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Richborough

Project:
Caversfield

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Travel Plan

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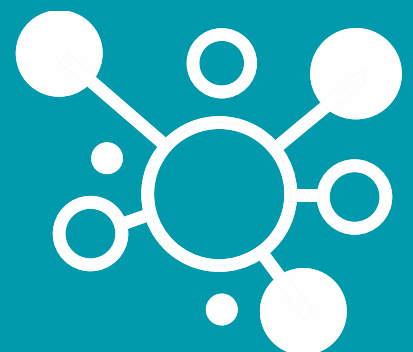


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1.0 Introduction

Background

- 1.1 Hub Transport Planning Ltd has been commissioned by Richborough to provide transport advice for a Proposed Residential Development at Land West of Fringford Road, Caversfield.
- 1.2 It is intended that the site will provide 99 dwellings including the creation of a new vehicular access from Fringford Road and all associated works; however, it should be noted that the Transport Assessment (TA) report tests up to 110 dwellings, in order to provide a robust assessment of the development proposal.
- 1.3 The site location is shown on **Figure 1.1**.

Structure of the Report

- 1.4 This report is a Travel Plan (TP) to encourage sustainable travel to and around the proposed development. The Travel Plan provides a package of targets and measures which are designed to increase the use of sustainable modes of transport and minimise single-occupancy car journeys.
- 1.5 Following this introduction, the report is set out as follows:
 - Section 2.0 – Policy Review and Travel Plan Objectives;
 - Section 3.0 – Sustainable Travel;
 - Section 4.0 – Travel Plan Targets;
 - Section 5.0 – Travel Plan Measures and Initiatives;
 - Section 6.0 – Implementation and Monitoring.

Limitations of the Report

- 1.6 This report has been undertaken at the request of Richborough, thus should not be entrusted to any third party without written permission from Hub Transport Planning Ltd. However, should any information contained within this report be used by any unauthorised third party, it is done so entirely at their own risk and shall not be the responsibility of Hub Transport Planning Ltd.
- 1.7 This report has been compiled using data from a number of external sources (such as Census Data and public transport information); these sources are considered to be trustworthy and therefore the data provided is considered to be accurate and relevant at the time of preparing this report.

2.0 Policy Review and Travel Plan Objectives

Oxfordshire County Council – Local Transport and Connectivity Plan 2022-2050

- 2.1 The Local Transport and Connectivity Plan (LTCP), adopted in July 2022, represents the statutory Local Transport Plan for Oxfordshire, setting out the policy and strategy for developing the county's transport system. The LTCP covers the period from its publication through to 2050 and replaces the previous local plan, 'Connecting Oxfordshire: Local Transport Plan 2015 to 2031'.
- 2.2 The section 'Vision and Themes' within the LTCP states that...
- "Our Local Transport and Connectivity Plan vision is for an inclusive and safe net-zero Oxfordshire transport system that enables all parts of the county to thrive.*
- It will tackle inequality, be better for health, wellbeing and social inclusivity and have zero road fatalities or life-changing injuries. It will also enhance our natural and historic environment and enable the county to be one of the world's leading innovation economies.*
- Our plan sets out to achieve this by reducing the need to travel and private car use through making walking, cycling, public and shared transport the natural first choice."*
- 2.3 Six key themes and the outcomes they hope to deliver through implementing the vision are identified in the LTCP. These key themes are...
- "Environment:*** Sustainable communities that are resilient to climate change, enhance the natural and historic environment, improve biodiversity, reduce greenhouse gas emissions and are supported by our net-zero transport network.
- Productivity:*** A world leading business base that is sustainable, has created new jobs, products and careers for all communities and is supported by an effective, net-zero transport network.
- Health:*** Improved health and wellbeing and reduced health inequalities, enabled through active and healthy lifestyles, improved road safety and inclusive communities.
- Connectivity:*** Communities are digitally connected, innovative technologies are supported and there is improved connectivity and mobility across the county, enabling greater choice and seamless interchange between sustainable modes.
- Healthy Place Shaping:*** Sustainable, well designed, thriving communities where healthy behaviours are the norm and which provide a sense of belonging, identity and community.
- Inclusivity:*** Barriers to access are removed and all communities are supported by our inclusive transport system to play a full role in society and have independence, choice and control."
- 2.4 The vision and key themes help provide structure and consistency throughout the LTCP and its supporting strategies, ensuring that all policies and schemes are aligned and working towards delivering the same outcome.
- 2.5 The LTCP also outlines headline targets that will help track the delivery of and quantify the progress made on delivering the vision and key themes. These include:

By 2030 to:

- *“Replace or remove 1 out of every 4 current car trips in Oxfordshire*
- *Increase the number of cycle trips in Oxfordshire from 600,000 to 1 million cycle trips per week*
- *Reduce road fatalities or life changing injuries by 50%”*

By 2040 to:

- *“Deliver a net-zero transport network*
- *Replace or remove an additional 1 out of 3 car trips in Oxfordshire”*

By 2050 to:

- *“Deliver a transport network that contributes to a climate positive future*
- *Have zero, or as close as possible, road fatalities or life-changing injuries”*

2.6 The LTCP states that the key ways in which the targets will be achieved are broadly grouped into the following three areas:

Avoid – Avoid or reduce the need to travel

“This will be enabled through:

- *Improved digital connectivity to support remote working and digital access to services.*
- *Working with partners to better locate goods, workplaces and services near to homes through the 20-minute neighbourhood model.”*

Shift – Shift to less polluting transport modes

“This will be enabled through:

- *The promotion of walking and cycling through new and upgraded physical infrastructure and community activation measures.*
- *Investment in our strategic public transport networks and the provision of better and quicker bus and rail services.*
- *Improving multi-modal travel, including the development of mobility hubs where people can easily change between different forms of transport, including helping to break-up existing longer car journeys by providing more sustainable travel alternatives.*
- *Improving road safety to create safe and attractive infrastructure for vulnerable road users, including people walking and cycling.*
- *Supporting the uptake of cargo bikes for parcel and goods delivery.”*

2.7 Improve – Improve vehicle and fuel efficiency

“This will be enabled through:

- *Supporting the introduction of zero emission vehicle charging and refuelling infrastructure.*
- *Supporting transport innovations that will help us to make walking, cycling, public and shared transport more attractive.*
- *Supporting car clubs and car sharing schemes and measures to encourage their uptake.”*

OCC Transport for New Developments: Transport Assessments and Travel Plans

2.8 In March 2014, Oxfordshire County Council (OCC) published ‘Transport for New Developments – Transport Assessments and Travel Plans’ which sets out the format and requirements of Transport Assessments and Travel Plans associated with new developments throughout Oxfordshire. In Appendix 8 of the document, it states that:

“Sustainable Travel Information Packs must be provided to each household in residential developments of over 10 dwellings” and

“Personalised Travel Planning must be delivered to all households in residential developments of over 50 dwellings.”

Travel Plan Aims

2.9 A Travel Plan is defined as a package of measures intended to encourage sustainable travel choices and reduce the reliance on the private car; this effectively requires identifying and implementing a set of interconnected measures and initiatives which will reduce the environmental impact of the travel associated with a development, particularly through a switch to use of public transport, walking, cycling and increased home working.

2.10 Generally, a Travel Plan should incorporate the following:

- A site audit to identify all existing transport links to the site and any initiatives that are already in place;
- Identification of the primary objectives of the plan, through which the scope of the plan can be developed and against which the performance of the plan can be measured;
- Identification of measures and initiatives to achieve these objectives;
- A methodology for formulating the plan, incorporating implementation processes and the roles/responsibilities of all parties involved; and
- A monitoring programme, entailing an assessment of the aims and objectives, measures, targets, and communication strategy.

2.11 The specific aim of the Travel Plan for this proposed development is to promote and facilitate sustainable travel choices, particularly to reduce single-occupancy car use. In turn, this links to the principal transport aim for the site. This is to make it, within reason, as sustainable as possible in terms of people’s movements to and from the site.

Travel Plan Objectives

2.12 The primary objectives of the plan for the proposed development are as follows:

-
- To reduce the reliance on the private car and to minimise the number of single occupancy car traffic movements to and from the site.
 - To encourage the use of sustainable modes of travel, particularly walking and cycling to nearby destinations.
 - To encourage car sharing between residents of the site by raising awareness of its benefits.
 - To minimise, where possible, the impact of the site on the local area.

Methodology for Formulating the Travel Plan

2.13 A detailed timetable is provided in **Section 5.0**, however the implementation process for the Travel Plan, once the site is close to being in use as a residential development, is likely to be as follows:

- Appoint a Travel Plan Co-ordinator (TPC).
- Implement initial measures/initiatives.
- Derive potential travel patterns to/from the site and investigate incentives for residents to use more sustainable modes of travel.

3.0 Sustainable Travel

Sustainable Transport Accessibility

- 3.1 It is generally accepted that walking and cycling provide important alternatives to the car and should also be encouraged to form part of longer trips via public transport. Indeed, it is noteworthy that the Institute of Highways and Transportation (IHT) has prepared several guidance documents that provide advice with respect to the provision of sustainable travel in conjunction with new developments. The suggested walking distances to common facilities is presented in **Table 1** below.

Table 1 – Suggested Walking Distances (IHT Guidelines)

	Town Centre (m)	Commuting/Schools/ Sightseeing (m)	Elsewhere
Desirable	200	500	400
Acceptable	400	1000	800
Preferred Maximum	800	2000	1200

- 3.2 In addition to the IHT guidance, Manual for Streets (MfS) and the National Design Guide (2021) states that 'walkable neighbourhoods' are typically characterised by having a range of facilities within 10 minutes (up to about 800m) walking distance of residential areas which residents may access comfortably on foot.
- 3.3 MfS also states that the 800m walking distance is not an upper limit and references the former PPG13 guidance in respect of walking replacing short car trips, particularly those under 2km.
- 3.4 Table NTS0303 of the 2022 National Travel Survey (released August 2023) indicates that the average walk trip distance in 2022 was 0.7 miles or 1.12km.
- 3.5 The 2022 National Travel Survey also states that walking was the most frequent mode used for short trips, with 83% of trips under one mile being undertaken by foot in 2022; this is a slight increase compared to 2021 (82%) and 2019 (80%).
- 3.6 There is also potential for short car trips to be substituted for cycle trips, and for longer trips to be substituted by a combination of cycle and public transport trips.
- 3.7 The CIHT Planning for Cycling document (2014) states that "The majority of cycling trips are for short distances, with 80% being less than five miles and with 40% being less than two miles. However, the majority of trips by all modes are also short distances (67% are less than five miles, and 38% are less than two miles); therefore, the bicycle is a potential mode for many of these trips (DfT, 2014a)."
- 3.8 The DfT Cycling and Walking Investment Strategy (2017) also refers to the threshold of 5 miles (or 8km), stating that "Two out of every three personal trips are within five miles - an achievable distance to cycle for most people, with many shorter journeys also suitable for walking."
- 3.9 In terms of the 2022 National Travel Survey, Table NTS0303 indicates that the average cycle trip distance (for all purposes) in 2022 was 3.6 miles or 5.76km; therefore, it is reasonable to consider cycling as a viable mode of travel for distances up to 8km.

Local Facilities

3.10 The local facilities in the vicinity of the site can be seen in **Figure 3.1**, and a list of these is provided in **Table 2** below.

Table 2 – Local Facilities

Facility	Distance
Caversfield Park	600m
Bicester Heritage	1.00km
Southwold Play Area	1.10km
Charlotte Avenue Play Area	1.20km
Bubbles Pre-School	1.25km
Bicester Baptist Church	1.25km
Tesco Express	1.30km
Southwold Primary School	1.30km
Holm Square Facilities (Incl. Takeaways and Hairdressers)	1.30km
Gagle Brook Primary School	1.30km
Elmsbrook Community Forest School	1.40km
Co-Op Food	1.50km
Busy Bees Day Nursery	1.50km
Bure Park Local Centre (Incl. Takeaways, Public House, Places of Worship, and Hairdressers)	1.50km
Bure Park Primary School	1.60km
Braeburn Avenue Play Area	1.70km
Sage Street Play Area	1.75km
Buckingham Road Facilities (Incl. Medical Practice, Pharmacy, Convenience Store, Nursery School, and Takeaways)	1.85–2.00km
Bardwell School	2.00km
Glory Farm School	2.00km
The Cooper School	2.25km

Note: Measurements taken from centre of the site to destinations using existing pedestrian routes.

- 3.11 **Table 2** demonstrates that there are several local facilities within walking distance of the site for residents of the development, with nearly all facilities identified falling within the 2km upper limit outlined within the former PPG13 guidance.
- 3.12 A plan of the local area showing 800m, 1.2km and 2.0km walk distances from the site can be seen in **Figure 3.2**. These are the walk distances set out in the IHT guidance.
- 3.13 Additionally, the close proximity of the site to the Bicester North West Eco Town development means that as that strategic development is built out, the proposed site at Caversfield will benefit from access to further local facilities constructed as part of the development.

Accessibility by Foot

- 3.14 Footways are currently present along both sides of Fringford Road between Aunt Ems Lane and the existing access to the site, c.2.0m in width. A footway then continues along the eastern side of Fringford Road down to the A4095 where it becomes a shared footway/cycleway and a signalised toucan crossing is present, allowing for the safe crossing of the A4095 for both pedestrians and cyclists.
- 3.15 To the south of the A4095, several traffic-free pedestrian/cycle routes are present, providing access to Bicester Town Centre and local employment areas and facilities.
- 3.16 Footways are also provided on both sides of Skimmingdish Lane, providing access to the existing shared footway/cycleway on the A4421.
- 3.17 The local Public Right of Way (PRoW) network can be accessed off Fringford Road to the north of Caversfield, providing traffic-free connections into the local countryside and towards neighbouring villages.
- 3.18 The site will deliver improved pedestrian access along routes between the site and the existing wider pedestrian and cycle networks. Proposed provision includes an LTN 1/20 standard shared pedestrian footway/cycleway from the site southbound along Fringford Road until it meets the A4095, with a tiger crossing and uncontrolled crossing to facilitate safe crossing of Fringford Road and Skimmingdish Lane respectively.
- 3.19 Proposals also include a footway from the site along Aunt Ems Lane and the B4100 to St Laurence Church, where it will connect with the proposed pedestrian crossing and footways being delivered as part of the committed development for up to 530 residential dwellings at *'Land at North West Bicester, Charlotte Avenue, Bicester'* (ref. 21/01630/OUT).

Cycle Accessibility

- 3.20 Fringford Road is subject to a 40mph speed limit along the site frontage before changing to the national speed limit both north and south of the site, whilst the residential roads of Caversfield are subject to a 30mph speed limit.
- 3.21 As indicated above, shared footways/cycleways are present from the Fringford Road/A4095 junction as well as the Skimmingdish Lane/A4421 junction, with signalised crossings also present across the main roads, allowing for safe crossing and continued access into Bicester Town Centre and the various local centres/facilities to the south of the site.
- 3.22 A network of traffic-free routes are present throughout Bicester, connecting the residential areas of the town with local centres, railway stations, Bicester Town Centre, and Bicester Village.
- 3.23 The National Cycle Network (NCN) Route 51 runs through the centre of Bicester, connecting Oxford and Milton Keynes. It can be accessed c.2.8km south of the site at the Sheep Street/Bell Lane junction and has both on-road and traffic-free sections within the Town Centre, connecting with the local routes and pedestrian/cycleways throughout the town.
- 3.24 A plan of the local area showing the 5.0km cycling distance, 8.0km cycling distance and NCN Route 51 through the region can be seen in **Figure 3.3**.
- 3.25 It is considered that a mix of on and off-road cycling provision is appropriate across the area for providing sustainable travel by bicycle and will ensure that cycling is a viable alternative for a number of short trips, including for education, leisure and commuting purposes.

Bus Accessibility

- 3.26 The closest bus stop to the site is located c.950m from the site on the A4421, providing access to the X5 service operated by Stagecoach East.
- 3.27 An alternative stop is located c.1.0km from the site on Charlotte Avenue, providing access to the 500 service operated by Stagecoach Oxfordshire.
- 3.28 The southbound stops on Charlotte Avenue and on the A4421 take the form of shelters with seating, whilst the other stops are flagpole stops.
- 3.29 A summary of the frequency of the accessible services is set out in **Table 3**; up-to-date timetables can be found at the Traveline website (traveline.info).

Table 3 – Local Bus Services

Service No.	Location	Route	Frequency (approx.)		
			Mon - Fri	Sat	Sun
X5	A4421	Bedford – Milton Keynes – Buckingham – Bicester – Oxford	Every 30-60 mins	Every 30-60 mins	Every 60 mins
500	Charlotte Avenue	Banbury – Brackley – Elmsbrook – Bicester	Every 60 mins	Every 60 mins	Every 60 mins

- 3.30 **Table 3** demonstrates that there are regular bus services for those residents travelling into the centre of Bicester or Bicester Village, as well as the local towns/cities of Brackley, Oxford, Buckingham, Milton Keynes, and Bedford.
- 3.31 Further bus stops within Bicester Town Centre offer an even greater number of bus services for access across the local area.
- 3.32 On the basis of the pre-app discussions with the LHA, it is expected that the proposed site will make a contribution towards bus service improvements via S106; the contribution will be discussed and agreed with the LHA in due course.

Rail Accessibility

- 3.33 Bicester North Railway Station is located c.2.4km south of the site in the northern part of Bicester. It can be accessed via a c.27-minute walk, a c.9-minute cycle, a c.6-minute bus journey via the X5 service, or a c.5-minute car journey.
- 3.34 The station benefits from 65 sheltered cycle parking spaces and 530 car parking spaces, 6 of which are accessible spaces; these are located directly adjacent to the station building.
- 3.35 The station is on the Chiltern Main Line and operated by Chiltern Railways; services run from this station half hourly to London Marylebone (via High Wycombe) and hourly to Birmingham Moor Street/Snow Hill (via Banbury, Leamington Spa and Solihull).

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- 3.36 The first direct outbound service to London Marylebone is at 05:33 and the last direct outbound service is at 22:50; the first direct inbound service arrives at Bicester North at 06:55 and the last direct inbound service arrives at 01:25 the following day.
- 3.37 The first direct outbound service to Birmingham Moor Street is at 05:50 and the last direct outbound service is at 23:50; the first direct inbound service arrives at Bicester North at 06:17 and the last direct inbound service arrives at 22:19.
- 3.38 Bicester Village Railway Station is located c.3.5km from the site. The additional service it provides is a half hourly service to Oxford (via Oxford Parkway), with the other service being to London Marylebone.
- 3.39 It is therefore considered that future residents will have a realistic option to travel by rail for work, leisure, and/or education purposes, particularly as part of a multi-modal sustainable trip, such as a cycle/rail trip.

Summary

- 3.40 The above review demonstrates that the site is accessible by a variety of modes of transport that have the potential to reduce reliance upon the private car.
- 3.41 It is therefore considered that residents suitable alternatives for travel and that the proposals therefore accord with the guiding principles of the NPPF.

4.0 Travel Plan Targets

Baseline Data

- 4.1 A key measure of the success of the Travel Plan will be with respect to the level of reduction in single occupancy car journeys in favour of other sustainable modes of transport.
- 4.2 Targets will be used to assess the effectiveness of the Travel Plan initiatives and measures which are outlined in **Section 5.0**, with the overall goal of meeting the Travel Plan aims and objectives which are stated in **Section 2.0**.
- 4.3 The modal split for travel to/from the site has been derived from local Census data and has been used to set the baseline mode share against which targets have been set. The baseline targets will be replaced once resident surveys or traffic surveys have been completed following occupation.
- 4.4 Journey to Work (JTW) data from the 2011 Census provides a baseline modal split for JTW trips from the Caversfield, Ambrosden & Fringford - 2011 middle super output area (E02005931: Cherwell 011). This is provided in **Appendix A**.
- 4.5 As such, **Table 4** below shows the baseline modal split for the site.

Table 4 – Baseline Modal Split including Single Car Occupants

Mode	Split
Car (Driver)	75.8%
<i>Single Occupancy Vehicles</i>	70.0%
<i>Multiple Occupancy Vehicles</i>	5.0%
Car (Passenger)	5.8%
Cyclist	3.4%
Pedestrian	10.4%
Public Transport	4.6%
Total	100.0%

Targets

- 4.6 In accordance with OCC's LTPC, one of their targets is to reduce the proportion of single occupancy car journeys and encouraging a greater proportion of journeys to be made on foot, by bicycle, and/or by public transport.
- 4.7 To ensure that the targets are realistic and achievable, the targets will be reviewed following the first set of mode share travel surveys on the site after occupation.
- 4.8 Due to the availability of alternative sustainable modes of travel, a 10% reduction in single-occupancy car use within five years of site occupation is a realistic target, i.e. in real-terms, a reduction of 7.8% down to 67.7% by seeking to transfer trips to other modes such as car-share, cycling, walking, or public transport.
- 4.9 A potential target modal split is set out below in **Table 5**.

Table 5 – Baseline and Target Modal Split

Mode	Base Modal Split	Target Modal Split	Percentage Change (real terms)
Car (Driver)	75.8%	67.7%	-7.8%
<i>Single Occupancy Vehicles</i>	70.0%	60.0%	-10.0%
<i>Multiple Occupancy Vehicles</i>	5.0%	7.7%	+2.2%
Car (Passenger)	5.8%	7.7%	+2.2%
Cyclist	3.4%	4.5%	+1.2%
Pedestrian	10.4%	13.9%	+3.5%
Public Transport	4.6%	6.2%	+1.6%
Total	100.0%	100.0%	-

- 4.10 However, it is important to also factor in the importance of homeworking which has become more embedded into the work/life culture because of the COVID-19 pandemic. Increased homeworking will also result in significant reductions in vehicle trips on the network at peak hours, with the associated improvement in air quality as a result.
- 4.11 Given the national government agenda for the phasing out of fossil fuel usage, there is a move towards encouraging the use of electric vehicles which is also reflected in local policy and which this development will also seek to encourage.
- 4.12 The baseline modal split for the site will be obtained through an initial traffic survey after occupation; further details regarding the travel surveys are provided later in this report.

5.0 Travel Plan Measures and Initiatives

Introduction

- 5.1 Travel Plans provide a package of measures to encourage site users to choose alternative, sustainable travel options in preference to single occupancy car use.
- 5.2 There are also further, equally important, reasons for promoting sustainable travel including health and environmental benefits.

Promotion of Sustainable Modes of Travel

- 5.3 Residents of the site will be encouraged to travel via sustainable modes, particularly walking and cycling, for environmental and health reasons and to minimise traffic impacts of the development on the local area; this will be done through the following sustainable travel initiatives:
 - Promote walking to/from the development by:
 - Providing a map of local walking routes from the site to key local facilities.
 - Promoting the health benefits of walking, e.g.. the Healthy Bicester Programme (<https://www.cherwell.gov.uk/info/260/bicester-garden-town>)
 - Ensure the provision of appropriate pedestrian linkages from the site and incorporating into existing PROWs.
 - Encourage cycling to/from the site by:
 - Providing secure on-plot cycle storage.
 - Setting up a Bicycle User Group in the Caversfield region, with potential for integration with Bicycle User Groups part of the North West Bicester Eco Town strategic development.
 - Setting up bike repair workshop sessions
 - Employing a scheme with a nearby bicycle shop such as vouchers for the shop
 - Providing maps of the designated local cycle routes within vicinity of the site.
 - Promoting cycling information websites for the local area, e.g. <https://www.oxfordshire.gov.uk/residents/roads-and-transport/connecting-oxfordshire/active-travel-0>
 - Promoting the health benefits of cycling.
 - Promote the use of public transport through:
 - Providing detailed public transport information, including timetables and fares in Travel Packs provided to residents on occupation.
 - Providing public transport vouchers to each dwelling for the local bus services.
 - Promoting public transport information websites for the local area, e.g. <https://www.oxfordshire.gov.uk/residents/roads-and-transport/public-transport> and <http://www.oxontime.com/>
 - Encourage sustainable car journeys by:
 - Raising awareness of car ownership costs through the Travel Packs.

- Promote the benefits of car sharing and provide links to appropriate car sharing websites, e.g. <https://www.oxfordshire.gov.uk/residents/roads-and-transport/electric-vehicle-pilot>
- Providing electric vehicle charging points within the development.
- Promote the Travel Plan and its measures by:
 - Publicising the Travel Plan on the development website.
 - Preparing and distributing Travel Packs to every household on occupation.
 - Conducting face-to-face meetings with residents using motivational interviewing to encourage the alternative methods of transport available to them.

Action Plan

5.4 **Table 6** details the action plan for the implementation of the proposed measures and initiatives.

Table 6 – Action Plan

Travel Mode	Initiative	Target Date	Person Responsible	Other Delivery Partners
Walking	Provide a map of local walking routes to the site from key areas such as the local residential areas	At occupation	TPC	
	Promote the health benefits of walking	At occupation	TPC	
	Ensure the provision of appropriate pedestrian linkages from the site and incorporating into existing PROWs	Prior to occupation	Developer	OCC
Cycling	Providing secure on-plot cycle storage	At occupation	Developer	
	Setting up a Bicycle User Group	At occupation	TPC	Local Residents
	Setting up bike repair workshop sessions such as Dr Bike.	At occupation	TPC	Local Residents and Stakeholders
	Employing a scheme with a nearby bicycle shop such as vouchers for the shop	At occupation	TPC	Local Stakeholders
	Providing maps of the designated local cycle routes within vicinity of the site.	At occupation	TPC	
	Promote the health benefits of cycling	At occupation	TPC	
	Promoting cycling information websites for the local area	At occupation	TPC	
Public Transport	Providing detailed public transport information, including timetables and fares in Travel Packs provided to residents on occupation	At occupation	TPC	OCC and Local Public Transport Providers
	Promote the benefits of multi-modal travel	At occupation	TPC	
	Providing public transport vouchers to each dwelling for the use of local bus services	At occupation	TPC	Local Public Transport Providers
Sustainable Car Journeys	Make residents aware of car share schemes such as Liftshare and Blabla Car.	At occupation	TPC	
	Raising awareness of car ownership costs through the Travel Packs	At occupation	TPC	
	Provision of EV charging points within development	Prior to occupation	Developer	

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Promoting the Travel Plan	Publicise the Travel Plan on the occupiers' website	Prior to occupation	TPC and Developer/ Occupier	
	Provide updates of any ongoing measures and initiatives to these websites	At occupation	TPC and Developer/ Occupier	
	Preparing and distributing Travel Packs to every household on occupation.	At occupation	TPC	
	Conducting face-to-face meetings with residents using motivational interviewing to encourage the alternative methods of transport available to them.	At occupation	TPC	

6.0 Implementation and Monitoring

Introduction

- 6.1 OCC's 'Transport for New Developments – Transport Assessments and Travel Plans' guidance states that *“measures must be appropriate for the development in question and form a package of actions with credible potential to achieve the stated objectives and targets in the Travel Plan. They must consist of a mixture of short-, medium- and long-term actions (pre- and post-construction) and include positive incentives to encourage the use of alternatives to the car as well as some demand restraint”*.
- 6.2 The implementation of the measures for the development is set out below.

Travel Packs

- 6.3 A key aspect in achieving the Travel Plan measures and initiatives will be the distribution of travel information to residents once the development starts to be occupied.
- 6.4 Each household will be provided with a Travel Pack which will contain information about the modes of transport which are available for journeys to and from the site. The information packs will include the web address for Oxontime which provides real time bus information across Oxfordshire <http://www.oxontime.com/>; and other sustainable travel information about services and routes within the local area.
- 6.5 The packs will make residents aware of transport provision which is available to the nearest towns, local shops, schools, health and leisure facilities, bus stops, railway stations and nearby employment areas for those applicable.
- 6.6 The packs will also include maps giving details of safe pedestrian and cycle routes to and from the site, as well as highlight the location of a nearby bicycle repair shop. There may even be an opportunity to arrange a discount or vouchers for this shop for each household.
- 6.7 A simple statement outlining the benefits of sustainable and multi-modal transport versus the use of private car will also be set out in the information pack, as well as the aims of the Travel Plan. Contact details of the Travel Plan Coordinator (TPC) will also be provided in each pack. This and all the information contained within the pack will be researched and published prior to occupation and will be reviewed annually and updated, as necessary.

Personalised Travel Planning

- 6.8 OCC requires that personalised travel packs must be delivered to all households in residential developments above 50 dwellings. This, as a minimum, should include provision of sustainable travel information to all individuals, which the travel packs will include, as well as face-to-face meetings using motivational interviewing to have discussions about the travel choices available to them.
- 6.9 This initiative will be funded by the developer and the methodology approved by the Travel Plans Team at OCC.

Travel Plan Co-ordinator (TPC)

- 6.10 A fundamental aspect of any Travel Plan is the identification and appointing of a TPC for the site. It will be the responsibility of the developer to identify a TPC, which is likely to be a member of the on-site sales team whilst the development is being built out and occupied.

- 6.11 It is essential that the TPC can dedicate sufficient time to developing the initiatives and implementing an overall strategy for the development.
- 6.12 The TPC will have a sound knowledge of the local transport in the area and should wholeheartedly believe in the strategy to be implemented for the site. They should be approachable, amenable to suggestions and possess a high level of interpersonal skills, as they will be required to converse with outside bodies such as public transport operators and the local authority.
- 6.13 It is envisaged that the TPC will be responsible for setting up, promoting, and monitoring the following schemes:
- Liaison with key stakeholders such as public transport operators and OCC;
 - Review and monitor travel plan delivery against targets, via surveys and traffic counts;
 - Preparation of the transport information for the Travel Information Packs;
 - Updating the travel plan as required;
 - Ensuring all sustainable transport infrastructure is in place and operational;
 - Ensuring all measures and initiatives within the travel plan are implemented;
 - Setting up and promoting Bicycle User Group;
 - Setting up bicycle repair and servicing sessions at a local bicycle shop; and
 - Promoting and helping to organise adult cycle training as required.
- 6.14 The TPC will, as the site develops, communicate on a regular basis with the local authority and they will ensure that information about sustainable modes of transport is freely available for employees.
- 6.15 Following site occupation, the developer and TPC will ensure that residents and employees are aware of the aims and objectives of the Travel Plan by publishing information on the developer's website and within the sales office.
- 6.16 The TPC will be responsible for the monitoring of the Travel Plan, updating the Travel Packs and to continue to help promote sustainable modes of travel.

Bicycle User Groups and Bicycle Training

- 6.17 The proposed development will establish a Bicycle User Group (BUG) in the Caversfield region, with potential to join and integrate with BUGs set up as part of the North West Bicester Eco Town strategic development.
- 6.18 BUGs help more people take up cycling by allowing like-minded individuals to meet and discuss cycling issues whilst promoting it as a viable method of transportation as well as raising concerns around cycling facilities. group can also allow cyclists to find a bike buddy; a proficient cyclist who can help someone who wants to cycle but perhaps lacks confidence.
- 6.19 In addition to this, bike repair schemes can be arranged so that residents can have their bicycles repaired; these will be arranged through a local bicycle shop. Residents can book these sessions and it would be expected that the mechanics would also offer further advice on bike maintenance.

- 6.20 The TPC may also be able to offer adult cycle training courses to residents who express an interest. OCC provides adult cycle training sessions at a cost of £45 per adult for a 3-hour session, with a minimum of three adults required per session.

Monitoring and Reporting

- 6.21 Monitoring and updating the travel plan will ensure that the measures adopted are meeting the targets set.
- 6.22 At this stage, it would be expected that the baseline modal share travel surveys for the development are undertaken within six months of first occupation and annually thereafter for a period of five years (agreement will be made with the Local Authority if further surveys are required). The travel surveys will derive the initial modal split and thus facilitate the setting of realistic targets. They will be undertaken avoiding holiday periods to monitor the effectiveness of initiatives.
- 6.23 A Monitoring Report will assess the level of trip generations against the targets set out in this Travel Plan. The data will be gathered via individual residential surveys and multi-modal traffic surveys at access points to the site. The date and timings of the surveys will be agreed between the TPC and OCC.
- 6.24 The first monitoring report will be prepared by the TPC and will be likely to include the following:
- *Introduction and Background.* This will provide information on the site to which the report relates and provide details of the site's residents;
 - *Results of the Surveys.* This will detail the results of the household and fully classified multi-modal surveys that have been undertaken and target levels, including identification of abnormal results;
 - *Initiatives Undertaken.* This will provide details on the measures and initiatives undertaken over the year;
 - *Problems and Issues.* This will highlight any problems encountered in implementing the Travel Plan and clarify any issues which remain unresolved and / or require additional attention;
 - *Specific Measures from the Travel Plan.* This section will detail how all the Travel Plan measures have been implemented;
 - *Travel Plan Amendments.* This section will propose changes to the Travel Plan where appropriate and provide justification for these changes, for agreement with OCC; and
 - *Next Steps.* This will summarise the findings of the surveys and set out an implementation plan for the next monitoring period.
- 6.25 The TPC will be responsible for preparing a summary of the Monitoring Report, including any changes that need to be made to the travel plan.

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T21575
Caversfield



Figures

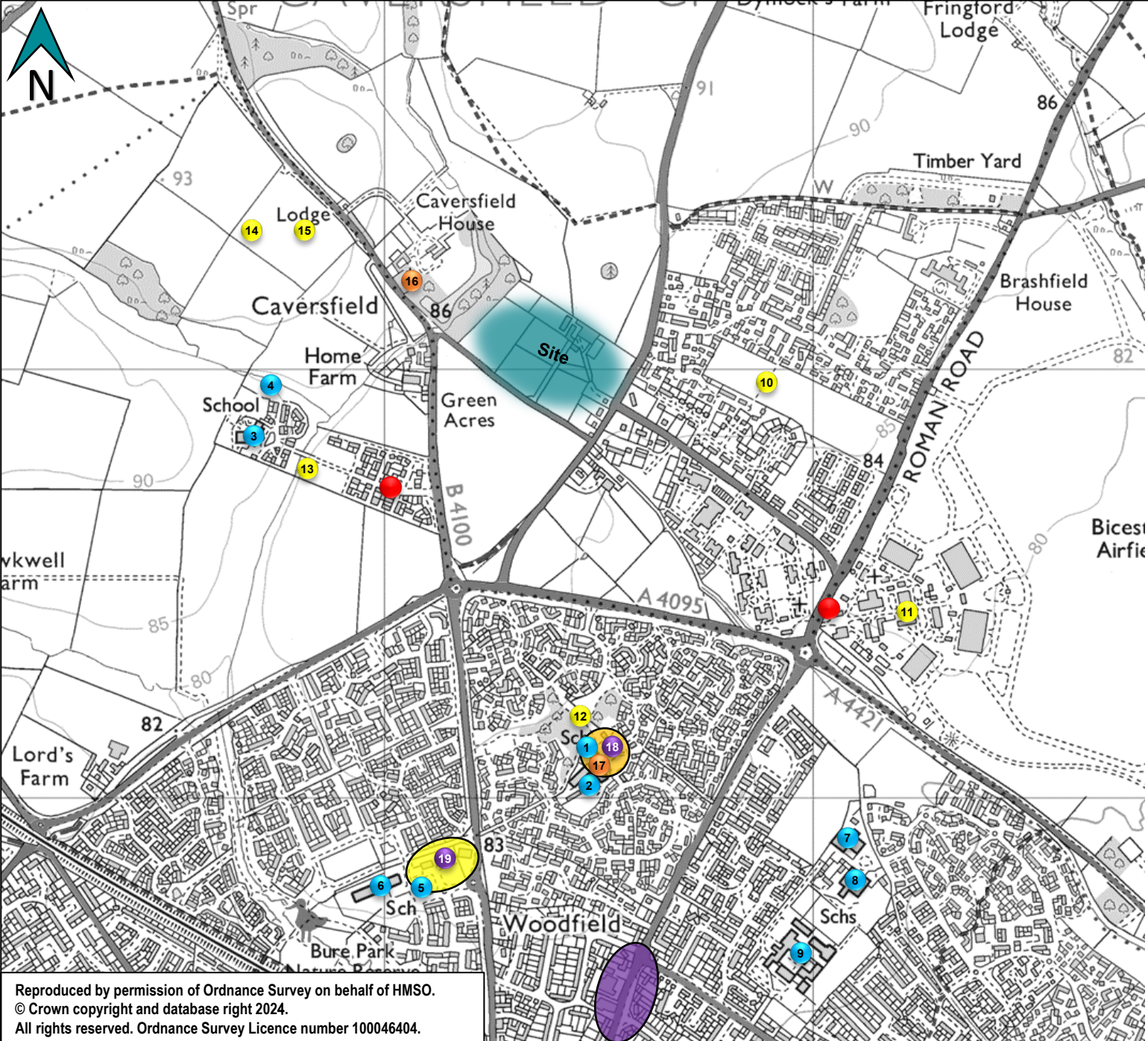


Legend

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Not to Scale
Caversfield
Figure 1.1 – Site Location

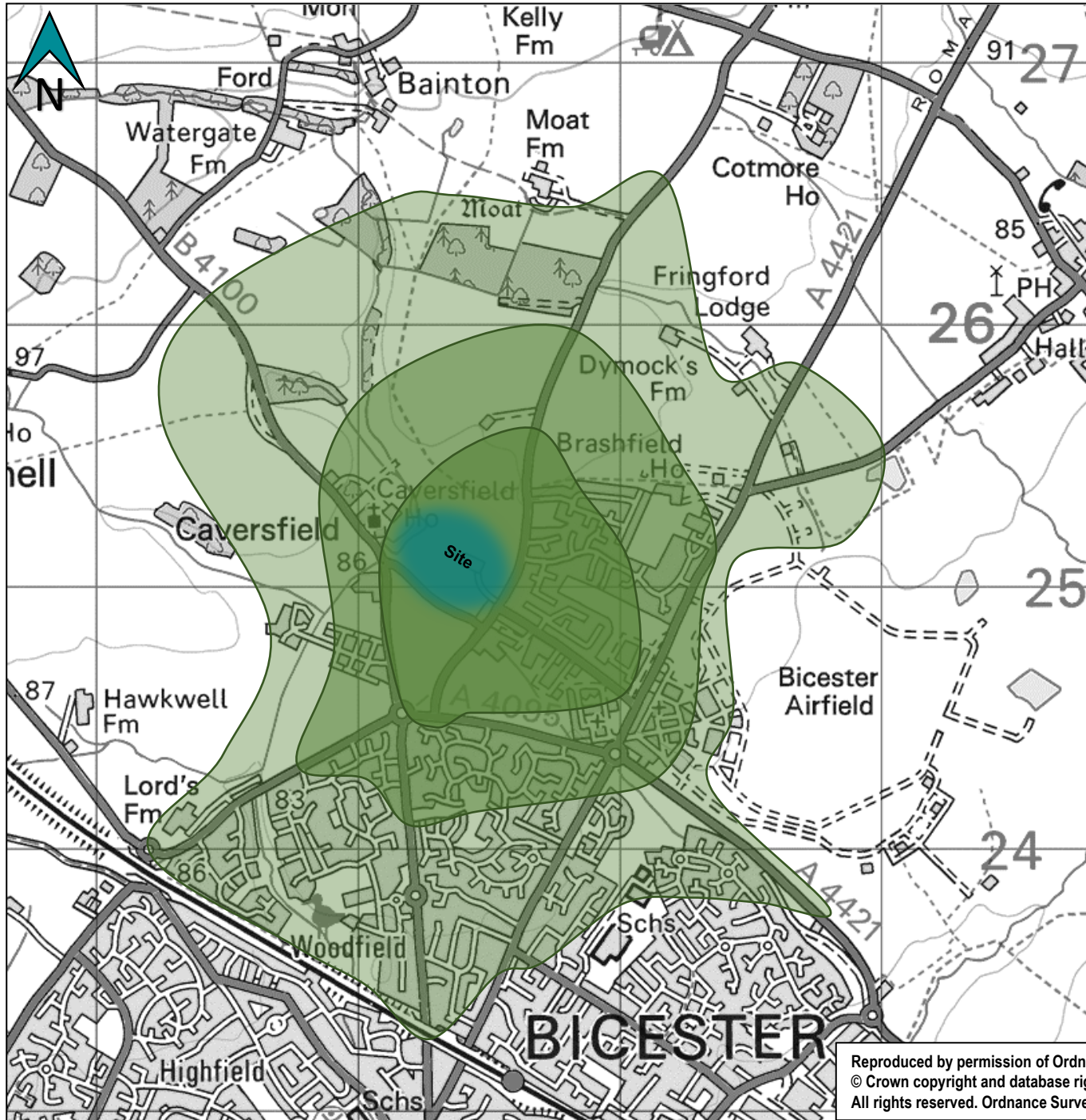


- Legend**
- Bus Stops
 - 1 Bubbles Pre-School
 - 2 Southwold Primary School
 - 3 Gagle Brook Primary School
 - 4 Elmsbrook Community Forest School
 - 5 Busy Bees Day Nursery
 - 6 Bure Park Primary School
 - 7 Bardwell School
 - 8 Glory Farm School
 - 9 The Cooper School
 - 10 Caversfield Park
 - 11 Bicester Heritage
 - 12 Southwold Play Area
 - 13 Charlotte Avenue Play Area
 - 14 Braeburn Avenue Play Area
 - 15 Sage Street Play Area
 - 16 St. Laurence Church
 - 17 Bicester Baptist Church
 - 18 Tesco Express
 - 19 Co-Op Food
 - Holm Square Facilities (Incl. Takeaways and Hairdressers)
 - ◌ Bure Park Local Centre (Incl. Takeaways, Public House, Places of Worship, and Hairdressers)
 - ◌ Buckingham Road Facilities (Incl. Medical Practice, Pharmacy, Convenience Store, Nursery School, and Takeaways)



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 Caversfield
Figure 3.1 – Local Facilities

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Legend

- 800m Walk Distance
- 1.2km Walk Distance
- 2.0km Walk Distance

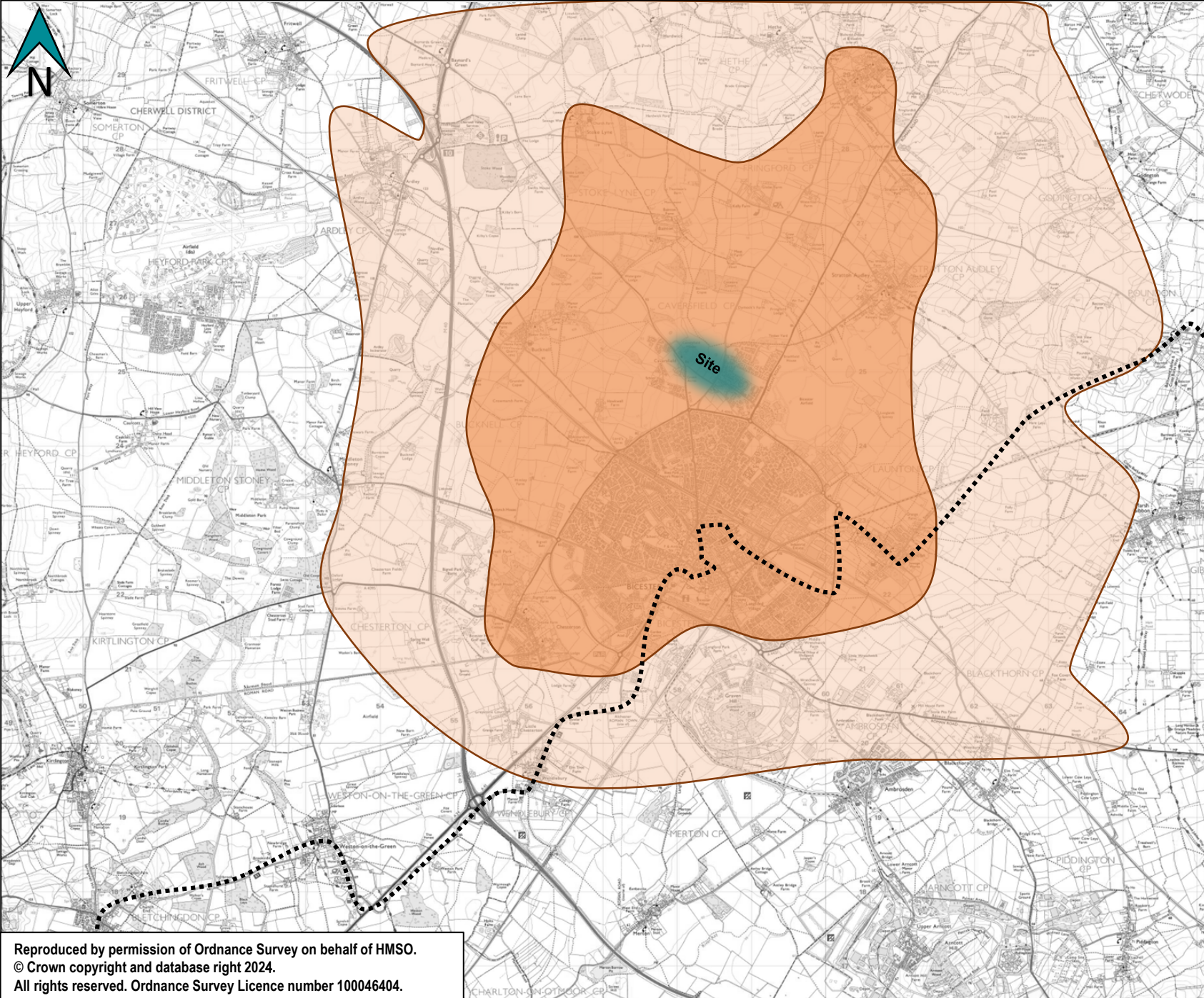
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Caversfield

Figure 3.2 – Walk Distances


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- Legend**
- 5.0km Cycle Distance
 - 8.0km Cycle Distance
 - NCN Route 51

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hub 
 TRANSPORT PLANNING LTD

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Figure 3.3 – Cycle Distance

T21575
Caversfield



Appendix A

2011 Census Journey to Work Data

T21575

Caversfield

Journey to Work - Nomis Data Analysis

MSOA:

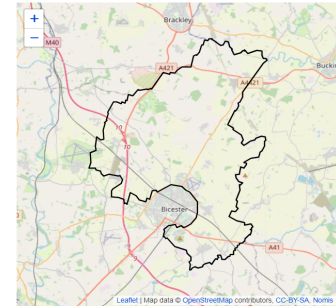
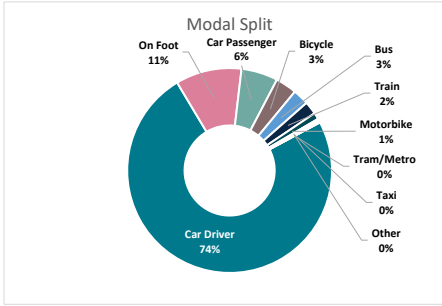
E02005931 : Cherwell 011 (2011 super output area - middle layer)

Map of E02005931 : Cherwell 011

Close

Modal Split

Mode	Cherwell 011	%
Car Driver	2,650	74.2%
On Foot	373	10.4%
Car Passenger	206	5.8%
Bicycle	120	3.4%
Bus	90	2.5%
Train	73	2.0%
Motorbike	37	1.0%
Taxi	10	0.3%
Other	10	0.3%
Tram/Metro	2	0.1%
Total	3,571	100.0%



WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

ONS Crown Copyright Reserved [from Nomis on 14 September 2023]

Population :

All usual residents aged 16 and over in employment the week before the census

Units :

Persons

Date :

2011

Usual Residence :

E02005931 : Cherwell 011 (2011 super output area - middle layer)

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.

MSOA's with <4 Trips in 'All Categories' Omitted

place of work : 2011 super output area - middle layer	All categories: Method of travel to work (2001 specification)	Work mainly at or from home	Underground, metro, light rail or tram	Train	Bus, minibus or coach	Taxi	Motorcycle, scooter or moped	Driving a car or van	Passenger in a car or van	Bicycle	On foot	Other method of travel to work
E02005931 : Cherwell 011	700	0	0	7	2	2	10	286	31	53	306	3
E02005935 : Cherwell 015	338	0	0	2	16	5	4	237	45	13	14	2
E02005933 : Cherwell 013	317	0	0	0	2	0	5	259	20	20	10	1
E02005936 : Cherwell 016	250	0	0	1	12	0	2	210	15	8	2	0
E02005691 : South Northamptonshire 011	151	0	0	0	0	0	0	141	8	0	2	0
E02005947 : Oxford 008	141	0	0	11	25	0	1	96	4	4	0	0
E02005939 : Cherwell 019	100	0	0	2	1	0	0	90	4	0	3	0
E02005945 : Oxford 006	89	0	0	0	4	0	1	79	4	1	0	0
E02005924 : Cherwell 004	80	0	0	1	3	0	0	64	4	2	4	2
E02003655 : Aylesbury Vale 004	76	0	0	0	1	0	0	60	9	3	1	2
E02005952 : Oxford 013	74	0	0	0	1	0	2	66	4	1	0	0
E02005934 : Cherwell 014	73	0	0	0	1	0	2	59	4	2	5	0
E02005930 : Cherwell 010	55	0	0	0	1	0	0	53	0	0	1	0
E02005690 : South Northamptonshire 010	42	0	0	0	0	0	0	39	2	1	0	0
E02003652 : Aylesbury Vale 001	38	0	0	0	0	0	1	35	2	0	0	0
E02005949 : Oxford 010	38	0	0	0	1	0	3	34	0	0	0	0
E02003661 : Aylesbury Vale 010	36	0	0	0	0	0	0	32	4	0	0	0
E02005928 : Cherwell 008	33	0	0	1	0	1	0	24	2	0	5	0
E02005926 : Cherwell 006	32	0	0	2	0	1	0	25	0	2	2	0
E02005954 : Oxford 015	31	0	0	0	2	0	0	27	2	0	0	0
E02005932 : Cherwell 012	29	0	0	0	1	0	0	23	0	2	3	0
E02005983 : Vale of White Horse 006	27	0	0	0	0	0	0	25	1	0	1	0
E02003472 : Milton Keynes 014	25	0	0	1	1	0	0	21	2	0	0	0
E02005927 : Cherwell 007	25	0	0	0	0	0	0	24	0	0	1	0
E02005941 : Oxford 002	25	0	0	0	3	0	0	18	4	0	0	0
E02005960 : South Oxfordshire 003	25	0	0	0	0	0	0	25	0	0	0	0
E02005929 : Cherwell 009	23	0	0	0	0	0	0	16	1	2	4	0
E02003674 : Aylesbury Vale 023	21	0	0	0	0	0	0	20	1	0	0	0
E02005948 : Oxford 009	21	0	0	1	2	0	0	14	4	0	0	0
E02005923 : Cherwell 003	20	0	0	0	0	0	0	12	5	0	3	0
E02000001 : City of London 001	19	0	0	15	0	0	0	3	0	1	0	0
E02005955 : Oxford 016	19	0	0	1	0	0	0	18	0	0	0	0
E02003663 : Aylesbury Vale 012	18	0	0	0	0	0	0	17	1	0	0	0
E02003653 : Aylesbury Vale 002	17	0	0	0	0	0	0	16	1	0	0	0
E02005937 : Cherwell 017	17	0	0	0	0	0	0	17	0	0	0	0
E02005996 : West Oxfordshire 004	17	0	0	0	0	0	0	16	1	0	0	0
E02005980 : Vale of White Horse 003	16	0	0	0	0	0	0	14	0	1	1	0
E02005994 : West Oxfordshire 002	16	0	0	0	0	0	0	15	0	1	0	0
E02005942 : Oxford 003	15	0	0	1	1	0	0	12	0	0	1	0
E02005958 : South Oxfordshire 001	15	0	0	0	0	0	0	14	1	0	0	0
E02005959 : South Oxfordshire 002	15	0	0	0	0	0	0	11	3	1	0	0
E02005979 : Vale of White Horse 002	15	0	0	1	1	0	0	12	1	0	0	0
E02005992 : Vale of White Horse 015	15	0	0	0	0	0	0	15	0	0	0	0
E02005987 : Vale of White Horse 010	14	0	0	0	0	0	1	11	2	0	0	0
E02003480 : Milton Keynes 022	13	0	0	0	0	0	1	12	0	0	0	0
E02005950 : Oxford 011	13	0	0	0	3	0	0	9	0	0	1	0
E02005961 : South Oxfordshire 004	13	0	0	0	0	0	0	13	0	0	0	0
E02006003 : West Oxfordshire 011	13	0	0	0	1	0	0	12	0	0	0	0
E02003475 : Milton Keynes 017	11	0	0	0	0	0	0	10	1	0	0	0
E02003666 : Aylesbury Vale 015	11	0	0	0	0	0	0	11	0	0	0	0

E02003673 : Aylesbury Vale 022	11	0	0	0	0	0	0	0	10	0	1	0	0
E02006002 : West Oxfordshire 010	10	0	0	0	1	0	0	0	7	2	0	0	0
E02006516 : Stratford-on-Avon 013	9	0	0	0	0	0	0	0	7	2	0	0	0
E0200569 : Islington 016	9	0	0	0	0	0	0	0	8	1	0	0	0
E02000970 : Westminster 011	9	0	0	2	0	0	1	6	0	0	0	0	0
E02003659 : Aylesbury Vale 008	9	0	0	0	0	0	0	9	0	0	0	0	0
E02003710 : Wycombe 015	9	0	0	2	0	0	0	7	0	0	0	0	0
E02005940 : Oxford 001	9	0	0	0	1	0	1	7	0	0	0	0	0
E02005956 : Oxford 017	9	0	0	0	0	0	1	8	0	0	0	0	0
E02000977 : Westminster 018	8	0	1	7	0	0	0	0	0	0	0	0	0
E02003664 : Aylesbury Vale 013	8	0	0	0	0	0	0	8	0	0	0	0	0
E02003696 : Wycombe 001	8	0	0	1	0	0	0	7	0	0	0	0	0
E02005686 : South Northamptonshire 006	7	0	0	0	0	0	0	7	0	0	0	0	0
E02005687 : South Northamptonshire 007	7	0	0	0	0	0	0	7	0	0	0	0	0
E02000524 : Hillingdon 031	7	0	0	0	1	0	0	6	0	0	0	0	0
E02005964 : South Oxfordshire 007	7	0	0	0	0	0	0	7	0	0	0	0	0
E02005998 : West Oxfordshire 006	7	0	0	0	0	0	0	7	0	0	0	0	0
E02005677 : Northampton 028	6	0	0	0	0	0	0	6	0	0	0	0	0
E02004868 : Dacorum 013	6	0	0	0	0	0	0	6	0	0	0	0	0
E02006801 : Lambeth 036	6	0	0	3	1	0	0	1	1	0	0	0	0
E02000972 : Westminster 013	6	0	1	3	0	1	0	1	0	0	0	0	0
E02000509 : Hillingdon 016	6	0	0	0	0	0	0	6	0	0	0	0	0
E02003465 : Milton Keynes 007	6	0	0	0	0	0	0	4	2	0	0	0	0
E02003467 : Milton Keynes 009	6	0	0	0	0	0	0	5	1	0	0	0	0
E02005946 : Oxford 007	6	0	0	0	0	0	0	6	0	0	0	0	0
E02005968 : South Oxfordshire 011	6	0	0	0	0	0	0	4	0	1	1	0	0
E02005978 : Vale of White Horse 001	6	0	0	0	0	0	0	6	0	0	0	0	0
E02006001 : West Oxfordshire 009	6	0	0	0	0	0	0	6	0	0	0	0	0
E02006006 : West Oxfordshire 014	6	0	0	0	0	0	0	5	0	0	1	0	0
E02001965 : Coventry 008	5	0	0	0	0	0	0	3	2	0	0	0	0
E02000808 : Southwark 002	5	0	0	4	0	0	0	1	0	0	0	0	0
E02003468 : Milton Keynes 010	5	0	0	0	0	0	0	5	0	0	0	0	0
E02003476 : Milton Keynes 018	5	0	0	0	0	0	0	5	0	0	0	0	0
E02003656 : Aylesbury Vale 005	5	0	0	0	0	0	0	5	0	0	0	0	0
E02003667 : Aylesbury Vale 016	5	0	0	0	0	0	0	5	0	0	0	0	0
E02003702 : Wycombe 007	5	0	0	0	0	0	0	5	0	0	0	0	0
E02003712 : Wycombe 017	5	0	0	0	0	0	0	5	0	0	0	0	0
E02005938 : Cherwell 018	5	0	0	0	1	0	0	4	0	0	0	0	0
E02005944 : Oxford 005	5	0	0	0	0	0	1	4	0	0	0	0	0
E02005982 : Vale of White Horse 005	5	0	0	0	0	0	0	5	0	0	0	0	0
E02005684 : South Northamptonshire 004	4	0	0	0	0	0	0	4	0	0	0	0	0
E02005688 : South Northamptonshire 008	4	0	0	0	0	0	0	4	0	0	0	0	0
E02006530 : Warwick 012	4	0	0	0	0	0	0	4	0	0	0	0	0
E02004964 : Three Rivers 009	4	0	0	0	0	0	0	4	0	0	0	0	0
E02000979 : Westminster 020	4	0	0	4	0	0	0	0	0	0	0	0	0
E02003481 : Milton Keynes 023	4	0	0	0	0	0	0	4	0	0	0	0	0
E02003489 : Milton Keynes 031	4	0	0	0	0	0	0	4	0	0	0	0	0
E02003409 : Slough 003	4	0	0	0	0	0	0	3	1	0	0	0	0
E02003385 : West Berkshire 019	4	0	0	0	0	0	0	4	0	0	0	0	0
E02003444 : Wokingham 006	4	0	0	0	0	0	0	4	0	0	0	0	0
E02003668 : Aylesbury Vale 017	4	0	0	0	0	0	0	4	0	0	0	0	0
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E02003718 : Wycombe 023	4	0	0	0	0	0	0	4	0	0	0	0	0
E02005921 : Cherwell 001	4	0	0	0	0	0	0	2	1	0	1	0	0
E02005963 : South Oxfordshire 006	4	0	0	0	0	0	0	4	0	0	0	0	0
E02005965 : South Oxfordshire 008	4	0	0	0	0	0	0	4	0	0	0	0	0
Total (Excluding >4)	3571	0	2	73	90	10	37	2650	206	120	373	10	
Total(%)	100.0%	0.0%	0.1%	2.0%	2.5%	0.3%	1.0%	74.2%	5.8%	3.4%	10.4%	0.3%	
Total (All)	3953	0	2	113	94	10	38	2973	213	122	378	10	
Total(%)	100.0%	0.0%	0.1%	2.9%	2.4%	0.3%	1.0%	75.2%	5.4%	3.1%	9.6%	0.3%	