



Technical Note 03

EMERGING SOUTH OXFORDSHIRE LOCAL PLAN 2034

POLICY STRAT 13: LAND NORTH OF BAYSWATER BROOK

REPRESENTATION ON: ACCESS STRATEGY OPTIONS

1. Introduction

- 1.1 This representation has been prepared on behalf of Christ Church, Oxford and Dorchester Residential Management (herein referred to as “the Promoters”) for consultation on the Emerging South Oxfordshire Local Plan 2011 – 2034 in respect of Land North of Bayswater Brook (“the Site”).
- 1.2 The Site has been identified as a potential allocation within the emerging South Oxfordshire District Council (SODC) Local Plan under Policy STRAT13. The Promoters are actively engaged in the consideration of the release of the Site and have previously provided consideration of the transport-related sustainability credentials, policy compliance and deliverability within the following documents:-
1. Calibro September 2018, Comparative Study: Transport Related Sustainability; and
 2. Calibro August 2018; Transport Feasibility Study.
- 1.3 These documents considered the credentials of a part of the Site then known as ‘Land at Bayswater, Oxford’. Since that time, the Promoters have acquired control of the adjoining promotion previously known at ‘Wick Farm’ and both sites are now promoted as a single entity known as ‘Land North of Bayswater Brook’.
- 1.4 The single promotion and control of the Site generates enhanced opportunities to create a sustainable community to accommodate the unmet needs of Oxford City, closest to where the need arises.
- 1.5 Calibro has prepared a series of Technical Notes to provide Representations on a number of thematic issues as set out below.
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| Technical Note 01: | Likely Transport Improvements |
| Technical Note 02: | Severance Effects & Connectivity |
| Technical Note 03: | Access Strategy Options |
- 1.6 This Technical Note provides our representations in respect of the potential access options. Where appropriate it cross references to other representations.



2. Direct Access onto the A40

- 2.1 It is noted paragraph 4.115 of the Draft South Oxfordshire District Council Local Plan states that the “road capacity to the east of Oxford is already under significant pressure along the A40 and Headington Roundabout”. However, it is noted that the preferred spatial strategy includes the greatest quantum of housing development beyond Oxford and to the east of the City. Consequently, the spatial strategy inherently worsens the existing operation of this section of the highway network.
- 2.2 Notwithstanding, as identified at Appendix 9, traffic demand on roads surrounding the site has been reducing since 2013 and before this, evidence has shown that growth had broadly flattened. This effect had been accepted by the Local Highway Authority and the Oxford City Council in their determination of the now approved mixed use development of Barton Park, which abuts the southern boundary of the site and comprise over 800 dwellings.
- 2.3 It is therefore incorrect to imply that the capacity of the A40 is under pressure and will become worse, since this is not borne out in evidence, or at least it is acknowledged that any future changes in demand are likely to come as a result of the Local Plan spatial strategy which focuses development to the south and east of the City.
- 2.4 In the context of providing direct access, it is noted that Paragraph 4.115 of the Draft South Oxfordshire District Council Local Plan suggests that “there is currently insufficient road capacity to support new, direct road access between the site and the A40 west of the Barton Park site”. However, it is unclear how direct access would impact the capacity of the link compared with an indirect access.
- 2.5 Indeed, it is anticipated that the over-whelming majority of City-bound trips arising from the Site would be undertaken by bus, foot or cycle. This being an obvious benefit of the excellent connectivity the site enjoys to the rest of Oxford City and the nearby major employment zones, and the fact that opportunities to access the extensive nearby amenities would naturally be exploited by the principal of the development accommodating Oxford City’s unmet needs.
- 2.6 Nevertheless, opportunities would be further exploited through the masterplanning of the site, which will focus on providing an exemplar sustainable community. In this way, the masterplan will have regard to the evolving transport strategy for Oxford City – which includes a potential zero emission zone, and controlled parking zones etc. Opportunities to introduce innovate measures such as those set out in Appendix 10, which include common ticketing and electric bus charging points, are also currently being assessed.
- 2.7 Thus, the car mode-share of city-bound trips would be nominal at worst. Consequently, vehicle trips arising from the Site would relate to those trips with a destination outside of the City and which would therefore need to access the A40 either directly or indirectly.
- 2.8 The design of a signalised junction west of the Barton Park signals would utilise linked MOVA technology to ensure that both sets of signals worked in tandem to minimise delay, and it is worth noting that the presence of an additional junction would help to resolve localised safety concerns as identified at Appendix 10.
- 2.9 Furthermore, whilst vehicles travelling alongside the Site on the A40 are in relatively free-flow, save for the slowing down through the Barton Park junction, they are required to wait at the Headington Roundabout to the east and the Cutteslowe Roundabout to the west. The installation of an additional signalised junction to serve the site would therefore serve to distribute the arrival rate at downstream junctions, potentially aiding a localised improvement in queues.



- 2.10 Consequently, there are significant merits in considering the potential to create direct access onto the A40 at this early stage in the process, although it is noted that, given the scale of the development, this would form part of the access strategy.

3. A40 Link Road

- 3.1 It is noted that the draft Local Plan suggests that the supposed congestion issues could be addressed by provision of a new link-road through the site which would link the A40 to the west of the site and circumvent the Headington Roundabout, to reconnect onto the A40 in vicinity of the Thornhill Park & Ride.
- 3.2 It is of course recognised that such infrastructure would alleviate pressure on the network, although as noted at Appendix 9, the requirement for such strategic infrastructure is not generated by the development of the Site (Land North of Bayswater Brook) and the Council's evidence fails to account for this.
- 3.3 Notwithstanding, the Promoters continue to include this as a potential option although it is believed that the sustainability credentials of the site will justify a less onerous infrastructure provision that helps to protect and maximise the opportunities to travel by non-car modes from the Site and adjoining Barton Park and Barton areas.

4. Access onto Marsh Lane

- 4.1 In combination with a signalised access onto the A40, the existing slip-road junction that exists between the A40 and Marsh Lane, towards the western corner of the site, could be altered to stop-up the on-slip and redirect outbound city traffic to the new signalised junction. This would enable the on-slip to be effectively widened to two lanes, allowing the nearside lane to route towards the Site whilst the offside lane would continue towards the City, using the existing over-bridge at Marsh Lane. This is shown conceptually at Figure 1 later.
- 4.2 The Promoters have commissioned an extensive VISSIM micro-simulation model and this is being used to explore the technical feasibility and impact on traffic movements through the area.

5. Other Access Locations

- 5.1 Given the scale of development, a number of accesses will be required. In this respect, we anticipate the creation of a T-junction arrangement at the site's eastern boundary onto Bayswater Road, just south of the existing Cemetery. Traffic demand on Bayswater Road in this location is relatively low and it is anticipated that signalisation of the junction would accommodate the change in demand.
- 5.2 Allied to this, proposals to connect with the existing built-up area, including Barton Park, are currently being investigated but are expected to include a widening and extension of Barton Village Road into the site. This is shown conceptually at Figure 1 later.

6. Non-Car Transport Strategy

- 6.1 Extensive discussions have been undertaken with the Public Transport Operators since the beginning of 2018 and continue. Such genuine engagement is entirely supportive of the requirements of paragraph 104(b) of the Framework which requires that planning policies should be prepared with the active involvement of the transport operators. Moreover, it is notable that the Transport Operators, who have unassailable knowledge of the commerciality and viability of their services, are entirely supportive of development at Land North of Bayswater Brook and indeed would advocate even greater quantum of development in this location.



- 6.2 Whilst the public transport strategy is evolving with a number of options, such options include utilising a direct access onto the A40 in combination with the creation of a right-turn stage at Barton Park, to allow existing services to be extended from the southern side of the A40. This phase would be controlled with a loop detector to ensure that the phase was only called when a bus approached the junction, which might be expected once every 15 minutes and which would not therefore materially affect the capacity of that junction.
- 6.3 Alternatively, on going feasibility work is considering the potential to create a dedicated non-car over-bridge across the A40, broadly running alongside the existing Marsh Lane bridge. This would accommodate walking, cycling and bus trips.

7. Indicative Strategy

- 7.1 Whilst provided elsewhere in the submitted documentation, the below indicative masterplan illustrates the broad access strategy and highlights how a future link road might be accommodated.

Figure 1 – Indicative Masterplan

