

6.2.7 Oxford Road

Key aspects of the proposed Oxford Road treatment are summarised below:

- *The A4165 Oxford road is now approved to a 30mph speed limit along the site frontage (as per Traffic Regulation Order)*
- *A walking / cycling super highway along the eastern side of A4165 Oxford Road - the proposals accommodate a 2.5m wide southbound segregated cycle lane and a 2.0m footway (there is a 3m verge separation between segregated cycle lane footway and the Oxford Road carriageway / bus lane (suitable for appropriate street trees and planting))*
- *The existing Oxford Road west side shared use footway / cycleway to remain available for pedestrians and northbound cyclists - this would eventually be upgraded to the cycle super highway dimensions as and when PR6b comes forward for development*
- *The southern vehicular access to the site as a 3 arm Cycle Optimised Protected Signals (CYCLOPS) junction, capable of accommodating a fourth / western arm for an access into PR6b*
- *The northern vehicular access to the site as a left in, left out priority junction with a full set back for cycle crossing*
- *The existing access to St Frideswide's Farm and Water Eaton from Oxford Road are to be closed for vehicular traffic and to be turned into pedestrian / cycleways. Alternative vehicular access arrangements to the properties, associated buildings and agricultural land served from these entrances will be provided through the proposed Oxford Road site junctions and street network within the application site (which would be set at reserved matters stage)*
- *A toucan crossing of Oxford Road between the Water Eaton bridleway and the public right of way going through the PR6b site*
- *Bus stops on Oxford Road near the proposed toucan crossing and retention of the southbound bus lane*
- *A pedestrian / cycle access into the recently approved Croudace development to the south of the site*

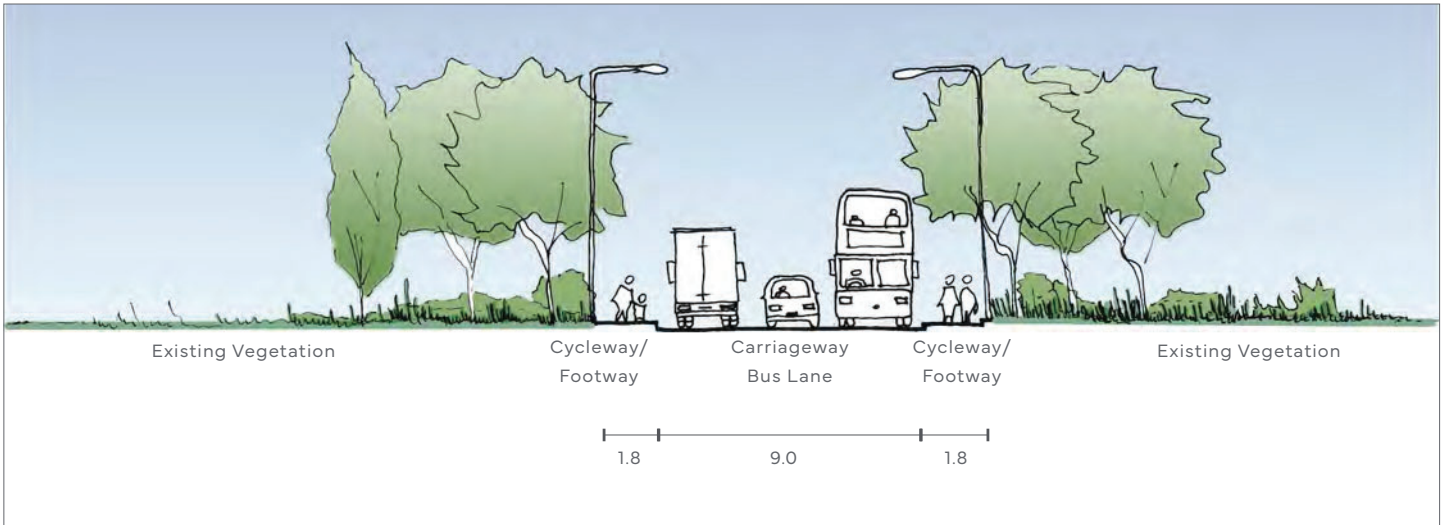


Figure 41 Existing Oxford Road Section

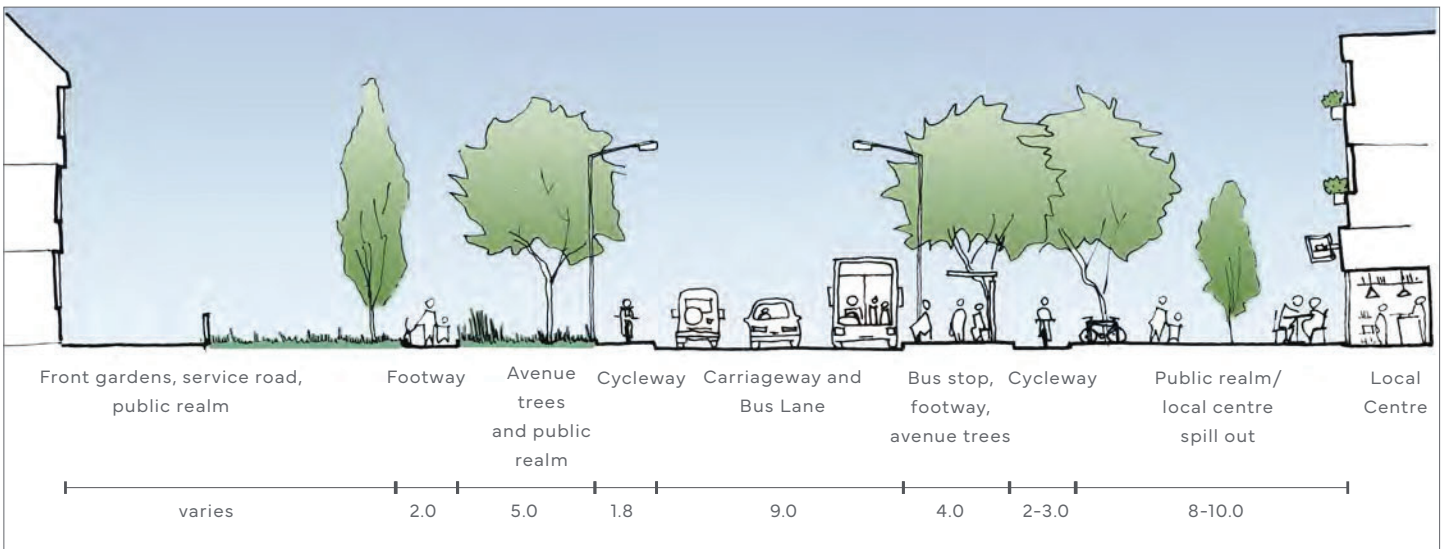


Figure 42 Proposed Oxford Road Section as shown in the Development Brief

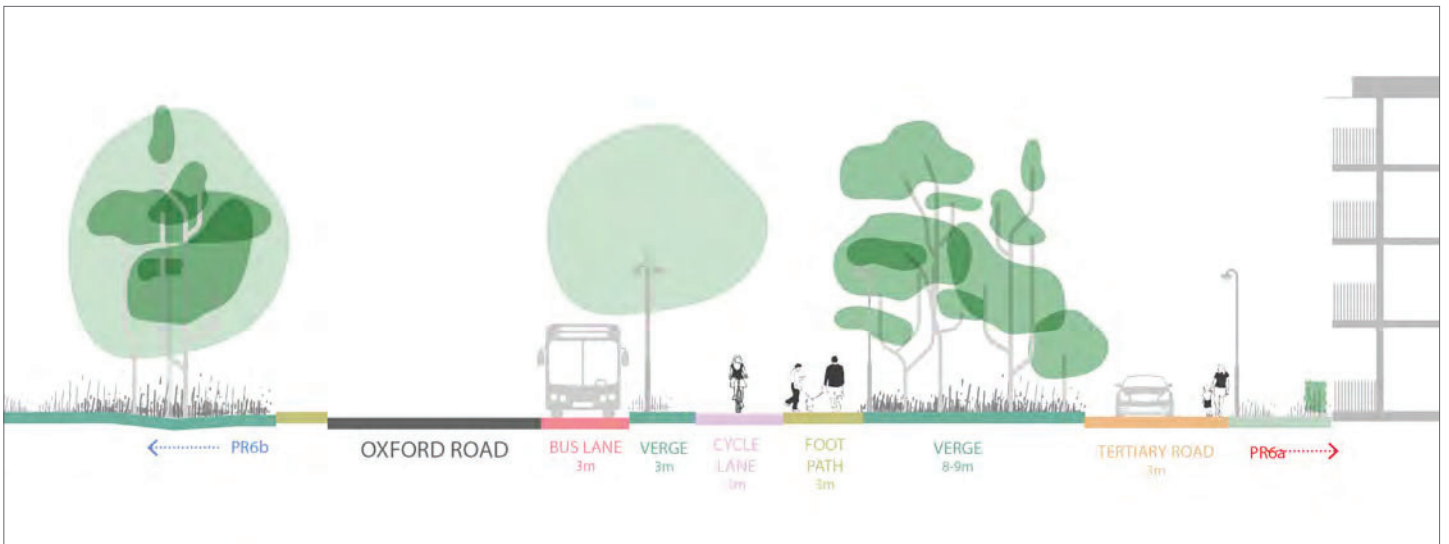


Figure 43 Indicative Oxford Road Section as proposed in application

6.2.8 Access Junctions

The northern vehicular access junction is designed as a left-in, left-out priority junction with a full setback for cycle crossing.

The southern junction is a 3 arm Cycle Optimised Protected Signals (CYCLOPS) junction, capable of accommodating a fourth / western arm for an access into PR6b.

Further information on access junctions can be found in the Transport Assessment report.

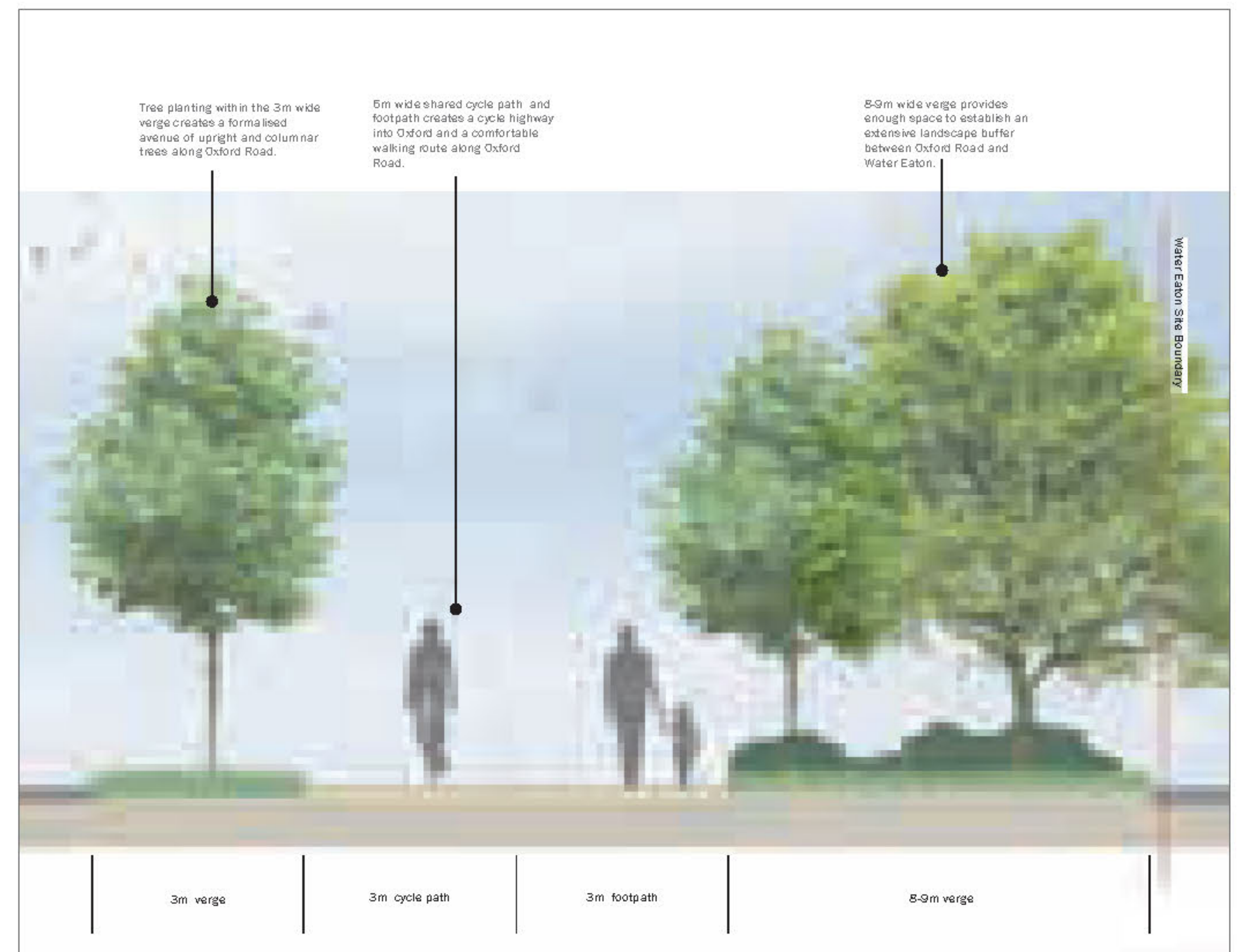


Figure 44 Proposed public realm along Oxford Road

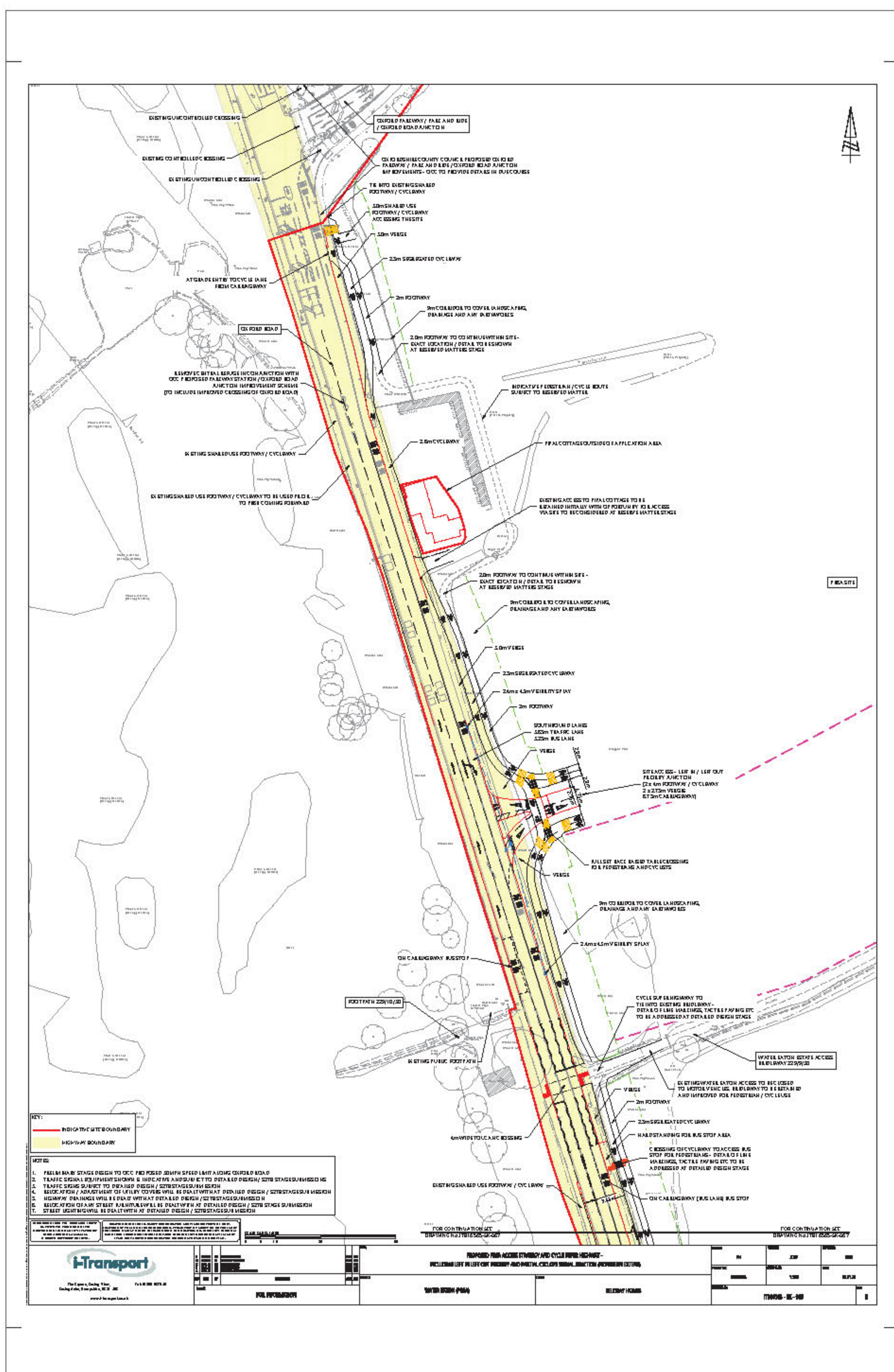


Figure 45 Proposed northern vehicular junction

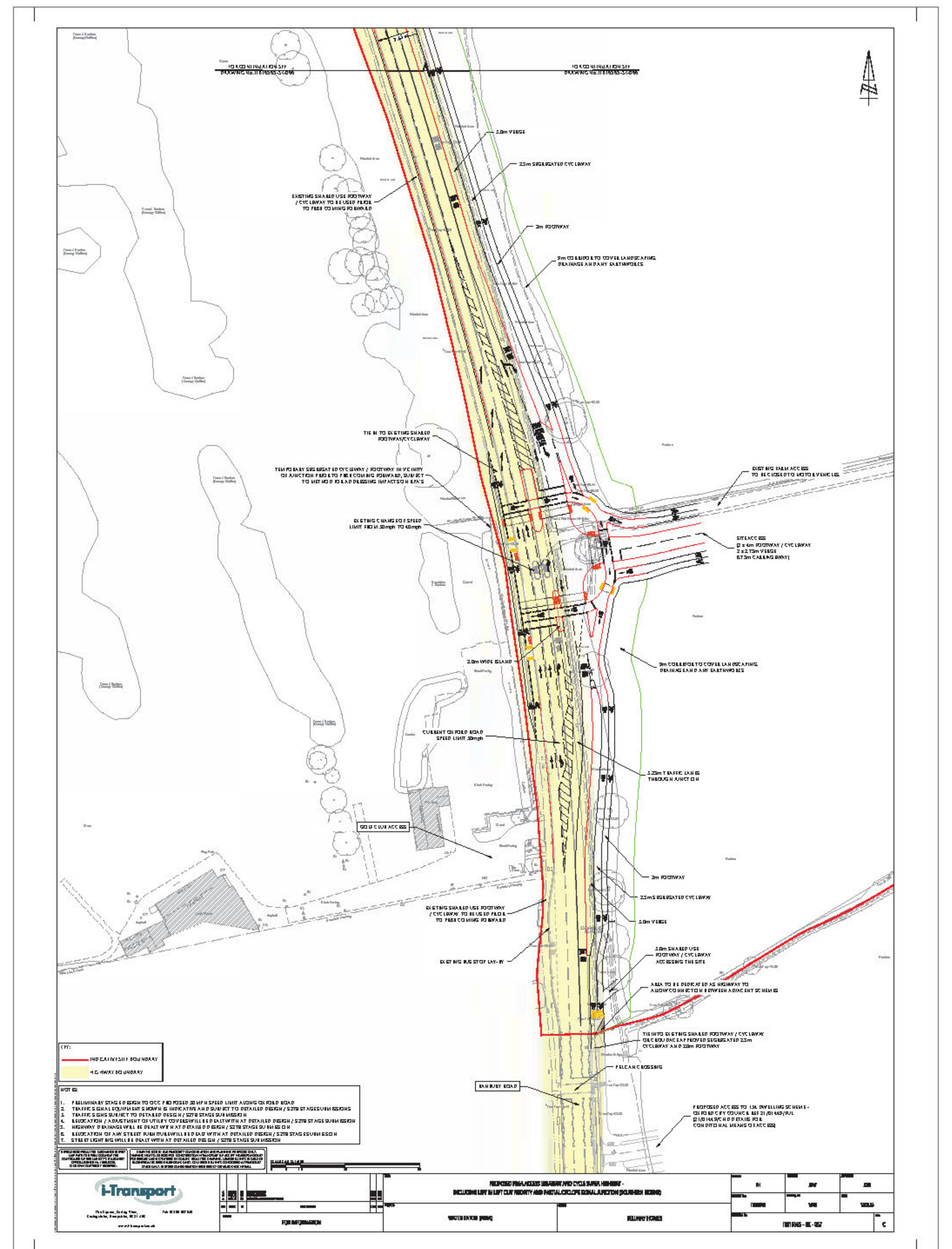


Figure 46 Proposed southern vehicular junction



Figure 47 Proposed Oxford Road - Site Access Arrangements

6.2.9 Parking strategies

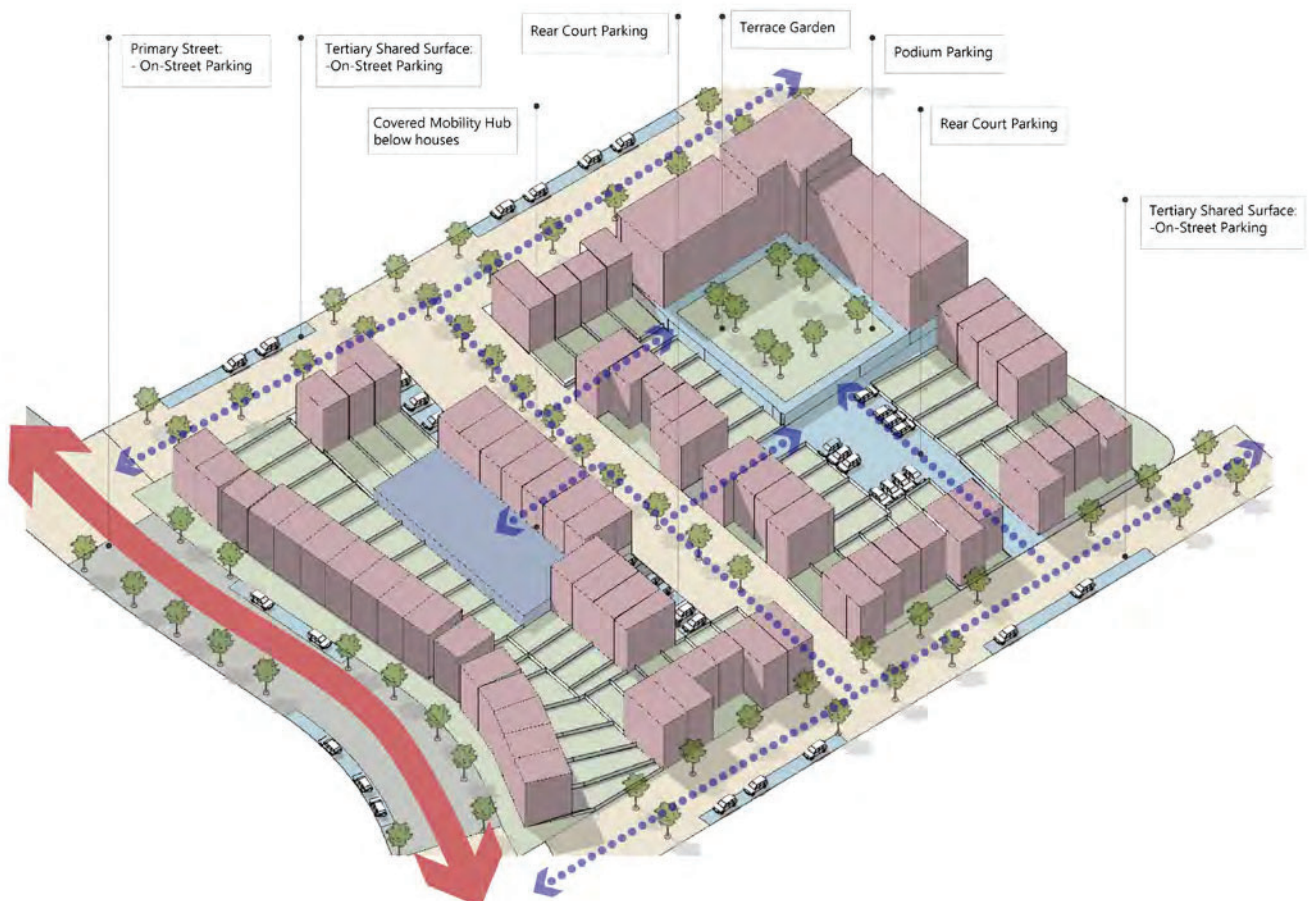
The parking strategy for Water Eaton varies as per the density of development on site.

Rear parking courts are proposed for high density apartments/ and terrace housing through a network of permeable parking spaces that are inter-connected. The back gardens of the residential properties will have direct access to the parking so that residents don't have to walk the long way around to get to access their cars.

Inter-connected rear court parking spaces are found at places like Poundbury and Nansledan where rear court parking spaces are not dead-end areas, but allow permeable movement through the parking spaces.

Podium parking is proposed for high density apartments with terrace gardens for the flats. One mobility hub are also proposed on site that can be used for parking for car sharing, car clubs, EV charging etc.. For low density housing, majority of parking strategy involves on-plot parking/ or private garages that can be integrated into housing layout in the detail design stages.

On-street parking can also be provided in these areas as vehicular traffic will be minimal. However, parking will need to be enforced to avoid the residential streets to become a parking spot for people using the adjacent Park and Ride and railway station.





On-plot parking/ Private Garages Examples



Rear Court Access to Parking Examples

