Appendix 9.3

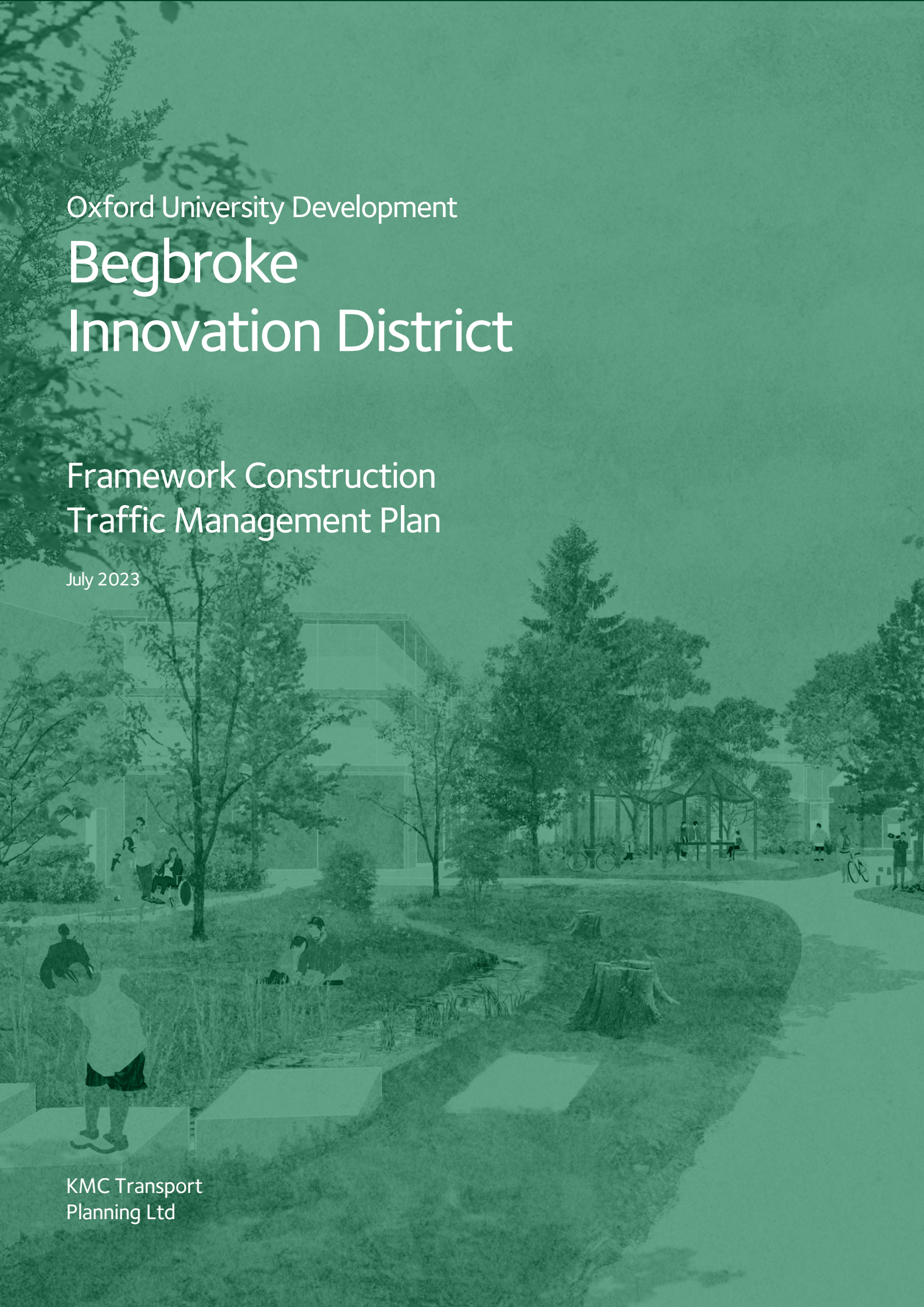
FRAMEWORK CONSTRUCTION TRAFFIC MANAGEMENT PLAN

Oxford University Development

Begbroke Innovation District

Framework Construction Traffic Management Plan

July 2023



KMC Transport Planning Ltd

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1 INTRODUCTION

1.1.1 KMC Transport Planning Ltd (KMC) is appointed by Oxford Development Limited (OUD) to provide transport planning consultancy services in respect of proposals for the Begbroke Innovation District (the Proposed Development).

1.1.2 This Framework Construction Traffic Management Plan (CTMP) has been prepared to support the outline planning application for the Begbroke Innovation District submitted to Cherwell District Council (CDC).

1.1.3 This document provides a framework for individual CTMPs that would be developed for the construction phases of the Proposed Development as part of reserved matters applications. Any individual CTMP submitted for approval as part of reserved matters applications must be substantially in accordance with this Framework CTMP which provides a framework for:

- the basis for the logistics strategy to be adopted during the construction phases;
- the traffic management processes that are anticipated to be put in place during the construction of the Proposed Development; and
- the travel planning framework that would be implemented to assist and guide the construction workforce travel patterns.

1.2 Development Proposals

1.2.1 Oxford University Development Ltd ('the Applicant') is seeking outline planning permission for a phased, mixed-use development, which would provide up to 155,000 square metres (sqm) gross external area (GEA) of new faculty, and research and development space associated with the expansion of the existing Begbroke Science Park, up to 215,000sqm GEA of residential floorspace that would deliver apartments, communal and sharer accommodation and traditional houses and associated amenity, education and community uses.

1.2.2 The Proposed Development would include supporting social infrastructure including a secondary school and two primary schools; health, indoor sport and recreation, emergency and nursery facilities as well as supporting retail, leisure and community uses.

1.3 Construction Programme

1.3.1 The timeline and key milestones for the construction works is as set out below:

- Construction commencing on Site in 2025;
- First residential occupation at the Site in 2026;
- Peak of construction activity year in 2028; and
- Completion of construction in 2033.

1.4 CTMP Objectives

1.4.1 The overall objectives of this Framework CTMP are to:

- Reduce congestion and overall trips associated with the planned construction activity, especially in peak periods;
- Enhance safety for all users involved in the construction phases and for people local to the area;
- Reduce inconvenience to local communities and stakeholders;
- Lower emissions generated from the construction phase; and
- Minimise disruption to the operation of the existing Begbroke Science Park and residents, employees and visitors of the Proposed Development during the construction phase.

1.5 CTMP Structure

1.5.1 The Framework CTMP is structured as follows:

- Section 2: Context, Considerations and Challenges;
- Section 3: CTMP Management;
- Section 4: Access and Route Strategy;
- Section 5: Construction Management Measures; and
- Section 6: Monitoring and Review.

2 CONTEXT, CONSIDERATIONS AND CHALLENGES

2.1 Policy Context

National Planning Policy Framework

2.1.1 The revised National Planning Policy Framework (NPPF) came into force in July 2021 and sets out the Government's planning policies for England and how these are expected to be applied. Section 9 of the NPPF sets out the national policy on promoting sustainable transport.

2.1.2 Paragraph 110 states that within new development it should be ensured that:

- *"Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- *safe and suitable access to the site can be achieved for all users;*
- *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."*

2.1.3 Paragraph 111 goes onto state that:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

Traffic Management Act (2004)

2.1.4 Part 2 of the Traffic Management Act sets out the responsibility of Local Traffic Authorities to manage traffic networks within their geographical area of responsibility. This includes efficient use of the highway network and the requirement to take measures to minimise contributions to traffic congestion.

Oxfordshire Freight and Logistics Strategy (2022-2050)

2.1.5 The Oxfordshire Freight and Logistics Strategy was adopted by Oxfordshire County Council (OCC) in July 2022 and outlines how OCC will address the issues associated with the movements of goods in the county and deliver their key principles, which are:

- Appropriate movement
- Efficient movement
- Net-zero movement
- Safe movement
- Partnership working

2.1.6 The Freight and Logistics Strategy sets out 47 actions to be implemented by the County by 2050 to deliver their freight principles.

2.2 Location Context

2.2.1 The Site is located approximately 6.7 km northwest of Oxford city centre, approximately 0.6 km west of Kidlington village centre and close to the villages of Yarnton and Begbroke. The existing Begbroke Science Park is situated in the northern portion of the Site, which accommodates laboratories, engineering facilities and administrative buildings, with the remainder of the Site predominantly agricultural land. An historic landfill site, known as Sandy Lane East, is located in the centre of the Site and is approximately 5.2ha in area. The site location and boundary is shown in **Figure 1-1**.

Figure 1-1: Site Location

2.2.2 The A44 passes with a north-south orientation immediately to the west of the Site. To the south, the road forms a grade-separated junction with the A34 at Peartree Interchange before intersecting with the A40 Oxford ring road at a roundabout junction with the A40 referred to as the Wolvercote roundabout. Further north, the A44 serves destinations in Oxfordshire that include Woodstock and Chipping Norton.

2.2.3 Several key strategic routes intersect with the A44 close to the Site. To the south, the A4260 meets the A44 at Loop Farm roundabout. The A4260 takes the form of a dual carriageway subject to the national speed limit along its initial section (A4260 Frieze Way). Continuing northbound, the A4260 forms part of a five-armed roundabout with Bicester Road and Oxford

Road (i.e. Kidlington roundabout), narrowing to a single carriageway with a speed limit reducing to 40mph and then 30mph as it continues towards the centre of Kidlington.

2.2.4 Locally, the A34 connects Oxford with the M40 and Bicester to the northeast and Abingdon and Didcot to the southwest.

2.2.5 The A44 also provides points of access into the Site via Begbroke Hill and Sandy Lane. Sandy Lane is a single carriageway that connects the A44 to the west with Yarnton Road and Kidlington to the east. Approximately 1.2km east of the A44, Sandy Lane meets the Cherwell Valley Line (railway) with level crossing infrastructure currently in place. Further east of the level crossing, Sandy Lane becomes Yarnton Lane and crosses the Oxford canal into Kidlington via a single lane, signal-controlled bridge with a 3-tonne weight limit. Begbroke Hill connects Begbroke Science Park with the A44 via a single carriageway road subject to a 30mph speed limit. The existing junction of A44 / Begbroke Hill is a three arm signalised junction.

2.2.6 North of the Site, Langford Lane connects the A44 with the A4260 to the west and east, respectively. It provides direct access to Oxford Airport and Oxford Technology Park. Langford Lane is a single carriageway subject to the national speed limit, which reduces to a 30mph speed limit on the approach to the Oxford Airport access.

2.3 Considerations and Challenges

2.3.1 The following considerations and challenges have been taken into account during the development of this Framework CTMP and would need to be considered as part of the individual CTMPs for reserved matters applications:

- There are a number of committed and potential developments being delivered in the local area, including the delivery of the other allocated PR sites. The CTMP for each reserved matters application would need to reflect the status of the committed developments, seeking to co-ordinate construction activities where necessary and feasible if construction periods are concurrent.
- Construction access would only be available from the A44 with no access available from the east across the railway line due to the 3 tonne weight limit over the canal bridge.
- Restricted construction access from A44 with no construction access from Sandy Lane in order to minimise the impact on existing residents.
- Maintaining access to the public right of way (PRoW) network within the Site during the construction phase.
- Minimising the impact of construction activities on the local communities and existing users of Begbroke Science Park as well as occupants of the Proposed Development during the construction phase.

3 CTMP MANAGEMENT

3.1 Introduction

3.1.1 This section summarises the proposed management of the construction phase of Begbroke Innovation District.

3.1.2 Prior to the commencement of any construction activities the Principal Contractor(s) will appoint the roles outlined within this section to ensure measures within the CTMP are implemented and adhered to.

3.2 Logistics Manager

3.2.1 The individual CTMP for each phase of construction will be managed by the relevant main contractors. A nominated employee will be appointed as 'Logistics Manager' for the particular construction phase being delivered and will be responsible for the day-to-day organisation and monitoring of construction logistics for the Site, for the duration of the construction phase.

3.2.2 The Logistics Manager will have overarching responsibility for the implementation of the individual CTMP for the construction phase. Their responsibilities will include:

- Manage the construction programme and associated logistics activities;
- Manage the web-based delivery management system;
- Instigate an effective security and site access regime;
- Recording and reporting breaches of the CTMP, including vehicle routing and access breaches;
- Monitoring and enforcing the measures outlined within the individual CTMP;
- Updating the individual CTMP during the construction phase where improvements or updates are required;
- Ensuring compliance with any monitoring or approval requirements; and
- Providing the link between the Liaison Officer, Traffic Marshalls and the relevant sub-contractors.

3.3 Traffic Marshall(s)

3.3.1 Traffic Marshall(s) will be appointed by the Principal Contractor for each phase of construction. The responsibility of Traffic Marshalls during the construction period will be to manage the safe movement of construction vehicles into and out of the access points. This includes actively managing pedestrian crossing points, where required.

3.4 Liaison Officer

3.4.1 The Applicant will nominate a person to be responsible for the co-ordination of all elements of traffic and transport during the construction process (Liaison Officer). The Liaison Officer will be appointed throughout the construction period and will play a key role in ensuring that relationships and lines of communication are maintained throughout the construction period.

3.4.2 The Liaison Officer will be responsible for keeping the local community informed of progress on the Site and warning them of upcoming activities which may give rise to increased construction vehicle movements. The Liaison Officer will be able to attend Council meetings to provide an update report and to be on hand to answer any questions that the local community may have.

4 ACCESS AND ROUTING STRATEGY

4.1 Construction Access

4.1.1 It is proposed that the main point of vehicular access during the construction phase would be the existing Begbroke Hill junction with the A44. This junction allows vehicles to access and egress the Site from all directions.

4.1.2 In addition, it is proposed to install a temporary construction access on the A44 to the south of Sandy Lane within the site boundary. Given that the A44 is a dual carriageway in this location, the temporary secondary construction access would operate as a priority junction with left in and left out movements only. The exact location and design of the temporary construction access would need to be approved by OCC prior to its delivery and use.

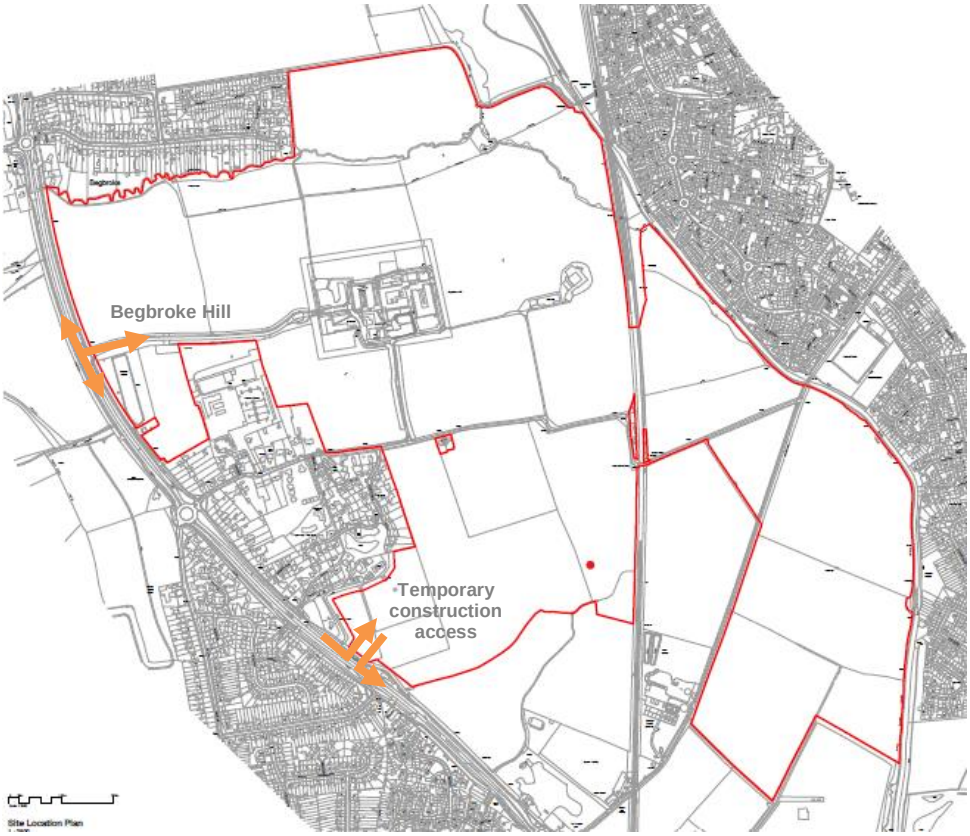
4.1.3 The purpose of utilising the Begbroke Hill access as well as constructing a secondary temporary construction access would be to:

- distribute construction traffic on the local highway network to reduce the effect on general traffic;
- enable construction traffic to access the construction phase more directly;
- better manage the flow of construction traffic within the Site; and
- minimise the effects of construction traffic on both the occupants of the Site and the wider community.

4.1.4 All construction access is to be made from the A44 either via the Begbroke Hill junction or the proposed temporary secondary construction access on the A44. There will be no construction access from the east via Kidlington, which would be enforced via the existing 3 tonne weight limit at the Oxford canal bridge on Yarnton Road. Likewise, no construction vehicles would be permitted to access the Site via Sandy Lane. Deliveries will be strictly managed to use the prescribed construction access routes with information provided to construction workers and the supply chain to ensure knowledge of the set routes.

4.1.5 **Figure 4.1** illustrates the proposed construction access strategy.

Figure 4.1: Proposed Construction Access Strategy



4.2 HGV Routing

4.2.1 The Site is well located with access onto the A44, which is designed to accommodate HGV traffic. The A44 provides connections to the A34 and A40 (with onward connection to the M40), which enable HGVs to access the strategic road network.

4.2.2 All HGVs would be required to access the Site from the A44. HGVs arriving from the south would be required to access the Site via the Begbroke Hill signal controlled junction as there would be no right turn facility at the temporary southern construction access.

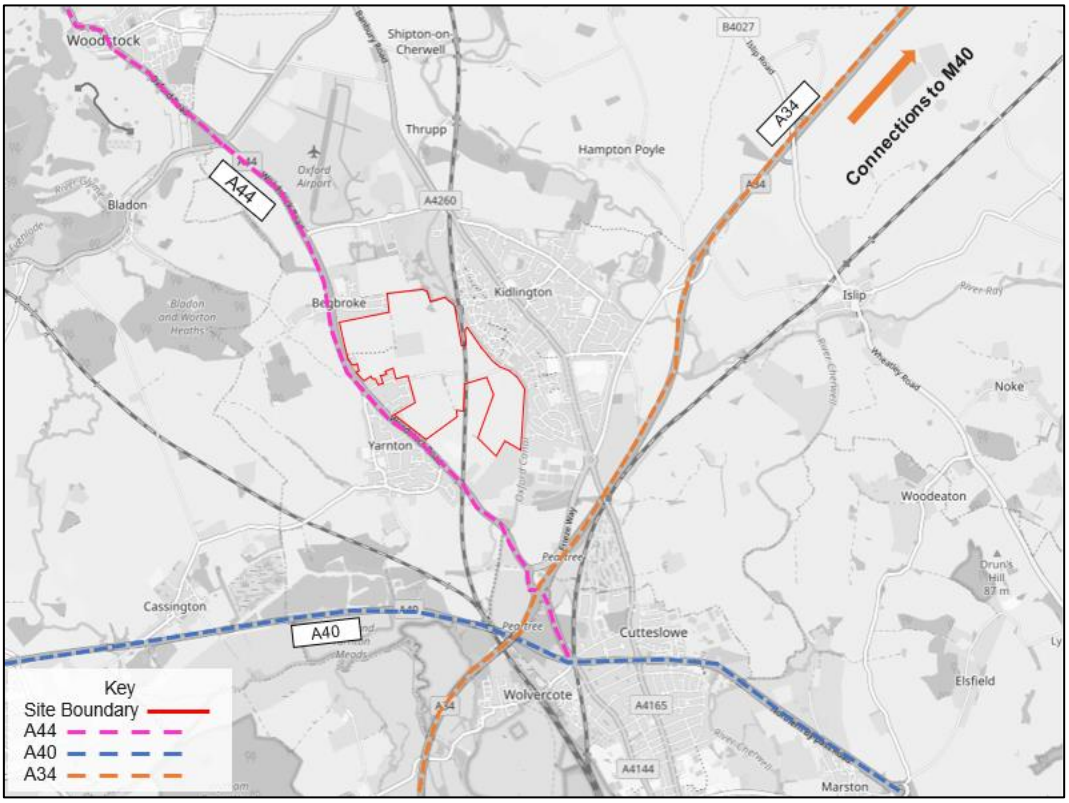
4.2.3 All HGVs arriving from the north would either turn left into the Begbroke Hill access or left into the temporary southern construction access, depending on their delivery booking instructions.

4.2.4 All HGVs exiting the Site and travelling north would be required to exit via the Begbroke Hill access and turn right out onto the A44 northbound carriageway as there would be no right turn facility out of the temporary southern construction access.

4.2.5 HGVs exiting the Site and travelling south on the A44 would either exit via the Begbroke Hill signal controlled junction or the temporary southern construction access, depending on where they have delivered to within the Site.

4.2.6 **Figure 4.2** below illustrates the proposed construction HGV routing.

Figure 4.2: Proposed Construction HGV Routing



5 CONSTRUCTION MANAGEMENT MEASURES

5.1.1 This section summarises the construction management measures, which will be required to be implemented / enforced during the construction phase.

5.2 Re-use Material on Site

5.2.1 Consideration will be given to the re-use of excavated material for fill, depending on its suitability (e.g. potential contamination). Where possible, the project would seek to maximise the re-use of suitable soils for landscaping, to minimise waste disposal and reduce HGV vehicle movements from the Site.

5.3 Delivery Scheduling

5.3.1 A web-based delivery management system will be used to control the profile of deliveries to Site. This system would work by defining the number of deliveries the site / compound can process within hourly intervals across the day and would limit deliveries to this defined capacity. Sub-contractors and hauliers would be required to book deliveries in advance in order to allow the delivery booking to be reviewed and approved / declined.

5.3.2 Controlling the profile of deliveries will also minimise the effects of construction traffic on the local highway network.

5.3.3 It will be important that the delivery schedule is cascaded down to traffic marshals tasked with implementation. Daily on-site meetings will be held to ensure that the traffic management team is briefed on the work tasks to be performed each day.

5.4 Adherence to HGV Routing

5.4.1 Vehicle route plans will be provided to all suppliers and subcontractors when deliveries are booked to ensure that drivers are briefed on HGV routing. A clear signage strategy will be implemented to ensure construction traffic follows designated routes and avoids banned routes such as Sandy Lane.

5.5 Working Hours

5.5.1 Site working hours are proposed to be as follows for the construction phase:

- Monday to Friday 07:30 – 18:00;
- Saturday 08:00 – 13:00; and
- No planned working on Sundays or public holidays.

5.5.2 In order to maintain these working hours, contractor(s) will require a period of 30 minutes before and at the end of the working shift (times stated above) to start up and close-down the works activities.

5.5.3 All noisy works would be restricted to the acceptable hours noted by Cherwell District Council as follows:

- Monday to Friday 07:30 to 18:00;
- Saturday 08:00-12:30; and
- No noisy work on Sundays or public holidays.

5.5.4 All works will be undertaken within the agreed hours stated unless in the event of unforeseen or exceptional circumstances arise, such as:

- Health and safety issues which require continuation of the works;
- Works being carried out within the existing building envelope;
- Completion of operations that would otherwise cause greater interference to the environment or members of the public if not completed;
- Completion of concrete pours due to unforeseen overruns such as batching plant delays or traffic delays;
- Delivery of abnormal loads i.e., large police advised loads requiring specific transport notification; and
- Operations that need to be undertaken outside of standard working hours which include tower crane erection and removal, which will be agreed in advance with the local authorities.

5.5.5 During the construction period it may be necessary in exceptional circumstances to work outside the prescribed hours. Should this occur, the duration of works will be subject to consultation with Cherwell District Council.

5.6 Compounds

5.6.1 The location and layout of the temporary construction compound(s) have yet to be determined, although it is anticipated that the compound(s) would accommodate a laydown area office and welfare facilities and on-site parking for construction workers. Compounds will be designed as part of the individual CTMPs during the reserved matters stage.

5.6.2 Vehicles and loads not accepted would be rejected from the compound or works area. They would be directed to turn within the Site and leave in a forward gear. They would not be inspected within the public highway.

5.7 Public Rights of Way

5.7.1 During construction, existing public rights of way (PRoW) within the Site will be maintained. Where temporary closures or diversions of PRoW are required, traffic orders will be obtained in good time from Oxfordshire County Council and prior notice will be provided to the local community.

5.8 Local Suppliers

5.8.1 Local suppliers for construction materials will be sought as far as practicable, in order to reduce the impact of the construction phase on the surrounding highway network, as well as promoting a more sustainable development. Reductions in delivery costs, fuel usage and pollution along with congestion may be achieved. The promotion of local suppliers also benefits the local community with investments into local employers and services.

5.9 Safety and Environmental Standards

Construction Logistics and Community Safety (CLOCS)

5.9.1 The CLOCS standard (The Standard for construction logistics: Managing work related road risk) is a national industry standard, which defines the primary requirements placed upon the key stakeholders associated with a construction project and places responsibilities and duties on the regulator, the client, the principal contractor controlling the construction site and the supply chain including the operator of any road-going vehicles servicing that project.

5.9.2 This standard will be implemented by the Principal Contractor (as well as suppliers and sub-contractors) and will be adhered to in a consistent way by fleet operators.

Fleet Operation Recognition Scheme (FORS)

5.9.3 The Fleet Operator Recognition Scheme (FORS) is a voluntary national accreditation scheme for fleet operators. Its aim is to raise the level of quality within fleet operations, by recognising efficient and safe vehicle operators, such as fuel efficiency, carbon emissions, road safety and driver training. FORS accredited firms are expected to deliver continual improvements in these areas.

5.9.4 Companies need to pass an independent assessment of their operation to gain accreditation, which covers an effective risk management process covering their drivers, vehicles and operations. There are three levels of FORS accreditation, which reward excellence: bronze, silver and gold. The FORS database provides information about the status of each accredited organisation.

5.9.5 FORS is a voluntary national fleet accreditation scheme designed to help improve fleet operator performance in key areas such as environmental performance, safety and operational efficiency. Its purpose is to raise the level of quality within fleet operations and to recognise those operators that are achieving the environmental, safety and efficiency requirements of the FORS standard.

5.9.6 All construction vehicle operators will be required to be accredited in line with FORS Silver, unless a specific exception is agreed with CDC prior to that haulier or supplier visiting Site.

Considerate Contractor

5.9.7 The project, and all contractors, will be registered with the Considerate Constructor's Scheme. The most up to date 'Code of Considerate Practice' will be explained to operatives and employees during the site induction and reinforced with periodic toolbox talks.

5.10 Driver Behaviour

5.10.1 Drivers will need to adhere to the following rules:

- Site plant i.e. excavators, diggers etc, will only be driven by persons that are trained and competent with the appropriate qualifications.
- Daily check of water, oil, fuel, lights, tyre pressures, brakes, steering and hydraulics.
- Report any defects immediately and do not use the vehicle if considered unsafe.
- Set the gear to neutral before starting the machine.
- Ensure the vehicle is not overloaded.
- Ensure that starting handle shafts, drive shafts, belts, worm drives and flywheels are guarded.
- Do not carry passengers, other than in the seats provided.
- Do not attempt to mount or leave a moving vehicle or permit passengers to do so.
- Do not make adjustments with the engine running.
- Never leave the machine with the engine running.
- Never reverse without the supervision of a banksmen.
- Keep to the speed limits on-site and on public roads.
- Keep the machine in low gear when travelling downhill.
- Do not smoke during refuelling.

5.11 Working Practices

Internal speed limit and signing

5.11.1 A speed restriction will be used while vehicles are on Site and warning signs will be displayed in prominent positions around the Site indicating 'Caution Construction Site Traffic'.

Forward gear and reversing

5.11.2 All vehicles will enter and exit the Site in forward gear. There will be no reversing onto the public highway.

Site maintenance and cleanliness

5.11.3 The following measures will be employed to prevent mud and site run off from contaminating the public highway and completed sections of the development:

- Provision of cleaned, hard standings to all site access roads;
- Provision of wheel washing facilities at all site exit points;
- Adequate sheeting of muck away vehicles;

- Provision of welfare facilities for operatives to change before leaving site; and
- The site entrances will be regularly maintained with regular washing down.

Loading and unloading

5.11.4 All loading and unloading of materials will be undertaken within the Site boundary. No loading or unloading will be undertaken on the public highway.

Public relations

5.11.5 Contact details will be posted at relevant and prominent locations to the Site perimeter boundary giving details of numbers to call, if required.

5.11.6 The Applicant will also give presentations to parish councils and other local stakeholders prior to commencement of construction and during the construction phase and will be supported by the Liaison Officer.

6 MONITORING AND REVIEW

6.1.1 The Logistics Manager will be responsible for overseeing the implementation and monitoring of the individual CTMP during the construction period to ensure compliance.

6.1.2 The Principal Contractor(s) will manage and operate a 'near miss' reporting system to ensure any accidents or near misses are recorded and investigated appropriately. Where relevant, accidents and near misses will be reported to relevant highways stakeholders by the Liaison Officer.

6.1.3 Data recorded from the delivery management system along with any non-compliances will be collated on a quarterly basis by the Principal Contractor(s) as part of a quarterly monitoring report and issued out to the relevant parties.

6.1.4 Where a breach or complaint is reported, the Logistics Manager will carry out an investigation in order to identify appropriate corrective actions. Where needed, corrective actions will be agreed with the relevant highways stakeholders and/or community members prior to implementation.

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