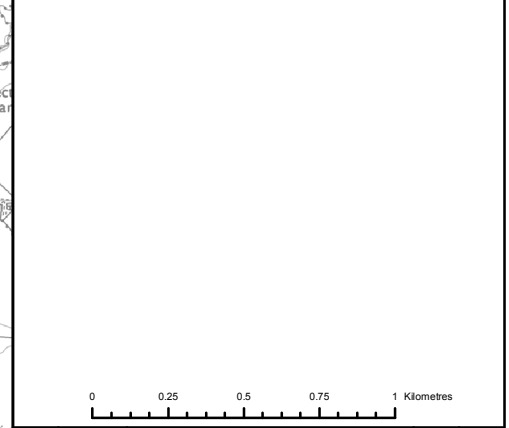


- PROJECT EXTENTS
- ROUTE SECTION 2E
- ▭ SCHEME BOUNDARY
- - - LOCAL AUTHORITY BOUNDARY
- - - ADJACENT MAP SHEETS
- TOUCH POINTS
- CONSTRUCTION COMPOUND
- STRUCTURE
- CONSTRUCTION COMPOUND
- HGV/LGV CONSTRUCTION ACCESS ROUTE
- - - LGV ONLY CONSTRUCTION ACCESS ROUTE



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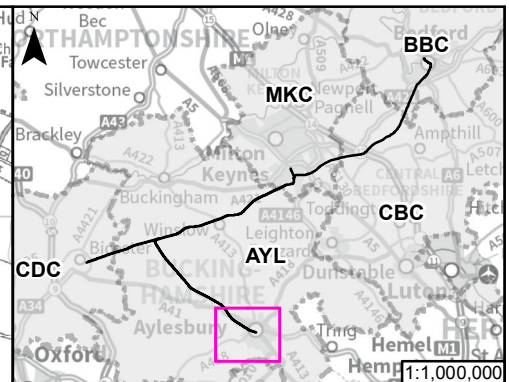
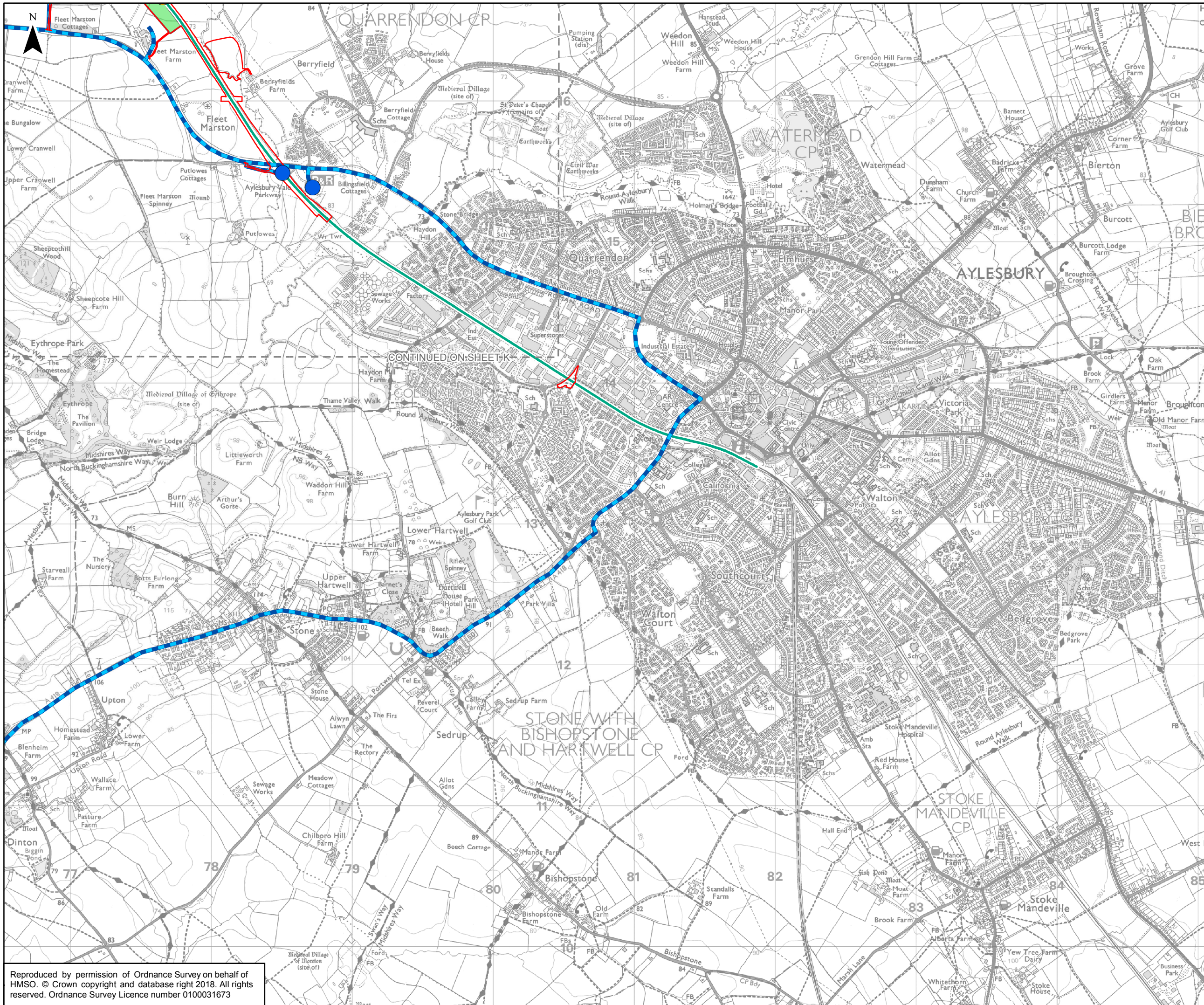
Project **THE NETWORK RAIL (EAST WEST RAIL BICESTER TO BEDFORD IMPROVEMENTS) ORDER**

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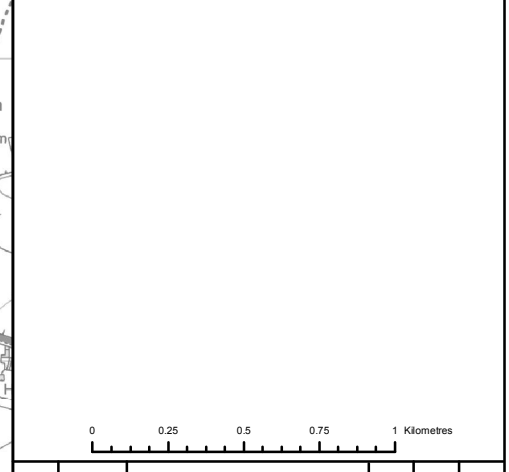
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| Drawn | Lizzie Augarde | Signed | <i>LA</i> | Date | 20/06/2018 |
| Checked | Richard Shortridge | Signed | <i>RS</i> | Date | 20/06/2018 |
| Approved | Steve Ricks | Signed | <i>SR</i> | Date | 20/06/2018 |

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| Alternative Reference | Alternative_Ref | Revision | P01 |
| Drawing Number | 133735_RW-EWR-XX-XX-DR-LE-010700 | | |

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- PROJECT EXTENTS
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- - - ADJACENT MAP SHEETS
- TOUCH POINTS
- CONSTRUCTION COMPOUND
- STRUCTURE
- CONSTRUCTION COMPOUND
- HGVLGV CONSTRUCTION ACCESS ROUTE



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| Rev | Date | Description of Revisions | Dsnd | Chkd | Appr |
| Status | PUBLISHED - STAGE APPROVED | | | | A1 |



Project **THE NETWORK RAIL (EAST WEST RAIL BICESTER TO BEDFORD IMPROVEMENTS) ORDER**

Drawing Title **FIGURE 2.1L CONSTRUCTION ACCESS ROUTES, COMPOUNDS & TOUCH POINTS**

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| Designed | Lizzie Augarde | Signed | <i>LA</i> | Date | 20/06/2018 |
| Drawn | Lizzie Augarde | Signed | <i>LA</i> | Date | 20/06/2018 |
| Checked | Richard Shortridge | Signed | <i>RS</i> | Date | 20/06/2018 |
| Approved | Steve Ricks | Signed | <i>SR</i> | Date | 20/06/2018 |

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| Alternative Reference | Alternative_Ref | Revision | P01 |
| Drawing Number | 133735_RW-EWR-XX-XX-DR-LE-010701 | | |

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Appendices

Appendix A. Construction Travel Plan Statement (CTPS)

East West Rail Phase 2

Compound A1: Bicester

Construction Travel Plan Statement

Network Rail



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1. Introduction

1.1 Overview

- 1.1.1 Network Rail Infrastructure Limited (NR) have submitted The Network Rail (East West Rail Bicester to Bedford Improvements) Order application, under the Transport and Works Act 1992, for construction and operation of Phase 2 of the East West Rail (EWR) Project¹; this Order is here referred to as the EWR2 TWAO (Transport and Works Act Order). This TWAO application has been accompanied by an Environmental Statement (ES), in accordance with The Transport and Works (Applications and Objections Procedure) (England and Wales) Rules 2006 (here referred to as the Applications Rules).
- 1.1.2 The Project Area is within the counties of Oxfordshire County Council (OCC) and Buckinghamshire County Council (BCC) and comprises works along approximately 78 route km of existing railway or railway alignment, running between Bicester in the west to Bedford in the east, with a spur south to Aylesbury and a short spur north to Bletchley. The Project runs through the following local authority areas:
- Cherwell District Council (CDC), within OCC
 - Aylesbury Vale District Council (AVDC), within BCC
 - Milton Keynes Council (MKC), a unitary authority
 - Central Bedfordshire Council (CBC), a unitary authority
 - Bedford Borough Council (BBC), a unitary authority.
- 1.1.3 The EWR Alliance would construct the Project. To help ensure that it can be constructed in a timely and cost-effective manner and achieve the planned programme, it is proposed to set up and conduct advance works at some of the construction compounds required for the Project in advance of the making of the TWAO. These advance works include the following activities:
- Main construction compound set up
 - Preliminary works.
- 1.1.4 Planning applications are being submitted for these advance works, to which this Construction Travel Plan Statement (CTPS) report relates. The CTPS should be read in conjunction with the following documents:
- The Environmental Appraisal Report (EAR), describing the advance works entailed in providing these compounds and setting out what the environmental effects of these advance works are expected to be
 - The Transport Statement (TS) for Compound A1, providing an assessment of the traffic and transport related impacts (Appendix B of the EAR).

1.2 Construction compounds

- 1.2.1 Construction compounds will be required across the Project to facilitate the construction and management activities. Each compound will act as the primary point of access off the local highway network into the site. The siting of compounds has considered feedback from landowners, means of access via the local highway network, environmental features and constraints, existing topography and land ownership.

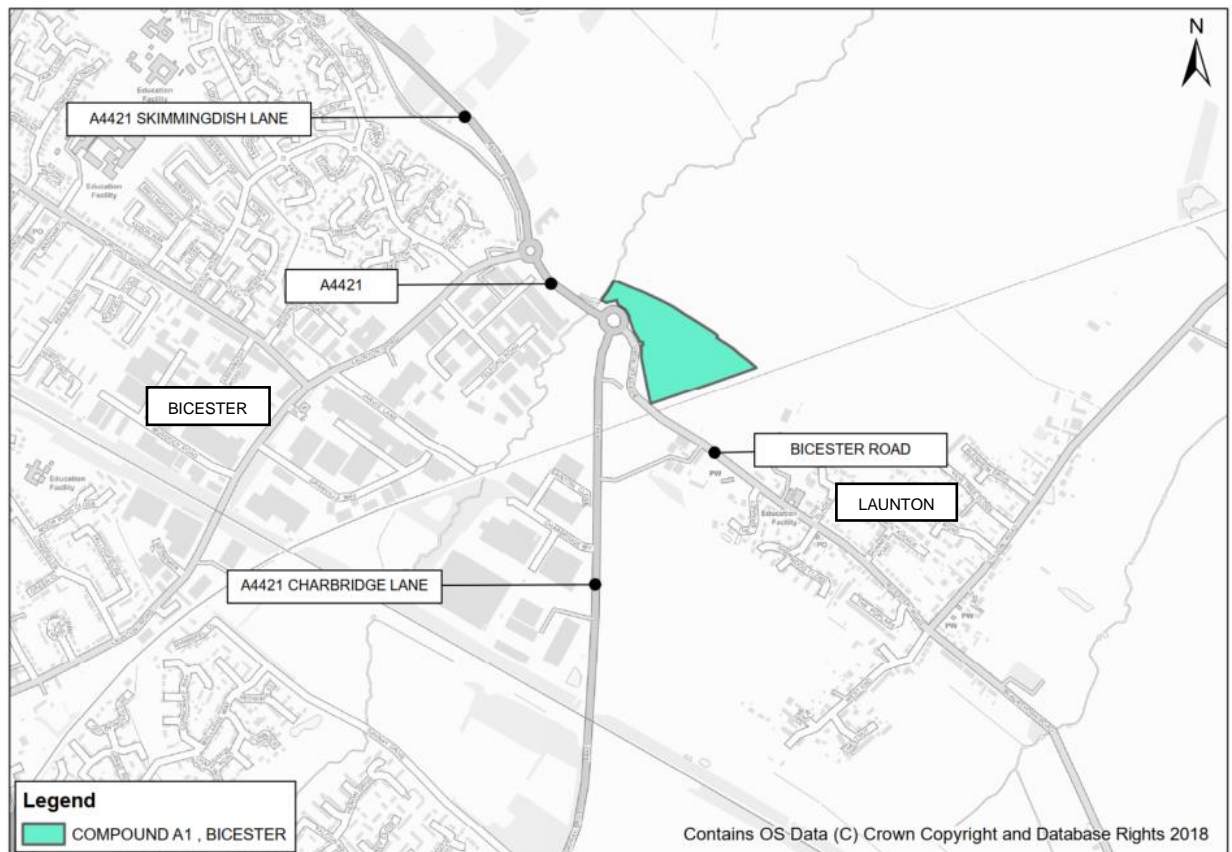
¹ The Project is defined as all elements of the works authorised under the Order, plus the operational railway between Bicester, Bedford, Bletchley and Aylesbury on which EWR2 train services operate, up to the points at which they join the main existing rail network.

1.2.2 There are two types of compound:

- Strategic compound – larger, main compounds from which construction and main project management is undertaken
- Satellite compound – smaller compounds from which construction for that section is managed.

1.2.3 Compound A1 (Bicester) is a strategic compound located to the northeast of Charbridge Lane, to the east of Bicester, Oxfordshire, as shown in Insert 1.1. Details of the proposed activities are provided in Section 2 of the EAR.

Insert 1.1 Site location



1.2.4 The Project has been split into six Route Sections based on geography, operation and construction programme and methods. The Route Sections are 2A, 2B, 2C, 2D, 2E and the HS2 Interface Area (which sits between Route Sections 2A, 2B and 2E).

1.2.5 Advance construction is proposed for eleven of the Project compounds: four in Route Section 2A, six in Route Section 2B, and one in Route Section 2C. The advance compound locations and details are summarised in Table 1.1 in the EAR.

1.2.6 At each of the eleven compounds, it is proposed to set up the main compound and conduct preliminary works. These advance works are programmed to commence in February 2019 and run through to September 2019, prior to the making of the TWAO. Construction periods for the advance works will be staggered to avoid peaks in activity and vehicle movements, to minimise effects on the local communities and road network, unless the vehicle journeys are planned to serve more than one compound. A summary programme is provided in Inset 1.1 of the EAR.

1.3 Purpose

1.3.1 A CTPS is a package of measures tailored to a small-scale site, providing a co-ordinated transport strategy with an emphasis on reducing reliance on the private car and increasing travel choice for contractors and visitors. The following trips will be managed under the CTPS (see Table 1.1).

Table 1.1 Personnel movements that are captured in the CTPS

| Type of Movement | Definition |
|------------------|--|
| Staff | Supervisors and administrative staff |
| Operatives | Construction staff |
| Subcontractors | Off-site staff providing specialist services |
| Workforce | All contractors (staff, operatives and subcontractors) working on construction compounds |

1.3.2 This CTPS outlines the strategies to manage traffic generated by the workforce working at the compound over the duration of the advance works. These have been based on Framework Construction Travel Plans (CTPs) produced for the main construction works (Appendix 14.5, Volume 3 of the ES).

1.3.3 Whilst this CTPS covers the duration of the advance works, the measures included are designed to have lasting value and can be updated to cover the main construction works.

1.3.4 Successful implementation of the CTPS will deliver benefits such as: reduced demand for on-site car parking, accessibility improvements and greater travel choice for workforce, possible reductions in journey time and cost, reduced congestion and severance on the local highway network, and reduced impacts in relation to air quality, noise pollution, vibration and dust pollution.

1.3.5 It will be the Travel Plan Coordinator's responsibility to take forward and implement this CTPS for the advance works. The role of the Travel Plan Coordinator is discussed in Section 6.

1.4 Aim

1.4.1 The primary aim of this CTPS is to reduce traffic generated by staff and operatives during the advance work. This will be achieved through the effective management of workforce daily movements to and from the compound, whilst maintaining an efficient and safe operation of the site.

1.4.2 This document identifies transport implications of workforce travel movements and proposes a series of measures which, when implemented, will help to achieve this primary aim.

1.5 Methodology

1.5.1 The methodology of the CTPS includes the following tasks:

- Understanding the requirements for the CTPS, the anticipated working patterns and arrangements of the workforce, and the schedule of advance works
- Assessing the travel options for the compound and reviewing CTPS best practice to identify appropriate strategies and initiatives
- Ensuring the proposed initiatives included in the CTPS are appropriate and that a suitable monitoring procedure is in place.

1.5.2 This CTPS has been developed in accordance with the traffic generation assumptions tested in the ES, e.g. achieving an average car occupancy of 1.5 operatives per vehicle.

1.6 Report structure

1.6.1 This CTPS document is structured as follows:

- Section 2 provides a short summary of national and local policies relating to CTPS
- Section 3 provides a short summary of the baseline situation, in terms of walking and cycling provision, public transport infrastructure and access arrangements
- Section 4 provides background of the advance works, including facilities, working hours and staff and operative numbers
- Section 5 outlines the objectives and targets of the CTPS
- Section 6 describes the proposed action plan for the implementation of the CTPS
- Section 7 details the monitoring strategy of the CTPS to make sure objectives and targets are met.

2. Policy

2.1.1 The following section provides a review of local and national transport policy and guidance on travel plans, of relevance to the compound's location near Bicester, Oxfordshire.

2.2 National policies

National Planning Policy Framework (2018)

2.2.1 The National Planning Policy Framework (NPPF) came into force on 27th March 2012 and was revised in July 2018. The NPPF replaces all the previous Planning Policy Statements (PPSs) and Planning Policy Guidance (PPG), including PPG13 (Transport) and PPS3 (Residential).

2.2.2 In relation to Travel Plans, Section 4 of the NPPF states that they should be a requirement for all developments which generate significant amounts of movement. The NPPF defines a Travel Plan as '*a long-term management strategy... that seeks to deliver sustainable transport objectives and is regularly reviewed*'.

National Planning Policy Guidance (2014)

2.2.3 The 'National Planning Practice Guidance' (NPPG) web-based resource was published on 6 March 2014 by the Department for Communities and Local Government (DCLG). This resource collates relevant planning practice guidance and provides a link between the NPPF and relevant legislation and guidance.

2.2.4 The guidance on "Travel Plans, Transport Assessments and Statements in Decision-Taking" is relevant to this document. It replaces the DFT's 'Guidance on Transport Assessment' (2007) and states in Paragraph 011 that Travel Plans should include the following:

- Specific required outcomes, targets and measures
- Set out clear and proportionate future monitoring and management arrangements
- Consider possible measures to offset unacceptable impacts if targets are not met
- Seek to fit in with the wider strategies for transport in the area.

2.3 Local policies

Connecting Oxfordshire Transport Plan 4 (2016)

2.3.1 The Local Transport Plan 4 (LTP4) sets out Oxfordshire County Council's (OCC) policy and strategy for developing Oxfordshire's transport system to 2031, adopted in September 2015 and updated in 2016. OCC will "*ensure travel plans for new developments include measures to increase walking and cycling*".

2.3.2 Volume 8 Part ii includes local area strategies for the Banbury, Bicester, Carterton, Science Vale and Witney areas. The compound is included in the Bicester area, which is covered by Policy BIC3, which states that Travel Plans "*will offer the opportunity to increase the use of walking, cycling and public transport measures by increasing people's awareness of the travel choices available*".

Transport for New Developments (2014)

2.3.3 This guidance was adopted by OCC in March 2014 and outlines the format and requirements of Travel Plans associated with new developments in Oxfordshire. Section 4 sets out the requirements of Travel Plan Statement, to be completed for a development which "*is small-to-medium*" size where "*a Full Travel Plan is not justified*". Containing less detail than a Framework Travel Plan, it still commits to the promotion of sustainable travel.

3. Baseline conditions

3.1.1 This section outlines the existing transport conditions in the vicinity of Compound A1. More information is provided in the accompanying TS and the TA (Appendix 14.1, Volume 3 of the ES).

3.2 Existing travel behaviour

3.2.1 There is no baseline travel data available for workforce travel behaviour. It is anticipated that this will be provided by travel surveys which will be undertaken following the commencement of the advance works, as discussed in Section 6 of this report.

3.2.2 It is recognised that not all workforce trips will result in a vehicle trip, with a proportion of staff and operatives sharing cars and/or using other modes of travel. To reflect this, a car occupancy rate of 1.5 persons per vehicle has been assumed. This accounts for an element of car sharing and use of other modes.

3.3 Access arrangements

3.3.1 A summary of the baseline conditions for the compound is provided in Table 3.1. Access arrangements by mode of transport are discussed in more detail in the following sections.

Table 3.1 Summary of baseline conditions

| Walking and cycling catchments ² | | | Vehicle access | Bus services | Rail services |
|---|---|---|------------------------|---|--|
| 500m | 2km | 5km | | | |
| Launton (west of Skinner Road) | Launton, Bicester (east of B4100 and Buckingham Road) | Launton, Bicester, Stratton Audley, Ambrosden, Blackthorn | Bicester Road, Launton | S5 (Oxford – Bicester – Langford); 18 (Buckingham – Steeple Claydon – Bicester) | Bicester Village/ Bicester North railway station |

Vehicular access

3.3.2 The location of the compound is shown in Insert 1.1. Compound A1 will be accessed from the minor road of a new signal-controlled junction onto Bicester Road, to the southeast of the A4421/Charbridge Lane. Bicester Road provides a link to Launton village to the southeast and the A4421 to the northwest. Local access roads provide links to other local villages, and the A4421 provides connections to Bicester town, the A41, the A421, the A4095, and the B4100.

3.3.3 Construction Access Routes to each construction compound have been proposed and described in the ES (Chapter 2 (Project description) Volume 2i Project-wide), which are designated roads that HGVs and LGVs can use to access construction compounds. The staff and operative car trips have been assigned to the whole road network rather than along Construction Access Routes. It is recognised that specifying car trips along designated routes is not practical and cannot be enforced, although the workforce will be encouraged to use designated routes.

3.3.4 The Construction Access Routes suitable for staff operatives include Bicester Road and Blackthorn Road, which provides access to the A41 to the southeast towards Aylesbury. Station Road provides access to the north of Launton towards local villages. The A421 can be accessed via the A4421 to the north of Bicester and the M40/A34 via the A4421/A41 to the east and south of Bicester and the A4421/A4095/B4100 to the north and west of Bicester.

² Walking and cycling accessibility has been determined according to short journey parameters for each travel mode. For walking, a maximum limit of 2km has been used with a desirable limit of 500m. For cycling, a maximum limit of 5km has been established, with a desirable limit of 2km.

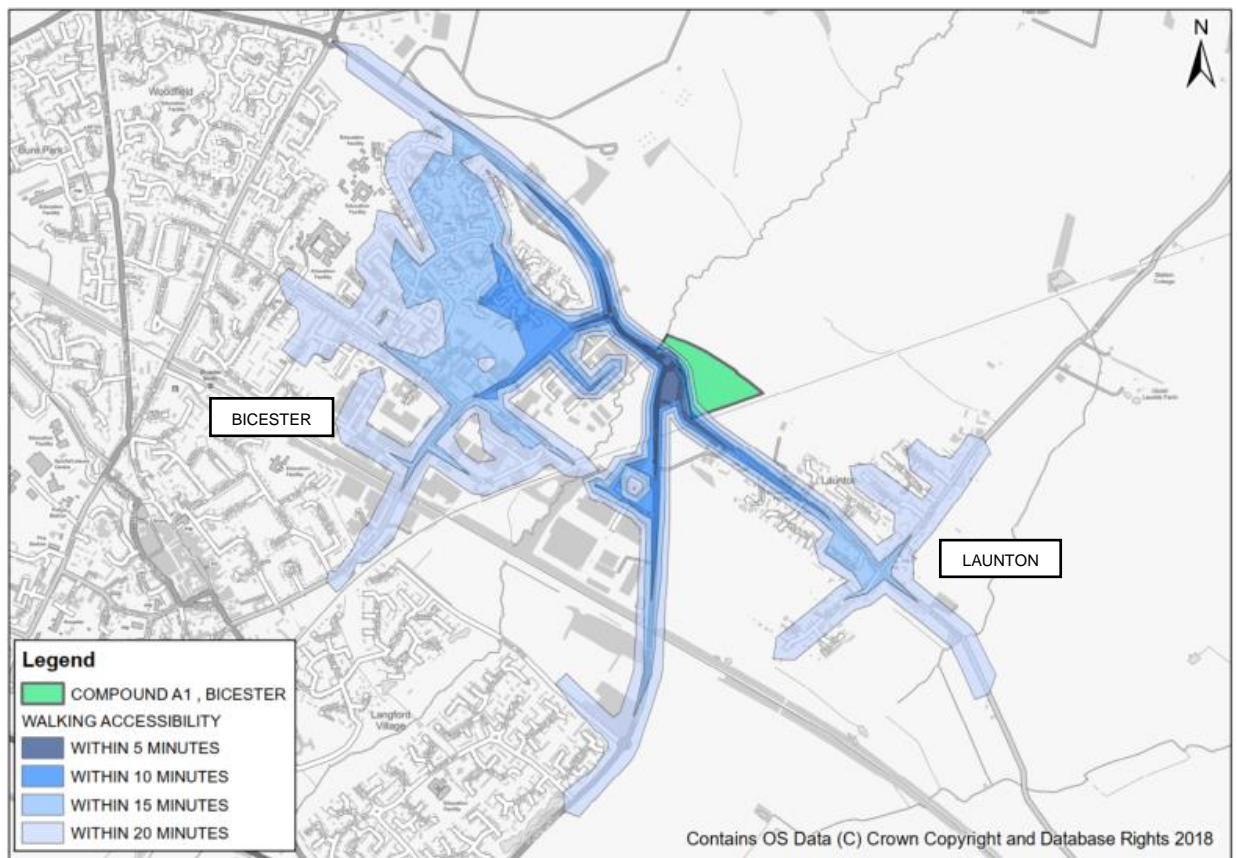
3.3.5 Details of the Construction Access Routes are included in Figure 2.1 (Volume 4 of the ES).

Walking and cycling

3.3.6 A desktop study has identified that are lit shared or segregated footways/cycleways provided along the A4421 and the A4095 between the A41/London Road roundabout and the A4095/Bucknell Road roundabout, providing links to nearby residential areas in Bicester. The segregated footway/cycleway ceases on Bicester Road towards Launton, however there is a partially lit footway that connects the compound to the village of Launton. These are considered viable transport options for workforce residing in Bicester and Launton.

3.3.7 A walking isochrone has been created to show the 20-minute walking catchment based on a walking speed of 1.4m/s, as shown in Insert 3.1. This assumes that the following distances can be reached in 5-minute increments: 420m, 840m, 1,260m and 1,680m. Insert 1.1 shows that most of Launton and north eastern parts of Bicester are within a 20-minute walk of the compound.

Insert 3.1 Walking Accessibility



3.3.8 Local Public Rights of Way (PRoW) are shown in Insert 3.2. PRoW 272/15/20³ is a footpath which passes immediately to the west of the compound. Whilst there are footways providing access to the PRoW, it is unlit and unpaved, therefore this is not considered a viable transport option for the workforce.

³ It is acknowledged that some local PRoWs are subject to temporary closures and diversions as a result of the Project and construction work associated with committed developments. Further information of closures associated with the Project are provided in Appendix 14.4, Volume 3 of the ES and Scheme Drawings provided in Volume 4 of the ES.