

Oxford North/Parkway Railway Station

Summertown/Swan School/Cherwell School

City Centre/Oxford Railway Station

City Centre/Oxford Railway Station

New Marston Primary School

Westlands Drive Shops

Barton Park Centre

Barton Park Primary School

John Radcliffe Hospital

Headington Shops

Oxford Brookes University

Nuffield Orthopaedic Centre

Cheney School

University of Oxford - Old Road Campus

Warneford Hospital

Churchill Hospital

Cowley

Cowley

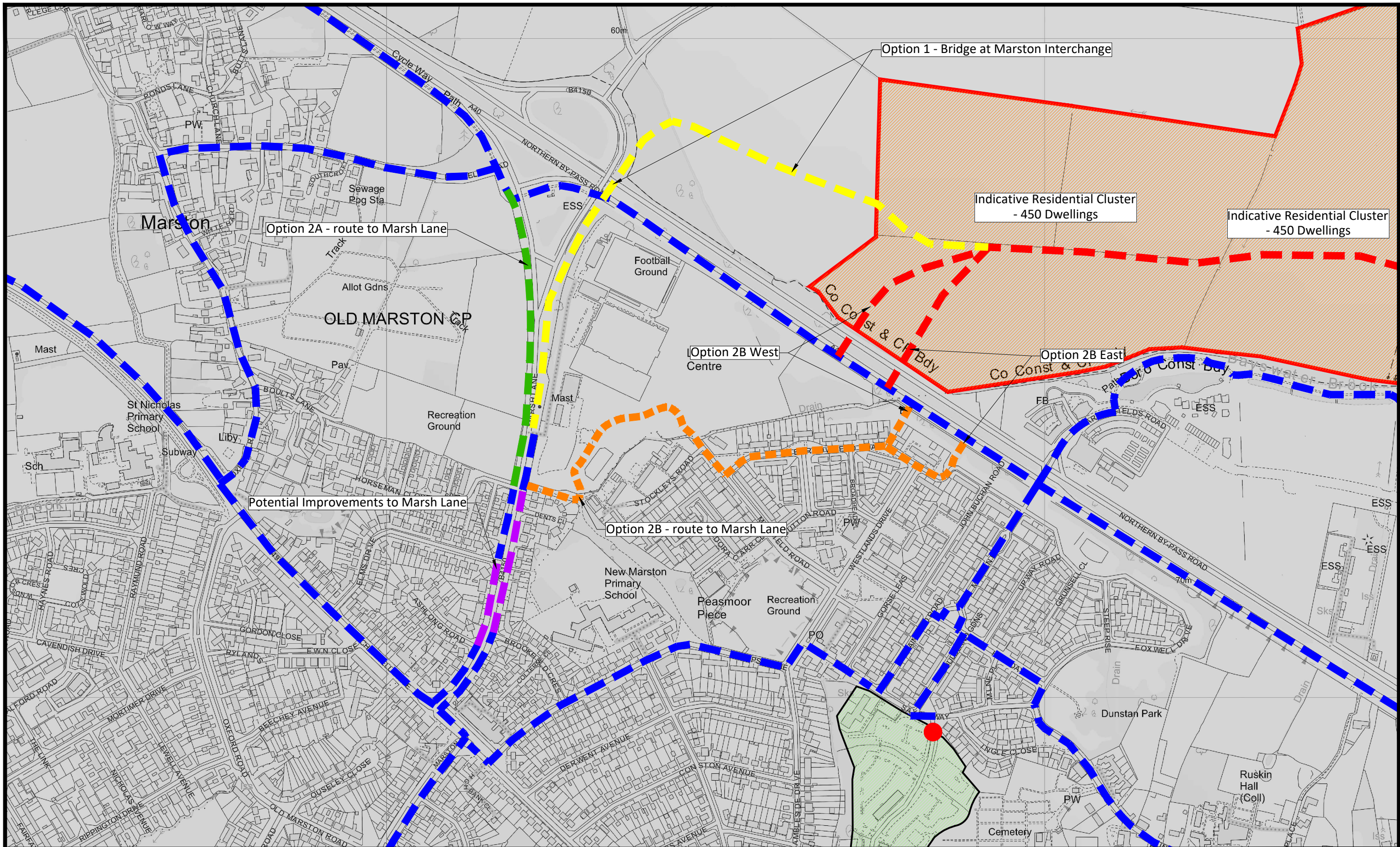
Site Boundary

A

B

Key:

- Potential Bus Access ———
- Potential Active Modes Access 1 →
- Potential Cycle Route - - -
- Vehicle Access A →
- Key Cycle Routes - - -
- Bus Service 8 ———
- Bus Service X13 ———
- Key Destination

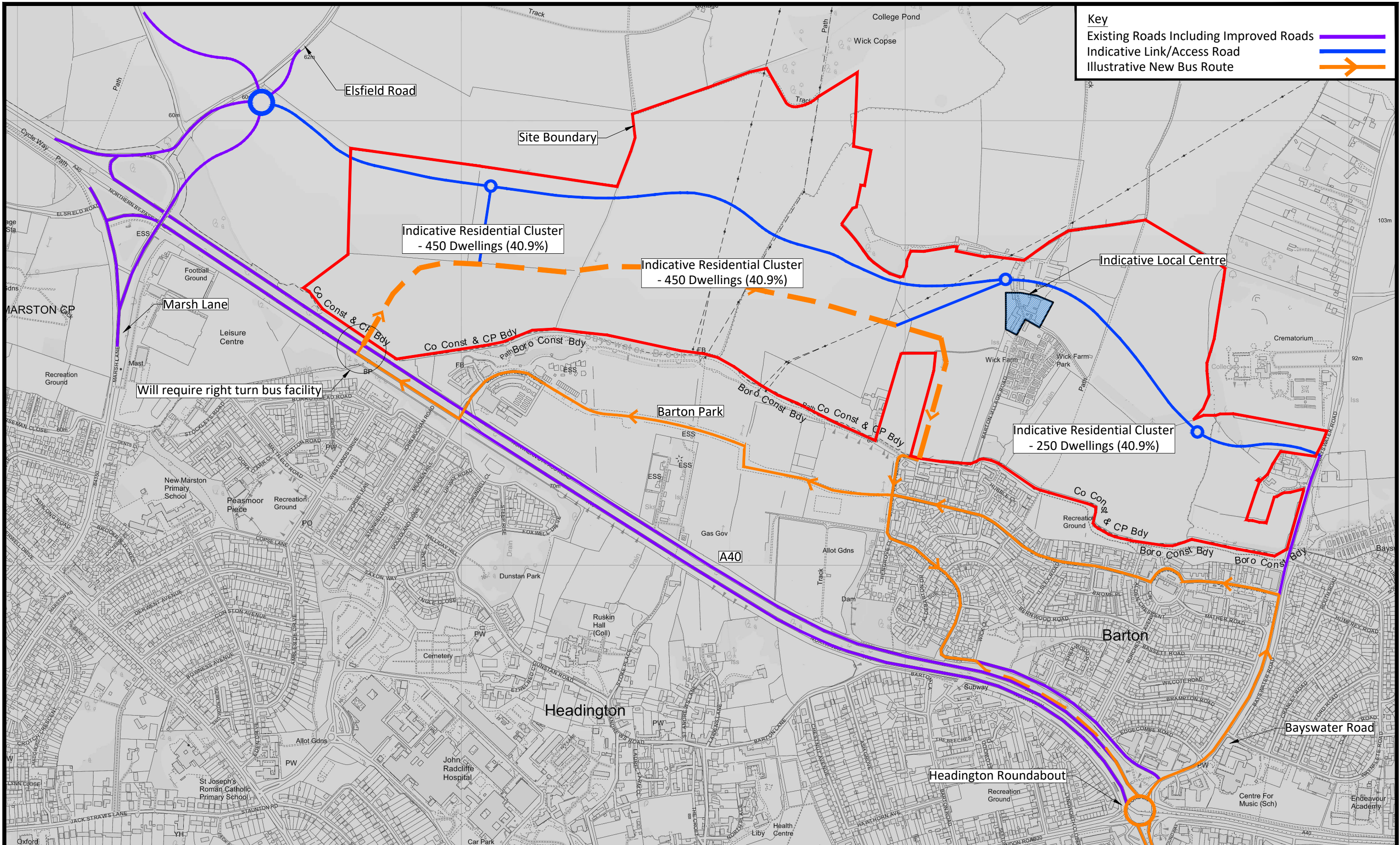


I M A TRANSPORT PLANNING
 11 KINGSMEAD SQUARE
 BATH BA1 2AB
 T: 01225 444 011
 www.ima-tp.com

CLIENT: **Christ Church/DRM**
 PROJECT: **Land North of Bayswater Brook Strat13 Site**

TITLE: **Pedestrian and Cycle Access Options for Access at Western End of Site**

SCALE: (A3) NTS	CHECKED: IMA	APPROVED: IMA
CAD FILE: IMA-20-134-006A.dwg	DESIGN/DRAWN: IMA	DATE: December 2020
PROJECT No: IMA-20-134	DRAWING No: 006	REV: A



Key
 Existing Roads Including Improved Roads —
 Indicative Link/Access Road —
 Illustrative New Bus Route →

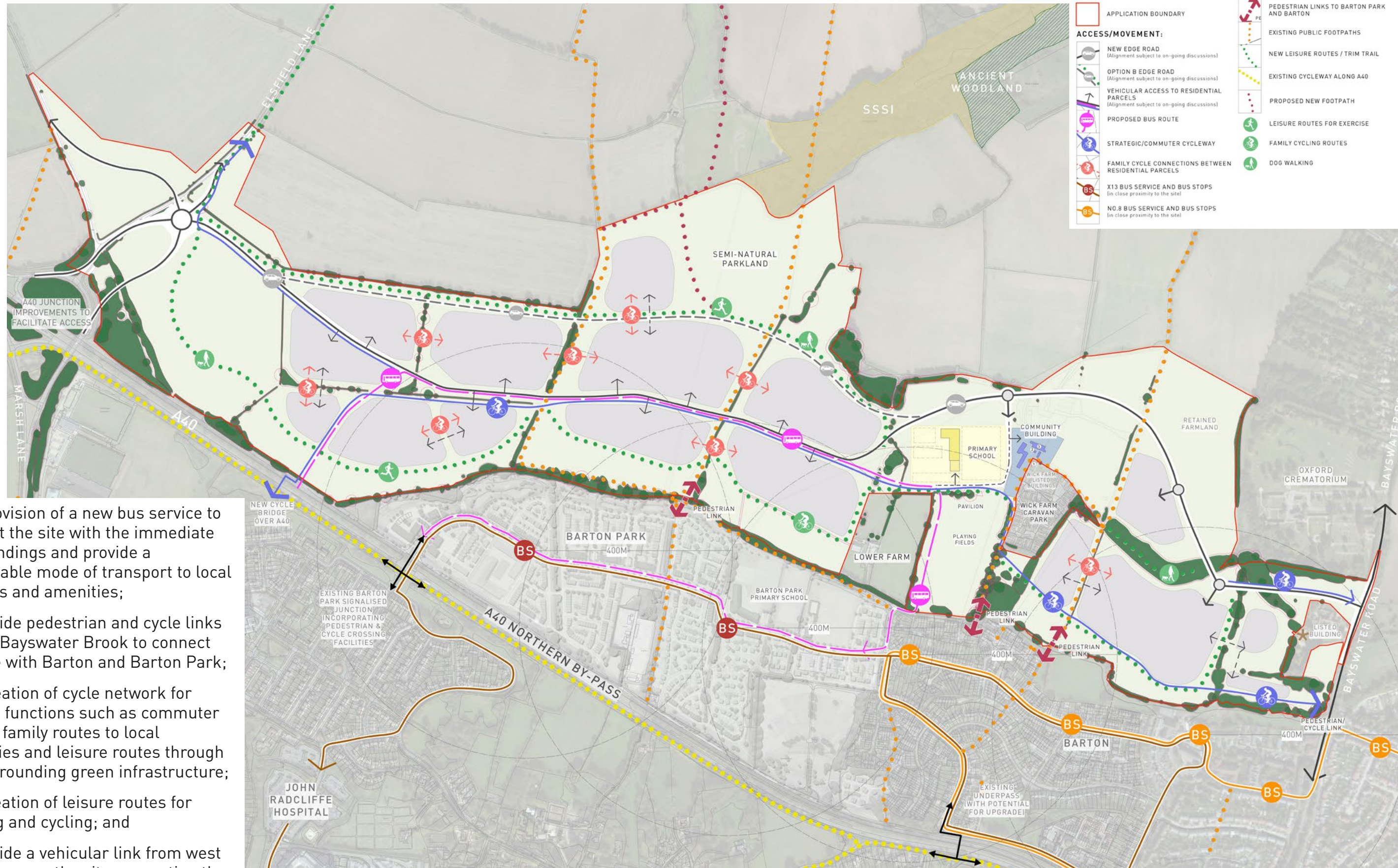
I M A TRANSPORT PLANNING
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CLIENT: **Christ Church & Dorchester Group**
 PROJECT: **Land North of Baywater Brook Oxford**

TITLE: **Illustrative Eastern Arc Bus Route**

SCALE: (A3) NTS	CHECKED: IMA	APPROVED: IMA
CAD FILE: IMA-20-053-018B.dwg	DESIGN/DRAWN: MP	DATE: February 2021
PROJECT No: IMA-20-053	DRAWING No: 018	REV: B

DESIGN PRINCIPLES; MOVEMENT



- The provision of a new bus service to connect the site with the immediate surroundings and provide a sustainable mode of transport to local services and amenities;
- To provide pedestrian and cycle links across Bayswater Brook to connect the site with Barton and Barton Park;
- The creation of cycle network for various functions such as commuter routes, family routes to local amenities and leisure routes through the surrounding green infrastructure;
- The creation of leisure routes for walking and cycling; and
- To provide a vehicular link from west to east across the site connecting the A40 with Bayswater Road.

▲ MOVEMENT PRINCIPLES PLAN

OPTION B

KEY

- APPLICATION BOUNDARY (123.5 HA)

LAND AREAS:

- RESIDENTIAL LAND (34.5 HA)
c1400 Dwellings at an average net density of 45DPH
- GREEN INFRASTRUCTURE (82.0 HA)
- 2FE PRIMARY SCHOOL (2.22 HA)
- MIXED USE LOCAL CENTRE (0.8 HA)

ACCESS/MOVEMENT:

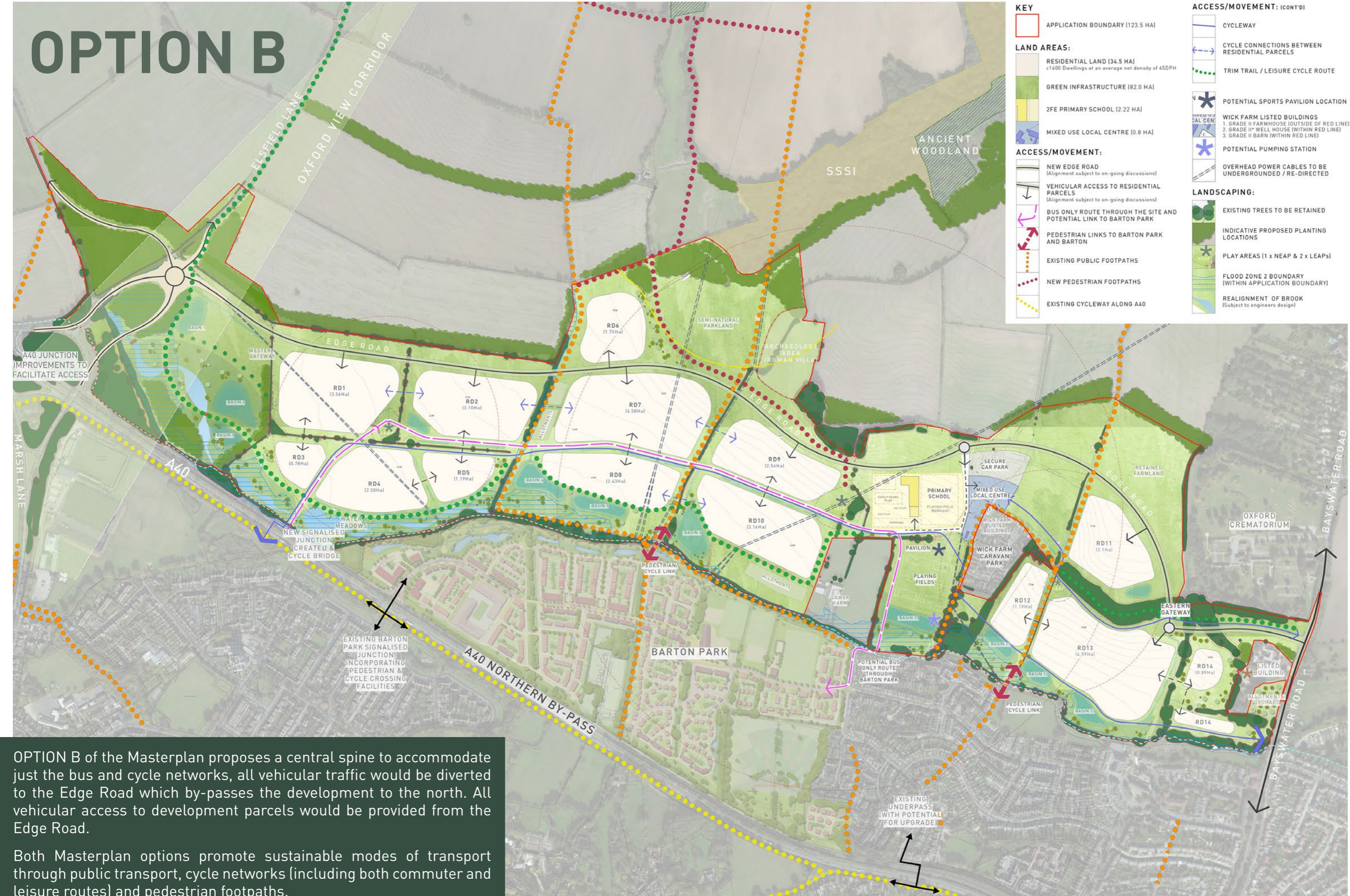
- NEW EDGE ROAD
(Alignment subject to on-going discussions)
- VEHICULAR ACCESS TO RESIDENTIAL PARCELS
(Alignment subject to on-going discussions)
- BUS ONLY ROUTE THROUGH THE SITE AND POTENTIAL LINK TO BARTON PARK
- PEDESTRIAN LINKS TO BARTON PARK AND BARTON
- EXISTING PUBLIC FOOTPATHS
- NEW PEDESTRIAN FOOTPATHS
- EXISTING CYCLEWAY ALONG A40

ACCESS/MOVEMENT: (CONT'D)

- CYCLEWAY
- CYCLE CONNECTIONS BETWEEN RESIDENTIAL PARCELS
- TRIM TRAIL / LEISURE CYCLE ROUTE
- POTENTIAL SPORTS PAVILION LOCATION
- WICK FARM LISTED BUILDINGS
1. GRADE II FARMHOUSE (OUTSIDE OF RED LINE)
2. GRADE II* WELL HOUSE (WITHIN RED LINE)
3. GRADE II BARN (WITHIN RED LINE)
- POTENTIAL PUMPING STATION
- OVERHEAD POWER CABLES TO BE UNDERGROUNDED / RE-DIRECTED

LANDSCAPING:

- EXISTING TREES TO BE RETAINED
- INDICATIVE PROPOSED PLANTING LOCATIONS
- PLAY AREAS (1 x NEAP & 2 x LEAPs)
- FLOOD ZONE 2 BOUNDARY (WITHIN APPLICATION BOUNDARY)
- REALIGNMENT OF BROOK (Subject to engineers design)



OPTION B of the Masterplan proposes a central spine to accommodate just the bus and cycle networks, all vehicular traffic would be diverted to the Edge Road which by-passes the development to the north. All vehicular access to development parcels would be provided from the Edge Road.

Both Masterplan options promote sustainable modes of transport through public transport, cycle networks (including both commuter and leisure routes) and pedestrian footpaths.