

TRAVEL PLAN

FOR

A RESIDENTIAL DEVELOPMENT

AT

WYKHAM PARK FARM, BANBURY



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REPORT CONTROL SHEET

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EXECUTIVE SUMMARY

This Residential Travel Plan has been produced by Jubb, on behalf of Gallagher Estates, in support of a planning application for a residential development situated to the east of Bloxham Road (A361) on the southern fringe of Banbury, Oxfordshire. The Plan forms an overarching travel strategy setting out key targets, responsibilities, and a package of initiatives and measures that are designed to reduce the number and length of car trips generated by the proposed development.

The document has been developed in accordance with relevant national, regional and local transport policies and should be read in conjunction with the accompanying Transport Assessment and Design and Access Statement.

To support sustainable travel to and from the site Gallagher Estates have committed to:

- The provision of a Welcome Pack for each household;
- Pedestrian links to the existing pedestrian network;
- The provision of suitable car and cycle parking;
- The provision of a Travel Plan notice board;
- The funding of the Travel Plan Co-ordinator (TPC);
- A sustainable design of the site, in accordance with Manual for Streets, which places walking and cycling at the top of the transport hierarchy; and
- A monitoring programme to ensure the success of the Travel Plan.

1.0 INTRODUCTION

1.1 Jubb has been appointed to develop a Site Travel Plan for a residential development situated to the west of Bloxham Road (A361) to the south Banbury. The application site occupies a site of approx. 52 ha and lies on the south western edge of the established urban area bounded by the A361 Bloxham Road to the west, Salt Way to the north, and agricultural land to the south/east. A site location plan is shown in **Figure 1** below.

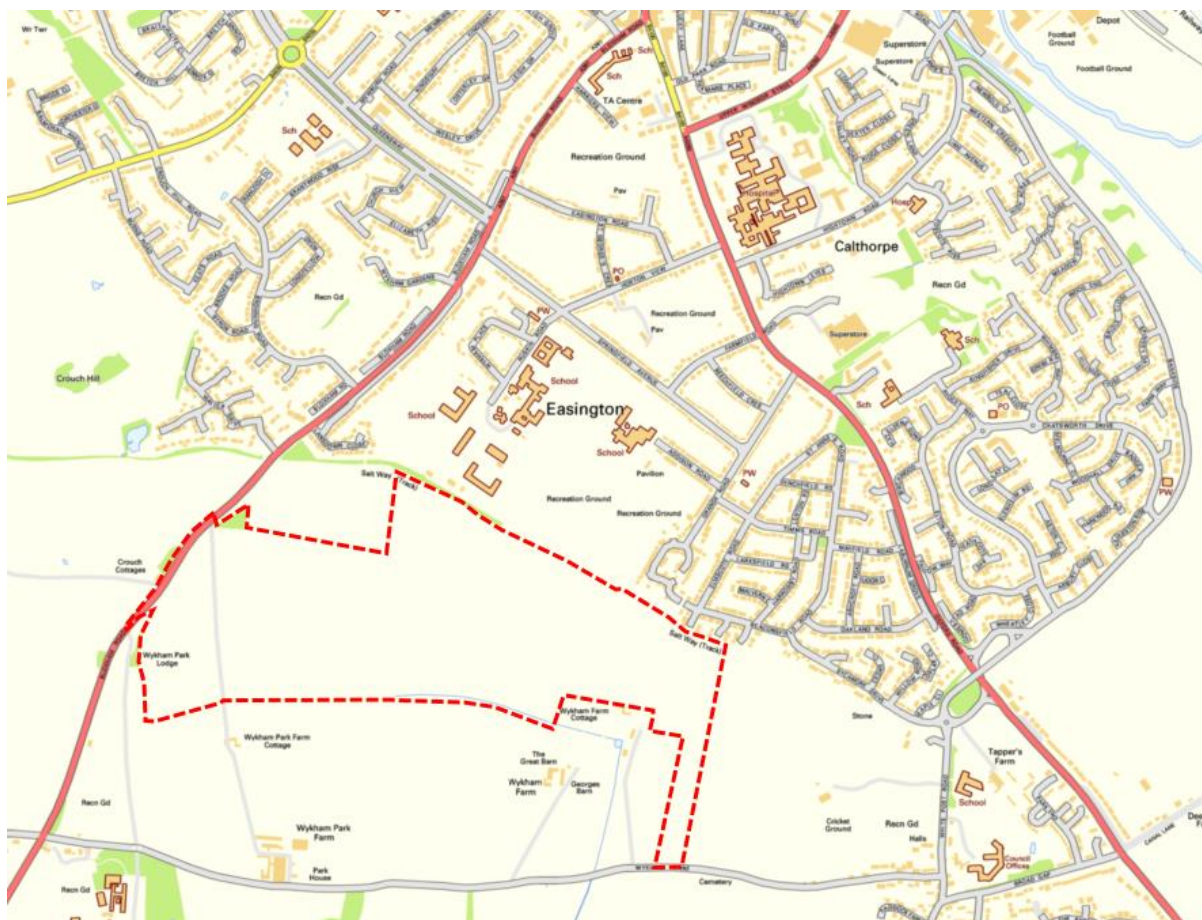


Figure 1 Site Location

- 1.2 The proposed new development will see the provision up to 1,000 housing units alongside supportive community facilities including a primary school and local centre with associated car parking, access and landscaping arrangements (**Appendix A**).
- 1.3 The site is reasonably served by public transport with planned enhancements, and is also accessible by a number of cycleways and footpaths to existing facilities within the surrounding area. The design philosophy of the proposed development echoes Central

and Local Government's vision to promote a sustainable transport regime with particular emphasis on priority measures for pedestrians, cyclists and public transport users.

TRAVEL PLAN

- 1.4 Travel Plans are seen by the Government as a strategic management tool in achieving traffic reduction and accelerating the development of more sustainable travel trends on both the strategic and local highway networks. Furthermore, they are being increasingly used as part of a tool kit to secure reductions in carbon emissions and contribute to the UK's target of an 80% reduction in CO₂ by 2050.
- 1.5 The National Planning Policy Framework states "transport policies have an important role to play in facilitating sustainable development, and contributing to wider sustainability and health objectives".
- 1.6 To echo this, the Planning Practice Guidance on "Travel Plans, Transport Assessment or Statement" further adds that "Travel Plans should where possible, be considered in parallel to development proposals and readily integrated into the design and occupation of the new site rather than retrofitted after occupation".
- 1.7 The Travel Plan is a long term strategy for encouraging multi modal travel to and from the development with the objective of reducing the dependence on private car usage in favour of more sustainable modes of travel. It will bring a number of benefits to residents, visitors and the wider community:
 - Improvements in the environmental image of the site;
 - Reduced traffic generation resulting in improved air quality, reduced noise levels, better local traffic conditions and a cleaner more attractive environment;
 - Reduce stress caused by driving allied with improved health from adopting alternative travel habits;
 - Enhancement of the role of safe walking and cycling in the local area and therefore an improved environment for all pedestrians and cyclists;
 - A reviewable process.

DEVELOPER'S COMMITMENT

- 1.8 In line with the Local Authority's aspiration and thus to deliver a sustainable development that promotes a balanced and vigorous local community and contributes to the Government's shared priorities of reducing congestion, the developer has committed to the implementation of a Residents Travel Plan.
- 1.9 The document has been developed in accordance with "Oxfordshire County Council on Transport Assessment and Travel Plan" and should be read in conjunction with the Transport Assessment and Design and Access Statement that has been submitted as part of the planning application package for the proposed development.
- 1.10 The requirement to deliver and evolve the Travel Plan will initially be included within the S106 Agreement but with provision included for the re-arrangement of such obligations to the final end users.

2.0 SITE DESCRIPTION AND PROPOSED DEVELOPMENT

Site Location, Form and Access

- 2.1 The site is located on the southern boundary of Banbury's existing urban area and lies within the Banbury Easington Ward approximately 2km south of Banbury's main centre. The western site boundary is defined by the alignment of Bloxham Road (A361); the historical Salt Way runs along the northern boundary with open fields abutting the eastern and southern sides of the development.

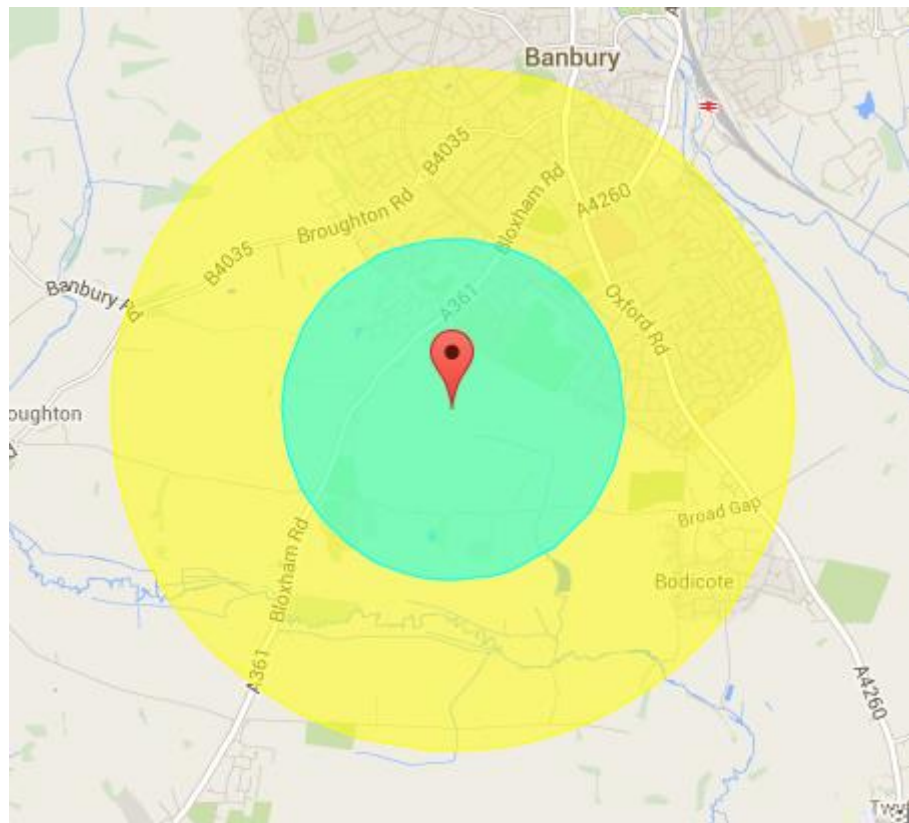


Figure 2 – Crow Flies

- 2.2 The Development Framework Plan for the site in respect to the form, mix, and quantum remain fluid to respond to market forces and other outside constraints but is envisaged as providing a maximum of 1,000 dwellings, in a mixture of sizes. Land to the east identified in the Local Plan Modifications (draft Policy Banbury 17) could add a further 200 units but has not been considered in this assessment.
- 2.3 The primary access to the development site will be directly off the A361 Bloxham Road. The proposed access junction has been designed in compliance with DMRB standards and will be subject to a Road Safety Audit to ensure its suitability and adequacy on highway safety and capacity terms. The existing change of speed limit is proposed to

accordance with recommended dimensions provided in the Local Highway Authority Guidance. The use of rear parking courts will be limited in line with OCC Guidance although there may be cases where a small contained courtyard serving a limited number of dwellings will be appropriate in terms of place-making. In such instance, they would be well-lit, overlooked and restricted to some 10 spaces per court. In addition, suitable cycle parking storage will be proposed onsite in accordance with the relevant guidance.

INTERNAL ROAD LAYOUT

2.8 The internal road hierarchy will be designed to reflect the volume and type of trips likely on each link and the number of properties accessed and would be subject to a speed limit of 20mph.

- Within the site, the principal access road would comprise a 5.5m carriageway with a 2.0m footway to either side of the carriageway.
- The remainder of the site roads would comprise 4.8m carriageway with 2m footways to either side and 6m radii to junctions.
- Mews courts and shared surfacing could be utilised if desired with varying criteria.
- Internal road layout to accommodate necessary refuse collection and emergency services.

BASELINE TRAVEL PATTERN

2.9 In order to predict a baseline modal split for the proposed residential development, 2011 Census Data - Travel to Work (UV39) for Banbury (Parish) was consulted to reveal the prevailing travel patterns in the neighbouring communities.

Modes	Modal Share
Car Driver	62.80%
Car Passenger	6.58%
Pedestrian	20.24%
Cycling	3.67%
Public Transport	6.71%

Table 2.2 2011 Census Modal Split

2.10 From these figures modal splits have been derived to calculate the percentage of residents who will occupy a car on their own (SOV – single occupancy vehicle) and the percentage of residents who will car share, as shown in Table 2.3.

Modes	Modal Share
Solo Car Journeys	56.22%
Car Share	13.16%
Pedestrian	20.24%
Cycling	3.67%
Public Transport	6.71%

Table 2.3 Baseline Travel Pattern

2.11 Vehicle trip rates for private mixed housing usage have been derived from TRICS 7.1. Adopting the baseline modal split detailed in Table 3.3, the anticipated traffic

generation by the proposed housing dwellings by modes of transport are subsequently calculated as follows. This is consistent with the supporting transport assessment.

Modes	AM Peak		PM Peak	
	IN	OUT	IN	OUT
Solo Car Journeys	111	363	297	135
Car Share	26	86	70	32
Pedestrian	40	131	107	49
Cycling	7	24	19	9
Public Transport	13	43	35	16

Table 2.4 Residential Traffic Generation by Modes

Travel Surveys

- 2.12 It is proposed that baseline travel surveys in compliance with SAM standards will be undertaken within 6 month of first occupation or once 10-15% occupancy is reached for the whole site.
- 2.13 Upon the completion of the survey, the collated travel information will be analysed to establish an accurate picture of the residents' travel patterns with the targets and measures adjusted where is necessary to account for the survey results. This will be submitted to Oxfordshire County Council as part of the Monitoring and Review process as set out in Section 8.

3.0 SITE ASSESSMENT

3.1 Banbury is an important urban centre and employment area in North Oxfordshire with a population of approx. 40,000. The lies to the west of the M40 (Birmingham-London) motorway and lies some 20 miles from Oxford.

3.2 The application site is situated on the A361 on the south west of the town, 2 km from the town centre and lies within close proximity to a wide range of compatible and supportive 'day to day' services offering a range of opportunities for people to travel to and from the site other than by car.

LOCAL FACILITIES AND SERVICES

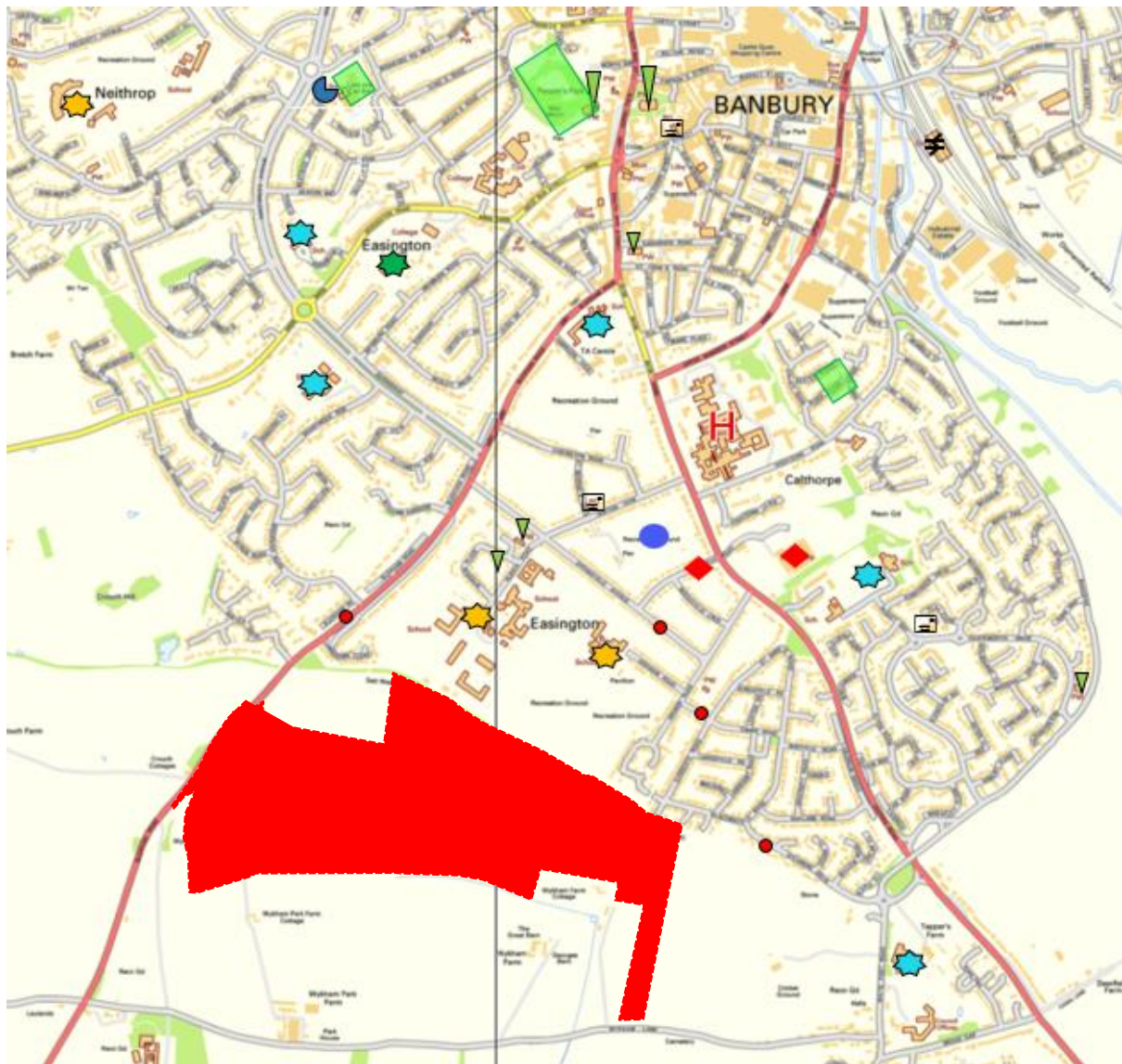
3.3 The proximity of the site to local facilities is summarised in **Table 3.1** along with the estimated journey time by different means of travel and depicted in Local Movements Plan (**Figure 3**). It should be noted that:

- All the above distances are approximately measured from the centre of the development site along a suitable walking route to the nearby facilities; and
- The estimated walking and cycling times are approximated using a walking speed of 80m/min (abstracted from *IHT Guidelines for: Providing for Journeys of Foot*) and a cycle speed of 240m/min.

Facility	Location	Distance	Journey Time
Primary School	Queensway Primary School, Brantwood Rise, OX16 9NH	1.2mi	24 mins †
	John's Roman Catholic Primary School, Avocet Way, Chatsworth Drive, OX16 9YA	1.4 mi	8 mins 🚲
Secondary School	Banbury Academy, Ruskin Road, OX16 9HY	1.2 mi	24 minutes †
	Blessed George Napier Catholic School Addison Road, OX16 9DG	1.0 mi	20 minutes †
Independent School	Tudor Hall School, Wykham Park, OX16 9UR	0.6 mi	10 mins †
Doctors/Health	Hightown Surgery, Hightown Gardens, OX16 9DB	1.7 mi	35 minutes †
	Horton General Hospital, Oxford Rd, OX16 9AL	1.7 mi	35 minutes †
Dentist	Church Street, Bloxham, Banbury, OX15 4ES	1.5 mi	22 minutes 🚲
Leisure/Recreational	Banbury Library, Marlborough Rd, OX16 5DB	2.1 mi	24 mins 🚲
	Easington Sports & Social Club, Addison Road, OX16 9DH	1.4 mi	10 mins 🚲
	Woodgreen Leisure Centre, Woodgreen Avenue, OX16 0HS	2.0 mi	14 mins 🚲
Supermarket	Sainsbury's, Oxford Road, OX16 9XA	1.6 mi	11 mins 🚲
	Tesco, Lockheed Close OX16 1LX	3.0 mi	20 mins 🚲
	Morrisons, Swan Close Road, OX16 5AQ	2.1 mi	14 mins 🚲
Local Store	Wykham Park Farm, Wykham Lane, OX16 9UP	0.5 mi	8 mins †
Post Office	Easington, 25 Horton View, OX16 9HW	1.2 mi	12 mins †
Nearby Bus Stop	Bloxham Road Sycamore Drive (future internal to site)	0.6 mi	7 minutes †
Railway Station	Banbury	2.5 mi	17 minutes 🚲

Table 3.1: Local Services and Facilities

3.4 A Local Movements Plan is included within **Figure 3** below.
















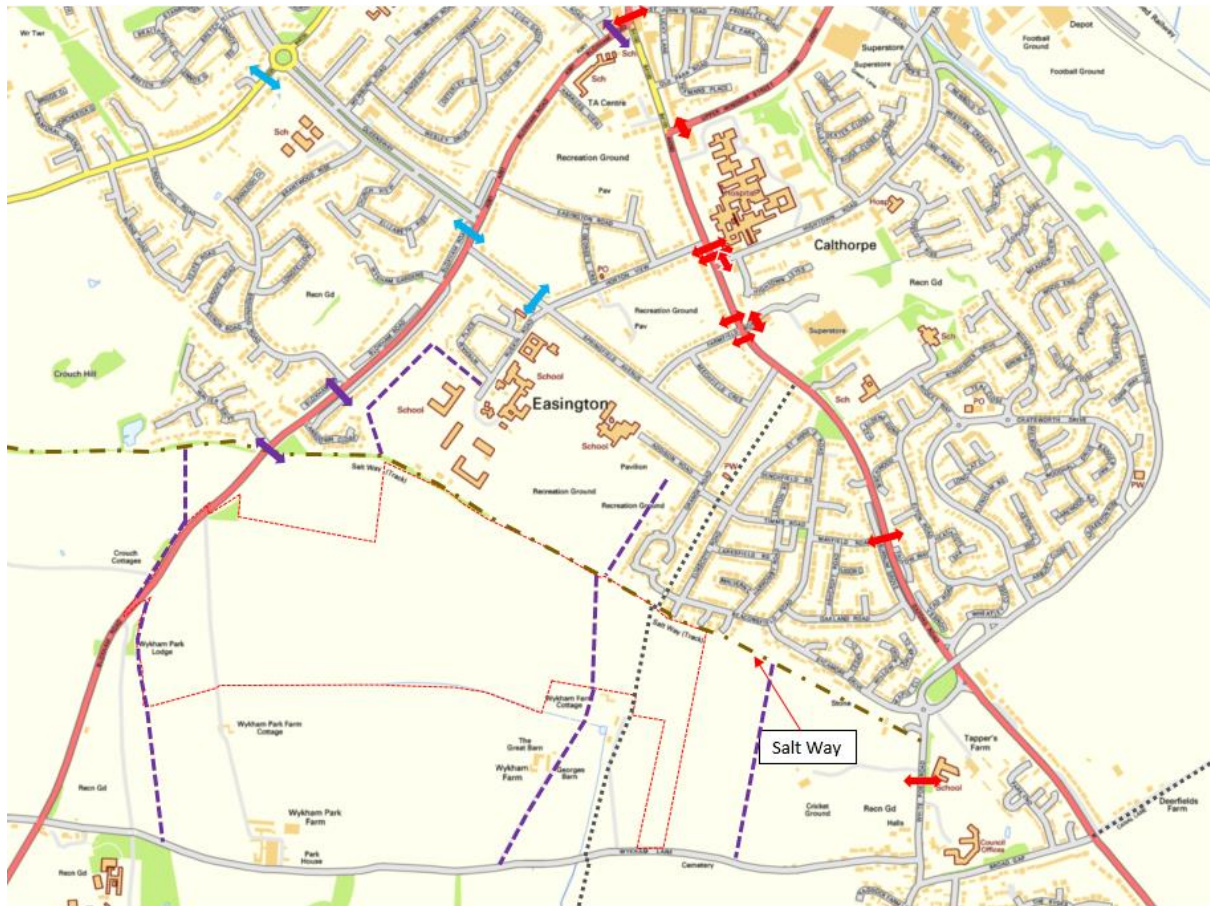
	Application Site		Hospital
	Primary School		Place or Worship
	Secondary School		Medical Practice
	College		Library
	Superstore		Station
	Bus Stops		Recreational Facilities
	Post Office		

Figure 3 Local Facilities and Services

WALKING

- 3.5 It has been acknowledged that walking is the most important mode of travel at the local level and offers the greatest potential to replace car trips, particularly under 2 kilometres. With the majority of local amenities accessible within 1.5km travel distance, the application benefits from the services accessible in the town.
- 3.6 Dropped kerbs and a pedestrian refuge are provided on Bloxham Road in the vicinity of the Salt Way Cycle route and the Browning Road junction. A Zebra crossing facility with refuge is provided between Springfield Avenue and Queensway and a Pelican crossing is provided in the vicinity of the Harriers View junction.
- 3.7 Pedestrian phases are provided within the signalised junctions on Oxford Road at the Hightown Road, Horton View and South Bar Street junctions. Dropped kerbs and a pedestrian refuge are provided within the signalised junction of Oxford Road / Upper Windsor Street. Elsewhere the town has a typical network of urban footpaths as would be expected from a town of its size and age.
- 3.8 There is also an extensive network of Public Rights of Way that cross or pass by the site, most notably Salt Way which runs along the northern boundary. The Definitive Map of Local Public Rights of Way is included in **Appendix B**, with those closest shown on Figure 4. These are to be incorporated within the future plans to ensure a comprehensive network of routes remain to encourage access to the countryside.









- | | | | |
|---------------------|---|-------------------------------------|---|
| Refuge Island |  | Salt Way (Road Used as Public Path) |  |
| Zebra Crossing |  | Public Footpath |  |
| Signalised Crossing |  | Public Bridleway |  |

Figure 4 Pedestrian Facilities

CYCLING

- 3.9 The Salt Way Cycle Route, which is traffic free and lies adjacent to the northern boundary of the site forms part of National Cycle Route 5. This route connects with villages such as Chipping Campden to the west, Bodicote to the east and Bloxham to the south. To the east, a local on-road route is promoted along Bankside providing access to the town centre and the railway station.
- 3.10 The site layout will ensure cycle routes and possible connections are considered to ensure suitable provision and to encourage active travel.

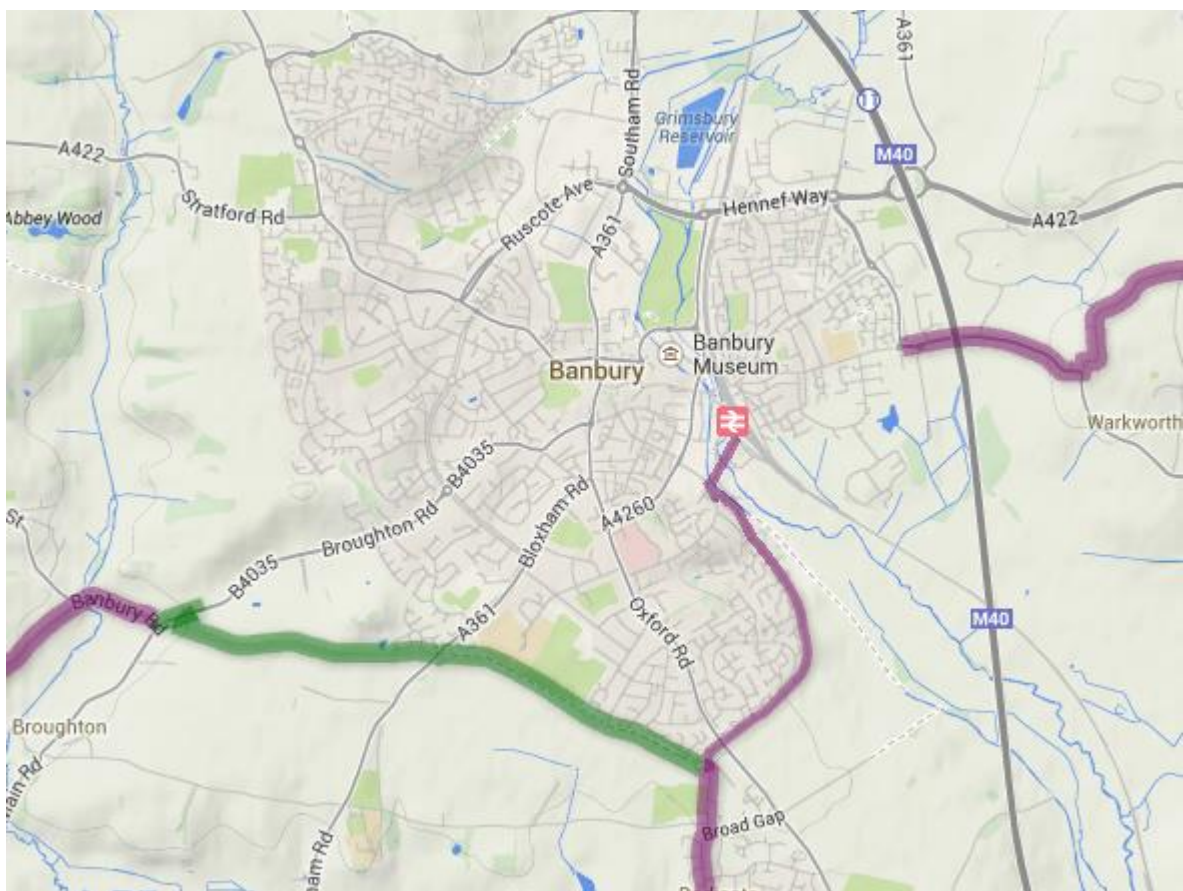


Figure 5 National Cycle Network- (Source Sustrans)

TRAVEL BY BUS

3.11 The nearest bus stops are located on Bloxham Road served by the route 488/489 operated by Stagecoach offering hourly services to Witney Monday to Saturday between 08:15-18:30. In addition the B1 service can be found on Timms Road/Sycamore Drive in the residential estate to the north east of the development site.

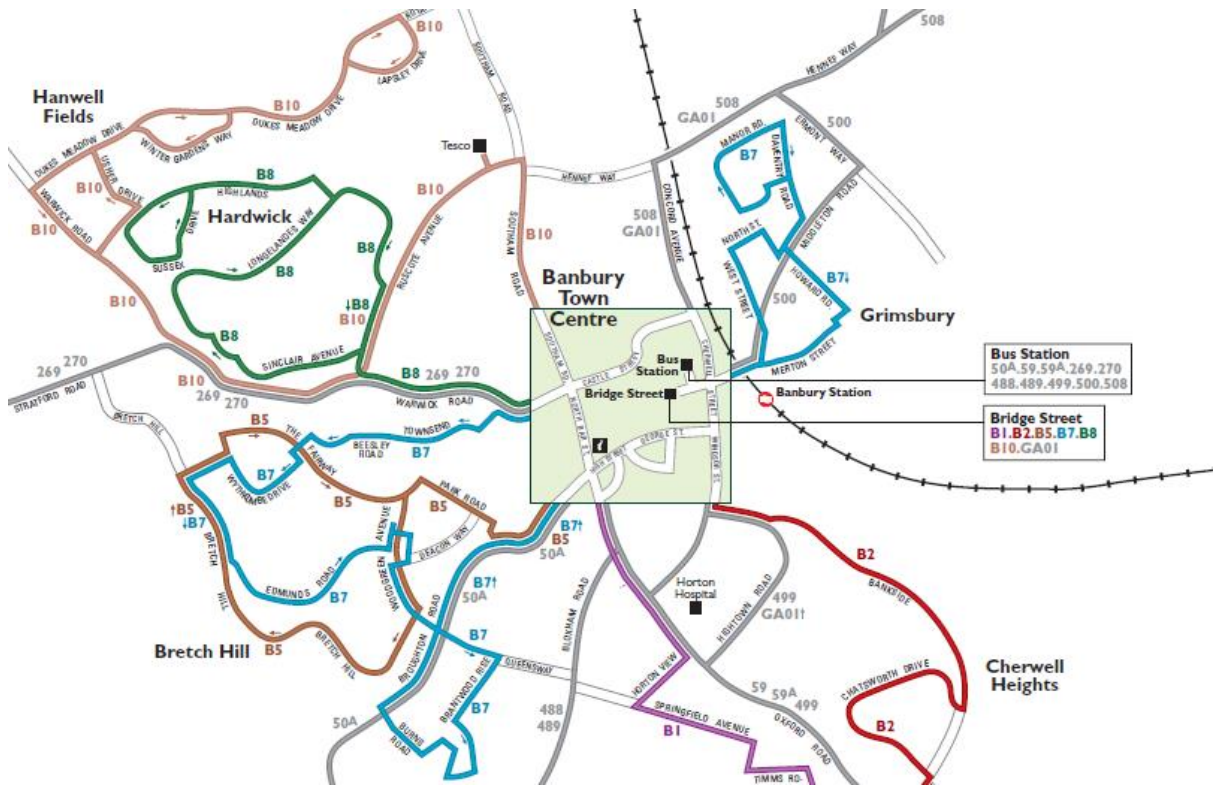


Figure 6 Local Bus Services

3.12 The bus services which utilise these stops are summarised below in **Table 3.2** along with a brief route description and the associated operating frequency (**Appendix B**). The table indicates the general level of provision however, some additional service buses are added or routes varied slightly to accommodate peak period, school journey destination demands and enhanced summer services.

No./ Operator	Service Route	Mon -Fri		Sat		Sun	
		First /Last	Per day	First /Last	Per day	First /Last	Per day
488 / 489 Stagecoach	Banbury – Chipping Norton	0630 1912	Hourly	0642 1912	Hourly	N/A	
	Return	0643 1948		0753 1948			
B1 Stagecoach	Banbury – Easington (circular)	0701 1823	Half Hourly	0711 1812	Half Hourly	1046 1646	Two hourly

Table 3.2 Bus Timetable

3.13 The approximate travel time of bus journey from the development site to the key destinations are summarised below (as timetable) :

- Town Centre 7-10 minutes
- Chipping Norton 50 minutes

3.14 It is known that significant improvements are planned in conjunction with developer funding from residential development south of Banbury, and such enhancements are discussed later in this report. In addition to these services, there are a number of services which run from Banbury Centre to the following destinations – Stratford-upon-Avon, Shipston-on-Stour, Chipping Norton, Oxford, Brackley and Eydon enabling commuting and leisure journeys to be undertaken by bus. Bus timetables are attached in Appendix B. National Express run coaches from Banbury to Gatwick, Heathrow, Birmingham, Wolverhampton and Oxford.

TRAVEL BY RAIL

- 3.15 Banbury railway station lies on the Chiltern Mainline with frequent services to / from Birmingham Snowhill, Stratford-upon-Avon, Kidderminster, London Marylebone, London Paddington, Oxford, Manchester and Reading.



Plate 3.1 Banbury Railway Station

- 3.16 The railway station is located within cycling distance at 3.4km from the site and cycle parking is provided at the station enabling future residents of the site to undertake a multi-modal journey to work and leisure locations.

Service Route	Station	Mon -Fri		Sat		Sun	
		First /Last	Freq/No	First /Last	Freq	First /Last	Freq
Hereford/Worcester – Oxford/London	Charlbury	0606 2345	≈Hourly 22	0705 2214	≈Hourly 14	1028 2225	≈Hourly 11
	Shipton	0740 1820	Irregular 2	0759 2206	Irregular 3	-	-
London/Oxford – Hereford/Worcester	Charlbury	0710 2311	≈Hourly 20	0641 2307	≈Hourly 14	0934 2312	≈Hourly 12
	Shipton	1805 2318	Irregular 3	1446 2314	Irregular 4	-	-

Table 3.3 Rail Timetable

TRAVEL BY CAR

- 3.17 The proposed site is located to east of Bloxham Road, classified as the A361 which runs between the centre of Banbury 10 miles south to Chipping Norton. Past the site the speed limit is 60mph, becoming 30mph as it enters the built up urban area of Banbury. Vehicular access to the proposed development will be directly from Bloxham Road. As a rural inter-urban route this road is typically 7.0m in width and as it passes the application site.

4.0 OBJECTIVES AND TARGETS

OBJECTIVES

- 4.1 The ultimate aim of the Travel Plan is to provide measures, information and support initiatives that will facilitate a range of realistic and achievable alternative modes of travel and provide residents and visitors with an opportunity to reduce the number of single vehicle occupancy trips.
- 4.2 Objectives and associated targets are designed to be SMART - **S**pecific; **M**easurable; **A**chievable; **R**ealistic; **T**ime-bound. The setting of the proposed modal shift focuses on changing travel behaviour in favour of “Active Travel” and reduces the dependency on solo car journeys.
- 4.3 The key objectives of such a document are identified as follows:
- Reduce single occupancy vehicle journeys to/from the site;
 - Minimise the impact and frequency of car travel, thus reducing pollution and congestion in the area, and minimising the need for parking;
 - Facilitate all accesses to key destinations such as retail, leisure, health and education;
 - Co-operate with neighbouring communities, Local Authority, and other relevant organisations in achieving the greatest modal shift away from solo car journeys;
 - Provide suitable and appropriate on-site facilities to encourage the usage of walking, cycling and public transport as appropriate; and
 - Promote a healthier lifestyle for residents, visitors and the wider community.

TARGETS

- 4.4 To assess the effectiveness of the Travel Plan, a set of performance indicators in the form of measurable goals and milestone activities have been identified through which the quantification of travel habits can be made and the measures implemented in conjunction with the collection of said data.
- 4.5 The following initial targets have been set for a 5-year implementation period from the completion of the development to achieve
- A reduction in solo car usage; and
 - 75% awareness of the travel plan.

- 4.6 In order to meet the aim of the Travel Plan and achieve suitable targets, the introduction of a wide range of measures, initiatives and mechanisms is proposed onsite once the development is built and the travel demand is fully understood and appropriate targets set and agreed with OCC. Details are included in **Section 6** below.

5.0 MANAGEMENT, MARKETING AND CONSULTATION

5.1 The management of a Travel Plan involves promotion and consultation along with the general maintenance of paperwork and data. These duties are permanent and require regular updating of the document forming an integral part of the day to day running of the Travel Plan.

Management

5.2 In light of this, a Travel Plan Co-ordinator will be appointed prior to the occupation of the first dwelling to oversee the implementation and administration of the Travel Plan and provide the overall co-ordination needed to ensure the Travel Plan's success during a 5-year implementation period.

5.3 The Travel Plan Co-ordinator (TPC) will need to be a "champion for the cause", demonstrating enthusiasm, negotiation skills and an ability to communicate effectively with people at all levels. The responsibilities of the Travel Co-ordinator are to:

- Lead the launch and delivery of the Travel Plan;
- Obtain and maintain commitment and support from residents and visitors etc;
- Organise the necessary data collection exercises required to develop the Travel Plan;
- Maintenance of all necessary systems, data and paperwork, such as tenant contact details and records of the distribution of Welcome Packs;
- Act as the 'human face' of the Travel Plan ensuring a high level of visibility of, and accessibility to, the document;
- Liaise with external organisations e.g. local authorities, schools, transport operators etc; and
- Arrange the monitoring program for the Travel Plan, including target setting.

5.4 The TPC will be given sufficient time and resources to effectively undertake their duties and implement the Travel Plan. The TPC will work closely with Travel Plan Officers at Oxfordshire County Council and seek to promote any transport initiatives the Council may have.

- 5.5 Contact Details of the prospective occupiers will be provided to the OCC once become available however in the interim the developer will be responsible for the management and development of this Travel Plan.
- 5.6 Nevertheless, the Travel Plan needs partnership for success. The Travel Plan Co-ordinator will establish partnerships with external resources and maintain links and lines of communication to keep up to date on the information, initiatives and new technology in sustainable travel.
- 5.7 The key partners and their role are identified as follows:
- Travel Plan Co-ordinators for the Neighbouring Residential/ Employment Developments – to investigate and organise any potential joint event, promotion and initiatives on sustainable travel such as Car Club, Walking Bus, Bicycle User Group and Bicycle Clinic.
 - Oxfordshire County Council Travel Plan Co-ordinator – will be able to provide support, advice and guidance on sustainable transport options and initiatives in order to try to ensure Local Authority sustainable transport goals and objectives are met.
 - Public Transport Operator – to provide the latest information on the frequency, routing and fare of the passenger transport in the region.
- 5.8 Community Travel Meetings will also be held at a regular interval to review the progress and performance of the Travel Plan and allow residents or key partners to air their view on sustainable travel.

Marketing and Consultation

- 5.9 New residents' travel behaviour can be heavily influenced by marketing, therefore it will be sold as a positive extra by the developer's sales staff, who will be briefed on the sustainable aspects of the development.
- 5.10 To make people fully aware of the existence and benefits of the Travel Plan, a Travel Information Website will be launched for the site with a PC provided at the Site Marketing Office as part of the sales package and promotion activities. It will include a

Residential Travel Plan Welcome Pack that outlines comprehensive literature on the health and environmental benefits that the Travel Plan could bring.

- 5.11 The Travel Information Website will outline the benefits on offer, and any promotional discounts and giveaways aimed at promoting green travel. It will also explain the need for sustainable travel, describing the various travel facilities in and around the site.
- 5.12 The marketing materials will be designed by a professional party to provide educational tools to help to change peoples' perceptions and promote the adoption of a greener and healthier lifestyle.
- 5.13 Travel Plan Welcome Packs which will be presented as part of the promotion materials will be prepared at an early stage and introduced to future residents during the sales and welcome process. This will be developed in close consultation with the Local Planning and Highway Authority to include appropriate Travel Plan Literature. This Pack will include:
- A summarised version of the Travel Plan, that sets out the purpose and benefits etc.;
 - Public transport information;
 - Cycle route information;
 - Contact numbers and web details for bus and rail companies;
 - Details of car sharing schemes in particular oxfordshire.liftshare.com;
 - Local taxi company details;
 - The contact details of local and national cycle organisations, such as Sustrans;
 - Information on working from home; and
 - Contact details of the site TPC and WC's TP Officers.

6.0 TRAVEL PLAN MEASURES AND ACTION PLAN

6.1 In formulating a Travel Plan it is necessary to remember that no single solution will provide an answer to the travel needs of the future occupants as each individual will react differently. It is important that a wide range of measures are available so that residents and visitors can choose a travel mode to suit their needs.

DESIGN OF THE DEVELOPMENT

6.2 Pedestrian/Cyclist only access will be facilitated off Salt Way and through to the adjoining residential estate to the north to maximise the site's accessibility and permeability by sustainable means of travel and encourage the greater use of walking and cycling.

6.3 To further improve the walking and cycling link within the development, the design of the internal road system will be purposely engineered to:

- Introduce a 20 mph "home zone" area to provide a relaxed environment conducive to walking and cycling;
- Facilitate a continuous cycle/footpath running across the site to promote Active Travel ;
- Incorporating dropped kerbs and tactile paving to assist the passage of push chairs and people with mobility problems; and
- Consideration of slopes and gradients to ensure routes comply with Equality Act requirements.

6.4 In line with Government strategy, the site will be served by the latest communication technology to encourage on-line shopping, home-working and access to real time and up to date travel information.

INFORMATIONAL MEASURES

6.5 Travel Plan Welcome Packs which will be presented as part of the Travel Website will be prepared at an early stage and introduced to future residents during the sales and welcome process. This will be developed in close consultation with Oxfordshire County Council to include appropriate Travel Plan Literature. This Pack will include:

- Positive benefits of sustainable transport, including the health and environmental reasons for change;
- Explain how individuals can travel sustainably, including methods of driving to produce fewer emissions;

- Introduce Oxfordshire Car Sharer Scheme;
- Useful walking and cycling advice providing a map presenting the cycle and pedestrian links to local amenities;
- Contain a list of useful websites associated with buses, cycling, walking and car sharing, as well as that to the Act Travelwise Website and Energy Saving Trust;
- Contain a list of local cycle shops and repair centres;
- Include Site-Specific Travel Information (**Appendix C**); and
- List contact details of the Travel Plan Co-ordinator.

6.6 Dedicated notice boards will be erected at appropriate locations where they can be accessed by residents and visitors alike. It will provide details on:

- The latest travel information including walking/cycling routes and public transport services;
- Updates on the progress and implementation of the travel plan;
- Recent travel events such as “bike to work day” and “car free days” in the area;
- Any planned engineering work or improvements to infrastructure in the area that may affect local travel; and
- Health Facts on Active Travel.

ENCOURAGE ACTIVE TRAVEL

6.7 To encourage the uptake of walking and cycling journeys, recommendations are proposed as follows:

- Promoting national special events, such as Cycle to Work Week, to encourage residents involvement and raise awareness;
- Good quality, safe and secure cycle parking will be provided;
- Monitor the demand for cycling facilities and improved cycling measures with Management as necessary;
- Investigate the onsite demand for walking and cycling buddy schemes;
- Upon effective occupation, the Travel Plan Co-ordinator will investigate the need for ‘travel to school’ and liaise with Oxfordshire County Council on travel schemes that are available for local schools and the targets set for school travel. A Walking/Cycling School Bus could also be organised if there is a demand.

ENCOURAGE PUBLIC TRANSPORT

- 6.8 In addition to the Travel Information Website, newsletters may also be circulated at regular intervals to inform of any changes on local bus and train services and keep residents updated with the latest timetables, travel routes and fares.

REDUCE DEPENDENCY ON SOLO CAR JOURNEYS

- 6.9 Residents will be encouraged to register on Oxfordshire Car Share Database – www.oxfordshire.liftshare.com. Detailed Information on how and why to join such scheme will be included as part of the Travel Plan Welcome Pack.

IMPLEMENTATION OF THE PROPOSED MEASURES

- 6.10 In order to assess the progress of the Travel Plan once implemented, a time-bound Action Plan has been produced with detailed information on the responsibility, programme and anticipated performance of each of the proposed measures.

MEASURES	ACTION	WHO	TARGET DATE
Travel Welcome Packs	Prepare and issue new resident induction packs.	TPC	During the sales process
Travel Information Website	Summary of the above material for general public display	Developer	Within the first year of opening
Promotional Event	Organise an event to encourage residents and visitors to travel by sustainable means of transport	TPC	After occupation of 10% residential units
Walking and Cycling Information	Establish a safe cycling/walking route map to illustrate routes for cyclists.	TPC	Prior to the occupation of the site
Walking Buddy/School Initiatives	Investigate supportive measures for school pupils for travel to school.	TPC /in partnership with schools.	After occupation of 10% residential units
Introduction to Local Car Share Scheme	Advise residents of the local car share scheme to promote the use of car sharing.	TPC	During the sales process
Travel Plan Co-ordinator	Appointing a Travel Plan Co-ordinator	Developer	Prior to first occupation
Community Travel Meeting	Organise regular community travel meetings with residents and representatives from key partners	TPC	Every 6 months during the life-span of the document

MEASURES	ACTION	WHO	TARGET DATE
Monitoring Review and Reporting	Travel Survey	TPC	Upon 10% occupation and biannual thereafter for 5 years
	Monitoring of measures and initiative take up	TPC	Spot counts every 6 month for 5 years
	Monitoring Report	TPC	2 month after completion of the travel survey for 5 years

Table 6.1 Travel Plan Action Plan

7.0 MONITORING AND REVIEW

7.1 Travel Planning evolves over time in accordance with the changing circumstances of a community and its environment. A robust monitoring strategy is central to ensure the delivery of such document and gauge the effectiveness of the proposed measures.

MONITORING PROCESS

The Travel Plan Monitoring Process will involve two stages:

Stage 1 - A basic biannual review of targets and measures. The monitoring surveys detailed above will be conducted to assess whether targets are being met and the effectiveness of the implemented measures.

Stage 2 - It involves the TPC undertaking a full and comprehensive review of the Travel Plan at Year 5 once the fifth monitoring survey has been undertaken and the results analysed. This review will involve updating the Travel Plan document to take into account changes to transport availability, changes in travel patterns, changes in resident numbers and revisions to targets and measures.

7.2 It is proposed that the Travel Plan will be monitored on a five-year cycle with the first survey carried out within 6 month of first occupation or when a 'critical mass' of 50% occupancy has been reached, and then thereafter at **Year 1, Year 3** and **Year 5**.

TRAVEL SURVEYS

7.3 The monitoring will be undertaken in-house by the TPC and an approved travel questionnaire (Appendix D) will be issued to each household (via email or post) to reveal their travel habits and share their view on the implementation of the Site Travel Plan. A traffic survey at the entry/egress point will also be carried out at Year 5 to record the numbers of pedestrians, cyclist and vehicles entering and leaving the site over the course of a typical day. A detailed survey schedule is tabulated below:

Survey Type	Schedule	Responsibility	Information Collected
Multi-Modal Travel Survey at the site entry/egress point	Year 5	TPC	Collecting the daily movements made by vehicles and cyclists
Travel Questionnaire	Bi-annually	TPC	Establishing residents travel behaviour and gathering their views on the implementation of the travel plan

Table 7.1 Survey Schedule

7.4 Additional monitoring of the following is also useful to judge whether the implementation or proportion of certain measures needs to be refined. These factors should be monitored:

- Monitor the level and usage of parking spaces and the level of any overspill parking in the surrounding area;
- Record comments received from residents relating to the operation and implications of the Travel Plan.

REPORTING

7.5 Upon the completion of the follow-up surveys, the TPC will compile a biannual Monitoring Report (within 2 month of the travel survey)

- to outline the outturn results of the travel surveys and any on-going monitoring of measure uptake;
- to assess the progress of the travel plan;
- to gauge the efficiency of the proposed measures and initiatives; and
- to examine the level of commitment and support received; and
- to identify the aspects of the Travel Plan that are not being adhered to.

7.6 The review will also incorporate the results of on-going monitoring throughout the preceding period and cover the following aspects:

- Site name and address;
- A summary of the Travel Plan;
- How and when monitoring information was gathered;
- Whether travel patterns are meeting objectives and targets; and
- Proposals to refine the Travel Plan.

7.7 It is then subsequently issued to the Oxfordshire County Council Travel Plan Officer and retained for records. The monitoring and review of this Travel Plan will be enforced and secured through a Section 106 agreement in line with OCC requirements.

8.0 FUNDING

8.1 To progress the Travel Plan, the following sources of funding is required:

- Identify a Travel Plan Co-ordinator;
- Support the Implementation of the Travel Plan; and
- Monitoring and Review Funding

8.2 The management agency chosen for the site will act to administer any financial arrangements between residents and employees, at their request and at an appropriate charge, and add this cost, equally, to the management fees charged on the units to each resident.

Travel Plan Co-ordinator Role

8.3 It is anticipated that the Travel Plan Coordinator will be a shared role with a full-time post within the organisation of final occupier who is in a senior position of sufficient authority. Dedicated staff time and financial support will be provided by the Senior Management Board for the TPC to set up the Plan and implement the agreed measures.

Implementation of the Travel Plan

8.4 The implementation of all measures is the responsibility of the TPC and many will require resource time which will be absorbed into the basic salary/ additional funding of the TPC role. Some measures have other costs identified which are in addition to the TPC staff time. These include the cost of providing travel incentives, such as discount travel vouchers or cycle loan.

Monitoring and Review

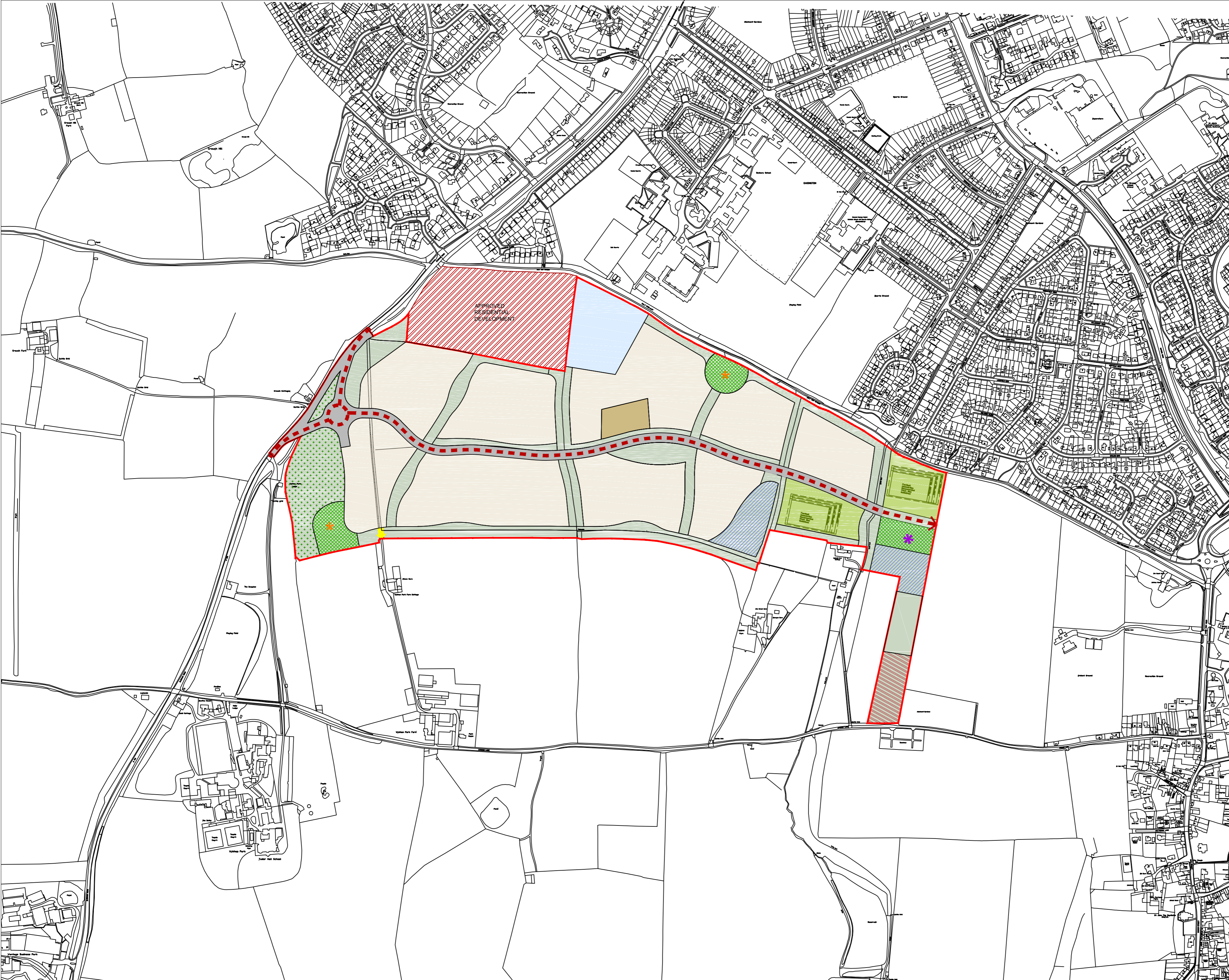
8.5 The time requirement for residents and employees to complete monitoring travel survey questionnaires is expected to be nominal with no associated cost. If possible travel survey questionnaires will take place electronically, however should this not be possible, hard copies will be produced.

MEASURES	ACTION	FUNDING
Travel Welcome Packs	Prepare and issue new resident induction packs.	£2,500 launch £1,000 Per annum thereafter
Travel Information Website	Summary of the above material for general public display	£1,500 launch/installation £100 per year maintenance
Promotional Event	Organise a Greener Travel Week to encourage residents to travel by sustainable means of transport	£2,000
Walking and Cycling Information	Establish a safe cycling/walking route map to illustrate routes for cyclists.	£800 printing costs
Walking Buddy/School Initiatives	Investigate supportive measures for school pupils for travel to school.	TPC Time
Introduction to Local Car Share Scheme	Advise residents of the Somerset car sharer scheme to promote the use of car sharing.	TPC Time
Promote Work from Home and Online Shopping	Provide telephone line and telecom connection point for each unit	Development Build Costs
Travel Plan Co-ordinator	Appointing a Travel Plan Co-ordinator	£30 per hour / a maximum of £3,000 per year

Table 8.1 Travel Plan Budget-Funding Plan

APPENDIX A

DEVELOPMENT LAYOUT



- Application Boundary - 52.46
- Residential - 25.95Ha
- Local Centre - 0.60Ha
- Primary School - 2.22Ha
- Infrastructure - 3.51Ha
- SuDS - 1.89Ha
- Strategic Landscape - 3.28Ha
- Outdoor Sports - 2.72Ha
- Allotments - 0.90Ha
- Play Space - 1.89Ha
- General Green Space - 9.51Ha
- ➔ Existing Agricultural Access Retained
- ★ LEAP
- ★ NEAP

NOTE:
Up to 12.5m Building Height to Ridge

NOTE
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Title
**Wykham Park Farm
Development Framework Plan**

Date 04/11/2014 Scale 1:5,000@A2 / 1:2,500@A0

Drawn	Designed	Approved	Drawing Number
CP	SH	--	JJG043 - 035



DAVID LOCK ASSOCIATES LIMITED
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TEL: 01908 66276 FAX: 01908 605747 EMAIL: mail@davidlock.com
www.davidlock.com

APPENDIX B

PUBLIC TRANSPORT INFORMATION

B1 Banbury - Easington - Banbury Circular

Effective from 9th March 2014

MONDAYS TO FRIDAYS Except Bank Holidays

Banbury Bridge Street, stand 2	0650	0720	0750	0825	0900	0930	1000	1035	1105	1135	1210	1245
Calthorpe, Horton Hospital	0657	0727	0757	0833	0908	0938	1008	1043	1113	1144	1219	1254
Sycamore Drive arr	0701	0731	0802	0838	0912	0942	1012	1047	1117	1148	1223	1258
Sycamore Drive dep	0701	0731	0805	0839	0913	0943	1013	1048	1118	1149	1224	1259
Calthorpe, Horton Hospital	0706	0736	0810	0845	0918	0948	1018	1053	1123	1155	1230	1305
Banbury, Bridge Street, Stop 5	0715	0745	0820	0855	0927	0957	1027	1102	1132	1204	1239	1314
Banbury Bridge Street, stand 2	1315	1350	1425	1455	1530	1605	1640	1710	1740	1810		
Calthorpe, Horton Hospital	1324	1358	1433	1504	1539	1614	1648	1718	1747	1817		
Sycamore Drive arr	1328	1402	1437	1508	1543	1618	1653	1723	1751	1821		
Sycamore Drive dep	1329	1403	1438	1509	1544	1619	1653	1723	1753	1823		
Calthorpe, Horton Hospital	1335	1408	1443	1515	1550	1625	1659	1729	1758	1828		
Banbury, Bridge Street, Stop 5	1344	1417	1452	1524	1559	1634	1708	1738	1806	1836		

SATURDAYS

Banbury Bridge Street, stand 2	0700	0730	then	00	30	until	1700	1730	1800
Calthorpe, Horton Hospital	0707	0737	every	07	37		1707	1737	1807
Sycamore Drive arr	0711	0741	30	11	41		1711	1741	1811
Sycamore Drive dep	0712	0742	minutes	12	42		1712	1742	1812
Calthorpe, Horton Hospital	0717	0747	at	17	47		1717	1747	1817
Banbury, Bridge Street, Stop 5	0725	0755		25	55	1725	1755	1825	

SUNDAY AND BANK HOLIDAYS (Except Christmas Day, Boxing Day and New Year's Day)

Banbury Bridge Street, stand 2	1035	1235	1435	1635
Calthorpe, Horton Hospital	1042	1242	1442	1642
Sycamore Drive arr	1046	1246	1446	1646
Sycamore Drive dep	1047	1247	1447	1647
Calthorpe, Horton Hospital	1052	1252	1452	1652
Banbury, Bridge Street, Stop 5	1058	1258	1458	1658

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Banbury - Chipping Norton
489
Banbury - Chipping Norton
488
Monday - Friday (not Bank Holidays)

Operated by: MRS
Stagecoach in Oxfordshire

Timetable valid from 2 Jun 2013 until further notice

	Service: Operator:	489 MRS	489 MRS	489 MRS	488 MRS	488 MRS	488 MRS	488 MRS	488 MRS	488 MRS
Banbury Town Centre, Bus Station (Bay 7)	Depart:	06:25	06:50	07:55	08:30	09:05	10:05	11:05	12:05	13:05
Poets Corner, Queensway		06:30	06:57	08:02	08:37	09:12	10:12	11:12	12:12	13:12
Bloxham, Church		06:35	07:02	08:09		09:19	10:19	11:19	12:19	
Bloxham, Courtington Lane										13:19
Milcombe, New Road Stores										13:25
South Newington, The Duck on the Pond PH		06:38	07:06	08:13						13:28
Milcombe, New Road Stores						09:25	10:25	11:25	12:25	
Milcombe, Village Hall						09:26	10:26	11:26	12:26	
Wigginton, The White Swan Inn PH										13:35
Hook Norton, Church						09:33	10:33	11:33	12:33	13:42
Great Rollright, The Green						09:42	10:42	11:42	12:42	13:51
Over Norton, Old Post Office						09:46	10:46	11:46	12:46	13:55
Chipping Norton, West Street (Stop B)		06:50	07:18	08:30		09:51	10:51	11:51	12:51	14:00
Chipping Norton, Cornish Road	Arrive:	06:55	07:23			09:56	10:56	11:56	12:56	14:05
Chipping Norton, Chipping Norton School	Arrive:			08:35						
Bloxham, Courtington Lane						08:44				
Bloxham, Church	Arrive:					08:47				

	Service: Operator:	488 MRS	488 MRS	488 MRS	488 MRS	488 MRS	488 MRS
Banbury Town Centre, Bus Station (Bay 7)	Depart:	14:05	15:10	16:10	17:10	18:05	19:05
Poets Corner, Queensway		14:12	15:17	16:17	17:17	18:12	19:12
Bloxham, Church		14:19	15:24	16:24	17:24		19:19
Bloxham, Courtington Lane						18:19	
Milcombe, New Road Stores						18:25	19:25
South Newington, The Duck on the Pond PH						18:28	
Milcombe, New Road Stores		14:25	15:30	16:30	17:30		
Milcombe, Village Hall		14:26	15:31	16:31	17:31		
Wigginton, The White Swan Inn PH						18:35	
Hook Norton, Church		14:33	15:38	16:38	17:38	18:42	
Great Rollright, The Green		14:42	15:47	16:47	17:47	18:51	
Over Norton, Old Post Office		14:46	15:51	16:51	17:51	18:55	
Chipping Norton, West Street (Stop B)		14:51	15:56	16:56	17:56	19:00	
Chipping Norton, Cornish Road	Arrive:	14:56	16:01	17:01	18:01	19:05	
Chipping Norton, Chipping Norton School	Arrive:						
Bloxham, Courtington Lane							
Bloxham, Church	Arrive:						

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Chipping Norton - Banbury
488
Chipping Norton - Banbury
489
Monday - Friday (not Bank Holidays)

Operated by: MRS
Stagecoach in Oxfordshire

Timetable valid from 2 Jun 2013 until further notice

	Service: Operator:	488 MRS	488 MRS	488 MRS	488 MRS	488 MRS	488 MRS	488 MRS	488 MRS	488 MRS
Chipping Norton, Cornish Road	Depart:		07:00	07:25		09:00	10:00	11:00	12:00	13:00
Chipping Norton, Chipping Norton School	Depart:									
Chipping Norton, Town Hall			07:05	07:30		09:05	10:05	11:05	12:05	13:05
Over Norton, Old Post Office			07:10	07:35		09:10	10:10	11:10	12:10	13:10
Great Rollright, The Green			07:14	07:39		09:14	10:14	11:14	12:14	13:14
Hook Norton, Church			07:23	07:48		09:23	10:23	11:23	12:23	13:23
Milcombe, Village Hall			07:30			09:30		11:30	12:30	13:30
Milcombe, New Road Stores		06:31	07:31			09:31		11:31	12:31	13:31
Wigginton, The White Swan Inn PH				07:55		10:30				
South Newington, The Duck on the Pond PH				08:03		10:38				
Milcombe, New Road Stores				08:06		10:41				
Bloxham, Church		06:37	07:37	08:12	08:47	09:37		11:37	12:37	13:37
Bloxham, Courtington Lane							10:47			
Poets Corner, Queensway		06:43	07:43	08:18	08:53	09:43	10:53	11:43	12:43	13:43
Banbury Town Centre, Bus Station	Arrive:	06:50	07:50	08:25	09:00	09:50	11:00	11:50	12:50	13:50

	Service: Operator:	488 MRS	489 MRS	488 MRS	488 MRS	488 MRS	488 MRS
Chipping Norton, Cornish Road	Depart:	14:05		16:05	17:05	18:05	19:05
Chipping Norton, Chipping Norton School	Depart:		15:15				
Chipping Norton, Town Hall		14:10	15:20	16:10	17:10	18:10	19:10
Over Norton, Old Post Office		14:15		16:15	17:15	18:15	19:15
Great Rollright, The Green		14:19		16:19	17:19	18:19	19:19
Hook Norton, Church		14:28		16:28	17:28	18:28	19:28
Milcombe, Village Hall		14:35		16:35	17:35	18:35	19:35
Milcombe, New Road Stores		14:36		16:36	17:36	18:36	19:36
Wigginton, The White Swan Inn PH							
South Newington, The Duck on the Pond PH			15:37				
Milcombe, New Road Stores							
Bloxham, Church		14:42	15:42	16:42	17:42	18:42	19:42
Bloxham, Courtington Lane							
Poets Corner, Queensway		14:48	15:48	16:48	17:48	18:48	19:48
Banbury Town Centre, Bus Station	Arrive:	14:55	15:55	16:55	17:55	18:55	19:55

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Banbury - Chipping Norton
489
Banbury - Chipping Norton
488
Saturdays (not Bank Holidays)

Operated by: MRS
Stagecoach in Oxfordshire

Timetable valid from 2 Jun 2013 until further notice

	Service:	489	488	488	488	488	488	488	488	488
	Operator:	MRS	MRS	MRS	MRS	MRS	MRS	MRS	MRS	MRS
Banbury Town Centre, Bus Station (Bay 7)	Depart:	06:35	08:05	09:05	10:05	11:05	12:05	13:05	14:05	15:10
Poets Corner, Queensway		06:42	08:12	09:12	10:12	11:12	12:12	13:12	14:12	15:17
Bloxham, Church		06:47	08:19	09:19	10:19	11:19	12:19		14:19	15:24
Bloxham, Courtington Lane								13:19		
Milcombe, New Road Stores								13:25		
South Newington, The Duck on the Pond PH		06:51						13:28		
Milcombe, New Road Stores			08:25	09:25	10:25	11:25	12:25		14:25	15:30
Milcombe, Village Hall			08:26	09:26	10:26	11:26	12:26		14:26	15:31
Wigginton, The White Swan Inn PH								13:35		
Hook Norton, Church			08:33	09:33	10:33	11:33	12:33	13:42	14:33	15:38
Great Rollright, The Green			08:42	09:42	10:42	11:42	12:42	13:51	14:42	15:47
Over Norton, Old Post Office			08:46	09:46	10:46	11:46	12:46	13:55	14:46	15:51
Chipping Norton, West Street (Stop B)		07:03	08:51	09:51	10:51	11:51	12:51	14:00	14:51	15:56
Chipping Norton, Cornish Road	Arrive:	07:08	08:56	09:56	10:56	11:56	12:56	14:05	14:56	16:01

	Service:	488	488	488	488
	Operator:	MRS	MRS	MRS	MRS
Banbury Town Centre, Bus Station (Bay 7)	Depart:	16:10	17:10	18:05	19:05
Poets Corner, Queensway		16:17	17:17	18:12	19:12
Bloxham, Church		16:24	17:24		19:19
Bloxham, Courtington Lane				18:19	
Milcombe, New Road Stores				18:25	19:25
South Newington, The Duck on the Pond PH				18:28	
Milcombe, New Road Stores		16:30	17:30		
Milcombe, Village Hall		16:31	17:31		
Wigginton, The White Swan Inn PH				18:35	
Hook Norton, Church		16:38	17:38	18:42	
Great Rollright, The Green		16:47	17:47	18:51	
Over Norton, Old Post Office		16:51	17:51	18:55	
Chipping Norton, West Street (Stop B)		16:56	17:56	19:00	
Chipping Norton, Cornish Road	Arrive:	17:01	18:01	19:05	

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**Chipping Norton - Banbury
Saturdays (not Bank Holidays)**

Operated by: MRS
Stagecoach in Oxfordshire

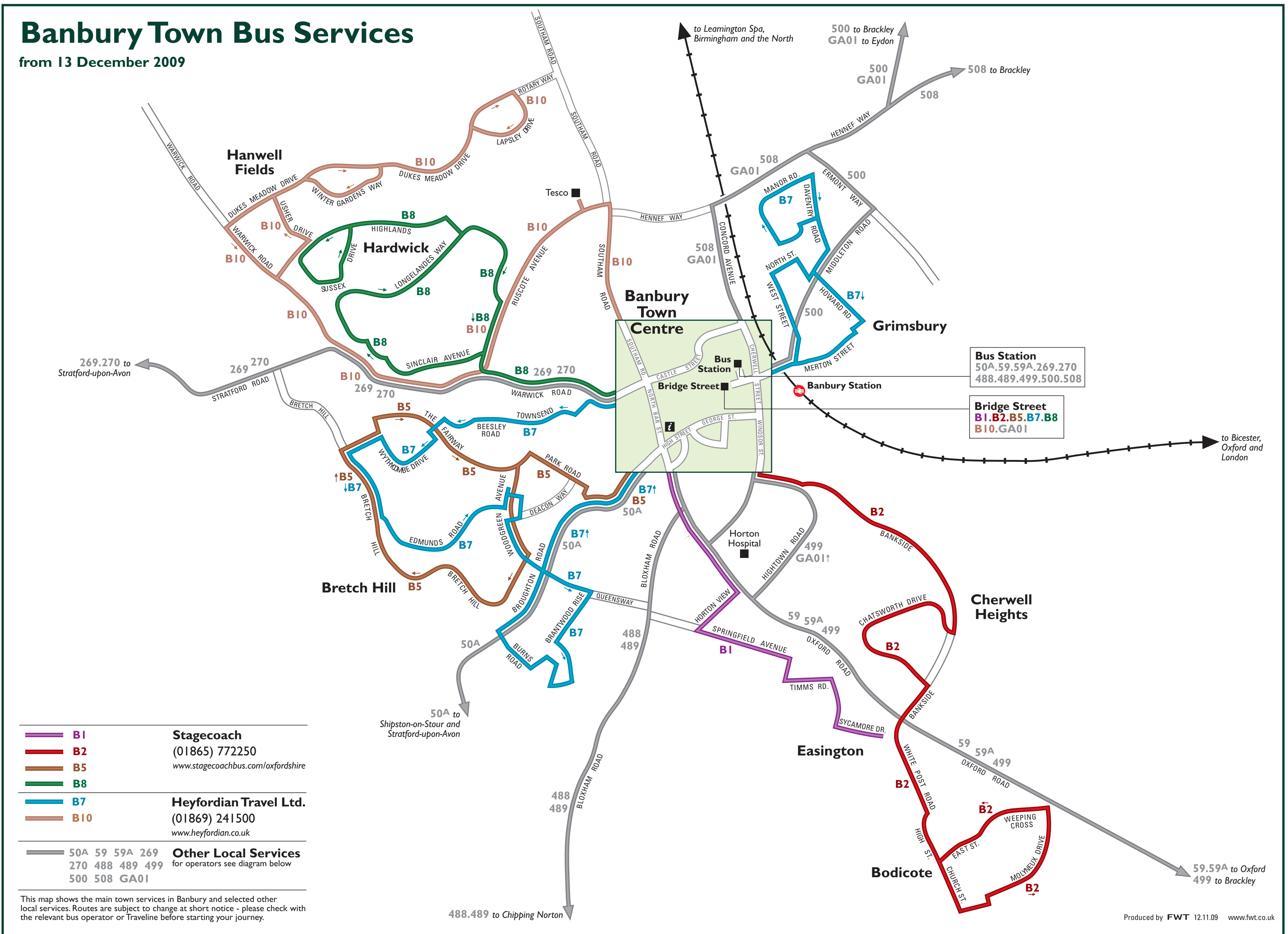
Timetable valid from 2 Jun 2013 until further notice

	Service:	488	488	488	488	488	488	488	488	488
	Operator:	MRS	MRS	MRS	MRS	MRS	MRS	MRS	MRS	MRS
Chipping Norton, Cornish Road	Depart:	07:10		09:00	10:00	11:00	12:00	13:00	14:05	15:05
Chipping Norton, Town Hall		07:15		09:05	10:05	11:05	12:05	13:05	14:10	15:10
Over Norton, Old Post Office		07:20		09:10	10:10	11:10	12:10	13:10	14:15	15:15
Great Rollright, The Green		07:24		09:14	10:14	11:14	12:14	13:14	14:19	15:19
Hook Norton, Church		07:33		09:23	10:23	11:23	12:23	13:23	14:28	15:28
Milcombe, Village Hall		07:40		09:30		11:30	12:30	13:30	14:35	15:35
Milcombe, New Road Stores		07:41	08:41	09:31		11:31	12:31	13:31	14:36	15:36
Bloxham, Church		07:47	08:47	09:37		11:37	12:37	13:37	14:42	15:42
Wigginton, The White Swan Inn PH					10:30					
South Newington, The Duck on the Pond PH					10:38					
Milcombe, New Road Stores					10:41					
Bloxham, Courtington Lane					10:47					
Poets Corner, Queensway		07:53	08:53	09:43	10:53	11:43	12:43	13:43	14:48	15:48
Banbury Town Centre, Bus Station	Arrive:	08:00	09:00	09:50	11:00	11:50	12:50	13:50	14:55	15:55

	Service:	488	488	488	488
	Operator:	MRS	MRS	MRS	MRS
Chipping Norton, Cornish Road	Depart:	16:05	17:05	18:05	19:05
Chipping Norton, Town Hall		16:10	17:10	18:10	19:10
Over Norton, Old Post Office		16:15	17:15	18:15	19:15
Great Rollright, The Green		16:19	17:19	18:19	19:19
Hook Norton, Church		16:28	17:28	18:28	19:28
Milcombe, Village Hall		16:35	17:35	18:35	19:35
Milcombe, New Road Stores		16:36	17:36	18:36	19:36
Bloxham, Church		16:42	17:42	18:42	19:42
Wigginton, The White Swan Inn PH					
South Newington, The Duck on the Pond PH					
Milcombe, New Road Stores					
Bloxham, Courtington Lane					
Poets Corner, Queensway		16:48	17:48	18:48	19:48
Banbury Town Centre, Bus Station	Arrive:	16:55	17:55	18:55	19:55

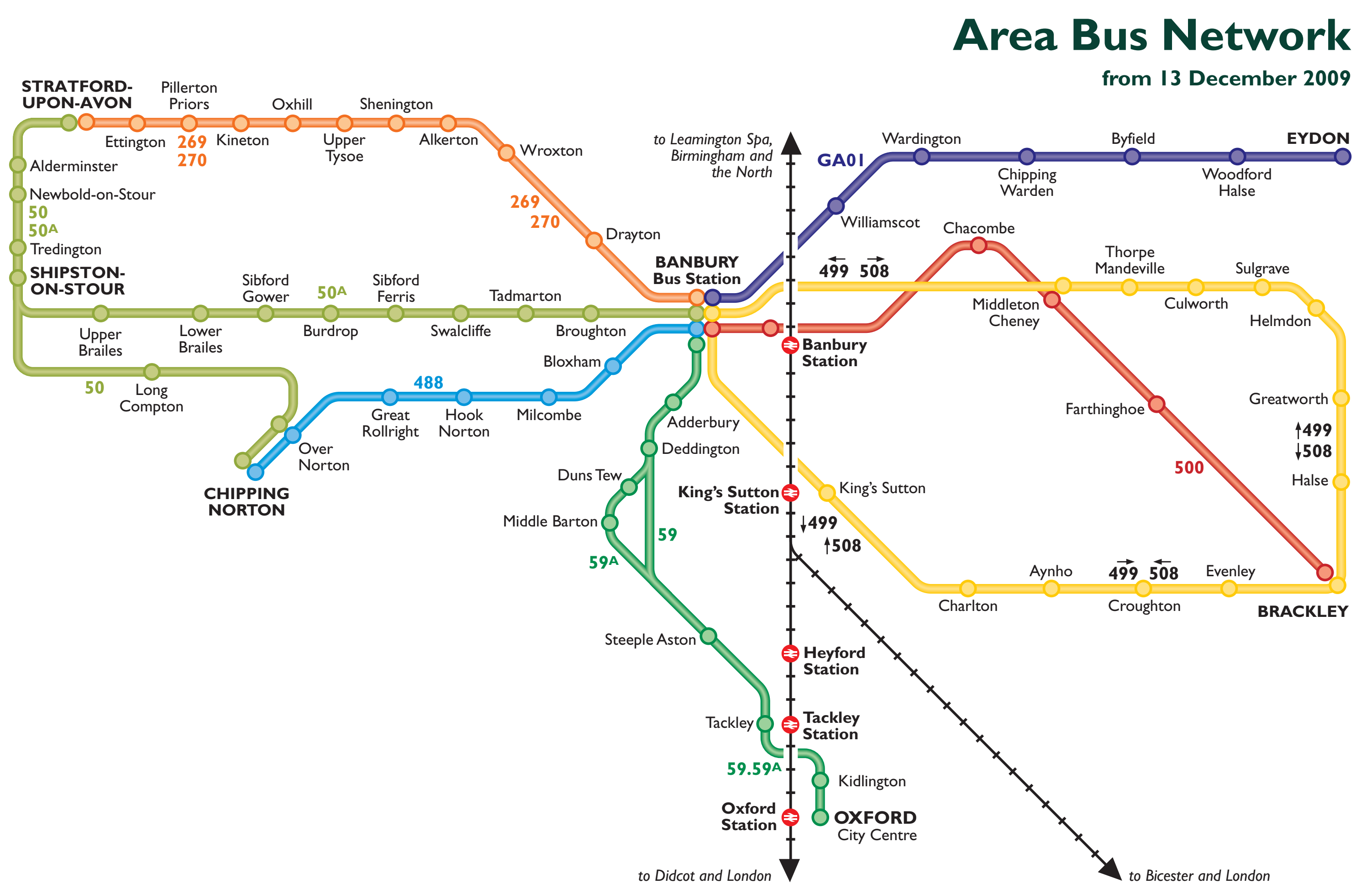
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Local Transport Information



Explore the **North Cotswolds** by train

pick up a guide at your nearest staffed station



Taxi Information

Taxis are available from the taxi rank outside the station

50 50A 59 59A 488 500	Stagecoach (01865) 772250 www.stagecoachbus.com/oxfordshire	GA01	Geoff Amos Coaches (01327) 260522 www.geoffamos.co.uk
269 270	Johnson's Coaches (01564) 797000 www.johnsoncoaches.co.uk	499 508	Tex Cars & Coaches (01295) 257692 www.texcoaches.co.uk



APPENDIX C

SAMPLE TRAVEL PLAN LEAFLET

Walking

Walking is the most environmentally friendly mode of transport and is an ideal form of exercise and relaxation. Walking briskly for 30 minutes a day can half the risk of heart disease.



The site is located within a reasonable walking and cycling distance to the town centre of Banbury with a wider range of community facilities and services including schools, post office, health centre and shops can be accessed within 2.0 kilometres distance.

Cycling

Cycling is another economic, reliable travel option that can be enjoyed by people of all ages, fitness and body type. It is a fast way of travelling up to 8 kilometres and a realistic alternative to the car for many short trips .



The Salt Way Cycle Route, which is traffic free and lies adjacent to the northern boundary of the site forms part of National Cycle Route 5. This route connects with villages such as Chipping Campden to the west, Bodicote to the east and Bloxham to the south. To the east, a local on-road route is promoted along Bankside providing access to the town centre and the railway station.

Bus Services

Bus is a fast, efficient and environmentally friendly way to travel around the county, particularly to/from town centres. Modern buses are comfortable and smooth allowing you to make the most of your journey time by catching up on reading, phoning or simply relaxing.



The nearest bus stops are located on Bloxham Road served by the route 488/489 operated by Stagecoach offering hourly services to Witney Monday to Saturday between 08:15-18:30.

Car Sharing

Car sharing is when two or more people share the journey to work. This is one of the most effective ways of reducing solo car usage. Benefits of car sharing include;



- *Savings in travel and parking costs*
- *Reduced wear and tear on your vehicle*
- *Meeting new people*
- *Less stressful travel*
- *Help reduce traffic pollution*

Do you know Oxfordshire County Council supports a car share scheme , logon to www.oxfordshire.liftshare.com today to find a car share partner for you journey!

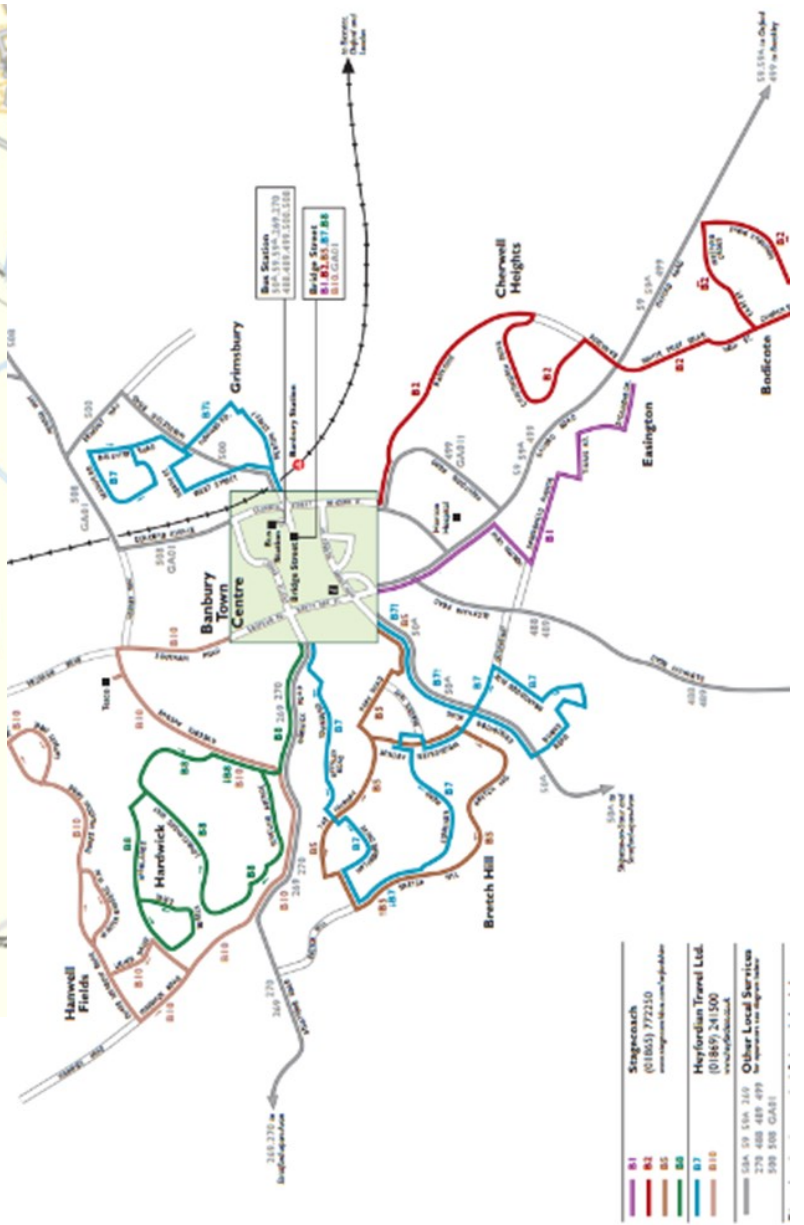
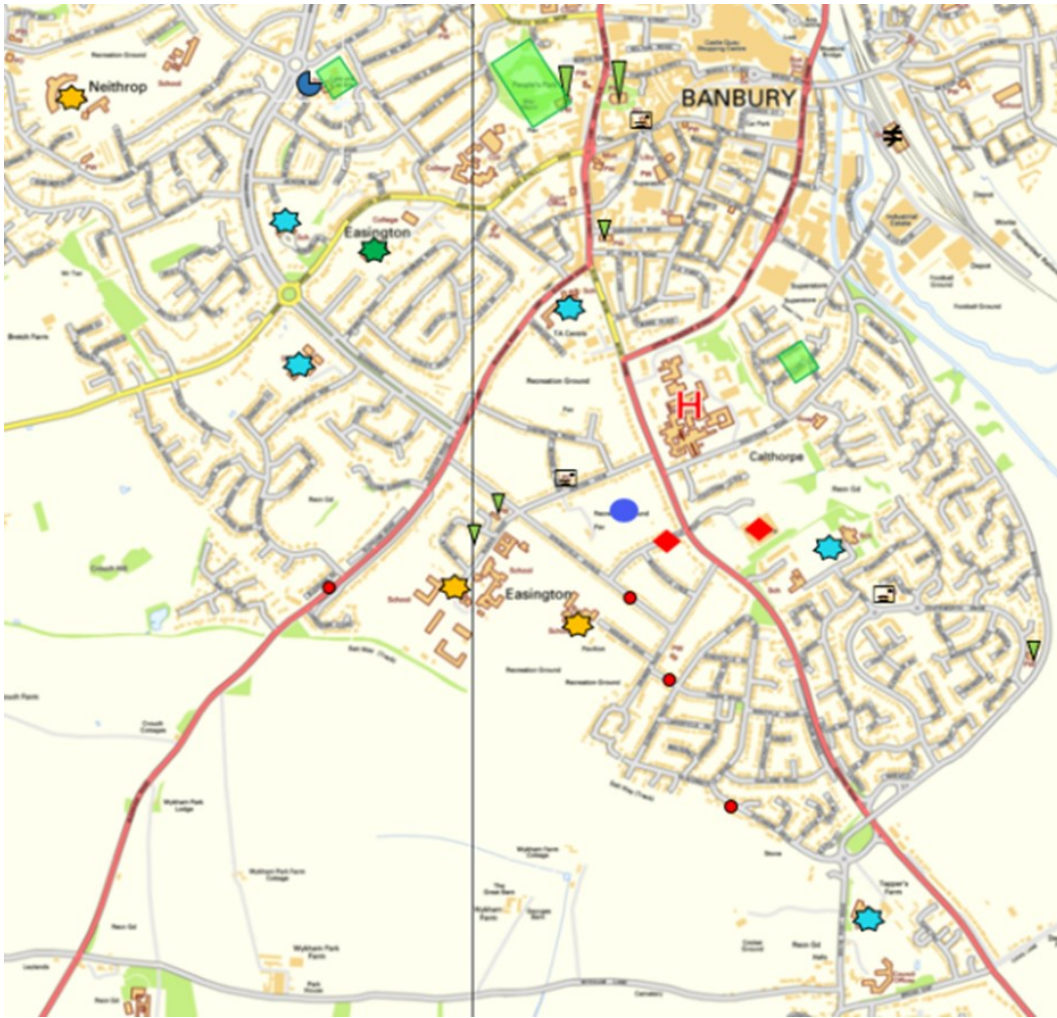
Welcome to Our Residential Estate at Banbury

A Travel Plan has been produced for this site to encourage Active Travel and save our precious environment.

By giving up your car journey you will help reduce pollution and congestions. This will make Banbury and the environment around your home more pleasant and safe for everyone, and don't forget using sustainable modes of travel will save you money.

This document summarises the Sustainable Travel opportunities and provides you with travel solutions to and from the site. Inside is a plan of the neighborhood area showing





	Application Site		Hospital
	Primary School		Place or Worship
	Secondary School		Medical Practice
	College		Library
	Superstore		Station
	Bus Stops		Recreational Facilities
	Post Office		

APPENDIX D

SAMPLE QUESTIONNAIRE SURVEY

RESIDENTIAL TRAVEL PLAN QUESTIONNAIRE

Being a new housing development, Oxfordshire County Council requested that a bi-annual survey of residents current travel patterns is undertaken to monitor the impact of the site Travel Plan.

We would be grateful if you can please complete the questionnaire based upon your typical travel behaviour for all purpose journeys made during a normal week. The information provided will be treated confidentially and at no stage will individuals be identified.

Thank you for your cooperation. Please complete all sections of the questionnaire necessary and return it to **(TBC)**.

General

1. **How many of you currently live in the household?** (Tick box that applies)

1 2 3 4 or more

2. **Which of the following apply?** (Please write the number of residents in the box next to the appropriate category i.e. if two of the members in the house are at primary school then write '2' in the appropriate box)

Employed	Pre-School
Unemployed	Primary School
Student	Secondary School
House wife/husband	Retired

Other (Please state).....

3. **How many vehicles do you currently own as a household?** (Tick box that applies)

0 1 2 3 or more

4. **How many bicycles do you own as a household?** (Tick box that applies)

0 1 2 3 or more

5. **Please tick the main/most regular purpose for your journeys on a typical weekday?** (Tick no more than 2 boxes that apply)

Work	School
Leisure	Visiting Friends
Shopping	Other

Other (Please state)

Please can each column be filled in for each member of the household older than 16 years. If there are more residents than provided please add your own column and boxes where appropriate.

Work Related Journeys (if this does not apply to your household move on to question)

6. Please indicate the main mode of travel you generally use to get TO AND FROM work on a typical weekday and if appropriate on a weekend? Approximately what is your journey to work time in minutes?

MODE	Resident 1		Resident 2		Resident 3	
	Weekday	Weekend	Weekday	Weekend	Weekday	Weekend
1. Bus / Coach						
2. Train / Underground						
3. Cycle						
4. Walk						
5. Motorcycle / moped						
6. Taxi						
7. Solo Car Driver						
8. Car Driver with Passengers						
9. Car Passenger						
Journey Time (minutes)						

Note: If no members of the household currently drive solo or as a passenger, skip to next question

7. If you drive to work what are your main reasons for doing so? (Tick box or boxes that apply)

Essential to Perform Job	<input type="checkbox"/>	Safety Reasons	<input type="checkbox"/>
Drop / Collect Children	<input type="checkbox"/>	Lack of Alternatives	<input type="checkbox"/>
Health Reasons	<input type="checkbox"/>	Other	<input type="checkbox"/>

Other(Please state)

8. What alternative ways are there for you to travel to and from work? (Tick all that apply). Briefly state the reasons why you do not use them more often.

	Reason for not using alternative mode
<input type="checkbox"/> 1. Bus
<input type="checkbox"/> 2. Rail/Underground
<input type="checkbox"/> 3. Pedal Cycle
<input type="checkbox"/> 4. Walk
<input type="checkbox"/> 5. Motorbike / Moped
<input type="checkbox"/> Other (Please State)

9. Which of the following would encourage you to use public transport? (Tick box or boxes that apply)

More direct bus routes	
More frequent bus services	
Better lighting at bus shelters / footpaths	
Discount travel tickets	

More convenient bus drop off points	
Public transport information	
None of the above	
Other (please state below)	

Other (Please state)

10. If you do not drive to work please state why you choose an alternative mode of transport. (Tick box or boxes that apply)

No car available		No car parking at work	
Do not drive		To avoid congestion	
Environmental concerns		Health / fitness reasons	
Enjoy walking / cycling		Most practical method of travel	
Cheaper than a car		Other	

Other (Please state)

11. Which of the following would encourage you to walk / cycle to work? (Tick box or boxes that apply)

Improved cycle / footpaths at work or on the journey to work		Lockers and changing facilities at work	
Improved cycle parking facilities at work		None of the above	

Other (Please state).....

School Journeys (if this does not apply to your household move on to question 14)

12. Please indicate the main mode of travel used to get TO AND FROM school on a typical weekday? (Tick box or boxes that apply)

	Car	Train	Walk	Cycle	Bus	Taxi	Other
Primary School							
Secondary School							

Other (Please state).....

13. If the car is used for the school journeys what are the main reasons for this? (Tick box or boxes that apply)

Convenient		Safety Reasons	
On the way to work		Other	
Lack of alternatives			

Other (Please state)

Other Purpose Journeys

14. What is your main method of transport used for the following other purpose journeys? (Tick only 1 method of transport for each element)

	Car Driver	Car Passenger	Train	Walk	Cycle	Bus	Taxi	Other
Local Town Centre								
Leisure Activities								
Doctors/Dentist								
Out of Town								
Other								

Other (Please state)

Car Sharing (Car sharing is when two or more commuters travel to work in the same car together)

15. If you currently drive to work, would YOU consider sharing the journey?

Yes. I would consider it
 No. I would not consider it

If no, why do you say this?

.....

What would encourage you to car share?

.....

Thank you for sparing the time to complete this survey