



Land South of Green Lane, Chesterton

Travel Plan

Client: Wates Developments Ltd

i-Transport Ref: IN/LJ/ITB14377-005B

Date: 08 March 2023

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i-Transport LLP

The Square
Basing View
Basingstoke
Hampshire
RG21 4EB

Tel: 01256 637940

www.i-transport.co.uk

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Quality Management

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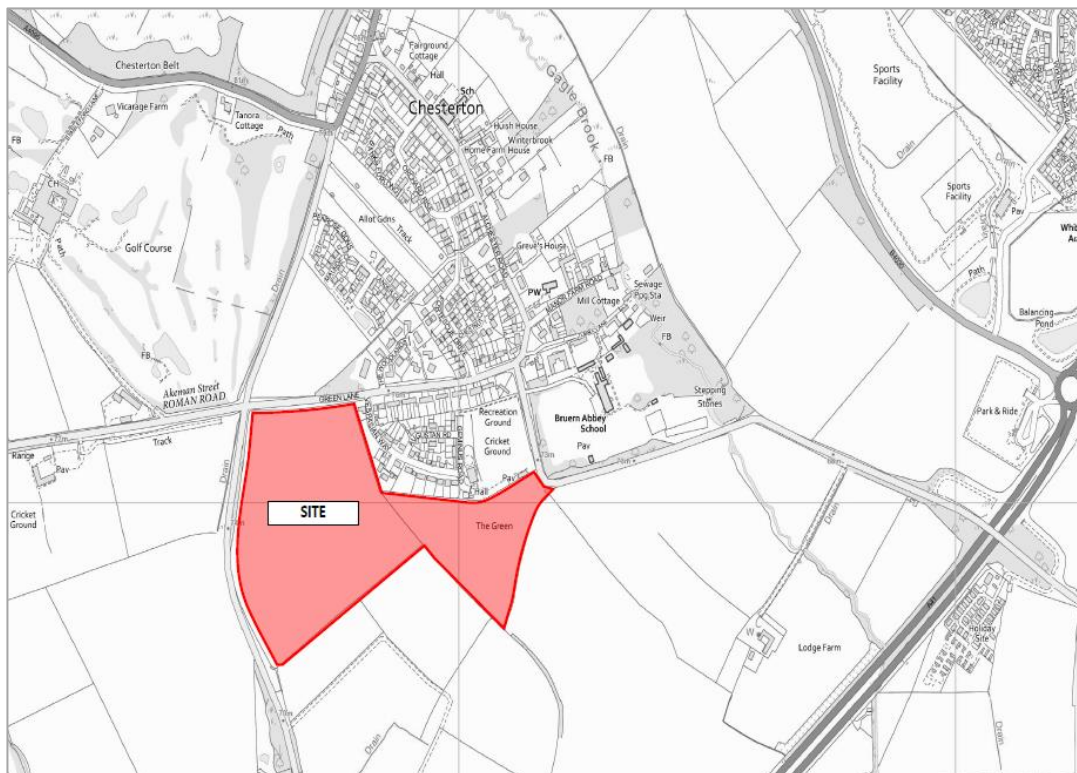
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SECTION 1 Introduction

1.1 Overview

- 1.1.1 i-Transport LLP has been appointed by Wates Developments to provide highways and transport advice for an Outline planning application for a proposed residential development of 147 dwellings, sports pitches and public open space on land south of Green Lane, Chesterton.
- 1.1.2 The site is located to the south-west of the village of Chesterton, immediately south of Green Lane, within the district of Cherwell and County of Oxfordshire. To the east and north the site abuts residential dwellings which front onto Vespasian Way and to the west the site abuts a road locally known as Little Chesterton Road, beyond which lies Bicester Sports Association.
- 1.1.3 An indicative site location plan is provided in **Figure 1** with an extract provided at **Image 1.1**, while an indicate site layout is included at **Appendix A**.

Image 1.1: Site Location



1.2 Requirement for a Travel Plan

- 1.2.1 Oxfordshire County Council's (OCC's) '*Transport for New Developments – Transport Assessments and Travel Plans*' identifies that all development proposals in excess of 80 dwellings should be supported by a Travel Plan. This is in order to encourage sustainable travel to and from the site, and to reduce the adverse impacts that may arise from increase travel demand in the local area.

1.2.2 In line with the OCC guidance and the requirements of the NPPF, this Travel Plan has been prepared for the benefit of the proposed homes.

1.3 Role of the Travel Plan

1.3.1 This Travel Plan (TP) outlines the measures that will be put in place to encourage sustainable travel and seek to reduce single occupancy car-based travel, particularly single occupancy car use.

1.3.2 The TP has been developed accordance with the guidance in the National Planning Practice Guidance and OCC's Travel Plan Guidance. With the full residential travel plan being developed as part of a reserved matters planning application ahead of occupation and will be in accordance with OCC's guidance document 'Transport for New Developments: Transport Assessments and Travel Plans' (March 2014).

1.3.3 This TP should be read in conjunction with the Transport Assessment (*i-Transport report ITB14377-004c*) for the development proposal which considers the wider transport implications of the proposed development.

1.4 Structure

1.4.1 The remainder of this Travel Plan is structured as follows:

- **Section 2** – reviews current national and local transport policy and travel plan guidance;
- **Section 3** – describes the principles, objectives, and benefits of the travel plan;
- **Section 4** – sets out the development proposals;
- **Section 5** - describes the existing conditions and travel patterns;
- **Section 6** – sets out the targets for the Travel Plan;
- **Section 7** – sets out the measures that will be provided to encourage non-car mode travel;
- **Section 8** – provides a strategy for Travel Plan delivery and management;
- **Section 9** – outlines how the Travel Plan will be monitored; and
- **Section 10** – provides a summary of the Travel Plan.

SECTION 2 Policy Context

National Planning Policy Framework (NPPF) 2021

- 2.1.1 The National Planning Policy Framework (NPPF), sets out the Government’s planning policies and how these are expected to be applied. The NPPF stresses that the forefront of planning is the ‘presumption in favour’ of sustainable development (paragraph 10).
- 2.1.2 The NPPF requires in paragraph 110 that all developments that generate significant amounts of movement should be supported by a Transport Statement or Assessment, and indicates that plans and decisions should ensure that:
- ***“appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location.***
 - ***safe and suitable access to the site can be achieved for all users;***
 - ***the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and***
 - ***Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”***
- 2.1.3 Paragraphs 104, 105, and 106 state that development proposals should protect and exploit opportunities for the use of sustainable modes of transport. A key tool to facilitate this will be a travel plan. The sustainable travel objectives include the need to reduce the use of the private car (particularly for single occupancy journeys) and measures to promote walking, cycling, and public transport use as alternatives to the private car.

National Planning Practice Guidance (NPPG)

- 2.1.4 The NPPG was published in March 2014 and at paragraph 003 sets out the key roles of travel plans in the development process:

“Travel Plans are long-term management strategies for integrating proposals for sustainable travel into the planning process. They are based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel (such as promoting walking and cycling).”

“Travels 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.”

2.2 Local Planning Policy

Cherwell Local Plan 2011-2031 (Part 1)

2.2.1 The Cherwell Local Plan sets out how the District will grow and change in the period up to 2031.

2.2.2 The spatial strategy for managing growth throughout the district comprises the following steps:

- Focusing the bulk of the proposed growth in and around Bicester and Banbury;
- Limiting growth in the rural areas and directing it towards larger and more sustainable villages

2.2.3 Policy SLE 4 is centred around improving transport and connections throughout the district.

2.2.4 The local plan sets out the requirements for new development and states that:

“All development where reasonable to do so, should facilitate the use of sustainable modes of transport to make the fullest possible use of public transport, walking and cycling. Encouragement will be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. Development which is not suitable for the roads that serve the development, and which have a severe traffic impact will not be supported.”

2.2.5 Policy EDS 1: Mitigating and Adapting to Climate change sets out that measures will be taken to mitigate the impact of development within the District on climate change. At a strategic level, this includes:

- ***“Distributing growth to the most sustainable locations as defined in this Local Plan;***
- ***Delivering development that seeks to reduce the need to travel and which encourages sustainable travel options including walking, cycling and public transport to reduce dependence on private cars;***
- ***Designing developments to reduce carbon emissions and use resources more efficiently, including water [...];***
- ***Promoting the use of decentralised and renewable or low carbon energy where appropriate [...]***

2.2.6 This approach reflects the thrust of the NPPF, that it is incumbent on development proposals to ensure that the relative opportunities for sustainable travel are taken up, depending on the location of the Site, and that only development which results in severe impacts should be rejected.

Transport for New Development: Transport Assessments and Travel Plans (March 2014)

2.2.7 Transport for New Development: Transport Assessments and Travel plans was produced in March 2014 by Oxfordshire County Council (OCC) and sets out the requirements of Transport Assessments and Travel plans associated with new developments.

2.2.8 With regards to Travel Plans the document states in paragraph 5.1:

“The requirement to produce Travel Plans is set out in the National Planning Policy Framework (paragraph 36). This guidance supplements the Department for Transport’s (DfT) and Department for Communities and Local Government’s (CLG) document Delivering Travel Plans through the Planning Process (April 2009). It has been developed to assist with the preparation of Travel Plans associated with the development control process in Oxfordshire. It also supports the achievement of objectives in Oxfordshire’s third Local Transport Plan.”

2.2.9 Furthermore paragraphs 5.8 and 5.9 state:

“The objectives of a Travel Plan are:

- *to ensure that locations are accessible by non-car travel modes*
- *to identify ways of reducing the need to travel to and from a development*
- *to minimise single occupancy car travel to and from a development, particularly through providing scope for journeys to be made by other modes*
- *to identify which measures are needed to maximise the use of non-car travel modes*
- *to lead to a change in the travel behaviour of individuals to a sustainable mode of travel and maintaining that change once it has occurred*

The benefits of a Travel Plan can include:

- *the provision of greater choice and opportunities for site access by non-car travel modes*
- *reduced social exclusion through improved access to employment and key services such as hospitals, education and shops*
- *reduced congestion on surrounding roads and access points and reduced demand for parking spaces*
- *local environmental improvements from reduced congestion, air pollution and noise*
- *reduced travel and transportation costs for organisations and individuals*
- *ensuring adequate provision for people without access to a car or with mobility impairment*
- *provision of opportunities for active, healthy travel*

- *achievement of environmental standards for businesses*
- *assistance with the recruitment of staff*
- *reduced car parking costs for businesses.*

2.2.10 OCC identifies the importance of full travel plans being produced after occupation of the site, stating in Appendix 7 that all Travel Plans should provide:

“A commitment that each occupier will produce a full subsidiary Travel Plan within 2 months of occupation”

2.2.11 Therefore, the production of this Travel Plan corresponds with national and local policy.

2.2.12 The Travel plan has been developed in accordance with OCC’s document “Transport for New Development: Transport Assessments and Travel Plans”, March 2014.

SECTION 3 Principles, Objectives and Benefits

3.1 Principles and Objectives

3.1.1 The overarching objective of a Travel Plan is to influence behaviour change towards sustainable modes of travel. In this context, the primary purpose of this Travel Plan is to put forward a framework to ensure measures are provided to promote shared car use, walking, cycling and public transport as alternatives to single occupancy car travel.

3.1.2 In line with national and local guidance, the main objectives for the Travel Plan will be:

- To reduce the number of car journeys generated by the site particularly in peak hours;
- To promote the accessibility of the site for non-car modes of transport.

3.1.3 The travel plan will have the following additional objectives:

- To provide residents with realistic options for travel to and from the site by supporting a range of sustainable transport alternatives;
- To promote walking, cycling, car sharing and public transport as safe, efficient and affordable alternatives to the private car by highlighting the health and environmental benefits of using sustainable travel modes;
- To minimise the impact of car-based travel to the site on the local and strategic highway network and environment; and
- To develop an awareness of the options for sustainable travel opportunities to and from local services and facilities within and around Chesterton.

3.1.4 The Travel Plan promotes measures which will help to deliver the objectives. The measures will assist in minimising car travel to and from the site and will help bring environmental benefits to local residents.

3.1.5 All of the measures will look to reduce the dependence on the private car for travel to work and enable smarter travel choices, where this is feasible

3.2 Benefits

3.2.1 The development of a travel plan has a number of direct benefits, not only for future residents and visitors, but also for the existing local community and the surrounding environment.

Benefits to Residents

- Improved health and fitness through increase levels of walking and cycling;
- Increased travel flexibility offered through wider travel choices; and
- A better environment within the site and its immediate surroundings with vehicular movement minimised and parking pressures reduced.

Benefits to Local Community and Environment

3.2.2 The sustainable transport strategy and the infrastructure proposed will benefit existing residents in the local area.

3.2.3 The Travel Plan will provide the following benefits to the local community and environment:

- The Travel Plan will help to reduce the impact of traffic generated by the development on the local highway network, including on Green Lane;
- The Travel Plan will help to reduce the impact of the site on the environment by reducing emissions through fewer car journeys. This will help to contribute to both local air quality management and national climate change reduction targets; and
- The measures contained within this plan will also help to reduce the impact of transport related noise from vehicular movements into and out of the site and to improve public connectivity in the area.
- The Travel Plan will deliver improved community connectivity by facilitating sustainable travel through the site and access to public rights of way.

3.2.4 Overall, it is anticipated that the TP, combined with the package of infrastructure measures designed to promote sustainable transport, will result in benefits for residents of the site and wider community in Chesterton.

SECTION 4 Development Proposal

4.1 Development Proposal

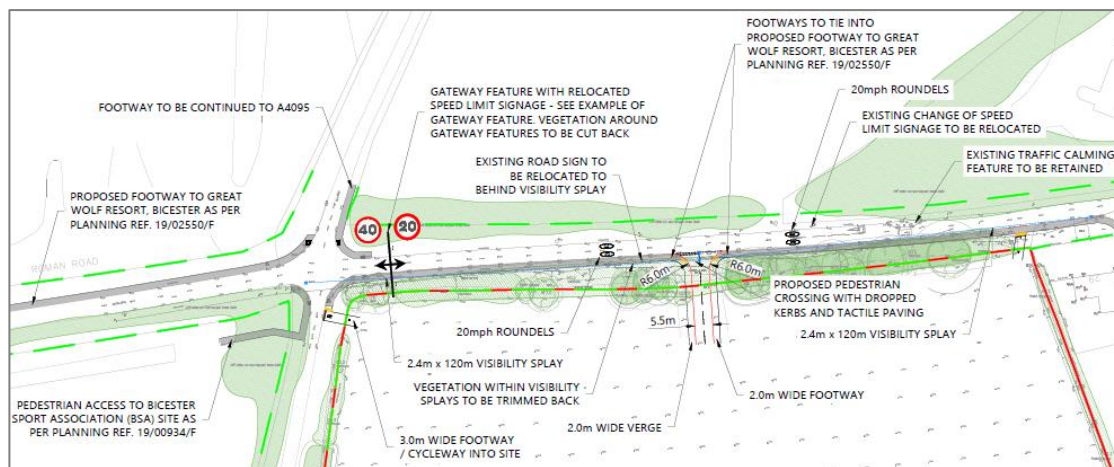
- 4.1.1 The development proposal comprises an Outline planning application for the erection of 147 dwellings, including affordable housing, sports pitches and associated public open space and landscaping together with means of access from Green Lane.
- 4.1.2 An indicative site layout is included as **Appendix A**, although only means of access and the principle of development is to be determined. The mix, scale and layout of the scheme is not for determination at this stage and is provided for illustrative purposes only.

4.2 Site Access Strategy

Vehicular Access

- 4.2.1 It is proposed that there will be a single vehicular point of access to the site from Green Lane, located approximately central along the site frontage, and positioned carefully to minimise the impacts on the more important trees fronting Green Lane.
- 4.2.2 The proposed access onto the Green Lane will take the form of a simple priority junction. The access road will measure 5.5m in width, with 6.0m radii. It is proposed that there will be 2.0m wide footway on the eastern side of the carriageway to connect to the proposed footway (as part of the Great Wolf Scheme) and a 2.0m grassed service margins on the western side.
- 4.2.3 **Drawing ITB4377-GA-001F (Image 4.1)** shows the proposed vehicular access arrangements which conforms to design standards. The proposed access arrangement demonstrates that visibility splays of 2.4m x 120m can be achieved in both directions, which is in excess of the visibility splay requirements and is commensurate with the DMRB requirements for roads with a posted speed limit of 40mph, which is the case for this section of Green Lane.

Image 4.1: Extract of Proposed Access Arrangement



Source: Extract of Drawing ITB14377-GA-001F

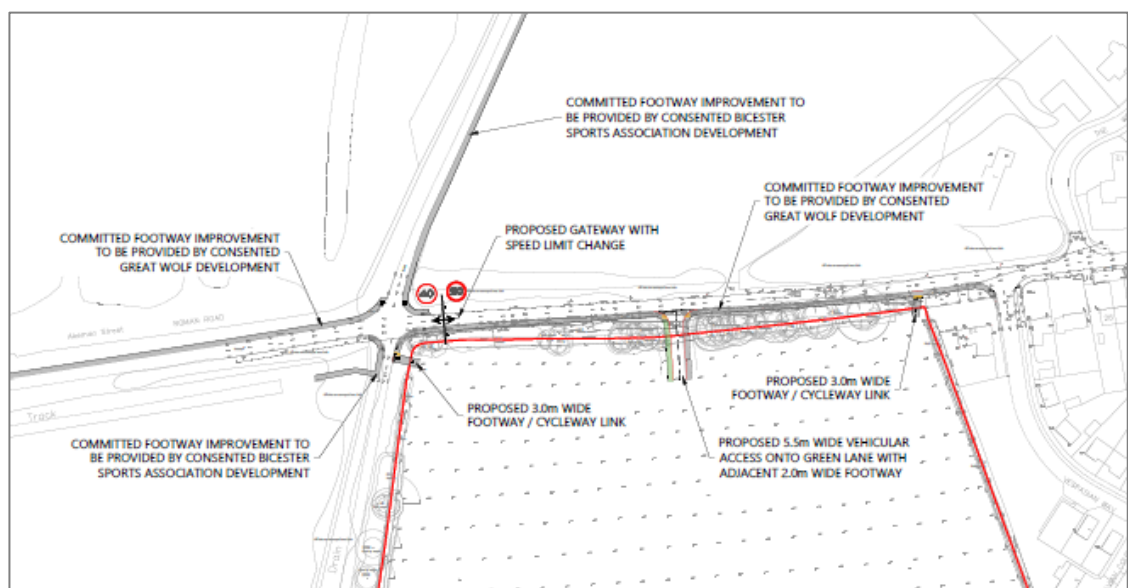
- 4.2.4 It is also proposed to relocate the existing 20mph speed limit (currently located towards the eastern extent of the site) circa 115m to the west and provide a new gateway feature to encourage slower speeds on approach to the village.
- 4.2.5 The existing single way working priority arrangement Green Lane on approach to Chesterton is proposed to be retained as a 'repeater', however, given the proposed relocation of the speed limit change the 40mph signs and roundels would be replaced with 20mph signs instead.
- 4.2.6 Whilst the alterations proposed to the speed limit are not required to enable safe access (sufficient visibility for posted speed limit / observed speeds can be achieved) this will have the benefit of seeking to reduce speeds along the frontage of the scheme and on approach to the village. OCC confirmed support for this amendment as part of the pre-application response.
- 4.2.7 The Applicant would make a contribution towards the Traffic Regulation Order need and would deliver a gateway feature to identify the speed limit transition (subject to a successful TRO).

Pedestrian and Cycle Access

- 4.2.8 It is proposed to provide a 2.0m wide pedestrian access on the eastern side of the proposed access road which will provide a connection to the committed footway improvement along the site frontage which is consented as part of the Great Wolf Development (planning ref: 19/02550/F). The committed footway improvement will provide a link between the Bicester Hotel Golf Club and Spa and the existing footway which commences to the east of Vespasian Way.
- 4.2.9 It is also proposed to provide a further two pedestrian and cycle connections to the local highway network which will provide a permeable and well linked development for future residents, these will be situated in the following locations:

- A 3.0m wide footway / cycleway link in the north-eastern corner of the site, providing a connection to the existing footway network and to Green Lane with a cycle transition (drawing **ITB14377-GA-001F**); and
- A 3.0m wide footway / cycleway link in the north-western corner of the site, providing connection to Little Chesterton Road (drawing **ITB14377-GA-006A**). This would provide a direct link to the consented Bicester Sports Association access and the committed footway improvements on The Hale (planning ref: 19/00934/F).

Image 4.2: Extract of Proposed Access Strategy



Source: Extract of Drawing ITB14377-GA-007B

- 4.2.10 The proposed development would therefore connect with the existing and committed footway network in Chesterton, enabling journeys within the village to be undertaken safely on foot.
- 4.2.11 The footways along the site frontage on Green Lane and The Hale are consented as part of the Great Wolf and Bicester Sports Association developments respectively. Should the consented developments not come forwards, then it is proposed that the development site could provide a footway on Green Lane along the site frontage and along The Hale to ensure that future residents can access local facilities and services on foot and provide a benefit to the existing residents of Chesterton. On this basis, the applications are not reliant on the delivery of the consented developments.

4.3 Off-Site Accessibility Improvements

Cycling Improvements

- 4.3.1 As part of the application, it is also proposed to provide a package of off-site highway improvements to improve access to the site by bicycle.
- 4.3.2 Through the public consultation event, it emerged that locals had concerns about vehicle speeds through the village, therefore, it is proposed to reinforce the 20mph speed limit along Green Lane through the provision of 20mph speed limit roundels.
- 4.3.3 It is also proposed to provide 'route recommended for pedal cycles on the main carriageway' signage, wayfinding signs and cycle road markings in both directions on Green Lane, The Hale and the unnamed road to the east of the site to make drivers more aware of the potential presence of cyclists using the road. These proposed improvements will provide a cycle connection to consented cycleway on the A4095 to the west of the Hale to be provided as part of the Great Wolf development and along the Oxygen cycle route along the unnamed road, which also provides a connection to the NCN51 towards Bicester.
- 4.3.4 The proposed cycle improvements are shown on drawing **ITB14377-GA-003C** and **ITB14377-GA-004B**.

Public Transport Improvements

- 4.3.5 It is acknowledged that Chesterton is not currently served by any public bus services (with the exception of one outbound service to Bicester in the morning). The Great Wolf development will provide a substantial contribution to provide a bus service which will connect Chesterton to Bicester and the railway stations in the future, however, this has not yet been implemented.
- 4.3.6 The Oxfordshire Bus Service Improvement Plan was submitted to the Department for Transport in October 2021 and identified a potential new bus route which would serve Chesterton. The outcome of the bid is still awaited.
- 4.3.7 Noting the limitations of existing public transport in Chesterton, and consistent with other development proposals, the applicant proposes to make a financial contribution to the improvement of public transport services in the local area.

4.4 Internal Site Layout

- 4.4.1 The site layout will be confirmed at the reserved matters stage. Issues relating to access for refuse and emergency vehicles and car parking will therefore be considered in detail at that time.

4.4.2 Nevertheless, an Illustrative Layout has been prepared to demonstrate that an acceptable scheme is deliverable. The principles of this layout are considered below.

Access Roads

4.4.3 As previously outlined, the internal site layout will be confirmed at the reserved matters stage, nevertheless, the illustrative layout demonstrates that the main spine road within the site would continue as a 5.5m wide access road with 2.0m wide footways on at least one side of the carriageway. The tertiary roads within the site would have a width of 5.0m with 2.0m wide footways on at least one side of the carriageway. It is also proposed to include shared surface carriageways, in line with Oxfordshire's Street Design Guide, these would have a minimum width of 6.0m (with additional 1.0m safety margins where parallel parking is provided) to enable refuse vehicle access where necessary.

Car Parking

Residential Development

4.4.4 Site layout is a reserved matter and therefore issues relating to car parking will be considered in detail at that time. However, it is intended that car parking will be provided in line with Oxfordshire County Council's Parking Standards for New Residential Development guidance, both in terms of quantum and design as shown on illustrative site layout in **Appendix A**.

Sports Facilities

4.4.5 Site layout is a reserved matter and therefore issues relating to car parking will be considered in detail at that time. However, the illustrative layout shows an additional 24 parking spaces for the sports pitches and existing community facilities. Oxfordshire does not provide a parking standard for leisure / sports land uses; therefore, the number of parking spaces has been determined through a first principles assessment.

4.4.6 It is proposed to provide two football pitches, which would accommodate a total of 44 players when in full use plus two umpires (11 players per side).

4.4.7 The Bicester Sports Association planning application was supported by a Travel plan, which identified that 53% of users drove to site (report ref: A13419/VAA/T02 prepared by Pell Frischmann Associates). Given that the proposed facilities are of a broadly similar nature and are located in close proximity, it can be assumed that a similar number of people will drive to the proposed sports facilities.

4.4.8 Consequently, based on the anticipated model split, it is expected that 24 users would drive to the site ($46 \times 53\% = 24$). Therefore, it can be seen that the proposed development would provide sufficient on-site parking to accommodate the demand and as such would not overspill onto the local highway network.

Cycle Parking

4.4.9 Cycle parking will be considered in detail at the Reserved Matters Stage.

4.4.10 However, it is intended that cycle parking will be provided in full accordance with OCC's standards set out in the Oxfordshire Cycling Design Standards. Cycle parking for the proposed development will either be provided in garages or in garden sheds (with rear garden access).

Electric Vehicle Parking

4.4.11 This application is in outline and as such detailed layout matters such as electric vehicle charging strategies will be determined at the Reserved Matters stage.

4.4.12 Nevertheless, a commitment is made to provide electric vehicle charging points for all dwellings with private driveways / off road parking along with the playing field car park in line with the emerging Building Regulations.

SECTION 5 Existing Conditions and Travel Patterns

5.1.1 This section of the TP sets out the existing transport conditions in the local area, including the opportunities for sustainable travel, and a review of the local highway network.

5.2 Site Location

5.2.1 The site comprises agricultural fields to the south of Green Lane within the village of Chesterton. To the north-east of the site is existing residential development and to the west is the BSA Sports facility, which has recent approval for significant enhancement.

5.2.2 A site location plan is included as **Figure 1**.

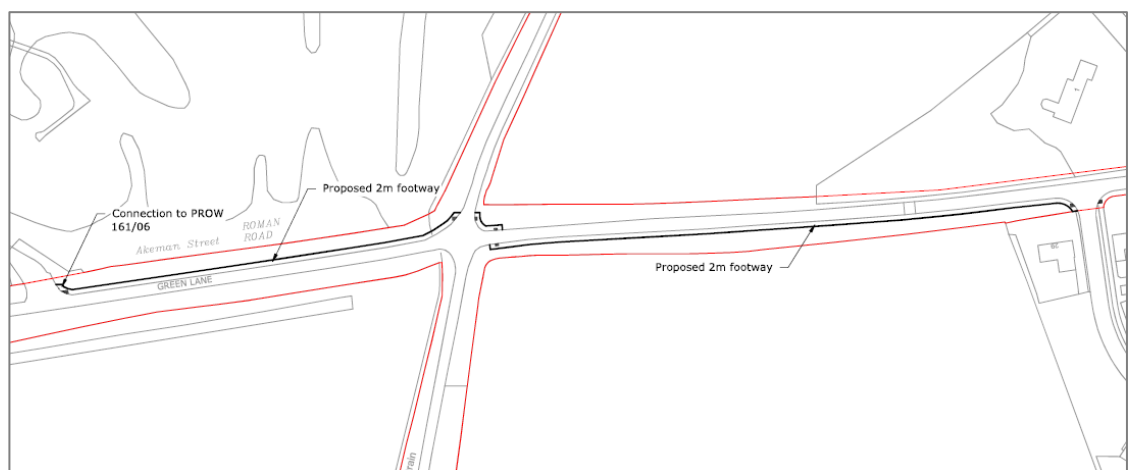
5.3 Walking and Cycling Facilities

Walking

5.3.1 The proposed development will connect directly to the committed footway improvements along the site frontage to Green Lane which would be delivered as part of the Great Wolf Scheme and connects the existing footways to the east with the PROW network to the west.

5.3.2 Drawing 1803047-15 prepared by Motion forms an approved plan associated within the consent and shows the footway proposals along Green Lane (**Image 5.1**). Further details regarding the proposed pedestrian connections are included in **Section 4** of this report.

Image 5.1: Extract of Committed Footway Improvements on Green Lane

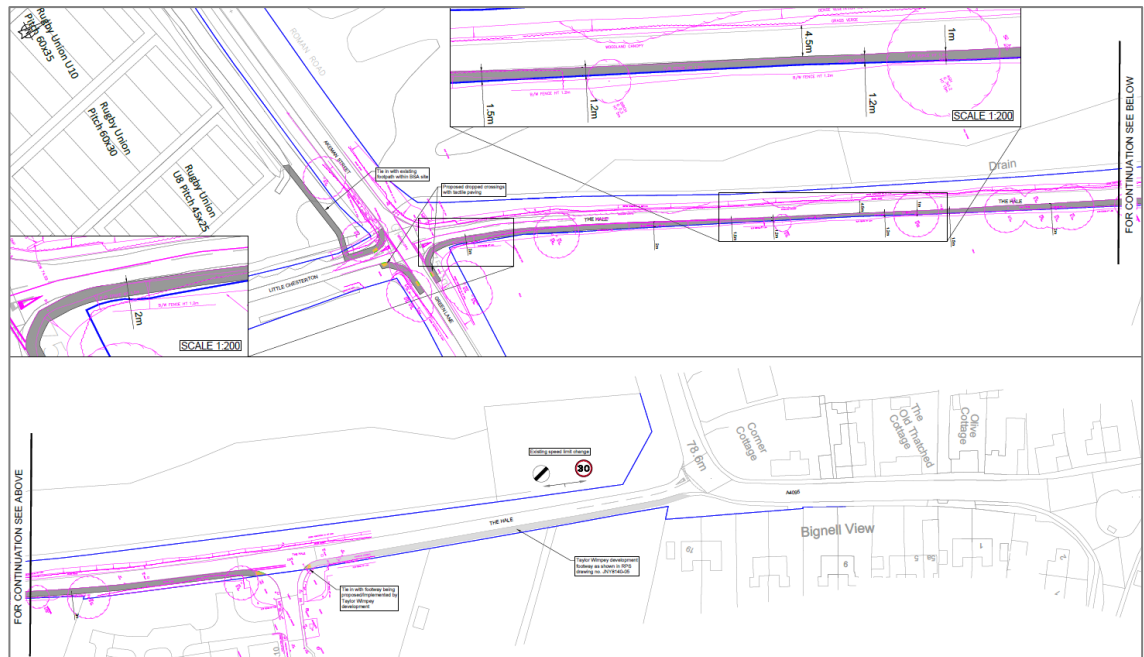


Source: Extract of Drawing 1803047-15 prepared by Motion

5.3.3 The committed footway improvement along Green Lane will extend to the east of the site and connect to the existing footway on the south side of Green Lane which extends east from Vespasian Way towards the village centre.

-
- 5.3.4 Approximately 300m to the east of Vespian Way, an uncontrolled pedestrian crossing comprising dropped kerbs, tactile paving and a pedestrian refuge island is available at the Green Lane/Unnamed Road/Alchester Road priority junction. Footways are provided on both sides of the unnamed road which routes south from The Red Cow pub and provides access to the Bruern Abbey School and Geminus Road recreation ground.
- 5.3.5 A short section of shared surface is available to pedestrians along the frontage of The Red Cow pub, with a circa 1.5m footway continuing north of the junction with Tubbs Lane. The footway on the western side of Alchester Road continues north through the village up to the A4095 and provides access to the Chesterton C of E Primary School and Chesterton Playgroup. A footway on the eastern side of Alchester Road commences circa 200m to the south of Orchard Rise and also continues northwards to the A4095.
- 5.3.6 Along the A4095 to the north of Alchester Road, a footway is provided on the western side of the carriageway and extends northwards to the Chesterton Hotel and footpath 161/1/20.
- 5.3.7 To the northwest of the proposed development site is The Hale. At present there are no footways along the southern part of The Hale, however, there is a committed footway improvement as part of the recently consented Bicester Sports Association development to provide a footway connection from the BSA site to the existing footway which commences just north of Penrose Gardens, as shown in **Image 5.2**.
- 5.3.8 To the north of Penrose Gardens, the footway with a width of circa 2m continues on the eastern side of the carriageway to the A4095 and provides access to the allotments. Along the A4095 between The Hale and Alchester Road, there is a footway on both sides of the carriageway.

Image 5.2: Extract of Committed Footway Improvements on The Hale

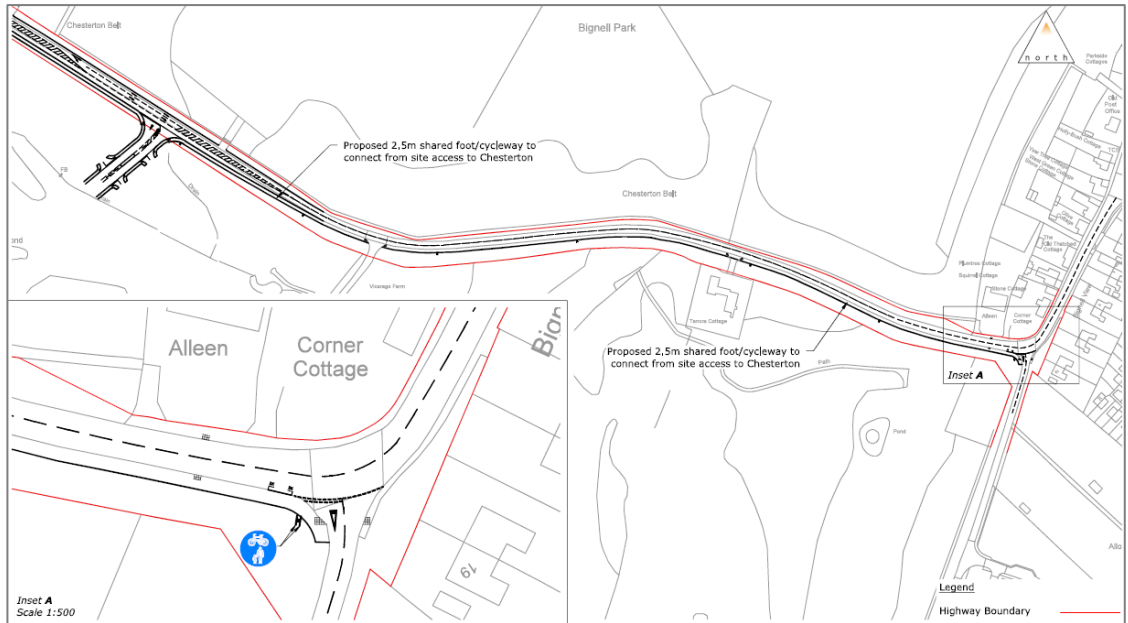


Source: Extract of Drawing A13419-TA-103A Prepared by Pell Frischmann

Cycling

- 5.3.9 A 20mph posted speed limit is present on Green Lane approximately 70m west of Vespien Way which continues throughout the village. Street lighting is also provided throughout Chesterton and good natural surveillance is afforded by surrounding properties. The low-speed roads therefore create an environment conducive to on-carriageway cycling without the need for designated cycle facilities.
- 5.3.10 Further cycle improvements along The Hale, Green Lane and the unnamed road to the east of the site are proposed as part of this application (see Section 5 for further details).
- 5.3.11 There are also committed cycle improvements on the south/western side of the A4095 as part of the consented Great Wolf development, which would provide a new cycle route to the leisure / employment site. An extract of the consented footway / cycleway is provided as **Image 5.3**.

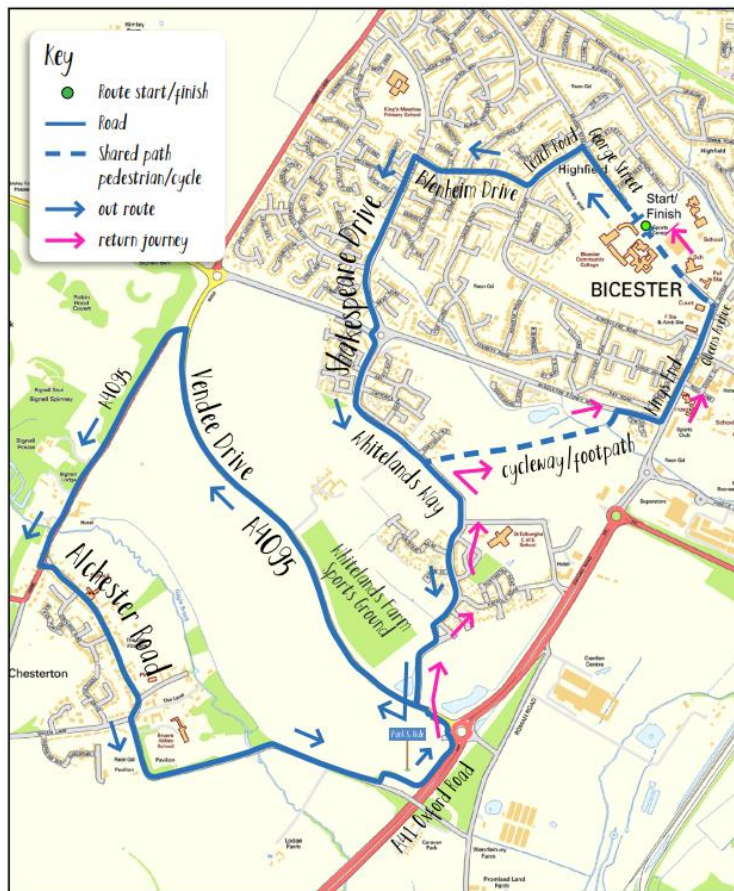
Image 5.3: Extract of Committed Footway / Cycleway along the A4095



Source: Extract of Drawing 1803047-02 A prepared by Motion

5.3.12 The Bicester to Chesterton 'Oxygen' route is a circular cycle route starting at Bicester and routing through Chesterton via Vendee Drive, A4095 and Alchester Road.

Image 4.4: Oxygen Cycle Route



5.3.13 From the site, the route can be accessed at the eastern end of Green Lane where it meets Alchester Road. The route consists of shared footway / cycleways, residential roads and rural roads. The route is signed within Chesterton and the proposed cycle improvements along the unnamed road to the east of the site as part of this application would help enhance the route for cyclists. An extract of the route is presented in **Image 5.4**.

National Cycle Network

5.3.14 To the east of the site, National Cycle Route 51 (NCN51) can be accessed from Wendlebury Road. The NCN51 is a long distance route which begins in Oxford and passes Milton Keynes, Bury St Edmunds and Ipswich before reaching the coast at Felixstowe totalling 189miles, however, in the vicinity of the proposed development provides a connection between Oxford and Bicester. **Image 5.5** presents the route in the context of the proposed site.

Image 5.5: National Cycle Route 51



Source: Sustrans

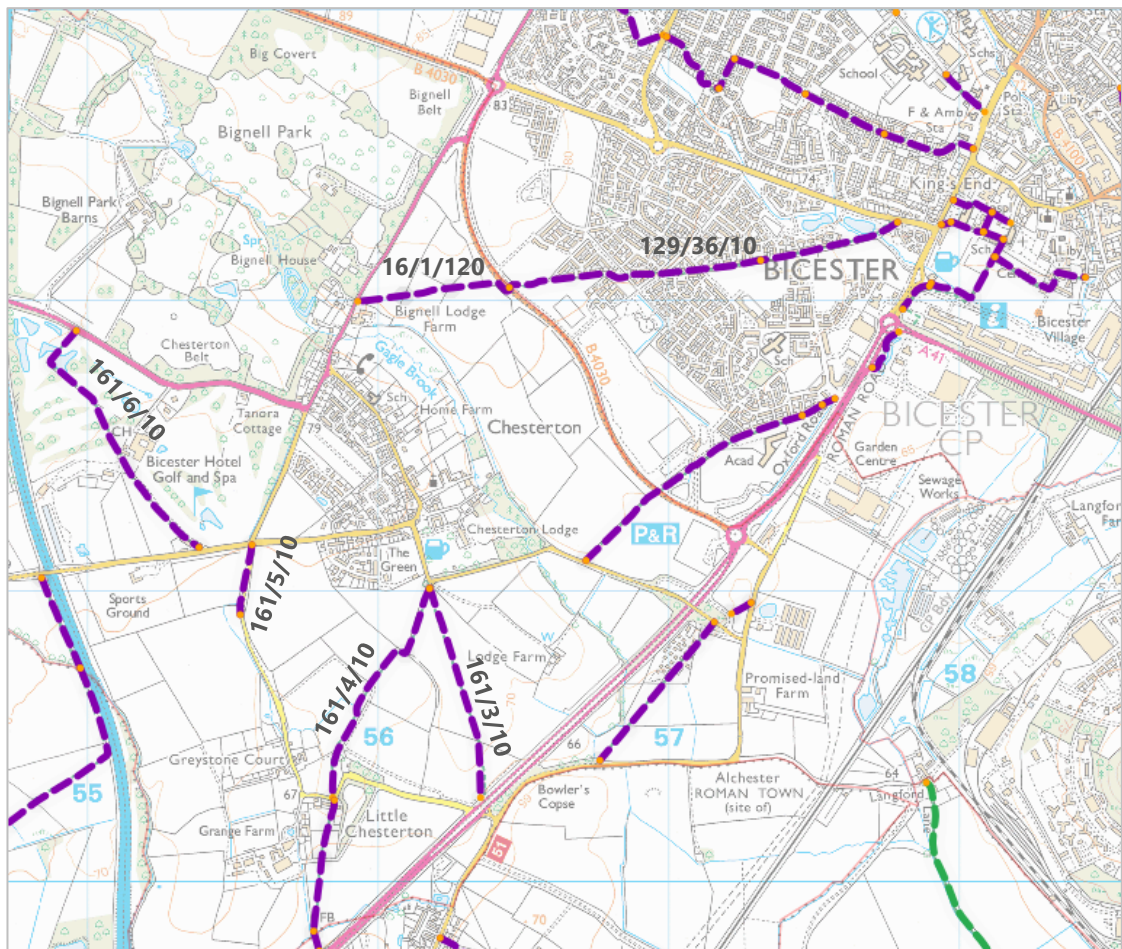
Public Rights of Way (PRoW)

5.3.15 An extensive PRoW network is also available in the vicinity of the proposed site (**Image 5.6**). A summary of the most notable routes are provided below:

- Footpath 161/1/20: route between A4095 and Vendee Drive;
- Footpath 129/36/10: route between Vendee Drive and Middleton Stoney Road;

- Footpath 161/5/10: Unnamed Road to the west of the site;
- Footpath 161/6/10: route through Bicester Golf Club;
- Footpath 161/4/10: route between the unnamed road to the northeast of the site and the unnamed road to the southwest of the site;
- Footpath 161/3/10: route between the unnamed road northeast of the site and the A41.

Image 5.6: PRoW Network



Source: Oxfordshire County Council Public Rights of Way Map

5.4 Public Transport

Bus

- 5.4.1 The closest bus stop to the site is located approximately 500m to the east on Green Lane. The bus stop comprises a shelter and information board and is served by the number 21 bus service which currently provides a single outbound journey to Bicester at 07:25 on weekdays.

- 5.4.2 Bicester Park and Ride is located circa 1.9km to the east of the site, a short 5-minute cycle ride. The site provides covered cycle storage meaning cyclists can make the short journey and then use the frequent park and ride service to reach Bicester and Oxford. Alternatively, there are 580 car parking spaces and 14 disabled spaces, therefore a short car journey from Chesterton means residents car park for free and just pay the small fare once on the bus to make their journey more sustainable.
- 5.4.3 The S5 Bus Service runs from Bicester Park and Ride seven days a week on a regular basis into Bicester, as well as Magdalen Street in Oxford City Centre. The service operates every 15 minutes Monday – Saturday, and every 30 minutes on a Sunday, providing a frequent and reliable service.
- 5.4.4 Importantly, the consented Great Wolf development (planning ref: 19/02550/F) would provide a £1.6m contribution (secured through the S106 Agreement) towards a new public bus service linking Chesterton to Bicester town centre and the railway station.
- 5.4.5 As such, existing and future residents in Chesterton would benefit from this bus service which will enhance local accessibility by public transport.
- 5.4.6 As part of the pre-application response, OCC identified that further contributions towards the delivery of the service enhancements would likely be sought. The scheme can provide funding towards improvement of local bus services to supplement the funding already secured and will provide patronage to make these more viable in the longer term.

Rail

- 5.4.7 Bicester Village is the closest rail station, located approximately 3.7km to the northeast of the site, within comfortable cycle distance. Regular services are provided from Bicester Village Rail Station to high order destinations such as Oxford and London.
- 5.4.8 The rail station provides the following additional facilities:
- 223 car parking spaces with 17 accessible spaces;
 - 182 cycle parking facilities; and
 - CCTV coverage of the parking facilities.
- 5.4.9 **Table 5.1** summarises the rail services available at Bicester Village Rail Station, as well as their frequency and journey time.

Table 5.1: Summary of Rail Services

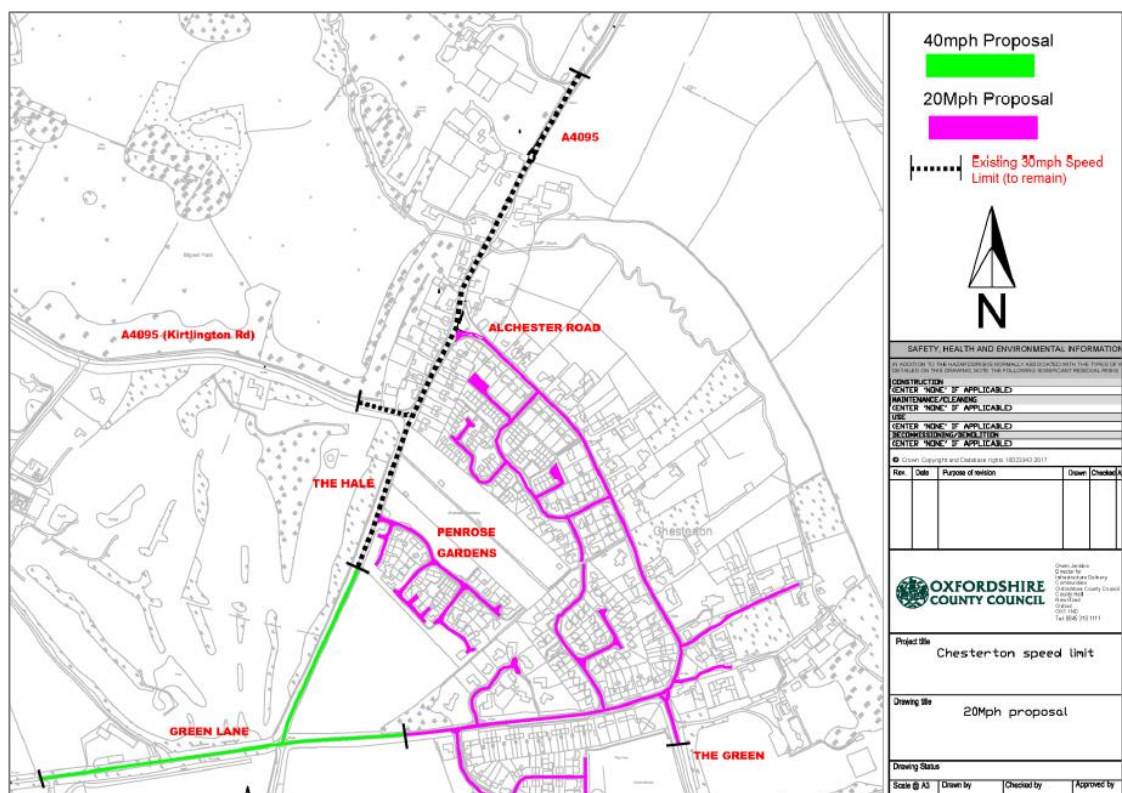
Destination	Average Journey Time	Peak Frequency	Off-Peak Frequency
Oxford	17 minutes	3 per hour	2 per hour
London Marylebone	1 hour 5 minutes	3 – 4 per hour	2 per hour

5.5 Local Highway Network

Green Lane

5.5.1 Green Lane is a single carriageway road that abuts the northern site boundary and routes west towards Kirtlington and east into Chesterton. The speed limit along the site frontage was reduced in 2021 from a derestricted speed limit to 40mph. Along the eastern extent of the site boundary the speed limit was reduced from 30mph to 20mph, with the 20mph speed limit extending through the village, as shown on **Image 5.7**.

Image 5.7: Extract of Traffic Regulation Order



5.5.2 There is a single working priority build out located along the site frontage designed to encourage slow vehicle speeds, with traffic approaching Chesterton from the west giving way to eastbound vehicles. To the east of the traffic calming feature there is street lighting along Green Lane where the road becomes more residential in nature.

Unnamed Road (east of site)

5.5.3 The unnamed road that routes south from Green Lane from The Red Cow pub comprises a single carriageway, initially subject to the new 20mph speed limit, becoming derestricted just south of the Bruern Abbey School access.

5.5.4 To the southeast, the unnamed road passes over the A41 before connecting with Wendlebury Road via a simple priority junction. The road is rural in nature and no street lighting is provided.

Alchester Road

5.5.5 Alchester Road is a continuation of Green Lane and routes north from The Red Cow pub. The new 20mph speed limit extends along the entire length of the road and street lighting is present. There is a continuous footway along the eastern side of the carriageway and a footway on the western side of the carriageway between Orchard Rise (southern access road) and the A4095.

5.5.6 In proximity to the primary school there are keep clear road markings to prevent parking around the school access as well as a speed cushion to the north of the school to reduce vehicle speeds.

5.5.7 At its northern extent, Alchester Road forms the minor arm of a priority junction with the A4095.

A4095

5.5.8 The A4095 is to the north of the site and comprises a circa 6.0m wide single carriageway road that routes west towards Kirtlington and north to form part of the Bicester ring road network.

5.5.9 The A4095 through Chesterton is subject to a 30mph speed limit and street lighting is provided. Between Alchester Road and The Chesterton Hotel there are speed cushions on both sides of the carriageway to slow vehicle speeds.

5.5.10 Circa 1.0km to the northeast of Alchester Road, the A4095 forms the minor arm of a turn ghost island priority junction with Vendee Drive. From here, the A4095 continues northwards to the Vendee Drive / Middleton Stoney Road / Howes Lane / B4030 roundabout and then around the outskirts of Bicester to the A4421 / Skimmington Lane / Buckingham Road / A4095 roundabout.

Vendee Drive

5.5.11 Vendee Drive is a circa 7.5m wide single carriageway, with a 50mph speed limit. To the southeast, Vendee Drive connects with the A41 via the Vendee Drive / A41 / Charles Shouler Way / Park and Ride roundabout and to the north it forms one arm of the Vendee Drive / Middleton Stoney Road / Howes Lane / B4030 roundabout. Street lighting is provided on approach to the roundabouts, as well as at the ghost island junction with the A4095.

5.5.12 A 3.0m wide shared surface footway / cycleway is provided along the entire length of Vendee Drive on the eastern side of the carriageway.

5.6 Journey Purpose

5.6.1 When considering sustainable transport, it is important to consider the reasons why future residents of the proposed development will make journeys.

5.6.2 The Department for Transport's (DfT) National Travel Survey identifies the reasons why people travel. The proportion of all trips by purpose (by all modes) is summarised in **Table 5.2**.

Table 5.2: Proportion of Trips per year by Journey Purpose (All Modes)

Journey Purpose	Proportion of Trips
Leisure	26%
Shopping	19%
Commuting / Business	18%
Education / Escort Education	13%
Personal Business	9%
Other Escort	9%
Other (Including Just Walk)	6%

Source: Table TSGB104 (NTS0409) of Transport Statistics Great Britain – 2019 Edition

5.6.3 On this basis, leisure, shopping, and education journeys will account for more 76% of all journeys made by future residents on the site. Travel purpose is therefore well spread across a number of different journey purposes, and each type of journey will have different requirements in terms of destination, time constraints and route choice.

Existing Travel Characteristics

5.6.4 A summary of the 2011 Census dataset 'Method of Travel to Work' (*ref: Table Qs701ew*) for residents of the Middle Super Output Area (MSOA) Cherwell 016 (in which the proposed development is located) is outlined in **Table 5.3**.

Table 5.3: 2011 Census Method of Travel to Work (Cherwell 016 MSOA)

Mode	Percentage of Trips (%)
Driving a car or van	78%
Passenger in a car or van	6%
Bus, minibus or coach	5%
On foot	4%
Train	3%
Bicycle	2%
Motorcycle, scooter or moped	1%
Other method of travel to work	0%
Taxi	0%
Total	100%

Excluding those who work from home and those not employed

5.6.5 It can be seen from Table 5.3 that the majority of trips are undertaken by car, making up 84% of all journeys (78% car driver and 6% car passenger). Of the remaining trips (4%) are on foot, with train making up 3% and cycling accounting for 2% travel. It is of note that the 2011 census identifies that 5% travel by bus, however, since then the bus service provision within the village has reduced, as such in reality the proportion of people currently travelling by bus is likely to be much less.

5.7 Propensity to Travel by Non-Car Modes

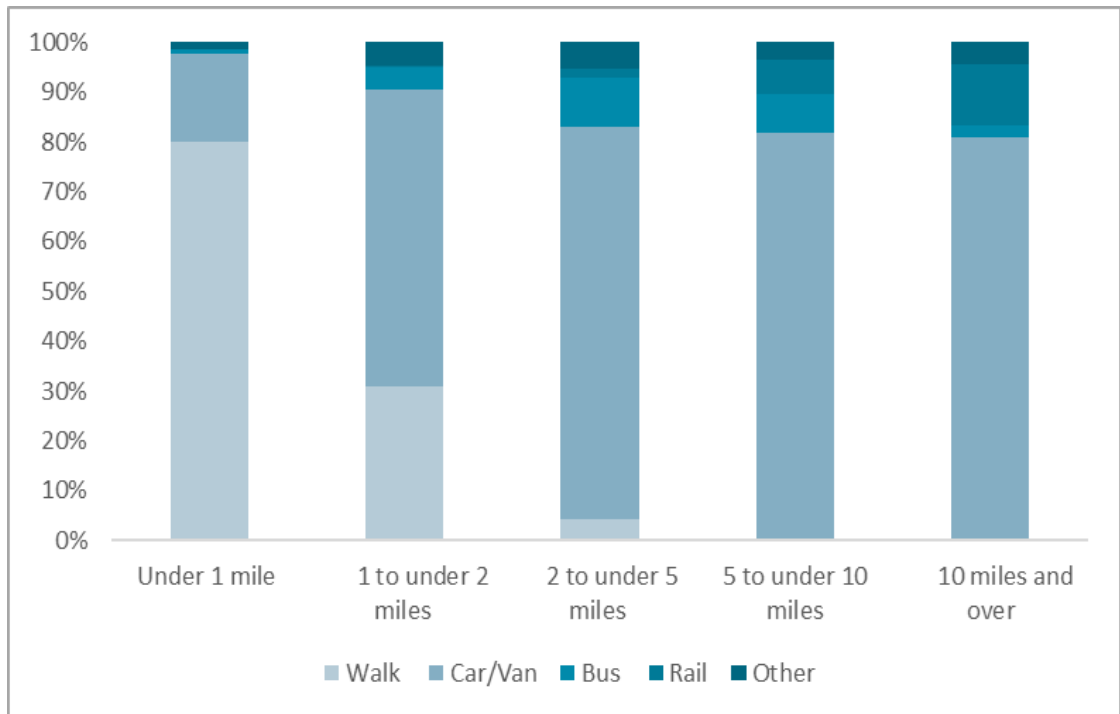
5.7.1 In order to consider the potential for trips to be made by walking, cycling and public transport, consideration needs to be given to the distances that people are likely to travel.

5.8 Walking and Cycling Distances

Walking Distances

5.8.1 The National Travel Survey (NTS) 2019 identifies the mode share of journeys of different lengths:

Image 5.8: Mode Share of Trips by Main Mode for Different Trip Lengths: England



Source: National Travel Survey: England 2019

5.8.2 The overwhelming majority (80%) of trips are undertaken on foot for journeys up to one mile (1.6km). The data also shows that approximately 30% of journeys between one and two miles (3.2 km) will be on foot, i.e. a significant proportion of people are prepared to walk for journeys up to two miles.

5.8.3 This is corroborated by the Chartered Institution of Highways and Transportation (CIHT) guidance 'Planning for Walking' (2015) which states:

“Across Britain, approximately 80% of journeys shorter than 1 mile are made wholly on foot – something that has changed little in 30 years. The main reason for the decline in walking is the fall in the total number of journeys shorter than 1 mile, which has halved in thirty years. It is not that people are less likely to make short journeys on foot but rather that fewer of the journeys they make can be accomplished on foot. If destinations are within walking distance, people are more likely to walk if walking is safe and comfortable and the environment is attractive.”

5.8.4 Therefore, facilities and services within one mile (1.6km) will provide the greatest opportunity for trips to be made by walking.

5.8.5 That is not to say that one mile is the maximum that people are prepared to walk, or that development must be located within a mile of everything as it is clear from the NTS data that around one-third of journeys between one and two miles are undertaken on foot.

5.8.6 Against this background, the following walking distances are identified:

- **800m** – a comfortable walking distance (MfS Walkable Neighbourhood)
- **1,600m** - a reasonable walking distance, where most people (circa 80%) will walk and offers “the greatest potential to replace short car trips”; and
- **3,200m** – i.e. the distance within which a significant proportion (circa one-third) of journeys will be on foot.

Cycling Distances

5.8.7 In terms of cycle distance, a 3-mile (5km) distance represents a reasonable everyday cycle distance, with 5-miles (8km) being a likely everyday upper distance. NTS 0303 identifies that the average distance per journey by bike is approximately 4.4km, with the current average length of an employment and leisure cycle trip some 5.2km. Cycling also frequently forms part of a longer journey in combination with public transport.

5.8.8 Furthermore, Paragraph 2.2.2 of the DfT Document LTN 01/20 Cycle Infrastructure Design addresses typical cycle trip distances and states two out of every three personal trips are less than 5-miles (8km) in length which is an achievable distance for most people.

5.8.9 On this basis, the following cycling distances are identified:

- Up to **5,000m** - a comfortable everyday cycle distance; and
- Up to **8,000m** – an acceptable ‘commuter’ cycling distance for regular (non-leisure) trips.

5.9 Local Facilities and Key Destinations

5.9.1 By having regard to the main journey purposes of future residents and the main routes for pedestrians, **Table 5.4** summarises the pedestrian and cycle accessibility of the site with all distances having been taken from the site centre. **Figure 2** provides an accessibility plan showing the locations of the identified facilities.

Table 5.4: Key Destination and Services

Purpose	Destination	Total Distance (m)	Walking Journey Time (mins)	Cycle Journey Time (mins)
Leisure	Chesterton Community Centre and Recreation Ground	420	6	2
	The Red Cow Public House	720	9	3
	Bicester Sports Association	820	10	3
	St Marys Church	820	10	3
	Bicester Hotel, Golf Club and Spa	1020	13	4
	Allotments	1170	14	5
	Great Wolf Water Park (proposed)	1170	14	5
	The Chesterton Hotel and Brasserie	1320	16	5
	New Country Park adjacent to Vendee Drive	1320	16	5
	Whiteland's Farm Sports Ground	2,520	30	10
	Whiteland's Farm Play Area	2,720	32	11
Kingsmere Community Centre	3,020	36	12	
Employment	WIG Engineering	770	10	3
	Bicester Hotel, Golf Club and Spa	1,020	13	4
	Great Wolf Water Park (Proposed)	1,170	14	5
	The Chesterton Hotel and Brasserie	1,320	16	5
	Grange Farm Industrial Estate	1,570	19	6
	Bicester Gateway Business Park	2,020	24	8
	Bicester Village	3,220	38	12
Education	Bruern Abbey School	720	9	3
	Chesterton CE Primary School	1,170	14	5
	Chesterton Playgroup	1,220	15	5
	Whiteland's Academy	2,620	31	10
	St Edburg's CE Primary School	3,020	36	12
Retail	Bicester Avenue Garden Centre	2,320	28	9
	Co-op Bicester	2,770	33	11
	Tesco Superstore	2,820	33	11
	Bicester Shopping Park	2,820	33	11
	Bicester Village	3,220	38	12
Transport	Bicester Park and Ride	2,070	25	8
	Bicester Village Railway Station	3870		15

Key:

	Within 800m – Comfortable Walking Distance / Short Cycle Distance
	Within 1,600m – Reasonable Walking Distance / Reasonable Cycle Distance (5km)
	Within 3,200m – Maximum Walking Distance / Maximum Cycle Distance (8km)

Source: Consultants Estimates

5.9.2 **Table 5.4** demonstrates that a good range of the local facilities are accessible within a reasonable walking distance (1.6km) including the village hall, play group, primary school, public house, recreation ground, sports facilities and village employment opportunities. All village facilities are also located within a short cycle journey of generally less than 5 minutes.

5.9.3 All facilities are located within a reasonable cycle distance which provides a viable option for local travel.

5.10 **Summary**

5.10.1 It is demonstrated that in the context of a village location, the site offers good opportunities to use sustainable travel modes. The proposal will connect the site into the local footway network, from which a village facilities and services including a pre-school, primary school and leisure facilities can be accessed within a reasonable walking distance, and all facilities within the local area are within a short and reasonable cycle distance.

5.10.2 On this basis, the development proposal complies fully with guidance in the NPPF and Local Plan Policies SLE 4 and ESD 1 on promoting development in sustainable rural locations, and ensuring that the opportunities available to development sites are taken up.

SECTION 6 Targets

6.1 Targets

6.1.1 Targets are the measurable goals against which the progress of the Travel Plan can be assessed. The targets should also be linked to Travel Plan objectives and be SMART (specific, measurable, achievable, realistic, time-bound).

6.1.2 In accordance with OCC's Travel Plan Policy, the following targets have been set:

- To reduce the number of vehicle trips generated during the peak hours by 10% from the baseline position; and
- To reduce the modal split for travel by car drivers by 10% from the baseline position.

6.1.3 These targets follow the SMART principle (specific, measurable, adjustable, realistic, time-based) and focus on reducing the traffic generation of the site as a whole and encourage residents to travel by more sustainable modes.

6.1.4 The aim is to achieve these targets by completion of the development, estimated to be within five years of the first occupation. Interim mode split targets have been established and will be subject to ongoing review during the course of the travel plan.

6.1.5 The targets are initial and will be refined upon completion of the first monitoring.

Initial Traffic Generation Targets

6.1.6 A key target of the Travel Plan for each site will be to achieve a 10% reduction in forecast peak hour traffic flow over the lifetime of the Travel Plan. **Table 6.1** outlines the residential traffic generation figures used in the traffic analysis in the TA (i.e., without modal shift), along with the target traffic generation figures allowing for a 10% reduction in peak hour car use.

Table 6.1: Initial and Target Trip Generations – AM and PM Peak Hour Periods

	AM Peak (0800 - 0900)			PM Peak (1700 - 1800)		
	In	Out	Total	In	Out	Total
Trip Generation	23	51	80	50	24	74
10% Reduction	21	50	71	45	22	67

Source: Consultant Calculations

Interim Modal Split Targes

- 6.1.7 Travel to work data contained within the 2011 Census has been reviewed to identify the likely modal split for journeys to and from the site. The data for the residents of the “Cherwell 016” MSOA has been used as it is directly comparable to the development in terms of location.
- 6.1.8 The mode split data forms the basis of a further target of achieving a 10% modal shift away from car use, with a corresponding increase in sustainable travel.
- 6.1.9 The single occupancy car use mode share targets are summarised in **Table 6.2**. This includes targets for both the end of the Travel Plan and interim targets. As outlined in **Section 5.6**, the 2011 census identified that 5% of residents travel by bus, however, since then the bus service provision within the village has reduced, as such in reality the proportion of people currently travelling by bus is likely to be much less. As such, the baseline targets have been adjusted to reflect this, with the proportion of people travelling by bus reduced from 5% to 0% with a corresponding increase in in the proportion of car drivers.
- 6.1.10 Census Data has been used initially for the baseline development model split however upon 50% occupation of the site, surveys will be undertaken to determine a baseline data set for the development. These surveys will occur within three months of the 50% occupation point.

Table 6.2: Baseline and Interim Targets

Mode	Baseline 2011 Census	Year 1 Target	Year 3 Target	Year 5 Target	Difference between baseline and Y5
Driving a car or van	83.4%	80.1%	77.5%	75.1%	-8.3%
Passenger in a car or van	5.9%	6.3%	6.7%	7.1%	+1.2%
Bus, minibus or coach	0.0%	1.2%	1.8%	2.8%	+2.8%
On foot	3.6%	4.0%	4.4%	4.8%	+1.2%
Train	3.4%	3.7%	4.2%	4.5%	+1.1%
Bicycle	2.2%	3.2%	3.9%	4.2%	+2.0%
Motorcycle, scooter or moped	0.8%	0.8%	0.8%	0.8%	0.0%
Taxi	0.4%	0.4%	0.4%	0.4%	0.0%
Other	0.3%	0.3%	0.3%	0.3%	0.0%
Total	100.0%	100.0%	100.0%	100.0%	-

Source: Consultant's Estimates / 2011 Census

- 6.1.11 The interim target of 10% reduction of total residential trips would result in a modal shift for car drivers from 83.4%, to broadly 75.1%, five years following the first occupation of the development.
- 6.1.12 Targets to increase the mode share of sustainable modes of transport have also been set with a circa 3% increase in bus, 2% increase in cycling, and circa 1% increase in walking, car sharing and train.
- 6.1.13 The mode share targets will be refined upon completion of the first monitoring surveys and issued within one month of collection to OCC for approval.

SECTION 7 Measures

7.1 Overview

7.1.1 The key measures for a residential Travel Plan are the provision of infrastructure to facilitate the use of non-car modes of transport, the provision of information on opportunities for active travel trips, and the ongoing promotion of these modes.

7.1.2 This section of the Travel Plan introduces a series of 'infrastructure' and 'soft' measures to encourage and promote the use of modes of travel other than single occupancy car use for residents and visitors. It covers:

- Measures to encourage residents to car sharing;
- Measures to encourage residents to walk and cycle;
- Measures to encourage to use public transport;
- Information provision.

7.2 Infrastructure Measures

7.2.1 As described in **Section 4**, it is proposed to deliver pedestrian and cycle accesses onto Green Lane and Little Chesterton Road, beyond which the site will connect with committed footway improvements and the existing network of footways within the village for pedestrians to utilise.

7.2.2 The layout of the site delivers walking routes and cycle friendly streets which will encourage and promote the use of sustainable travel modes such as walking and cycling. The routes within the site have been designed in accordance with prevailing guidance documents such as the Manual for Streets and the Oxfordshire Street Design Guide.

Cycle Infrastructure

7.2.3 As set out in **Section 4.3** of the report, it is proposed to reinforce the 20mph speed limit along Green Lane through the extension of the 20mph speed limit, provision of a gateway traffic feature and provision of 20mph speed limit roundels. This will help ensure a slow speed and safe environment for cyclists.

7.2.4 It is also proposed to provide 'route recommended for pedal cycles on the main carriageway' signage, wayfinding signs and cycle road markings in both directions on Green Lane, The Hale and the unnamed road to the east of the site to make drivers more aware of the potential presence of cyclists using the road. These proposed improvements will provide a cycle connection to consented cycleway on the A4095 to the west of the Hale to be provided as part of the Great Wolf development and along the Oxygen cycle route along the unnamed road, which also provides a connection to the NCN51 towards Bicester.

7.2.5 Whilst the application is in outline, a commitment is made that all dwellings will also be provided with cycle parking in line with the local parking standards. Cycle parking will be provided within garages or within garden sheds for dwellings without a garage.

Electric Vehicle Charging

7.2.6 It is proposed to provide each dwelling with driveway parking with an electric vehicle charging point.

7.3 Soft Measures

7.3.1 The 'soft' Travel Plan measures that will be developed and promoted for the residents of the new development are non-infrastructure measures.

Reducing the Need to Travel

7.3.2 The proposed development will have broadband connection, which will enable future residents to work from home and shop online, thus reducing the need to travel to/from the site.

7.3.3 Whilst the layout is indicative at this stage it is also intended to provide home working spaces within some dwellings to provide a dedicated working space and reduce the need to commute.

7.3.4 Home delivery services, such as online grocery deliveries which serve Chesterton will also be promoted.

Promotion of Walking and Cycling

7.3.5 As described in Section 7.2, the development has been designed to facilitate and improve connections to the local pedestrian and cycle network, allowing for local journeys to key destinations to be undertaken by these modes.

7.3.6 To support the delivery of physical infrastructure, all new residents will be issued with a Residents 'Travel Pack' which will include details of journey planning websites, walking and cycle maps,

local cycle shops and local public rights of ways. Information about why walking and cycling is good for our health and the environment will also be provided.

- 7.3.7 It is also proposed to provide the first occupant of each dwelling with a travel voucher (with a value of up to £50), which could be used to help purchase walking/cycling equipment to help enable active modes of travel to/from the site.
- 7.3.8 Residents will also receive such information via other ongoing communication described on other parts of this travel plan.
- 7.3.9 Where possible, the Travel Plan Co-ordinator will attempt to negotiate discounts or promotions for residents at local cycle stores for the purchase of cycling equipment.
- 7.3.10 The TPC will also promote 'Bikeability' cycle training courses to residents and will attempt to organise group training sessions if enough residents are interested.

Promoting Public Transport

- 7.3.11 Information on the public transport routes and facilities serving the new development will be made available to new residents through the Residents' Travel Information Pack.
- 7.3.12 Whilst bus services which serve Chesterton are currently very limited, the proposed development will provide a contribution towards improving the bus services within the village. The Park and Ride is also accessible for local residents and provides a frequent service between Bicester and Oxford and will be promoted through the Travel Plan.
- 7.3.13 As outlined above, it is proposed to provide the first occupant of each dwelling with a travel voucher (with a value of up to £50). This could be used to purchase bus taster tickets to encourage the use of public transport.

Car Sharing Scheme

- 7.3.14 Car sharing will be promoted amongst new residents of the development, particularly in relation to journeys to work.
- 7.3.15 Not only does car sharing cut the costs of travel to work for the individual, but it reduces the number of residents making similar journeys at the same time, thereby reducing peak hour congestion on routes between the site and local employment areas. This in turn helps reduce vehicle emissions, contributing to meeting local air quality targets.

7.3.16 Residents will therefore be provided with information about car sharing via the lift share website (<https://liftshare.com/uk>) and other social media based sites, along with leaflets explaining the benefits of the car share scheme and how to register will be included in the residential travel information packs. This provides an easy and safe way for potential car sharers to identify people undertaking similar journeys.

Residential Travel Information Packs

7.3.17 New residents will be provided with travel information during the purchase of their property. The initial sales pack will include a leaflet about the sustainability credentials of the development.

7.3.18 The first occupier of each household will be provided with a resident's travel information pack.

7.3.19 The pack will pull together information on the TP measures and contain information about the objectives of the Travel Plan, non-car mode travel options and provide a range of incentives to encourage use of non-car modes of transport. It is proposed that the following items will be included in the resident's travel information pack:

- An information leaflet about the Travel Plan, its aims and objectives, how to get involved and how travel will be monitored and reported back to residents;
- Details regarding the provision of high-speed broadband access to enable easy access to local home delivery services and home working;
- A plan of the new development, highlighting local facilities and the nearby key destinations, the walking and cycling routes to these, locations of public cycle parking within the development, and public transport routes;
- Details of any negotiated discounts at outdoor stores / cycle stores etc, and cycle maintenance organisations such as The Bike Doctor;
- Information about opportunities to travel to local schools in the vicinity of the site by sustainable modes and local school Travel Plans;
- Travel Plan mapping leaflets showing location of key services and facilities and walking / cycling time isochrones to demonstrate availability of transport options;
- Bus and rail maps and timetable information;
- Information about car sharing through the liftshare website;

- Information regarding any local groups set up to support social interaction and networking amongst home workers; and
- Information about the home delivery services offered by supermarkets in the local area.

7.3.20 The Travel Pack will also promote useful websites which include the following:

- Walking Related:
 - Living Streets – www.livingstreets.org.uk
 - Ramblers Association – www.ramblers.org.uk
 - Walk It – www.walkit.com
- Cycle Related:
 - Cycle 2 Work – www.cycle2work.info
 - Cycle 1st – www.cycle1st.co.uk
 - Cycle Campaign Network – www.cyclenetwork.org.uk
 - Cycling England – www.cyclingengland.co.uk
 - Sustrans – www.sustrans.org.uk
- Public Transport Related:
 - Traveline - www.travelinesoutheast.co.uk
 - National Rail enquiries - www.nationalrail.co.uk
- Local
 - OCC Travel Info – <https://www.oxfordshire.gov.uk/residents/roads-and-transport>
 - Bicester Park and Ride – <https://www.oxfordshire.gov.uk/residents/roads-and-transport/public-transport/park-and-ride/bicester-park-and-ride>
 - Connecting Oxfordshire - https://www.oxfordshire.gov.uk/residents/roads-and-transport/connecting-oxfordshire?utm_term=nil&utm_content=
 - Liftshare – <https://liftshare.com/uk/search/from/oxfordshire>
- Home Delivery Services
 - Tesco Food Home Delivery - [Tesco Delivery Saver | Home Delivery | Tesco.com](https://www.tesco.com/food-delivery)

Special Events

7.3.21 The TPC will also promote special events via the Travel Packs and through ongoing communications with residents. Examples of special events to be promoted are listed as follows:

- Bike to School Week;
- Walk to School Week;
- National Work from Home Day;
- National Lift-Share Day; and
- Energy Saving Week.

7.4 **Measures Summary**

7.4.1 A comprehensive package of measures is proposed to promote the use of walking, cycling and public transport amongst new residents for local journeys and to make more efficient use of the private car through the development of schemes such as car sharing.

7.4.2 The proposed measures aim to ensure that the objectives set out in Section 3 of this TP are met and to minimise single occupancy car travel to and from the site.

7.4.3 A range of information and marketing initiatives are also put forward to encourage awareness and participation in the Travel Plan amongst residents from the outset.

SECTION 8 Management and Implementation

8.1 Travel Plan Management

8.1.1 The developer will appoint an individual or company to act as the Travel Plan Co-ordinator (TPC) for the site. Contact details will be supplied to OCC prior to first occupation of the development.

8.2 Interim Travel Plan Co-ordinator

8.2.1 Until the developer appoints a TPC at the point of first occupation, an employee of Wates Development will act as the interim TPC to allow OCC to interact and discuss any further matters relating to the TPC and the Travel Plan action plan.

8.3 Role of Travel Plan Co-Ordinator

8.3.1 The role of the Travel Plan Co-ordinator will be as follows:

- To manage the day-to-day delivery of the measures contained in the Travel Plan;
- To market the Travel Plan to encourage interest and involvement of residents;
- To maintain a good level of knowledge of sustainable travel opportunities in the vicinity of the site, so as to provide a basic personal journey planning service for residents, i.e. how to access schools, workplaces and local facilities by non-car modes;
- To, wherever possible, negotiate discounts with local cycle shops for residents at the earliest opportunity, i.e. from appointment;
- To liaise with local public transport operators and local authorities on appropriate measures, such as negotiating possible discounted bus tickets or obtaining information on any local travel plan measures and networks;
- To organise monitoring of the Travel Plan in line with the strategy outlined in Section 9; and
- To provide monitoring and feedback to residents and to liaise with the local authority as necessary.

8.4 Involvement of Residents

8.4.1 Involvement of residents will be key to the success of the sustainable transport measures. The first owner of each dwelling will be provided with Travel Plan information by the sales office and provided with a Residents' Travel Information Pack on completion of their purchase.

8.4.2 The Travel Plan Co-ordinator will liaise regularly with residents to understand their particular needs and concerns and to examine ways of addressing them. The Travel Plan Co-ordinator will also aim to maintain interest amongst residents through the following means:

- Occasional leaflet drops providing information about the Travel Plan, advertising the measures and strategies promoted and reporting the results of the monitoring; and
- Involvement of resident volunteers in the monitoring process (to be recruited by the Travel Plan Co-ordinator).

8.5 Framework for Implementation

8.5.1 The Travel Plan Co-ordinator will be nominated one to three months before the first occupation of the new development, in order to commence development of the initial Travel Plan measures in time for the first occupations.

8.5.2 **Table 8.1** provides an Action Plan for the implementation of the measures set out within this TP.

Table 8.1: Action Plan

Objective	Measure	Timescale	Responsibility	Cost Estimates
Travel Plan Co-Ordinator	Nominate Travel Plan Co-Ordinator	Prior to Occupation	Developer	£36,000
Cross-Objective	Develop and maintain community web-site / social media page for up to date travel information	Prior to Occupation	Developer / TPC	£500
	Prepare and distribute Travel Welcome Packs	On Occupation	TPC	£750
	Deliver an electric vehicle charging strategy – all dwellings with on plot parking will be provided with an EV charging point	Phased with Development	Developer	Included within construction costs
	Offer of a travel voucher with a value of up to £50 to the first occupier of each dwelling for cycle equipment or bus taster tickets	On occupation	Developer / TPC	£7,350
Reduce the Need to Travel	Deliver connections to broadband network	Phased with Development	Developer	Included within construction costs

Objective	Measure	Timescale	Responsibility	Cost Estimates
	Whilst the layout is indicative at this stage it is intended to provide home working spaces within some dwellings to reduce the need to commute	Phased with Development	Developer	Included within construction costs
	Promote home delivery services which serve Chesterton	On occupation	TPC	Included within TPC costs
Promotion of Walking and cycling	Provision of walking and cycling information and maps to residents highlighting where local facilities and services are located	On Occupation	TPC	Included within Travel Pack costs.
	Provision of information about why walking and cycling is good for our health and the environment	On Occupation	TPC	Included within TPC costs
	Provide information on local cycle shops and negotiate discounts where possible	On Occupation	TPC	Included within TPC costs
	Deliver footway / cycleway connections to Green Lane, and Little Chesterton Lane	Phased with Development	Developer	Included within construction costs
	Deliver cycle improvements along The Hale, Green Lane and the Unnamed Road to the east of the site to improve cycling conditions in the vicinity of the site	Phased with Development	Developer	Included within construction costs
	Potential to deliver footway improvements along the site frontage on Green Lane and along The Hale should the Bicester Sports Association and Great Wolf development not come forwards	Phased with Development	Developer	Included within construction costs
	Provision of cycle storage within each unit	Phased with Development	Developer	Included within construction costs
Promotion of Public Transport	Provide a contribution to OCC towards bus service improvements	Phased with Development	Developer	£177,774
	Provide information on local bus services and timetables as well as links on where up to date information can be obtained	On Occupation	TPC	Included within TPC costs
	Implement marketing and promotion measures	On Occupation	TPC	Included within TPC costs

Objective	Measure	Timescale	Responsibility	Cost Estimates
Personalised Travel Planning	Residents will be offered the opportunity to have personalised travel planning to promote travel by sustainable modes such as walking, cycling and public transport	Phased with Development	TPC	Included within TPC costs
Encourage Car Sharing	Promotion of car sharing schemes such as oxfordliftshare.com	On Occupation	TPC	Included within TPC costs

8.6 Funding

8.6.1 The developer will fund the following items:

- The transport infrastructure;
- The TPC role for 5 years after first occupation of the development;
- The implementation of the measures outlined in Sections 7;
- OCC's Travel Plan monitoring fee of £1,558; and
- The monitoring surveys outlined in Section 9.

8.7 Delivery and Enforcement

8.7.1 The Travel Plan will be secured within the Section 106 agreement tied to any planning consent for the development. This will provide an enforcement mechanism for the Local Planning Authority and Local Highway Authority to ensure the successful delivery of the agreed measures and actions in the Travel Plan.

8.7.2 The cost of implementing the Travel Plan incentive measures, such as the production of walking / cycling / facilities maps etc. will be secured via the S106, ensuring that there is suitable funding should the council have to enforce measures in the Travel Plan, if for any reason these are not implemented by the developer.

8.8 Framework for Handover at End of the Developer Involvement

8.8.1 At the end of the five-year monitoring period the developer will no longer be responsible for the management of the Travel Plan. The Travel Plan Co-ordinator will offer residents the opportunity to set up a Travel Plan working group. The Travel Plan Co-ordinator will seek to 'hand-over' the Travel Plan Co-ordinator role to this group.

- 8.8.2 Should the Travel Plan targets not be met, the monitoring period of the site will be extended for another two or four years into years 7 and years 9 of monitoring to aid the site in achieving its targets.

SECTION 9 Monitoring

9.1 Introduction

9.1.1 The indicative targets set out in Section 6 will be refined following the initial residents' travel survey of each site. An additional question will be added to monitor resident awareness of the Travel Plan.

9.2 Monitoring

9.2.1 The total monitoring programme of the travel plan will run until five years after first occupation and will be carried out by a travel questionnaire surveys and an example survey is provided in **Appendix B**.

9.2.2 Questionnaire surveys will be used to determine the effectiveness of the Travel Plan measures and enable residents to remain involved in the Travel Plan process.

9.2.3 The first questionnaire survey will be undertaken during the first year of occupation on the site (or at 50% occupation) to establish the baseline.

9.2.4 Following the baseline survey, questionnaire surveys will be undertaken one year after the baseline survey then at year 3 and year 5 following first occupation. The questionnaires will follow OCC's templates to ensuring the monitoring obligations are met.

9.2.5 The Questionnaire surveys will determine a number of important statistics such as work destination, number of cars and bicycles per household, modal split of work, educational and leisure journeys and preferences towards the availability and use of more sustainable modes of transport. These surveys will be used to determine travel patterns to and from the site, to assist with setting objectives for the Travel Plan and to monitor travel patterns at the site over set periods of time to quantify modal shift. The Travel Plan will also monitor the use of EV charging.

9.2.6 In order to maximise response rates to the survey there will be incentives, such as a prize draw entry, encouraging residents to take part. In the event that the survey does not get a desired response of 60% or more (as per OCC's guidance), it will be re-distributed to residents after 6 months, following further promotion.

9.2.7 Monitoring of the Travel Plan will take place biennially until year 5. The frequency of the monitoring will be undertaken as follows:

- Year 1 (after 50% occupation) – Questionnaire Survey;

- Year 3 – Questionnaire Survey; and
- Year 5 – Questionnaire Survey.
- Years 7 and 9 of monitoring to aid the site in achieving its targets, should it have failed to meet Year 3 and Year 5 targets.

9.3 Reporting

9.3.1 Monitoring reports will be produced biennially over the period of the Travel Plan, which will be submitted to OCC setting out the results of the travel surveys against the targets and objectives identified within the Travel Plan.

9.3.2 Residents will also be informed of the survey results via newsletters.

9.3.3 The following information is likely to be provided:

- Recap of the site Travel Plan's objective and agreed targets;
- Monitoring methodology;
- Summary of monitoring results, presented in relation to agreed targets;
- Progress against agreed measures;
- Corrective measures to get the plan back on track, if targets are not being met; and
- Proposals to further develop the Travel Plan for the future.

9.4 Remedial Measures

9.4.1 The traffic assessments carried out in the supporting transport assessment are based upon a 'without Travel Plan' situation and so demonstrates that in the event that the Travel Plan targets are not achieved, the impact of the development on the local highway network after highway improvements is still acceptable in highway and safety terms.

9.4.2 The proposed measures will provide a genuine opportunity for the 10% reduction in single occupancy traffic flows associated with the development to be achieved. This will provide further benefit to the operation of the local highway network, as well as offering health, cost, and lifestyle benefits to local people.

9.4.3 As per the OCC's Travel Plan guidance, should the Travel Plan targets not be met by the end of Year 5 monitoring period, the developer will put further reasonable measures in place to get the Travel Plan back on track. These measures might include:

- The TPC negotiating another round of discounts or promotions for residents at local cycle stores; and
- A further round of information provision, which will include bus and rail timetables, car sharing information, cycle routes and information on journey planning tools.

9.4.4 Should the Travel Plan targets not be met by the end of the monitoring period, the developer will use reasonable endeavours to work with OCC to identify a strategy and to agree further reasonable actions to get the Travel Plan back on track.

SECTION 10 Summary

- 10.1 i-Transport LLP has been appointed by Wates Developments to provide highways and transport advice for an Outline planning application for a proposed residential development of up to 147 dwellings, sports pitches and public open space on land south of Green Lane, Chesterton.
- 10.2 This Travel Plan (TP) has been prepared to support the Transport Assessment (TA) (report reference: ITB14377-004c) for the development proposal, which considers the wider transport implications of the potential development and which identifies a Sustainable Transport Strategy upon which this TP is based.
- 10.3 The NPPF states that development proposals should protect and exploit opportunities for use of sustainable modes of transport. A key tool to facilitate this will be the Travel Plan, which is required to support all developments that generate significant amounts of movement.
- 10.4 The Travel Plan aims to promote sustainable choices amongst new residents of each site, through reducing the need for travel by private car, and in particular reducing single occupancy car journeys; providing non-car mode travel options for local journeys; and influencing modal choice.
- 10.5 The Travel Plan will promote sustainable lifestyles amongst new residents, through reducing the need for travel by private car, (in particular reducing single occupancy car journeys); providing non-car mode travel options for local journeys; and influencing modal choice.
- 10.6 In line with current guidance, sustainable transport measures will be incorporated as an integral part of the site masterplan. Car and cycle parking is proposed in line with local standards, including electric car charging points. The proposed development will provide high quality pedestrian connections to existing / committed walking routes. Cycling improvements on the Local Highway Network are also proposed, along with contributions towards bus services within the village. These facilities will provide opportunities for future residents at the proposed development to make local journeys to key local destinations by sustainable travel modes instead of using the car.
- 10.7 The TP puts forward a range of non-infrastructure or 'soft' measures aimed at influencing modal choice for travel to the site, including:
- Measures to reduce the need to travel to/from the site;
 - Measures to promote walking and cycling, including provision of plans showing walking and cycling routes to local facilities;

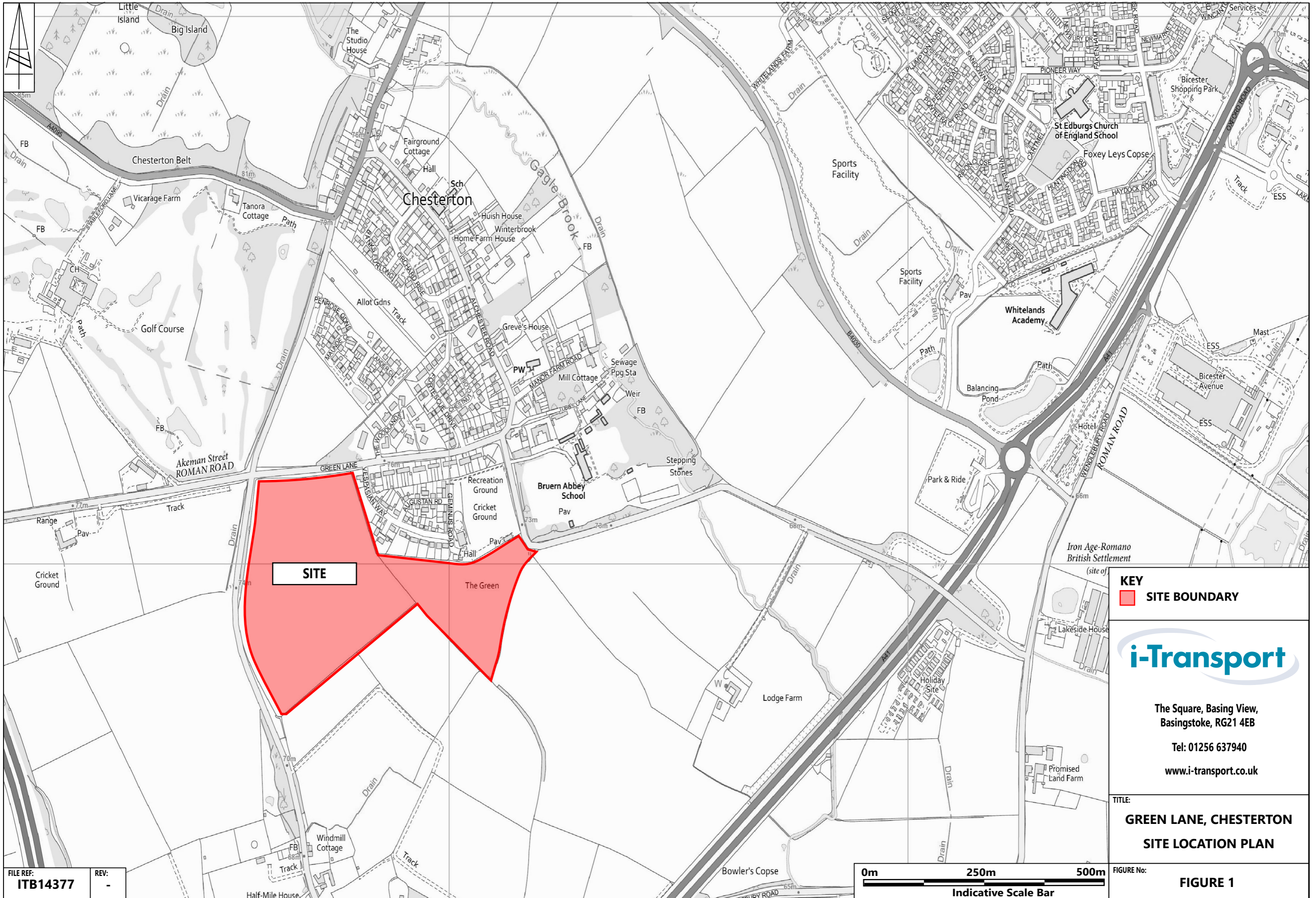
- Promotion of public transport;
- Promotion of car sharing schemes;
- Travel information during the sales process; and
- A resident's travel information pack.

10.8 A suggested timetable for the implementation of these measures has been identified.

10.9 A framework for implementation of the Travel Plan is set out. A Travel Plan Co-ordinator will be appointed by the developer prior to first occupation to oversee the implementation of the proposed measures.

The Travel Plan will be monitored and review in consultation with OCC. The aim is to achieve a 10% reduction in single occupancy weekday peak period car use generated by the development proposal within five years. The Travel Plan will be monitored and reviewed in consultation with OCC to ensure that this target i

FIGURES



SITE

KEY
■ **SITE BOUNDARY**



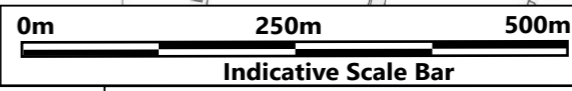
The Square, Basing View,
 Basingstoke, RG21 4EB
 Tel: 01256 637940
 www.i-transport.co.uk

TITLE:
GREEN LANE, CHESTERTON
SITE LOCATION PLAN

FIGURE No:
FIGURE 1

FILE REF:
ITB14377

REV:
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