



Plot SGR1

Residential Travel Plan

On behalf of **SGR (Bicester 1) Ltd**


Project Ref: 41436/5502 | Rev: V1.4 | Date: October 2018

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1 Introduction

1.1 Overview

- 1.1.1 This Travel Plan (TP) has been prepared by Peter Brett Associates LLP (PBA) on behalf of SGR (Bicester 1) Ltd to support the outline planning application (Application Number: 18/00484/OUT) for the development of up to 75 residential units on Plot SGR1.
- 1.1.2 It has been prepared as an update to the TP (V1.2, March 2018) previously submitted with the outline planning application to address the concerns of Oxfordshire County Council, in their capacity as local highway authority, following its 'Response to Consultation' report dated 2 May 2018 for the development proposals.
- 1.1.3 In its response, Oxfordshire County Council stated that the TP (V1.2, March 2018) submitted with the outline planning application was reviewed against both its own travel planning guidance and the wider guidance for development proposals which form part of the North West Bicester Eco Town scheme and required some further development as a result.
- 1.1.4 This updated TP also considers the outcomes of a meeting between PBA and both Oxfordshire County Council and Cherwell District Council held on Friday 6 July 2018 at Cherwell District Council's offices at Bodicote House to discuss the 'Response to Consultation' report and PBA's next steps and further work required in response to satisfy the requirements of the local highway and planning authorities with regard to transport.
- 1.1.5 Prior to the submission of the outline planning application, a pre-application scoping meeting between PBA and Oxfordshire County Council, was held on Thursday 25 January 2018 to discuss the development proposals from a transport and highways perspective and to scope the transport technical work required to support an outline planning application. Cherwell District Council were also in attendance to provide the planning context for the development proposals and additional support to Oxfordshire County Council.
- 1.1.6 The applicant is committed towards the delivery of this TP which will be secured by way of a planning condition as part of any planning permission and which will be updated prior to occupation of the development. In addition to this, as part of any planning permission granted for the development proposals, the applicant will agree to a S106 contribution towards a Travel Plan Monitoring Fee and will include funds towards the cost of monitoring the Travel Plan for a 5-year period.
- 1.1.7 The Travel Plan demonstrates how the design of the development will encourage sustainable travel choices by future residents and responds to the travel planning requirements of the North West Bicester Supplementary Planning Document.
- 1.1.8 An updated Transport Assessment has also been prepared by PBA (Ref: 41436/5501, October 2018) to support the outline planning application alongside this updated TP. It demonstrates that the development proposal follows the same principles and methodology that has been established for the North West Bicester Masterplan.

1.2 Site Location and Description

- 1.2.1 The site is bound by B4100 Banbury Road to the north-east, a farm with light-industrial and office use tenancies in its outbuildings and arable land to the south-east and emerging residential development associated with the consented Exemplar development scheme (Application Number: 10/01780/hybrid) to the west. It is currently in arable use and extends to approximately 5.1 hectares in size.
- 1.2.2 The location of the site is shown by the red line boundary on the plan included in **Appendix A**.

1.3 North West Bicester Eco Town

- 1.3.1 The application site forms part of the wider North West Bicester Eco Town scheme. The North West Bicester Eco Town is a zero carbon sustainable development which will provide a new community of up to 6,000 homes as well as new employment opportunities and attractive amenities on 390 hectares of land to the north-west of Bicester.
- 1.3.2 The overall Eco Town scheme is guided by the North West Bicester Masterplan which sets out the key principles of the development such as land use distribution and the overall access strategy by all modes of transport. It provides a guide for all future planning applications across the site and establishes a framework against which these planning applications will be judged by the local planning authority.
- 1.3.3 In summary, the Eco Town will provide through the North West Bicester Masterplan:
- Up to 6,000 “true” zero carbon homes;
 - Employment opportunities providing at least 4,600 new jobs;
 - Up to four primary schools and one secondary school;
 - 40% green space, half of which will be public open space;
 - Pedestrian and cycle routes;
 - New links under the railway line and to the existing town;
 - Local centres to serve the new and existing communities; and
 - Integration with existing communities.
- 1.3.4 Phase 1 of the Eco Town scheme, Exemplar (10/01780/hybrid), known as *Elmsbrook*, was given planning permission in July 2012 for 394 residential units on land adjacent to the application site. The development is under construction at the time of writing and it is understood based on the development webpage that it will be complete by the end of 2018.
- 1.3.5 Following the Exemplar development, a further two outline planning applications have been submitted to Cherwell District Council which represent additional phases of the Eco Town scheme. Outline Application 1: Bicester Eco Town Exemplar Site (SGR2 Site) (14/01384/OUT) is for 2,600 units on 155 hectares of land to the north of the railway line while Outline Application 2: Land Adjacent to Bicester Road and South West of Avonbury Business Park (14/01641/OUT) is for 900 units on 51 hectares of land to the south of the railway line. Both of these outline planning application have a resolution to grant subject to the agreement of S.106 contributions.
- 1.3.6 Outline Application 1 & Outline Application 2, combined with the proposals for the re-alignment of the A4095 Strategic Link Road (14/01968/F) through the Eco Town and the Exemplar development scheme under construction, provide the supporting transport infrastructure and associated mitigation measures that will help underpin the delivery of the wider North West Bicester Masterplan and Supplementary Planning Document.

1.4 Development Proposals

- 1.4.1 The proposal is to provide up to 75 residential units with a single point of vehicular access along Charlotte Avenue, which is under construction at the time of writing, and provides for footpath / cycle connections to the adjacent development areas. The development proposal makes provision for extensive open space including informal native planting and allotments where an informal parking area is provided for these users and St Laurence's Church parishioners, accessible via the existing Home Farm access from B4100 Banbury Road.
- 1.4.2 The indicative masterplan for the development is included in **Appendix B**.

1.5 Objective of the Travel Plan

- 1.5.1 The overall objective of this TP is to demonstrate how the design of the development will encourage sustainable travel choices by future residents. It recognises that the development sits within an overall framework and should not be considered in isolation.
- 1.5.2 To achieve this objective, the TP will:
- Provide an overview of the existing travel choices available to potential residents at the application site;
 - Outline the measures to be implemented at the site as part of the development and the targets that will be set to assess the success of the measures; and
 - Describe how the measures will be managed across the monitoring period.

1.6 Structure of the Report

- 1.6.1 The structure of the TP is as follows:
- **Chapter 2:** reviews national and local policy and guidance documents relevant to the application site as well as the North West Bicester Eco Town scheme as a whole;
 - **Chapter 3:** defines the context of the application site and describes the existing opportunities to access the site by sustainable modes of transport;
 - **Chapter 4:** describes the development proposals and outlines the sustainable transport access strategy for the development;
 - **Chapter 5:** outlines the objectives of this TP and provides a statement of the targets to monitor the success of the TP;
 - **Chapter 6:** outlines the management of the TP;
 - **Chapter 7:** outlines the measures to be implemented at the application site;
 - **Chapter 8:** provides an overview of how the TP will be monitored and updated and the timescales for it; and
 - **Chapter 9:** outlines the toolkit of the measures to be implemented at the application site, as well as the timescale and responsibility for them.

2 Policy Context

2.1 Overview

2.1.1 This chapter of the TP reviews the following national and local policy and guidance documents relevant to the application site as well as transport and movement as a whole across the North West Bicester Eco Town scheme.

- National Planning Policy Framework
- National Planning Practice Guidance
- Planning Policy Statement: Eco Towns – A Supplement to Planning Policy Statement 1
- Oxfordshire Local Transport Plan 4 (LTP4)
- Cherwell Local Plan 2011-2031 – Part 1
- North West Bicester Supplementary Planning Document

2.2 National Policy and Guidance

National Planning Policy Framework (July 2018)

2.2.1 The National Planning Policy Framework (NPPF) sets out the economic, environmental and social planning policies for England and articulates the vision of sustainable development. It recognises the importance that transport has in enabling development while also contributing towards wider sustainable and health objectives.

2.2.2 The NPPF sets out a commitment to ensure that the planning system does everything it can to support sustainable economic growth. A positive planning system is essential because, without growth, a sustainable future cannot be achieved. The planning system must operate to encourage growth and not act as an impediment; therefore, significant weight should be placed on the need to support economic growth through the planning system.

2.2.3 Within this over-arching role which the planning system should play towards supporting economic growth, the NPPF sets out at paragraph 102(c) that transport issues should be considered from the earliest stages of development proposals so that *“opportunities to promote walking, cycling and public transport use are identified and pursued.”*

2.2.4 The NPPF continues at paragraph 106 that:

“Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport. In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.”

2.2.5 It also identifies in paragraph 108 that, in assessing specific applications for development, it should be ensured that:

“a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users; and

c) 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.”

2.2.6 In paragraph 109, the NPPF states:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”

2.2.7 In paragraph 110, the NPPF states:

“Within this context, applications for development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”

2.2.8 Finally, with regards to transport and highways, in paragraph 111, the NPPF states:

“All developments that will generate significant amounts of movement should be required to provide a Travel Plan, and the application should be supported by a Transport Statement or Transport Assessment so that the likely impacts of the proposal can be assessed.”

2.2.9 The NPPF recognises that a key tool to facilitate this will be through a Travel Plan such that all developments which generate significant amounts of movements should be required to provide a Travel Plan.

National Planning Practice Guidance (March 2014; and subsequent updates)

2.2.10 Planning Practice Guidance (PPG)¹ provides links to the NPPF and identifies the following with regards to Travel Plans: ‘Travel Plans can play an effective role in taking forward those mitigation measures which relate to on-going occupation and operation of the development. (Paragraph: 005, Reference ID: 42-005-20140306)’

¹ First published as an online document in March 2014, this is a live document which is updated periodically. Any relevant updates since publication are also considered here.

2.2.11 Travel Plans are important as they:

- Promote and encourage sustainable travel;
- Create ‘accessible, connected, inclusive communities’;
- Reduce the impact of trip generation;
- Reduce the impact on the environment through reducing carbon emissions;
- Improve quality of life, health and road safety; and
- Reduce ‘the need for new development to increase existing road capacity or provide new roads’.

2.2.12 With regard to Travel Plans, PPG states that ‘The primary purpose of a Travel Plan is to identify opportunities for the effective promotion and delivery of sustainable transport initiatives e.g. walking, cycling, public transport and tele-commuting, in connection with both proposed and existing developments and through this to thereby reduce the demand for travel by less sustainable modes (Paragraph: 005, Reference ID: 42-005-20140306)’. 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) (Paragraph: 003, Reference ID: 42-003-20140306)’.

2.2.13 Travel Plans should evaluate and consider:

- Benchmark travel data including trip generation databases;
- Information concerning the nature of the proposed development and the forecast level of trips by all modes of transport likely to be associated with the development;
- Relevant information about existing travel habits in the surrounding area;
- Proposals to reduce the need for travel to and from the site via all modes of transport; and
- Provision of improved public transport services.

Planning Policy Statement: Eco Towns

2.2.14 Planning Policy Statements (PPS) set out the national policies on different aspects of spatial planning in England before all, inclusive of the PPS on Eco Towns, were superseded by the NPPF in 2012.

2.2.15 The PPS on Eco Towns supplements PPS1 which outlines the overarching planning policies on the delivery of sustainable development through the planning system. It sets out the objectives for sustainable development in the form of large-scale development providing more homes while responding to the impact of climate change as well as a wide range of standards for the delivery of zero carbon development, homes, transport, jobs and other components of an Eco Town.

2.2.16 The objectives for planning set out in the PPS1 supplement were:

- *To promote sustainable development by ensuring that eco-towns achieve sustainability standards significantly above equivalent levels of development in existing towns and cities by setting out a range of challenging and stretching minimum standards for their development, in particular by:*

- *providing a good quantity of green space of the highest quality in close proximity to the natural environment*
 - *offering opportunities for space within and around the dwellings*
 - *promoting healthy and sustainable environments through ‘Active Design’2 principles and healthy living choices*
 - *enabling opportunities for infrastructure that make best use of technologies in energy generation and conservation in ways that are not always practical or economic in other developments*
 - *delivering a locally appropriate mix of housing type and tenure to meet the needs of all income groups and household size, and*
 - *taking advantage of significant economies of scale and increases in land value to deliver new technology and infrastructure such as for transport, energy and community facilities.*
- *To reduce the carbon footprint of development by ensuring that households and individuals in eco-towns are able to reduce their carbon footprint to a low level and achieve a more sustainable way of living.*

2.2.17 The PPS1 supplement states that Eco Towns should develop unique characteristics by responding to the opportunities and challenges of their location and community aspirations and that all Eco Town proposals should meet the standards as set out in the PPS1 supplement or any standards in the development plan which are of a higher standard. The document identifies at Appendix A that the North West Bicester site allocation will be required to meet the Eco Town standards.

2.2.18 Policy ET11 – Transport in the PPS1 supplement identifies the standards for transport in an Eco Town. It states that *“travel in eco-towns should support people’s desire for mobility whilst achieving the goal of low carbon living. The town should be designed so that access to it and through it gives priority to options such as walking, cycling, public transport and other sustainable options, thereby reducing resident’s reliance on private cars, including techniques such as filtered permeability. To achieve this, homes should be within ten minutes’ walk of (a) frequent public transport and (b) neighbouring services. The provision of services within the eco-town may be co-located to reduce the need for individuals to travel by private car and encourage the efficient use of the sustainable transport options available.”*

2.2.19 PPS1 states that Travel Plans are required to be included with any planning application with respect to Eco Town development and should demonstrate:

- *How the town’s design will enable at least 50% of trips originating in eco-towns to be made by non-car means, with the potential for this to increase over time to at least 60%;*
- *Good design principles, drawing from Manual for Streets, Building for Life, and community Travel Planning principles;*
- *How transport choice messages, infrastructure and services will be provided from “day one” of residential occupation; and*
- *How the carbon impact of transport in the eco-town will be monitored, as part of embedding a long-term low-carbon approach to travel within plans for community governance.*

2.2.20 PPS1 also states that where an Eco Town is close to an existing higher order settlement, in this case Bicester, planning applications should also demonstrate:

- *Options for ensuring that key connections around the eco-town do not become congested as a result of the development, for example by extending some aspects of the Travel Plan beyond the immediate boundaries of the town; and*
- *Significantly more ambitious targets for modal share than the 50% (increasing to 60% over time) for the use of sustainable transport.*

2.2.21 Eco Towns should also be “*designed in a way that supports children walking or cycling to school safely and easily. There should be a maximum walking distance of 800m from homes to the nearest school for children aged under 11.*”

2.3 Local Policy and Guidance

Oxfordshire Local Transport Plan 4 2015-2031 (Updated 2016)

2.3.1 The Oxfordshire Local Transport Plan (LTP4) ‘*Connecting Oxfordshire*’ includes objectives and policies for improving transport in Oxfordshire to 2031. These objectives and policies look at, in addition to other issues, minimising the need to travel and encouraging active travel.

2.3.2 The focus of the LTP4 is to attract and support economic investment and growth, deliver transport infrastructure, tackle congestion and improve quality of life. In *Connecting Oxfordshire Volume 1*, it also sets out policy priorities for parts of Oxfordshire less affected by the Knowledge Spine; therefore, it provides a basis for securing transport improvements to support development across the whole of Oxfordshire.

2.3.3 LTP4 has been developed with 3 over-arching transport goals in mind:

- **Goal 1** – To support jobs and housing growth and economic vitality;
- **Goal 2** – To reduce emissions, enhance air quality and support the transition to a low carbon economy
- **Goal 3** – To protect and enhance Oxfordshire’s environment and improve quality of life

2.3.4 To achieve these transport goals, 10 objectives for transport have been developed:

Objectives Against Goal 1

- 1) ***“maintain and improve transport connections to support economic growth and vitality across the county;***
- 2) ***make most effective use of all available transport capacity through innovative management of the network;***
- 3) ***increase journey time reliability and minimise end-to-end public transport journey times on main routes;***
- 4) ***develop a high quality, innovative and resilient integrated transport system that is attractive to customers and generates inward investment;***

Objectives Against Goal 2

- 5) ***minimise the need to travel;***
- 6) ***reduce the proportion of journeys made by private car by making the use of public transport, walking and cycling more attractive;***

- 7) ***influence the location and layout of development to maximise the use and value of existing and planned sustainable transport investment;***
- 8) ***reduce per capita carbon emissions from transport in Oxfordshire in line with UK government targets;***

Objectives Against Goal 3

- 9) ***mitigate and wherever possible enhance the impacts of transport on the local built, historic and natural environment; and***
- 10) ***improve public health and wellbeing by increasing levels of walking and cycling, reducing transport emissions, reducing casualties, and enabling inclusive access to jobs, education, training and services.”***

2.3.5 A number of policies in the LTP4 are important to Eco Town development:

- Policy 03 – Oxfordshire County Council will support measures and innovation that make more efficient use of transport network capacity by reducing 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;
- Policy 19 – Oxfordshire County Council will encourage the use of travel associated with healthy and active lifestyles;
- Policy 20 – Oxfordshire County Council will carry out targeted safety improvements on walking and cycling routes to school, to encourage active travel and reduce pressure on school bus transport;
- Policy 22 – Oxfordshire County Council will promote the use of low or zero emission transport, including electric vehicles and associated infrastructure where appropriate; and
- Policy 23 – Oxfordshire County Council will work to reduce the emissions footprint of transport assets and operation where economically viable, taking into account energy consumption and the use of recycled materials.

2.3.6 *Connecting Oxfordshire Volume 8 Part ii* outlines the strategies for particular local areas within Oxfordshire. The Bicester Area Strategy outlines 4 key aims for Bicester with respect to the county:

- ***BIC1 – Improve access and connections between key employment and residential sites and the strategic transport system by:***
 - *Continuing to work with Highways England to improve connectivity to the strategic highway;*
 - *Investigating a new motorway junction as part of the Garden Town work;*
 - *Reviewing key county road links out of Bicester, including those that cross the county boundary;*
 - *Investigating options for infrastructure improvements and bus priority;*
 - *Delivering effective peripheral routes around the town;*
 - *Investigating solutions to East-West Rail Phase 2 challenges; and*

- *Supporting the proposals to secure a potential freight interchange at Graven Hill and working with the district and developers to achieve this.*
- ***BIC2 – We will work to reduce the proportion of journeys made by private car through implementing the Sustainable Transport Strategy by:***
 - *Significantly improving public transport connectivity with key areas of economic growth within Oxfordshire, through access to high-quality, high frequency services on the core network between Bicester, Oxford, Banbury, Witney and Science Vale, operating on a ‘turn up and go’ basis throughout the day; integrated connections between local bus services and services on the core network; and flexible, cashless payment, with the ability to switch between modes of travel without penalty or the need to make separate payments.*
 - *Where possible we will encourage and support bus operators’ proposals to develop innovative bus services and alternative routes, especially more direct and express services; for example, a strategic bus link between south-east of Bicester and Oxford Eastern Arc.*
 - *Improving Bicester’s bus services along key routes and providing improved public transport infrastructure considering requirements for and integrating strategic development sites. Working with Bicester Town Council we will also enhance passenger information at strategic locations. The aim is to connect residential areas and transport hubs with existing and future employment centres including, but not limited to:*
 - *Graven Hill;*
 - *North West Bicester;*
 - *Launton Road Industrial Estate;*
 - *Bicester Business Park;*
 - *South-East Bicester;*
 - *North-East Bicester;*
 - *Town centre; and*
 - *Bicester Village.*
 - *Bus connectivity improvements may be required at anticipated pinch points within the town as future developments come forward. This will include connections between North West Bicester and the town centre and consider the need for bus lanes along the A41 to connect with the Park and Ride scheme.*
 - *This will be supported using funding from development to enhance the quality and frequency of existing services, with the aim of services reaching full commercial viability;*
 - *Enhancing pedestrian, cycle and public transport links to the Bicester Village Station, Bicester North Station and key employment sites.*
 - *Securing green links will be considered between proposed development sites on the outskirts of town and existing Public Rights of Way, providing a series of leisure / health walks. We will also pursue opportunities to join a number of missing links in the Public Rights of Way network through working with developers;*
 - *Implementing Bicester town centre highway modifications. In combination with improvements to peripheral routes, highway restrictions in Bicester Town Centre will be considered on through routes in order to reduce through traffic in the town centre;*

- *The Bicester Sustainable Transport Strategy has identified a number of new sections of urban pedestrian and cycle routes to better connect residential developments with the town centre and key employment destinations; and*
 - *Progressing a Wayfinding Project for Bicester with the aim of improving signage across the town.*
 - ***BIC3 – We will increase people’s awareness of the travel choices available in Bicester, which should improve public health and wellbeing, by:***
 - *Undertaking travel promotions and marketing measures;*
 - *Developing a coordinated parking strategy in partnership with Cherwell District Council;*
 - *Discourage undesirable routeing of traffic by developing a signage strategy;*
 - *Providing coordinated information and advance notice of construction closures and traffic related issues; and*
 - *Providing new approaches to transport through the North-West Bicester development site, including a heavy emphasis on sustainable modes and travel choice advice, as well as early provision of bus services and cycle routes. This may unlock opportunities for wider travel choice options.*
 - ***BIC4 – To mitigate the cumulative impact of development within Bicester and to implement the measures identified in the Bicester Area Transport Strategy we will:***
 - *Secure strategic transport infrastructure contributions from all new development;*
 - *Secure sustainable transport measures through all major new development. For large new or expanded housing development sites, the following principles for cycle provision apply:*
 - a. *Developers must demonstrate through masterplanning how their site has been planned to make cycling convenient and safe for cyclists travelling to, from, within and through the site*
 - b. *Site road network and junctions must be constructed with cycling in mind, including providing space for cycling on main / spine roads through the provision of, as a minimum, advisory cycle lane*
 - c. *We will ask developers to fund cyclability audits, so that the local user view is incorporated into new cycle facilities; and*
 - *Secure strategic public transport contributions for new or improved public transport services as well as bus stop infrastructure to support sustainable development.*
- 2.3.7 The wider North West Bicester site is indicated on the indicative map of transport infrastructure and proposed growth in Bicester as ‘Local Plan Mixed Use Areas Comprising Residential and Employment’ in the context of the Eco Town. A proposed secondary school and the Western Peripheral Corridor transport scheme (*realigning the A4095 Howes Lane, including a new tunnel under the railway*) are also indicated on the map within the wider site area.

Cherwell Local Plan 2011-2031 (Updated December 2016)

- 2.3.8 The Cherwell Local Plan 2011-2031 Part 1 sets out how Cherwell will grow and change in the period up to 2031. It identifies the long term spatial vision for Cherwell and includes policies to help deliver that vision.
- 2.3.9 It demonstrates the importance of the North West Bicester Eco Town to Cherwell as a whole through Policy Bicester 1. It states that *“an Eco Town development of 6,000 homes will be developed on land identified at North West Bicester in accordance with the standards set out in the former Eco Towns PPS.”* The policies map as well as the inset map for Policy Bicester 1: North West Bicester Eco Town both identify the location and the area of the Eco Town scheme and development proposals.
- 2.3.10 Any development proposals as part of the Eco Town scheme should ensure the below.
- *A zero-carbon development as defined in the Eco Towns PPS and Eco Bicester One Shared Vision.*
 - *Delivery of a high quality local environment.*
 - *Climate Change Adaptation: Eco Town standards are met on water, flooding, green infrastructure and biodiversity.*
 - *Homes that achieve at least Level 5 of the Code for Sustainable Homes.*
 - *Employment: at least 3,000 jobs within the plan period (approximately 1,000 jobs on B use class land on the site within the plan period). An economic strategy will be required and there should be local sourcing of labour, including providing apprenticeships during construction.*
 - *Transport: at least 50% of trips originating from the development to be made by means other than the car.*
 - *Promotion of healthy lifestyles.*
 - *Provision of local services and facilities.*
 - *Green Infrastructure and Biodiversity: 40% of the total gross site area will be provided as green space of which at least half will be public open space.*
 - *Sustainable management of waste.*
- 2.3.11 Policy Bicester 1 also states that *“a masterplan for the North West Bicester site will be required to demonstrate how proposals will achieve the standards set out in the Eco Towns PPS and Eco Bicester One Shared Vision. Development will be considered on the basis of a masterplan for the whole development area, to ensure that development takes place in an integrated, coordinated and planned way, whilst recognising that phasing of development within the overall masterplan strategy will be required. It will integrate with and complement the function and urban form of Bicester and reinforce the role of Bicester town centre as the primary retail and service centre.”* Policy Bicester 1 ensures that the Eco Town scheme will be designed as an exemplar which incorporates best practice and provide a showcase for sustainable living.
- 2.3.12 Policy Bicester 1: North West Bicester Eco Town
- *Development Area: 390 hectares*

- *Development Description: A new zero carbon mixed use development including 6,000 homes will be developed on land identified at North West Bicester.*
- *Planning permission will only be granted for development at North West Bicester in accordance with a comprehensive masterplan for the whole area to be approved by the Council as part of a North West Bicester Supplementary Planning Document.*

2.3.13 The council will expect the Masterplan and applications for planning permission to meet the following requirements which relate to transport and movement:

- *Proposals should enable residents to easily reduce their carbon footprint to a low level and live low carbon lifestyles;*
- *Layout of development that enables a high degree of integration and connectivity between new and existing communities;*
- *A layout that maximises the potential for walkable neighbourhoods;*
- *New footpaths and cycleways should be provided that link with existing networks, the wider urban area and community facilities with a legible hierarchy of routes to encourage sustainable modes of travel;*
- *A layout which makes provision for and prioritises non-car modes and encourages a modal shift from car use to other forms of travel;*
- *Infrastructure to support sustainable modes of transport will be required including enhancement of footpath and cycle path connectivity with the town centre, employment and rail stations.*
- *Measures to ensure the integration of the development with the remainder of the town including measures to address movement across Howes Lane and Lords Lane;*
- *Good accessibility to public transport services should be provided for, including the provision of a bus route through the site with buses stopping at the railway stations and at new bus stops on the site;*
- *Contributions to improvements to the surrounding road networks, including mitigation measures for the local and strategic highway network, consistent with the requirement of the Eco-Towns PPS to reduce reliance on the private car, and to achieve a high level of accessibility to public transport services, improvements to facilities for pedestrians and cyclists and the provision and implementation of a Travel Plan to maximise connectivity with existing development;*
- *Provision of a Transport Assessment;*
- *Measures to prevent vehicular traffic adversely affecting surrounding communities; and*
- *Significant green infrastructure provision, including new footpaths and cycleways, enhancing green modal accessibility beyond the site to the town centre and Bicester Village Railway Station, and adjoining developments.*
- *Public open space to form a well-connected network of green areas suitable for formal and informal recreation.*

2.3.14 All proposals for development across the Eco Town site will be required to meet the Eco Town development standards set out in Policy Bicester 1: North West Bicester Eco Town and make a degree of contribution towards transport mitigation measures.

North West Bicester Supplementary Planning Document (2016)

- 2.3.15 The North West Bicester Supplementary Planning Document (SPD) expands upon Policy Bicester 1 of the adopted Cherwell Local Plan 2011-2031 Part 1. The SPD provides further detail to Policy Bicester 1 and a means of implementing the strategic allocation at North West Bicester.
- 2.3.16 The SPD sets out the minimum standards to be achieved by proposed development across the Eco Town. It is encouraged that developers exceed these standards where possible and will be expected to apply new higher standards that arise during the life of the document and reflect up to date best practice and design principles.
- 2.3.17 The key elements of the SPD are:
- The masterplan;
 - Development and design principles aimed at delivering a high quality scheme;
 - Requirements for addressing sustainable design;
 - Requirements relating to the scheme's delivery and implementation; and
 - Requirements which should be met at the detailed planning application stage and beyond to ensure adequate and consistent approaches to quality and delivery.
- 2.3.18 It is recognised that the SPD supports the implementation of Policy Bicester 1 of the Cherwell Local Plan 2011-2031 Part 1 and will be a material consideration in determining planning applications on the North West Bicester site.
- 2.3.19 The SPD will ensure that the vision for the Eco Town will be successfully delivered; it has taken key elements from the North West Bicester masterplan and vision documents. The masterplan illustrates the key components of the development strategy for the site and includes the landscape framework that underpins the masterplanning providing connectivity and structure to the site.
- 2.3.20 The SPD sets a number of development principles and requirements for the Eco Town.
- 2.3.21 Development Principle 6 – Transport, Movement & Access states that walking and cycling will be encouraged and supported to be the first choice of transport in new developments and that a higher priority should be given to pedestrian and cycle movement. It also states that development proposals must show an understanding of existing routes and provide a considered response that enhances existing access and connections and seeks to improve / remove barriers to movement on and off-site.
- 2.3.22 Development Requirement 6 – Transport, Movement & Access states that the following key considerations for movement should be addressed in planning applications:
- Reducing car dependency;
 - Prioritising walking and cycling;
 - Generating activity and connectivity;
 - Highway and transport improvements; and
 - Bus priority and links and infrastructure including RTI.

2.3.23 The SPD states that planning applications are required to illustrate the permeability of the site.

2.3.24 A key consideration of the SPD is that all planning applications for development in the Eco Town should include a Travel Plan which demonstrates how the design of the development will enable at least 50% of all trips from the development to be made by non-car modes of travel with a potential increase to 60% by 2020. The Travel Plan should also demonstrate a commitment for 40% of all trips to be made by active modes of travel (walking and cycling) and 10% of all trips to be made by bus / public transport. The SPD also states that all planning applications need to be supported by a Transport Assessment which addresses the guidance in the SPD.

Additional Local Design Guidance Used to Inform the Proposals

2.3.25 The following local design guidance has also been considered in the preparation of this TP and the design of the masterplan:

- Oxfordshire County Council “Residential Road Design Guide” (2015)
- Oxfordshire County Council “Parking Standards for New Residential Developments” (2011)
- Oxfordshire County Council “Oxfordshire Walking Design Standards” (2017)
- Oxfordshire County Council “Oxfordshire Cycling Design Standards” (2017)

2.4 Summary

2.4.1 This TP demonstrates that the development proposal strives to take into account the objectives of the above national and local policy and guidance documents for transport and movement across the North West Bicester Eco Town scheme and encourages travel by sustainable modes of transport.

3 Site Context and Access Opportunities

3.1 Overview

3.1.1 This chapter of the TP sets out the context of the application site with regards to its access opportunities. It provides an overview of the infrastructure proposed for the wider Eco Town scheme through the North West Bicester Masterplan and describes how the infrastructure provided and further proposed as part of the Exemplar development scheme will provide the opportunity to access Plot SGR1 by sustainable modes of transport.

3.1.2 The chapter has been prepared through reference to a range of data sources including:

- Review of the North West Bicester Masterplan and Supplementary Planning Document;
- Desktop review of a range of publicly available information sources; and
- Observations made by PBA during a single site visit undertaken in January 2018.

3.2 Site Location and Description

3.2.1 Plot SGR1 is bound by B4100 Banbury Road to the north-east, a farm with light-industrial and office use tenancies in its outbuildings and arable land to the south-east and emerging residential development associated with the consented Exemplar development scheme (10/01780/hybrid) to the west.

3.2.2 It is currently in arable use and extends to approximately 5.1 hectares in size. The location of the site is shown by the red line boundary on the plan included in **Appendix A** and the indicative masterplan is included in **Appendix B**.

3.3 North West Bicester Masterplan Strategic Access Objectives

3.3.1 The existing context of Plot SGR1 is being shaped by the delivery of the wider Eco Town development proposals and accordingly the delivery of this wider scheme is directly informative to the future access and movement provision at the application site. The broader North West Bicester Masterplan and Access and Movement Framework proposals are illustrated in plans included in **Appendix C**.

3.3.2 Plot SGR1 is located in the northern half of the Eco Town scheme. The North West Bicester Masterplan sets out the following with respect to transport development principles across the Eco Town:

“The overall design is centred around four urban and four rural areas interconnected through green ‘lanes’ which include both direct and leisure routes, so everyone can get from home to work, and play, in no time at all.

There will be plenty of opportunities to reduce travel by car and minimise CO₂ emissions, because every home will be within 400 metres of a bus stop and within an easy ten-minute walk of local shops and primary schools. With so many beautiful and spacious green lanes, it will be easy for everyone to cycle to work in and around NW Bicester. And for those who travel a little further, there will also be improved cycle and bus routes into Bicester that can connect into improved rail connections to Oxford and beyond. Real time travel information in every home will make use of public transport more accessible.

The network of rural footpaths and cycleways and a series of bus only road links will mean public transport is more rapid and frequent; enabling people to make sustainable travel choices. With a car club and network of charging points for electric vehicles, for those that do still require cars for longer journeys, we will inspire the use of hybrid or electric vehicles”.

- 3.3.3 The North West Bicester Masterplan sets out the following strategic access objectives for the wider site:
- *Ensure future access and connectivity works with the surrounding area and the new proposed development;*
 - *Ensure there are good connections within the development between all facilities;*
 - *Ensure the development is well connected to the rest of Bicester;*
 - *Enable a frequent and high-quality bus service to be provided;*
 - *Give priority to strong walking, cycling and bus connections; and*
 - *Minimise traffic going through existing communities.*
- 3.3.4 The North West Bicester Masterplan outlines that walking and cycling routes through the Eco Town will be of a high-quality with all-weather surfacing, well-lit and easily maintained. Where possible, these will be segregated from the carriageways and cyclists and pedestrians will also be segregated to avoid conflicts. Safety will be ensured by providing routes of appropriate widths and with numerous crossing points.
- 3.3.5 It is proposed that walking and cycling routes across the Eco Town will be split into two distinct categories: ‘Direct Routes’ will act as commuting routes to enable direct and fast access to key local employment areas, schools, local centres and hubs; while ‘Leisure Routes’ will be introduced which will consist of longer meandering paths which will be more rural in nature.
- 3.3.6 The North West Bicester Masterplan states that bus routes through the Eco Town will be designed to take residents in the most direct route possible to key destinations in Bicester including local centres, employment sites and public transport interchanges. A bus service is to be provided with frequent and direct links to the town centre and local facilities to encourage bus travel over car use.
- 3.3.7 The Eco Town will have two bus routes: Bus Route 1 will serve the southern half of the Eco Town while Bus Route 2 will serve the northern half where the application site is located. Both routes will loop within the side of the Eco Town that they serve and then travel along Bucknell Road towards the town centre.
- 3.3.8 There are plans for a form of bus priority on Bucknell Road included in the North West Bicester Masterplan, as well as improvements to bus priority in the town centre. This will give advantage to buses on routes with heavy traffic flow therefore improving journey times and making bus travel a more attractive option.

3.4 Sustainable Access Opportunities

- 3.4.1 The opportunities to access the application site by sustainable modes of transport are intrinsically linked to the Exemplar development scheme and the wider infrastructure proposed through the North West Bicester Masterplan. *Elmsbrook* is under construction at the time of writing and while some of the phases of the development are complete, the remaining phases are expected to be complete in advance of the application site; therefore, this section makes reference to existing provision at the time of writing and proposed delivery underway as part of the *Elmsbrook* proposals, when considering access opportunities for Plot SGR1. This section should be read in conjunction with **Figures 3.1 & 3.2**.

Figure 3.1: Sustainable Access Opportunities (Local to Plot SGR1 Site)

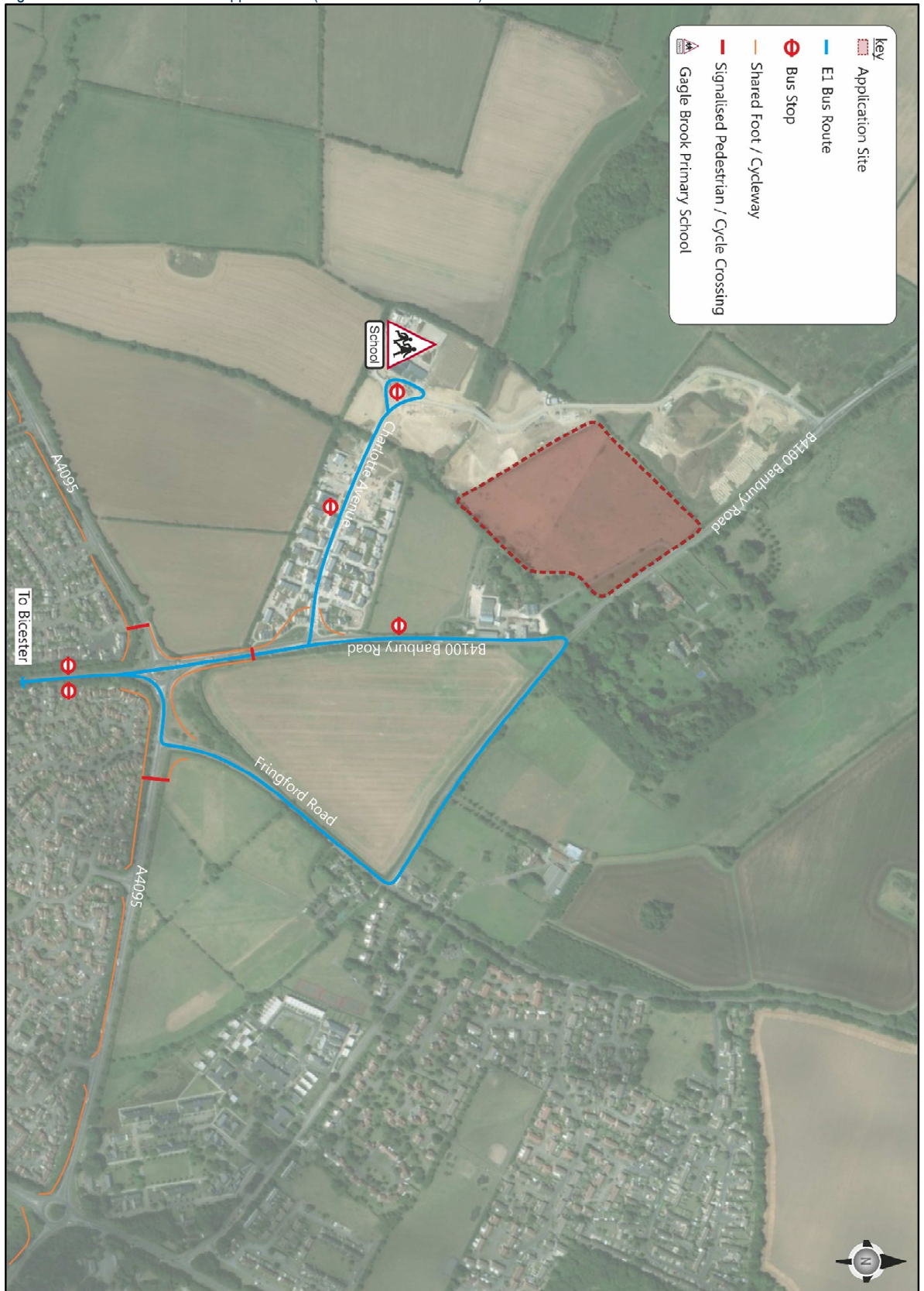
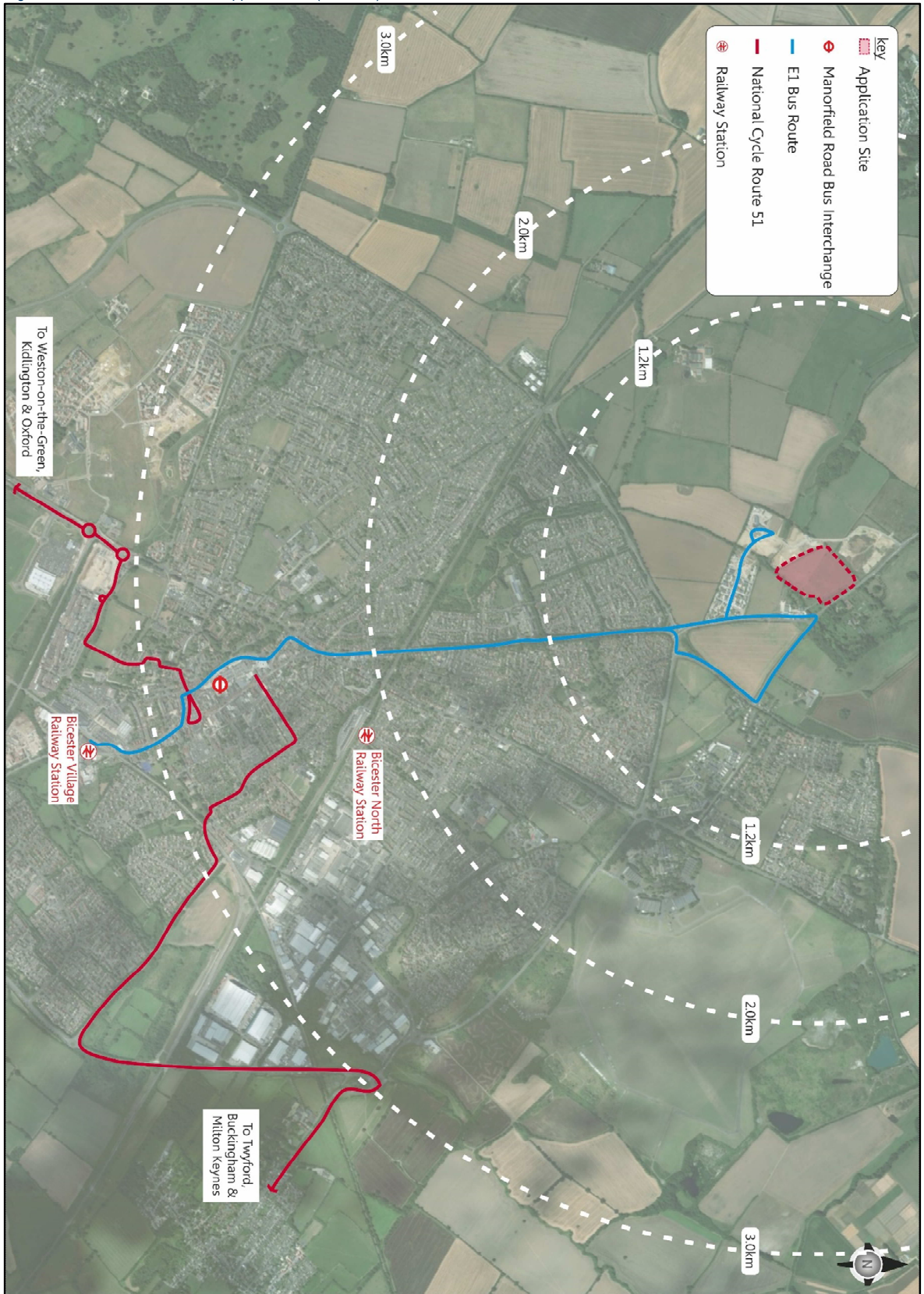


Figure 3.2: Sustainable Access Opportunities (Bicester)



Walking / Cycling

- 3.4.2 In terms of access on foot and by cycle to the application site through *Elmsbrook*, this will be achievable along Charlotte Avenue. At the time of writing, the southern section is accessible while the northern section along the frontage of the application site is under construction. Where Charlotte Avenue has been built, a footway with a minimum width of 2.0m is provided on either side of the carriageway with uncontrolled pedestrian crossing points provided with dropped kerbs and tactile paving located at regular intervals.
- 3.4.3 It is proposed, as part of the North West Bicester Masterplan, that Charlotte Avenue is designated a 'direct' walking and cycling route and as such, will act as fast commuter route through *Elmsbrook* when complete.
- 3.4.4 A new education facility (Gagle Brook Primary School) is proposed at *Elmsbrook* as part of the adjacent development scheme. It is located along Charlotte Avenue within a 5-minute walking distance of the application site and will be open by the time the proposed development at Plot SGR1 is built.
- 3.4.5 External to the Eco Town scheme, a shared footway / cycleway is provided alongside the northbound carriageway of B4100 Banbury Road which provides direct access on foot and by cycle into *Elmsbrook* in the south-eastern corner of the scheme and to the existing footway alongside the southern section of Charlotte Avenue.
- 3.4.6 A signalised crossing is provided on B4100 Banbury Road to the south of *Elmsbrook* to enable pedestrians and cyclists to cross the carriageway and head eastwards onto another shared footway / cycleway alongside the A4095 which is separated from the carriageway by a grass verge. The shared footway / cycleway continues south into Bicester town centre where further pedestrian and cyclist connections are provided towards the existing residential areas to the south.
- 3.4.7 Engagement with the wider client project team has confirmed that parishioners of St Laurence's Church, located off B4100 Banbury Road immediately south of an existing priority T-junction access arrangement to Home Farm, currently make informal use of the access road to Home Farm as an informal parking area and then cross the B4100 Banbury Road on foot to access St Laurence's Church. Some concern has been raised by the existing community given the lack of formal footway and / or pedestrian crossing facility at this location.
- 3.4.8 From a strategic access perspective, National Cycle Network Route 51 passes through Bicester town centre and runs towards Bletchley, Milton Keynes and Bedford to the north-east and Weston-on-the-Green, Kidlington and Oxford to the south-west. A number of local routes within Bicester connect to Route 51 including those on B4100 Banbury Road and the A4095.

Bus Services

- 3.4.9 In terms of access by public transport to the application site, a number of bus stops are already provided along Charlotte Avenue as part of the *Elmsbrook* development. These bus stops are provided with seating and a shelter to protect waiting passengers from inclement weather as well as Real Time Information which indicates the status of the bus service. They are also provided with cycle parking which demonstrates the inclusive sustainable access strategy of the Eco Town scheme.
- 3.4.10 The nearest active bus stop to the application site is located approximately 300m to the south on Charlotte Avenue; however, observations as part of the PBA site visit indicate that, while not active at the time of writing, a bus stop is located less than 200m from the site access.

- 3.4.11 The design and function of Charlotte Avenue incorporates bus priority by way of a bus-gate immediately north of the access to the application site. At this point the carriageway narrows to 4.0m limiting 2-way flow to buses only.
- 3.4.12 The E1 bus service calls at the bus stops along Charlotte Avenue and provides a service from *Elmsbrook* to Bicester Village Station via Caversfield and Bicester town centre which takes approximately 15 minutes. It is operated by Grayline Coaches and forms part of Bus Route 2 proposed as part of the North West Bicester Masterplan.
- 3.4.13 The bus interchange within Bicester town centre itself where the E1 bus service calls is provided along Manorsfield Road. A total of 8 bus stands are provided where 10 bus services call. The bus services available from the Manorsfield Road bus interchange are shown in **Table 3.1**.

Table 3.1: Bus Services Available from Manorsfield Road

Operator	Service No.	Route	Daytime Frequency (mins)		
			Mon-Fri	Sat	Sun
OurBus Bartons	8	Middle Barton – Steeple Aston – Lower Heyford – King’s End – Bicester	2 per day (Fri only)	N/A	N/A
Stagecoach	X5	Cambridge – Bedford – Milton Keynes – Buckingham – Bicester – Oxford	30	30	30
	S5	Arcott – Bicester – Oxford Parkway – John Radcliffe Hospital – Oxford	15	15	30
	26	Kingsmere Centre – Bicester	30	30	N/A
Thames Travel	25A	Oxford – Summertown – Bletchington – Upper Heyford – Bicester	60	60	N/A
Grayline Coaches	21	Chesterton – Bicester – King’s End – Highfield	30	30	N/A
	E1	Elmsbrook – Bicester	30	30	N/A
Langston & Tasker	18	Buckingham – Padbury – Steeple Claydon – Twyford – Bicester	120	N/A	N/A

- 3.4.14 As can be seen from **Table 3.1**, bus services are provided from Bicester town centre to the majority of the surrounding areas. Included is the X5, which is an inter-city express service provided by Stagecoach, that provides connections from Bicester to the major towns and cities on the Cambridge to Oxford corridor.

Rail Services

- 3.4.15 Bicester is served by two mainline railway stations: Bicester North (2.15km from the application site) and Bicester Village (3.35km from the application site), both of which are managed by Chiltern Railways.

Bicester North

- 3.4.16 Bicester North is located on the Chiltern mainline between London Marylebone and Birmingham Snow Hill. The facilities at this station include storage provided for up to 65 cycles as well as parking bays which include EV charging points.
- 3.4.17 Although Bicester North is not accessible by a direct bus service from the application site, it is located within a 10-minute cycle and is therefore accessible by a sustainable mode of travel. The route from the application site to Bicester North is flat and includes a shared footway / cycleway provided along B4100 Banbury Road towards the town centre. A section of the route adjacent to the railway bridge is also segregated from vehicular traffic to enhance the pleasantness of the journey.
- 3.4.18 **Table 3.2** outlines the rail journey times to selected destinations from Bicester North Station.

Table 3.2: Rail Journey Times from Bicester North Station

Destination	Average Journey Time
London Marylebone	56 minutes
Beaconsfield	35 minutes
High Wycombe	28 minutes
Kings Sutton	10 minutes
Banbury	18 minutes
Leamington Spa	32 minutes
Warwick	36 minutes
Birmingham Moor Street	64 minutes
Birmingham Snow Hill	72 minutes

Bicester Village

- 3.4.19 Bicester Village is located to the south of Bicester adjacent to the Bicester Village outdoor shopping mall and is located on the Chiltern mainline between Oxford and London Marylebone. It is accessible from the application site with the E1 bus service as well as within a 15-minute cycle and is therefore accessible by a sustainable mode of travel.
- 3.4.20 The cycle route from the application site to Bicester Village is flat and includes a shared footway / cycleway provided along B4100 Banbury Road towards the town centre. A section of the route adjacent to the railway bridge is also segregated from vehicular traffic to enhance the pleasantness of the journey.
- 3.4.21 **Table 3.3** outlines the rail journey times to selected destinations from Bicester Village Station.

Table 3.3: Rail Journey Times from Bicester Village Station

Destination	Average Journey Time
Oxford	20 minutes
Oxford Parkway	9 minutes
Islip	6 minutes
Haddenham & Thame Parkway	12 minutes
High Wycombe	24 minutes
London Marylebone	48 minutes

- 3.4.22 As can be seen from **Table 3.3**, the regular services throughout the day ensure a good range of destinations are readily accessible from Bicester North and Bicester Village rail stations. The employment, recreational and shopping opportunities within Oxford are available within a 30-minute rail journey from Bicester. There is a service approximately every 15 minutes to Banbury, Birmingham and London from Bicester North station.

3.5 Highway Network

Charlotte Avenue

- 3.5.1 Charlotte Avenue is a proposed 6.0m-wide internal access road through the Exemplar development scheme. From PBA observations, it is evident that while the southern section of Charlotte Avenue is accessible for vehicular traffic, the northern section along the frontage of the application site is currently under construction.
- 3.5.2 Where Charlotte Avenue is complete, access onto B4100 Banbury Road is provided to the south-east by means of a priority T-junction. It is subject to a speed limit of 20mph with a gateway feature provided at the access to encourage drivers to observe this speed limit. It also incorporates conventional traffic calming features to ensure that the route does not dominate the area with vehicular traffic and become an obstruction to movement by other travel modes. It includes local narrowing of the carriageway in places to a minimum width of 3.5m along with raised table junctions to slow vehicular traffic down.
- 3.5.3 As part of the North West Bicester Masterplan, it is proposed that when built, a 4.0m-wide bus only link will be provided along the northern section to prioritise bus movement and limit through flow traffic. In addition to this, its T-junction with B4100 Banbury Road will be upgraded to a signalised junction.

B4100 Banbury Road

- 3.5.4 B4100 Banbury Road runs adjacent to the application site to the east in the local context between the A43 to the north and its junction with the A4095 to the south where it continues towards its convergence with Buckingham Road and Field Street via a roundabout junction in the centre of Bicester.
- 3.5.5 The northern section of B4100 Banbury Road to the north of the roundabout junction with the A4095 is predominately rural in nature and is subject to a speed limit of 40mph until just to the south of its junction with Bainton Road where the national speed limit applies. There is an existing access to Home Farm off B4100 Banbury Road by way of a priority T-junction located to the north of St Laurence's Church.
- 3.5.6 The southern section is more urban in nature with the presence of footways and traffic calming features. This section of B4100 Banbury Road is subject to a speed limit of 40mph then 30mph towards the town centre.

A4095 Howes Lane / A4095 Lords Lane

- 3.5.7 A4095 is a single lane carriageway that runs to the north-west and north of Bicester as a town centre by-pass route between B4030 Middleton Stoney Road and its convergence with the A4421 and Buckingham Road via a roundabout junction.
- 3.5.8 The section of the A4095 to the south of the railway line known as Howes Lane is rural in nature and is subject to a speed limit between 40mph and 50mph with predominantly no street lighting and no footways or adjacent path. The section to the north of the railway line is subject to a speed limit of 50mph with street lighting provided.

3.6 Summary

- 3.6.1 The chapter has been prepared through reference to a range of data sources and describes the existing conditions local to Plot SGR1 in the context of the delivery of the wider North West Bicester Masterplan including the adjoining *Elmsbrook* development. This review has confirmed that the application site will be accessible on foot and by cycle as well as by local bus services enabling connections to a range of local facilities and amenities.

4 Development Proposals & Access Strategy

4.1 Development Proposal

- 4.1.1 The proposal is to provide up to 75 residential units with a single point of vehicular access along Charlotte Avenue which is to be built out as part of the Exemplar development, as well as a footpath / cycle route through the site adjacent to the residential units. The development will also include open space with informal native planting and allotments with an informal parking area provided for these users and Parishioners of St Laurence's Church which will be accessible via the existing Home Farm access from B4100 Banbury Road.
- 4.1.2 The indicative masterplan for the development is included in **Appendix B**.
- 4.1.3 In terms of the housing mix of the development, the proposals are submitted in outline and therefore it is not fixed at this stage. The accompanying Design and Access Statement sets a range for the housing mix, for which future Reserved Matters applications will need to comply with, as stated below.
- 1 bedroom: 0-5%
 - 2 bedrooms: 15-25%
 - 3 bedrooms: 40-50%
 - 4 bedrooms: 20-30%
- 4.1.4 The development will seek to provide a policy compliant level of affordable housing provision of 30%, which equates to 23 units. The detailed mix, type and location of these affordable units will be determined through future Reserved Matters applications. The development will accommodate approximately 180 future residents.

Cycle Parking

- 4.1.5 It is proposed that cycle parking will be provided for each residential unit as part of the development in accordance with the standards as set out in the adopted Cherwell Local Plan 2011-2031 document which states 1 space for each 1-bedroom unit and 2 spaces for each unit with 2 or more bedrooms. It is proposed that visitor cycle parking provision will also be provided in accordance with these local standards, with 1 cycle stand provided for every 2 units.

Vehicular Parking

- 4.1.6 Oxfordshire's Residential Road Design Guide (2003; amended in 2015, Appendix 6) states that one allocated car parking space per dwelling will be acceptable at the North West Bicester Eco Town. This may be on plot or off plot where off plot provision may be grouped in a parking court provided the courts are small, close by, secure and conveniently accessed. Additional unallocated off plot car parking may also be provided up to a maximum of one space per dwelling.
- 4.1.7 The provision and layout of car parking across the Plot SGR1 site will be made in accordance with the standards and policy set out by Cherwell District Council and Oxfordshire County Council at the Reserved Matters stage. The development proposals would look to achieve a provision of between one and two spaces per dwelling, plus additional unallocated parking space. The provision and layout of car parking is to be resolved as part of future Reserved Matters applications.
- 4.1.8 The following principles will govern parking provision:

- Parking to be provided as close to each property as possible, and is safe and easy to use;
- Parking is generally expected to be provided in a combination of on plot, off plot and on street spaces;
- Adopting a flexible approach to parking design and provision, focusing on optimum design and layout to meet the needs of residents, pedestrians and cyclists; and
- Reducing the visibility of the car in the street scene through careful design, robust boundary treatments, and unobtrusive garaging and use of car ports.

4.1.9 It is also proposed that space is to be provided in the northern corner of the application site, adjacent to the allotment area, for an informal parking area with space provided for up to 32 cars for use by Parishioners and users of the allotments. This proposal has been discussed with local stakeholders and improves the existing parking arrangements for this important local community facility.

4.2 Access Strategy

4.2.1 The access strategy for the proposed development builds upon the aspirations of the North West Bicester Masterplan and Supplementary Planning Document. A vehicular access is provided along Charlotte Avenue while the development also encourages travel by sustainable modes of transport both within the Eco Town and external towards Bicester town centre.

Walk / Cycle Access

4.2.2 It is proposed pedestrian and cycle access into the site will be taken from the adjacent *Elmsbrook* development. A 2.0m wide footway will be provided on both sides of the primary access road to enable access on foot from Charlotte Avenue while potential future pedestrian / cycle connections are proposed along the south-western frontage of the site to enhance the permeability of the scheme and the sustainable travel aspirations of the wider North West Bicester Masterplan.

4.2.3 In addition to these potential future pedestrian / cycle connections, a footpath / cycle route is proposed through the site adjacent to the residential units; this will connect as directly as possible to the adjacent network to enable access on foot and by cycle from residential areas to the north and south-west.

4.2.4 It is proposed that the detailed design of these potential future pedestrian / cycle connections along the south-western frontage of the site and footpath / cycle route through the site will be established at the Reserved Matters stage; however, their proposed locations are shown on an updated Access & Movement Parameter Plan as shown in **Appendix B** to ensure they are secured in principle.

4.2.5 As part of the development proposals and in response to continuing discussions with Oxfordshire County Council, the applicant has undertaken an assessment of pedestrian crossing options across B4100 Banbury Road to enable a future pedestrian link to be provided through Plot SGR1 towards St Laurence's Church. The assessment considers two types of uncontrolled pedestrian crossing (an informal crossing and a crossing with an island) and a signalised pedestrian crossing.

4.2.6 A Technical Note with supporting technical drawings to consider these crossing options and associated design constraints has been prepared by PBA under separate cover and has been issued to the Roads Agreements Team at Oxfordshire County Council to assess the suitable crossing option in the location proposed.

- 4.2.7 As part of any planning permission granted for the development proposals, the applicant will agree to S106 contributions to fund off-site pedestrian and cycle infrastructure improvements identified by Oxfordshire County Council. These S106 contributions are consistent with local transport policy and strategy objectives and delivery of other local development sites and will include funds towards:
- The provision of a route alongside the railway line towards Bicester town centre;
 - Improvements on Banbury Road which link the new pedestrian / cycle route alongside the railway line to Bicester town centre; and
 - The provision of Public Right of Way links from the wider Eco Town scheme north of the railway line towards Bucknell and to the public footpath leading to B4100 Banbury Road.
- 4.2.8 This strategy will provide strong pedestrian and cycle links from the development to the wider Eco Town and surrounding areas and supports the wider walking and cycling access strategy of the North West Bicester Masterplan.

Public Transport Access

- 4.2.9 The location of the residential units proposed as part of the development will be well within a 400m walking distance of the E1 bus route which runs along Charlotte Avenue through the adjacent Exemplar development scheme and into Bicester town centre.
- 4.2.10 As part of any planning permission granted for the development proposals, the applicant will agree to a S106 contribution to fund off-site public transport improvements as identified by Oxfordshire County Council to support delivery of the North West Bicester Access & Travel Strategy. This S106 contribution will include funds towards the provision of a bus service from Bicester town centre to serve development sites north of the railway line.
- 4.2.11 As part of any planning permission, the applicant will also agree to participate in a North West Bicester bus forum to plan future bus services as part of the wider public transport strategy of the North West Bicester Masterplan.
- 4.2.12 This approach is consistent with local transport policy and strategy objectives and delivery of other local development sites and will provide strong public transport links from the Plot SGR1 development to the wider Eco Town and surrounding areas. It therefore supports the wider public transport access strategy of the North West Bicester Masterplan.

Vehicular Access

- 4.2.13 It is proposed vehicular access to the development site will be provided along Charlotte Avenue using an existing T-junction arrangement built out as part of the Exemplar development scheme (10/01780/hybrid).
- 4.2.14 The design of the new internal access road will include provision of a 5.5m carriageway and minimum 2.0m footway on either side of the carriageway, in accordance with local design standards. The internal street network will be designed in accordance with local guidance although remain subject to detailed design at the Reserved Matters stage, with further details set out within the Design and Access Statement.
- 4.2.15 The development will also include open space with informal native planting and allotments with an informal parking area provided for these users and Parishioners of St Laurence's Church which will be accessible via the access road which serves Home Farm. The full details of this access arrangement will be secured by way of a planning condition as agreed with Oxfordshire County Council.

5 Travel Plan Objectives and Targets

5.1 Travel Plan Objectives

5.1.1 The overarching aim for developments across the Eco Town is as follows: *“Reduce the need or desire to travel through integrated design and provide sustainable travel choice options that have less reliance on private cars and seek to relieve congestion.”*

5.1.2 This overarching aim has been used to develop specific objectives for this TP:

- To create a high-quality environment for people to live in;
- To reduce the need to travel by providing the facilities people need to “work-from-home”;
- To promote the use of sustainable modes of travel, such as walking, cycling and public transport, and to provide information on such modes;
- To reduce the travel related carbon impact of the development by reducing the number of single occupancy vehicle trips made by residents and to reduce the impact of traffic from the development on the wider area;
- To provide a safe environment for those travelling by active modes, such as walking and cycling; and
- To provide the capability for ongoing management and development of the Travel Plan, as well as the measures outlined in **Chapter 7**.

5.2 Travel Plan Targets

5.2.1 Setting appropriate targets is an essential element of the TP to achieve the overarching aim of the Eco Town. The targets in this TP are ‘SMART’: Specific, Measurable, Achievable, Realistic and Time-bound.

5.2.2 This TP aims to address all trips made to and from the development by residents, regardless of the purpose. The targets outlined throughout this subsection are to be the overarching targets for the development; however, it is envisaged that these targets will be developed as part of the final version of this TP and reviewed periodically throughout the life of the TP, as outlined in **Chapter 8**. All targets set in this TP have been formed from the policies set out in the North West Bicester SPD.

5.2.3 The North West Bicester SPD states in paragraph 4.119: *“Planning applications should include Travel Plans which demonstrate how the design will enable at least 50% of trips originating in the development to be made by non-car means with the potential to increase to 60% by 2020”*. With respect to this document, the TP will commit to the target below.

Target 1: 50% of all trips originating from the development will be made by non-car modes of transport following occupation

5.2.4 The updated Transport Assessment (V1.4) prepared by PBA (Ref: 41436/5501, October 2018) under separate cover, outlines that the baseline mode split for the Plot SGR1 development proposals would be 76% of work / employment and trips for other journey purposes, as well as 22% of education trips, will be made by a car mode (driver or passenger).

5.2.5 By considering the travel planning measures to be provided as part of this TP, the target to achieve 50% of all trips being made by non-car modes is considered to be an ambitious, but not unrealistic, target that will be achievable.

- 5.2.6 The targets are set with the definition of occupation being when 75% of the residential units are occupied. This target would be updated in a future version of the Travel Plan to a more ambitious target to reflect the need to increase the mode share of non-car modes to 60%.
- 5.2.7 The North West Bicester SPD states in paragraph 4.117: “The targets suggest an overall increase in walking trips from 22% at present to 30% for North West Bicester; increasing cycling trips from 4% to 10% and bus trips from 5% to 10%”. This has been used to form the following additional targets.

Target 2: 40% of trips originating from the development will be made by active modes (walking and cycling) by one year following occupation

Target 3: 10% of trips originating from the development will be made by bus by one year following occupation.

- 5.2.8 The target level of containment for all trips from the development within the Eco Town and Bicester has been set at the same levels set out within paragraph 4.115 of the North West Bicester SPD.

Target 4: 60% of trips originating from the development will be made to within Bicester, of which 35% will be to within North West Bicester, by one year following occupation

- 5.2.9 All targets set out in this subsection are time-bound to a year after occupation, which is considered to be an acceptable timeframe to assess how well the measures of the TP as set out in **Chapter 7** of this document are working, and whether they need developing to further promote sustainable travel choices.

6 Travel Plan Management

6.1 Overview

6.1.1 This section of the TP outlines the details of appointing a Travel Plan Coordinator (TPC) and responsibilities of this role. The TPC will be responsible for keeping the TP up-to-date and adapting the travel planning measures based on the initial travel behaviour of the residents.

6.2 Travel Plan Co-Ordinator

6.2.1 The appointment or nomination of a TPC is central to the successful implementation and management of the TP. The TPC will act as the promoter of the components of the TP to secure its implementation, as well as being the key point of contact for residents.

6.2.2 The key tasks of the TPC would be:

- To manage the implementation of the TP and its measures;
- To act as a central point of contact for all residents;
- To manage and monitor the TP, as outlined in **Chapter 8**;
- To raise awareness of sustainable travel options available to residents and to promote schemes encouraging sustainable travel; and
- To prepare the Annual Monitoring Report, as outlined in **Chapter 8**.

6.2.3 The developer will appoint and brief the TPC at the appropriate time, as well as give them a most recent copy of the Travel Plan for the site.

6.3 Coordination Across Wider Site

6.3.1 Through management of this TP, TPCs of the other sites in the Eco Town should work in coordination with each other, in the form of an Action Group. This group could also involve residents at the application site who want to get involved with the management of the TP.

7 Travel Plan Measures

7.1 Overview

- 7.1.1 A series of measures will be implemented at the development site to help achieve the targets set in **Chapter 5** of this document. These have been split into two categories: limiting the need to travel, which will work towards achieving Target 4, and promoting sustainable travel, which will work towards achieving Targets 1, 2 & 3.

7.2 Limit the Need to Travel

Containment of Land Uses

- 7.2.1 An effective means of limiting the need to travel is to mix housing areas in with areas of employment, education, retail and community uses so that travel is not required, or greatly reduced.
- 7.2.2 The development site itself contains just residential and recreational land uses; however, as a part of the wider North West Bicester Masterplan, it will be mixed in within employment, educational and retail areas. A primary school is included within the adjacent Exemplar development scheme, along with community and local retail facilities. These are all within easy walking distance from any of the residential developments at the application site and require no travelling outside of the wider Eco Town.

Working from Home

- 7.2.3 Working from home provides an alternative to commuting and reduces the need to travel from the site, particularly at peak times. Employers are becoming more open to the idea of working from home and so the site will be prepared with the provision of high level broadband.

7.3 Promotion of Sustainable Travel

Branding and Marketing

- 7.3.1 This TP is to be branded in the same way other Travel Plans are across the Eco Town: through the '*North West Bicester – Thinking About Tomorrow*' logo and philosophy. This will take place at the time when the TP is made available to residents at the application site. The branding is an important aspect of the overall ethos of North West Bicester and will help raise awareness of the TP and the sustainable travel options available.
- 7.3.2 Other marketing techniques will be employed for this TP, to help promote the document and the sustainable travel initiatives to residents and improve communication channels between the Travel Plan Coordinator (TPC) and residents.
- 7.3.3 The following marketing techniques will be implemented:
- In Home Information System and the North West Bicester Website – providing links to sustainable travel resources such as journey planners and public transport timetables;
 - Link to the Oxfordshire Lift Scheme website (oxfordshire.liftshare.com);
 - Travel information and advice available from the TPC, by phone or by email; and
 - Marketing events tying into local and national promotions, such as Bike Week.

- 7.3.4 All homes will be provided with a real-time travel information system, which is expected to be the primary source of information for sustainable travel. The tablet system will be able to inform residents when the next bus is due from their closest stop and the availability of electric car club cars and will include maps with safe walking and cycling routes to destinations within Bicester. All new residents will also be provided with, either in electronic or paper format, a travel information pack when they move into their new dwelling. This will provide information on the sustainable travel options available to them at the development.
- 7.3.5 In addition to all the above, the following communication sources will be explored for the future:
- Newsletters for residents;
 - Focus groups or other formal or informal local or educational events run by the TPC;
 - Branded merchandise; and
 - Press releases on local radio or in the local press.

Travel Awareness

- 7.3.6 In conjunction with the Oxfordshire County Council Travel Plan team, travel awareness initiatives will be promoted to residents. These are short term schemes, such as *Bike Week*, *Walk to School Week* and *Liftshare Week*, which aim to change people's travel behaviour for the long term by opening them to the other, more sustainable options for travelling. The TPC would be responsible for promoting these initiatives, and these could be promoted in conjunction with other neighbouring sites across the Eco Town.

Personalised Travel Planning

- 7.3.7 Each new household at the development is proposed to be offered a Personalised Travel Plan on moving in. It will involve a questionnaire that will identify each residents' main travel needs. This will then be used to produce a personalised information pack showing local public transport information as well as walking and cycling routes to destinations important to them. Discounts will also be made available, as well as a range of incentives to encourage the use of public transport, walking, cycling and electric vehicles.

Promoting Walking and Cycling

- 7.3.8 Promoting active modes of travel (walking and cycling) is an effective way of mitigating the levels of traffic within the Eco Town. Not only are they sustainable modes of travel, it is also good for the health and wellbeing of residents. Both health and wellbeing will be an important part of the ethos of the site and is set out in the North West Bicester SPD. The SPD states: '*The built and natural environments are an important component in improving the health and wellbeing of people. Well-designed development and good urban planning can also contribute to promoting healthier and more active living and reduce health inequalities. Healthy lifestyles are a key component of the development principles and proposals will need to address this issue.*'
- 7.3.9 As shown in **Chapter 4** of this document, the proposed walking and cycling access strategy for the development will provide strong pedestrian and cycle links from the development to the wider Eco Town and surrounding areas.
- 7.3.10 The following initiatives are to be put forward to promote cycling across the wider Eco Town:
- Quality cycle paths, cycle storage at homes and cycle parking facilities at bus stops;
 - A strong cycling identity incorporated into the Eco Town;

- Public art at key locations featuring bicycle themes;
- A menu of incentives for all new residents to choose from (this could include free bikes, free folding bikes, free bike servicing, free hi-vis waterproofs, free bike lights or free bike locks);
- Promotion of electric bikes through link up with local bike shop offering supply and maintenance;
- Best practice in cycle promotion through cycle to work schemes, cycle to school schemes, Bikeability programme, taking advantage of all the best practice learnt by Sustrans and the Cycling Demo Towns;
- Hold an annual Bicester Bike Day that will promote the use of cycling within Bicester; and
- Have a close tie with bike interest groups across Oxfordshire, such as Cyclox, the Broken Spoke Bike Co-op and Wheels for Wellbeing, to allow the sharing of events in both Bicester and Oxford.

7.3.11 These will all be marketed by local press and national magazine articles, and the onsite sales office within the wider site including information and staff knowledgeable in cycling.

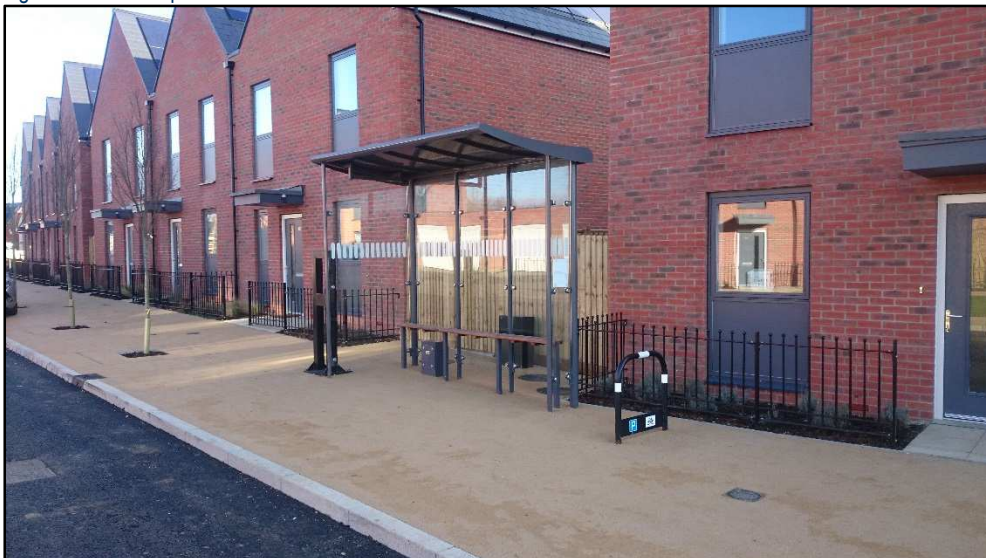
7.3.12 The adjacent Exemplar scheme has already provided a lot of the infrastructure required to promote walking and cycling from the development site, such as wide footways, traffic calming measures on Charlotte Avenue and cycle parking at all community facilities, including the primary school. It will be a case of promoting active travel to residents at the application site.

Promoting Public Transport

7.3.13 The E1 bus route runs through Elmsbrook along Charlotte Avenue. This route currently acts as a form of shuttle bus service between the Eco Town and Bicester town centre.

7.3.14 As part of the North West Bicester Masterplan, buses will be given priority throughout the wider Eco Town which will promote the use of the bus as an attractable travel option. The bus stops throughout Elmsbrook as shown in **Figure 7.1** are provided with seating and a shelter to protect waiting passengers from inclement weather as well as Real Time Information which indicates the status of the bus service. They are also provided with cycle parking.

Figure 7.1: Bus Stop Infrastructure in Elmsbrook



7.3.15 The bus services will also provide a connection to both Bicester railway stations, providing access further afield than Bicester by public transport.

7.3.16 The following incentives will be provided to residents to promote public transport as part of the North West Bicester Masterplan:

- Real Time Information available within each household;
- Bus services will be very frequent;
- Train service frequency to be increased; and
- Direct cycle and walking links to both railway stations, as well as connection between the application site and the stations by bus.

Car Club / Car Sharing

7.3.17 A car club involves the provision of a single car to be used by several people as and when they need it. This means that one car will be parked in the development at one time, rather than several. An electric car club is in use for residents of Elmsbrook and residents of the proposed development could make use of. The car club space is located off Charlotte Avenue, in convenient walking distance for residents at the application site. The car club space is shown in **Figure 7.2**.

Figure 7.2: Car Club Space at Elmsbrook



7.3.18 A car club is an effective way of reducing car ownership, and could be a useful mitigation measure when it comes to managing parking levels in the development if it is introduced. Electric cars will be used for the car club to achieve the sustainable objectives set for the development. They will generate better air quality within the development and can now be charged in 15 minutes. This makes them ideal for car clubs across the Eco Town. Charging points are provided at the car club parking space and, if necessary, throughout the development.

7.3.19 As well as car sharing, the TPC will promote car sharing to residents commuting from the application site. Oxfordshire Liftshare, and other car sharing websites, will be used by the TPC to help encourage car sharing by residents making similar trips.

7.3.20 These techniques, although promoting sustainable travel, do not help shift the mode share towards Target 1 of this TP (for 50% of trips originating from the development to be made by non-car means); therefore, car clubs and car sharing will be promoted amongst those who would otherwise travel by single occupancy vehicle.

8 Travel Plan Monitoring & Review

8.1 Overview

8.1.1 The success of this TP will depend on the staged monitoring and review of targets set and measures implemented. Travel Plans are living documents that need to be regularly updated. The management of the TP will involve a continuous process of monitoring, reviewing and adjusting the measures in the document to reflect changing circumstances. The cyclical approach for this is shown in **Figure 8.1**.



Figure 8.1: Travel Plan Management Regime

8.2 Monitoring Timeframe

8.2.1 It is suggested that TP monitoring could commence following occupation of the 56th unit of the development – this would equate to 75% of the units being occupied. Monitoring will then continue every year for 5 years following full occupation of the site. Annual monitoring will include assessing the mode share against the targeted mode share of 50% by non-car means.

8.3 Monitoring Mechanisms

8.3.1 Monitoring will take place at the development by way of an annual Resident Travel Survey, a copy of which is included in **Appendix D**. An Annual Monitoring Report will be submitted once per year to the Travel Plan team at Oxfordshire County Council by the TPC. It will include data collected in the following areas:

- Results of the annual Resident Travel Survey;
- On-going measurement of walking and cycling in and out of the development and cycle trips made to local bus stops;
- On-going measurement of the traffic entering and leaving the site;
- On-going measurement of the public transport utilisation; and
- Monitoring of total trips generated, mode share and emissions of cars owned on the site on a bi-annual basis through household travel diaries.

8.3.2 This data will be used to analyse the success of the measures within the TP at achieving the targets.

8.3.3 The Annual Monitoring Report will also include the following:

- Details of progress made since the previous year;
- Analysis of the data collected, as well as any additional data collected, such as cycle parking use; and
- An outline of any remedial actions required for the forthcoming year, based on achievement of meeting targets.

8.4 Remedial Actions

8.4.1 Should the TP be found to not be meeting targets, measures will need to be updated and improved to reflect a better mode share.

9 Travel Plan Action Plan

9.1.1 **Table 9.1** provides an Action Plan for the measures to be implemented at the development with responsibilities and indicative timescales.

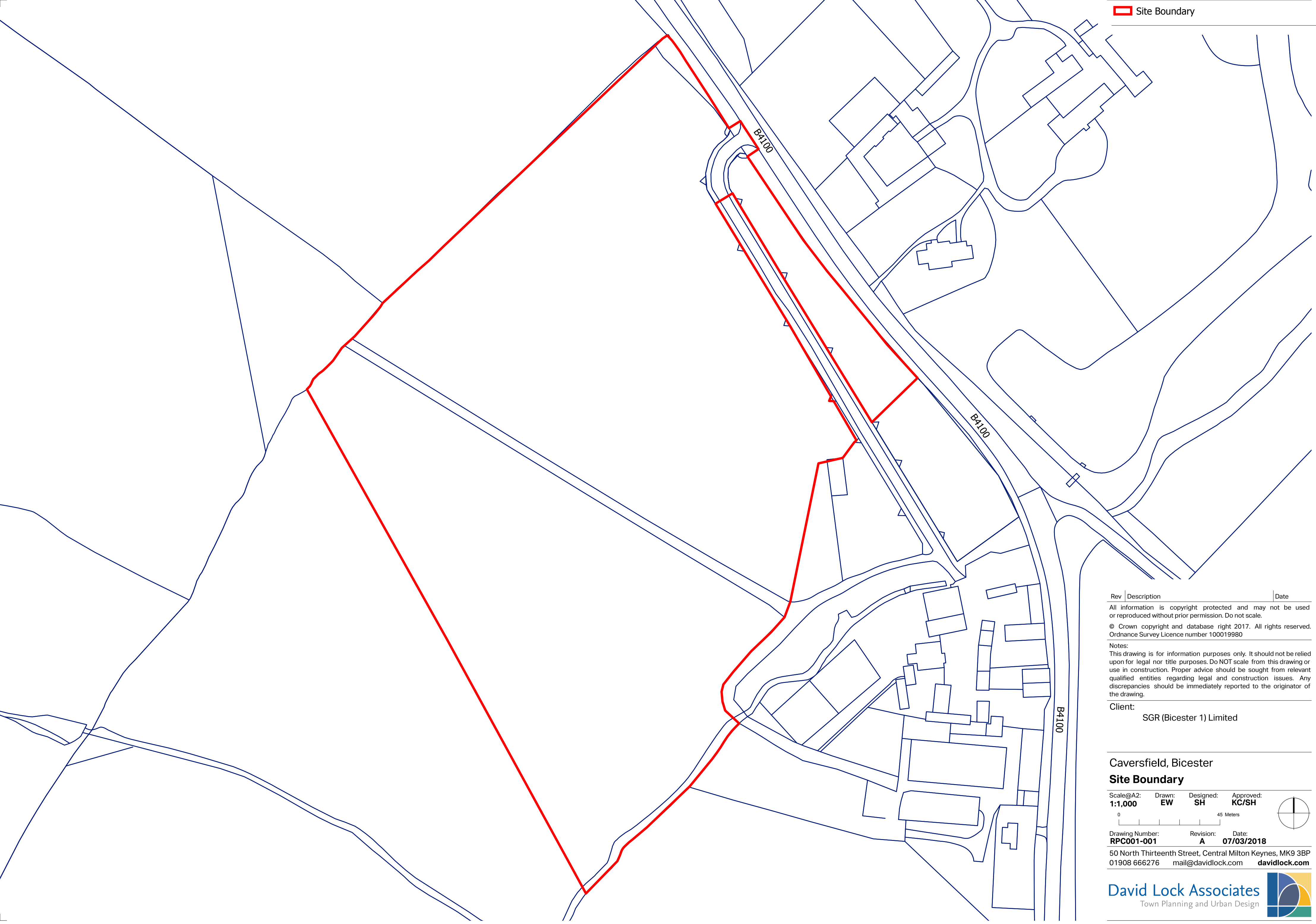
Table 9.1: Travel Plan Action Plan

Measures		Objective	Responsibility	Timescale
Built Environment	Site design and layout measures (for example, cycle parking and community notice boards)	Maximise the permeability of the development for promoting walking, cycling and public transport use	Developer to implement to agreed standards	Assumed to be following planning permission
	Provision of potential future pedestrian / cycle connection points to adjacent Exemplar scheme and footway / cycle route through the site		Developer to implement to agreed standards	Assumed to be following planning permission
	Provision of facilities that reduce the need to travel (facilitate home working through broadband connections at work and remote server access at home)	Minimise the need to travel	Developer	Phased during construction (early phase of construction before first occupation)
Coordinator	Identification / appointment of the Travel Plan Coordinator	Encourage a high level of community involvement in travel planning Manage the Travel Plan	Developer	Appointment pre-occupation
Services and Facilities	Walking and Cycling	Target: 50% of all trips originating from the development will be made by non-car modes of transport following occupation	Travel Plan Coordinator	Before, during first and subsequent occupation
			Travel Plan Coordinator	In first year of occupation and every year thereafter
			Travel Plan Coordinator	In first year of occupation and every two years thereafter
	Public Transport	Reduce costly road traffic congestion and further damage to the environment	Travel Plan Coordinator	Before, during first and subsequent occupation
	Car Sharing	Encourage a high level of community involvement	Travel Plan Coordinator	Before, during first and subsequent occupation

	Measures	Objective	Responsibility	Timescale
Marketing, Promotion and Awareness	Personal Travel Planning	Reduce reliance on the private car Encourage a high level of community involvement	Travel Plan Coordinator	During first and subsequent occupation
	Collation and Distribution of Household Welcome Packs	Encourage a high level of community involvement	Travel Plan Coordinator	From first occupation onwards Collation – prior to occupation Distribution – during occupation
	Preparation of annual newsletter	Encourage a high level of community involvement	Travel Plan Coordinator	Within one month of first occupation and every year thereafter
Delivery of the Travel Plan Strategy	Agreement to milestone delivery timescales	N/A	Travel Plan Coordinator / Local Authorities	Prior to occupation
	Monitoring arrangements		Travel Plan Coordinator / Local Authorities	Following occupation of the 1st unit of the development Monitoring will then continue every year for 5 years
	Meeting/review of targets and objectives		Travel Plan Coordinator / Local Authorities	Every two years
	Provision for contingency measures in event of non-delivery		Developer / Travel Plan Coordinator / Local Authorities	Agreed prior to occupation

Appendix A Red Line Boundary Plan

Site Boundary



Rev | Description | Date

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Client:
SGR (Bicester 1) Limited

Caversfield, Bicester
Site Boundary

Scale@A2: 1:1,000 Drawn: EW Designed: SH Approved: KC/SH

0 45 Meters



Drawing Number: RPC001-001 Revision: A Date: 07/03/2018

50 North Thirteenth Street, Central Milton Keynes, MK9 3BP
01908 666276 mail@davidlock.com davidlock.com



Appendix B Indicative Masterplan and Access & Movement Parameter Plan

— Site Boundary



A | Amended boundary and minor changes to layout | 26.09.2018
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Client:

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Caversfield, Bicester
Illustrative Master Plan

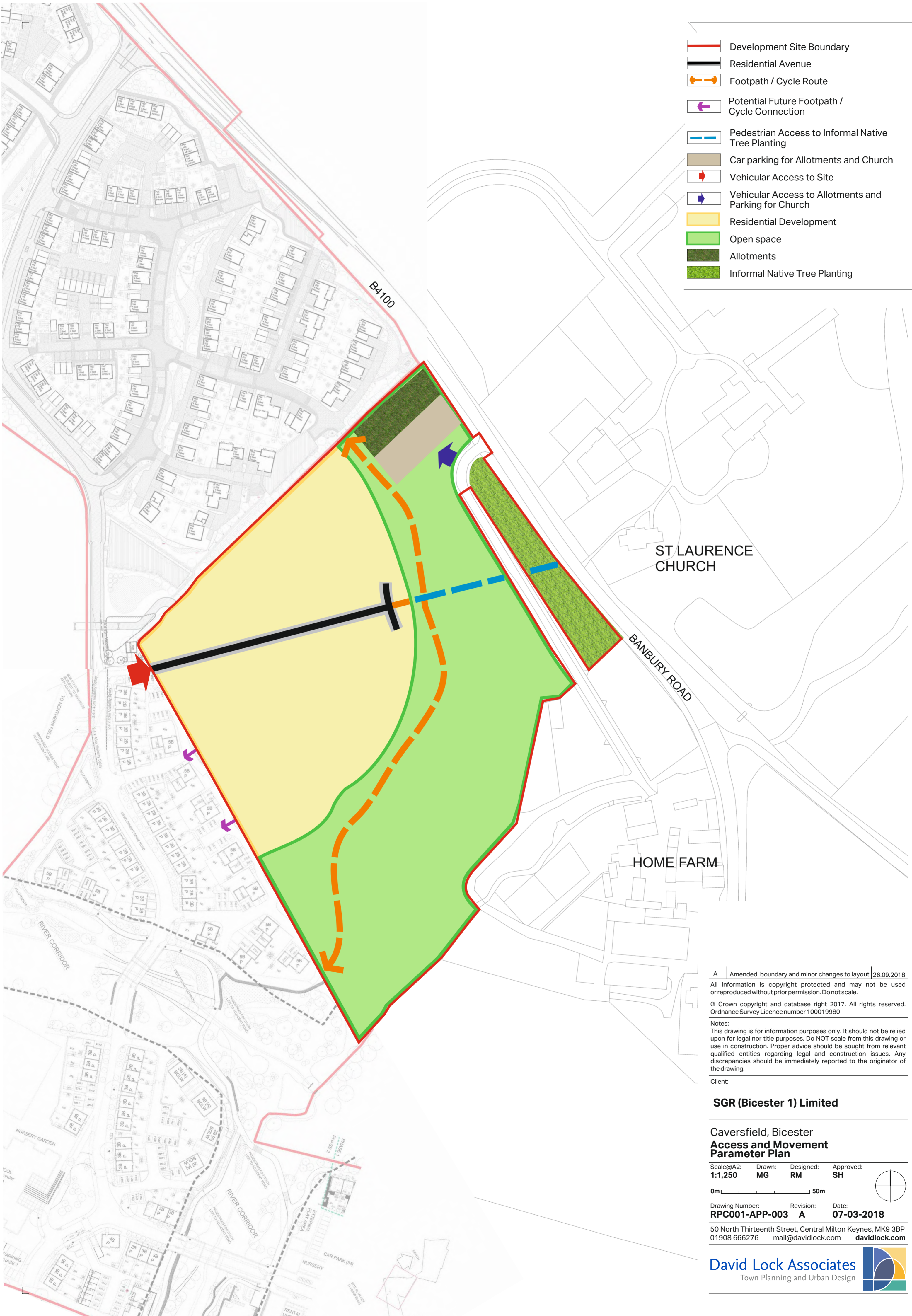
Scale@A3: 1:1,250 | Drawn: MG | Designed: RM | Approved: SH

0m | 50m

Drawing Number: **RPC001-016** | Revision: **A** | Date: **27.02.18**

50 North Thirteenth Street, Central Milton Keynes, MK9 3BP
01908 666276 | mail@davidlock.com | davidlock.com

-  Development Site Boundary
-  Residential Avenue
-  Footpath / Cycle Route
-  Potential Future Footpath / Cycle Connection
-  Pedestrian Access to Informal Native Tree Planting
-  Car parking for Allotments and Church
-  Vehicular Access to Site
-  Vehicular Access to Allotments and Parking for Church
-  Residential Development
-  Open space
-  Allotments
-  Informal Native Tree Planting



A | Amended boundary and minor changes to layout | 26.09.2018
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Client:

SGR (Bicester 1) Limited

**Caversfield, Bicester
 Access and Movement
 Parameter Plan**

Scale@A2: 1:1,250 Drawn: MG Designed: RM Approved: SH

0m 50m

Drawing Number: **RPC001-APP-003** Revision: **A** Date: **07-03-2018**

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Appendix C North West Bicester Eco Town SPD Masterplan and Access and Movement Framework

Figure 10: North West Bicester Masterplan – Masterplan Framework



Figure 11: North West Bicester Masterplan – Access and Movement Framework



Appendix D Resident Travel Survey Template

1 Gender

Male	
Female	

2 Age

18-25	
25-34	
35-44	
45-54	
55 and over	

3 Do you have a disability that affects your travel arrangements?

Yes	
No	

4 If you work away from your own home, what time, on average, do you leave for work?

	Time In 00.00	Time Out 00.00
Monday		
Tuesday		
Wednesday		
Thursday		
Friday		
Saturday		
Sunday		

5 How do you normally travel to/from work?

Please enter total number of days per week for each type of transport used

*e.g Bus
 Car*

Car Driver (alone)	
Shared Car Travel (as driver)	
Shared Car Travel (as passenger)	
Bus	
Rail	
Cycle	
Walk	
Motorcycle/Scooter	
Other (please specify)	

6 If you normally travel by car, what are your main reasons for using a car to get to work

Vehicle used for deliveries	
Car Sharer / Get a lift	
Public Transport	
Inaccessible by other modes	
Public Transport too expensive	
Childcare responsibilities	
Health reasons	
Personal Security	
Convenience	
Other non-work related	
Responsibilities	
Not Applicable	

7 If you drive would you be happy to participate in a car sharing scheme, if possible?

Yes	
No	
Not Applicable	

8 What would encourage you to use more sustainable forms of travel such as walking/cycling/public transport or car sharing

Information on cycling and walking routes	
Provision of cycle training	
Provision of "Cycle buddy" scheme	
Slower traffic and better road crossing facilities	
Improvements to footpath/cycleway lighting	
More convenient bus routes	
Earlier /later running of Bus services	
Better integration between bus and train services	
Car share database to easily identify car share members	
Provision of more charging points for electric vehicles	