

# Water Eaton

PR6a : Land East of Oxford Road

Environmental Statement Appendix 13.1:  
Review of Walking, Cycling, Horse Riding

**Bellway**

  
STRATEGIC  
LAND



*Christ Church  
Oxford*

### Walking, Cycling, and Horse Riding

This section brings together the various information presented within the Environmental Statement (ES) that relates to the effects on people that may be walking, cycling or riding a horse within a 1km area around the Site (ES Figure 10.4).

Cherwell District Council (CDC) requested in its Scoping Opinion (Appendix 4.2) that a Walking, Cycling, Horse-riding Assessment and Review (WCHAR) is presented in the ES. WCHARs are prepared for highways schemes related to trunk roads and motorways (DMRB GG142). A formal WCHAR is therefore not required, or necessary, but this synthesis is prepared to convey how walking, cycling and horse-riding features in the scheme design proposals for Water Eaton. It draws from information presented within the ES and Transport Assessment (TA) / Travel Plan (TP) that concerns integration with the local network of paths/routes and the proposed improvements.

### Policies and strategies

The National Planning Policy Framework (July 2021) sets the policy background for the development of Travel Plans. Paragraphs 110 and 113 state that plans should protect and exploit opportunities for the use of sustainable transport modes.

The Cherwell Local Plan sets out requirements for new development and states that:

*“All development where reasonable to do so, should facilitate the use of sustainable modes of transport to make the fullest possible use of public transport, walking and cycling. Encouragement will be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. Development which is not suitable for the roads that serve the development, and which have a severe traffic impact will not be supported.”*

Policy EDS 1: Mitigating and Adapting to Climate change sets out that measures will be taken to mitigate the impact of development within the District on climate change. At a strategic level, this includes:

*Delivering development that seeks to reduce the need to travel and which encourages sustainable travel options including walking, cycling and public transport to reduce dependence on private cars...*

The Local Transport and Connectivity Plan 2022 (LTCP) is Oxfordshire County Council's (OXCC) statutory Local Transport Plan. The LTCP outlines a clear vision to deliver a net-zero Oxfordshire transport and travel system that enables the county to thrive, whilst protecting the environment and making Oxfordshire a better place to live for all residents. The LTCP includes a set of headline targets, which OXCC plan to achieve by:

- Reducing the need to travel;
- Discouraging individual private vehicle journeys; and
- Making walking, cycling, public and shared transport the natural first choice.

## Existing facilities

### Roads

The A4165 Oxford Road adjacent to the Site is a single carriageway road (with southbound bus lane), subject to a 40mph speed limit, running in a north-south direction from the Kidlington Roundabout to the North Oxford Golf Club. There are shared footway / cycleways on both sides of the carriageway.

South of the golf club the A4165 is named Banbury Road, it leads south to the Cutteslowe roundabout. Banbury Road is a single carriageway road, subject to a 30mph speed limit with the southbound bus lane also continuing for the duration. It features sections of shared footway / cycleway with toucan crossings and pedestrian refuge islands. When the footway is not shared use, the bus lane is signposted to share with cyclists.

There has been a recent Traffic Regulation Order (TRO) consultation on changing the speed limit along Oxford Road and through Kidlington roundabout to 30mph. OXCC anticipate the 30mph TRO being approved in early 2023. This would mean that the Site frontage would be subject to a 30mph and ensure an uninterrupted 30mph speed limit between Oxford & Kidlington.

### Cycling

There are two national cycle routes in close proximity to the site:

- Sustrans: Varsity Way - Route 51 runs across the Site's western frontage, along the A4165 Oxford Road/ Banbury Road; and then routes away from Banbury Road to the east and utilises Harefields (a quiet street) before routing over the A40 on a pedestrian / cycle bridge and using quiet streets to link to Summertown and Oxford city centre.
- Sustrans: Shakespeare Cycleway – Route 5 Stratford-upon-Avon to London runs east of the Site, accessible via the A40 or A4165 Banbury Road.

In the vicinity of the Site are a number of principal quiet routes (no.1, 9, 10 and 12) and connecting quiet routes. The A40 (Northern Bypass Road), to the west, is currently undergoing improvements to incorporate cycle lanes.

### Public Rights of Way

A network of footpath and bridleways are located within and around the Site leading to surrounding areas. The public rights of way include:

- Bridleway 229/9/30 running east from Oxford Road along the Water Eaton access track, and continues north to Islip;
- Public Footpath 229/8/10 running to the south of St Frideswide Farm;
- Public Footpath 229/10/30 routes west from Oxford Road across the North Oxford golf club (PR6b site) and across the railway line to the west; and
- Public Footpath 229/4/32 routes north east from Oxford Road, towards Gosford.

### Public Transport

Oxford Parkway Station / Park and Ride is situated immediately to the north of the Site. The railway station is on the line between Oxford and Bicester and provides frequent services to destinations including Oxford, London and Bicester.

Bus stops are located approximately 200m northwest, at Oxford Parkway, and in the immediate vicinity of the Site at the junction of Jordan Hill on Oxford Road. Oxford Road forms a high frequency bus corridor with bus services throughout the day.

### **Routes to employment destinations**

Pedestrians and cyclists can connect to the North Oxford employment area via the existing highway network / Five Mile Drive (or via the PR6b site when that comes forward).

Cyclists can cycle to Headington (including the John Radcliffe Hospital) via the existing highway network including the cycleway on the A40 ring road.

Cyclists can get to Cowley via the existing highway network including the cycleway on the A40 ring road or through the city centre via NCN 51 and 57.

### **Collision data**

Personal Injury Accident (PIA) data has been obtained from OXCC for the period between 1 January 2017 and 30 June 2022 for the Oxford Road corridor including both Kidlington Roundabout and Cutteslowe Roundabout (ES paragraphs 5.3.20 – 23).

Some 12 recorded injury accidents occurred along the Oxford Road / Banbury Road corridor between the Kidlington and Cutteslowe Roundabouts within the vicinity of the Site. Changes have recently been made to the configuration of the Oxford Parkway Park and Ride junction in response to a collision involving a cyclist and a vehicle (TA Appendix H).

A Traffic Regulation Order process is set to make the A4165 Oxford Road subject to a 30mph speed limit along the site frontage.

### **Liaison with the public about the Water Eaton proposals**

A programme of pre-application consultation has taken place, during 2021 and 2022/23. Feedback included comments relating to public access to footpaths, pedestrian route segregation from traffic, protection to path users during construction activities, provision for people with limited mobility or disabilities, encouraging children to cycle or walk 'independently' to school, cycle parking, safety, priority, lighting (in appropriate locations), routing and connections with Cutteslowe Park.

### **Improvements**

#### **Strategic**

A key aspects of the access strategy for Water Eaton is to accommodate a walking / cycling super highway along the A4165 Oxford Road frontage with the Site. This would form part of OXCC's wider North Oxford Corridor plan to improve cycling connections between Cherwell District / Kidlington and Oxford city. Where feasible this will be one directional segregated cycle lanes and footways either side of Oxford Road.

#### **Pedestrian, cycle, equestrian improvements**

Key aspects of the proposed arrangements for Water Eaton can be summarised as:

A walking / cycling superhighway along the eastern side of A4165 Oxford Road would accommodate a 2.5m wide segregated cycle lane and a 2.0m footway; with a 3m verge separation to Oxford Road carriageway / bus lane (suitable for appropriate street trees and planting).

The southern vehicular access delivered as a 3-arm Cycle Optimised Protected Signals (CYCLOPS) junction.

The northern vehicular access to the Site is a left in left out priority junction with a full set back for cycle crossing.

The existing St Frideswide Farm and Water Eaton access from Oxford Road would be closed to vehicular traffic and to be made pedestrian / cycle only access points, with equestrian access for Bridleway 229/9/30.

A toucan crossing of Oxford Road close to the Water Eaton Bridleway 229/9/30.

Floating bus stops on Oxford Road near the proposed toucan crossing and retention of the southbound bus lane.

### **Improved Public Rights of Way across the site.**

A dedicated cycle route through the centre of the Site between the Park and Ride / Parkway access junction to the north / north west and the boundary of Cutteslowe Park designed in line with Local Transport Note 1/20.

A leisure route along the eastern boundary of the Site, suitable for all users including walking and cycling.

### **Construction safety and the continuity of access (paths and public rights of way)**

A Construction and Environment Management Plan (CEMP) or Construction Traffic Management Plan (CTMP) would be prepared and implemented to manage the process of construction activities where they would be in proximity to existing paths and routes. Temporary diversions may be necessary to allow the continuity of safe movement for pedestrians, cyclists and equestrians. The details will be defined at the stage when the approval of detailed design is sought for each phase of development. This will be coordinated with the requirement to organise a construction site so that vehicles and pedestrians using site routes can move around safely. The general approach to ensuring the safety of the public and site staff would be guided by the following principles:

- Entrances and exits - provide separate gateways for pedestrians/cyclists and vehicles;
- Paths - provide firm, level, well-drained paths that take a direct route where possible;
- Crossings - provide clearly signed and lit crossing points where drivers and path users can see each other clearly;
- Visibility - make sure drivers exiting onto public roads can see both ways along paths before they proceed;
- Obstructions – avoid pedestrians/cyclists having to move onto a vehicle route; and
- Barriers - consider installing a barrier between the roadway and walkway.

### **Information for Water Eaton residents**

All new residents at Water Eaton will be issued with a 'Travel Pack', which will include walking and cycle maps, details of journey planning websites, local cycle shops and bus timetable information.

A Travel Plan Co-ordinator will liaise regularly with residents to understand their particular needs and concerns and to examine ways of addressing them. Copies of the Travel Plan will be made available to all residents to ensure awareness of the full range of transport measures available.

### **School travel**

OXCC has School Travel Advisers (STA) to help with school travel patterns. It is anticipated that they would oversee the delivery of the School Travel Plan (as its delivery will not be the responsibility of the developer). The STA will ensure that the pupils and parents have joint ownership of the School Travel Plan and a stake in its success. The STA will be expected to liaise with the TPC for Water Eaton.

The School Travel Plan will include a range of infrastructure and 'soft' measures, potentially including: engaging with families at the earliest stage to raise awareness of the travel plan, the provision of cycle / scooter parking; measures to promote walking and cycling measures, and to promote road safety around the school entrances; and measures to promote staff travel by modes other than the single occupancy car.

## **Opportunities**

**Mobility Hubs** - Two potential locations for Mobility Hubs have been identified within the Site. Mobility Hubs are recognisable places with an offer of different and connected transport modes supplemented with enhanced facilities and information features.

**Oxford Road** - The existing Oxford Road west side shared use footway / cycleway would remain available for pedestrians and northbound cyclists, and this would be upgraded in future to the cycle superhighway dimensions when PR6b comes forward for development. This will allow for OXCC's aspiration of having southbound cyclists one way along the east side of Oxford Road and northbound cyclists one way along the west side of Oxford Road.

**North of Water Eaton** – OXCC has emerging improvement options including improvements to the Oxford Parkway / Park and Ride junction to facilitate safer pedestrian and crossing movements; and, improvements to the existing shared use footways / cycleway on either side of Oxford Road as far as Kidlington roundabout to provide directional segregated cycle lanes and footways either side.

The Oxford Road / Banbury Road corridor improvements will be for OXCC as local highway authority to deliver funded through proportionate financial contributions from the Water Eaton site and the other PR sites impacting on the corridor, as well as Growth Fund deal funding.

OXCC has emerging proposals, funded through the Growth Fund deal to improve Kidlington roundabout, providing significantly improved facilities for pedestrians and cyclists which would improve connectivity between Kidlington, the Water Eaton development, and Oxford.

These improvements link into the NCN Route 51 which routes on the Oxford Road (minor) and the existing shared use cycle facilities on Oxford Road routing into Kidlington.

The route enhancements therefore make an appropriate and safe and walking and cycling route between the Water Eaton site and Oxford Parkway / Park and Ride, Sainsbury's, Kidlington town centre and Gosford Hill School.

**South of Water Eaton** – OXCC has emerging improvement proposals including upgrading the existing shared use footway / cycleways on either side of Oxford Road / Banbury Road as far as Cutteslowe

roundabout to provide directional segregated cycle lanes and footways either side in the available highway land.

OXCC is also considering a number of options for improvements for all pedestrian and cycle facilities around the Cutteslowe roundabout junction (which accommodates the A40 northern ring road).

When preferred options for the above are identified by OXCC, any proposals are likely to be subject of public consultation.

**Potential Cutteslowe Cycle Park Link** - During the public consultation a potential new cycle link through Cutteslowe Park to connect the Site with the existing pedestrian / cycle bridge over the A40 (east of the Cutteslowe roundabout) was identified by the local residents. Whilst noting a number of issues, including that currently cycling is prohibited by City byelaw, it was suggested that this was explored further.

The Water Eaton team has undertaken some design work and identified a potential route on the west side of the park. Oxford City Council (OCC) (the land owner of Cutteslowe Park) has reviewed the plan is content with the proposed route. As the potential cycle route is on land outside of the control of Bellway / Christ Church, it would need OCC or OXCC to deliver a scheme.

**PR6b** - The proposed site access junction and highway improvements are designed to be suitable for adaptation to provide points of access to the west for delivery of the PR6b development when that is implemented. The southern vehicular access CYCLOPS junction design is capable of accommodating a fourth / western arm for an access into the PR6b site.

**Pipal Cottage** is currently accessed from Oxford Road - it is understood that it is the owner's desire to feed access to their property through the new development in due course and this can be accommodated in the scheme design.

### Summary of Water Eaton and the objectives of the Local Transport and Connectivity Plan

The summary below lists how the LTCP guidance for new developments will be met:

- Water Eaton would deliver a well-connected, walkable 20-minute neighbourhood with facilities within the development that reduce the need for travel. All of the Water Eaton site / residential areas are within an 800m walk distance of the local centre / primary school;
- Water Eaton is designed to be a walkable neighbourhood which puts pedestrians and cyclists first. The development also assists in bringing forward the Oxford Road / Banbury Road cycle superhighway;
- Deliver excellent access to the new / existing Oxford Road / Banbury Road bus stops, mobility hubs and Oxford Parkway / Park and Ride;
- Future residents will have the opportunity to access a range of destinations by public transport;
- The masterplan and parameter plans ensure that easy access to a network of open and green spaces is provided;
- Prioritisation of walking, cycling and public transport would be provided through the Oxford Road cycle super highway, the southern access Cyclops junction and the northern access left in left out arrangement with full set back;
- New streets will be designed with DfT's 'Manual for Streets', OXCC's Street Design Guide and Walking and Cycling Design Guides, Healthy Streets Approach, LTN 1/20 and the Department for Transport's Inclusive Mobility;

- Provision of a comprehensive safe, convenient well landscaped and inclusive network for cycling, walking and public transport which offer direct, continuous and uninterrupted routes to facilities through the Oxford Road cycle superhighway (3m verge between carriageway and footway / cycleway) and 9m planting to the east as well as the footpath / cyclepath and street design overall;
- Appropriate filtered permeability and low traffic areas, making cycling and walking routes more direct and attractive than using a car – through the northern access left in left our arrangement and the school street concept;
- Provision of mobility hubs to improve interchange opportunities, connectivity and accessibility with hubs proposed at the local centre and near the Oxford Road bus stops; and
- Provide appropriate cycle parking that has regard to OXCC's best practice requirements and guidance.