



WILLMOTT DIXON

SINCE 1852



NORTH WEST BICESTER –
PHASE 1 ECO DEVELOPMENT
PLANNING CONDITION 59:

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Bicester Eco-Town: Phase 1

Construction Phase Traffic Management Plan

Condition 59

59. No development shall commence on site until a Construction Management Travel Plan providing full details of the phasing of the development and addressing each construction activity within each phase has been submitted to and approved in writing by the Local Planning Authority (in consultation with the Local Highway authority). This plan is to include details of wheel washing facilities, a restriction on construction & delivery traffic during development and routes to the Exemplar development site. The approved Plan shall be implemented in full during the entire construction phase and shall reflect the measures included in the Construction Method Statement received.

1. INTRODUCTION

The purpose of this report is to provide the information in relation to the management of construction related traffic necessary for the Local Planning Authority to discharge the Pre-Implementation Planning Condition 59 in relation to the Bicester Eco-Town exemplar development

This Travel Plan specifically focuses on the transport issues related to the construction period i.e construction vehicle management, deliveries and the construction work force commute.

2. SITE LOCATION

The site is located adjacent to the B4100 to the NW of Bicester Town Centre, Oxfordshire. It is bounded by B4100 on the north and east and open farmed fields to the south and west.

3. PROPOSED DEVELOPMENT

When completed Bicester Eco-Town Exemplar Site will provide 393 dwellings as well as a school, pub, nursery, supermarket, community centre and associated external areas.

The development will be completed in 5 distinct phases which are to be delivered as outlined in Table 1 below and Figure 1 in Appendix A

Table 1:

Reference	Unit Nos.	Proposed Start Date	Anticipated Completion Date
Infrastructure	N/A	28.01.13	29.11.13

Phase 1	94	04.03.13	04.04.14
Phase 2	72	27.01.14	28.11.14
Phase 3	89	29.09.14	09.10.15
Phase 4	138	03.07.15	06.03.17

Typically the works for each phase will follow the below sequencing

- Hard landscaped areas up to base course.
- On plot groundwork's and properties built up to oversight with all hard areas constructed around the units, rear gardens formed and top soiled, then fenced off to avoid access by site vehicles.
- Erection of scaffold followed by the timber frame construction. Roofing and cladding to the frame will follow along with internal 1st and 2nd fixing followed by decoration.
- Handover of units to sequence across the phases in order to ensure that residents access over completed areas.

This same sequencing will be employed across phases

4. DELIVERIES & ONSITE TRAFFIC MOVEMENT

The authorised route for all vehicles to the development is as follows

- **From the North, North West and Midlands:** Junction 10 of M40, A43, B4100
- **From the North East:** A4421, A4095 A4095 (Howes lane & Lords Lane), B4100
- **From the East:** A41, A4421, A4095 A4095 (Howes lane & Lords Lane), B4100
- **From the West:** southwest Bicester link, A4095 (Howes lane & Lords Lane), B4100
- **From the South:** Junction 9 of M40, A41, southwest Bicester link, A4095 (Howes lane & Lords Lane), B4100

These routes are outlined on the routing plan, as agreed in the Section 106 and shown below (fig 1) The above routes include southwest Bicester link road constructed as part of the Kingsmere estate.

On exiting the site, all vehicles must follow the reverse of the route used to access the site or any of the other designated routes shown in Fig 1

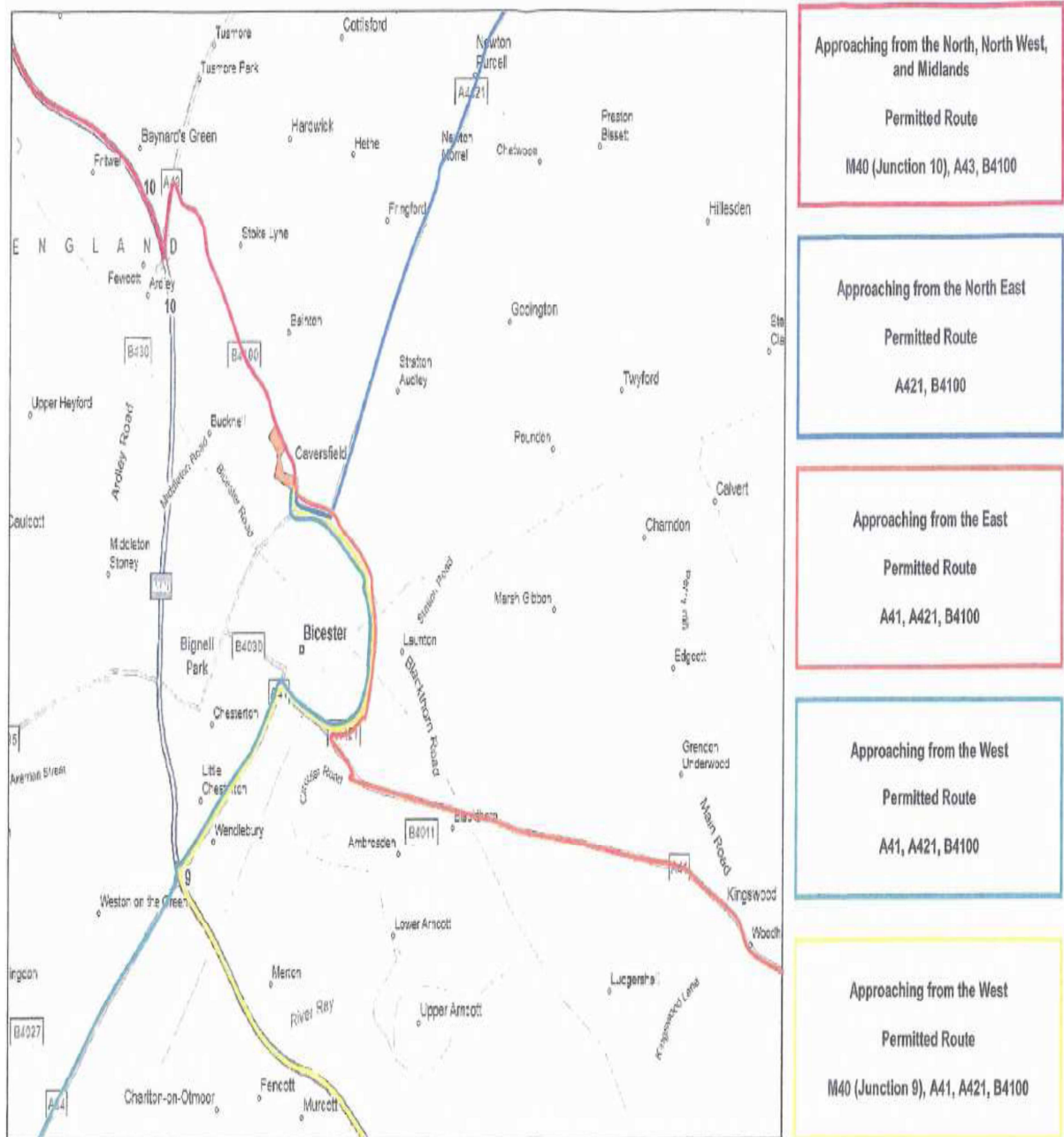


Fig 1

Access points to the site will be at initially the new South East junction and later via the North West junction off of the B4100.

The following measures will be implemented to minimise the disruption caused to local residents by construction traffic

- a) Wherever practical the layout of the site will include separate routes for vehicular traffic and pedestrians with priority given to safe access and egress to pedestrians.
- b) The sites will be hoarded along exposed boundaries with 2.4m high timber hoarding, to prevent unauthorised access. .

- c) A gateman will control access and egress through the site entrance, directing traffic prevent access to any unauthorised persons and direct deliveries to the appropriate area.
- d) The following time restrictions will apply to deliveries to minimise disruption to the local area.
 - a. **Not before: 08:00.**
 - b. **Not after: 16:30.**

Conflicts between school/business traffic and pedestrians are not envisaged as the access/egress routes generally avoid minor roads. However, this will be closely monitored through close liaison with the local residents and delivery times amended as required.

- e) Delivery vehicles will be given allocated time slots and drivers must not arrive more than 30 minutes prior to their allocated delivery time. Deliveries will be phased to ensure vehicles are not queuing. All delivery vehicles are required to leave site immediately after being off loaded/reloaded and no delivery vehicles are to be parked on site overnight.
- f) All vehicles will be un-loaded within a designated area as detailed at Appendix X, and turned within the confines of the site hoardings. No loading / un-loading will be permitted on public roads.
- g) Clear instructions will be issued to all direct suppliers and sub-contractors detailing access routes.
- h) Adequate signage will be displayed directing traffic to/from site and traffic movements into/out of site will be controlled by a trained banksman/signaller. All deliveries will be via the designated route as detailed above to minimise disruption to existing residents.
- i) Audible warning devices will be fitted to vehicles that need to reverse, and they will be supervised by a banksman.
- j) Site speed limit is 10mph and this also applies to all construction vehicles while travelling around the estate, signage will be displayed to clearly show this.
- k) Any road crossings for services/drainage will be managed to ensure that access is always available for the residents, with clear signage and notice given to the local residents of forthcoming works.
- l) The development will also have 24 hr security presence.
- m) The site team will plan the daily traffic movements to and from the site as well as within the confines of the site and be tasked with ensuring this plan is monitored and correctly administered.

Site Office/ Welfare Accommodation

- a) A Central site compound will be set up on the footprint of the commercial area (north of the spine road) and this will be for non construction traffic, as illustrated in Appendix X.
- b) An area allocated for Willmott Dixon staff and sub-contractors parking will be provided adjacent to the central site compound, the layout of which can be found on the plan in Appendix X.

5. WHEEL WASHING & DUST SUPPRESSION

All necessary precautions will be taken to minimise the effects of dust caused during the works and ensure that debris mud or dust are not deposited on the site access roads and the public highway.

Permanent road cleaning facilities will be on site to maintain all site roads in a clean state at all times to avoid muck being transported out of the site on to neighboring main roads.

In addition, wheel washing facilities will be employed at all site exits and around the site if required. These will consist of a pressure washer and operatives cleaning the wheels of vehicles prior to leaving the development.

Where possible, traffic movements around the site are to be restricted to hard areas, as the build proceeds all hard surfaces by way of roads, drives and footpaths will be constructed as soon as practicably possible to reduce the extent of soft areas.

Furthermore, the roads, footpaths, plant and any other traffic will be regularly watered down to keep dust pollution to a minimum, especially in periods of dry weather

Other methods employed on this project to restrict the spreading of dirt/ Mud will be the 2.4 meter high hoarding surrounding the site along the boundary with the B4100 and regular road sweeping of the roads to and from the sites, specifically B4100

As part of each subcontractor's works during this project they will be required to complete detailed risk assessments and method statements for their works, these method statements will contain details of dust suppression.

6. WORKFORCE COMMUTE

The Construction Site Employees are made up of two primary groups, workforce and staff. The workforce represent the construction labour force, generally sourced locally where possible, employed for the duration of the project, or an element of the project and employed mainly by sub-contractors. Staff represents the Principal Contractors management team

Personal Vehicle Use

Typically the nature of construction work lends itself to the use of private cars, due to early start and late finish times outside of the hours of public transport operation , and the need to carry heavy equipment and Personal Protection Equipment.

An area of hardstanding will therefore be provided within the confines of the site compound for staff and workforce parking. Willmott Dixon operate a fuel reimbursement scheme which incentivises employees (both driver and passenger) to car share.

In addition, appropriate wording will be included within all sub-contractor orders to ensure that they actively encourage their workforce to car share where possible.

Public Transport

Willmott Dixon intend to actively encourage their staff and sub-contractors to use public transport where possible. This will be communicated to the sub-contractors via notice boards and in a handout provided as part of their site induction and will provide details on bus/train stop/station locations, costs as well as frequency of service

Furthermore, a Park and Ride scheme serving the Bicester area is to be provided as part of the Kingsmere estate. Details of which will be included the induction hand-out and on notice boards as and when they become available.

Under the terms of Schedule 21 of the S106 agreement the developer is required to provide a regular bus service to the development prior to first occupation. This will provide further public transport opportunities for staff and site operatives.

Cycling/Walking

One of the primary drivers of the development is to promote the use of local labour/suppliers as a means of providing new opportunities for local residents/business as well as minimising CO2 emissions resulting from trips to and from the site.

Given the above there is an increased likelihood that site users will travel to and from site on foot or by bike. Personnel arriving/leaving via these methods will access the site at the entrance gate whereby they will be directed along designated/segregated routes to the site compound. Cyclists will be required to dismount at the site gate and storage facilities will be provided within the site compound

Liason and Good Neighbour Policy

7.0 MONITORING

Monitoring Strategy

Monitoring Travel Plans is central to ensuring that the aims of the Plan are delivered. A robust monitoring strategy is needed to measure the success or otherwise of the various elements of the Travel Plan. An effective monitoring strategy will highlight the best performing areas of the Travel Plan, it will also draw attention to elements that are not performing as well as anticipated.

The following measures may be undertaken as part of the monitor strategy for the final Travel Plan:

Annual Travel Survey

This will be the main tool for gathering information on travel behavior. Undertaken on an annual basis this questionnaire will be designed in such a way so as to allow recipients the opportunity to record how they normally travel to work as well as enabling them to identify what initiatives would encourage them to travel by more sustainable means.

A sample Travel to Work questionnaire is provided in AppendixX

Car share database registrations

With assistance from the OCC Travel Plan Co-ordinators it will be possible to monitor usage levels on the car share databases. Reports providing information on membership levels and the number of successful matches can be obtained and scrutinised to establish how effectively this particular element of the Travel Plan is performing

Cycle parking

The number of cycles parked on site will be counted and recorded on two different occasions throughout the year. In following years the cycle counts will be undertaken on the same two dates.

Public Transport – Bus

The number passengers disembarking from a selection of buses servicing the site will be counted and recorded on two different occasions throughout the year. In following years the counts will take place on the same two dates.

Reporting

Annual Reports detailing Travel Plan achievements will be provided to the Local Authority.

Conclusions

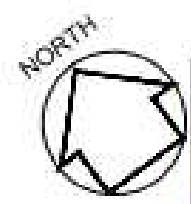
This Travel Plan presents a foundation upon which an extensive range of sustainable transport measures can be developed. This Travel Plan should evolve as more information about the construction site employees becomes available.

A key recommendation of this Plan is to identify, as far as possible, the locations from which the workforce will be travelling from. Once this has been established, targets can be developed and the exact nature of the sustainable transport measures that will be offered will become clearer.

A Travel Plan Management Board and the local transport operators will be created 3 months prior to the commencement of construction. This Board should, initially, meet on a 6 monthly basis.

A Travel Plan Co-ordinator will be provided for the duration of the construction phase. The first job of the Travel Plan Co-ordinator will be to review the Travel Plan measures.

APPENDIX A



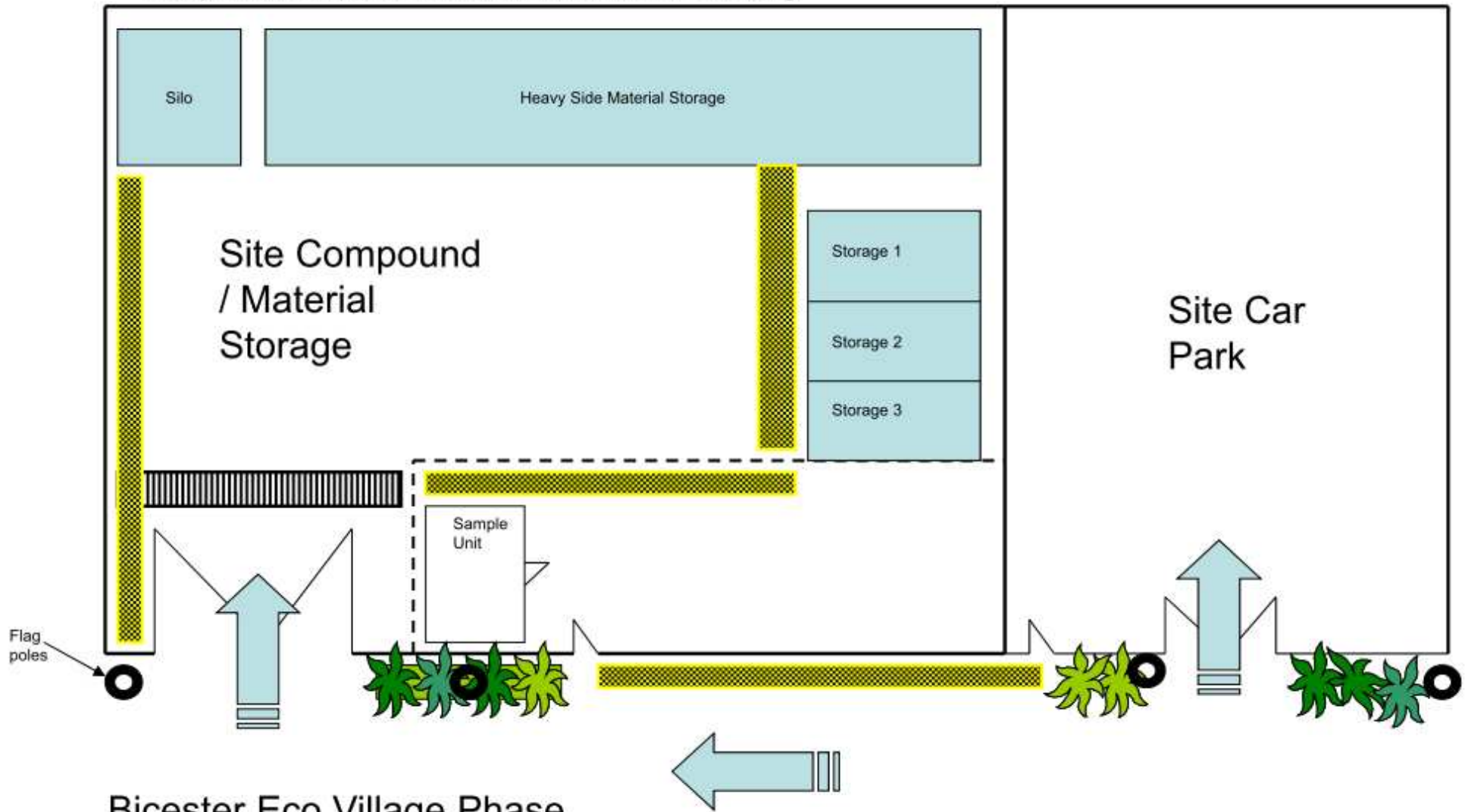
Phasing Key	
	Area of Section 27B works within site boundary. For works outside this area see Hyder Consulting drawings for further details.
	Infrastructure Phase
	Infrastructure Phase - Earth works and ground levelling only
	Phase 1
	Phase 2
	Phase 3
	Phase 4

Notes	DEM Revisions	Date	By	Approved/Authoriser
<p>The information is intended for planning, architectural, engineering and other purposes. It is not intended to be used for any other purpose.</p> <p>Please refer to the relevant planning application for more information.</p> <p>© 2012 Hyder Consulting. All rights reserved.</p>	DEM Revisions	01/07/2012	...	...
		12/08/2012	...	...
		20/08/2012	...	...

DRAWING INFORMATION		Drawing No		Rev	
BICESTER ECO TOWN EXEMPLAR SITE		AA2699C/1.1/120		B	
Project		Client		Date	
BICESTER ECO TOWN EXEMPLAR SITE		BCH		July 2012	
Drawing		Scale		Author	
Phasing plan		1:1000		...	
Date		Drawing No		Rev	
01/07/2012		AA2699C/1.1/120		B	
11/08/2012		AA2699C/1.1/120		B	
20/08/2012		AA2699C/1.1/120		B	

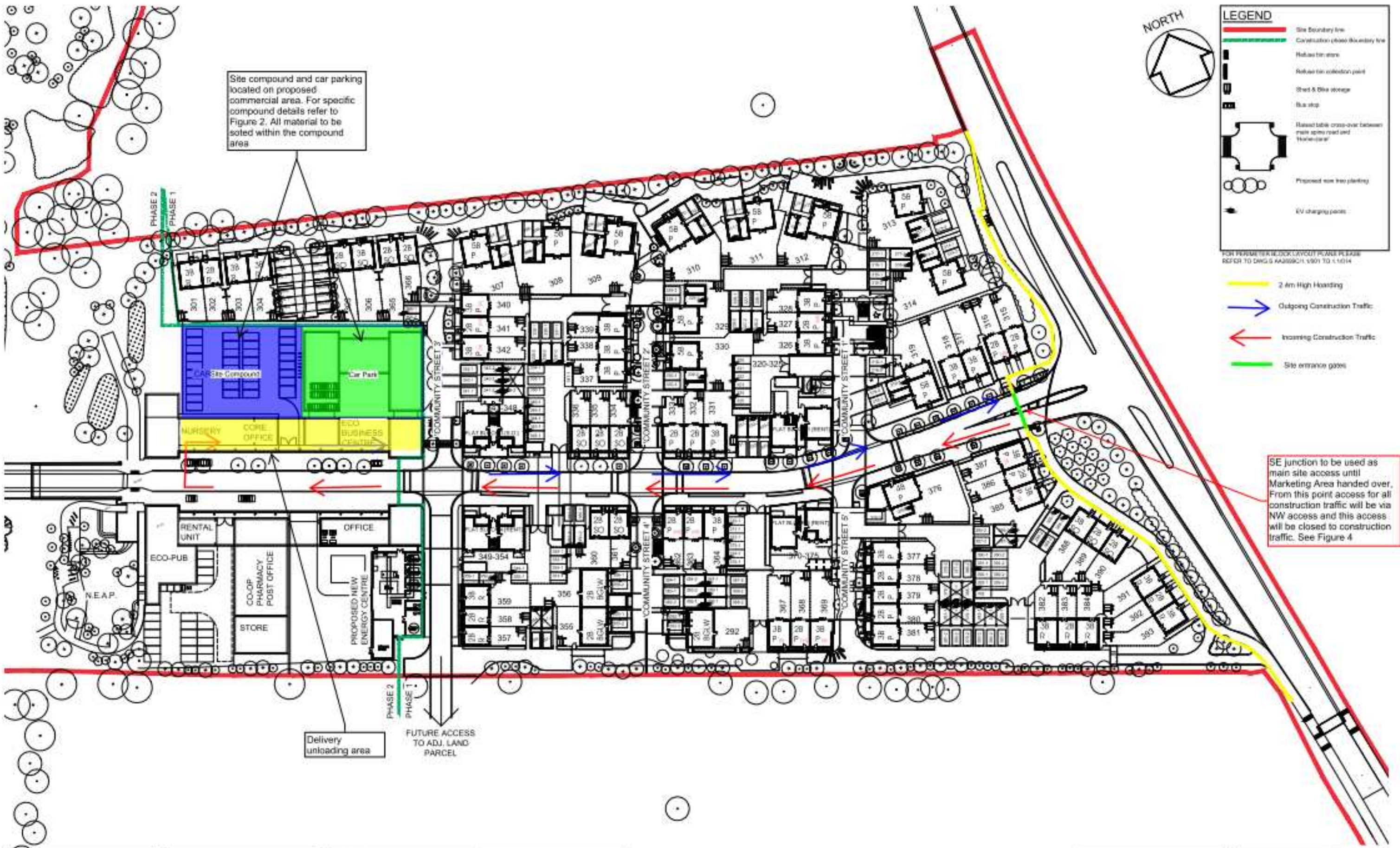
APPENDIX B

Compound / car park Hoarded with 2.4m Solid Hoarding



Bicester Eco Village Phase 1 Site set up

APPENDIX C



Site compound and car parking located on proposed commercial area. For specific compound details refer to Figure 2. All material to be sited within the compound area

LEGEND

- Site Boundary line
- Construction phase boundary line
- Refuse bin store
- Refuse bin collection point
- Sheet & Dba storage
- Bus stop
- Raised table cross-over between main access road and 'water-cour'
- Proposed new tree planting
- EV charging points

FOR PERIMETER BLOCK LAYOUT PLEASE REFER TO DWG 5 AA2699C/1.1/1014

- 2.4m High Hoarding
- Outgoing Construction Traffic
- Incoming Construction Traffic
- Site entrance gates

SE junction to be used as main site access until Marketing Area handed over. From this point access for all construction traffic will be via NW access and this access will be closed to construction traffic. See Figure 4

Delivery unloading area

FUTURE ACCESS TO ADJ. LAND PARCEL

DATE	REV	REVISION/DESCRIPTION
10.01.2011	1	Initial site plan
11.01.2011	2	Revised site plan
12.01.2011	3	Final site plan

BICESTER ECO-TOWN: PHASE 1 INITIAL SITE SETUP

Project of Issue

COMMENT

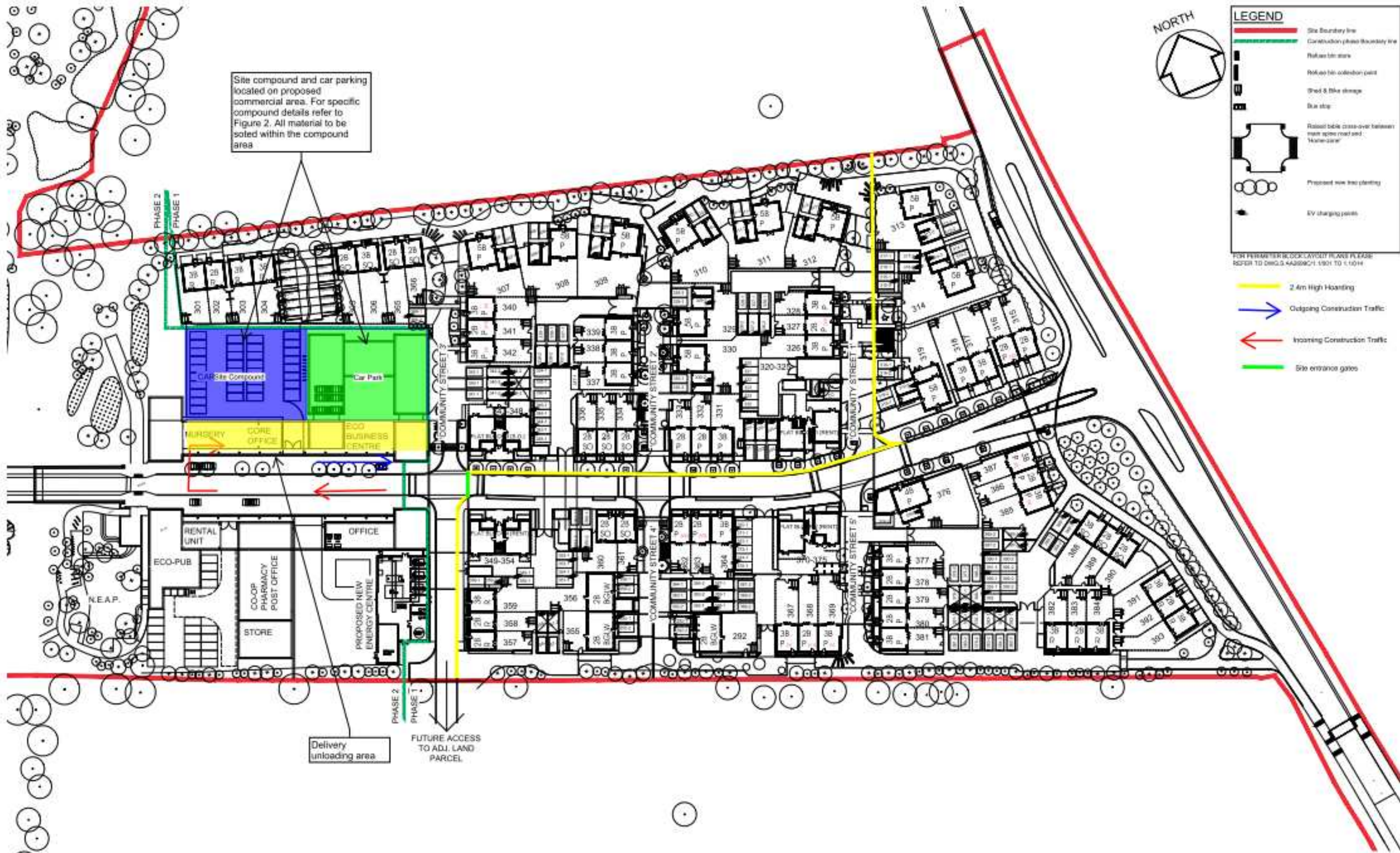
Project: **BICESTER ECO TOWN EXEMPLAR SITE**

Drawing: **PHASE 1**

Drawing ID: **AA2699C/1.1/100**

Scale: **1:100**

Date: **Nov 2011**



Site compound and car parking located on proposed commercial area. For specific compound details refer to Figure 2. All material to be sited within the compound area

LEGEND

- Site Boundary line
- Construction phase Boundary line
- Refuse bin store
- Refuse bin collection point
- Shed & bike storage
- Bus stop
- Raised table cross-over between main spine road and 'Watercourse'
- Proposed new tree planting
- EV charging points

FOR PERIMETER BLOCK LAYOUT PLEASE REFER TO DWG'S AA2699C/1.1001 TO 1.1014

- 2.4m High Hoarding
- Outgoing Construction Traffic
- Incoming Construction Traffic
- Site entrance gates

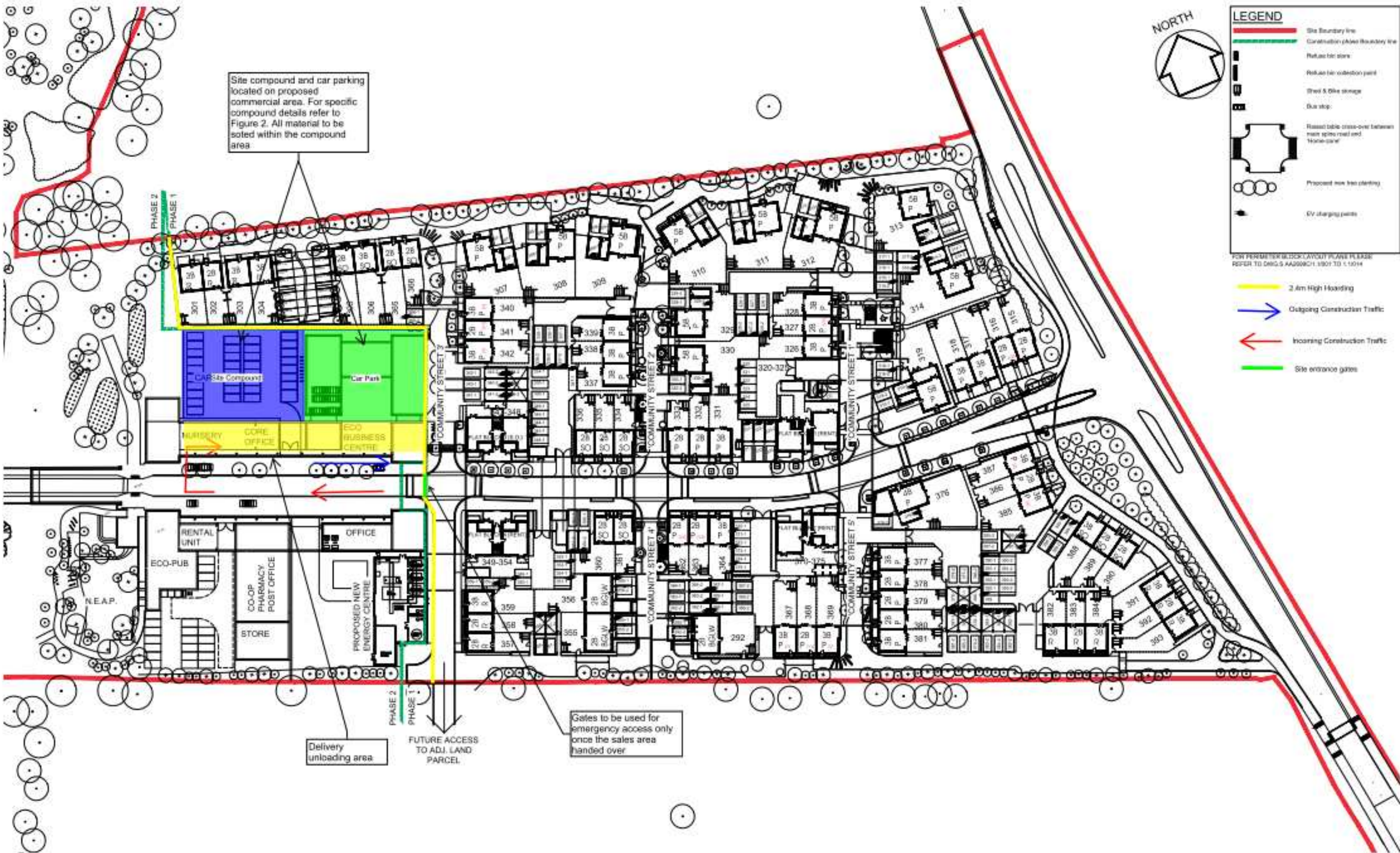
Delivery unloading area

FUTURE ACCESS TO ADJ. LAND PARCEL

NO	DATE	REVISION/REASON FOR CHANGE
001	11/01/2011	ISSUED FOR PERMITTING
002	11/01/2011	REVISION TO PERMITTING
003	11/01/2011	REVISION TO PERMITTING
004	11/01/2011	REVISION TO PERMITTING
005	11/01/2011	REVISION TO PERMITTING

BICESTER ECO-PHASE 1B HANDOVER STAGE

<p>PROJECT</p> <p>BICESTER ECO TOWN EXEMPLAR SITE</p> <p>PHASE 1</p>	<p>Drawing No</p> <p>AA2699C/1.1/100</p> <p>Scale @ 1:500</p> <p>Date Nov 2011</p>
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Notes	<p>The contractor is responsible for checking dimensions, tolerances and setbacks. Any discrepancies to be advised with the architect before commencing with the site.</p> <p>Where access is required for drainage to adjacent watercourse edge work being to be notified.</p> <p>Do not over-heap. Pile up materials or contents to all water.</p>
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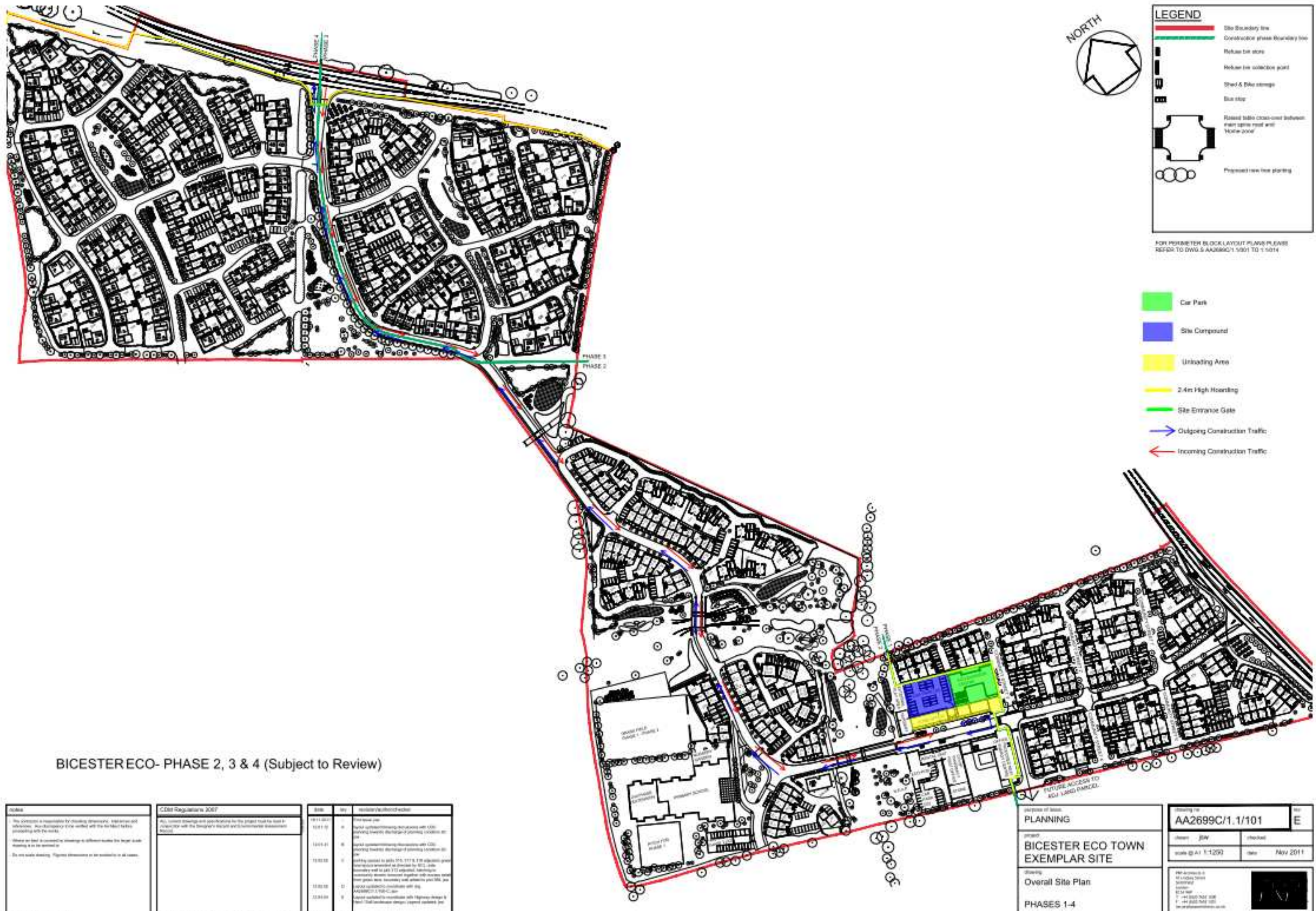
CDM Regulations 2007	<p>All contract drawings prepared in accordance with the project have been prepared with the Designer's signed and dated Declaration of Competence.</p>
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Date	Rev	Revised/Author/Checker	Comments
10/01/2011	1	10/01/2011	10/01/2011
10/01/2011	2	10/01/2011	10/01/2011
10/01/2011	3	10/01/2011	10/01/2011
10/01/2011	4	10/01/2011	10/01/2011
10/01/2011	5	10/01/2011	10/01/2011

BICESTER ECO- PHASE 1C HANDOVER STAGE

purpose of issue	COMMENT
Project	BICESTER ECO TOWN EXEMPLAR SITE
Issued	Site Plan
Phase	PHASE 1

Drawing No.	AA2699C/1.1/100	Rev	H
Drawn By		Checked	
Scale @ A1	1:500	Date	Nov 2011
Author		Project Manager	
Designer		Client	



LEGEND

- Site Boundary line
- Construction phase Boundary line
- Refuse bin store
- Refuse bin collection point
- Shed & Bike storage
- Bus stop
- Raised table cross-over between main apron road and 'Yield' point
- Proposed new tree planting

FOR PERIMETER BLOCK LAYOUT PLANS PLEASE REFER TO DWG.S AA2699C/1.1/01 TO 1.1/04

- Car Park
- Site Compound
- Unloading Area
- 2.4m High Hoarding
- Site Entrance Gate
- Outgoing Construction Traffic
- Incoming Construction Traffic

BICESTER ECO- PHASE 2, 3 & 4 (Subject to Review)

Notes	CDist Regulations 2007	Rev	By	Revision/Justification
The contractor is responsible for checking dimensions, quantities and elevations. Any discrepancy must be notified with the architect before proceeding with the works.	All current drawings and specifications for the project must be used in conjunction with the Engineer's Report and Environmental Assessment Report.	001	...	...
Where an item is omitted the drawing is different unless the legal code relating to it is amended.		002	...	...
Do not scale drawing. Always dimension or refer to notes on all cases.		003	...	...

Version of Issue PLANNING	Drawing No. AA2699C/1.1/101	No. E
Project BICESTER ECO TOWN EXEMPLAR SITE	Author JW	Checked
Drawing Overall Site Plan	Scale @ A1 1:1250	Date Nov 2011
PHASES 1-4	Approved by Planning 11/11/11 11/11/11	

APPENDIX D

Questionnaire Form

Incentives to change travel patterns

Would you be willing to car share? **Yes/No/Do Already**

What would encourage you to car share, if you already car share what would encourage you to car share on a more regular basis? **Please tick two**

- Help finding a suitable car share
- partner
- Preferential parking spaces
- A guaranteed lift home More information on the savings
- I can make
- Nothing

What would encourage you to use public transport, if you already use public transport, what would encourage you to use it more often? **Please tick two**

- More frequent bus services Discounted tickets
- More direct bus services Interest free loan to buy a
- season ticket
- Improved public transport
- information
- Nothing

Do you live on a bus route that can take you directly to work? **Yes/No**

What would encourage you to cycle to work, if you already cycle, what would encourage you to do so on a more regular basis? **Please tick two**

Safer routes from home to work More people to cycle with

- Adequate shower and changing
- facilities
- Interest free loans for cycle
- purchase
- Secure cycle parking Nothing
- Discounts on cycle equipment

15. What would encourage you to walk to work, if you already walk, what would encourage you to do so on a more regular basis? **Please tick two**

- Safer routes from home to work Information on the health
- benefits
- Adequate shower and changing
- facilities
- Safer places to cross the road
- More people to walk with Nothing