







Travel Plan
June 2023

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1.0 Introduction

1.1 Culham Campus is a major centre for science and technology in Oxfordshire. **Figure 1** shows an aerial view of the Campus.

1.2 It is situated approximately 7.5 miles south of the edge of Oxford, 3.5 miles east of Abingdon-on-Thames and 6 miles north of Didcot (centre), and adjacent to Culham train station, as indicated on the regional context plan in **Figure 2**.



Figure 1: Aerial View of Culham Campus

1.3 In line with government policy, the United Kingdom Atomic Energy Authority ("the UKAEA"), as owner of Culham Campus, is actively encouraging an increase in the use of sustainable travel modes by implementing a voluntary site-wide Travel Plan. The UKAEA have been committed to implementing a site-wide Travel Plan for Culham Campus

since 2016, and were already implementing some Travel Plan measures for many years prior to that.

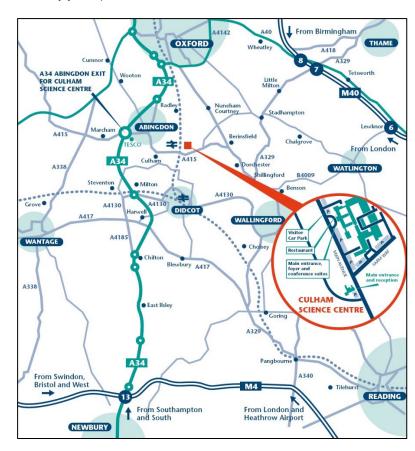


Figure 2: Regional Context Plan

1.4 There are currently around 2500-3000 employees based at Culham Campus working for the UKAEA and other resident organisations. In addition, innovative and entrepreneurial small start-up businesses are

catered for within the Culham Innovation Centre (www.culham-ic.co.uk) operated by Oxford Innovation Ltd., by providing serviced and virtual office accommodation. There are also a number of development schemes with planning permission, and ongoing Masterplan aspirations.

- 1.5 The South Oxfordshire Local Plan 2035 was adopted in December 2020 and removed Culham Campus from the Green Belt (Policy STRAT6) and supports the redevelopment and intensification of Culham Campus (Policy EMP1). Policy STRAT8 states that "in combination with the adjacent strategic allocation (Policy STRAT9) this site will deliver at least a net increase in employment land of 7.3 hectares (with the existing 10 hectares of the No.1 site retained but redistributed across the two strategic allocations)".
- Oxfordshire County Council (OCC) adopted their Local Transport and Connectivity Plan (LTCP) in July 2022. The LTCP outlines a clear vision to deliver a net-zero Oxfordshire transport and travel system that enables the county to thrive while protecting the environment and making Oxfordshire a better place to live for all residents. It seeks to do this by: reducing the need to travel; discouraging individual private vehicle journeys; and making walking, cycling, public and shared transport the natural first choice. As part of the LTCP, OCC have adopted a 'decide and provide' approach to transport planning: decide on a preferred vision of the future and then provide the means to work towards, that whilst also accommodating uncertainty about the future. A fundamental part of

implementing the 'decide and provide' approach is the need to monitor the outcomes of its implementation through the travel plans accompanying development proposals.

1.7 The UKAEA recognise the importance of achieving modal shift alongside the development of Culham Campus, in the context of other developments and infrastructure schemes in the local area. Achieving modal shift can have a significant effect on reducing traffic associated with Culham Campus as a large employment site of national importance, and managing the impact of development to facilitate economic growth.

2.0 Objectives

- 2.1 The key objectives of this Travel Plan are to reduce the need to travel, reduce the number of single occupancy car journeys, and increase more sustainable modes of travel.
- 2.2 Achieving these objectives, will directly contribute towards other targets for the UKAEA, including ambitious net zero carbon emissions targets.
- 2.3 The Travel Plan is also directly linked to the aspirations of the Framework Masterplan for Culham Campus which includes making significant improvements in terms of placemaking, on-site infrastructure for connectivity by active modes of travel or electric vehicles, and opportunities for improved connections to/from the train station and surrounding footways and cycleways.

3.0 Latest Survey Results and Travel Patterns

3.1 Multi-modal travel surveys are being organised for September/October 2023 and this Travel Plan will be updated following the survey work (also see Section 8.0 Monitoring and Review).

- 3.2 Traffic count surveys were last carried out at the junction leading to the Culham Campus on the A415, and at the entrance gate on a typical weekday in September 2019. The resulting traffic flows showing the AM and PM peak hours and 12-hour flows are illustrated on BSP Drawing 03081/C11, in Appendix A. In total, there were around 3,825 vehicular movements per day in and out of this access junction.
- 3.3 The 2019 traffic count looked at the traffic flows at the junction with the A415. There were slight differences in the number of cars associated with Culham Campus during the morning and evening peak hours and over the 12-hour period when compared to 2018 flows. The numbers of through vehicles travelling along the A415 were slight lower in both directions of travel for the AM, PM and 12-hour periods respectively.
- 3.4 At the same time as the traffic counts above, a multi-modal movement survey was carried out adjacent to the entrance gate to record traffic and movement trips by all modes of transport. This enabled the daily modal split values for people entering and exiting the site to be calculated, and the results are shown in Figure 3, from a sample size of around 4,200 movements. It should be noted that these figures include visitor and

operational trips as well as commuter trips. The proportions are also set out in Section 5.0 Targets).

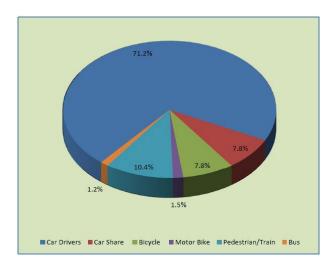


Figure 3: Culham Campus Modal Split - Typical Daily Movements 2019

The UKAEA Property Unit (UPU), now Campus Development Department, carried out a fact finding questionnaire to gain a better understanding of the businesses based at Culham. The questionnaire provided an opportunity to gather information on their awareness of sustainable transport options available such as Culham's Car Share Scheme (www.culhamcarshare.com) and the government's Cycle to Work scheme. This also confirmed that 85% of respondents were aware of Culham's Travel Plan and 14% had their own Travel Plan. This survey is due to be repeated this year, and a summary of key information will be included in the next Travel Plan update.

3.5

4.0 Opportunities and Constraints

4.1 The UKAEA have regular transport liaison meetings with OCC Highways regarding appropriate local pedestrian, cycle and public transport improvements. The UKAEA will continue to take an active role in local transportation studies and consultation with local authorities on transportation issues. Opportunities for local pedestrian and cycle infrastructure improvements and bus service improvements are also considered as part of planning applications in liaison with SODC and OCC.

Pedestrian Facilties:

- 4.2 Given the rural location of Culham Campus, there are unlikely to be particularly high numbers of commuter trips made to the site solely by foot. However, for those choosing to commute by bus and train, infrastructure for pedestrians is necessary to enable them to complete the final few hundred metres of their journey on foot.
- 4.3 Pedestrian facilities at, and immediately surrounding the site are of a good standard as a result of recent investment by the UKAEA and OCC. Facilities include footway links from Culham Campus to the bus stops on the A415 and to Culham rail station, with a good provision of street lighting.
- 4.4 Segregated footways lead from the northern side of the A415 Abingdon Road to the secure entrance to Culham Campus. A pedestrian crossing with central refuge/traffic island and dropped kerbs aid pedestrian access to/from the footway on the opposite side of the A415.

- 4.5 To the east of Culham Campus, a shared footway / cycleway is provided on the southern side of the carriageway linking to Clifton Hampden (approximately 1.3km). The shared route continues east alongside the A415 to Burcot (approximately 3km) and Berinsfield (approximately 4km).
- 4.6 To the west of Culham Campus, a shared footway / cycleway runs along the northern side of the Abingdon Road between the Campus access and the junction with The Burycroft (serving Culham village). A footway then continues along the Causeway, which provides a link into the centre of Abingdon-on-Thames. This footway is often used by cyclists even though it is only designated as a footpath. The pedestrian route along the A415 between Culham Campus and Abingdon covers a distance of approximately 4.75km. It is estimated that commuting by foot from Abingdon-on-Thames would take approximately 45 minutes to 1 hour.
- 4.7 Further destinations can also be accessed via the shared footway / cycleway running alongside the A415, as it travels between Culham Campus and Abingdon. A footway runs along the western side of Tollgate Road which provides a pedestrian link through to the village of Culham (approximately 2.9km) and continues alongside the road to the south of Culham to provide a pedestrian link into Sutton Courtenay (approximately 4.5km). Culham Train Station can also be accessed via a shared footway / cycleway running alongside the A415 and Station Road (approximately 650m).

- 4.8 A pedestrian controlled signalised crossing facility, including dropped kerbs and tactile paving, is situated along the A415 within Clifton Hampden, incorporated into the signalised junction with High Street. An uncontrolled crossing, featuring dropped kerbs, tactile paving and a centre refuge is situated along the A415, approximately 180m to the west of the Campus access junction. An uncontrolled dropped kerb crossing with tactile paving is also provided across the A415 at the signalised junction with Tollgate Road. Further uncontrolled dropped kerb crossings are provided across the minor arms of junctions along the A415 between Culham Campus and Abingdon; across the Station Road junctions on either side of the railway bridge, across Thame Lane and across the Rye Farm car park access to the southern edge of Abingdon.
- 4.9 There is also a well-established public rights of way network connecting Culham Campus with Abingdon, Clifton Hampden and other settlements within the area. The public rights of way within the vicinity of the site shown on the extract of Oxfordshire County Council (OCC) public rights of way plan included in **Appendix B**.
- 4.10 A restricted byway travels parallel to the northern boundary of Culham Campus. The byway provides a pedestrian and cycle link over the railway line and through to the Warren Farm access along Thame Lane (to the west of the Campus) and through the wooded areas of New Covert and Roundhill Wood to Oxford Road (to the east).

- 4.11 The section of the restricted byway that runs parallel to the Culham Campus boundary is part of a promoted OCC route, which also includes a footpath on the western side of the railway line. The footway travels north from the restricted byway before diverting west along the southern bank of the River Thames to provide a pedestrian link into the centre of Abingdon. The walking distance from this boundary to central Abingdon is approximately 4km.
- 4.12 The restricted byway also connects with a public right of way which runs parallel to the eastern boundary of Culham Campus. This footway provides a pedestrian link into the village of Clifton Hampden. The walking distance from this boundary to Clifton Hampden is approximately 450m.
- 4.13 The proposed Clifton Hampden bypass as part of the HIF infrastructure scheme will include a shared footway / cycleway which will run along the northern side of the route, both of the proposed new junctions providing access to the site will include shared footway / cycleway links that will tie into the proposed provision along the bypass to provide a safe, high quality access to pedestrians and cyclists travelling to and from Culham Campus.
- 4.14 There will be new bus stops provided on the new bypass road with pedestrian link to the main entrance to Culham Campus. There will also be a new pedestrian/cycle link to the train station.
- 4.15 The presence of a range of on-site amenities/services, easily accessible by foot, reduces the need for staff to leave the site during the working day.

Cycling Facilties:

- 4.16 The plan in **Appendix C** shows existing cycle storage and showers provided around Culham Campus, which are generally well used. The trend for the numbers of cyclists is a steady increase over the years, with 6.4% of the modal split back in 2013 rising to 7.8% in 2019. This has resulted in an ongoing investment by the UKAEA in extra bike stands. There are also repair stations at Main Gate and behind RACE.
- 4.17 Additional covered cycle storage and facilties for cyclist are also being provided as part of new buildings, in accordance with BREEAM and planning requirements.
- 4.18 Following the formation of Culham Bicycle Users Group (CulBUG) and the Cycle to Work Scheme, cycling now contributes to a significant number of trips to and from Culham Campus. CulBUG is an information and discussion forum, providing advice to cyclists and potential cyclists, and raising issues facing cyclists both on site and in the local area. Initiatives which have been implemented at Culham Campus to encourage cycling include a Bike to Work day each June, with the provision of a free breakfast for participants. The CulBUG forum has been relaunched and re-promoted this year and has planned monthly meetings. There are currently around 120 members.
- 4.19 The UKAEA are currently considering some improvements to the approach to the security gate for cyclists, which are likely to be included as part of

the interim changes to facilitate the main gate development proposals. This would provide a clearer cycle route with additional protection for cyclists as they approach the security gate with motorised traffic.



Figure 4: Cyclists at Culham

- 4.20 The plan in Appendix D shows existing and proposed cycle routes in the vicinity of Culham Campus, and also within the Science Vale UK area as a whole. There are also cycle facilties incorporated in the HIF infrastructure scheme. An overview of the alignment of the new roads is provided in Appendix E.
- 4.21 There is shared use walking/cycling provision alongside the A415 between Berinsfield, Culham Campus and the beginning of the Causeway (east of

Abingdon-on-Thames). At this point, the off-road cycling provision finishes and the Causeway is officially accessible for people on foot only. These routes are generally unlit and are often in need of maintenance.

- 4.22 A cyclability audit, which was led by OCC, took place in summer 2011 with cyclists who work at Culham Campus, in order to actively involve staff and provide a user perspective. The audit confirmed the desirability of improving the existing cycle links to the Campus. Further improvements which were suggested during the cyclability audit included formalising the use for cyclists of the path to the west of the entrance which runs towards Abingdon-on-Thames, along with a new route to the east of the entrance towards Clifton Hampden and an A415 crossing facility to link this with the existing cycle route. The provision of improved entry and exit links from the Campus (as identified in the audit above) was implemented by the UKAEA, with shared pedestrian/cycle routes and signage provided.
- 4.23 There was a Cycle Survey Questionnaire completed on-site in 2022 to provide information on existing employees experiences of cycling to and from Culham Campus. This identified 94% of respondence would travel from homes within Oxfordshire, with 44.5% of the total from within OX14, the same postcode area as the Campus. There were 48% of respondents that currently do, or would, use the route between Culham Campus and Abingdon. Many respondents had concerns about existing cycle routes and suggested improvements included resurfacing and fixing pot holes, additional cycle lanes/off road cycle paths, and segregated cycle routes.

There were also desires for more weather proof cycle storge, showers/changing facilities and cycle maintenance facilities on-site.

- 4.24 A cycle route over the Nuneham viaduct has been suggested by cyclist based on the Campus to reduce journey times from Abingdon. However discussions with Network Rail and GWR have confirmed this is not considered feasible, mainly due to safety concerns. A proposed new route over the Thames to Abingdon is contained within the Abingdon LCWIP (see following paragraphs) and this will serve a similar purpose. It will reduce the length of the route to/from Abingdon for both pedestrians and cyclists considerably, and provide a more attractive purpose built route.
- 4.25 Oxfordshire County Council are proposing significant improvements to pedestrian and cycle infrastructure locally though the Abingdon LCWIP (Local Cycling and Walking Infrastructure Plan). This includes a potential new river crossing to provide an additional link between Culham Campus and Abingdon. A Didoct LCWIP is also being prepared which has a wider remit extending towards Culham Campus. Other improvements are proposed by OCC as part of the HIF Infrastructure proposals and through S106 funding from UKAEA and other sources.
- 4.26 Key proposed new routes and improvements to existing cycle routes are:
 - New cycle route with bridge over Thame Lane and the Thames, to the east of Abingdon (part of the Abingdon LCWIP)

- Link to Didcot, via a new river crossing, marked C on the HIF
 Infrastructure Alignment Overview plan in Appendix E (main works
 funded by HIF, with new ped/cycle facilities on south side of Abingdon
 Road, extending from opposite the Campus main entrance to the HIF
 infrastructure to be funded by the UKAEA via S106)
- Improvements on the route between Culham Campus and Clifton Hampden (and on to Berinsfield)
- 4.27 Funding is currently being sought for Phase 2 of the Science Vale Active Travel Network, when the Culham-Abingdon route will be considered in greater detail.
- 4.28 With the additional bridge on Thame Lane, more areas of Abingdon would be within 5km and places such as Kennington and parts of south Oxford would become within a 10km cycle journey, with further areas of south Oxford and Kingston Bagpuize and Southmoor becoming within a 15km cycle journey. With the addition of the HIF infrastructure the rest of Didcot and Harwell would be within an approximately 10km cycle journey. With the addition of the proposed improvements along the route to/from Clifton Hampden and Berinsfield, this route will become more attractive.
- 4.29 The improvements to cycle routes will also be beneficial to those walking to the Campus. However, the distances involved are generally more suitable for cycling than walking.

4.30 Postcode data was provided for existing employees at Culham Campus in 2021 to complete a simple review of the proportion of employees that currently live within 5km, 10km and 15km of the site, that would benefit from the proposed new cycle routes and improvements, and those that would become within each of those thresholds once the proposed new cycle routes are constructed. The figures suggest that the proposed new and improved cycle routes have the potential to encourage around an additional 8-10% of employees to consider commuting by cycle who may not have considered this before. The new and improved cycle routes would also reduce some journey times and improve the attractiveness of cycling as an option for commuting.

Bus Services:

- 4.31 A 400m walking distance to the nearest bus stop is recommended by the Institute of Highways and Transportation's Guidelines for Planning for Public Transport in Developments (IHT 1999). The nearest sets of bus stops to the site are situated on Abingdon Road, approximately 280m from the security gate to Culham Campus. The bus stops feature sheltered seating and tactile paving.
- 4.32 A dedicated bus service (route no. 45) was funded by Section 106 contributions from the OAS development at Culham Campus, and is operated by Thames Travel. There have been recent changes to the service, including the route being extended to the east and west. To the

east, the route now continues through Clifton Hampton, Burcot, Berinsfield and to southern areas of Oxford (Stanford-on-Thames, Littlemore and Cowley), and to the west the route now extends to Abingdon College.

- 4.33 The service operates Monday to Friday and originally just operated during peak commuter periods, but now operates hourly throughout the day, with increased frequency through the morning and evening peak hours for commuting.
- 4.34 Berinsfield has a population of approximately 3,000 people and has a major residential site allocation within the adopted Local Plan that would increase the size of the village by approximately 1,700 homes. The southern areas of Oxford (Littlemore, Iffley and Cowley) has a population of approximately 20,000 people and is also likely to expand due to the STRAT11 (3,000 new homes) and STRAT12 (1,800 new homes). Both locations are therefore likely to provide rapidly expanding population bases which Culham Campus will benefit from linking to.
- 4.35 The recently introduced Thames Travel 95 bus service travels between the Campus and Didcot, calling at Long Wittenham on route. This service provides 5 daily services in each direction, during peak commute times.
- 4.36 The areas of Didcot served by the new service have a population of approximately 15,000 people, which will expand further as the north eastern development scheme (2,030 new homes) is built out. This area of

Didcot will therefore provide an expanding population base with direct connection to Culham Campus.

- 4.37 The UKAEA will continue to liaise with the public transport offices at OCC through the regular Transport Liaison Meetings and directly, to agree efficient use of S106 funding provided by UKAEA, including increased services and extended routes, and reviewing of bus timetable changes to tie in with employees leaving Culham Campus and for connections to other bus and train services.
- 4.38 The proposed Clifton Hampden bypass will include new bus stops with access directly to the Campus. There will also be a new bus stop provided outside the main entrance security gate, which will be used by the direct bus services to the site (e.g. the existing number 45 and 95 services above). The design of the new entrance area is being developed; however, the new bus stops are expected to be within 50m of the main entrance.
- 4.39 During recent discussions with OCC, it was indicated that further bus service routes are likely to be introduced in the area as development of the STRAT10i (1,700 new homes at Berinsfield) and STRAT7 (3,000 new homes at Chalgrove) allocations within the adopted SODC Local Plan come forward. The STRAT10 proposals are anticipated to deliver a new bus service between Berinsfield and Abingdon whilst it is proposed that the STRAT7 scheme will deliver a new bus service between Chalgrove and Didcot. Both of the proposed bus services would operate with a half-hourly

service frequency and call along the A415, outside of Culham Campus, at the bus-laybys proposed as part of the HIF funded bypass. The provision of these bus services would increase the attractiveness of public transport use by staff and visitors to Culham Campus.

Train Services:

- 4.40 Culham train station is a walking distance of approximately 850m from the Culham Campus security gate, and provides access to train services between Oxford and Didcot Parkway, with occasional services to Banbury and Reading.
- 4.41 The train journey between Oxford and Culham takes approximately 10 minutes, and between Didcot and Culham takes just 5-7 minutes. The services calling at Culham also call at stations at Appleford and Radley.
- 4.42 The main gate development proposals, alongside are configuration of the entrance to the Campus to tie in with the proposed HIF infrastructure, include improvements to the pedestrian and cycle route between the station and the Campus. The Framework Masterplan for Culham Campus also identifies future potential for a shorter and more attractive link to be provided.
- 4.43 The station, operated by Great Western Railway (GWR), has seating, sheltered waiting facilities, real time information displayed through the Web CIS (Customer Information System) on the platforms and information

- points. Cycles can be taken onto the trains subject to their Cycle Policy and there is usually space for two full size cycles per train.
- 4.44 The Oxfordshire Rail Corridor Study has proposed a number of schemes for Oxfordshire. As part of this Culham station has been identified for investment. It is anticipated that it will become a district centre with the development of the adjacent Culham Science Village. Plans of the proposals are starting to be worked on.
- 4.45 There is now an hourly service at Culham station and it is anticipated that this will increase to 4 trains or more per hour in time. The East-West rail extension from Milton Keynes beyond Oxford to Didcot will call at Culham and will facilitate these additional train services. The East-West rail extension is due to complete in 2026, but other opportunities for some increased services may exist prior to then through timetable adjustments.

Car:

- 4.46 Culham Campus has its own car share scheme (www.culhamcarshare.com) hosted by Mobilityways Ltd and is available free of cost to all members of staff based at Culham Campus. The website generally promotes car sharing and matches up potential opportunities to share car journeys to and from Culham Campus.
- 4.47 Some EV charging facilities have been provided on site, and EV charging facilities will be included within new car parks provided on campus.

4.48 Existing car parking spaces on campus are generally well used, but not quite back to pre-Covid levels. There is some re-purposing of existing spaces to off-set new provision associated with some of the current development proposals, (which is in line with the Framework Masterplan for Culham Campus and OCC's Local Transport and Connectivity Plan).

- 4.49 The 'out of town' location of Culham means that the majority of journeys to work by Culham employees are in the opposite direction to the main commuter traffic flows (except those who come through Abingdon-on-Thames, and are with the main flow for some of the way).
- 4.50 The core working hours of occupiers at the site straddle the normal concentration of commuter patterns, with many forms of flexible working in operation helping to reduce peak demand on the highway network.

5.0 Targets

5.1 The Oxfordshire Local Transport and Connectivity Plan (LTCP) aims to replace or remove 1 in every 4 car trips in Oxfordshire by 2030, and then a further 1 in 3 by 2040. Applying this to the proportion of car drivers recorded travelling to and from Culham Campus in 2019 provides the following proportions.

Table 5.1: Applying LTCP Targets

Mode	2019 Survey	2030	2040
Car Drivers	71.2%	53.4%	35.6%

- 5.2 The Framework Masterplan for Culham Campus includes a long term aspiration to increase walking as a mode of travel to 5%, cycling to 15%, bus to 25% and train to 20%, by 2050. This would bring car use down to just 35%; around half of the current proportion. There are also short and medium term targets to work towards this.
- 5.3 The aspirations of the Framework Masterplan for Culham Campus broadly tie in with the Oxfordshire LTCP targets for car trips in the county, with 60% car drivers by 2025, and less than 50% by 2035 and around 35% by 2050. Therefore the aspirational proportions for all modes from the Framework Masterplan for Culham Campus have been used to form the proposed Culham Campus Travel Plan targets.

- 5.4 The SMART (Specific, Measurable, Achievable, Realistic, and Timebound) targets for the Culham Campus Travel Plan are set out below.
- 5.5 The Culham Campus Travel Plan targets are to reduce the proportion of car drivers travelling to and from Culham Campus, and increase the proportions of other modes to the percentages set out in **Table 5.2** below, by the date stated. The key target is to reduce the number of car drivers, and therefore there is some flexibility in the proportions of more sustainable modes.

Table 5.2: Culham Campus Travel Plan Targets

Mode	2019	Short	Medium	Long
	Survey	Term	Term	Term
	Results	2025	2035	2050
Pedestrian	10.4%	12.5%	2.5%	5%
Train	10.170	12.070	15%	20%
Cycle	7.8%	9%	12.5%	15%
Motorbike	1.5%	1.5%	1.5%	1.5%
Bus	1.2%	7.5%	15%-20%	25%
Car Drivers	71.2%	58.5%	35%-50%	25%-45%
Car Share	7.8%	10%	0070 0070	2070 1070

5.7 Future monitoring should establish the proportion of pedestrian and train users separately, via interviews during the multi-modal movement counts

and/or via staff travel questionnaires. It would also be useful to start to record levels of electric vehicle use, as although there is no proposed target at this time, there could be in the future.

- 5.8 Significant increases in train use for travel to and from Culham Campus is reliant on improvements to rail services that are not under the control of the UKAEA. Any delays to the proposed improvements could therefore limit the achievable increases in the use of that mode of transport. Therefore, this in particular should be considered as the Travel Plan is monitored and reviewed, and targets should be adjusted as appropriate to ensure they remain achievable and realistic, as part of being SMART targets.
- 5.9 Bus service improvements will be provided with S106 funding from the UKAEA associated with the recently approved and future planning applications at Culham Campus, which should assist in increasing frequency and attractiveness of services over time, however, this is also commercially led. The timing and details of the S106 funding being used is determined by OCC, and discretion, although is discussed at Transport Liaison meetings with all parties, to seek to maximise.
- 5.10 Other local infrastructure improvements associated with the HIF scheme including the Clifton Hampden by-pass, which include improved pedestrian and cycle infrastructure, and also active trave improvements associated with the Abingdon LCWIP, Didoct LCWIP, and Science Vale Active Travel

Network Phase 2, will also unlock the potential to achieve the Travel Plan targets for increases in pedestrian and cycle trips. There is also S106 funding from the UKAEA towards localised off-site pedestrian and cycle improvements, but the delivery of these works will be determined by OCC.

5.11 Irrespective of the above constraints, there are numerous measures within the UKAEAs control that are proposed to achieve modal shift at Culham Campus. These are summarised in the following section.

6.0 Measures

- 6.1 This section sets out ongoing and proposed Travel Plan measures to be implemented by UKAEA. They include a combination of 'hard measures' to provide high quality infrastructure for sustainable modes of travel and 'soft measures' to raise awareness of and promote these facilities and travel modes.
- 6.2 A log of key Travel Plan achievements and milestones to date is provided in **Appendix F**.
- 6.3 The Action Plan in **Appendix G** sets out the ongoing and proposed tasks, which objective/target they are associated with, timescales for completion, who is responsible and how success will be measured.

General Travel Plan Information and Promotion

- 6.4 Continue to promote the Culham Campus Travel Plan to all employees and visitors.
- 6.5 For all on-site developments prepare and implement Travel Plans for new buildings as part of seeking to achieve BREEAM excellent accreditation.
- 6.6 Continue to provide up to date sustainable travel information on the Culham Campus website (culham.org.uk) with links to public transport timetables, cycle routes, and other information.
- 6.7 Continue to display up to date sustainable transport information in communal areas.

- 6.8 Continue to issue site notices and newsletters to share travel and transport information.
- 6.9 Provide display screens in communal area with live public transport information.

Reducing the Need to Travel

- 6.10 Continue to provide a range of on-site amenities and services to reduce the need to travel during the working day. The following amenities are available:
 - Staff Restaurant/DeliBar
 - Coffee Shop
 - Two Site Shops
 - Children's Day Nursery
 - Conference Centre
 - Lecture Theatre
 - Sports Facilities
 - Sports & Social Club
 - Bike Workshop
 - Publications, printing and reprographic services
- 6.11 Continue to provide and encourage opportunities for flexible working hours and home/remote working where practical and efficient, to help reduce peak hour demands on the local highway network.

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6.12	Continue to encourage the use of virtual meetings and conference calls where appropriate.	6.20	Continue to liaise with SODC and OCC regarding local pedestrian and cycle improvement opportunities.
6.13	related journeys offsite. Active Travel (Walking and Cycling) 4 Continue to provide and maintain covered cycle storage facilities, with new buildings to have BREEAM compliant cycle storage and cycle facilities (showers, changing facilities, lockers, etc.) improvements where appropriate. Recent agreed for the following infrastructure schet the local area, including for journeys to an within the existing public highway on the south side of the A415 to a	Provide S106 contributions towards off-site pedestrians and cycle improvements where appropriate. Recent S106 contributions have been agreed for the following infrastructure schemes to promote active travel, in	
6.14			 within the existing public highway, improve the existing footway on the south side of the A415 to a shared footway/cycleway facility
6.15	Continue to support the CulBUG (Culham Bicycle User Group) which provides information for cyclists and a forum to raise issues facing cyclists on site and in the local area, and encourage their proactive involvement in relevant Travel Plan actions, investigations and monitoring.		 with verge / landscaped (buffer) area, from the Culham Campus site entrance towards the train station (approximately 900m). enhance the existing Tollgate / Abingdon Road signalised junction by providing an integral pedestrian and cycling crossing facility.
6.16	Continue to provide repair stations and with liaison with CulBUG monitor need for any additional maintenance facilities.	6.22	Continue to maintain and enhance pedestrian and cycle routes on site, including recreational routes and crossing facilities, though the UKAEA Planned Maintenance Programme.
6.17 6.18	Continue to provide Dr Bike sessions. Continue to promote the Government's Cycle to Work scheme for UKAEA employees, and to Culham Campus tenants, for financial assistance for the purchase of bicycles, a bikes and other cycling equipment.	6.23	Provide improvements to pedestrian and cycle routes and facilities on site in line with the Culham Campus Masterplan. Bus & Rail
6.19	the purchase of bicycles, e-bikes and other cycling equipment. Continue to hold the annual Cycle to Work day, with incentives such as a	6.24	Provide S106 contributions towards public transport improvements where

free breakfast.

appropriate.

- 6.25 Provide high quality bus stops, as part of the reconfiguration of Culham Campus main entrance, linked to HIF infrastructure scheme.
- 6.26 Provide improved pedestrian and cycle routes to/from Culham train station within UKAEA land ownership, as part of the reconfiguration of Culham Campus main entrance, linked to HIF infrastructure scheme.
- 6.27 Facilitate a potential new pedestrian and cycle route to/from Culham train station within UKAEA land ownership, as part of the Culham Campus Masterplan, linked to the development of Culham Science Village.
- 6.28 Continue to liaise with bus operators and the public transport team at OCC, regarding improvements to bus and rail services, and Culham train station.

Car

- 6.29 Provide car parking hubs close to the Culham Campus main entrance(s), with a view to repurpose existing on-site car parking, and unlock potential for active travel on campus.
- 6.30 Continue to provide and promote the site specific Culham Car Share scheme.
- 6.31 Provide EV charging facilities within new car parks.

7.0 Management

- 7.1 The UKAEA have been committed to implementing a site-wide Travel Plan for Culham Campus since 2016, and have renewed that commitment as part of their Framework Masterplan for the Campus.
- 7.2 The UKAEA has a nominated Travel Plan Co-ordinator for Culham Campus:

Culham Campus TPC: Sarah Lewis

E-mail: sarah.lewis@ukaea.uk

- 7.3 Key responsibilities of the Travel Plan Co-ordinator are:
 - "Ownership" and management of the Travel Plan
 - Implementing the Travel Plan measures
 - Logging key achievements (see Appendix F)
 - Raising Travel Plan related points at management level meetings
 - Organising multi-model movement counts and travel surveys
 - Reviewing progress towards targets
 - Reviewing the Travel Plan measures and action plan
 - Organising Travel Plan update reports
 - Liaison with organisations providing transport provision and infrastructure Public Transport Operators and OCC

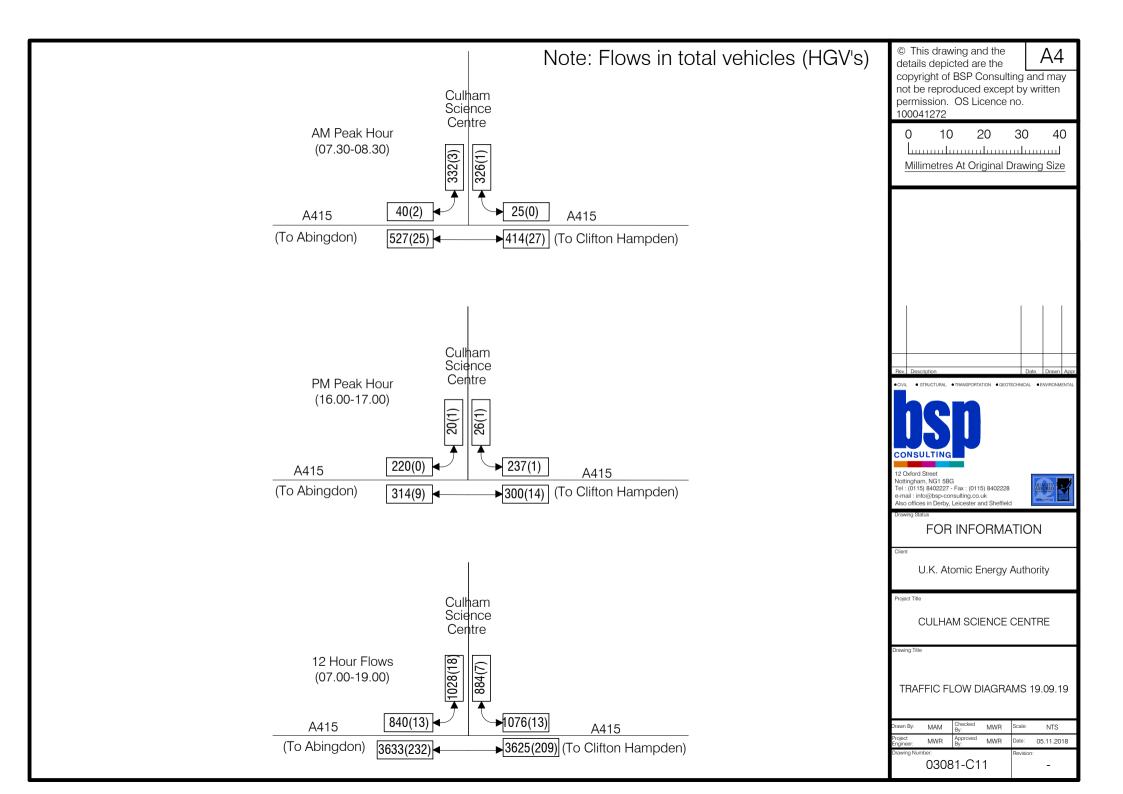
8.0 Monitoring and Review

8.1 The Action Plan in **Appendix G** includes actions associated with the monitoring and review of the Travel Plan.

- 8.2 There is a commitment to complete new travel surveys and review the sitewide Travel Plan at least every two years, but ideally annually.
- 8.3 Multi-modal movement counts and travel survey questionnaires are proposed to be undertaken in 2023, in order to help quantify walking and rail use, levels of awareness of the Travel Plan, car share scheme, CulBUG, and gather feedback from site users on further potential opportunities to help facilitate modal shift for them.
- 8.4 It would also be useful to start to record levels of electric vehicle use, as although there is no proposed target at this time, there could be in the future.
- 8.5 Monitoring of travel patterns is to be ongoing, at least in line with the timeframe of these Travel Plan targets which currently extend to 2050.
- 8.6 Targets, measures and actions will also be reviewed and amended, as part of the Travel Plan update reports.

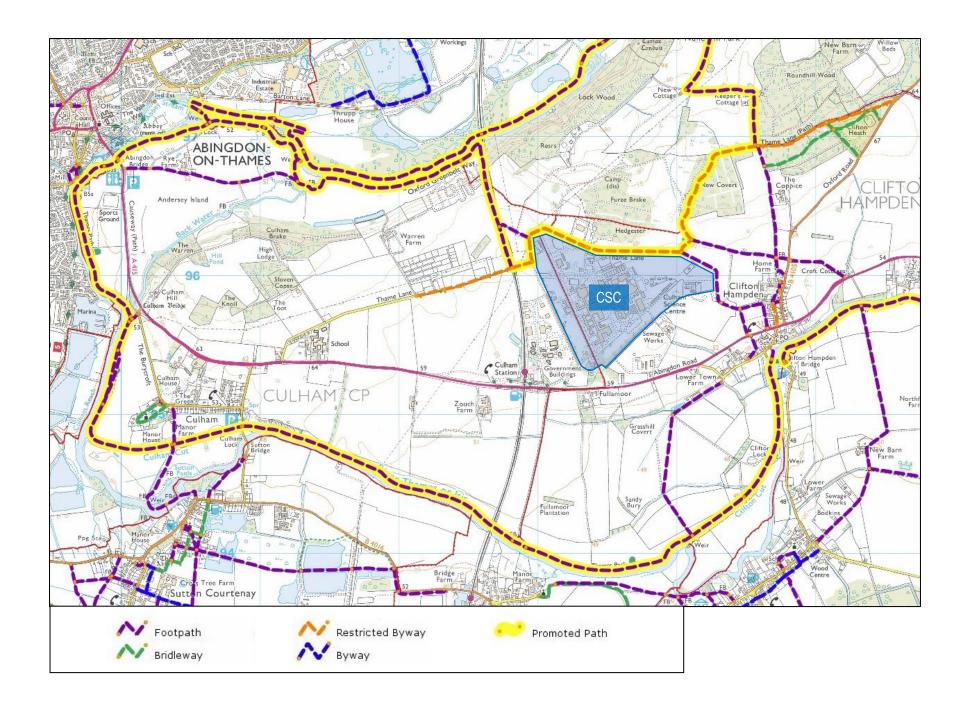
Appendix A

Traffic Flow Diagrams



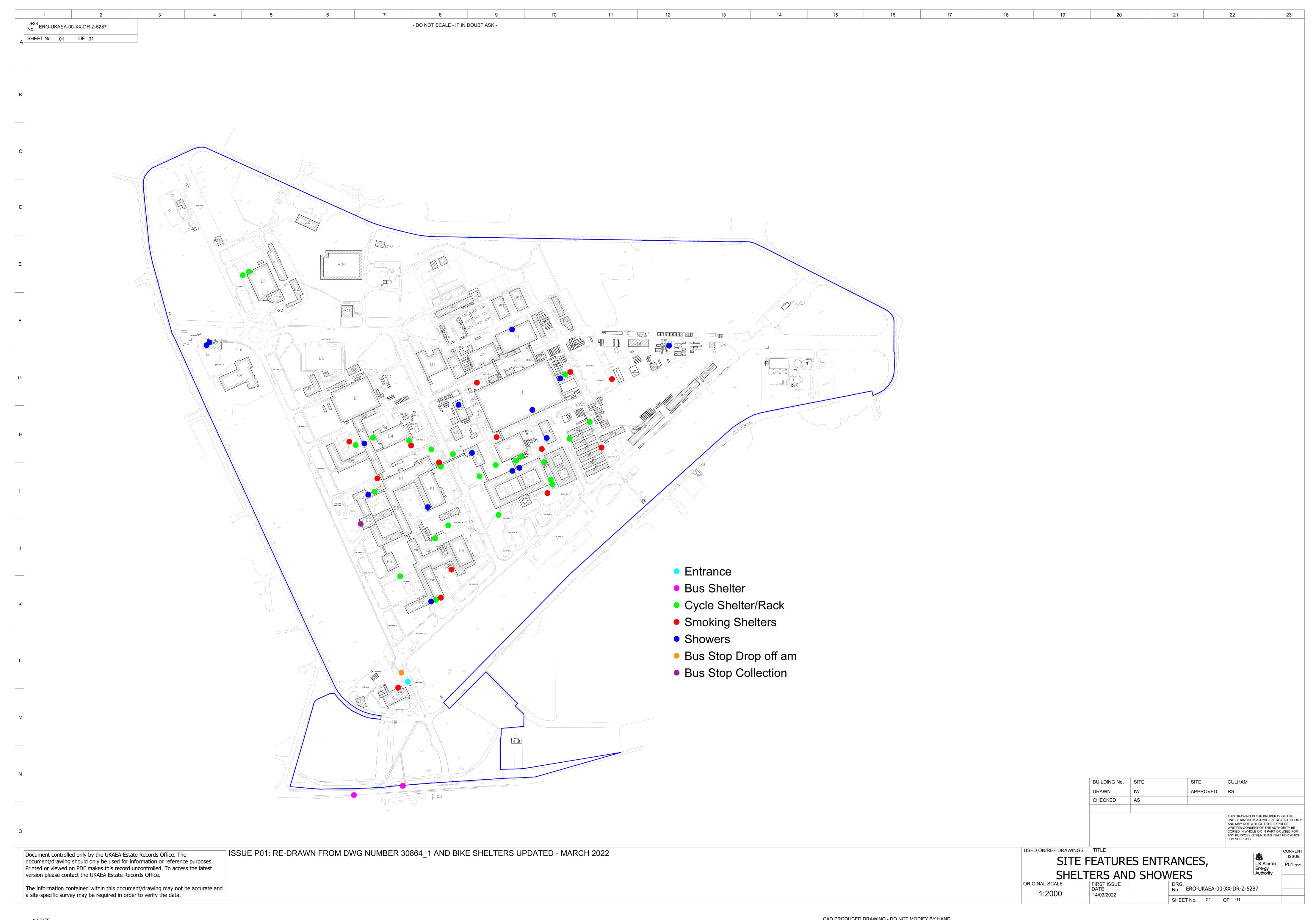
Appendix B

Existing Public Rights of Way in the Vicinity of Culham Campus



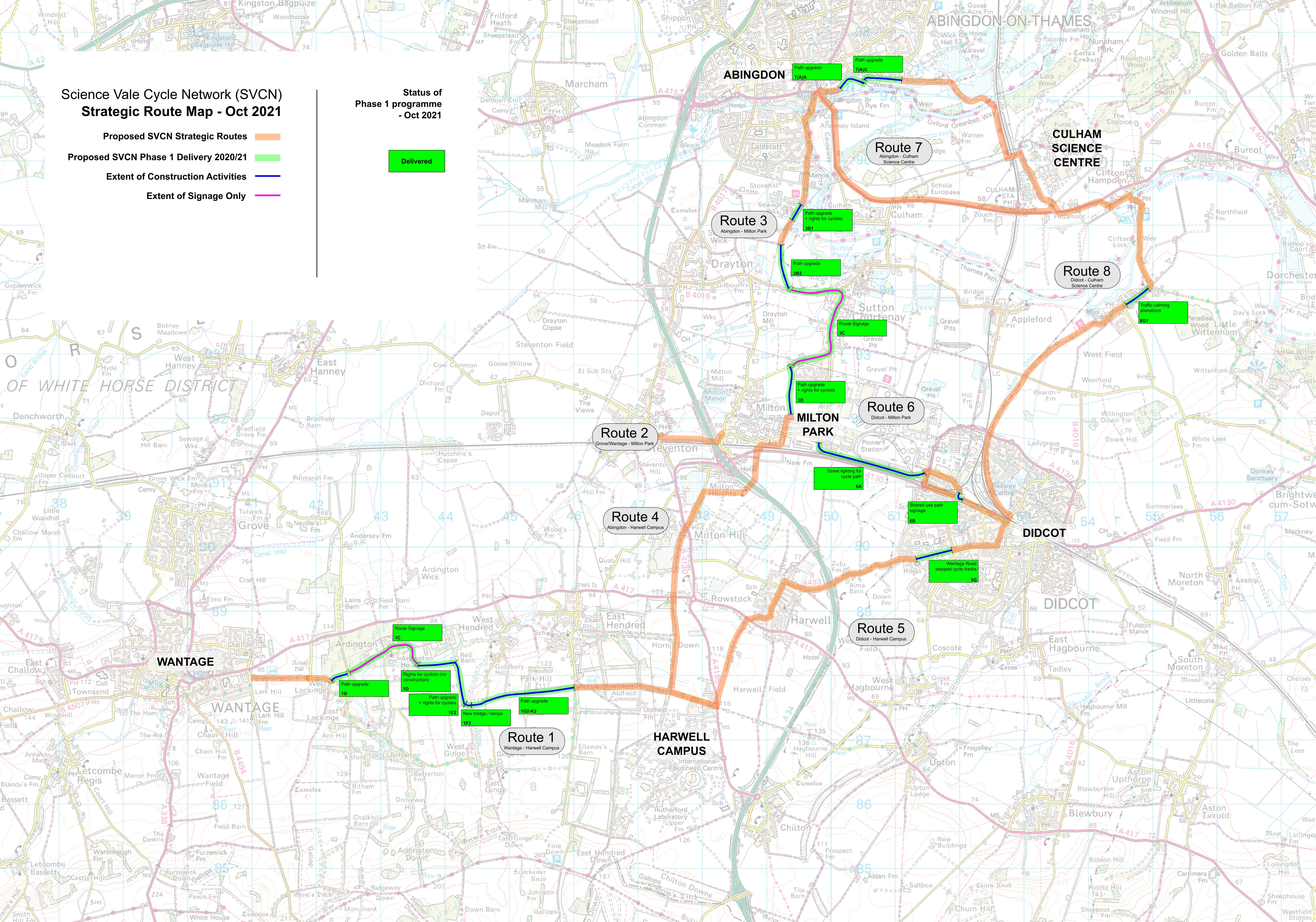
Appendix C

Map showing cycle parking, showers and bus shelters



Appendix D

Science Vale Cycle Network Strategic Route Map



Appendix E

HIF Infrastructure Alignment Overview



Figure 1: Preferred Scheme Alignments Overview

Appendix F

Log of Achievements and Milestones

	CATEGORY	DESCRIPTION	ADDITIONAL COMMENTS
WHEN			
2009	Improvement	UKAEA funded improvements to Culham Rail Station and footpath to CSC including installation of street lights	
	Improvement	Bus stops and shelters part funded by UKAEA installed at entrance on A415 including section of footpath linking bus stops to CSC	
	Survey	Annual Traffic Count	
2010	Survey	Annual Traffic Count	
2011	Improvement	Re-surfaced footpaths and carparks and renewed bay markings for cars, with dedicated motorcycle and disabled bays	Site-wide
	Event	Annual Bike to Work Event	55 cyclists in the first year
	Survey	Annual Traffic Count	
	Improvement	Additional Cycle Racks	
2012	Safety	Electronic Information Board at Main Gate	Digital temperature sign to warn of freezing conditions
	Event	Annual Bike to Work Event	
	Survey	Annual Traffic Count	
2013	Improvement/	Improved combined footpath/cycleway incl. modification of speed humps to	On southern edge of A415 to CSC entrance
	Safety	provide gaps for cyclists riding through	
	Event	Annual Bike to Work Event	
	Survey	Annual Traffic Count	
	Improvement	Upgraded Street Lighting to LED	
2014	Observation	Bicycle trips increased by 2.5%	Since 2009
	Event	Annual Bike to Work Event	
	Improvement	Additional Bike Sheds, concrete plinth and Sheffield stands installed	
	Observation	Increase in rail users by 3%	Compared to 2009
	Observation	Reduction in car drivers by 6%	Compared to 2009
	Survey	Annual Traffic Count	
	Improvement	Additional/Refurbish showers	Building D3 Showers refurbished
2015	Improvement	Additional/Refurbish showers	Buildings E1 & F7 Refurbished
	Facility	Bicycle Workshop launched	CPG made building available non-gratis for use by staff and workshop
	Event	Annual Bike to Work Event	148 cyclists attend the event
	Event	OCC Cycle maps/freebies	Handed out at OCC/CSC Travel Choices event
	Facility	Dr Bike Services negotiated	Monthly since
	Improvement	Additional Cycle Shelters installed	Buildings K1 & J20
	Improvement	Modifications to showers and additional gents shower installed in E2	Buildings K1 & E2
	Event	Car Share Promotion	As part of National Liftshare Week
n/a	Provision	Cyclists Site Pass Arm Bands	Provided free

2016	Provision	Cycle Proficiency Classes	Offered via local bike retailer			
	Event	Carshare Event	Febr7% increase in members			
	Tools OCC Journey Planner App		made available via Culham.org.uk			
	Facility	Provision of Public Bike Repair Stations x 2 funded by OCC	On order			
2016	Facility	Clothes drying rooms installed	One in new building B1 and 'K' block			
	Event	Annual Bike to Work Event	Planned for June 2016			
	Event	Car Share Promotion	Took place 27 April			
ı	CSC TDAVEL DLAN MAY 2016 ONWADDS					

CSC TRAVEL PLAN MAY 2016 ONWARDS

2016	Event	Annual Bike to Work Event	June - 71 cyclists took part
	Setback	Withdrawal of both Bus Service T2 and 114 leaving CSC with no bus service at	July - Not conducive to encouraging use of public transport or support growth in
		all	the area
	Improvement	Re-surfacing of section of Farm Road and front of F4/Middle Way	
	Provision		
	Building	Invited local stakeholders affected by bus cuts to meet with bus operators to	1st meeting held 1 Aug. Follow up meeting - 20 Sept
	Relationships	look for an alternative/way forward	
	Event	Annual Traffic Count	20 September
	Provision	Br Bike workshops	Monthly
	Building	Agreed to meet with Zipabout, to discuss bespoke app to identify congestion	19 September
	Relationships	and suggest alternative routes	
2017	Health & Welfare	Outdoor Gym purchased and installed	April 2017
	Health & Welfare	Tennis courts re-marked	April 2017
	Improvement	Bike Repair Station installed	May 2017
	Event	Outdoor Gym Launch	May 2017
	Event	Bike to Work Breakfast	June 2017 94 cyclists took part
	Provision	Dr Bike workshops	Monthly March - October
	Event	Annual Traffic Survey	September 2017
2018	Provision	Br Bike Workshops	February to September
	Event	Annual Bike to Work	June – 112 cyclists took part
	Health & Welfare	Softball pitches re-marked	June
	Facility	New sports facility planning permission granted	July
	Event	Car Share Promotion	October
	Event	Travel Survey to all CSC staff	November
	Event	Annual Travel Survey	September
	Provision	Mobile Catering service (4 stops, twice daily)	November
2019	Provision	Br Bike Workshops	February to September
	Event	Annual Bike to Work	June
	Provision	Abingdon to CSC 45 bus service	August
	Event	Annual Travel Survey	September

	Event	Thames Travel Bus Service Promotion	September
	Event	Liftshare promotion	October
2020	Facility	Indoor gym opened	March
	Provision	Didcot to CSC 95/95B bus service	January
	Improvement	Increase in the number of buses on the 45 bus service	January
2021	Provision	EV charging points	June
	Improvement	New Barista Costa Coffee bar	July
	Improvement	Veranda to extend restaurant area	August
2022	Improvement	Restaurant Quad re-landscaped	June
	Provision	Dr Bike Workshop	March to October
	Provision	MUGA opened	May
	Event	Bike to Work	June
	Improvement	Replacement of the older bike sheds	Summer
	Provision	45 and 95/95B bus services return to pre-pandemic levels	August
2023	Provision	CulBUG forum re-instated and promoted to all on site	January
	Provision	Dr Bike Workshop	March to October

Appendix G

Action Plan

Action	Related Target/Objective	Timescale for completion	Responsibility	Successfully completed?
Continue to promote the Culham	All	Long Term	Travel Plan Co-ordinator	High levels of Travel Plan
Campus Travel Plan to all				awareness
employees and visitors				
Prepare and implement Travel		Long Term – information provided to	Project Managers and	Building specific Travel Plans
Plans for new buildings as part of		building users from occupation	Travel Plan Co-ordinator	produced, approved and
seeking to achieve BREEAM		onwards		implemented
excellent accreditation				
Continue to provide up to date	Increase proportion of	Long Term	Travel Plan Co-ordinator	Information available to staff
sustainable travel information on	pedestrian, cycle and public			and visitors via website
the Culham Campus website	transport journeys to and			
(culham.org.uk) with links to	from the site			
public transport timetables, cycle				
routes, and other information				
Continue to display up to date		Long Term	Project Managers and	Information available to staff
sustainable transport information			Travel Plan Co-ordinator	and visitors
in communal areas.				
Continue to issue site notices and		Long Term	Travel Plan Co-ordinator	Information provided to staff
newsletters to share travel and				
transport information.				

Action	Related Target/Objective	Timescale for completion	Responsibility	Successfully completed?
Provide display screens in	Increase proportion of	Short Term – installation	Project Managers and	Screens provided and
communal area with live public	journeys to and from the site	Long Term – maintained	Travel Plan Co-ordinator	information available to staff
transport information	by bus			and visitors
Continue to provide a range of on-	Reduce the need to travel	Long Term	UKAEA	Facilities provided
site amenities and services				
Continue to provide and	Reduce the need to travel	Long Term	The UKAEA	Flexible working policies in
encourage opportunities for				place
flexible working hours and				
home/remote working				
Continue to encourage the use of		Long Term	The UKAEA	Technology widely used
virtual meetings/conference calls				
where appropriate				
Continue to encourage the use of		Long Term	The UKAEA	Shared journeys encouraged
car sharing and shared taxis for				and increasing
work related journeys offsite				
Continue to provide and maintain	Increase proportion of cycle	Long Term	The UKAEA and Travel	Information available to staff
covered cycle storage cycle	journeys to and from the site		Plan Co-ordinator	and visitors via website /
facilties				newsletters / leaflets / notices
Install cycle parking facilities to		Short Term – prior to building	Project Managers and	Facilities provided
BREEAM standards alongside		occupation	Travel Plan Co-ordinator	
new buildings		Long Term – to continue to apply to		
		new buildings		

Action	Related Target/Objective	Timescale for completion	Responsibility	Successfully completed?
Continue to support the CulBUG,	Increase proportion of cycle	Long Term	Travel Plan Co-ordinator	CulBUG active with good level
encourage involvement in Travel	journeys to and from the site			of membership
Plan				
Continue to provide repair stations		Long Term	The UKAEA and Travel	Facilities provided
and monitor need for additional			Plan Co-ordinator	
maintenance facilities				
Continue to provide Dr Bike	Increase proportion of cycle	Short, Medium and Long Term	Travel Plan Co-ordinator	Regular sessions provided
sessions	journeys to and from the site			
Continue to promote the Cycle to		Long Term	The UKAEA and Travel	Facilities provided
Work scheme			Plan Co-ordinator	
Continue to hold the annual Cycle		Short, Medium and Long Term	Travel Plan Co-ordinator	Annual event held
to Work day				
Continue to liaise with SODC and	Increase proportion of	Long Term	The UKAEA and Travel	Facilities provided
OCC regarding local pedestrian	pedestrian movements to and		Plan Co-ordinator	
and cycle improvement	from the site, and on campus			
opportunities	and			
Provide S106 contributions	Increase proportion of cycle	Medium Term – in line with S106	The UKAEA	S106 contribution made and
towards off-site pedestrians and	journeys to and from the site	agreements for specific planning		highway works completed
cycle improvements where		permissions		
appropriate				

Action	Related Target/Objective	Timescale for completion	Responsibility	Successfully completed?
Install showers/lockers/drying/	Increase proportion of	Short Term – prior to building	Project managers and	Facilities provided
changing facilities to BREEAM	pedestrian movements to and	occupation	Travel Plan Co-ordinator	
standards within new buildings	from the site, and on campus	Long Term – to continue to apply to		
	and	new buildings		
Complete land transfer to facilitate	Increase proportion of cycle	Medium Term – in line with HIF	The UKAEA	Land transfer completed and
the OCC HIF infrastructure	journeys to and from the site	infrastructure scheme schedule		highway works completed
scheme, which includes improved				
pedestrian and cycle facilities				
Continue to maintain and enhance		Short, Medium and Long Term	The UKAEA	Facilities provided and
pedestrian and cycle routes on				maintained
site, including recreational routes				
and crossing facilities, though the				
UKAEA Planned Maintenance				
Programme				
Provide improvements to		Medium and Long Term – in line with	The UKAEA	Improved facilities provided
pedestrian and cycle routes and		Culham Campus Masterplan		
facilties on site in line with the				
Culham Campus Masterplan				

Action	Related Target/Objective	Timescale for completion	Responsibility	Successfully completed?
S106 contributions for	Increase proportion of	Medium Term – in line with S106	The UKAEA	S106 contribution made and
improvements to local bus	journeys to and from the site	agreements for specific planning		improved bus services
services where appropriate	by bus	permissions		operational
Provide high quality bus stops, as		Medium Term – in line with HIF	The UKAEA	Facilities provided
part of the reconfiguration of		Infrastructure scheme schedule		
Culham Campus main entrance,				
linked to HIF infrastructure				
scheme				
Provide improved pedestrian and	Increase proportion of	Medium Term – in line with HIF	The UKAEA	Facilities provided
cycle route to/from Culham train	journeys to and from the site	Infrastructure scheme schedule		
station within UKAEA land	by rail			
ownership, as part of the				
reconfiguration of Culham				
Campus main entrance, linked to				
HIF infrastructure scheme				
Facilitate a potential new		Medium and Long Term – in line with	The UKAEA	Route provided
pedestrian and cycle route to/from		Culham Campus Masterplan		
Culham train station within				
UKAEA land ownership, as part of				
the Culham Campus Masterplan,				
linked to the development of				
Culham Science Village				

Action	Related Target/Objective	Timescale for completion	Responsibility	Successfully completed?
Continue to liaise with bus	Increase proportion of	Long Term – regular Transport	Travel Plan Co-ordinator	Facilities provided
operators and the public transport	journeys to and from the site	Liaison meetings (approximately		
team at OCC, regarding	by public transport	quarterly) and in line with planning		
improvements to bus and rail		applications		
services, and Culham train station				
Provide car parking hubs close to	All	Short, Medium and Long Term – in	The UKAEA	Parking hubs provided and on-
the Culham Campus main		line with Culham Campus Masterplan		site parking repurposed
entrance(s), with a view to				
repurpose existing on-site car				
parking, and unlock potential for				
active travel on campus				
Continue to provide and promote	Increase the proportion of	Long Term	The UKAEA and Travel	Scheme available and
the Culham Car Share scheme	journeys to and from the site		Plan Co-ordinator	promotion to staff
	by car sharing			
Provide electric vehicle charging	Promote use of electric	Short, Medium and Long Term –	Project managers and	Facilities provided
facilities within new car parks	vehicles	prior to opening of car park	Travel Plan Co-ordinator	
Organise Travel Surveys in line	All	Short Medium and Long Term – at	Travel Plan Co-ordinator	Surveys completed
with the monitoring schedule		least every 2 years, ideally annually		
Review progress, targets and the	All	Short Medium and Long Term – at	Travel Plan Co-ordinator	Travel Plan report updated
proposed measures and actions		least every 2 years, ideally annually		

Culham Campus

Travel Plan

Produced by:



