



Job Name: **Begbroke Science Park
Travel Plan Conditions**

Client: **Oxford University
Development**

Date: 26 May 2023

Job N^o: IMA-22-154

Planning Ref 18/00803/OUT - Condition 12 - Provision of a bus stop including shelter

1. Introduction

1.1 Planning permission was granted on 17/09/2018 by Cherwell District Council for additional 12,500m² of B1a/b/c and ancillary D1 floorspace at Begbroke Science Park (Ref 18/00803/OUT). Planning permission was granted subject to a number of conditions including Condition 12 as follows:

12 In accordance with the submitted Framework Travel Plan, details shall be submitted to and agreed in writing by the Local Planning Authority for the provision of a bus stop including a shelter within the site at the existing turnaround area at the eastern end of Begbroke Hill. The applicant shall enter into discussions with a service provider to either divert an existing public bus service into the site or provide a new public bus service to serve the site. Subject to agreeing an overall package of public bus service within the site with a service provider or an enhanced private minibus service to serve the site, the proposed bus stop and shelter shall be provided and the public bus service implemented in accordance with details and a programme to be first submitted to and approved in writing by the Local Planning Authority.

Reason- To ensure a sustainable scheme of public/private bus provision is created and maintained to service the existing site and the expansion hereby permitted.

1.2 This submission relates to the first part of this condition, namely that: *details shall be submitted to and agreed in writing by the Local Planning Authority for the provision of a bus stop including a shelter within the site at the existing turnaround area at the eastern end of Begbroke Hill.*

2. Existing Site

2.1 The location and existing layout of the bus turnaround area is shown on Plan 1. In this location there is an existing layby on the northern side of Begbroke Hill, and a turnaround loop on the southern side.

2.2 The layby is 3.5m deep, with 15m tapers at either end. The turn-around loop on the southern side of Begbroke Hill has a jug-handle profile, with a width varying between around 5m to 12m.

2.3 A 3m wide footway cycle way runs along the northern side of the layby. This footway cycleway is marked as a segregated facility (1.5m footway/1.5m cycleway) and provides access from the A44 Woodstock Road into the Begbroke Science Park, a distance of around 560m.

2.4 Begbroke Hill (including the footway/cycleway) is unlit.

3. Future Development Changes

- 3.1 It is notable that in September 2020, Cherwell District Council adopted The Cherwell Local Plan 2011-2031 (Part 1) Partial Review - Oxford's unmet needs. This includes the allocation of land surrounding the Begbroke Science Park under Policy PR8 for the provision of 1950 dwellings, a secondary school, a primary school with the potential to increase to 2 schools if required, a local centre, and a reservation of 14.7Ha of land for the potential expansion of the Science Park.
- 3.2 Access to the development will include at least 2 separate, connecting points of access to the A44 including the use of the existing Science Park access.
- 3.3 The Policies Map for PR8 (extract below) envisages development either side of Begbroke Hill. Hence the environment within which Begbroke Hill sits, and its nature will change significantly as a result of development, and as a result Begbroke Hill will become urban in nature with development on either side.



- 3.4 However, the form of Begbroke Hill, including matters such as footway/cycleway and street light provision, and how might be altered to provide access to the allocation, is under consideration and will be subject to a separate planning process. As such, it is not considered appropriate to second guess, in looking at the bus stop provision, what might be required to serve that allocation or how infrastructure might change as a

result, and so the emphasis has been placed on ensuring adequate and appropriate provision for the current circumstances, accepting that changes are likely to be required as a result of the PR8 allocation.

- 3.5 In addition to changes to transport infrastructure, the infrastructure schedule that forms part of the Local Plan Part 1 Partial Review indicates a requirement, at item 7, for a 4 bus per hour service between Oxford and Begbroke routed Land East of the A44 development site. Discussions with Oxfordshire County Council have indicated that it envisages a new service running from Oxford city centre to Begbroke, looping through Yarnton and the PR8 development before returning to the city. Hence public transport provision will improve as a result of the PR8 allocation (and indeed other allocations).
- 3.6 Discussions with Stagecoach regarding the diversion of bus services are on-going, however it would appear that there is scope for this to happen, and hence the stop and facilities need to be capable of supporting standard bus services.

4. Proposed Bus Stop, Layout and Facilities

- 4.1 The proposed layout for the bus stop provision required by the condition is based on the use of the existing layby and turn-around area, which has been tested for suitability by tracking a 12m standard rigid bus into the layby, and then and out of it into and around the turn-around loop. This tracking is shown on Plan 2 (IMA-22-154-007_A).
- 4.2 Having established the suitability of the layby and turning facility, Plan 3 (IMA-22-154-001_B) shows the proposed bus stop layout for approval.
- 4.3 The layout proposes a fully enclosed 3 bay Mono bus shelter with an internal width of 1.375m and an internal length of 4.125m. A fully enclosed shelter is considered necessary given the exposed nature of the location. It is proposed to light the shelter, which is proposed to be solar powered given a lack of street lighting along the road to provide a suitable electrical feed.
- 4.4 It is proposed that the shelter would include a perch (rather than seating) to provide a resting spot but maintain capacity within the shelter. It is also proposed to provide a poster case to allow travel information to be provided.
- 4.5 While the access road is not currently adopted, and hence neither would the shelter be, it is still proposed to use County colours (and branding if considered appropriate) to allow for future adoption.
- 4.6 It is not proposed to provide Real Time Information at the stop as there would be no electrical supply, and in any event, real time information for buses is available on Oxontime.com, and on the Stagecoach Bus App. Information on these will be provided at the shelter, and included within the Science Park's travel plan which is due to be updated prior to occupation of the development.
- 4.7 As requested by County, the shelter has been set back 2m from the layby edge, this to allow for DDA access. As this provides a standard pavement width in front of the shelter, it is proposed to use this area as the pavement past the shelter, but then to provide a 2m cycleway around the rear of the shelter. These provisions are consistent with the existing footpath/cycleway provision, allowing, in the case of the cycleway,

for an additional 0.5m clearance from the rear of the shelter. This arrangement minimises impact on the existing hedge/verge.

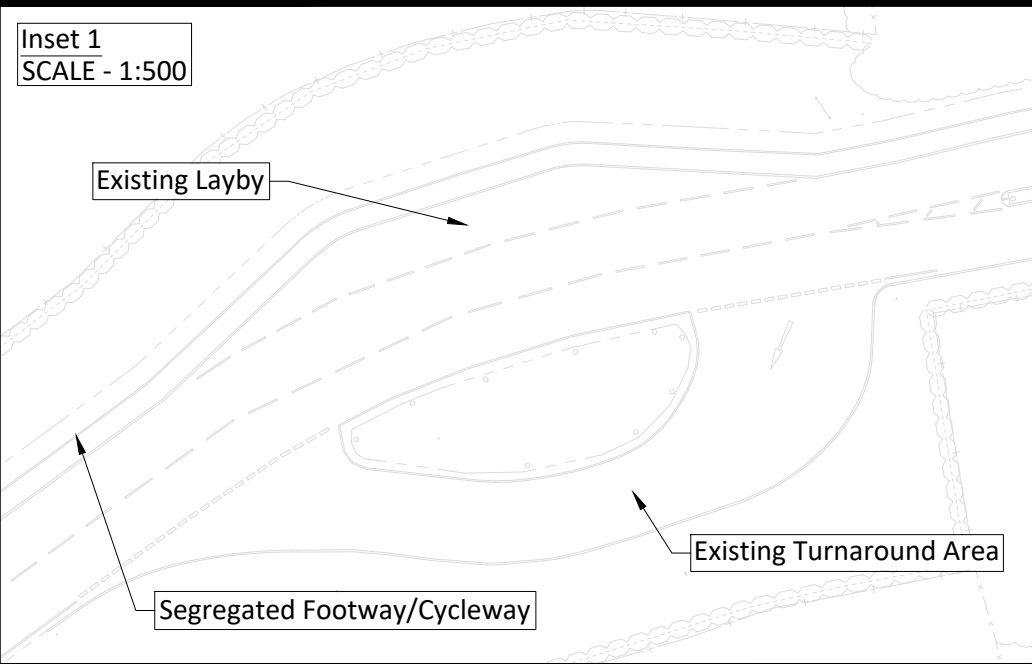
- 4.8 It is proposed to segregate the footway and cycleway past the shelter by soft landscaping.
- 4.9 A VX-O bus stop pole with flag, SMS Plate and timetable case will also be provided at the stop in accordance with the OCC standard specification.

Attachments

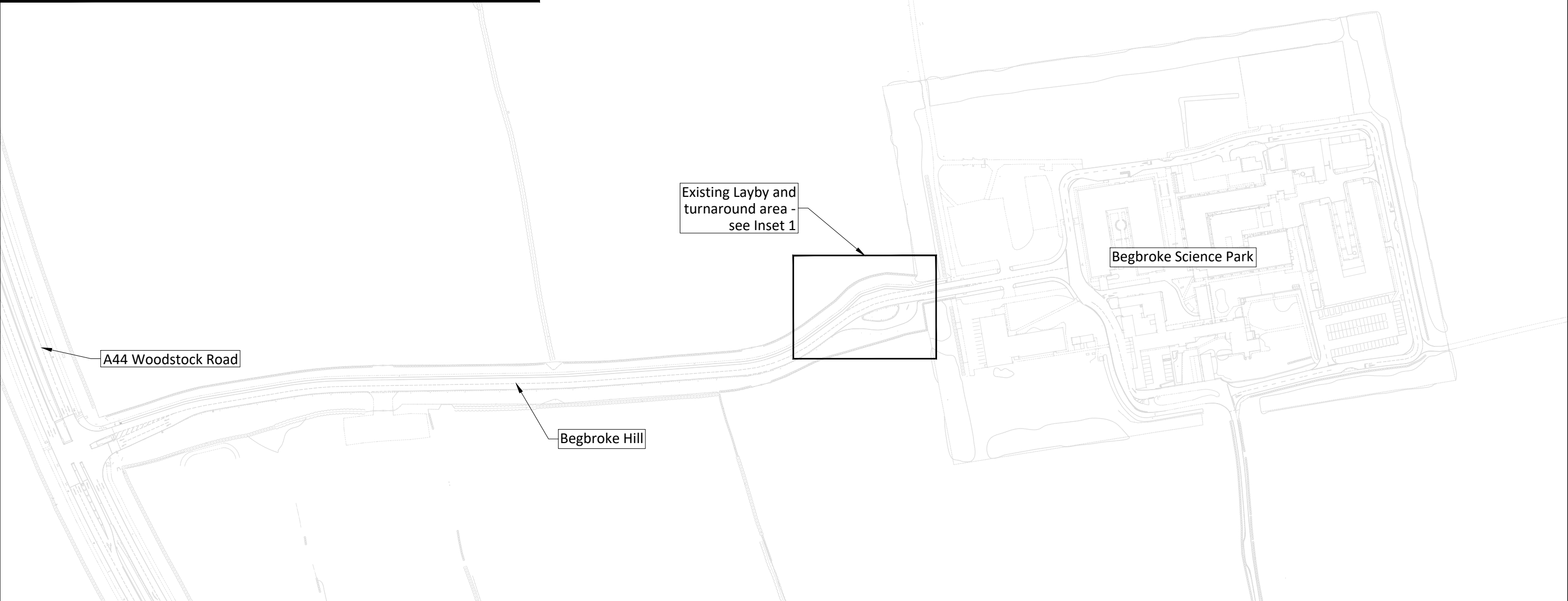
Plans

- Plan 1 Site Location and Existing Layout
- Plan 2 Proposed Bus Shelter - Swept Path Analysis
- Plan 3 Proposed Bus Shelter - General Arrangement

Plans



SCALE - 1:2500



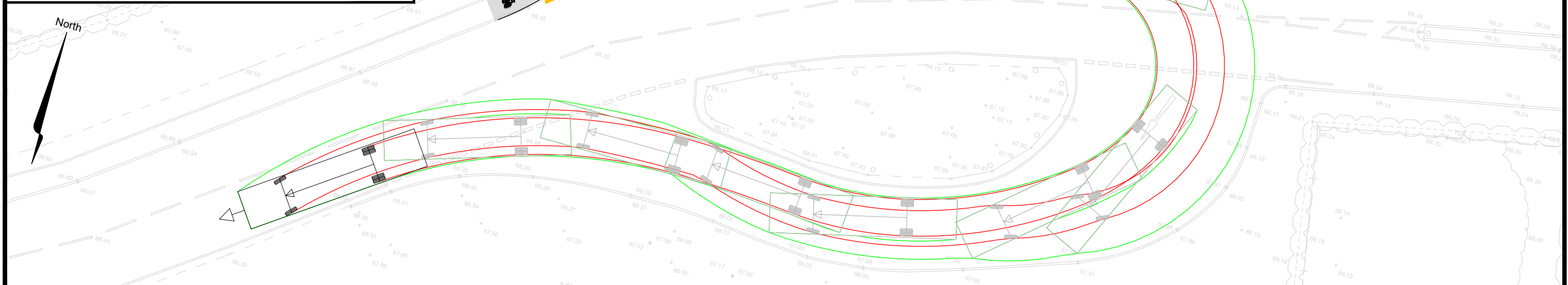
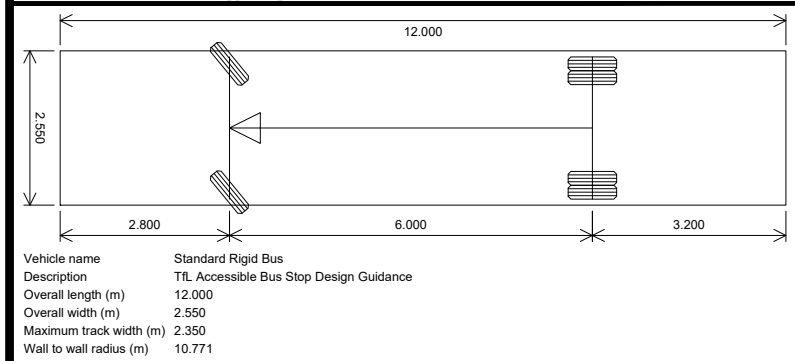
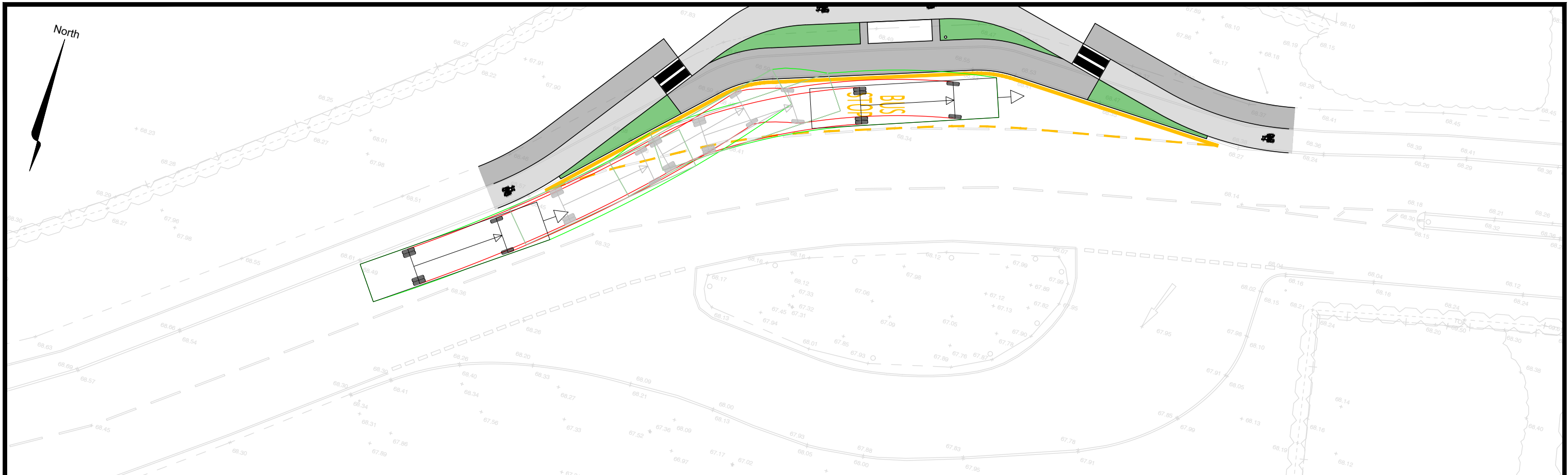
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PROJECT: **Begbroke Science Park
Travel Plan Conditions**

TITLE: **Plan 1
Site Location and Existing Layout**

SCALE: (A3) As Stated	CHECKED: IMA	APPROVED: IMA
CAD FILE: IMA-22-154-009.dwg	DESIGN/DRAWN: MP	DATE: March 2023
PROJECT No: IMA-22-154	DRAWING No: 009	REV: -



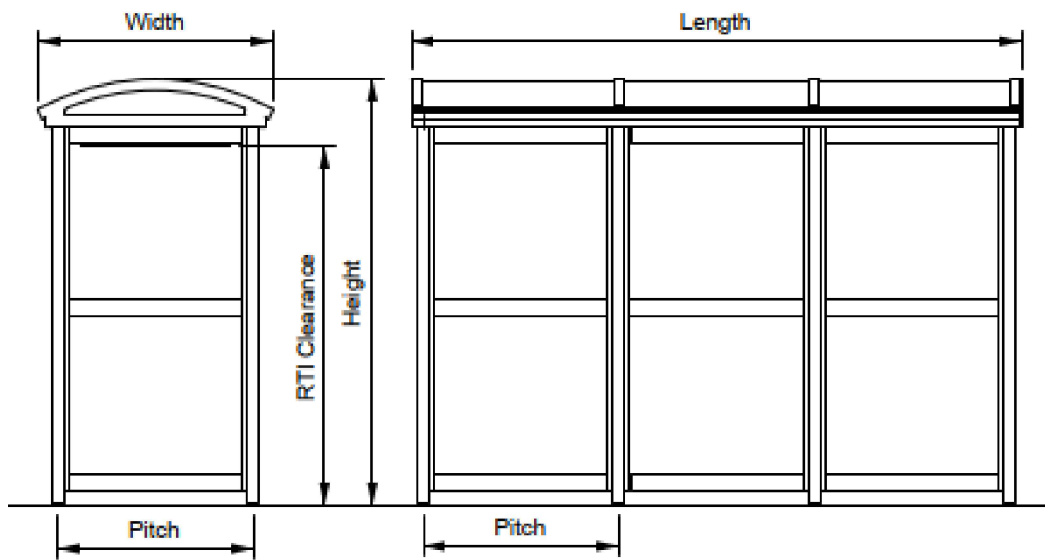
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TITLE: **Plan 2
Proposed Bus Shelter - Swept Path Analysis**

SCALE: (A3) 1:250	CHECKED: IMA	APPROVED: IMA
CAD FILE: IMA-22-154-007.dwg	DESIGN/DRAWN: MP	DATE: May 2023
PROJECT No: IMA-22-154	DRAWING No: 007	REV: A

Proposed 3 bay Mono bus shelter - Typical arrangement



Shelter dimensions	
Internal Width	1375mm
Internal Length	4125mm
Height	2970mm

NOTE: Internal dimensions shown only for bus stop shelter.

Exturniture Mono 3 bay fully enclosed bus shelter. Internal solar powered LED lighting to be provided.

VX-O bus stop pole with flag, SMS Plate and timetable case to be installed to OCC standard

Mini zebra crossing across cycleway to highlight pedestrian priority

Hardstanding to sides of shelter and cycle track to be used as required for maintenance

Bus stop bypass

Planted soft landscaping

Mini zebra crossing across cycleway to highlight pedestrian priority

Planted soft landscaping

Planted soft landscaping

Bus stop kerb to be installed with maximum 140mm upstand

2m x 2m clear space for wheelchair ramp deployment

Planted soft landscaping

Buses to use existing turnaround area to exit site - refer to drawing IMA-22-154-007_A for vehicle swept path

A44/Kidlington

Begbroke Science Park

Key

- Footway
- Cycleway
- Soft landscaping

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TITLE: **Plan 3
 Proposed Bus Shelter - General Arrangement**

SCALE: (A3) 1:250	CHECKED: IMA	APPROVED: IMA
CAD FILE: IMA-22-154-001.dwg	DESIGN/DRAWN: MP	DATE: May 2023
PROJECT No: IMA-22-154	DRAWING No: 001	REV: B