

Figure 3.6

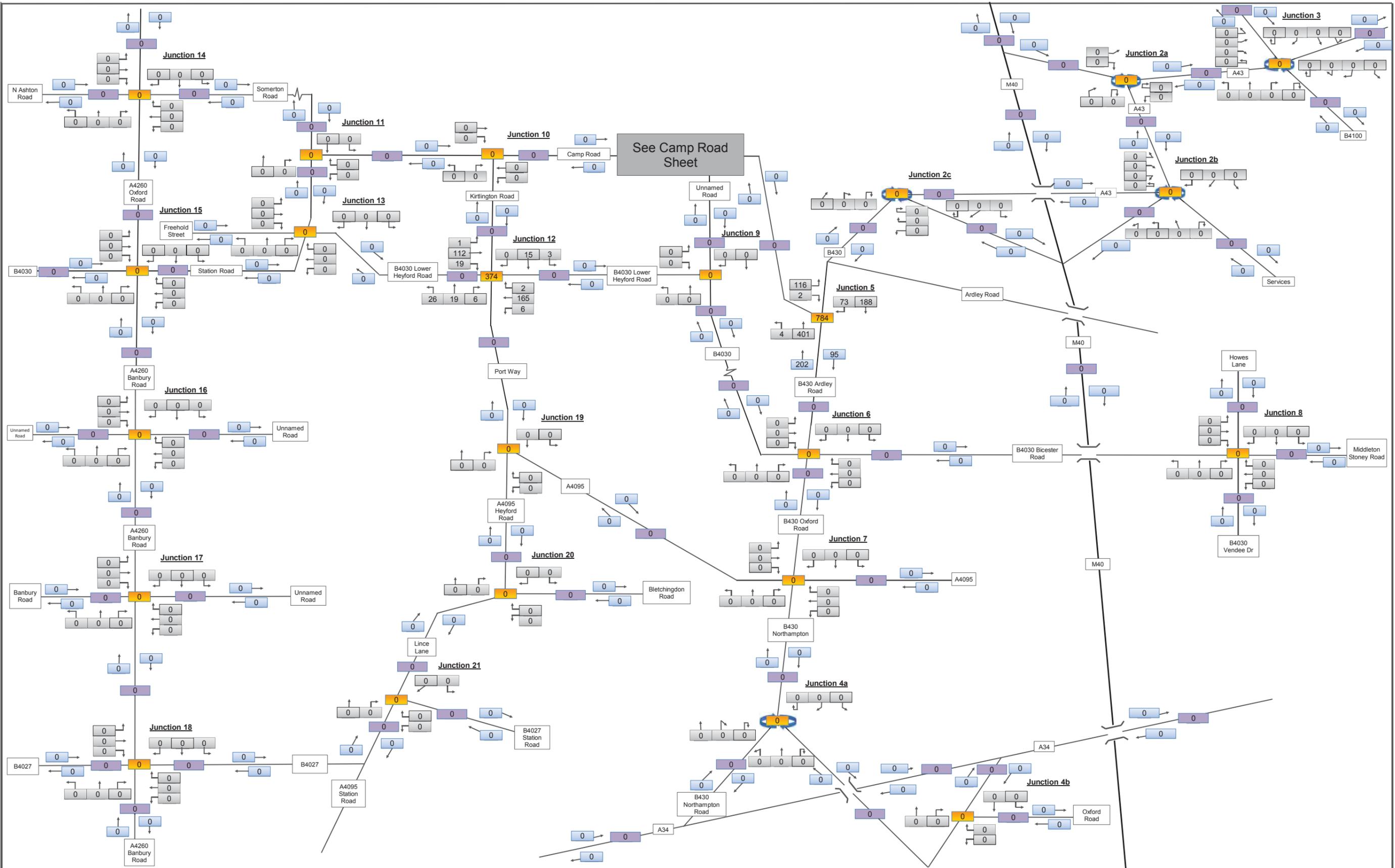
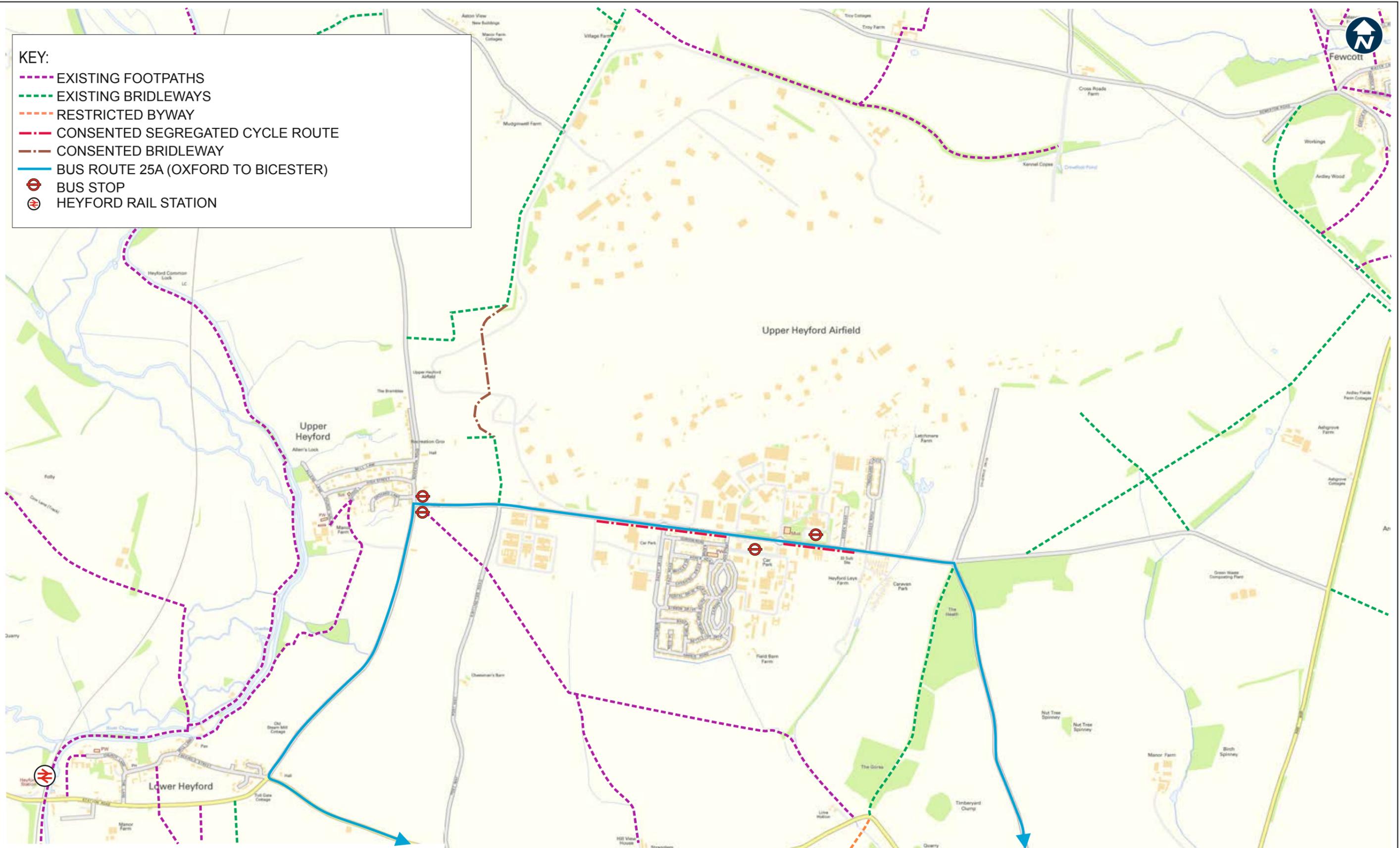


Figure 3.8

KEY:

- - - EXISTING FOOTPATHS
- - - EXISTING BRIDLEWAYS
- - - RESTRICTED BYWAY
- - - CONSENTED SEGREGATED CYCLE ROUTE
- - - CONSENTED BRIDLEWAY
- BUS ROUTE 25A (OXFORD TO BICESTER)
- BUS STOP
- HEYFORD RAIL STATION



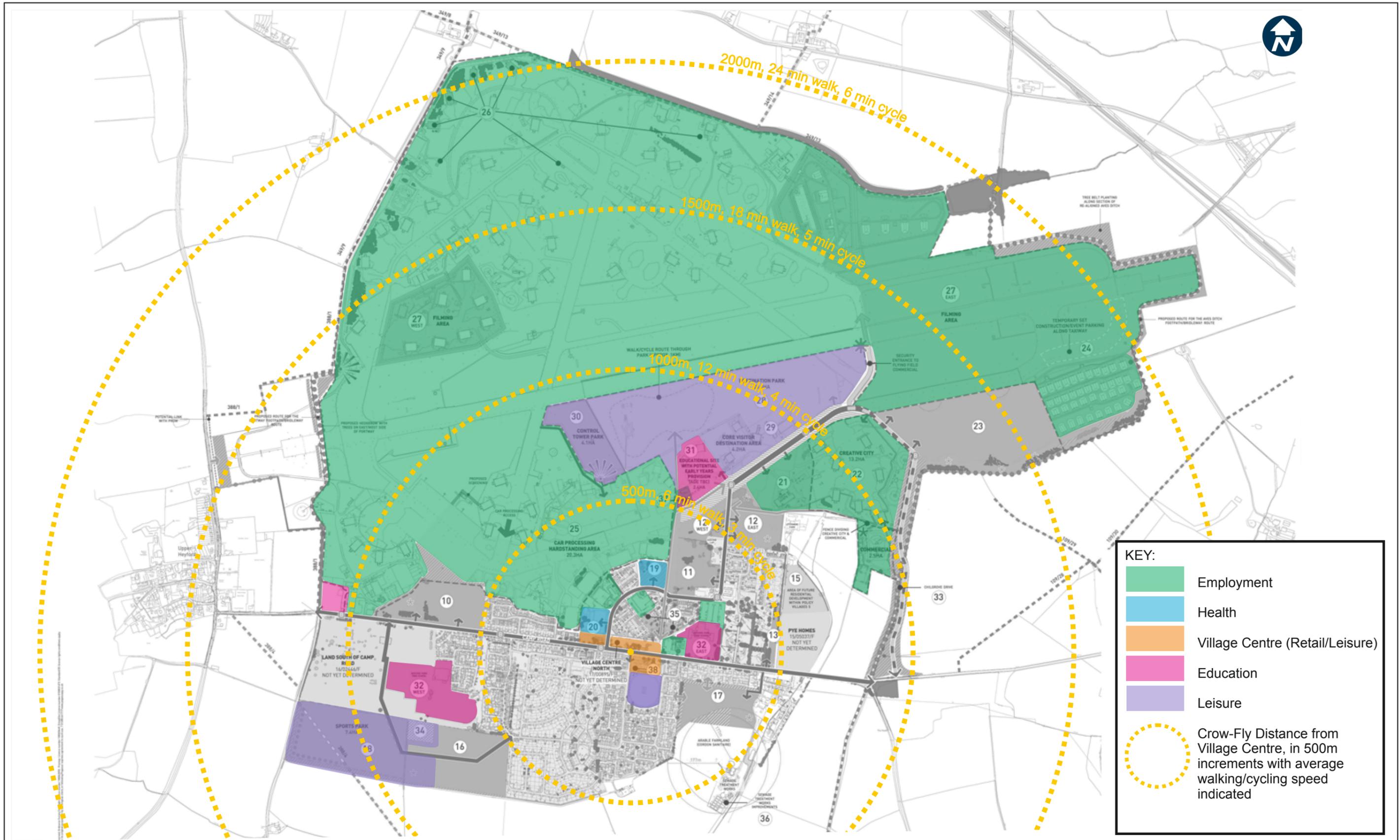
Client
DORCHESTER GROUP

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HEYFORD PARK
TRANSPORT ASSESSMENT

EXISTING AND CONSENTED PUBLIC TRANSPORT, WALKING AND CYCLING PROVISION

B	Amendment to consented bridleway/cycle route	AA	10/4/18	PR
A	Removed Red Line Boundary	AA	16/3/18	PR
Date	22.02.18			
Scale	A3 - N.T.S			
Drawn by	AA			
Checked by	PR			
FIGURE 3.9			REV B	



KEY:

- Employment
- Health
- Village Centre (Retail/Leisure)
- Education
- Leisure
- Crow-Fly Distance from Village Centre, in 500m increments with average walking/cycling speed indicated

Offices throughout the UK and Europe
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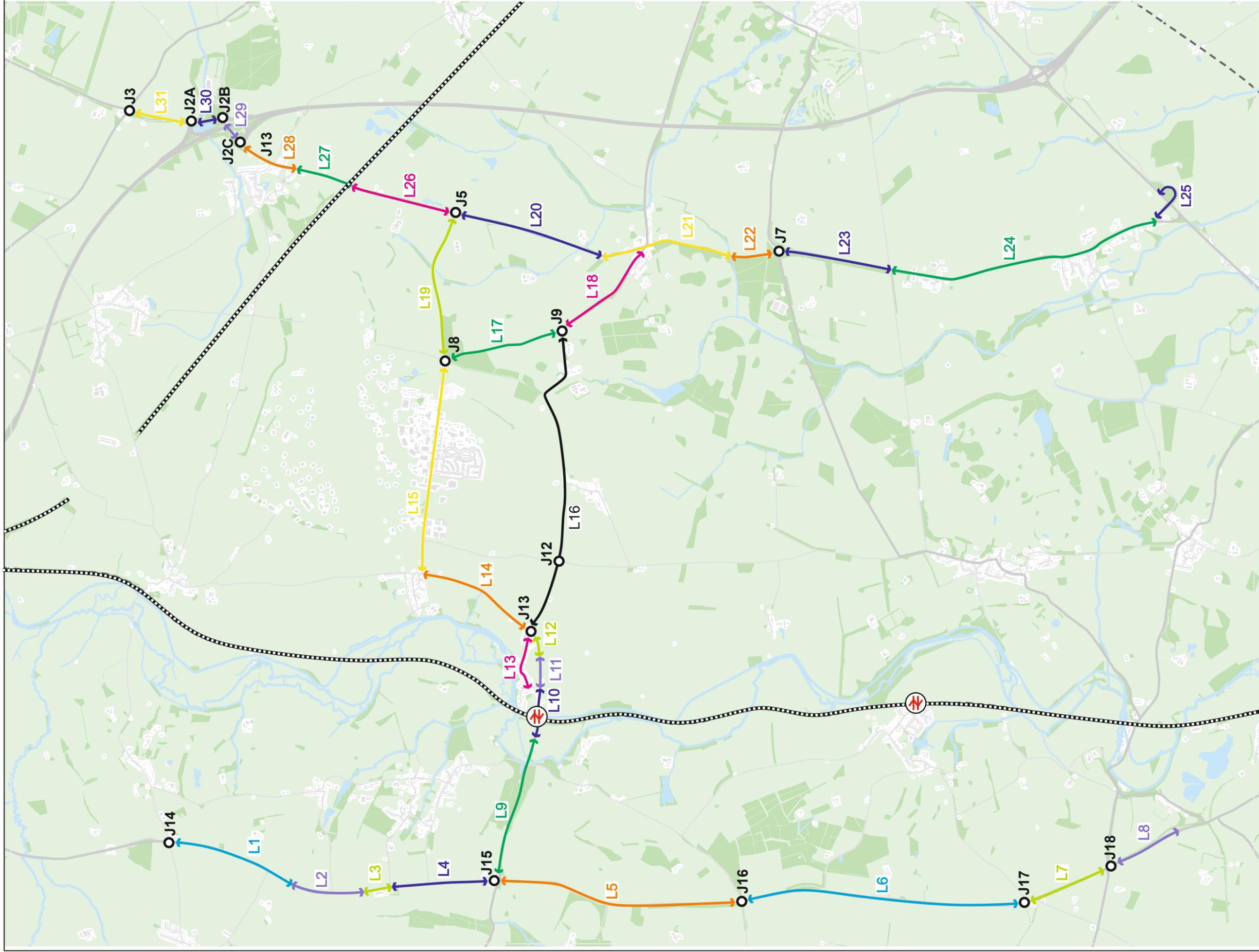
Heyford Park Composite Parameter Plan [DWG: P16-0631_08] produced by Pegasus Design on behalf of Dorchester Group.

**HEYFORD PARK
TRANSPORT ASSESSMENT**

CONSENTED AND PROPOSED LOCAL FACILITIES

A	Change to employment/village centre hatching	AA	10.04.18	PR			
Mark	Revision	Drawn	Date	Chkd			
Date	21/02/2018						
Scale	NTS						
Drawn by	AA						
Checked by	PR						

FIGURE 3.10 **A**



Mark	Revision	Date	Scale	Drawn by	Checked by
		10/01/2018	NTS	AA	SL

HEYFORD PARK
TRANSPORT ASSESSMENT
PERSONAL INJURY COLLISION DATA LINK AND
JUNCTION ANALYSIS

FIGURE 3.11

