

# Water Eaton

PR6a : Land East of Oxford Road

Framework Travel Plan

**Bellway**

  
**STRATEGIC  
LAND**



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WE/FTP/P02



Water Eaton, North Oxford (PR6a)

Framework Travel Plan

Client: Bellway Homes and Christ Church

i-Transport Ref: MG/RS/ITB16565-103I

Date: 27 February 2024

Water Eaton, North Oxford (PR6a)

Framework Travel Plan

Client: Bellway Homes and Christ Church

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## Quality Management

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## SECTION 1 INTRODUCTION

### 1.1 Background

- 1.1.1 Bellway Homes and Christ Church submitted an outline planning application for residential led mixed use development (up to 800 new homes) on the PR6a Water Eaton site to Cherwell District Council (CDC) in May 2023. CDC has validated the application under the following reference - 23/01233/OUT.
- 1.1.2 A Transport Assessment (report ref ITB16565-102F, dated 28 April 2023) and Framework Travel Plan (report ref ITB16565-103F, dated 28 April 2023) accompanied the planning application.
- 1.1.3 The applicant has received comments from the local highway authority, Oxfordshire County Council (OXCC), dated 30 June 2023. Comments were also received from Active Travel England dated 11 July 2023. National Highways provided an initial holding response on the application dated 21 July 2023. Following the submission of further information from i-Transport, National Highways lifted its holding position on 11 September 2023 recommending that conditions should be attached to any planning permission that may be granted.
- 1.1.4 As a result of consultation comments received, the application and site layout proposals have been updated and additional technical work has been undertaken. A Transport Assessment Addendum details the transport and highway related changes to the application (report ref WE/TA/P02, i-Transport ref ITB16565-107B, dated 27 February 2024).
- 1.1.5 Following comments from OXCC, this Framework Travel Plan has also been updated.
- 1.1.6 The Development comprises:

***“Outline application (with all matters except access reserved for future consideration) for the demolition of existing buildings and the erection of up to 800 dwellings (Class C3); a two form entry primary school; a local centre comprising: convenience retailing (not less than 350sqm and up to 500sqm (Class E(a))), business uses (Class E(g)(i)) and/or financial and professional uses (Class E(c)) up to 500sqm, café or restaurant use (Class E(b)) up to 200sqm; community building (Class E and F2); car and cycle parking); associated play areas, allotments, public open green space and landscaping; new vehicular, pedestrian and cycle access points; internal roads, paths and communal parking infrastructure; associated works, infrastructure (including Sustainable Urban Drainage, services and utilities) and ancillary development. Works to the Oxford Road in the vicinity of the site to include, pedestrian and cycle infrastructure, drainage, bus stops, landscaping and ancillary development.”***

- 
- 1.1.7 This Framework Travel Plan (FTP) outlines the measures to encourage travel by modes other than single occupancy car use for residents of the proposed residential development and the other land uses including the local centre and primary school. This FTP has been developed in accordance with the OXCC Transport Assessments and Travel Plans (2014) guidance document.
- 1.1.8 Prior to occupation, the following Travel Plans will be produced and submitted:
- Residential Travel Plan to then be updated within 3 months of 50% occupation;
  - School Travel Plan and meet Modeshift STARS Green level accreditation; and
  - Travel Plan Statements for the Local Centre and Community Centre.
- 1.1.9 These Travel Plans will be provided broadly in accordance with the information set out within this Framework Travel Plan.
- 1.1.10 The aims and objectives of the Framework Travel Plan are aligned with OXCC's Local Transport and Connectivity Plan (LTCP), which was adopted by full council on 12 July 2022. The LTCP sets out OXCC's vision for developing a world leading, innovative and carbon neutral transport system with a focus on how people move safely and quickly around their communities, Oxford City, and the County.
- 1.1.11 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. In order to track the delivery of the vision, the LTCP includes a set of headline targets. These include the following targets:
- By 2030 the targets are to:
    - Replace or remove 1 out of every 4 current car trips in Oxfordshire;
    - Increase the number of cycle trips in Oxfordshire from 600,000 to 1 million cycle trips per week; and
    - Reduce road fatalities or life changing injuries by 50%.
  - By 2040 the targets are to:
    - Deliver a net-zero transport network; and
    - Replace or remove an additional 1 out of 3 car trips in Oxfordshire.
  - By 2050 the targets are to:

- Deliver a transport network that contributes to a climate positive future; and
- Have zero, or as close as possible, road fatalities or life-changing injuries.

1.1.12 OXCC plan to achieve this by:

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

## 1.2 Structure of Report

1.2.1 The remainder of this Framework Travel Plan is structured as follows:

- **Section 2** provides information on the development proposal;
- **Section 3** sets out the policy background and provides aims and objectives for the FTP;
- **Section 4** considers the existing accessibility of the site by walking, cycling and public transport alongside the existing travel characteristics of the local area;
- **Section 5** describes the infrastructure measures that will be provided to encourage non-car mode travel to the site and to manage travel demand;
- **Section 6** sets out the measures in place for residents;
- **Section 7** sets out the potential measures for the Primary School;
- **Section 8** sets out the potential measures for the Local Centre;
- **Section 9** sets targets for the FTP;
- **Section 10** provides a strategy for the management of the FTP;
- **Section 11** outlines how the FTP will be monitored; and
- **Section 12** provides a summary.



## SECTION 2 DEVELOPMENT PROPOSAL

### 2.1 Introduction

2.1.1 This section of the FTP describes the proposals and summarises the proposed means of access for the application. The Development comprises:

*“Outline application (with all matters except access reserved for future consideration) for the demolition of existing buildings and the erection of up to 800 dwellings (Class C3); a two form entry primary school; a local centre comprising: convenience retailing (not less than 350sqm and up to 500sqm (Class E(a))), business uses (Class E(g)(i)) and/or financial and professional uses (Class E(c)) up to 500sqm, café or restaurant use (Class E(b)) up to 200sqm; community building (Class E and F2); car and cycle parking); associated play areas, allotments, public open green space and landscaping; new vehicular, pedestrian and cycle access points; internal roads, paths and communal parking infrastructure; associated works, infrastructure (including Sustainable Urban Drainage, services and utilities) and ancillary development. Works to the Oxford Road in the vicinity of the site to include, pedestrian and cycle infrastructure, drainage, bus stops, landscaping and ancillary development.”*

2.1.2 The illustrative masterplan and parameter plan are provided at **Appendix A**. An extract from the illustrative masterplan is provided at **Image 2.1** below.

**Image 2.1 Illustrative Masterplan (Drawing 42T)**



Source: Savills

2.1.3 The Local Plan Partial Review also allocates land on the west side of Oxford Road for residential development (Policy PR6b – 670 dwellings). The PR6b site sits opposite the Water Eaton Site.

## 2.2 Access Strategy Overview

2.2.1 Key aspects of the access strategy for the Water Eaton site are summarised below:

- Accommodate a walking / cycling super highway along the A4165 Oxford Road site frontage which forms part of OXCC's wider North Oxford Corridor plan to improve cycling connections between Cherwell District / Kidlington and Oxford city - OXCC's proposals are to accommodate where feasible one directional segregated cycle lanes and footways either side of Oxford Road;
- Provide convenient and attractive pedestrian and cycle links into the surrounding highway network and local area;
- Accommodate buses that will remain on Oxford Road but with new bus stops that are within a reasonable walk distance of the new homes;
- Provide vehicular accesses to the site from Oxford Road that prioritise safe crossing movements for pedestrians and cyclists; and
- Minimise the number of vehicular accesses to the Site from Oxford Road – Policy PR6a suggests the provision of two vehicular accesses from Oxford Road and the access proposals comply with this.

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## SECTION 3 POLICY, AIMS AND OBJECTIVES

### 3.1 Aims and Objectives

3.1.1 This Framework Travel Plan sets out a sustainable transport strategy for the proposed development. In line with national and local government guidance and OXCC's LTCP, the headline aims for the plan will be as follows:

- To reduce the need to travel;
- To reduce the number of single occupancy car journeys to and from the site, in line with the objectives of the NPPF; and
- To improve accessibility to the site by non-car modes of transport and thereby encourage the use of other travel modes.

3.1.2 The FTP has the following additional objectives:

- To meet the transport / connectivity objectives set within the Transport Assessment;
- Assist in achieving the "decide and provide" approach as set out in the Transport Assessment;
- To support a range of sustainable transport alternatives to provide future residents of the site with viable travel options;
- To develop an awareness of the options for sustainable travel to and from the site amongst residents;
- To promote car sharing, walking, cycling and public transport as safe, efficient, affordable alternatives to private cars and highlight the health and environmental benefits of using sustainable travel modes; and
- To reduce the impacts of car-based travel to the site on the local and strategic highway network and environment.

3.1.3 The FTP promotes measures which will help ensure that the objectives and outcomes are met. The measures will assist in minimising car travel to and from the site and will help bring environmental benefits to local residents and businesses.

3.1.4 All of the measures will look to reduce the dependence on the private car for all journey purposes and enable smarter travel choice, where this is feasible.

3.1.5 It is acknowledged that not all trips to and from the site can be either internalised, or accounted for via modes other than the private car, as such there will always be an element of vehicular traffic associated with the Site and these trips can be accommodated with the highway network, as necessary.

## 3.2 Relevant Transport Policy

3.2.1 The National Planning Policy Framework (December 2023) sets the policy background for the development of Travel Plans. Paragraph 114 sets out that application should ensure appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location. Paragraph 117 confirms that all developments that will generate significant amounts of movement should be required to provide a Travel Plan.

3.2.2 This FTP outlines measures to encourage travel by modes of transport other than single occupancy car use for residents of the proposed development, by promoting walking, cycling and public transport use as alternative methods.

3.2.3 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.”***

3.2.4 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:

***“Distributing growth to the most sustainable locations as defined in this Local Plan;***

***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;***

***Designing developments to reduce carbon emissions and use resources more efficiently, including water [...];***

***Promoting the use of decentralised and renewable or low carbon energy where appropriate [...].”***

3.2.5 This approach reflects the thrust of the NPPF, that it is incumbent on development proposals to ensure that the relative opportunities for sustainable travel are taken up, depending on the location of the Site, and that only development which results in severe impacts should be rejected.

3.2.6 This FTP has been structured to reflect the themes set out in OXCC's Transport Assessments and Travel Plans (2014) document. As stated in Section 5 of OXCC's document, this FTP will help to identify:

***“ways in which developments can reduce car travel through reducing the need to travel, more efficient journey planning and planning for journeys to be made on foot, by bike, by public transport or by car sharing.”***

3.2.7 Moreover, OXCC's Local Transport and Connectivity Plan (LTCP) also now includes a number of documents which are relevant to the FTP:

- Central Oxfordshire Travel Plan - OXCC are proposing a number of actions to help achieve a sustainable and reliable transport system across the Central Oxfordshire area (Oxford, Kidlington, Eynsham, Botley, Cumnor and Wheatley) , including three major transport proposals for Oxford City: traffic filters, a workplace parking levy and zero emission zone. Further details are set out in the Transport Assessment;
- Parking Standards - In January 2023, OXCC adopted new parking standards which cover edge of Oxford city sites such as the Water Eaton site. Details are set out in the Transport Assessment; and
- Decide & Provide: Requirements for Transport Assessments - OXCC adopted the 'Implementing 'Decide & Provide': Requirements for Transport Assessments in September 2022. The 'decide and provide' approach to transport planning decides on a preferred vision of the future and then provides the means to work towards that whilst also accommodating uncertainty about the future. This offers the opportunity for more positive transport planning and helps implement the LTCP transport user hierarchy by considering walking, cycling and public transport upfront.

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## SECTION 4      EXISTING CONDITIONS AND TRAVEL                          OPPORTUNITIES

### 4.1      Introduction

- 4.1.1      This section of the FTP describes the existing transport conditions in the vicinity of the application site, including the opportunities for walking, cycling and public transport.

### 4.2      Local Highway Network

#### A4165 Oxford Road / Banbury Road

- 4.2.1      The A4165 Oxford Road borders the site's western boundary and 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.
- 4.2.2      Oxford Parkway Station and Park and Ride is located to the north of the Site and has a signal-controlled access junction from Oxford Road. A controlled crossing with tactile paving is provided to enable safe crossing across the Station / Park and Ride access road. A controlled crossing of Oxford Road is provided to the north of the signals and there is a pedestrian refuge island and tactile paving circa 90m south of the signals to enable users to cross Oxford Road.
- 4.2.3      Oxford Road turns into the A4165 Banbury Road from the golf club and then 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 and periodic toucan crossings and pedestrian refuge islands. When the footway is not shared use, the bus lane is signposted to share with cyclists.
- 4.2.4      There has been a recent TRO consultation on changing the speed limit along Oxford Road and through Kidlington roundabout to 30mph – see **Appendix B**. This TRO was approved by OXCC in early 2023, meaning that the Site frontage will be subject to a 30mph limit, with an uninterrupted 30mph speed limit between Oxford & Kidlington.



### Kidlington Roundabout

- 4.2.5 The Kidlington roundabout is a 5-arm roundabout junction between the A4165 Oxford Road (south eastern arm) the A4260 and Bicester Road. It is situated just to the south of Kidlington. The A4260 Oxford Road leads north into Kidlington.

### Cotteslowe Roundabout

- 4.2.6 The Cotteslowe roundabout is a 4-arm roundabout junction between the A4165 Banbury Road (northern arm) the A40 Oxford ring road and the A4165 Banbury Road leading into Oxford city centre via the A4144 St Giles. There is a controlled crossing of the A40 western arm of the Cotteslowe roundabout.

## 4.3 Public Rights of Way

- 4.3.1 A network of footpath and bridleways are located within and around the PR6A site leading to surrounding areas. A plan showing the public right of way network is shown at **Image 4.1** and at **Appendix C**.

**Image 4.1: Public Rights of Way in the vicinity of the site**



Source: Oxfordshire County Council

4.3.2 The public rights of way include:

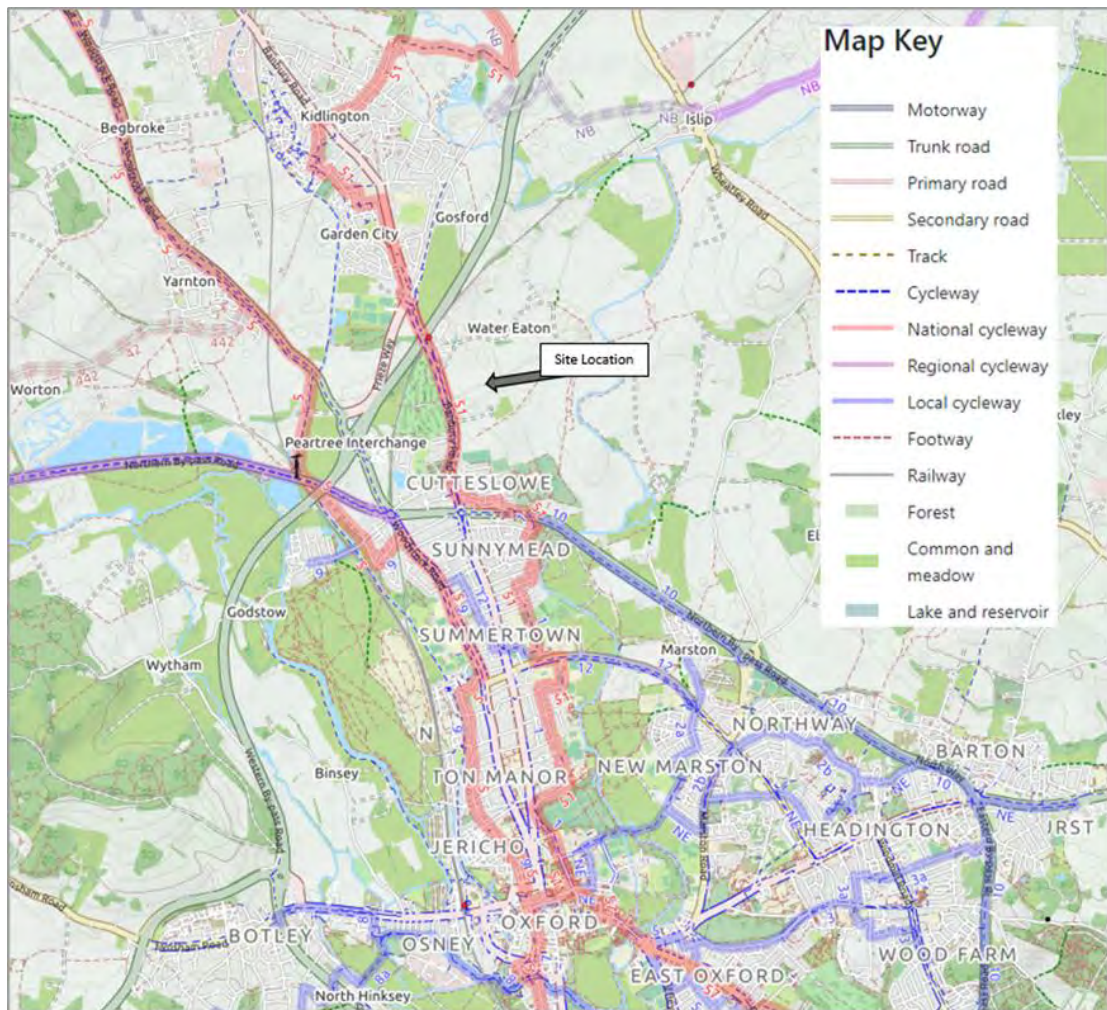
- Bridleway 229/9/30 running east from Oxford Road along the Water Eaton access track; and
- Public Footpath 229/8/10 running to the south of St Frideswide’s Farm.

4.3.3 In addition, 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.

## 4.4 Cycling

4.4.1 As well as the cycle infrastructure on the local highway network set out above, there are a number of National Cycle Networks, regional cycleway, and local cycleway routes in the vicinity of the site – see **Image 4.2** below.

**Image 4.2: Cycle Routes**



Source: Open Street Map



4.4.2 There are two national cycle routes in close proximity to the site (see **Appendix D**):

- Sustrans: Varsity Way - Route 51 Oxford to Cambridge runs across the site's western frontage, along the A4165 Oxford Road/ Banbury Road; and
- Sustrans: Shakespeare Cycleway – Route 5 Stratford-upon-Avon to London runs east of the site, accessible via the A40 or A4165 Banbury Road.

4.4.3 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.

4.4.4 An extract of the Cyclox / Transport Paradise Oxford cycle map is provided at **Appendix E**.

## 4.5 Public Transport

### Bus

4.5.1 The nearest bus stops to the site are located approximately 200m northwest of the site boundary at Oxford Parkway and in the immediate vicinity of the southwestern boundary of the site at the junction of Jordan Hill on Oxford Road. Further bus stops are also located further south on Oxford Road / Banbury Road.

4.5.2 There are two main bus operators in Oxford - Stagecoach and the Oxford Bus Company. Bus services local to the site are mainly operated by Stagecoach. The site falls within the Oxford Smartzone network – see plan provided at **Appendix F**. A number of buses route along Oxford Road including:

- Stagecoach 2 / 2 a - Oxford City Centre to Kidlington Via Oxford Road / Banbury Road, Summertown;
- Stagecoach 700 - Thornhill Park & Ride to Kidlington Via Churchill, JR Hospital, Summertown, Oxford Parkway; and
- Stagecoach S5 - Oxford – Bicester.

4.5.3 A summary of bus services routing along Oxford Road from Oxford Parkway and Jordan Hill are provided at **Appendix G**.

4.5.4 In summary, Oxford Road forms a high frequency bus corridor with bus services throughout the day linking the Site with a number of key destinations including Oxford city centre, Churchill Hospital, John Radcliffe Hospital and Kidlington.

## Rail

- 4.5.5 The nearest railway station to the site is Oxford Parkway situated immediately to the north of the site.
- 4.5.6 Oxford Parkway Station is on the line between Oxford and Bicester. The station provides facilities including 150 CCTV monitored cycle parking spaces, with 40 more spaces adjacent to the park and ride, and 830 car parking spaces including 18 accessible spaces and Class A Step Free Access. A summary of destinations from Oxford Parkway Station is provided in **Table 4.1**.

**Table 4.1: Rail Service Summary**

Destination	Frequency of Services		Journey Time (minutes)
	Peak	Off-Peak	
Oxford	2	2	6
London Marylebone	2-3	2	80
Bicester	2-3	2	15
Haddenham & Thame Parkway	2	1	27

Source: National Rail

- 4.5.7 Oxford Railway Station is located approximately 6 miles to the south of the site within the City Centre. As presented in **Table 4.1**, Oxford Parkway Station provides a connection to Oxford Railway Station, and it is also located within a reasonable cycling distance from the site. From Oxford Railway Station there are further opportunities to travel further afield by changing at this station if travelling from Oxford Parkway Railway station. These destinations include London Paddington, Didcot Parkway, Manchester Piccadilly, and Reading.

## 4.6 Local Facilities and Services

- 4.6.1 One of the main transport / connectivity objectives for the Development is to deliver direct and safe connections which prioritise access on foot, bike or bus to/from neighbouring communities and places of employment, retail, education, and leisure facilities. This includes improving existing cycling and walking infrastructure that link the development to neighbouring communities and to avoid severance.
- 4.6.2 A range of community facilities are proposed for the Development including a local centre, a primary school, a community hall, commercial / employment uses, open space and play areas. Many journeys can therefore be contained on site.

4.6.3 The on-site pedestrian / cycle network will provide for appropriate and safe connectivity between the residential areas and the other land uses discussed below - see **Figure 4.1** and **Table 4.2** below.

**Table 4.2 Key Destinations**

Key Destination	Name
On-Site Destinations	
Local Centre	Proposed Local Centre / Commercial Uses and community uses
Primary School	Proposed Primary School
Convenience Store	Proposed Convenience Store / Shop
Other	Formal and Informal open space, recreation, play space
Transport Interchange	Oxford Road Bus Stops
	Mobility Hub
Off-Site Destinations	
Key Destination	Name
Local Centre	Summertown
Secondary School	The Cherwell School, Summertown
	Gosford Hill School, Kidlington
Convenience Store	Sainsbury's, Kidlington
	M&S Simply Food (Woodstock)
City / Town Centre	Oxford city centre
	Kidlington High Street
Employment	Oxford city centre
	Oxford North
	Begbroke
	Headington
	Cowley
Leisure	Cotteslowe Park
Transport Interchange	Oxford Parkway Station / Park and Ride

4.6.4 The following destinations are within a reasonable walk distance of the Site (1.6km walk catchment):

- All of the on-site facilities;
- PR6b, PR7a, PR7b;

- Cutteslowe Park;
- Sainsbury's Kidlington;
- Oxford North employment;
- Northern parts of Summertown (2km); and
- Oxford Road bus stops and Oxford parkway Station

4.6.5 The following destinations are within a reasonable cycle distance of the site (8km cycling catchment):

- All of the facilities listed above within a reasonable walking distance;
- Kidlington and its facilities / services;
- Begbroke;
- Summertown and its facilities / services;
- Oxford city centre; and
- Headington.

4.6.6 Cowley is just beyond the 8km cycle distance, but it is envisaged that some people would still cycle there. The use of e-bikes increases the range that cyclists will travel as well as reducing the effects of any gradients on routes and journey times

4.6.7 It is clear that there is a good opportunity to promote sustainable transport choices for residents of the Site.

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## SECTION 5 SITE LAYOUT AND INFRASTRUCTURE MEASURES

### 5.1 Introduction

5.1.1 This section sets out the site layout and transport infrastructure measures which will encourage residents to use sustainable modes of travel.

### 5.2 Proposed Access Arrangements and Site Layout

#### Access Arrangements

5.2.1 Key aspects of the access design are summarised below:

- The A4165 Oxford Road being subject to a 30mph speed limit along the site frontage (as per the approved Traffic Regulation Order);
- A walking / cycling superhighway along the eastern side of A4165 Oxford Road - the proposals accommodate a 2.5m wide segregated cycle lane and a 2.0m footway. A 3m verge separating the segregated cycle lane / footway and the Oxford Road carriageway / bus lane, suitable for appropriate street trees and planting is also included;
- 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 the PR6b site comes forward for development;
- This would achieve OXCC's cycle superhighway 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;
- 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 the PR6b site);
- 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 accesses to St Frideswide's Farm and Water Eaton from Oxford Road are to be closed to vehicular traffic and to be turned into pedestrian / cycle accesses (bridleway access for the Water Eaton access). Alternative vehicular access arrangements to the properties, associated buildings and agricultural land served from these accesses will be provided (both during and after construction) from the proposed Oxford Road site accesses and street network within the application site only (which would be set at reserved matters stage and designs will need to allow for the type of agricultural vehicles and manoeuvres expected in a safe manner);
- A controlled pedestrian / cycle crossing of Oxford Road broadly in line with the Water Eaton bridleway;
- Floating bus stops on Oxford Road near the proposed toucan crossing and retention of the southbound bus lane; and
- Pipal Cottage is currently accessed from Oxford Road – it is understood that the owner is willing to have the access to the property redirected to come from within the development and this can be accommodated in the reserved matters scheme design.

### **Site Layout**

#### **20-minute neighbourhood**

5.2.2 A key transport / connectivity objective for the Development is to provide a well-connected, walkable 20-minute neighbourhood with facilities within the development that reduce the need for travel (a 10 minute walk to access local facilities and services and a 10 minute walk back - equating to approximately an 800 metre walking distance when considering average walking speeds). From a transport and connectivity perspective, the 20-minute neighbourhoods should:

- Be safe, accessible and well connected for people walking and cycling;
- Offer high-quality public realm and open spaces;
- Provide services and destinations that support local living;
- Facilitate access to quality public transport that connects people to jobs and higher order services;
- Deliver housing at densities that make local services and transport viable; and
- Facilitate thriving local economies.

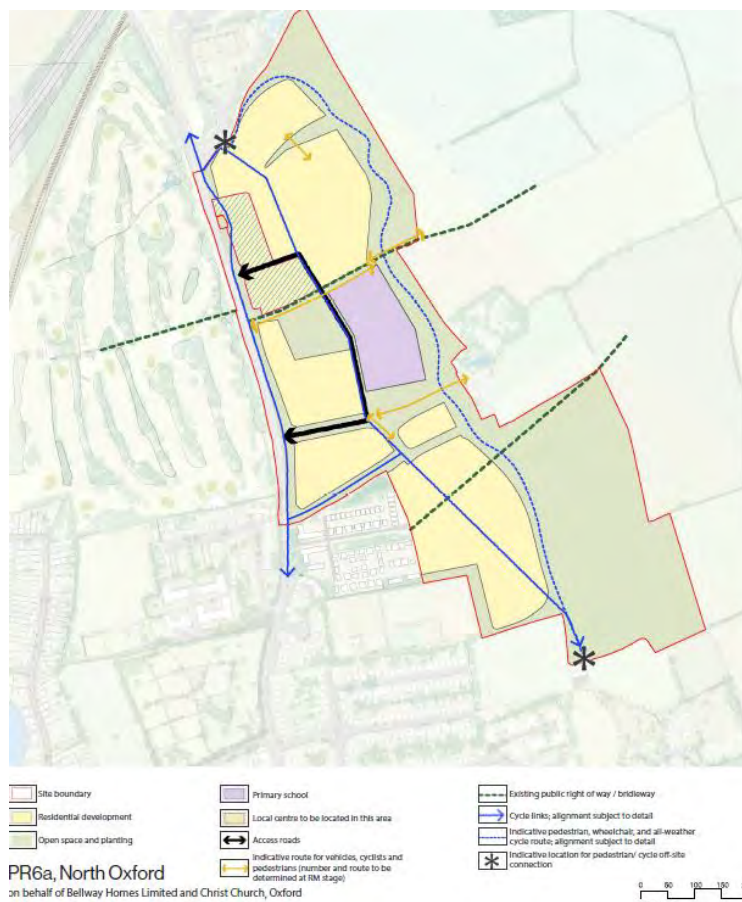
5.2.3 **Figure 5.1** shows the 20-minute walkable neighbourhood concept for Water Eaton. It shows that:

- All of the Water Eaton site / residential areas are within an 800m walk distance of the local centre / primary school;
- All of the PR6b site is within an 800m walk distance of the Water Eaton local centre / primary school;
- The public realm and open spaces are within an easy walking distance of the residential areas; and
- The new bus stops on Oxford Road are centrally located and easily accessed from the Water Eaton site and PR6b.

5.2.4 This provides comfort that the juxtaposition of the key facilities within the site is appropriate for both the Water Eaton site but also the PR6b site when that comes forward.

5.2.5 An extract from the Land Use and Access Parameter Plan is provided at **Image 5.1** below.

**Image 5.1 Land Use and Access Parameter Plan – Drawing 32W**



5.2.6 In transport terms, the masterplan will provide:

- Access arrangements as identified above;
- 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 LTN 1/20;
- Improved Public Rights of Way across the site;
- A street hierarchy and layout in line with OXCC's Street Design Guide and the National Design Guide, designed to promote walking and cycling;
- A local centre with shared car parking with the primary school;
- The potential for a school street along the frontage of the school;
- A leisure route along the eastern boundary of the site, suitable for all users including walking and cycling; and
- A potential pedestrian / cycle access into the Oxford Parkway Station / Park and Ride site to the north.

5.2.7 Mobility Hubs are recognisable places with an offer of different and connected transport modes supplemented with enhanced facilities and information features to both attract and benefit the traveller. They are places where multiple mobility offers are brought together in one place. They can come in many shapes and sizes, but each provide a more convenient, comfortable, and safer environment to access a range of sustainable transport modes. In addition, they support low car lifestyles and the reallocation of space from car parking to other infrastructure demands. By having alternative transport options, residents can be encouraged to avoid owning a car – freeing up parking spaces and reducing congestion – all while being assured that their own mobility needs can still be catered for.

5.2.8 A Mobility Hub is proposed at / next to the local centre. OXCC's Strategic Planning consultation response states that OXCC welcomes the provision of a Mobility Hub on the site and will liaise with CDC as needed about any County Council use or adoption of facilities.

5.2.9 OXCC Highways consultation response states that at the local centre the following transport infrastructure should be provided:

- Cycle parking ;



- Electric Vehicle Charging Facilities;
- Cycle maintenance station

5.2.10 This infrastructure could be provided within the Mobility Hub which may also include the following additional infrastructure:

- Digital Pillar – transport information etc;
- Waiting area / covered seating – wi fi, phone charging etc available;
- Electric bike docking stations;
- Potential e scooter / hire;
- Car club spaces / vehicles;
- Area for taxis;
- Package delivery lockers; and
- Community concierge parcel last mile delivery.

5.2.11 The detail of the Mobility Hub will be determined through the application process, consent / condition and planning obligations and reserved matters applications.

5.2.12 Cycle parking and scooter parking / other forms of micromobility parking is proposed in the vicinity of the new bus stops on Oxford Road, to assist in the transfer of trips to sustainable modes and capturing last mile trips.

## 5.3 **Parking Strategy**

5.3.1 OXCC Highways consultation response states that cycle and car parking will be agreed under reserved matters applications; however, OXCC requires a robust assessment to demonstrate why the site cannot be car-free, especially in areas of the site close to Oxford Road and Oxford Parkway. A Controlled Parking Zone (CPZ) will be required for the site to help modal shift towards active and sustainable travel and to reduce potential overflow parking related to Oxford Parkway.

### **Car Parking**

5.3.2 The applicant recognises that a Controlled Parking Zone (CPZ) is appropriate and it is envisaged that this will be secured in conditions or the Section 106 Agreement.

5.3.3 OXCC's parking standards suggest that for car free development the site is to be located within 800m walking distance of a range of local amenities and services. An analysis which has been undertaken which shows that:

- The on Site primary school is less than a 800m walking distance;
- Secondary schools is greater than a 800m walking distance - Cherwell School is 3.2km and Gosford School is 2.4km;
- Supermarket or local grocery shop (selling fresh food) – the on-site shop is less than a 800m walking distance but Sainsbury's in Kidlington is more than 800m (1.5km);
- GP surgery – on the basis that a GP surgery will not be on Site then a doctors is more than a 800m walking distance (Kendall Crescent Health Centre – 1.24km); and
- Employment – there is a small business park (Jordan Hill Business Park) within 800m but the major employment areas are more than 800m (North Oxford – 3.5km, Oxford City Centre – 5km, John Radcliffe Hospital – 6.5km and Oxford Business Park, Cowley – 9km).

5.3.4 It is acknowledged that the site is clearly in a sustainable location in transport terms. It has good accessibility to some local amenities and services (active travel improvements in the area will further strengthen this) as well as good access to public transport. However, there are a number of local amenities and everyday services including secondary schools, supermarkets and employments areas beyond the 800m walking distance.

5.3.5 The following are important considerations which must be factored into providing appropriate car parking provision:

- Non car modes are being given priority through the development and surrounding area so as to not encourage car travel;
- The reality is that many future residents will want / need to own a car for trips to some local amenities / services but also for less frequent trips such as holidays / leisure / entertainment;
- Car ownership dos not always directly relate to regular car use;
- There are people who rely on the use of private cars / vans for work purposes and have no reasonable option to use walking, cycling or public transport;

- With controlled on-street parking and the lack of any opportunities for informal parking within the Site it is necessary to give due consideration to provide appropriately for residential parking;
- Car club is not always an option, as that is an alternative to car ownership – with carrying pets often not permitted etc; and
- The need to balance parking provision between a level that acknowledges the accessible location of the site and yet provides housing that is attractive to occupiers and which will sell.

5.3.6 It is anticipated that the level of car parking provision may differ across the site depending on the location of the dwelling within the site and the phase of the development. It maybe that some areas, such as at / near the local centre or near Oxford Road have low or zero car parking. However, as agreed by OXCC the details of these matters is better addressed at reserved matters stage.

#### **Electric Vehicle Charging**

5.3.7 Electric Vehicle charging infrastructure is to be provided in accordance with the Autonomous and Electric Vehicles Act (2018), Building Regulations Document S, and the governments ambitions on 'Smart EV Charging, which exceed the provision set out in OXCC's parking standards.

5.3.8 'Active' charging points for electric vehicles for new non-residential development proposals are to be provided at a minimum level of 25% for all parking spaces with ducting provided at all remaining spaces to 'future proof' such spaces to be upgraded in the future.

5.3.9 The uptake of Electric Vehicles would be monitored through the Travel Plan, and this would promote any schemes which are available to enable homeowners to upgrade provision to suit their personal needs.

5.3.10 The delivery of electric vehicle charging points across the site, will help assist with the take up of electric and low emission vehicles by residents and visitors to the site, thus reducing vehicle emissions and contributing to both local air quality management and national climate change reduction targets.

### Cycle Parking

5.3.11 In terms of cycle parking, the provision will be provided in accordance with the standards as per **Table 5.1** below.

**Table 5.1 Cycle Parking Standards**

Type	Dwelling Size	Cycle Parking Provision
House	1 bedroom	2 spaces per bedroom
House	2 bedroom	2 spaces per bedroom
House	3 bedroom	2 spaces per bedroom
House	4+ bedroom	2 spaces per bedroom
House	Multiple Occupancy	1 space per bedroom
Flat	-	2 spaces per bedroom

### Powered Two Wheeler Parking

5.3.12 Motorcycle and powered two wheeler parking will be provided in accordance with the standards at some 1 space per 5 dwellings – so there would be around 160 spaces across the Development.

### Walking and Cycling Connectivity

5.3.13 OXCC Highway’s consultation response discusses future transport improvements. The need for a package of transport improvements in the area was addressed through the Cherwell Local Plan Partial Review and the District’s Infrastructure Delivery Plan (IDP). The package is to be largely funded by the developers of the sites allocated in the Partial Review of which the Water Eaton site / PR6a is one.

5.3.14 OXCC expects the Water Eaton site to partly fund (through financial contributions secured in a Section 106 Agreement) a number of active travel improvements that OXCC will deliver. These include:

- Oxford Road cycle superhighway;
- New signalised junctions along A4260/A4165 corridor;
- Improvements at Kidlington roundabout;
- Improvements at Cutteslowe roundabout; and
- Cutteslowe Park Cycle Route.

5.3.15 The applicant is content to make a proportionate financial contribution to the Oxford Road cycle superhighway subject to it meeting the tests in Regulation 122 of the Community Infrastructure Levy Regulations 2010.

5.3.16 Delivery of the site accesses and Oxford Road cycle superhighway along the Water Eaton site frontage and on site walking and cycling facilities along with proportionate contributions to OXCC's walking and cycle schemes above will ensure that there is appropriate walking and cycling accessibility for future residents and users of the development.

## 5.4 Public Transport

5.4.1 There are two main bus operators in Oxford - Stagecoach and the Oxford Bus Company. Bus services local to the site are mainly operated by Stagecoach. A number of buses route along Oxford Road including:

- Stagecoach 2 / 2 a - Oxford City Centre to Kidlington Via Oxford Road / Banbury Road, Summertown;
- Stagecoach 700 - Thornhill Park & Ride to Kidlington Via Churchill, JR Hospital, Summertown, Oxford Parkway; and
- Stagecoach S5 - Oxford – Bicester.

5.4.2 In summary, Oxford Road forms a high frequency bus corridor with bus services throughout the day linking the Site with a number of key destinations including Oxford city centre, Churchill Hospital, John Radcliffe Hospital and Kidlington.

5.4.3 The proposed public transport strategy is as follows:

- Following discussions with OXCC and the bus operators it has been agreed that it is appropriate for the bus services to stay on Oxford Road and not to route into either the Water Eaton site or the PR6b site;
- New bus stops are proposed on Oxford Road near the proposed toucan crossing near the Water Eaton bridleway – the southbound bus stop is just to the south of the crossing and the northbound bus stop just to the south of the crossing;
- Cycle parking and scooter parking / other forms of micromobility parking is proposed within a short walk of the proposed new bus stops on Oxford Road, to assist in the transfer of trips to sustainable modes; and

- There are existing bus stops on Oxford Road / Banbury Road just to the north of Jordan Hill. The southern parts of the site are closer to the existing bus stops on Oxford Road / Banbury Road. OXCC consultation response states that existing “Jordan Hill” stops need upgrading with new RTI compatible shelters in liaison with Oxford City Council and additionally, alterations are needed to appropriately accommodate cyclists and bus passengers in light of the increased usage of the stops and increased cycle flows. OXCC have suggested a contribution towards upgrading the existing 4 bus stops south of the site on the A4165 to include Real Time Information. The applicant is content to make a financial contribution to improvements to these bus stops subject to it meetings the tests in Regulation 122 of the Community Infrastructure Levy Regulations 2010.

5.4.4 The nearest railway station to the site is Oxford Parkway situated immediately to the north of the site. Residents will be able to access Oxford Parkway via the Oxford Road cycle super highway and the Parkway junction with Oxford Road – it is a reasonable walk and cycle distance for residents. This will provide the opportunity for access to a number of destinations including Oxford Station (city centre), London Marylebone and Bicester. Oxford Railway Station is located to the south of the site within Oxford city centre – it serves destinations include London Paddington, Didcot Parkway, London Marylebone, Manchester Piccadilly, and Reading.

5.4.5 OXCC consultation response states that:

- Whilst there is a good level of service between the site and Oxford City by both train and bus, there is a lack of options to employment areas to the south and east of the city. These areas include the hospitals (currently served by the 700 which is commercially unviable long-term), ARC (formally Oxford Business Park) and Oxford Science Park; and
- A new bus service is proposed known as the Eastern Arc route which serves these sites along with areas of Headington, Marston and Cowley and connecting to Redbridge, Thornhill and Oxford Parkway Park & Rides. A frequent bus service to these employment areas is considered a critical part of reducing vehicular trips towards Oxford, as such a contribution is requested.
- OXCC has stated that financial contributions have been or will be sought from the other Partial Review sites. The applicant is content to make a proportionate contribution to the Eastern Arc bus route subject to it meetings the tests in Regulation 122 of the Community Infrastructure Levy Regulations 2010.

5.4.6 In summary, the site is located adjacent to high frequency public transport (Oxford Road high frequency bus corridor and Oxford Parkway rail station) – future residents will have the opportunity to access a range of destinations by public transport.

## 5.5 **Assessment Against Transport Connectivity Objectives**

5.5.1 The Local Transport and Connectivity Plan (LTCP) is OXCC's statutory Local Transport Plan and was adopted by full council on 12 July 2022. It sets out OXCC's vision for developing a world leading, innovative and carbon neutral transport system with a focus on how people move safely and quickly around their communities, Oxford city, and the county.

5.5.2 The LTCP includes guidance for new developments and from this 12 transport / connectivity objectives have been set within the Transport Assessment process. The objectives and a summary of how each have been met is provided below.

- 1 Deliver a well-connected, walkable 20-minute neighbourhood with facilities within the development that reduce the need for travel:
  - Objective met - the scheme delivers 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.
- 2 Deliver direct and safe connections which prioritise access on foot, bike or bus to/from neighbouring communities and places of employment, retail, education and leisure facilities:
  - Objective met- Water Eaton is designed to be a walkable neighbourhood which puts pedestrians and cyclists first. The development also assist in bringing forward the Oxford Road / Banbury Road cycle superhighway.
- 3 Deliver excellent access to transport interchanges:
  - Objective met – excellent access to the new / existing Oxford Road / Banbury Road bus stops, mobility hub and Oxford Parkway / Park and Ride achieved.
- 4 Provide frequent, reliable and easily accessible public transport to local facilities, employment and nearby town centres:

- 
- Objective met – the site is located adjacent to high frequency public transport (Oxford Road high frequency bus corridor and Oxford Parkway rail station) – new bus stops are proposed on Oxford Road and future residents will have the opportunity to access a range of destinations by public transport.
- 5 Provide easy access to a network of open and green spaces (within a 10-minute walk) to enhance health and wellbeing:
- Objective met – the masterplan and parameter plans ensure that easy access to a network of open and green spaces is provided.
- 6 Roads and junctions connecting to developments need to prioritise walking, cycling and public transport and be futureproofed in line with the Innovation Framework:
- Objective met – provided through the Oxford Road cycle super highway, the southern access Cyclops junction and the northern access left in left our arrangement with full set back.
- 7 New streets to be designed having regard to with DfT’s ‘Manual for Streets’, Oxfordshire County Councils Street Design Guide and Oxfordshire County Councils Walking and Cycling Design Guides, Healthy Streets Approach, LTN 1/20 and the Department for Transport’s Inclusive Mobility:
- Objective met – the access and street design has regard to all of the above guidance.
- 8 Provide a comprehensive safe, convenient well landscaped and inclusive network for cycling, walking and public transport which offer direct, continuous and uninterrupted routes to facilities:
- Objective met – 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.
- 9 Consider appropriate filtered permeability and low traffic areas, making cycling and walking routes more direct and attractive than using a car:
- Objective met – through the northern access left in left our arrangement with full set back and the school street concept.
- 10 Provide mobility hubs to improve interchange opportunities, connectivity and accessibility:



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- Objective met – Mobility Hub proposed.
- 11 Provide appropriate parking throughout, including:
- Cycle parking that has regard to OXCC's best practice requirements and guidance;
  - At the time of a reserved matters application Bellway will agree the level of car and motorcycle parking provided across the site with OXCC, having due regard to OXCC's parking standards;
  - An effective network of EV charging and access to an electric car club;
  - Appropriate visitor parking provision spaces that can be used flexibly during the master planning stage;
  - Parking control measures to avoid overspill parking onto streets and design to discourage any pavement parking from occurring;
  - It is envisaged that a controlled parking zone will be required to support on site parking associated with the new development and to ensure that there is no overspill on-street parking from the nearby Oxford Parkway Station / Park and Ride site;
  - Objective met – Bellway will be bringing forward a scheme with appropriate parking with details to be set out within subsequent reserved matters applications. It is envisaged that a controlled parking zone will be required to ensure that there is no overspill on-street parking from the nearby Oxford Parkway Station / Park and Ride site;
- 12 Provide effective digital connectivity to enable home working and include flexible work/office space:
- Objective met – through the Framework Travel and Innovation Plans.

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## SECTION 6 RESIDENTIAL USES

### 6.1 Introduction

6.1.1 A detailed Travel Plan for the residential uses will be submitted in accordance with the Framework Travel Plan.

6.1.2 This section of the Framework Travel Plan describes the non-infrastructure or 'soft' Travel Plan measures that will be developed and promoted for the residents of the new development.

### 6.2 Travel Plan Coordinator

6.2.1 An individual or company will be recruited and funded by Bellway to act as the Site & Residential Travel Plan Co-ordinator for the site for the building programme and two-years thereafter (around 8 – 10 years after first occupation of the development). The Travel Plan Co-ordinator will be responsible for implementing the Travel Plan measures, promoting the Travel Plan amongst residents, ensuring resident participation, liaising with other Travel Plan representatives and monitoring the Travel Plan outcomes against the targets. The Travel Plan Co-ordinator will be appointed prior to the first occupation of the development.

6.2.2 The name and contact details of the Travel Plan Co-ordinator will be sent to OXCC's Travel Plans Team three months prior to first occupation of the development. The details of the Travel Plan Co-ordinator will be provided on the Travel Plan website.

#### Role of the Travel Plan Coordinator

6.2.3 The development will have a Site-Wide Travel Plan Co-ordinator which will be appointed and funded by Bellway Homes and will also be the residential TPC. Each land use occupier will identify a representative who will liaise with the Site Wide TPC to ensure the measures are being implemented effectively.

6.2.4 The role of the Site Wide / Residential Travel Plan Co-ordinator will be as follows:

- To manage the day-to-day delivery of the measures contained this FTP;
- To market the Travel Plan to encourage interest and involvement of residents;

- To maintain a good level of knowledge of sustainable travel opportunities in the vicinity of the site, so as to provide a basic personal journey planning service for residents, i.e. how to access schools, workplaces, and local facilities by non-car modes;
- To liaise with local public transport operators and local authorities on appropriate measures such as negotiating possible discounted bus tickets or obtaining information on any local travel plan measures and networks;
- To negotiate with local cycle shops for potential discounts for residents;
- To organise monitoring of the Travel Plan in line with the strategy outlined in this
- FTP;
- To set up and act as a chairperson to the steering group, through which the progress of the Travel Plan will be monitored, and key decisions taken as necessary;
- To provide monitoring and feedback to residents and to liaise with the local authority as necessary; and

6.2.5 Co-ordinate with other key users, representatives and Travel Plans across the site such as the primary school and local centre.

## 6.3 **Steering Group**

6.3.1 The Site Wide Travel Plan Co-ordinator will be supported by a Steering Group, comprising a representative of the developer, a representative of the housing association(s), other land use occupiers from the local centre and primary school, OXCC, the local authority sustainable travel co-ordinator, other local authority officers as needed (e.g. cycle, public transport), and voluntary residents' representatives.

6.3.2 The Steering Group will meet annually during the life of the Travel Plan. This period will enable the Travel Plan to be well established by the end of the plans lifetime.

### **Residents**

6.3.3 The first owner of each dwelling will be provided with Travel Plan information by the Sales office and provided a link to the Travel Plan website on completion of their purchase.

6.3.4 The Travel Plan Co-ordinator will be encouraged to 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 widely available to all residents via the website, to ensure that people are fully aware of the objectives of the Plan and of the full range of measures proposed.

6.3.5 The Travel Plan Co-ordinator will also aim to maintain interest amongst residents through the following means:

- Occasional leaflet drops providing information about the Travel Plan, advertising the website, and reporting the results of the annual monitoring; and
- Review and develop other methods of involving residents during the Steering Group meetings.

## 6.4 Measures

6.4.1 New residents at the site will be provided with travel information about the sustainability credentials of the proposal during the purchase process. Upon occupation of each dwelling, a link to the Travel Plan Website will be provided to occupants, of which full details and other marketing measures are provided below.

### Residential Travel Plan Website

6.4.2 The first occupier of each household will be provided with a link to the Residential Travel Plan website. The pack will contain information about the objectives of the Travel Plan, non-car mode travel options and provide a range of incentives to encourage the use of non-car modes of transport. It is proposed that the following items will be included on the website:

- Information about the Travel Plan, its aims, and objectives, how to get involved and how travel will be monitored and reported back to residents;
- A sustainable travel voucher for every household up to a value of £100 (first owner of each dwelling only), with residents being able to choose from a menu of incentives (financial contribution towards a bus or train season ticket, new cycling equipment including e bikes or car club membership);
- A plan of the new development, highlighting local facilities and the nearby key destinations, the walking and cycling routes to these, locations of public cycle parking within the development, and public transport routes (including any new provision) and the location of bus stops;
- Details of any negotiated discounts at local cycle stores etc;

- Information about opportunities to travel to local schools in the vicinity of the site by sustainable modes;
- Information on useful Apps, designed to encourage walking, cycling and public transport, including those designed to offer the safest route choice available, such as WalkSafe;
- Links/web address details for local cycle route maps;
- Bus and rail maps and timetable information, with a possibility of free or discounted use of public transport to future residents for a limited time;
- Information about journey planning services, e.g., [www.nationalrail.co.uk](http://www.nationalrail.co.uk);
- Information about car sharing, e.g., liftshare;
- Information about the home delivery services offered by supermarkets in the local area, and potentially a voucher for free home delivery on first use;
- Details regarding the local provision of high-speed broadband access to enable easy access to local home delivery services and home working; and
- Contact details of the Travel Plan Coordinator.

6.4.3 The website will be agreed with OXCC prior to the first occupation.

#### **Personalised Travel Planning**

6.4.4 As the development has more than 50 dwellings, personalised travel planning will be offered to residents. The methodology of the Personalised Travel Planning will be set out within the residential Travel Plan.

#### **Walking and Cycling**

6.4.5 All new residents will be provided access to the Travel Plan website, which will include details of journey planning websites, walking and cycle maps, local cycle shops and bus timetable information. Residents will also receive such information via other ongoing communication.

6.4.6 Other measures that would be implemented to promote walking and cycling include:

- All dwellings will be provided with cycle parking in line with local parking standards at the time of build out; and

- Where possible, the Travel Plan Co-ordinator will attempt to negotiate discounts or promotions for residents at local cycle stores.

### **Public Transport**

- 6.4.7 Information on the public transport routes and facilities serving the new development will be made available to new residents through the Travel Plan website.
- 6.4.8 Residents will be kept up-to-date through notice boards within the development and via a Travel Plan website of changes to public transport timetables, events/issues/works potentially affecting public transport journeys, and the cost of season tickets.
- 6.4.9 In addition, the Travel Plan Co-ordinator will collaborate with local public transport operators to discuss whether there is the opportunity to provide an improved, more frequent service, improved bus waiting areas, ticket discounts and trial initiatives.

### **Car Club**

- 6.4.10 A car club enables access to a car for people who have occasional need for a car but do not wish to own or maintain a vehicle. Typically, residents pay an annual fee, plus a charge per mile for access to a car, which is owned and maintained by a car club operator and parked within the neighbourhood. The benefits of car club schemes include:
- Reduced need for car ownership;
  - Access to a car for all;
  - Can replace the need for a second household car;
  - Car club members tend to drive fewer miles per year than car owners, resulting in reduced vehicle CO<sub>2</sub> and particulate emissions, and reduced congestion on local roads; and
  - Car clubs tend to use new or energy efficient cars, which produce fewer and less harmful vehicle emissions than older vehicles.
- 6.4.11 The Site Wide Travel Plan Coordinator (TPC) will be responsible for procuring a site-specific car club. At this stage, it is envisaged that the car club will be operated by a commercial operator with the developer making provision for a car club within the development. The number of car club vehicles and spaces will be discussed with the chosen car club operator.
- 6.4.12 The intention is for the car club to operate electric vehicles.

### Car Sharing

- 6.4.13 The use of car sharing will be promoted amongst residents of the development, with particular emphasis on journeys to work. Car sharing not only cuts the costs of travelling to work for the individual, but also reduces the number of residents making similar journeys at the same time, thereby reducing the impact of the development at peak hours on routes between the site and local employment areas. This, in turn, contributes to reducing vehicular emissions and therefore meeting local air quality targets.
- 6.4.14 Measures will be taken to promote car sharing to new residents by providing information found on OXCC's website, i.e. information about setting up a liftshare scheme. This provides an accessible and safe way for potential car shares to identify people undertaking similar journeys.

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## SECTION 7 PRIMARY SCHOOL

### 7.1 Introduction

7.1.1 A detailed Travel Plan for the primary school will be submitted in accordance with the Framework Travel Plan.

7.1.2 This section of the FTP describes the non-infrastructure or 'soft' Travel Plan measures that will be developed and promoted for the primary school. The remainder of this section provides a framework which will be developed into a full Travel Plan by the school provider in due course.

### 7.2 Travel Plan Coordinator / Representative

7.2.1 A Travel Plan Co-ordinator or representative will be in place and details will be sent to OXCC. This could be an admin member of staff who takes on this role. The school will be responsible to ensure that a representative is in place to implement any Travel Plan measures.

### 7.3 Potential Travel Plan Measures

7.3.1 OXCC already has School Travel Advisers (STA) who are available to work with Oxfordshire schools to help them successfully change school travel patterns. A Travel Plan will be produced in line with Modeshift STARS requirements. It is anticipated that OXCC would oversee the delivery of the School Travel Plan when the site is brought forward (as its delivery will not be the responsibility of the developer). These officers will oversee the development and implementation of the School Travel Plan. The STA will ensure that the pupils and parents are wholly involved throughout the process, so that they 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 the wider site.

7.3.2 The School Travel Plan will include a range of infrastructure and 'soft' measures, potentially including:

- Engaging with families before children start school to influence travel decisions at the earliest stage;
- A travel plan marketing strategy to raise awareness of the travel plan and get pupils and parents involved in schemes to promote sustainable travel;
- The provision of cycle / scooter parking;



- 'Soft' measures to promote and facilitate the use of walking and cycling measures to pupils and parents;
- Measures to promote road safety around the school entrances; and
- A series of measures to promote staff travel by modes other than the single occupancy car.

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## **SECTION 8      LOCAL CENTRE**

### **8.1      Introduction**

8.1.1 Travel Plan Statements for the local centre will be submitted in accordance with the Framework Travel Plan. This section of the FTP describes the non-infrastructure or 'soft' Travel Plan measures that will be developed and promoted for the employees of the new development.

### **8.2      Travel Plan Coordinator**

8.2.1 For the Local Centre and Community Centre, separate Travel Plan Co-ordinators or representatives will be in place and details will be sent to OXCC. This could be an administration member of staff who takes on these roles. The end user for each of these land uses will be responsible to ensure that a representative is in place to implement any Travel Plan measures.

### **8.3      Potential Travel Plan Measures**

8.3.1 Dependent on the land use and the quantum of development that comes forward, if appropriate, each land use will have its own Travel Plan which will set clear targets that follow the SMART principle (specific, measurable, adjustable, realistic, time-based), focused on reducing single car occupancy travel to the site and instilling the benefits of sustainable travel modes. Any employment uses may be able to include cycle to work schemes for example, as well as influencing how both staff and visitors are encouraged to use sustainable modes of travel.

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## SECTION 9 TARGETS

9.1.1 A key aim of the FTP is to help in reducing single occupancy car use for travel to and from the site, and the use of targets will enable monitoring of progress against the objectives.

### 9.2 Residential

9.2.1 The Transport Assessment sets out the first principles assessment of likely trip generation and mode share which has been derived to assess the proposed residential development based on TRICS and Census data, as well as judgements on how travel behaviour is likely to change in light of OXCC's LTCP interventions and general changes in travel behaviour. It follows the approach set out in OXCC's Implementing 'Decide & Provide: Requirements for Transport Assessments.

9.2.2 The assessment of the proposed residential development uses census data and a review of the proximity to each of the local destinations under each category from the Development, following the approach summarised below:

- Residential trip rates use 'person trips' derived from TRICS as a starting point. This equates to 0.922 two-way person trips per dwelling for the morning peak hour, 0.840 two-way person trips per dwelling for the evening peak hour and 7.402 two-way person trips per dwelling daily (12 hour day – 07:00 – 19:00);
- Number of persons across the development based on Census data;
- Person trips are then broken down into trips by hour and by purpose using the National Travel Survey data (Table NTS50502), i.e. the number of trips during a peak hour to work, education and leisure etc. In looking at residential trips and mode share, it is pertinent to note that not all movements in the traditional weekday peak hours are journeys to work. In terms of all person trips, commuting accounts for some 20% of trips in the morning peak hour (08:00-09:00) and 32% of trips in the evening peak hour (17:00-18:00). Person trips relating to education (including escort) make up 51% of trips in the morning peak hour, but only 5% of the trips in the evening peak. Trips associated with leisure purposes (shopping, visiting friends, sport, and holidays etc make up some 12% and 39% of other trips in the morning and evening peaks respectively;

- Assumptions have been made on the trips which would be external to the site, as well as those which would be internalised, i.e. trips from residential dwellings to on site school and local centre;
- External trips are then assigned to a destination, based on Census output areas and / or location of facility. Middle Layer Super Output Area (MSOA's) including all of Oxford, Kidlington, Yarnton and Begbroke as well as the rest of Cherwell, West Oxfordshire, South Oxfordshire, Vale of White Horse, and destinations outside of Oxfordshire have been reviewed, i.e. employment trips use Journey to Work data from the census to assign them to a census output area, while external education trips are assigned to individual schools and their associated location;
- In terms of data to understand the current distribution, the Oxford 001 Middle Layer Super Output Area output area has been used as the location which is considered the most representative area for the proposed site which encompasses Cutteslowe and Wolvercote;
- A detailed assessment has been undertaken of the ability to access the identified locations (and census output areas) by all modes, and an assumption made on the percentage of trips which would occur by active modes, public transport, and private car, i.e. employment trips to Banbury would be weighted to car and rail, while a local trip to Summertown would be weighted towards walking and cycling.
- On this basis, distribution assumptions have been applied for each destination and mode of transport; and
- Once all of the trips by purpose and mode have been derived, these have been combined, to generate a total number of trips throughout the hour, following which an internal and external trip rate has been derived.

9.2.3 This methodology and the assumptions on person trip rates, reasons for travel and mode share, which has also been used by the other PR sites in relation to the strategic modelling has been agreed with OXCC, through the Transport Assessment scoping exercise.

9.2.4 It is acknowledged that not all trips to and from the site can be either internalised, or accounted for via modes other than the private car, as such there will always be an element of vehicular traffic associated with the Site.

- 9.2.5 The predicted mode share of all person trips for the residential development across a day (12 hour day 07:00 – 19:00) is set out in **Table 9.1** below.

**Table 9.1 Predicted Residential Development Mode Share All Person Trips – Daily (12 hour day – 07:00 – 19:00)**

Mode	%
Walk	19%
Cycle	21%
Public Transport	27%
Car Driver	28%
Car Passenger	5%

Please note: The mode share varies by hour within a day

- 9.2.6 The predicted external vehicular trip rates for the morning and evening peak hours are presented in **Table 9.2**.

**Table 9.2: External Vehicle Trip Rates per Dwelling**

Time Range	Morning Peak Hour			Evening Peak Hour		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
	0.041	0.164	0.205	0.182	0.076	0.258

- 9.2.7 Based on the above trip rates, the external vehicular trip generation has been calculated on the basis of 800 dwellings and is presented in **Table 9.3**.

**Table 9.3: External Vehicular Trip Generation**

Time Range	Morning Peak Hour			Evening Peak Hour		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
800 dwellings	33	131	164	146	61	207

## 9.3 Primary School

- 9.3.1 A separate School Travel Plan will be produced prior to occupation. This will meet the Modeshift STARS Green level accreditation and then a minimum of a Bronze level within 12 months of occupation. It is proposed that the Travel Plan is produced via the Modeshift STARS online travel plan toolkit. The Travel Plan requirements are set out in **Table 9.4**.

**Table 9.4: Modeshift STARS Accreditation Requirements**

Green Accreditation Requirements	Bronze Accreditation Requirements
Complete Sections of a Travel Plan	Produce a Travel Plan
Complete Aims & Objectives	Carry out a baseline survey
Establish a working group and set one target	Set at least one target for modal shift
Plan a minimum of 5 travel initiatives and 2 supporting initiatives	Identify at least one travel and transport issue
	Deliver a minimum of 5 actions to increase levels of sustainable travel
	Demonstrate corporate commitment to Travel Plan

9.3.2 Targets will therefore be identified through the preparation of these Travel Plans and will be produced through Modeshift STARS.

## 9.4 Local Centre & Community Centre

9.4.1 Travel Plan Statements will be produced for the Local Centre and Community Centre. The end user will determine the details and measures to be implemented, however as these are Travel Plan Statements, Travel Plan targets are not required.

## 9.5 Action Based

9.5.1 In addition to mode share targets, it is important to identify a number of action targets to ensure that the commitments made by the developer, through this FTP, are delivered. The action targets could include the following:

- Nominate a Travel Plan Co-ordinator prior to the sales and marketing phase of development;
- Travel Plan Co-ordinator to become familiar with the agreed monitoring process within three months of first occupation;
- Ensure that other on-site Travel Plans are considered through the implementation;
- Following the first phase of monitoring, review measures and targets through the course of the Travel Plan to ensure that they remain appropriate; and
- Once agreed with OXCC, update the FTP with any necessary revisions to measures.

## SECTION 10 MANAGEMENT AND IMPLEMENTATION

### 10.1 Framework for Implementation

10.1.1 The Site Wide / Residential Travel Plan Co-ordinator will be appointed three months before the first occupation of the development in order to commence development of the initial Travel Plan measures in time for the first occupations. **Table 10.1** provides an initial framework for implementation of the measures set out in Section 6 of this FTP.

**Table 10.1: Framework for Implementation**

Travel Plan / TPC	Measures		Timescale
Site Wide	Infrastructure Measures as per Section 5		To be phased in line with the development
	Steering Group – with local representatives, stakeholders and all land uses on site		Coordinate and organise Steering Group on an annual basis
	Liaise with all on site land uses TP representatives including the primary school, local centre and community centre to ensure Travel Plans are in line with the wider site		Throughout Travel Plan monitoring period
Residential	Travel Plan Co-ordinator		Appointed and announced to OXCC three months prior to 1 <sup>st</sup> occupation
	Produce a Full Travel Plan		To be produced prior to occupation and updated within 3 months of 50% occupation
	Information Development and Provision	Training of sales team about the Travel Plan and in personal journey planning	Training as part of induction process
		Production of Travel Plan information for sales packs	To be developed before 1 <sup>st</sup> occupation
		Production of Travel Plan website	To be developed before 1 <sup>st</sup> occupation
	Walking/cycling/local facilities maps		With Travel Plan website/community notice boards
Car Club		To be phased in line with development	



Travel Plan / TPC	Measures	Timescale
	Promote Car Sharing	With Travel Plan website
	Personalised Travel Planning	To be provided throughout the Travel Plan
Primary School	Provide details of Travel Plan representative to OXCC	To be provided prior to school opening
	Complete Sections of a Travel Plan in line with Modeshift STARS Green Level Accreditation	To be developed prior to school opening
	Complete Travel Plan in line with Modeshift STARS Bronze Level Accreditation	To be developed within 12 months of school opening
Local Centre / Community Centre	Produce Travel Plan Statements for the Local Centre and Community Centre	To be developed prior to occupation
	Provide details of Travel Plan representative to OXCC	To be provided prior to occupation

## 10.2 Funding

10.2.1 It is proposed that the developer will fund the following items:

- a The transport infrastructure outlined in Section 5 of the FTP;
- b Oxfordshire County Council's annual travel plan monitoring fee (residential & primary school);
- c The Residential Travel Plan Co-ordinator role for a period of around 8 - 10 years;
- d The initial implementation of other measures outlined in Section 7 (including £100 per dwelling 'Sustainable Travel Incentive' vouchers); and
- e The monitoring surveys outlined in Section 11.

10.2.2 The end user of the Primary School and Local Centre / Community Centre will be responsible for funding their respective Travel Plans.

## 10.3 Framework for Handover at End of Developer Involvement

10.3.1 At the end of the circa 8 – 10 year monitoring period, the developer will no longer be responsible for the management of the Travel Plan.

10.3.2 The Travel Plan Co-ordinator will offer residents the opportunity to set up a Travel Plan working group to which the Local Authority's sustainable travel co-ordinator will be invited to attend and provide guidance. The Travel Plan Co-ordinator will seek to 'hand-over' the Travel Plan Co-ordinator role to this group at the end of year eight or ten to encourage longevity of the Travel Plan.

---

## SECTION 11 MONITORING

### 11.1 Residential Monitoring

11.1.1 The total monitoring programme for the residential development will be during the development build plus an additional 2 years (around 8 – 10 years). Monitoring will be undertaken through the distribution of a travel questionnaire survey, co-ordinator by the Travel Plan Co-ordinator.

11.1.2 The first travel questionnaire survey will be undertaken within 3 months of occupation and then every two years thereafter until the end of the Travel Plan period (years 1, 3, 5, 7, 8 or 10). These repeated surveys will be undertaken at the same time each year.

11.1.3 The survey will determine a number of important statistics such as work destination, number of cars and bicycles owned per household, modal split of journeys and preferences towards the availability and use of more sustainable modes of transport. The detail / format of the travel survey will be agreed with OXCC prior to undertaking the survey.

11.1.4 These surveys will be used to determine travel patterns to and from the site, to assist with setting objectives for the Travel Plan which may be implemented in the future and to monitor travel patterns at the site over set periods of time to quantify modal shift. After every survey the Travel Plan will be reviewed.

11.1.5 In order to maximise response rates to the survey there will be incentives, such as a prize draw entry, encouraging residents to take part. In the event that the survey does not get a desired response of 45% or more, it will be re-distributed to residents after 6 months, following further promotion or greater incentives for taking part.

11.1.6 This Framework Travel Plan commits to:

- Paying OXCC's Travel Plan monitoring fee; and
- To send the results of the travel plan survey to the Travel Plans Team at OXCC within one month of survey completion and to commit to the submission of data for the build period plus 2 years (around 8 – 10 years). Monitoring reports will use the templates held by the OXCC Travel Plan team.

## 11.2 Other Land Uses

11.2.1 The Primary School will develop a Travel Plan in line with Modeshift STARS accreditation (green and then bronze). Monitoring will be carried out using the Modeshift STARS online Travel Plan toolkit. Monitoring will be set out within the Travel Plan and agreed with OXCC.

11.2.2 For the Local Centre and other uses, Travel Plan Statements will be produced, however due to the size of these, monitoring is not required.

## 11.3 Monitoring Fees

11.3.1 Monitoring fees will be provided to OXCC to enable the monitoring across the build out period.

## 11.4 Monitoring and Evaluation Plan (MEP)

11.4.1 The Travel Plan will also include a Monitoring and Evaluation Plan (MEP) in line with OXCC's Decide and Provide guidance. The Monitoring and Evaluation Plan (MEP) will:

- Be agreed with the relevant officers at OXCC;
- Record how the trip generation and mode share of the site evolves over time;
- The survey specification will be agreed with the relevant officers and in line with the Travel Plan requirements, will employ the TRICS Standard Assessment Methodology or similar;
- Surveys will take account of multi-modal trips from all access points, including walking and cycling only accesses in addition to main vehicular accesses. Additional surveys will collect qualitative data around travel behaviours; and
- Monitoring surveys will be undertaken on a frequent basis to assist in understanding of whether the expected external trip / traffic generation rates are occurring in practice.

---

## SECTION 12 SUMMARY

- 12.1.1 This Framework Travel Plan (FTP) has been produced to outline the measures to be used to encourage travel by modes other than single occupancy car use the proposed residential development at Water Eaton. The FTP has been developed in accordance with OXCC's Transport Assessments and Travel Plans (2014) guidance document, and OXCC's Local Transport and Connectivity Plan (LTCP) including the Implementing 'Decide & Provide: Requirements for Transport Assessments.
- 12.1.2 The Water Eaton site is well located to the existing pedestrian network within the north Oxford area. There are currently shared footway / cycleways on either side of the A4165 which provide connections to the wider pedestrian footway network in Cutteslowe to the south and Kidlington to the north. There is also a network of PRoW within the vicinity of the site and surrounding areas.
- 12.1.3 The Water Eaton site is readily accessible to a range of facilities and services that residents may use on day to day basis by a range of travel modes, including on-foot and by cycle.
- 12.1.4 Local bus services are accessible a short walk from the site, and Oxford Road forms a high frequency bus corridor providing access to local destinations and further afield to Oxford city centre, John Radcliffe Hospital, Kidlington, and Bicester.
- 12.1.5 Oxford Parkway Station is situated immediately to the north of the site and offers regular rail services. Oxford Rail Station is also located within a reasonable cycling distance from the site and provides further opportunities to travel further afield.
- 12.1.6 Improvements to local walking and cycling routes (including the Oxford Road cycle super highway) and bus service infrastructure have been identified and the development at the application site will help bring these measures forward.
- 12.1.7 The FTP sets out the predicted mode share of all person trips for the residential development across a day (12 hour day 07:00 – 19:00) as well as morning and evening peak hour traffic trip rates and traffic generation as set out in the Decide and Provide approach in the Transport Assessment / Transport Assessment Addendum.

12.1.8 To achieve the aims and objectives of the FTP, a package of 'Soft' measures designed to encourage residents to consider sustainable travel opportunities has been developed. The FTP identifies the following measures:

- Provision of residents 'Resident's Travel Website', to provide information of travel opportunities and to promote travel;
- Offer of a sustainable travel voucher;
- Negotiation of discount for cycle equipment (where possible);
- Creation of a steering group consisting of local residents to guide and oversee the delivery of the Travel Plan;
- Community noticeboards to identify travel opportunities and incentives;
- Delivery of a car club; and
- Promotion of local car-share groups.

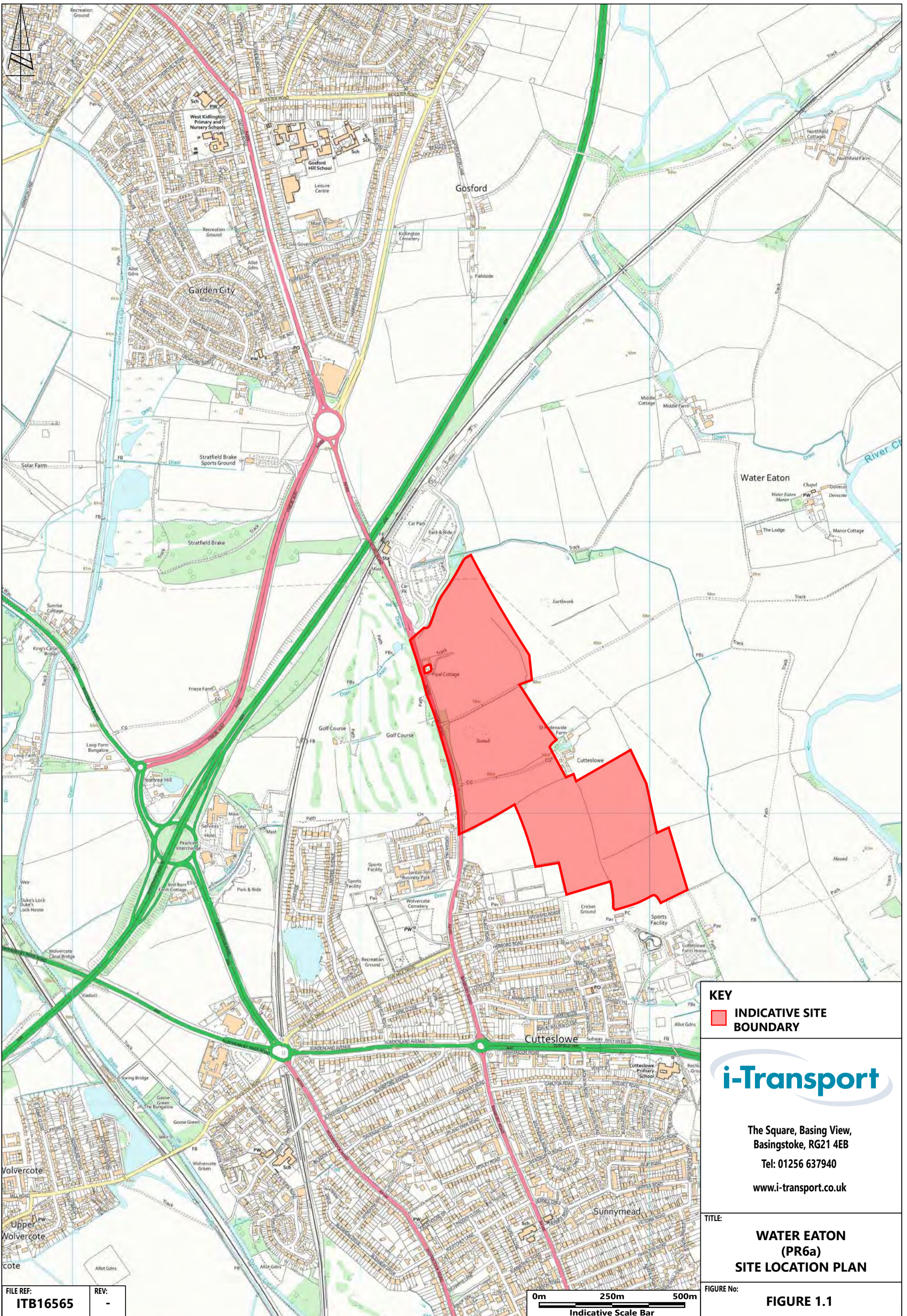
12.1.9 The progress against the Plan targets will be monitored through the build period plus an additional 2 years (around 8 – 10 years) and will be undertaken using a Monitoring and Evaluation Plan (to be agreed with OXCC) and the Residential Travel Surveys. These surveys will be used to identify resident travel patterns and used to set objectives of the Travel Plan.

12.1.10 The Travel Plan will include a Monitoring and Evaluation Plan (MEP) in line with the Decide and Provide guidance, which can be secured through a condition should planning be approved.

12.1.11 The Primary School will have a separate School Travel Plan which will be in accordance with Modeshift STARS green and bronze accreditation. Targets and monitoring will be undertaken through the online toolkit. For the Local Centre and other uses, Travel Plan Statements will be produced setting out relevant measures to the land uses.

## FIGURES





**KEY**  
■ **INDICATIVE SITE BOUNDARY**



The Square, Basing View,  
 Basingstoke, RG21 4EB  
 Tel: 01256 637940  
[www.i-transport.co.uk](http://www.i-transport.co.uk)

**TITLE:**  
**WATER EATON (PR6a)**  
**SITE LOCATION PLAN**

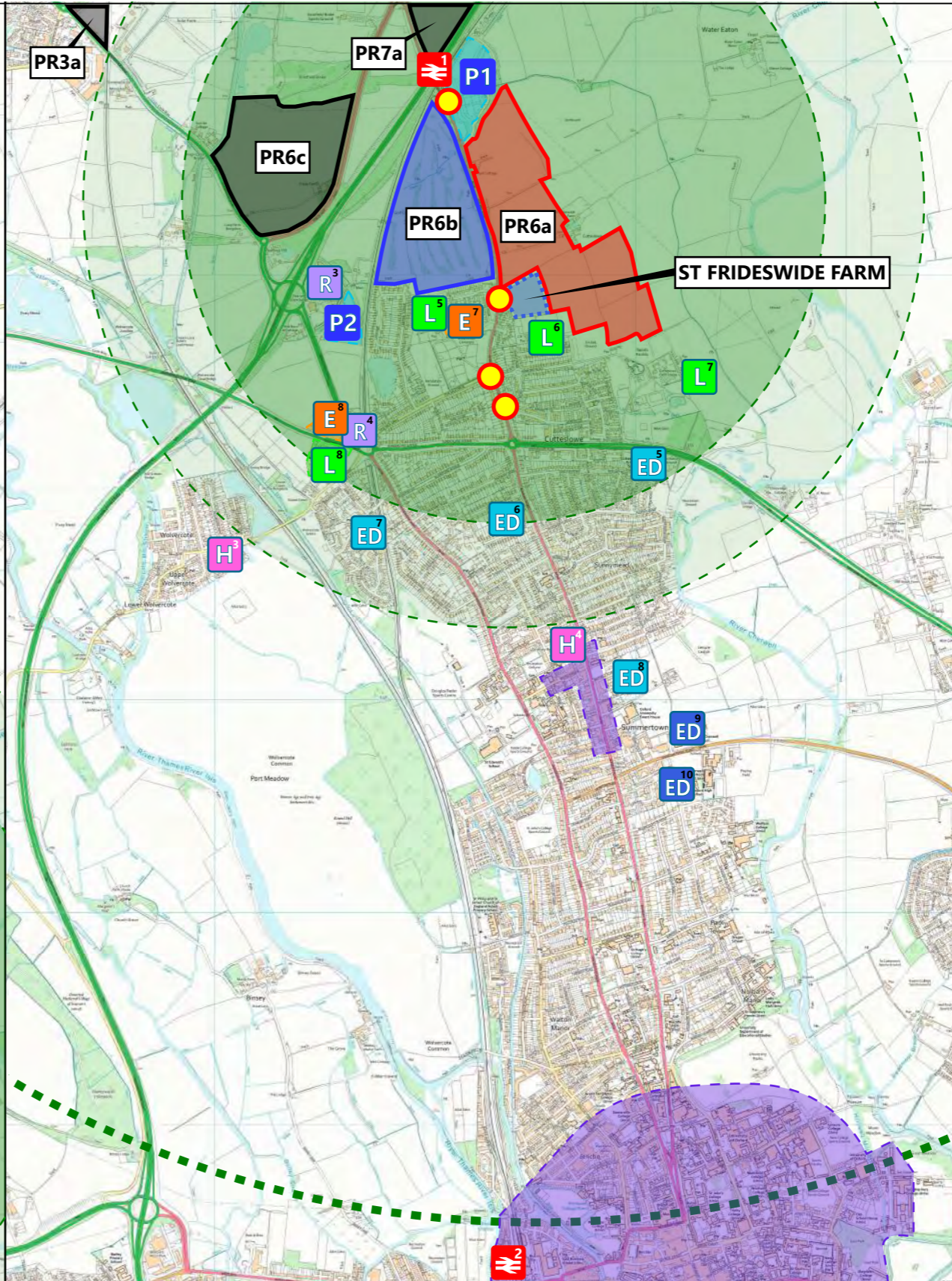
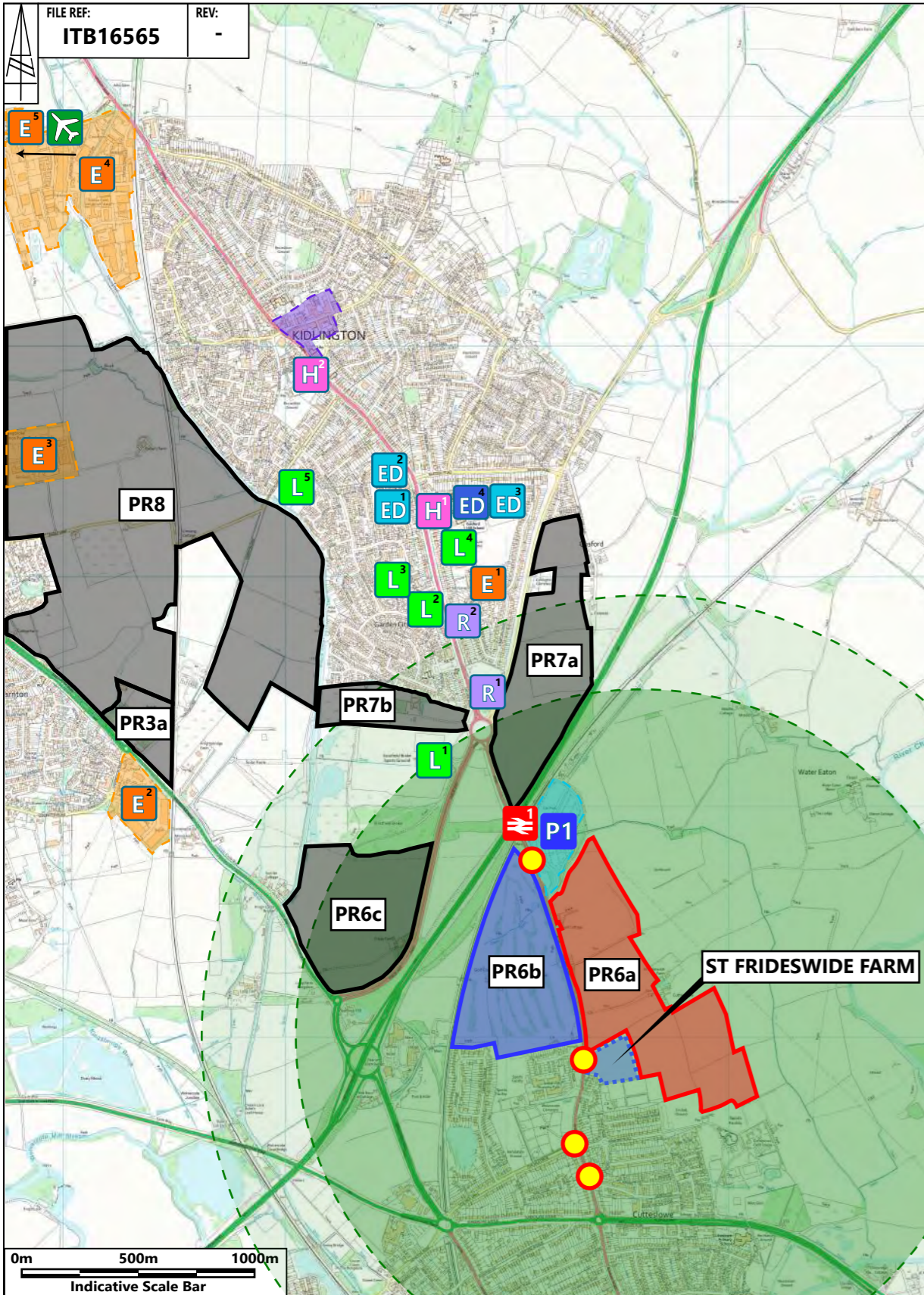
**FIGURE No:**  
**FIGURE 1.1**

**FILE REF:**  
**ITB16565**

**REV:**  
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- KEY**
- SITE BOUNDARY - PR6a
  - PR6b ALLOCATION BOUNDARY
  - CDC LOCAL PLAN SITES
  - ST FRIDESWIDE FARM APPLICATION
  - OXFORD PARKWAY RAIL STATION
  - OXFORD RAIL STATION
  - LOCAL BUS STOPS
  - LOCAL / CITY CENTRE

- SOUTH OF PR6a**
- LEISURE**
- L<sup>5</sup> OXFORD CRICKET CLUB
  - L<sup>6</sup> NORTH OXFORD LAWN TENNIS CLUB & OXFORD HAWKS HOCKEY CLUB
  - L<sup>7</sup> CUTTLESLOWE AND SUNNYMEAD PARK
  - L<sup>8</sup> JUVENATE HEALTH CLUB
- EMPLOYMENT**
- E<sup>1</sup> JORDAN HILL BUSINESS PARK
  - E<sup>2</sup> NORTH OXFORD BMW
- RETAIL**
- R<sup>3</sup> PEARTREE SERVICES
  - R<sup>4</sup> M&S SIMPLY FOOD
- EDUCATION**
- ED<sup>5</sup> CUTTLESLOWE PRIMARY SCHOOL
  - ED<sup>6</sup> MANSION HOUSE NURSERY
  - ED<sup>7</sup> WOLVERCOTE PRIMARY SCHOOL
  - ED<sup>8</sup> SUMMER FIELDS SCHOOL
  - ED<sup>9</sup> THE CHERWELL SCHOOL
  - ED<sup>10</sup> OXFORD HIGH SCHOOL
- HEALTHCARE**
- H<sup>1</sup> WOLVERCOTE SURGERY
  - H<sup>2</sup> SOMERTOWN DENTAL PRACTICE
- PARK AND RIDE**
- P2 PEARTREE PARK AND RIDE

- NORTH OF PR6a**
- LEISURE**
- L<sup>1</sup> GOSFORD ALL BACKS RUGBY FOOTBALL CLUB
  - L<sup>2</sup> OXFORD ROAD ALLOTMENTS
  - L<sup>3</sup> RON GROVES COMMUNITY PARK
  - L<sup>4</sup> KIDLINGTON & GOSFORD LEISURE CENTRE
  - L<sup>5</sup> KIDLINGTON FOOTBALL CLUB

- EMPLOYMENT**
- E<sup>1</sup> THAMES VALLEY POLICE SOUTH HEADQUARTERS
  - E<sup>2</sup> OXFORD INDUSTRIAL PARK
  - E<sup>3</sup> BEGBROKE SCIENCE PARK
  - E<sup>4</sup> STATION FIELD INDUSTRIAL PARK
  - E<sup>5</sup> OXFORD SPIRES BUSINESS PARK

- OXFORD INTERNATIONAL AIRPORT**
- RETAIL**
- R<sup>1</sup> SAINSBURY'S
  - R<sup>2</sup> FAIRFAX ROAD LOCAL SHOPS
- EDUCATION**
- ED<sup>1</sup> WEST KIDLINGTON COUNTY PRIMARY & NURSERY SCHOOL

- ED<sup>2</sup> ST THOMAS MORE CATHOLIC PRIMARY SCHOOL
  - ED<sup>3</sup> EDWARD FIELD PRIMARY SCHOOL
  - ED<sup>4</sup> GOSFORD HILL SCHOOL
- HEALTHCARE**
- H<sup>3</sup> GOSFORD HILL MEDICAL CENTRE
  - H<sup>4</sup> KIDLINGTON HEALTH CENTRE

- PARK AND RIDE**
- P1 OXFORD PARKWAY PARK AND RIDE

- CATCHMENT**
- 1.6KM RADIUS
  - 2KM RADIUS
  - 5KM RADIUS

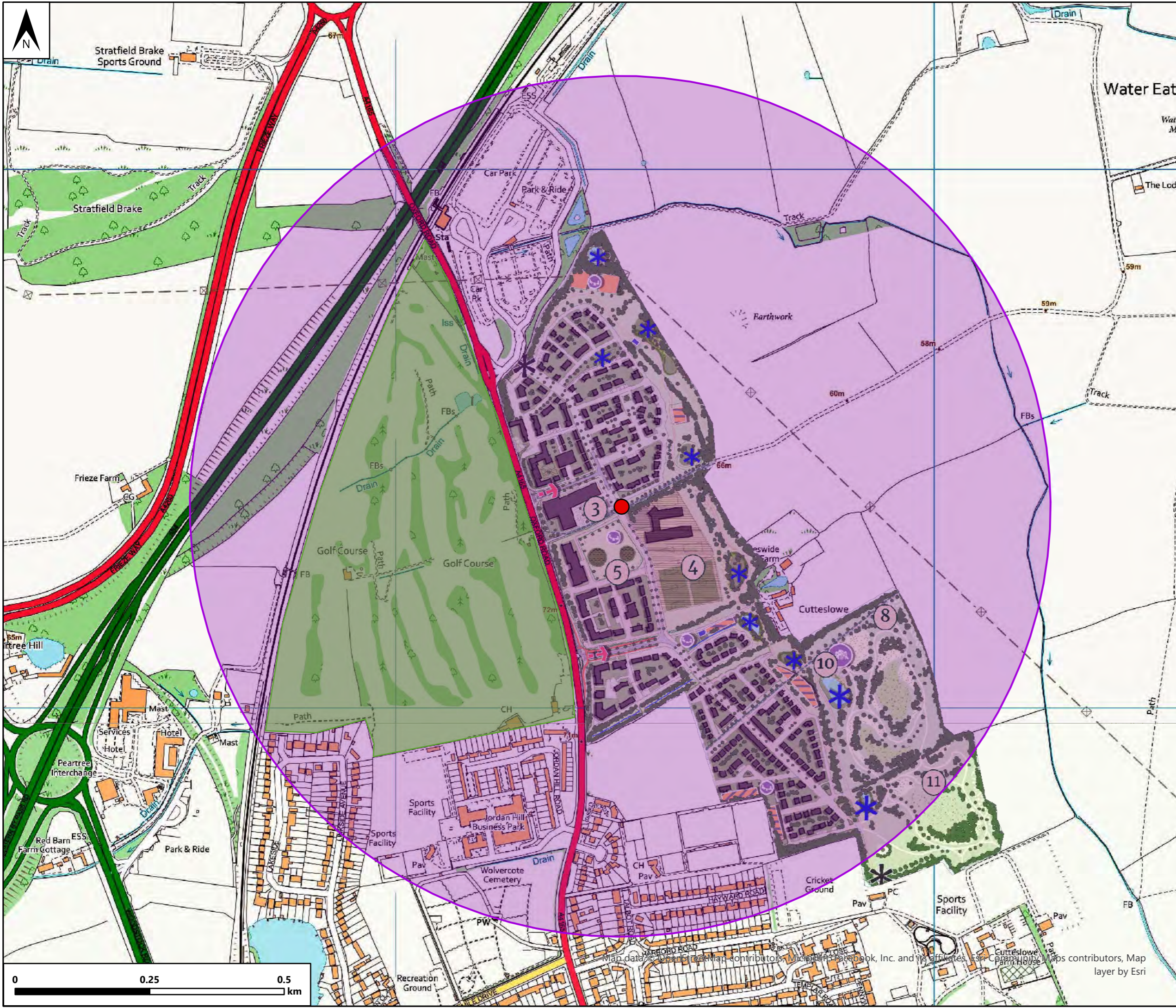
**i-Transport**

The Square, Basing View,  
Basingstoke, RG21 4EB  
Tel: 01256 637940  
www.i-transport.co.uk

TITLE:  
**WATER EATON (PR6a) KEY DESTINATIONS**

FIGURE No:  
**FIGURE 4.1**





**Key**

- Walking Catchment Start
- 800m Walking Catchment
- PR6b

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**Basingstoke: 01256 637 940**  
**Leeds: 0113 357 1360**  
**London: 020 3705 9215**  
**Manchester: 0161 830 2172**

[www.i-transport.co.uk](http://www.i-transport.co.uk)

**Title:**  
**Water Eaton - 20 Minute Walkable Neighbourhood**

**Project:**  
**North Oxford Land East of Oxford Road**

<b>Project Number:</b> ITB16565	<b>Figure Number:</b> Figure 6.1	<b>Revision:</b> -
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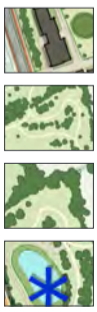


# **APPENDIX A. ILLUSTRATIVE SITE MASTERPLAN AND PARAMETER PLANS**





- ① Oxford Parkway Station and Park and Ride
- ② Pipal Cottage (outside of application boundary)
- ③ Local centre and public square/ Community Hub, including mobility hub
- ④ Primary school
- ⑤ Underground remains of historic barrows
- ⑥ Listed St. Frideswide's farm and orchard (to north)
- ⑦ Main vehicular entrance
- ⑧ Existing public right of way/ bridleway
- ⑨ New development by Croudace
- ⑩ Multi-use games area and neighbourhood equipped play
- ⑪ Extension to Cutteslowe Park
- ⑫ PR6b development site



Buildings

Public open spaces and gardens

Existing and proposed trees

Drainage ponds (some will be permanently wet, some dry except in storm events)



Allotments

Community gardens/ orchards

Destination play area

Play areas



Indicative locations for pedestrian/cycle off-site connection

Shared streets, cycleways, footpaths and leisure route through GI corridor

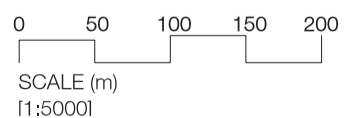
Vehicular entrance to the site

Carriageway



## PR6a, North Oxford

on behalf of Bellway Homes Limited and Christ Church, Oxford



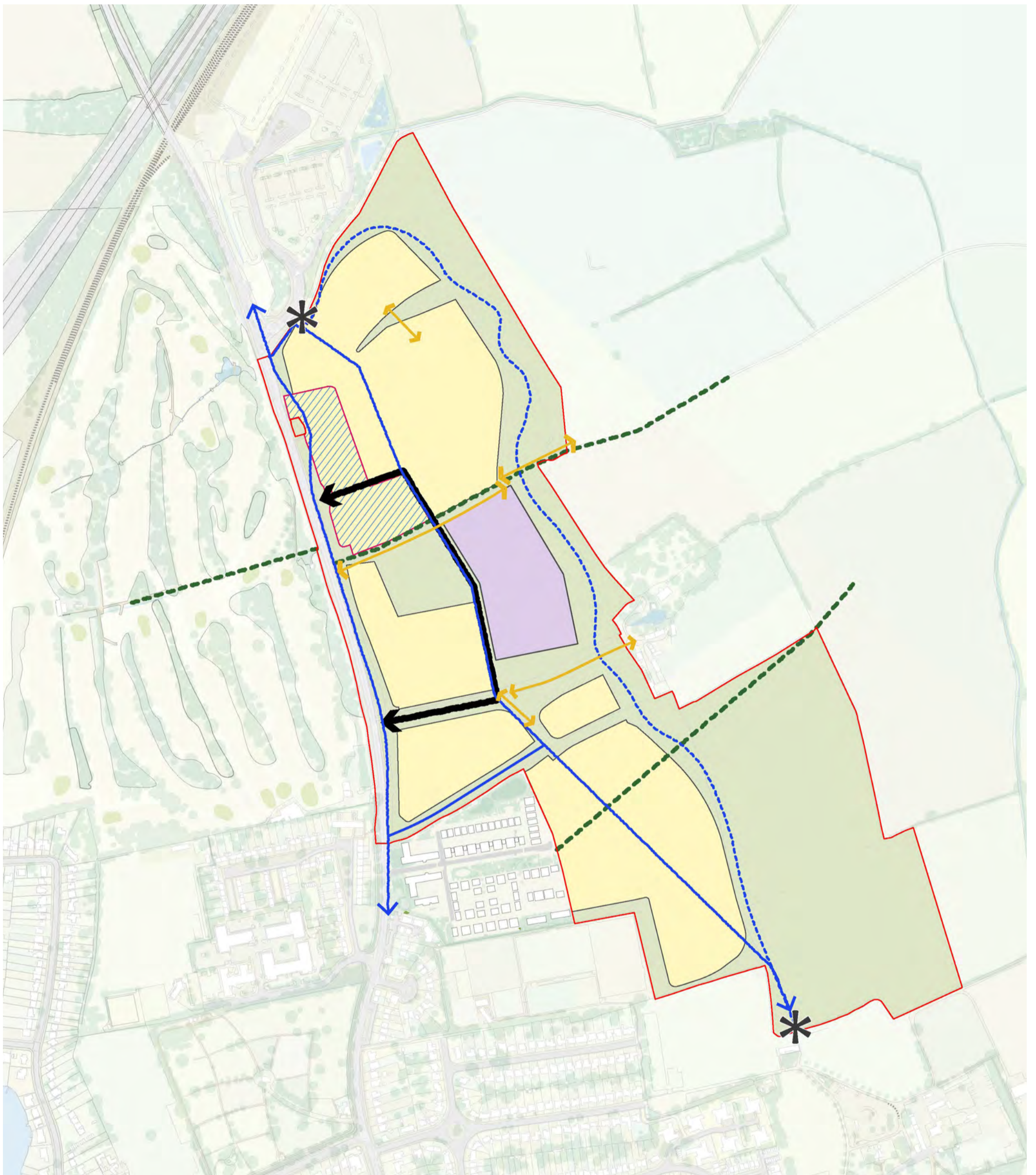
drawing no.	42	drawing	Illustrative Masterplan	
revision	T	scale	1:5,000 @A3	job no. 477898
drawn by	AR	checked by	RL	date 17/01/2024

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 C:\Users\clare.mitchell\Box\UK Urban Design Projects\Christ Church Water Eaton Est\B Drawings\INDD\477898 - INDD01 - PR6a Drawing Sheets 18/01/24  
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Urban  
Design  
Studio





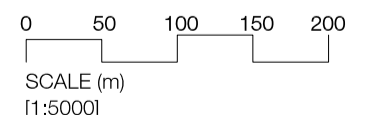


- Site boundary
- Residential development
- Open space and planting
- Primary school
- Local centre to be located in this area
- Access roads
- Indicative route for vehicles, cyclists and pedestrians (number and route to be determined at RM stage)
- Existing public right of way / bridleway
- Cycle links; alignment subject to detail
- Indicative pedestrian, wheelchair, and all-weather cycle route; alignment subject to detail
- \* Indicative location for pedestrian/ cycle off-site connection

## PR6a, North Oxford

on behalf of Bellway Homes Limited and Christ Church, Oxford

drawing no.	32	drawing	Land Use and Access Parameter Plan	
revision	W	scale	1:5,000 @ A3	job no. 477898
drawn by	ZP	checked by	AR	date 18/01/2024



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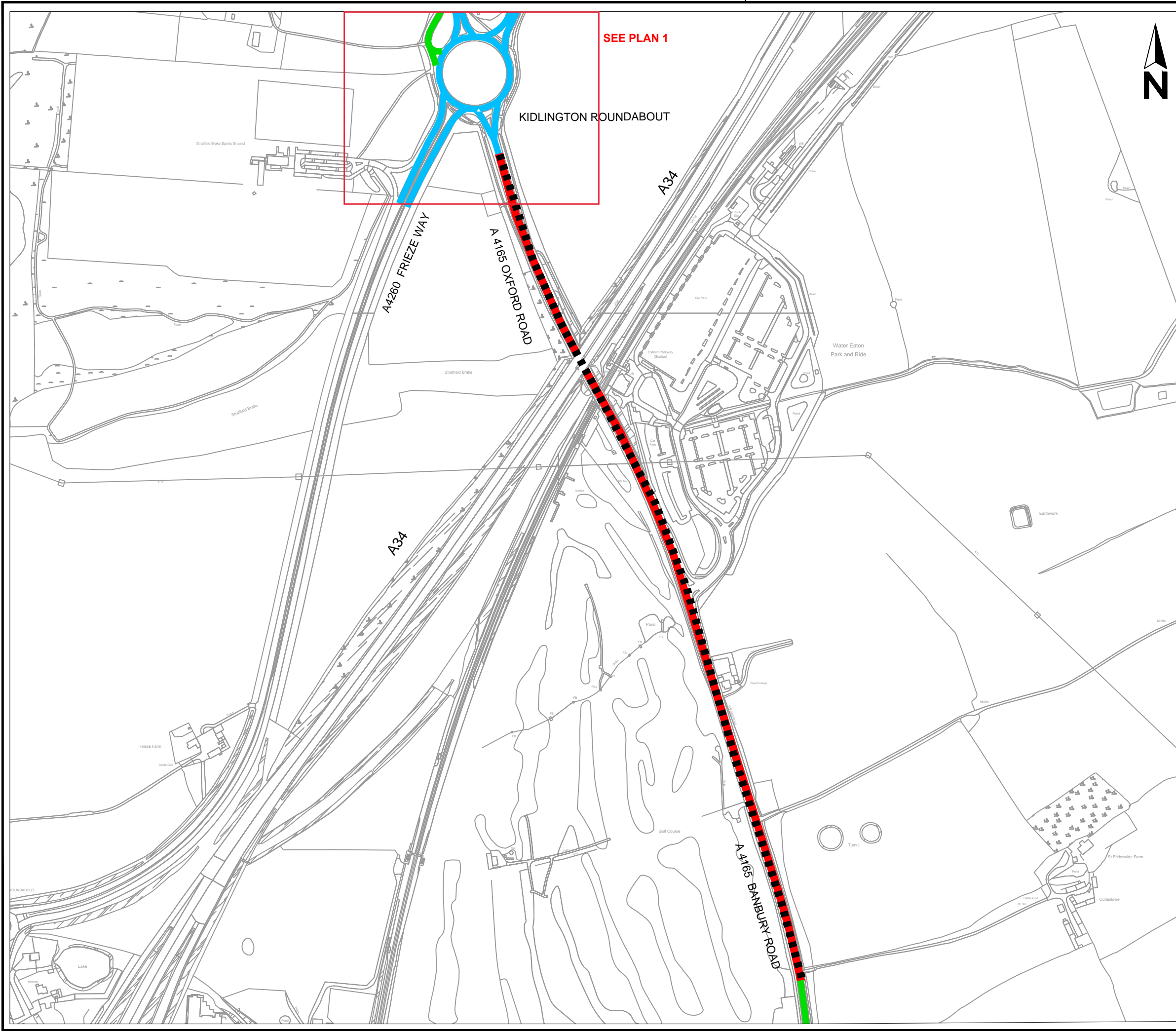
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Design  
Studio



## **APPENDIX B. TRO SPEED LIMIT CONSULTATION**



C:\Users\jane.clark\OneDrive - Oxfordshire County Council\TRO useful info\CAD plans\A4165 Banbury Road 30mph.dwg



Drawing No. Revision 0

**Key**

- Proposed 30mph Speed Limit
- Existing 30mph Speed Limit (to remain)
- Current 40mph speed limit - See Plan 1 for additional proposals.

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

**OXFORDSHIRE COUNTY COUNCIL**

Bill Cotton  
Corporate Director of Environment and Place Communities  
Oxfordshire County Council  
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Oxford  
OX1 1ND  
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Project title

PROPOSED 30MPH SPEED LIMIT

Drawing title

A4165  
OXFORD / BANBURY ROAD

Drawing Status

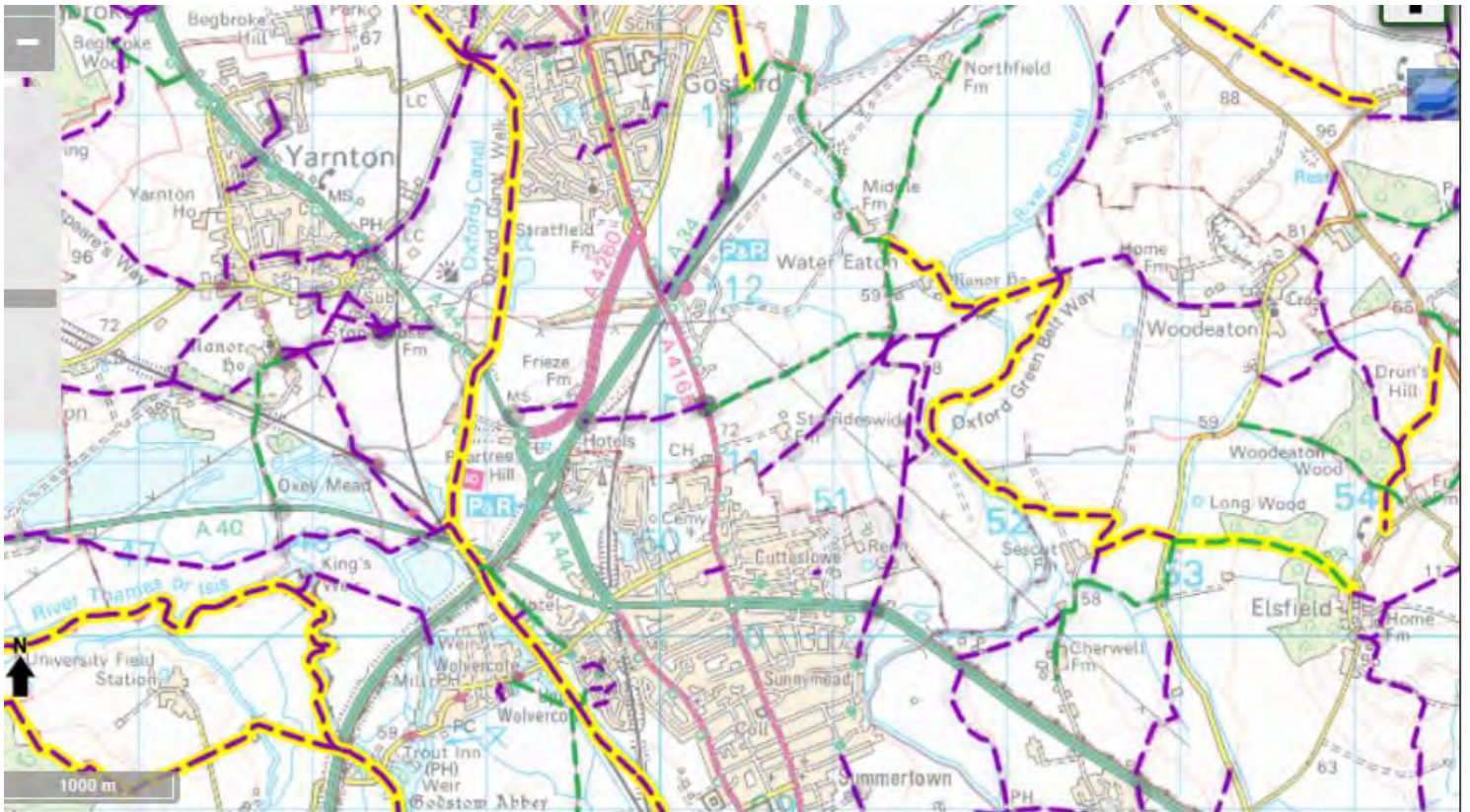
Scale @ A3	Drawn by JaC	Checked by	Approved by
N.T.S.	Date drawn 06/22	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No. Revision 0



## **APPENDIX C. PUBLIC RIGHT OF WAY NETWORK**



Map legend

Enlarge

Print Map

- |                                                                                    |                                 |                                                                                     |               |
|------------------------------------------------------------------------------------|---------------------------------|-------------------------------------------------------------------------------------|---------------|
|  | Footpath                        |  | Barrier       |
|  | Bridleway                       |  | Crossing      |
|  | Restricted Byway                |  | Sign post     |
|  | Byway                           |  | Gap           |
|  | Permissive Path                 |  | Kissing gate  |
|  | Proposed (Unsuccessful)         |  | Gate          |
|  | Public Path Orders (Order Made) |  | Steps         |
|  | Creation Agreements/Dedications |  | Stile         |
|  | Modifications                   |  | Waymark post  |
|  | Promoted Path                   |  | Village Green |

## **APPENDIX D. NATIONAL CYCLE ROUTE NETWORK**





**APPENDIX E. CYCLOX / TRANSPORT PARADISE  
OXFORD CYCLE MAP**



## Transport Paradise

To make cities into wonderful places to live and work, there needs to be a comprehensive cycle network, usable by all ages. Cycling is particularly effective for short trips and peak trips.

### Cycle Map




Oxford has a dual cycle network. Main cycle routes (red) are usable by adults, teenagers and accompanied older children.

Quiet cycle routes (blue) are usable by older children and accompanied younger children.








[Bus Map](#)

[Printed Maps](#)

#### Main cycle routes

-  Busy road with lane/track
-  Busy road without lane/track
-  Walk your bike 10am-6pm
-  Out of town route

#### Quiet cycle routes

-  Principal quiet route
-  Connecting quiet route
-  Unsurfaced/unofficial
-  Route uses busy road (beware)
-  Cycle Barrier
-  Cycle Shop
-  Cycle Parking

Map Data (c) OpenStreetMap contributors  
Cartography (c) Richard Mann



## **APPENDIX F. OXFORD SMARTZONE NETWORK**











## **APPENDIX G. OXFORD ROAD BUS SERVICES**

## Bus Service Summary

Bus Stop	Service No.	Route	Service Frequency		
			Monday-Friday	Saturday	Sunday
Oxford Parkway	2	Kidlington – Oxford City Centre	Service every 20 minutes (first service at 04:54, last service at 20:25)	Service every 20 minutes (first service at 05:26, last service at 20:21)	Service every 20-30 minutes (first service 06:41, last service at 20:22)
	2A	Kidlington – Oxford City Centre	Service every 20-30 minutes (first service at 05:09, last service at 20:10)	Service every 20-30 minutes (first service at 05:56, last service at 20:21)	Service every 30 minutes (first service at 06:41, last service at 18:41)
	7 Gold	Oxford - Woodstock	Service every 30 minutes (first service at 05:48, last service at 00:33)	Service every 30 minutes (first service at 07:19, last service at 00:33)	Service every 30 minutes (first service at 08:19, last service at 00:33)
	700	Churchill Hospital - Kidlington	Service every 30 minutes (first service at 06:51, last service at 20:36)	-	-
	N2	Kidlington – Oxford City Centre	Two services at 01:42 and 02:12 (excludes Friday)	Services at 01:42, 02:12, 02:42 and 03:42 (includes Friday)	-
	NS5 Gold	Oxford - Bicester	Friday service at 01:30, 02:00, 03:00 and 03:30.	Services at 01:30, 02:00, 03:00 and 03:30.	-
	S4 Gold	Oxford - Banbury	Hourly services (first service at 07:28, last service at 23:15)	Hourly service (first service at 08:38, last service at 23:15)	Service every 90 minutes (first service at 10:16, last service at 19:16)
	S5 Gold	Oxford - Bicester	Service every 20-30 minutes (first service at 06:32, last service at 00:30)	Service every 20-30 minutes (first service at 07:12, last service at 01:00)	Service every 30 minutes (first service at 09:28, last service at 00:06)
Jordan Hill	2	Kidlington – Oxford City Centre	Service every 20-30 minutes (first service at 04:54, last service at 01:14)	Service every 20-30 minutes (first service at 05:28, last service at 01:14)	Service every 20-30 minutes (first service at 06:43, last service at 00:24)

Bus Stop	Service No.	Route	Service Frequency		
			Monday-Friday	Saturday	Sunday
	2A	Kidlington – Oxford City Centre	Service every 20-30 minutes (first service at 05:12, last service at 22:09)	Service every 20 - 30 minutes (first service at 05:58, last service at 22:09)	Service every 30 minutes (first service at 07:13, last service at 18:44)
	N2	Kidlington – Oxford City Centre	Two services at 01:44 and 02:14 (excludes Friday)	Services at 01:44, 02:14, 02:44 and 03:44 (includes Friday)	-
	7 Gold	Oxford - Woodstock	Service every 30 minutes (first service at 05:46, last service at 23:31)	Service every 30 minutes (first service at 07:17, last service at 00:31)	Service every 30 minutes (first service at 08:17, last service at 00:01)
	700	Churchill Hospital - Kidlington	Service every 30 minutes (first service at 06:47, last service at 20:52)	-	-
	NS5 Gold	Oxford - Bicester	Friday service at 01:28, 01:58, 02:58 and 03:28.	Services at 01:28, 01:58, 02:58 and 03:28.	-
	S4 Gold	Oxford - Banbury	Hourly services (first service at 07:26, last service at 23:13)	Hourly service (first service at 08:36, last service at 23:13)	Service every 90 minutes (first service at 10:14, last service at 19:14)
	S5 Gold	Oxford - Bicester	Service every 20-30 minutes (first service at 06:30, last service at 00:28)	Service every 20-30 minutes (first service at 07:10, last service at 00:58)	Service every 30 minutes (first service at 09:26, last service at 00:04)

Source: Bustimes.org

1.1.1 **Table 3.2** summarises the key destinations that are accessible via bus.

**Table 3.2: Key Destinations accessible via bus**

Destination	Accessible via Bus		Facilities at Destination	Journey Time
	Direct	Change		
Yarnton	✘	✓	Oxford Industrial Park, Begbroke Science Park, William Fletcher Primary School	37 minutes

Destination	Accessible via Bus		Facilities at Destination	Journey Time
	Direct	Change		
Headington	✓	✓	John Radcliffe Hospital, Baynards Hill Primary School, Barton Leisure Centre, Headington Shops	38 minutes
North Oxford / Summertown	✓	✗	Wychwood School, Dragon School, The Cherwell School, Ferry Leisure Centre, Summertown Health Centre	21 minutes
Oxford City Centre	✓	✓	Oxford City Centre Shops, University of Oxford, Oxford Railway Station, Westgate Shopping Centre, Oxford Ice Rink	31 minutes
Bicester	✓	✗	Bicester Town Centre, Bicester Leisure Centre, Launton Business Centre, Telford Industrial Estate, The Bicester School	31 minutes
Kidlington	✓	✗	Glenmore Business Park, Oxford Motor Park, Oxford International Airport, Kidlington Village Shops, Kidlington & Cosford Leisure Centre, St Thomas More Catholic Primary School	13 minutes
Osney	✓	✓	Little Mead Business Park, Osney Mead Industrial Estate, Osney Marina, Waitrose & Partners, Meadowside Retail Park	35 minutes
Botley	✗	✓	Botley School, Botley Medical Centre, Seacourt Tower Retail Park, Curtis Industrial Estate	40 minutes
Witney	✗	✓	Witney Town Centre, Cineworld Cinema, Marriotts Walk Shopping Centre, Woolgate Shopping Centre	50 minutes

Source: Traveline

Note: Destinations that include more than one change or exceed 50 minutes travel time have not been included.

- 1.1.2 In summary, Oxford Road forms a high frequency bus corridor with bus services throughout the day linking the site with a number of key destinations including Oxford city centre, Churchill Hospital, John Radcliffe Hospital and Kidlington.

