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TRANSPORT



Berry Hill Road, Adderbury, Banbury
Full Travel Plan
December 2022

Report Ref: 27085-TRAN-0801 REV B

Berry Hill Road, Adderbury, Banbury

Full Travel Plan

December 2022

REPORT REF: 27085-TRAN-0801 REV B

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PLANNING APPLICATION REFERENCE: 22/02492/DISC (conditions associated with 19/00963/OUT)

REGISTRATION OF AMENDMENTS

Date	Rev	Comment	Prepared By	Checked By	Approved By
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August 2022	A	Updated Site Location Plan	Simran Matharu BSc (Hons) GradCIHT Assistant Transport Planner	Dave Godber Senior Transport Planner	Tim Rose BA (Hons) MCIHT MTPS Director
December 2022	B	Updated following highways comments	Sarah Williams BSc (Hons) MCIHT Transport Planner	Tim Rose BA (Hons) MCIHT MTPS Director	Alexander Bennett BSc (Hons) MCIHT MTPS Director

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1.0 INTRODUCTION

- 1.1 Mewies Engineering Consultants Ltd (M-EC) has been commissioned by Hayfield Homes Construction Ltd to undertake a Travel Plan for a proposed residential development in support of an outline planning application along Berry Hill Road, Adderbury, Banbury.
- 1.2 This TP document will focus on the sustainable measures to be implemented by the proposed development and details a package of measures designed to reduce the number of car borne journeys. It will also set out the key objectives of the TP.
- 1.3 All TPs are treated as 'living' documents that are reviewed and updated at various key stages of development implementation and occupation. Regular reviews are therefore proposed in order to enable effective monitoring and implementation of this TP detailed in this document.

Disclaimer

- 1.4 M-EC has completed this report for the benefit of the individuals referred to in paragraph 1.1 and any relevant statutory authority which may require reference in relation to approvals for the proposed development. Other third parties should not use or rely upon the contents of this report unless explicit written approval has been gained from M-EC.
- 1.5 M-EC accepts no responsibility or liability for:
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2.0 BACKGROUND

2.1 A contextual site location plan, for the site located on Berry Hill Road, Adderbury, Banbury, is shown in Figure 2.1. A red line site location plan is provided in Appendix A.

Figure 2.1: Contextual Site Location Plan



2.2 The development site is situated within the south of Adderbury, approximately 6km south east of Banbury and 16.3km north west of Bicester. The site is currently bound by green land to the north, arable land to the east, Berry Hill Road to the south and existing dwellings and open land to the west.

2.3 The proposed development, which will comprise a total of 40 dwellings including gardens and associated parking areas, will be accessed directly off Berry Hill Road.

2.4 The estimated date of occupation is during 2024, however this is solely a rough estimate.

2.5 It is anticipated that approximately 80-160 residents will occupy the site (assuming 2-4 residents occupy each dwelling on average).

3.0 TRAVEL PLAN DATA

TRICS

- 3.1 Croft Transport Solutions prepared a Transport Statement to support planning application ref. 17/02394/OUT (for up to 55 dwellings), which was subsequently reduced to 40 dwellings under the resubmitted application ref. 19/00963/OUT and accompanied by a Transport Position Statement also prepared by Croft Transport Solutions.
- 3.2 The Transport Statement, dated October 2017, detailed TRICS trip rate data for the site. The trip rates are shown in Table 3.1 below and have been applied to the 40 dwellings.

Table 3.1: Proposed Development Trip Generation

	Trip Rates		Trip Generation	
	Arrivals	Departures	Arrivals	Departures
AM Peak	0.150	0.368	6 trips	15 trips
PM Peak	0.359	0.187	14 trips	7 trips

- 3.3 The trip generation assessment shows that the proposed development will generate approximately 21 two-way trips during each of the peak periods; approximately 1 additional vehicle movement on the local highway network every 3 minutes.

Census Data

- 3.4 In order to ascertain existing travel patterns in the local area, 2011 Census data has been obtained from the Office for National Statistics (ONS) method of travel to work in the Cherwell 008 MSOA. The Census data shows that there are 3,703 economically active people in employment within this area, although 355 of these people currently work from home. These people are still considered as having a potential travel demand, as their circumstances may change, and their employers may implement policies or practices making it more or less able to work from home. Full details of the travel to work statistics are provided in Appendix B.
- 3.5 Table 3.2 provides a summary of the Method of Travel to Work statistics for the Cherwell 008 MSOA taken from the 2011 census.

Table 3.2: Summary of Travel to Work Statistics

Method of Travel	Persons	Percentage (%)
U/ground, Metro, Tram	10	0.3
Train	114	3.1
Bus, Minibus, Coach	65	1.8
Taxi	6	0.2
Motorcycle, scooter or moped	20	0.5
Driving Car or Van	2634	71.1
Passenger in Car or Van	160	4.3
Bicycle	72	1.9
On Foot	252	6.8
Other	15	0.4
Work from Home	355	9.6
TOTAL	3703	100.0%

- 3.6 The census data provided above shows the majority of economically active residents within the Cherwell 008 MSOA drive to work (71.1%) of which 4.3% are passengers. The percentage of single occupancy vehicles (66.8%) can be estimated by subtracting the percentage of car passengers from the percentage of car drivers. Walking and cycling make up 8.7% of all trips to work.
- 3.7 The above census data will be used within later sections to establish initial modal shift targets for the development.

Cycle and Car Parking Provision

- 3.8 Cycle parking and car parking provision will be provided in accordance with local guidance.

Local Amenity Accessibility

- 3.9 An accessibility assessment has been undertaken to determine the location of key local facilities and amenities in relation to walking, cycling and public transport, to prove that the site is located within a suitable travel time to these services, and that the routes taken to these are conducive to walking/cycling.

Pedestrian Facilities

- 3.10 The Institution of Highways and Transportation (IHT) publication [2000] 'Guidelines for Providing for Journeys on Foot' suggests that in terms of commuting, walking to school and recreational journeys; walk distances of up to 2,000m can be considered as a preferred maximum with 'desirable' and 'acceptable' distances being 500 and 1,000m respectively. It should however be noted that journeys of a longer length are often undertaken. In transport planning terms, the most suitable sites for development are those that generate fewest private car trips, which is achieved by enabling a greater proportion of walking, cycling, and public transport trips.

- 3.11 For non-commuter journeys, the Guidance suggests that walk distances of up to 1,200m can be considered as a preferred maximum, with the ‘desirable’ and ‘acceptable’ distances being 400 and 800m respectively. Again, it should be noted that journeys of a longer length are often undertaken.
- 3.12 Assuming a typical walking speed of approximately 1.4m/s, Table 3.3 below summarises the broad walk journey times that can fall under each category.

Table 3.3: IHT Walking Standards

IHT Standard	Distance (m)		Walk Time (mins)	
	Commuting, Walking to school and Recreation	Other, non-commuter journeys	Commuting, Walking to school and Recreation	Other, non-commuter journeys
Desirable	500	400	6	5
Acceptable	1000	800	12	10
Preferred Maximum	2000	1200	24	14

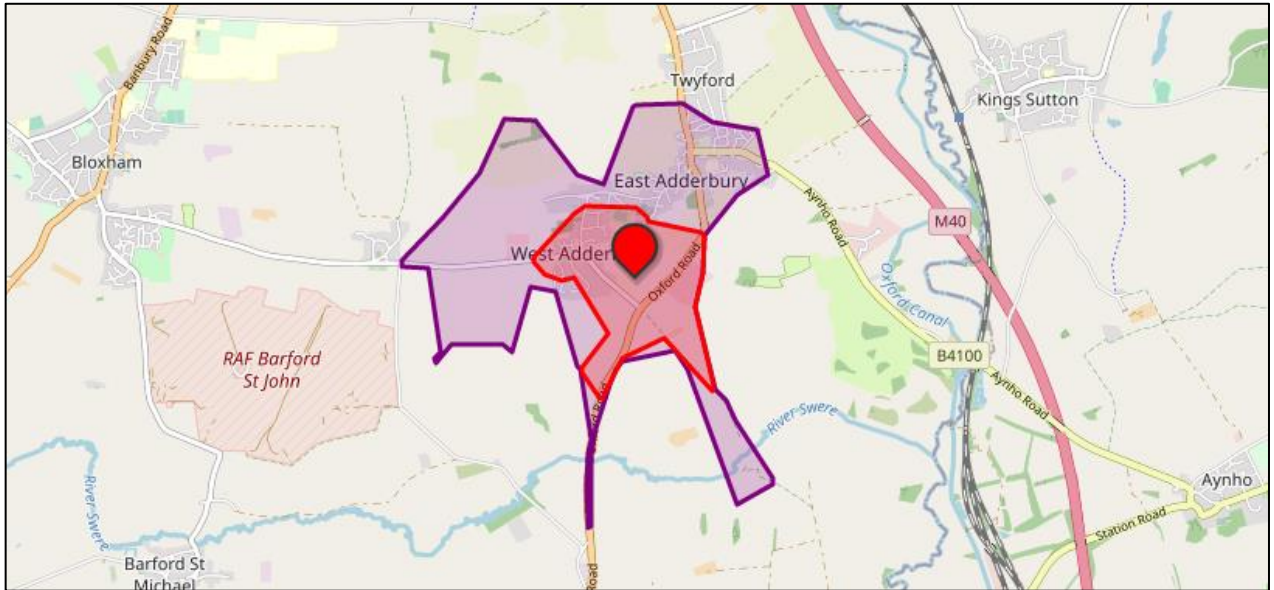
- 3.13 Table 3.4 provides a summary of accessibility to key amenities and facilities from the proposed development by realistic sustainable transport modes with a key facilities plan provided in Appendix C.

Table 3.4: Key Amenities and Facilities

Facility	Approx. Distance (m)	Approx. Journey Time (minutes)*	
		Walking	Cycling
Education			
Adderbury Day Nursery	700	9	3
Christopher Rawlings C of E Primary School	1700	21	7
Retail			
Red Lion PH	1500	18	6
Adderbury Stores	1400	17	5
Leisure			
Adderbury Playground	500	6	1
Adderbury Lakes	1600	20	7

- 3.14 Table 3.4 demonstrates that the key facilities and amenities that future residents may require, are located with suitable walking distances as outlined by the IHT standards.
- 3.15 Figure 3.1 shows that the majority of West and East Adderbury are encompassed within a 2km walking distance from the site.
- 3.16 As such it is considered that the site is in an accessible location whereby residents will be able to access facilities and amenities within the local area for public transport, retail and leisure facilities as they are all within a 2km walking distance from the site.

Figure 3.1: 2km Walking Accessibility Map shown in 1km isochrones



Source: 'openrouteservice'

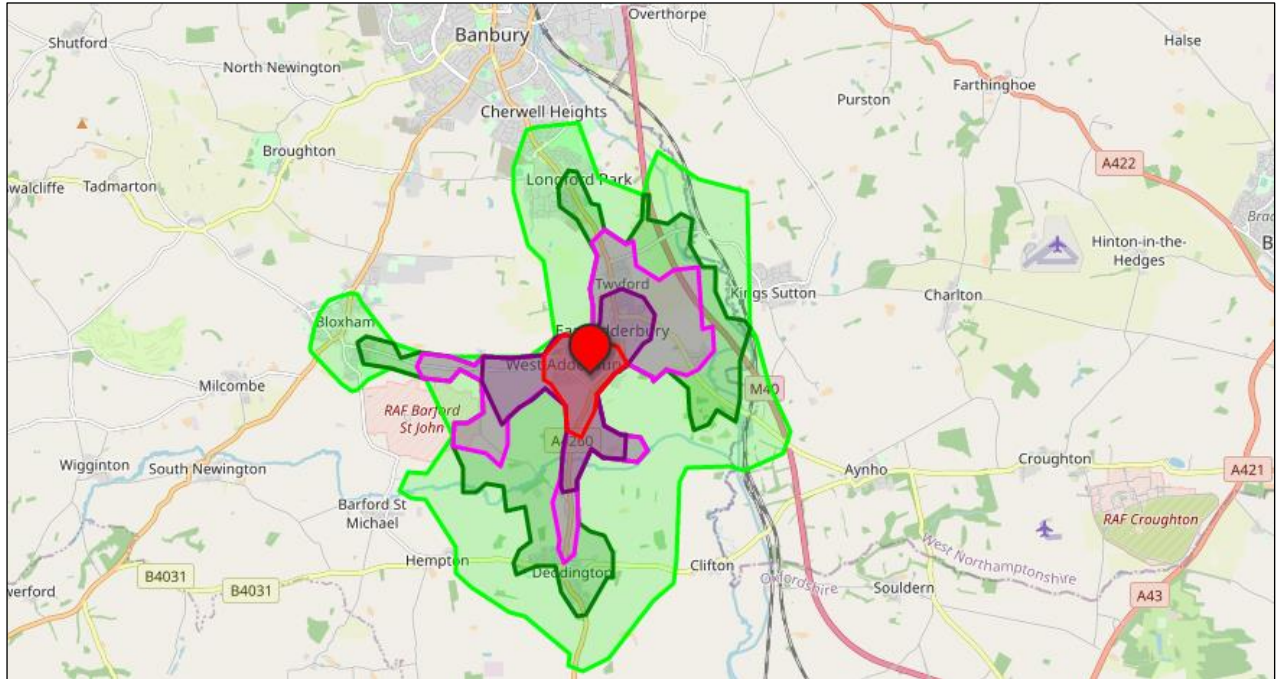
Cycling Facilities

- 3.17 The DfT National Travel Survey (England) 2016 found that nationally, approximately 2% of people who commute do so principally by cycle. Approximately 14% of the population aged five and over cycle at least once a week, cycling for an average of 24 minutes.
- 3.18 A review of sustrans.org.uk highlights that the site has no immediate access to the National Cycle Network, however opportunities to travel along the streets around the site are available. The heatmap shown in Figure 3.2 demonstrates that on-carriageway cycling is undertaken on many of the streets in Adderbury and the surrounding areas, highlighting cycling is an alternative travel mode for residents.

Figure 3.2: Strava Cycling Heatmap



Figure 3.3: 5km Cycling Accessibility Map shown in 1km Isochrones



3.19 Figure 3.3 above shows that further areas including Twyford, Longford Park, Deddington and Bloxham are encompassed within a 5km cycling distance from the site. Previous PPG13 guidance stated that cycling offers strong potential to substitute for car trips for those journeys under 5km, or those made as part of a multi-modal trip that includes cycling and public transport. A 5km distance is equivalent to a typical cycling time of 15-20 minutes. As such it is considered that a number of residents located within the wider local area will be able to access the site via sustainable modes of travel as well as cycling to other locations from the site for retail, leisure, educational, work or transport facilities.

Public Transport Facilities - Bus

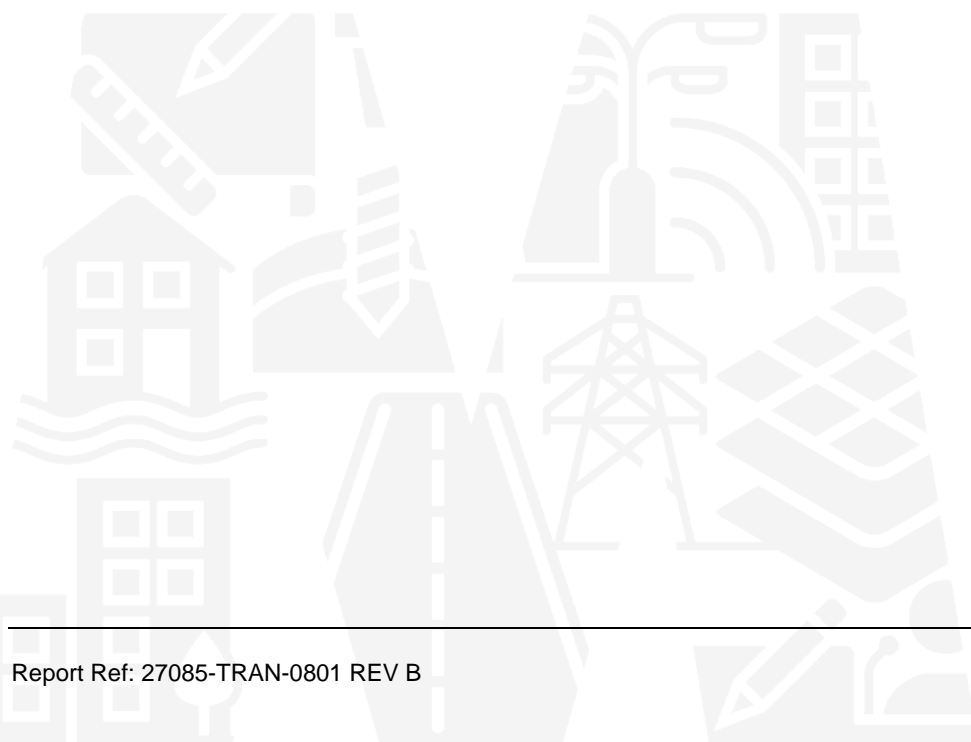
3.20 The nearest stops to the site, titled ‘Oak Tree’ situated along Horn Hill Road, are located approximately 350m walking distance from the centre of the site. Both stops are considered as ‘ghost’ stops with no formal markings. Access to these stops is available via the grass verges to the west of the site along Berry Hill Road. The stops are both served by the S4 bus service. Table 3.5 below provides a summary of the aforementioned bus service with a local bus stop plan shown in Appendix D.

Table 3.5: Summary of Public Transport Services

Service	Operating Days	Frequency	Route	Provider
S4	Mon-Fri 06:06 – 00:06	MON-SAT Approx. Every 60 minutes	Oxford to Banbury	Stagecoach Oxfordshire
	Sat 07:09 – 00:06			
	Sun 09:32 – 19:50	SUN Approx. Every 90 minutes		

4.0 BASELINE SURVEY

- 4.1 Hayfield Homes are committed to undertaking a baseline travel survey of all residents at 50% occupancy of the site, subject to agreement with OCC, in order to obtain baseline modal splits from which future Travel Plan targets will be reviewed against.
- 4.2 OCC's residential travel survey template will be requested from the Travel Plans Team to carry out the survey. The results will also be analysed using a template from OCC's Travel Plans Team and will be submitted to OCC within one month of the survey completion.



5.0 OBJECTIVES

5.1 This Travel Plan aims to reduce the dependence on the private motor vehicle when accessing the site and therefore the initial Travel Plan targets are to:

- Reduce to a minimum the number of single-occupancy car traffic movements to and from the residential site, by encouraging more active travel to improve the health and well-being of the community, whilst also reducing pressures on local highway capacity, particularly at peak travel times;
- Increase percentage of residents utilising active modes (walking/cycling), public transport and car sharing to access the site.
- Enable residents and visitors to have an informed choice about their travel options. This will be achieved through the role of the Travel Plan Coordinator.

5.2 The objectives outlined above have been carefully selected to help benefit the local area surrounding the proposed site. These objectives provide short-, medium- and long-term achievable targets, which will contribute to the success of this Travel Plan.

6.0 TARGETS

- 6.1 The census data provided previously in Table 3.2, illustrates that 66.8% of the economically active residents within the Cherwell 008 MSOA drive to work via single occupancy car journeys, in comparison to that of the National average of 57%. With this taken into consideration, the overall travel plan target for the site will be to achieve a 10% reduction in single occupancy car/van journeys, this target having due regard to national best practice and the realistic possibilities to increase the use of sustainable travel modes in the area. Such a reduction would reduce the modal share of single occupancy from 66.8% to 60.1% overall ($66.8\% \times 0.9 = 60.12\%$).
- 6.2 The aim of reducing single occupancy car trips will be achieved through a series of SMART (specific, measurable, attainable, realistic, time bound) targets, following the implementation of the package of measures outlined in Chapter 7 of this Travel Plan. The Travel Plan Coordinator will be responsible for reviewing the census data/travel survey data and determining interim goals shown in Table 6.1 in order to assist with achieving the overall aim of sustained modal shift.
- 6.3 Table 6.1 outlines the interim targets which are set to measure progress towards the main objectives over 5 years. The interim targets are defined as those which the development seeks to achieve within 3 years of the launch of the Travel Plan, with the final targets those which the development seeks to achieve within 5 years of the launch of the Travel Plan.

Table 6.1: Interim Travel Plan Targets

Target	Measure	Strategy	Modal Split			
			Base: Year 0	Interim: Year 1	Interim: Year 3	Final: Year 5
Reduce Single Occupancy Vehicle Trips by 10%	Travel Survey	TPC Role RTIP	66.8	65.5	62.8	60.1
Increase Cycling and Walking levels by 2%	Travel Survey	TPC Role RTIP	8.7	9.1	9.9	10.8
Increase Public Transport Usage by 2%	Travel Survey	TPC Role RTIP	5.2	5.6	6.4	7.2
Increase Homeworking by 1.3%	Travel Survey	TPC Role Broadband Infrastructure RTIP	9.6	9.9	10.4	10.9
Increase car sharing 1.3%	Travel Survey	TPC Role RTIP	4.3	4.6	5.1	5.6

7.0 MEASURES

7.1 This section will list and provide information on the measures to be implemented as part of the development in order to meet the key aims, objectives and modal interim targets highlighted previously. This section will seek to confirm the proposals to be implemented and at what stage in the development. Table 7.1 provides a summary of the Travel Plan measures.

Table 7.1: Travel Plan Measures Summary

Target	Action/Measure	Timescale
Increase % of residents using active travel modes	<ul style="list-style-type: none"> Promote Local and National Awareness events such as Cycle to Work Provide information on walking/cycling locally via Residential Travel Information Packs (RTIPs) Promote use of sustainable travel websites/apps 	Ongoing
Increase % of residents using public transport	<ul style="list-style-type: none"> Provide information on local bus services via Residential Travel Information Packs (RTIPs) Promote use of sustainable travel websites/apps 	
Increase % of residents car sharing	<ul style="list-style-type: none"> Provide information on car sharing via Residential Travel Information Packs (RTIPs) TPC will assist in finding car share matches 	
Enable residents to have an informed choice about their travel mode options	<ul style="list-style-type: none"> Employ a Travel Plan Coordinator (TPC) Provide an array of information via Residential Travel Information Packs (RTIPs) 	Prior to Occupation/Annually

Residential Travel Information Packs (RTIPs)

7.2 Travel Packs will be provided to all residential dwellings from first occupation. The packs have been prepared by M-EC and will be updated every 12 months and reissued to existing and new residents up to the completion of the development. The packs will provide the following information:

- Plans of safe pedestrian routes to all local amenities such as schools, shops, leisure and health facilities;
- Bus timetable information and route maps of services operational within Adderbury;
- Information about the Travel Plan including how it works, why it is required and its purpose;
- Details of the role and purpose of the TPC, including contact details;
- Provide details of car share websites
- Information regarding the benefits of working from home for residents.

Walking and Cycling

7.3 Footway connections will be provided between the site and the existing pedestrian network to encourage walking to/from the development.

7.4 The TPC will investigate participation in a Cycle to Work scheme for residents which would allow residents to loan cycles and cyclists' safety equipment as a tax-free benefit.

Communication Strategy

- 7.5 The TPC will involve the residents in local and national events to promote sustainable travel, e.g. bike week, or walking month. The TPC will develop and distribute leaflets to summarise the site specific sustainable travel options.

Working from Home

- 7.6 Working from home will be encouraged via information explaining the benefits as part of the Welcome Pack. Fibre broadband will be provided within the site to assist with the potential of residents being able to work from home.

Promotion of Sustainable Transport Websites/Apps

- 7.7 Details of websites and mobile apps will be promoted to all residents via the TPC and Welcome Packs. Residents will be encouraged to make full use of sites/apps including: RAC's 'Route Planner' for pedestrians traveling on foot, 'sustrans.org' for individuals who wish to cycle and 'moovit' for those travelling via rail or bus. By providing these details, the barrier to entry for sustainable modes of transport is reduced as it becomes a more convenient option for residents.

8.0 MANAGEMENT

8.1 Hayfield Homes will employ a Travel Plan Coordinator (TPC) who will act as the promoter of the components of the TP and will be a key contact point for residents and other people who will use the site.

8.2 In relation to this site, it is considered that the TPC will be an appointed external consultant, however given the size of the site it is likely that they will only be required on a part-time basis. They will be appointed 3 months before first occupancy and be funded by Hayfield Homes, where they will offer support and guidance to prospective residents on their travel options.

8.3 The main responsibilities of the TPC will be to:

- Ensure delivery of the travel incentives once the TP is approved;
- Promote the individual measures of the TP;
- Ensure the approved TP and its component parts are being actioned;
- Liaise with OCC who will monitor the TP implementation;
- Liaise with third parties where applicable (Highways and Planning Authorities);
- Act as the contact for residents, providing support and assistance with sustainable travel options as necessary.

8.4 The name and contact details of the TPC will be sent to OCC's Travel Plans Team as soon as they have been appointed.

9.0 MONITORING AND REVIEW

- 9.1 Initially, the TPC will be responsible for undertaking a travel survey of all residents at 50% occupancy (subject to agreement from OCC) to obtain baseline modal splits in which future Travel Plan targets will be reviewed against.
- 9.2 In addition to the baseline travel survey, updated resident travel surveys will be conducted every two years using OCC’s survey template, to obtain up-to-date travel information and monitor the progress of the TP, with this continuing for five years after 100% occupancy. Results will be analysed using OCC’s template and will be submitted to OCC within one month of the survey completion.
- 9.3 Following each survey, the measures within this TP will be reviewed and adjusted if necessary to improve performance. Any changes to measures or targets will be agreed with OCC before implementation.

Remedial Measures

- 9.4 If targets are not met at the end of the initial monitoring period (e.g. year 5), the TP monitoring will continue for another two cycles (e.g. years 7 and 9).
- 9.5 Table 9.1 below provides an ‘Action Plan’ for the implementation of the Travel Plan.

Table 9.1: Action Plan

Target Date	Action/Measure	Responsibility
Prior to Occupation	<ul style="list-style-type: none"> • TPC appointed • Installation of fibre broadband infrastructure 	Hayfield Homes
50% Occupancy	<ul style="list-style-type: none"> • Undertake initial baseline travel survey • Prepare initial baseline report for submission to the Local Authority 	TPC
Annually	<ul style="list-style-type: none"> • Undertaken updated travel surveys and review the Travel Plan measures and targets where appropriate • Prepare monitoring reports for submission to the Local Authority 	
Ongoing	<ul style="list-style-type: none"> • Promote Local and National Awareness events such as Cycle to Work • Liaison with Local Authority regarding Travel Plan 	

- 9.6 The implementation of the TP will be the responsibility of Hayfield Homes. Monitoring of the TP and updating of all information contained herein this document will fall to Hayfield Homes; however, this will be undertaken by the appointed TPC.
- 9.7 The TP must be agreed prior to first occupation of the site and the active implementation of the TP on site will commence as detailed above. Various measures relating to the plan will be implemented as agreed in this document.



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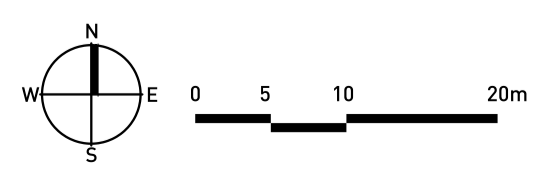
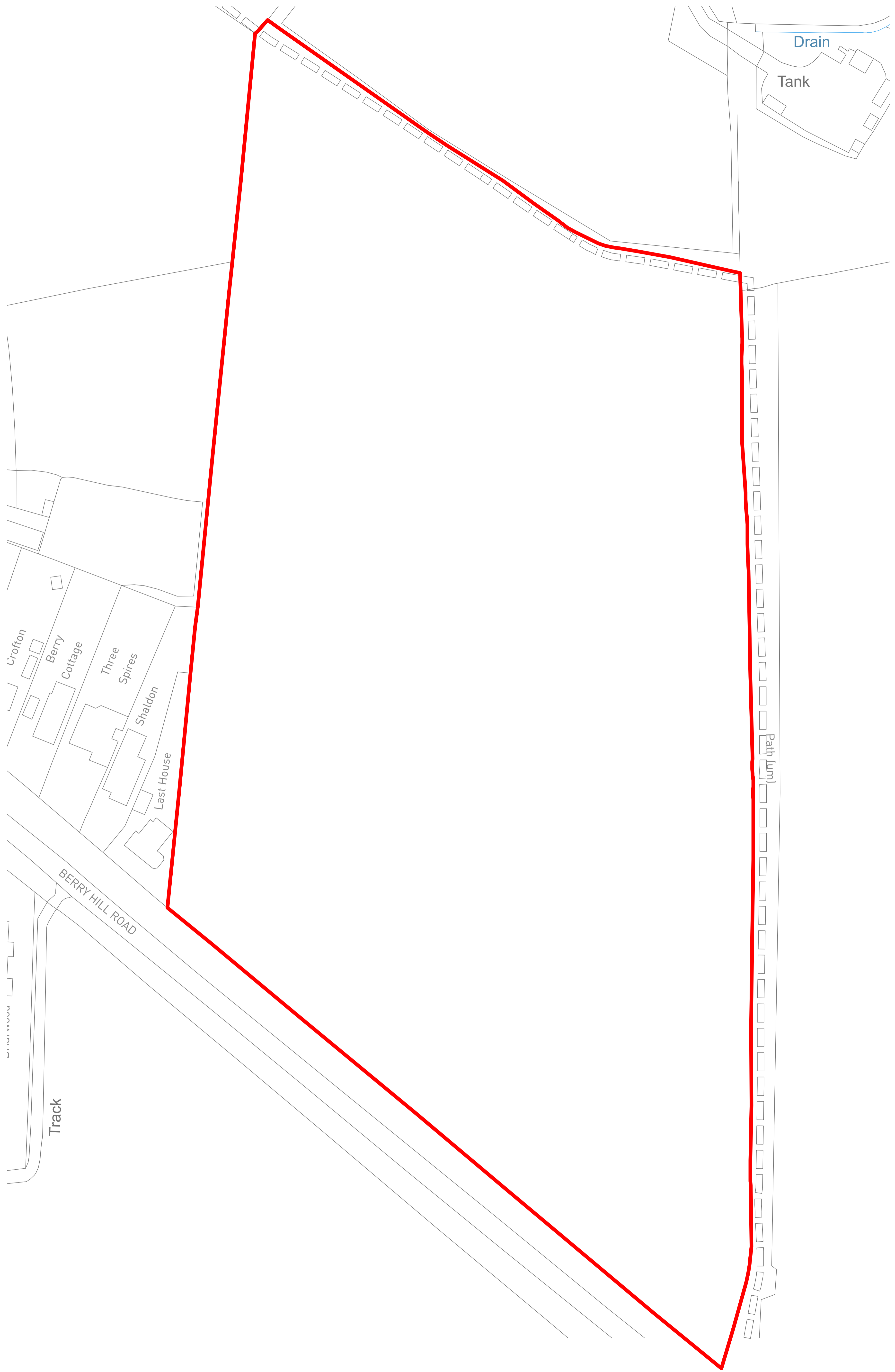
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APPENDICES



APPENDIX A

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BERRY HILL ROAD, ADDERBURY - SITE LOCATION PLAN





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APPENDICES



APPENDIX B

QS701EW - Method of travel to work

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population	All usual residents aged 16 to 74
units	Persons
area type	2011 super output areas - middle layer
area name	E02005928 : Cherwell 008
rural urban	Total

Method of Travel to Work	2011
All categories: Method of travel to work	5,414
Work mainly at or from home	355
Underground, metro, light rail, tram	10
Train	114
Bus, minibus or coach	65
Taxi	6
Motorcycle, scooter or moped	20
Driving a car or van	2,634
Passenger in a car or van	160
Bicycle	72
On foot	252
Other method of travel to work	15
Not in employment	1,711
	3,703

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.



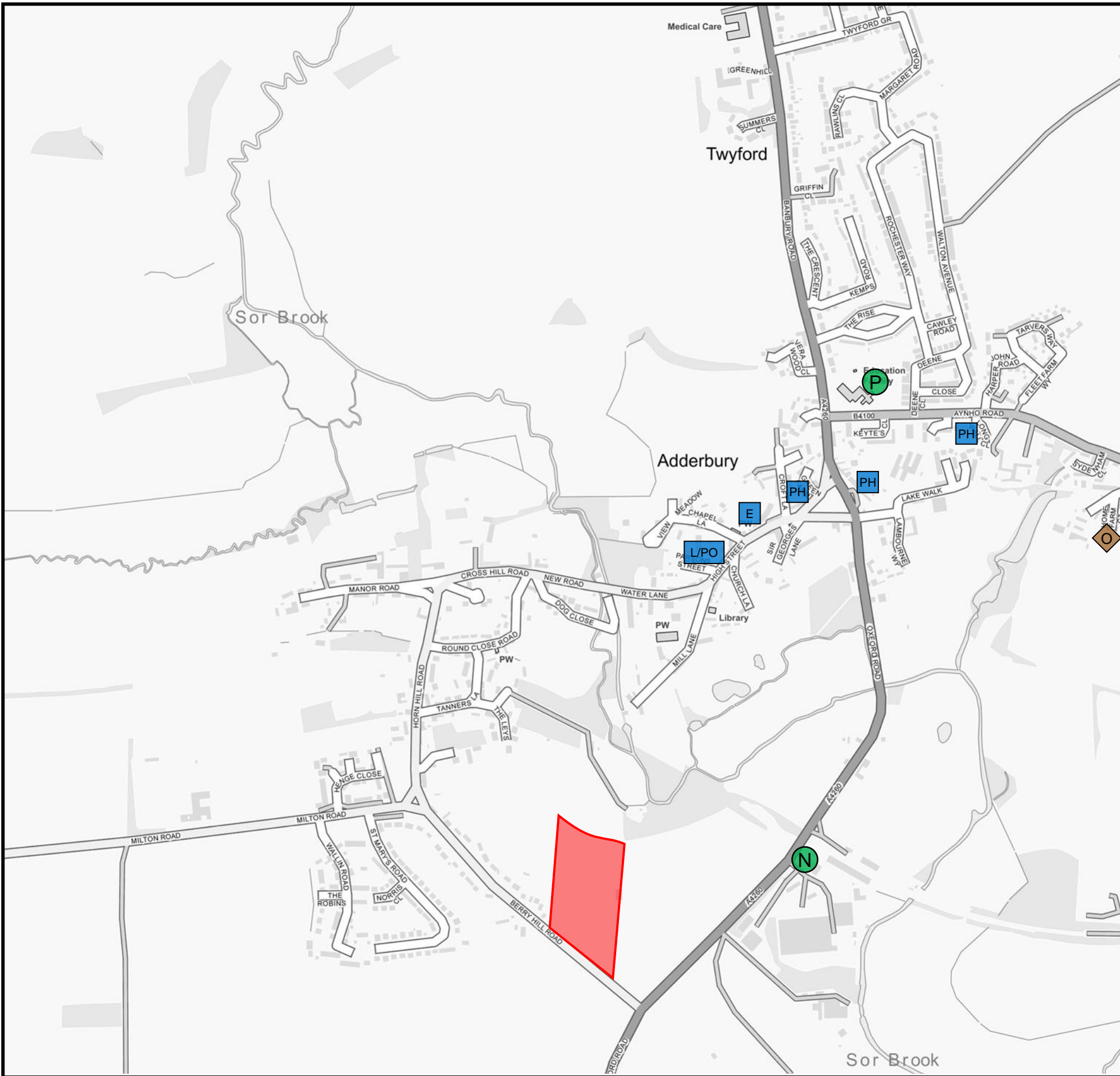
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APPENDIX C



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- RETAIL**
- PH PUBLIC HOUSE
 - L LOCAL SHOP
 - E EATERY
 - PO POST OFFICE
- EDUCATION**
- N NURSERY
 - P PRIMARY SCHOOL
- LEISURE**
- O OUTDOOR VENUE

SITE LOCATION

REV	AMENDMENTS	DRN	CHK	DATE

PROJECT:
BERRY HILL ROAD,
ADDERBURY, BANBURY

DRAWING TITLE:
KEY LOCAL FACILITIES PLAN

CLIENT:
HAYFIELD HOMES

DRAWING NUMBER:
27085_08_010_01

REVISION: -	DRAWN BY: SM	CHECKED BY: TR	DATE: 27/06/2022
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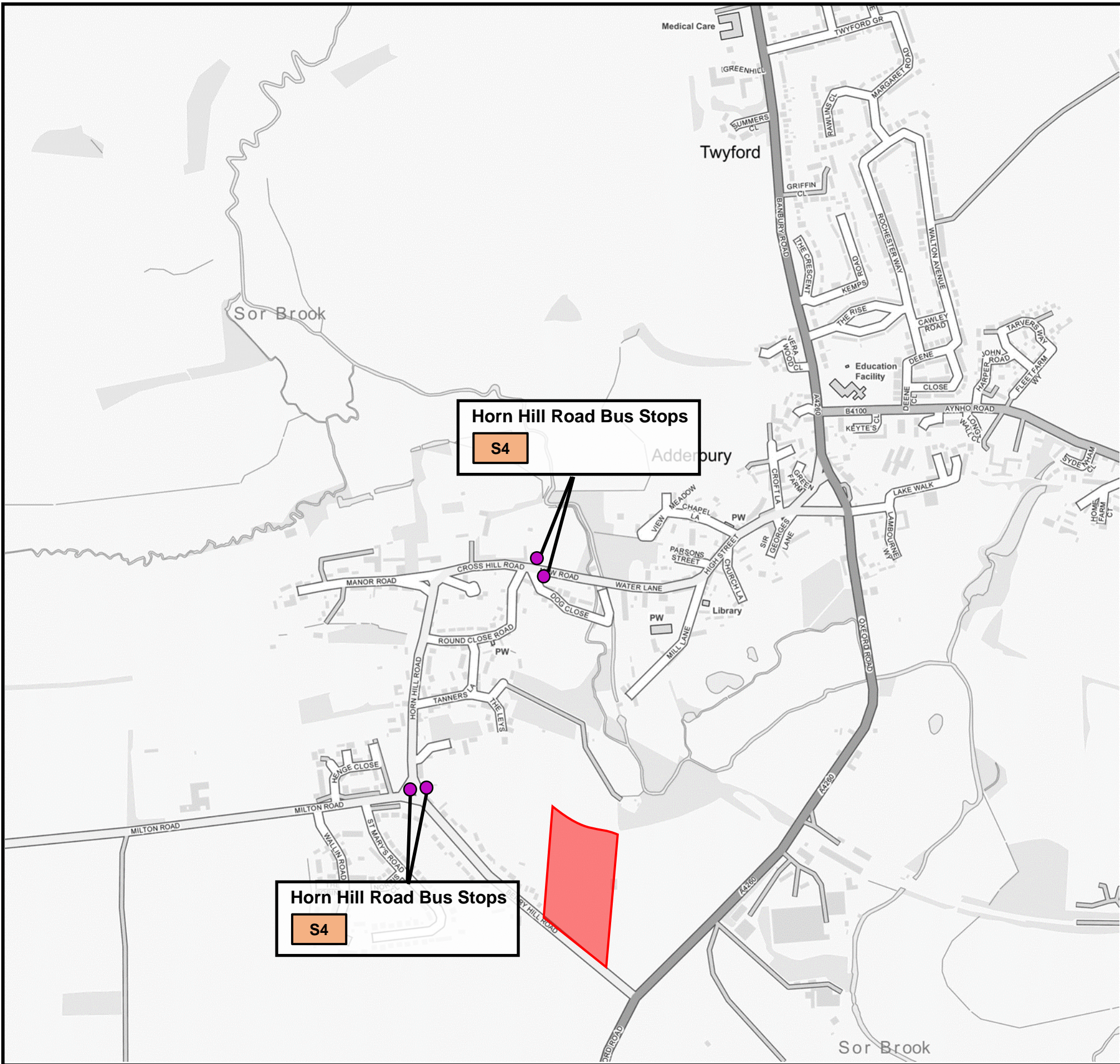
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APPENDICES




APPENDIX D




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 - PAVED FOOTWAYS MAY NOT BE AVAILABLE ON ALL ROUTES.

 SELECTED BUS STOPS CLOSE TO SITE

 **SITE LOCATION**

REV	AMENDMENTS	DRN	CHK	DATE
PROJECT:				
BERRY HILL ROAD ADDERBURY, BANBURY				
DRAWING TITLE:				
LOCAL BUS STOP PLAN				
CLIENT:				
HAYFIELD HOMES				
DRAWING NUMBER:				
27085_08_010_02				
REVISION:	DRAWN BY:	CHECKED BY:	DATE:	
-	SM	TR	27/06/2022	
STATUS:				
PRELIMINARY				
 M-EC Consulting Development Engineers		The Old Chapel, Station Road Hugglescote, Leicestershire, LE67 2GB T: 01530 264 753 group@m-ec.co.uk www.m-ec.co.uk		
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STRUCTURES



LIGHTING



GEO-ENVIRONMENTAL



EXPERT WITNESS



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