area surrounding the site has



travel patterns that for example show that only 55.4% of the resident population travel to work as a driver of a vehicle.

6.3.4 **Table 7** sets out the targeted modal share for the five-year monitoring period following the development's completion.

Table 7 – Modal Split Targets

Mode of Transport	Baseline Modal Split %	Year 2	Year 5
Car Driver	55.4%	52.8%	46.8%
Car Sharing	6.8%	7.9%	9.5%
Bus	8.2%	9.3%	10.5%
Train	2.8%	2.8%	2.8%
Walk	11.4%	12.3%	13.8%
Cycle	4.1%	4.6%	5.7%
Taxi	0.0%	0.0%	0.0%
Motorcycle	1.1%	1.1%	1.1%
WFH	9.7%	9.7%	9.7%
Other	0.6%	0.6%	0.6%
Total	100%	100%	100%

6.3.5 The above targets are considered indicative, and a baseline survey will be undertaken on full occupation of the 74th dwelling.



7.0 MONITORING AND EVALUATION

7.1 Survey Methodology

7.1.1 The effectiveness of the TP at encouraging sustainable travel will be monitored within a travel survey to be conducted by the Travel Plan Co-ordinator for a period of five years following the development's completion. Initial survey forms will be sent out with the Smarter Travel Information Pack.

7.1.2 Travel Surveys will be undertaken at Years 1, 3 and 5 of the monitoring period. Residents not part of the original response will be sent forms by post. The surveys will be based on Oxfordshire County Council's survey templates and the TPC will ensure that the correct template is used. Oxfordshire County Council require a 60% response rate for developments of between 400 and 560 dwellings, and the TPC will try to achieve this response rate where possible. Results of the surveys should be forwarded to the Travel Plans Team at OCC within one month of completion.

7.1.3 In addition, a survey of peak hour vehicle movements will be undertaken at the same time as the travel surveys to monitor the impact of the TP and to assess the targets. The survey will be undertaken using automatic traffic counters collecting one week's worth of data from which the five-day average flows will be taken.

7.2 Plan Performance Audits

7.2.1 The results will be submitted to OCC biannually in years 1,3 and 5 and will be reported within one month of the survey date to the Council. The report will take the following format:

Chapter 1 – Introduction and Background. This will detail the site to which the report relates and provide details of occupier, name, date of occupation, number of staff employed, working hours, number of parking spaces etc.

Chapter 2 – Results of Surveys. This section will detail the results of the surveys that have been undertaken against the indicators set out above. It will include details of current travel situation and target levels. The original data from the



surveys will be included as an appendix.

Chapter 3 – Initiatives Undertaken. This will provide details of the work and initiatives undertaken over the previous 12 months, with supporting evidence a necessary.

Chapter 4 – Problems and Issues. This section will detail any problems encountered in implementing the Travel Plan and any issues which remain unresolved or require progress in future.

Chapter 5 – Specific Measures from Travel Plan. This section will detail how all measures from the travel plan have been implemented in terms of infrastructure, policy and promotion of each specific travel mode and strategy (walking, cycling public transport, car sharing, general measures, working practises, etc). This will include evidence of how each measure has been implemented and completed checklist of measures agreed at the planning application stage.

Chapter 6 – Summary. This will set out whether the Travel Plan is on track to meet targets and if not why not.

Chapter 7 – The Plan for the next 12 months. This will include any specific outcomes and desired results and any additions to the Travel Plan.

7.2.2 The Council will respond within one month of receipt, either approving the report or requiring a review of current practices.

7.3 **Failsafe Mechanisms**

7.3.1 Discussions will be held as to how any failed targets might be better achieved. Through consultation with Oxfordshire County Council, the Plan and its targets will be readdressed annually. It may be, for example, that the targets are made less ambitious on one mode, while tightened up on another to compensate.



7.4 **Monitoring Fee**

- 7.4.1 Oxfordshire County Council requires a TP monitoring fee to be payable to the Council by the developer and should be submitted in one payment on signing the Section 106 agreement. For this development a monitoring fee of £1,426 is required.



8.0 ACTION PLAN

8.1.1 **Table 8** sets out the Travel Plan measures, timescales for implementing the measures and the responsibility for implementing the measures.

Table 8 – Action Plan Summary

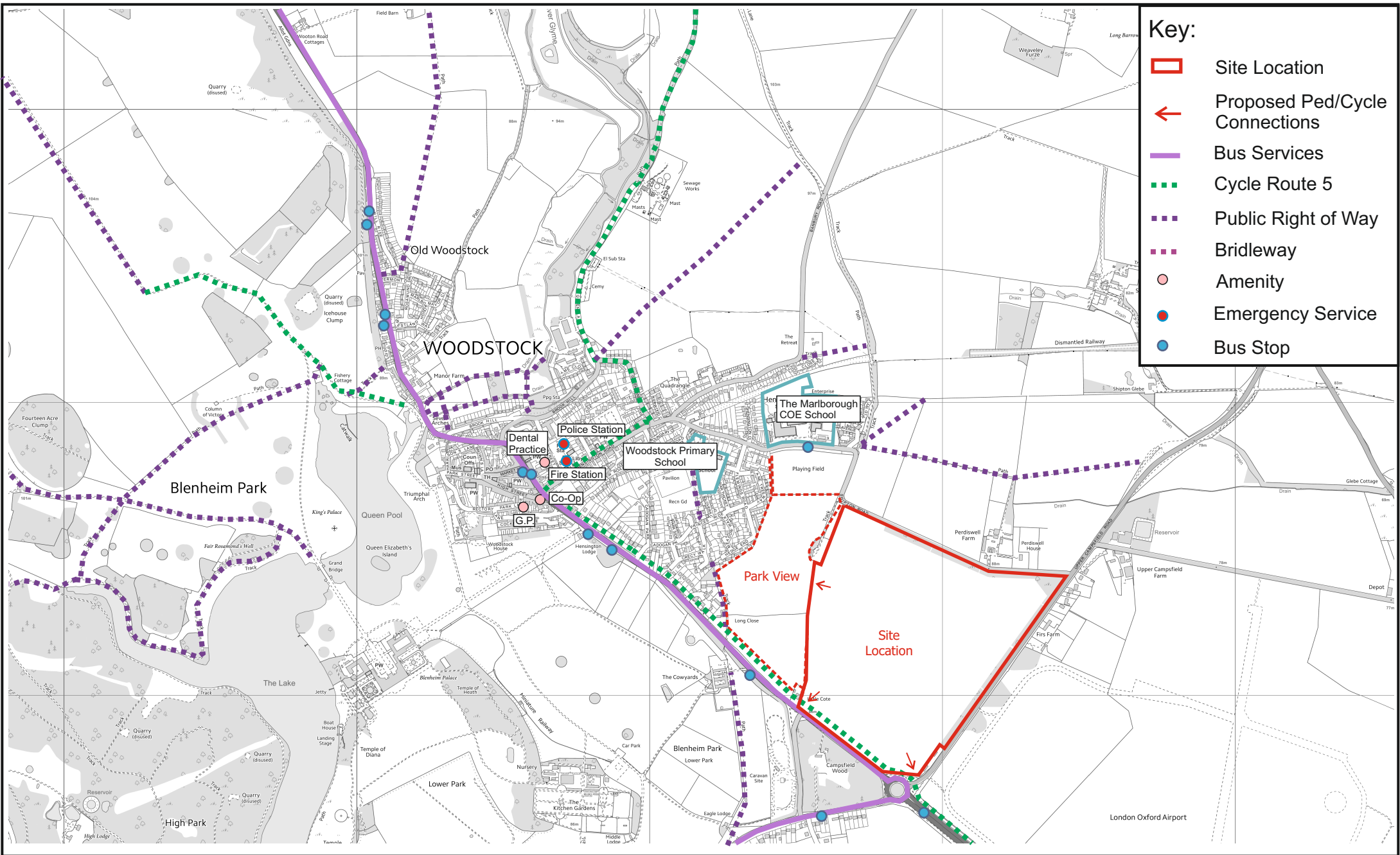
Objective	Measures	Target	Action By	Timeframe
1) Reduce the need for unnecessary travel to and from the development and assist those who need to travel to do so by sustainable modes. 2) Achieve a minimum number of additional single occupancy car traffic movements to and from the development. 3) Encourage those travelling to and from the development to use public transport, cycle, walk and car share.	New 3.0m wide hoggin footway/ cycleway connecting to Park View, A44 Oxford Road and Bladon Roundabout.	To increase walking and cycling from 15.5% to 19.5%	Developer	Prior to occupation. To be completed at site construction stage
	Information on walking and cycling in the local area.		TPC	Prior to occupation. To be completed at site construction stage
	Cycle parking to be provided for all dwellings.	To reduce car driver trips from 55.4% to 46.8%	Developer	Prior to occupation. To be completed at site construction stage
	Electric Charging Spaces for each dwelling.		Developer	Prior to occupation. To be completed at site construction stage
	Provision of Smarter Travel Information Packs.	To increase public transport from 11.0% to 13.3%	TPC / Developer	Packs to be prepared in advance of first completion. To be handed to occupant on occupation.
	Sustainable Travel Events.		TPC	Ongoing
	Personalised Travel Planning.		TPC / Sales Staff	After occupation (2 – 3 weeks and then after two years).
		Car share database		TPC
4) Provide adequately for those with mobility difficulties.	Dropped kerbing with tactile paving to be provided at junctions. Provision of disabled parking bays, where required.	-	Developer	Prior to occupation. To be completed at site construction stage
5) Monitor Travel Patterns	Travel Plan Co-ordinator.	To reduce car driver	Developer	
	Initial Marketing.		TPC	As above

Travel Plan

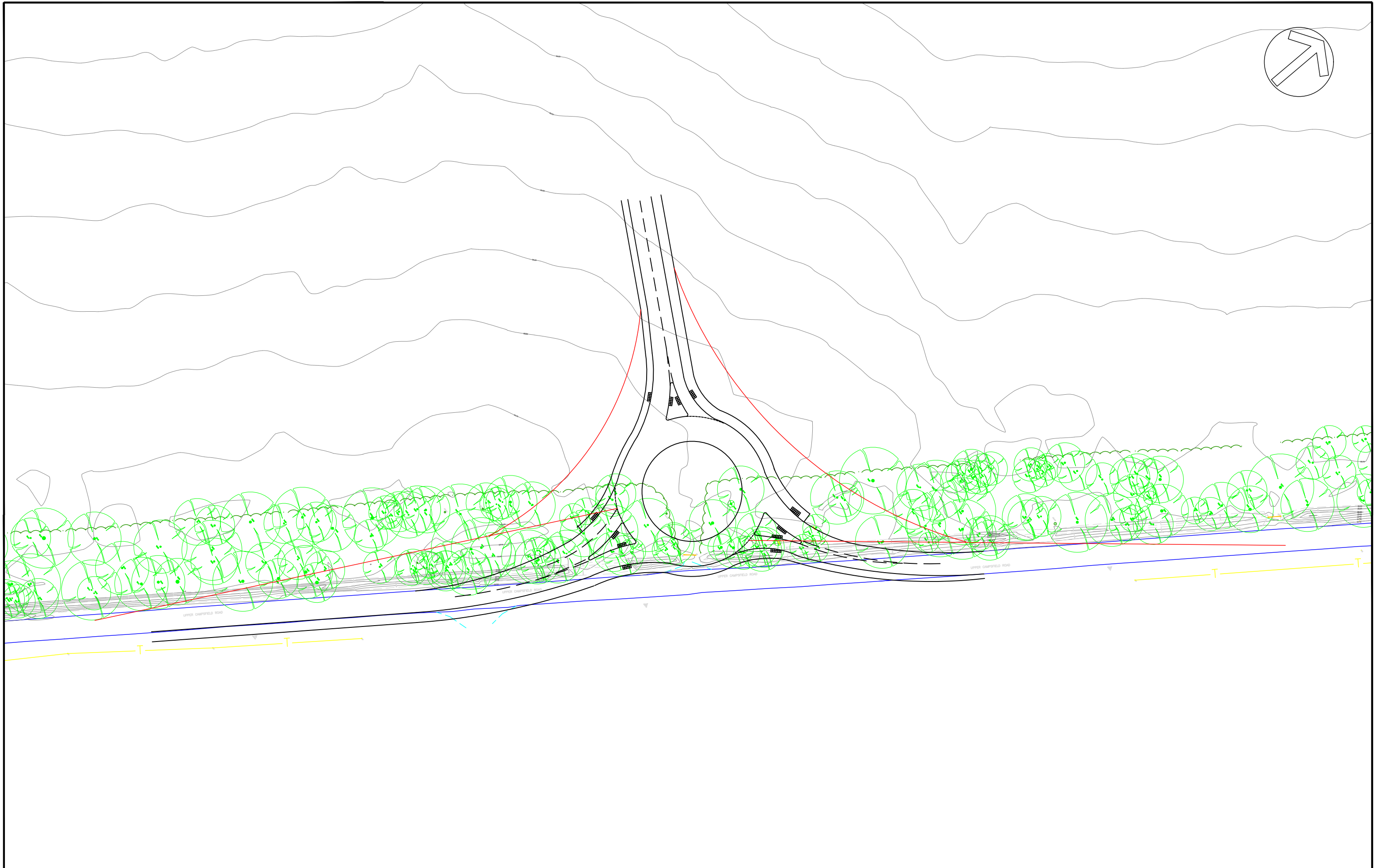
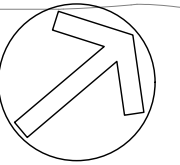


	On-going Marketing.	trips from 55.4% to 46.8%	TPC	Two years from completion
	Other Measures.		TPC	From first occupation
	Monitoring.		TPC	As set out in Chapter 7.0 above

Figures



Drawings



Based upon the ORDNANCE SURVEY MAPS with the permission of THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE
 © Crown Copyright AL 100030412
 © David Tucker Associates

REV	DESCRIPTION	DRAWN	INITIALS	DATE	DRAWING STATUS	CHECKED BY	DATE




david tucker associates
 transport planning consultants
 Forester House, Doctors Lane,
 Henley in Arden,
 Warwickshire B95 5AW
 Tel: +44(0)1564 793598
 Fax: +44(0)1564 793983
 www.dtatransportation.co.uk

JOB TITLE Land east of Park View, Woodstock		CLIENT Blenheim Estate Homes	
DRAWING TITLE Proposed 45m Roundabout Access			
SCALE 1:1000@A3	DRAWN BY ST	DATE Jan 22	DRAWING No 23570-01
			REVISION D

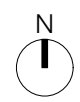
Appendix A



Key
 Site boundary

Notes/Revisions
 A 10/05/2022 Layout update

Land East of Park View, Woodstock
 Blenheim Strategic Partners



Illustrative Masterplan

Status:	Drawn by:	Checked by:
DRAFT	MP	MP
Project Number:	Scale @ A3:	Date:
226403	1:4000	10/05/2022
Drawing Number:	Revision:	
TOR-SK010	A	

Based upon the 2021 Ordnance Survey Mastermap vector data with the permission of the Ordnance Survey on behalf of Her Majesty's Stationery Office, © Crown copyright. Terence O'Rourke Ltd. Licence No. 100019980.

© Terence O'Rourke Ltd 2022 Do not scale from this drawing




LONDON
 23 Heddon Street
 London W1B 4BQ

BIRMINGHAM
 Enterprise House 115 Edmund Street
 Birmingham B3 2HJ

BOURNEMOUTH
 Everdene House Deansleigh Road
 Bournemouth BH7 7DU

TERENCE O'ROURKE
 TELEPHONE
 020 3664 6755
 www.torltd.co.uk



Forester House
Doctor's Lane
Henley-in-Arden
Warwickshire
B95 5AW

Tel: +44(0)1564 793598
inmail@dtatransportation.co.uk
www.dtatransportation.co.uk