

South Oxfordshire Local Plan 2033 Publication Version

Transport Topic Paper

October 2017

Contents

1.0 Introduction.....	2
2.0 National Policy Context	2
National Planning Policy Framework 2012 (and revisions from this date).....	2
National Planning Practice Guidance 2013.....	3
Planning for the future: guide to working with Highways England on planning matters 2015	3
3.0 Local Context	4
Local Transport Plan (LTP4): Connecting Oxfordshire 2015	4
4.0 Wider transport infrastructure considerations	5
5.0 Evidence	6
Evaluation of Transport Impacts	6
ETI Stage 1	7
ETI Stage 2	8
Sustainable Transport	10
Stage 1 Report.....	11
Stage 2 report	11
6.0 Consultation undertaken to date	12
7.0 Key Issues (Challenges and Opportunities).....	12
8.0 Transport Policies.....	13

1.0 Introduction

- 1.1 This topic paper sets out the process and evidence the Council has undertaken to produce and inform the Transport Policies to be included in the South Oxfordshire Local Plan 2033.
- 1.2 The Local Plan 2033 sets out how development will be planned and delivered across South Oxfordshire. The policies in the Plan will be used to help make decisions on planning applications in the district.

2.0 National Policy Context

National Planning Policy Framework 2012 (and revisions from this date)

- 2.1 The National Planning Policy Framework (NPPF) sets out the government's planning policies for England and how they are expected to be applied. At its heart is the need to ensure planning contributes towards the delivery of sustainable development, which should encompass economic, social and environmental considerations in equal measure.
- 2.2 Of relevance to the South Oxfordshire Local Plan 2033, the NPPF states that:

“Local plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people”.¹

“Developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised”.²

“For larger scale residential developments in particular, planning policies should promote a mix of uses in order to provide opportunities to undertake day-to-day activities including work on site. Where practical, particularly within larger-scale developments, key facilities such as primary schools and local shops should be located within walking distance of most properties”.³

“All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

¹ CLG (2012), National Planning Policy Framework, Paragraph 35

² CLG (2012), National Planning Policy Framework, Paragraph 34

³ CLG (2012), National Planning Policy Framework, Paragraph 38

- The opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
- Safe and suitable access to the site can be achieved for all people; and
- Improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe”.⁴

“All developments which generate significant amounts of movement should be required to provide a Travel Plan”.⁵

“Local authorities should seek to improve the quality of parking in town centres so that it is convenient, safe and secure, including appropriate provision for motorcycles”.⁶

National Planning Practice Guidance 2013

2.3 The National Planning Practice Guidance (NPPG) sets out planning guidance to support practitioners and complements the NPPF.

2.4 The NPPG sets out more detail on preparing an assessment of transport implications in developing or reviewing local plans. Importantly, the NPPG states that:

“The transport evidence base should identify the opportunities for encouraging a shift to more sustainable transport usage, where reasonable to do so; and highlight the infrastructure requirements for inclusion in the infrastructure spending plans linked to the Community Infrastructure Levy, section 106 provisions and other funding sources”.⁷

Planning for the future: guide to working with Highways England on planning matters 2015

2.5 This document includes guidance from Highways England for those involved with development that may result in traffic or other impact on the strategic road network. It includes guidance to inform the preparation of local plans. It states that:

⁴ CLG (2012), National Planning Policy Framework, Paragraph 32

⁵ CLG (2012), National Planning Policy Framework, Paragraph 36

⁶ CLG (2012), National Planning Policy Framework, Paragraph 40

⁷ CLG (2013), National Planning Practice Guidance, Paragraph: 001 Reference ID: 54-001-20141010. Revision Date 10.10.2014

“Development should be promoted at locations that are or can be made sustainable, that facilitate the uptake of sustainable transport modes, and support wider social and health objectives, and which support existing business sectors as well as enabling new growth”.⁸

“The preparation of local plans provides an opportunity to support a pattern of development that minimises the need for travel, minimises journey lengths, encourages sustainable travel, and promotes accessibility for all. This can contribute to the achievement of environmental objectives and reduce the cost to the economy arising from the environmental, business and social impacts associated with traffic generation and congestion”.⁹

3.0 Local Context

Local Transport Plan (LTP4): Connecting Oxfordshire 2015¹⁰

- 3.1 In September 2015 Oxfordshire County Council agreed its Local Transport Plan (LTP4): Connecting Oxfordshire, which sets out the strategy and policy for transport in the county up to 2031. Connecting Oxfordshire was subsequently updated in 2016 in order to strengthen the emphasis on improving air quality and making better provision for walking and cycling.
- 3.2 LTP4 has three key themes which are reflected in Local Plan 2033. They are as follows:
- Theme 1: Supporting growth and economic vitality
 - Theme 2: Reducing Emissions
 - Theme 3: Improving quality of life
- 3.3 LTP4 and further study work associated with the LTP4, Local Plan development and transport evidence base work has identified that, at this stage, land should be safeguarded in the South Oxfordshire Local Plan 2033 to ensure that proposed development does not prejudice future delivery of the following transport schemes:
- Clifton Hampden bypass
 - A new Thames road crossing between Culham and Didcot Garden Town *
 - Didcot Northern Perimeter Road
 - Science Bridge, Didcot*
 - (A4130/ B4493) Didcot Central transport corridor improvements

⁸ Highways England (2015), The strategic road network - Planning for the future: A guide to working with Highways England on planning matters, Paragraph 69

⁹ Highways England (2015), The strategic road network - Planning for the future: A guide to working with Highways England on planning matters, Paragraph 64

¹⁰ Oxfordshire County Council (2015), Connecting Oxfordshire: Local Transport Plan 2015-2031 (updated 2016)

- Southern Didcot Spine Road*
- A4130 road safety improvements
- A4074/ B4015 (Golden Balls) Junction Improvements
- A bypass for Stadhampton
- A bypass for Watlington
- A bypass for Benson
- A bypass for Southern Abingdon*
- A new Park and Ride site at Sandford to the south-east of Oxford

*These schemes route across the border into the Vale of White Horse and have safeguarded land identified in the Vale Local Plan 2031 Part 1, adopted in December 2016.

- 3.4 It should be recognised that securing funding for more detailed development and delivery of these schemes is complex, and that the delivery of these schemes have wider strategic benefits. Evidence base work has also shown that certain key schemes, such as the proposed new Thames road crossing, have wider strategic impacts that need careful consideration. The district will therefore continue to work positively with the County Council and others to understand the benefits and impacts of these schemes and how and when they can be brought forward.

4.0 Wider transport infrastructure considerations

- 4.1 Since the preparation of LTP4 the Department for Transport has published a Stage 3 report (November 2016)¹¹ in relation to the Oxford to Cambridge Expressway Strategic Study. This work investigates the case for linking existing roads and creating an Oxford to Cambridge Expressway, which would create a high-quality east-west link between Oxford and Cambridge, via Bedford and Milton Keynes.
- 4.2 A number of core route options between Oxford and Milton Keynes have been proposed in the report, with sub-options to link with the A34 either to the north or south of Oxford. Those to the south of Oxford pass through South Oxfordshire, linking with the A34 either to the north or south of Abingdon. Outline costs have been produced, with the next stage of the work assessing value for money and environmental, transport and economic impacts to feed into a Strategic Outline Business Case. This is being funded by £27 million identified in the 2016 Autumn Statement¹².

¹¹ DfT (2016), Oxford to Cambridge expressway strategic study: stage 3 report

¹² <https://www.gov.uk/government/publications/autumn-statement-2016-documents/autumn-statement-2016>

- 4.3 South Oxfordshire District Council will continue to liaise with the relevant stakeholders, particularly the National Infrastructure Commission and Highways England to understand any opportunities and implications associated with the Oxford to Cambridge Expressway proposals as the more detailed study work continues.
- 4.4 In addition to the expressway proposals in the north of the district, to the south of the district the neighbouring authorities of Wokingham and Reading have for several years been promoting plans for a new road bridge over the River Thames to the east of Reading. Development work for this scheme is on-going, with a Strategic Outline Business Case recently produced. This has indicated the scheme could have a generally positive business case, but that traffic impacts on the South Oxfordshire area vary with some areas forecast to have increased traffic and some areas decreased traffic as a result of the scheme. The district will continue to work in partnership with these authorities and the County Council to understand the benefits and impacts of this proposed scheme, informed by more detailed work.
- 4.5 It will also be important for the council to understand the implications of technology and innovation in relation to how access and movement will change over the next few years. In particular, the council will look to identify opportunities to deliver infrastructure for the expected growing market in low and zero emission transport, such as autonomous vehicles (driverless cars) and electric vehicles, in accordance with the latest best practice. These opportunities are currently being reviewed for the Didcot Garden Town area, and can be developed in other areas should there be a case to do so.

5.0 Evidence

Evaluation of Transport Impacts

- 5.1 Following development of an updated transport model for Oxfordshire, the 'Oxfordshire Strategic Model' with a base year of 2013 and a forecast year of 2031, South Oxfordshire District Council has been working with the County Council and consultants Atkins who undertake the strategic modelling to test the impacts of a number of updated Local Plan development scenarios that could meet the required number of new homes needed for the district. This work has been done in stages, with Stage 1 work undertaken to support Local Plan consultation at Regulation 18 in Spring 2017, and Stage 2 work done to support Regulation 19 consultation in Autumn 2017.

ETI Stage 1

5.2 The Local Plan development scenarios tested in the Stage 1 transport modelling work included committed development (as at Autumn 2016), additional growth at towns and large villages of 10%, South Oxfordshire Core Strategy allocations, Wheatley/ Holton (300 homes) and 1,800 homes assumed to come forward at Berinsfield to deliver regeneration. The variation in scenarios tested was as follows:

- Scenario 1: 3,500 homes at the Chalgrove strategic site
- Scenario 2: 3,500 homes at Culham
- Scenario 3: 3,500 homes at Grenoble Road
- Scenario 4: 3,500 homes at Harington (Junction 7 of the M40 motorway)
- Scenario 5: 3,500 homes at Chalgrove and 3,500 homes at Culham

5.3 The Local Plan development scenarios (1 to 5) were assessed against a 'do minimum' scenario for South Oxfordshire which only included the growth that was committed (i.e. having planning permission as of Autumn 2016), and the 2012 Core Strategy sites. For all scenarios tested, the baseline infrastructure included was that already identified as required to support growth in the Science Vale area, as well as public transport infrastructure expected to come forward by 2031. In the Science Vale area this included the Northern Perimeter Road in Didcot, the Clifton Hampden Bypass, and the Culham to Didcot Thames River Crossing. The need for these schemes has already been established to support development in Didcot as allocated in the South Oxfordshire Core Strategy and Vale of White Horse Local Plan 2031 Part 1.

5.4 The full results of this assessment are contained in the South Oxfordshire Local Plan Evaluation of Transport Impacts Report, March 2017¹³. A summary of the key results is given in table 1 and table 2 below.

Table 1: South Oxfordshire Network Performance - % difference with 'do minimum scenario': AM Peak Hour 2031

	Scenario 1: Chalgrove	Scenario 2: Culham	Scenario 3: Grenoble Road	Scenario 4: Harington	Scenario 5: Culham and Chalgrove
Delay (pcu hr)	65%	25%	27%	25%	71%
Total Time (pcu hr)	11%	6%	6%	7%	13%
Total Distance (pcu km)	5%	3%	3%	4%	5%
Average Speed (km/h)	-6%	-3%	-3%	-3%	-6%

¹³ Atkins (March 2017), South Oxfordshire District Council Local Plan 2033 - Evaluation of Transport Impacts: Stage 1- Development Scenarios

Table 2: South Oxfordshire Network Performance - % difference with 'do minimum scenario': PM Peak Hour 2031

	Scenario 1: Chalgrove	Scenario 2: Culham	Scenario 3: Grenoble Road	Scenario 4: Harington	Scenario 5: Culham and Chalgrove
Delay (pcu hr)	59%	21%	24%	25%	68%
Total Time (pcu hr)	11%	6%	6%	8%	13%
Total Distance (pcu km)	5%	3%	3%	5%	6%
Average Speed (km/h)	-5%	-2%	-3%	-3%	-6%

5.5 The tables above indicate that additional traffic associated with all development scenarios are forecast to increase delay and increase overall journey times in South Oxfordshire by some extent. This is somewhat worse with Scenario 1 and Scenario 5, recognising that Scenario 5 includes additional growth of 3,500 more homes than other scenarios.

ETI Stage 2

5.6 The ETI Stage 2 tested the proposed development quantum in line with the Local Plan spatial strategy following the Regulation 18 (preferred options) consultation. In summary, this included the following housing numbers:

- 3,000 homes at the Chalgrove Strategic Site
- 3,500 homes at the Culham Strategic Site
- 2,100 homes at the Berinsfield Regeneration Site (this has since been reduced to 1,700 homes for regulation 19 consultation)
- 300 homes at the Wheatley/ Holton strategic site
- A number of homes coming forward at Market Towns and Larger Villages, with sites for development to be identified within new or reviewed Neighbourhood Plans.

5.7 The Local Plan development scenario was assessed against an updated 'do-minimum' scenario which included committed growth. A number of baseline transport infrastructure schemes consistent with those included in the ETI Stage 1 as set out above were included in both the 'do-minimum' and local plan development scenarios.

5.8 The ETI modelling work was then further developed to test a number of proposed transport mitigation proposals along with Local Plan growth to assess how these impacted on the strategic transport network. The proposals were tested as packages of transport mitigation measures as follows:

- a) Removal of currently unfunded Science Vale transport schemes- Thames road crossing between Culham and Didcot Garden Town, Clifton Hampden Bypass, Didcot Science Bridge and A4130 dualling- to show how this impacted on transport network performance.
- b1) Inclusion of all unfunded schemes identified for test a), with the addition of bypasses at Stadhampton and Watlington and roundabout improvements at Golden Balls.
- b2) Inclusion of all schemes in test b1), with the addition of Bypasses at Benson and Nuneham Courtney.

5.9 The full results and analysis of this transport modelling work is set out in the 'Evaluation of Transport Impacts: Stage 1: Development Scenarios' published alongside the Regulation 19 consultation.¹⁴ Tables 3 and 4 summarise the results of each scenario for a number of transport network metrics forecast to take place once all development included in each scenario is built out.

Table 3: South Oxfordshire network performance- AM Peak Hour, 2031

Performance Parameters	Morning Peak				
	Do Minimum	Local Plan	Mitigation Scenario (a)	Mitigation Scenario (b1)	Mitigation Scenario (b2)
Delay (pcuh)	518	961	906	936	906
Total Time (pcuh)	6039	6815	6683	6796	6788
Total Distance (pcu km)	375965	393554	387763	391964	391088
Average Speed (km/h)	62.3	57.8	58	57.7	57.6

Table 4: South Oxfordshire network performance- PM Peak Hour, 2031

Performance Parameters	Evening Peak				
	Do Minimum	Local Plan	Mitigation Scenario (a)	Mitigation Scenario (b1)	Mitigation Scenario (b2)
Delay (pcuh)	618	951	1044	844	810
Total Time (pcuh)	6689	7398	7344	7368	7353
Total Distance (pcukm)	406097	426439	420490	427628	426603
Average Speed (km/h)	60.7	57.6	57.3	58	58

¹⁴ Atkins (October 2017), South Oxfordshire District Council Local Plan 2033 - Evaluation of Transport Impacts: Stage 2- Development Scenarios (including mitigation testing)

- 5.10 The network statistics shown in tables 3 and 4 indicate that the additional growth associated with the Local Plan will increase delay and reduce average speeds slightly compared with the 'do-minimum' scenario. The mitigation tested in scenarios b1 and b2 is forecast to reduce delay compared to the local plan scenario without this proposed mitigation, with this being more noticeable in the PM peak period. For example, the mitigation tested in b1 reduces delay per vehicle by 6 seconds in the PM peak, compared to 2 seconds in the AM peak. Impacts of mitigation schemes are also shown to be higher on roads closer to where this mitigation is located, with this detail given in the full Evaluation of Transport Impacts Report.
- 5.11 In scenario a) where unfunded transport schemes in Science Vale are removed, delay in South Oxfordshire is forecast to increase in the PM peak period compared to the Local Plan scenario where these schemes are included, although there are less clear trends shown in the AM peak period. The full modelling results show that removal of these schemes has wider cumulative impacts that need consideration, in particular in this scenario there is re-assignment of north-south traffic movements from the proposed Thames road crossing between Culham and Didcot Garden Town back to the A34 Trunk Road, causing greater forecast congestion on this alternative north-south route in the 2031 forecast year.

Sustainable Transport

- 5.12 South Oxfordshire District Council has been working with consultants Steer Davies Gleave to gain an understanding of the implications of new development in relation to sustainable transport, and develop proposals that will help provide improved sustainable transport access to areas of proposed new development.
- 5.13 The study was done in two stages, with Stage 1 work undertaken to understand the 'baseline' situation in relation to existing travel patterns and the existing use and quality of the sustainable transport network. A Technical Note summarising this initial stage of work was published alongside the preferred options consultation titled 'Developing the Evidence Base for the South Oxfordshire Sustainable Transport Study'¹⁵. Following this consultation, a more comprehensive 'Stage 1 Evidence Base Report' was produced in July 2017, followed by a 'Stage 2 Recommendations Report' produced in September 2017.¹⁶

¹⁵ Steer Davies Gleave (March 2017) Developing the Evidence Base for the South Oxfordshire Sustainable Transport Study

¹⁶ Steer Davies Gleave (July 2017) South Oxfordshire Sustainable Transport Study Stage 1: Evidence Base Report and Steer Davies Gleave (Sep 2017), South Oxfordshire Sustainable Transport Study Stage 2: Recommendations Report

Stage 1 Report

- 5.14 The Stage 1 report provides information on current sustainable transport evidence and trends, and identifies a number of resulting challenges associated with promoting sustainable transport at identified growth areas. This includes assessment of the current bus and rail networks in the district, as well as journey to work data and wider transport policy context.
- 5.15 Journey to work analysis (2011 census) showed that that two fifths of employed South Oxfordshire residents who travel to their place of work (i.e. not including those who work from home) work within the district of South Oxfordshire. There is a strong flow to Oxford for work (14% of residents), and just over 10% of South Oxfordshire residents travel to the neighbouring district of Vale of White Horse for work. In terms of current travel to work flows specifically from the housing growth areas, most growth areas have a strong flow of residents travelling to work in Oxford. The strength of the connection is stronger or weaker according to distance from Oxford, e.g. residents of Henley-on-Thames, in the south of the district, are more likely to travel to Wycombe, Reading or Wokingham rather than Oxford.
- 5.16 Analysis of the current public transport network showed that current access to the rail network is generally on the southern/ western parameter of the district, with stations just out of the district at Haddenham and Thame Parkway and Oxford also providing rail access for those residents close to these stations. In other areas, bus services provide some public transport access, although higher frequency routes such as the X40/X39 services generally run north/south to/from Oxford, with lower frequency services running east/west. Cycle routes currently exist in certain parts of the district, including longer distance routes as part of the national cycle route network, such as between Didcot and Wallingford. Census data from 2011 indicates that in general there is a higher proportion of residents walking/ cycling to work for shorter journeys in the market towns and larger villages in the district.

Stage 2 report

- 5.17 The Stage 2 report summarises the process and results of identifying and assessing sustainable transport improvements that could support growth and help address the sustainable transport challenges identified in the Stage 1 work. This work has included close engagement with key stakeholders such as public transport operators and the County Council, and resulted in a number of key recommendations for taking forward sustainable transport schemes. These schemes have feed into the Infrastructure Delivery Plan published to support the Local Plan Regulation 19 consultation and include:

- Proposals to enhance the bus service network in South Oxfordshire, in particular associated with better links to new areas of development.
- Proposals for cycle route improvements in the Science Vale area, and in market towns including links to rail stations.
- Rail service enhancements at Culham Station, and development of station travel plans at other stations.¹⁷

5.18 The Sustainable Transport Study also sets out a number of enablers and design and development principles that can be undertaken to support sustainable transport as growth comes forward. These include taking account of wider guidance when new schemes are developed and seeing how technology can assist in supporting electronic vehicle and shared mobility services. These proposals will be reviewed and where possible taken forward in association with key partners including the County Council and private sector providers of sustainable transport improvements.

6.0 Consultation undertaken to date

6.1 The Council has undertaken informal consultation with Oxfordshire County Council in relation to the transport policies for the Local Plan 2033. The Council has also worked in partnership with the County Council on the transport evidence base work undertaken to date as set out above. There is also continued engagement with other key stakeholders including Highways England, Network Rail and public transport operators to ensure that they are aware of plans for the increase in housing and jobs in South Oxfordshire, and that their strategic plans reflect and take account of the location and quantum of growth.

6.2 Engagement with Oxfordshire County Council and other key stakeholders will continue as the South Oxfordshire Local Plan 2033 goes through the next stages. This will include engagement on further more detailed transport evidence base work associated with review of the detailed impacts of development proposed in the Local Plan, as well as development of transport schemes required to mitigate the impact of Local Plan growth.

7.0 Key Issues (Challenges and Opportunities)

7.1 The key issues taken in to consideration in producing the policies for Local Plan 2033 are:

- The requirement to accommodate significant growth to meet economic needs, including an apportionment of Oxford's unmet housing need.

¹⁷ Arup (October 2017), South Oxfordshire District Council Infrastructure Delivery Plan, Part A Report and Part B, Infrastructure Delivery Schedule

- The need to safeguard land for the future delivery of transport schemes necessary to accommodate growth.
- The outputs from the ETI work, which indicate an increase in delay and overall journey times in South Oxfordshire associated with growth, therefore requiring appropriate and timely infrastructure.
- The need for policies to ensure that development takes full account of its impact on the transport network and opportunities are taken to promote the use of sustainable modes.
- The impact of growth in other districts and how that affects the transport network in South Oxfordshire.
- The need to work with Oxfordshire County Council and other partners to identify and secure opportunities for match funding, particularly given the need to ensure that development is viable and therefore unlikely to fund significant transport infrastructure in its entirety.
- The need to ensure that strategic transport improvements take account of impacts on communities and the environment and that these impacts are appropriately mitigated.

8.0 Transport Policies

8.1 In relation to transport, the consultation version of Local Plan 2033 contains seven Transport Policies. These are listed below and explained further in table 3:

- Policy TRANS1: Supporting Strategic Transport Investment
- Policy TRANS2: Promoting Sustainable Transport and Accessibility
- Policy TRANS3: Safeguarding of Land for Strategic Transport Schemes
- Policy TRANS4: Transport Assessments, Transport Statements and Travel Plans
- Policy TRANS5: Consideration of development proposals
- Policy TRANS6: Rail
- Policy TRANS7: Development Generating new Lorry Movements

Table 5: Transport Policies set out within the Local Plan 2033

Policy	Comments
<p>Policy TRANS1: Supporting Strategic Transport Investment</p> <p>The council will work with Oxfordshire County Council and others to:</p> <ul style="list-style-type: none"> (i) Deliver the transport infrastructure which improves movement in and around Didcot, including measures that help support delivery of the Didcot Garden Town. (ii) Support measures identified in the Local Transport Plan for the district including within the relevant area strategies. (iii) Support delivery of the safeguarded transport improvements as required to help deliver the development required in this plan period and beyond. (iv) Ensure that the impacts of new development on the strategic and local road network, including the A34 and M40, are adequately mitigated. (v) Plan for improvements in the Reading area, including a proposal for a new River Thames crossing which provides demonstrable benefits for South Oxfordshire and which ensures that any traffic and environmental impacts of those measures do not result in an adverse impact. (vi) Continue to work with authorities in Buckinghamshire to understand any cross-border transport impacts from development and plan for associated mitigation. 	<p>The significant growth in demand for road and rail connections within and through South Oxfordshire is expected to continue as new homes and jobs come forward in the area. The Council will continue to work with partners, including Oxfordshire County Council, Highways England and neighbouring authorities, to support the delivery of, and understand the impacts of, strategic transport infrastructure. In particular, the Council will work in partnership with others to develop feasibility and business case work for schemes that will be required to support growth in South Oxfordshire and the surrounding area, including highway improvements planned for Didcot and in the vicinity of Chalgrove, and the proposed new Thames road crossing between Culham and Didcot Garden Town.</p>

<ul style="list-style-type: none"> (vii) Understand any cross-border transport impacts from development and plan for associated mitigation. (viii) Work with others including central government, the National Infrastructure Commission and Highways England to understand the potential benefits and impacts of the Oxford to Cambridge Expressway proposals. (ix) Support the development and delivery of a new Thames road crossing between Culham and Didcot Garden Town. (x) Support, in association with major development, the delivery of new or improved roads, such as bypass or edge road, including sustainable transport improvements, linked where appropriate with relevant Neighbourhood Plans and any wider County Council highway infrastructure strategy. 	
<p>Policy TRANS2: Promoting Sustainable Transport and Accessibility</p> <p>The council will work with Oxfordshire County Council and others to:</p> <ul style="list-style-type: none"> (i) Ensure that where new development is located close to, or along, existing strategic public transport corridors, bus and/or rail services can be strengthened in response to increases in demand for travel. (ii) Plan positively for rail improvements within the area that support improved connectivity to areas of new development. (iii) Ensure new development is designed to encourage walking and cycling, not only within the development, but also to nearby facilities, employment and public transport hubs. 	<p>Policy TRANS2 outlines how new development can have a positive role in both improving and funding sustainable transport network connections. The Council will continue to work with Oxfordshire County Council and other partners to promote sustainable transport and accessibility in line with proposals outlined in the Local Transport Plan 4.</p> <p>Where development will lead to an increase in demand for public transport, the council will ensure that this is evidenced and that this is fed in to wider plans and studies. As part of the plans for more homes and jobs at Culham, for example, there is the opportunity to work with</p>

<p>(iv) Support provision of measures which improve public transport (including Park & Ride), cycling and walking networks within and between towns and villages in the district.</p> <p>(v) Promote and support improvements to the transport network which increase safety, improve air quality, encourage use of sustainable modes of transport and/or make our towns and villages more attractive.</p> <p>(vi) Adopt a comprehensive approach to the provision and management of car parking aimed at improving the attraction of our town and village centres.</p> <p>(vii) Ensure the needs of all users, including those with impaired mobility are planned for in development of transport improvements.</p>	<p>the rail industry to develop the rail station as an improved public transport hub with more rail services and improved interchange facilities.</p> <p>In line with the NPPF, the district will support the availability of suitable and sufficient car parking within town and village centres.</p>
<p>Policy TRANS3: Safeguarding of Land for Strategic Transport Schemes</p> <p>Land is safeguarded to support the delivery of the following identified transport schemes:</p> <ul style="list-style-type: none"> • Clifton Hampden bypass • A new Thames road crossing between Culham and Didcot Garden Town • Didcot Northern Perimeter Road • Science Bridge, Didcot • (A4130/ B4493) Didcot Central transport corridor improvements • Southern Didcot Spine Road • A4130 road safety improvements 	<p>There is a need to safeguard land to enable the delivery of key transport infrastructure that will support development within the Local Plan 2033 and beyond. This will be important to ensure that any proposals for development do not prejudice the future delivery of these schemes.</p> <p>The schemes included for safeguarding of land to protect their future delivery are based on evidence work undertaken to date, including where relevant consistency with Local Transport Plan 4 adopted in 2015. The council will continue to work with others, particularly the County</p>

<ul style="list-style-type: none"> • A4074/ B4015 (Golden Balls) Junction Improvements • A bypass for Stadhampton • A bypass for Watlington • A bypass for Benson • A bypass for Southern Abingdon • A new Park and Ride site at Sandford to the south-east of Oxford <p>New development in these areas should be carefully designed having regard to matters such as building layout, noise insulation, landscaping, the historic environment and means of access.</p> <p>Any proposals for development that may reasonably be considered to impact upon the delivery of the identified schemes should demonstrate the proposal would not harm their delivery.</p> <p>Planning permission will not be granted for development that would prejudice the construction or effective operation of the transport schemes listed above.</p> <p>The impact of these schemes will be subject to thorough assessment as their feasibility is further developed in more detail. This will include full environmental and archaeological assessments working in association with the relevant statutory bodies.</p>	<p>Council, on development of evidence base work to support the Local Plan at the next stage. This will inform the final schemes to be safeguarded at the Local Plan submission consultation stage (Regulation 19 Stage).</p>
<p>Policy TRANS4: Transport Assessments, Transport Statements and Travel Plans</p>	

Proposals for new developments which have transport implications that either arise from the development proposed or cumulatively with other proposals will need to submit a transport assessment or transport statement, and where relevant a travel plan. These documents will need to take into account Oxfordshire County Council and Planning Practice Guidance and where appropriate, the scope should be agreed with Highways England.¹⁸ Appropriate provision for works and/or contributions will be required towards providing an adequate level of accessibility by all modes of transport and mitigating the impacts on the transport network. Careful consideration should be given to the cumulative impact of relevant development both in South Oxfordshire and adjacent authorities, and how this links to planned infrastructure improvements. This should take into account the latest evidence base work, which, where relevant, will inform the scoping of the Transport Assessment and Travel Plan.

The transport assessment or transport statement should, where relevant;

- (i) illustrate accessibility to the site by all modes of transport;
- (ii) show the likely modal split of journeys to and from the site;
- (iii) detail the proposed measures to improve access by public transport, cycling and walking to reduce the need for car travel and reduce transport impacts;

Policy TRANS4 outlines the requirements for transport assessments, transport statements and travel plans in accordance with County Council and where relevant Highways England guidance and the latest National Planning Practice Guidance. It also outlines the need for developers to take account of the requirements for transport infrastructure in the area.

Transport assessments and transport statements are used to help determine whether the impact of a development is acceptable. Travel plans should set out how a development will be managed, post-occupation, to meet targets for car journeys to and from the site and promote sustainable travel, in addition to outlining how, particularly in rural areas, innovative measures may be required.

¹⁸ <https://www.oxfordshire.gov.uk/cms/content/travel-plans-statements-and-advice> and <https://www.gov.uk/guidance/travel-plans-transport-assessments-and-statements>

<ul style="list-style-type: none"> (iv) illustrate the impact on the highway network and the impact of proposed mitigation measures where necessary; (v) include a travel plan (which considers all relevant forms of transport including accessible transport for people with disabilities) where appropriate; and (vi) outline the approach to parking provision. <p>In accordance with the guidance, travel plans will be required, implemented and monitored:</p> <ul style="list-style-type: none"> (i) for all major developments comprising residential, employment, shopping or leisure uses or services; and (ii) for other small developments comprising residential, employment, shopping, leisure, or education facilities which would generate significant amounts of travel. 	
<p>Policy TRANS5: Consideration of development proposals</p> <p>Proposals for all types of development will, where appropriate:</p> <ul style="list-style-type: none"> i) provide for a safe and convenient access for all users to the highway network; ii) provide safe and convenient routes for cyclists and pedestrians; iii) be accessible by public transport and have a safe walking route to nearby bus stops or new bus stops; iv) provide for appropriate public transport infrastructure; 	<p>In line with the NPPF, Policy TRANS5 sets out the key considerations in relation to transport access and movement that need to be accommodated at both the design stage and the delivery stage of new development.</p>

<p>v) be served by an adequate road network which can accommodate traffic without creating traffic hazards or damage to the environment;</p> <p>vi) where new roads, pedestrian routes, cycleways and street lighting are to be constructed as part of the development, they should be constructed to adoptable standards and be completed as soon as they are required to serve the development; and</p> <p>vii) make adequate provision for those whose mobility is impaired.</p> <p>Proposals for development will also, where appropriate, make provision for:</p> <p>viii) loading, unloading, circulation and turning space;</p> <p>ix) the servicing of properties by refuse vehicles;</p> <p>x) parking for people with disabilities;</p> <p>xi) the parking of vehicles in accordance with the County Council parking standards, unless specific evidence is provided to justify otherwise;</p> <p>xii) facilities to support the take up of electric and/ or low-emission vehicles, particularly where air quality issues in the area have been identified; and</p> <p>xiii) covered, secure and safe cycle parking, complemented by other facilities to support cycling where relevant.</p>	
<p>Policy TRANS6: Rail</p>	

<p>Where required, and not covered within the scope of permitted development, planning permission will be granted for proposals which:</p> <ul style="list-style-type: none"> (i) improve rail services in South Oxfordshire; (ii) improve access to rail services; and/or (iii) improve facilities at railway stations such as car and cycle parking and upgrades to interchange provided that there are no significant adverse effects on the environment or amenities of residents. 	<p>Demand for the use of rail services is growing strongly, and there are plans to significantly improve rail services operating to and through South Oxfordshire. Significant improvements such as proposed new rail lines would likely require approval processes at a national level, such as through a Transport Works Act Order.¹⁹ However, where in the scope of local planning policy, Policy TRANS6 supports provision for rail improvements to take place.</p>
<p>Policy TRANS7: Development Generating new Lorry Movements</p> <p>Proposals for development leading to significant increases in lorry movements such as freight distribution depots should only be permitted in locations where:</p> <ul style="list-style-type: none"> (i) any increase in lorry movements can be appropriately accommodated on the surrounding road network; (ii) the opportunities for sustainable transport access have been maximised; and (iii) the development does not result in serious and adverse environmental effects on the surrounding area. 	<p>It is important that the impact of any new development which will lead to significant new lorry movements is fully understood and that locations for such development have appropriate access to strategic transport networks.</p>

¹⁹ <https://www.gov.uk/government/groups/transport-and-works-act-team>