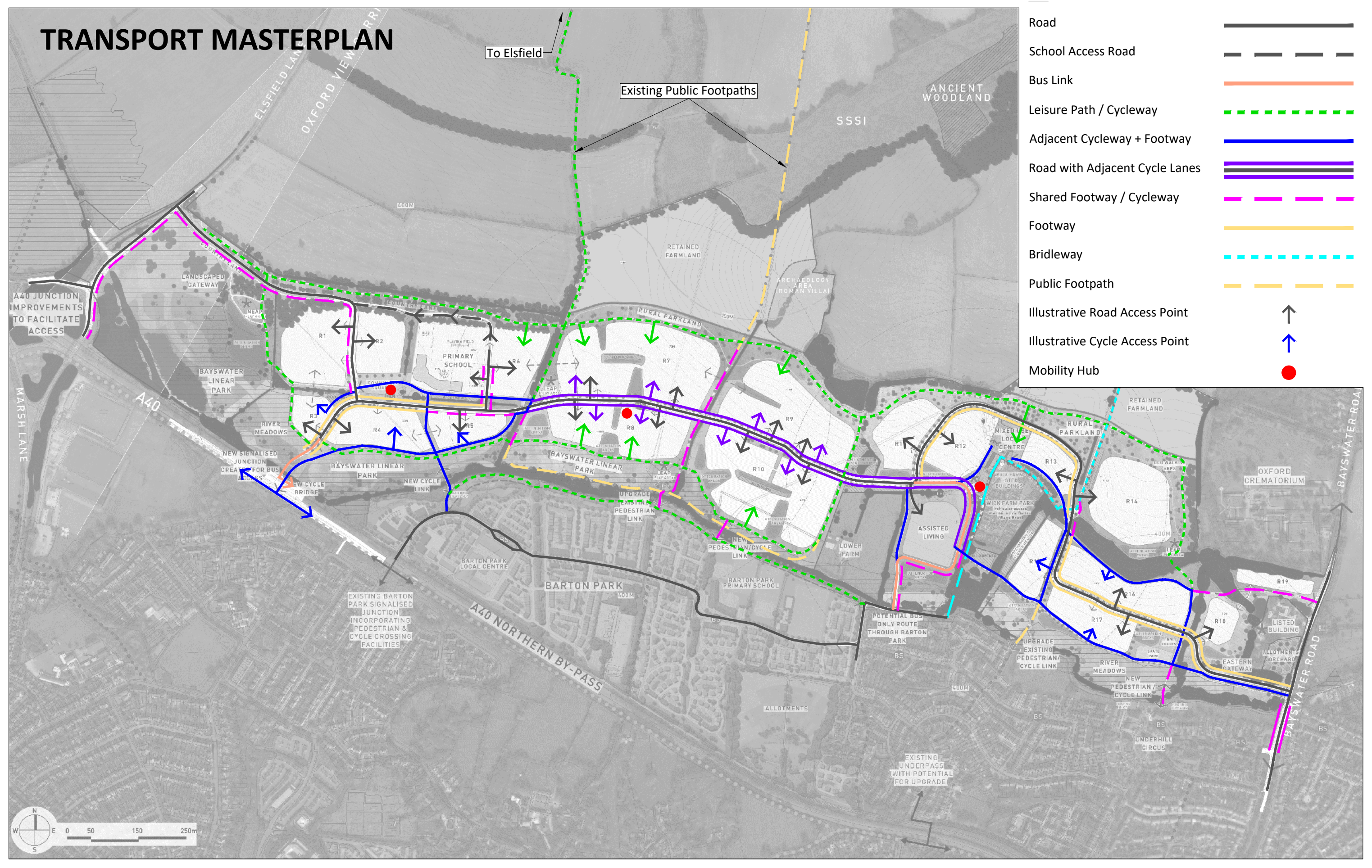


# TRANSPORT MASTERPLAN

Road	
School Access Road	
Bus Link	
Leisure Path / Cycleway	
Adjacent Cycleway + Footway	
Road with Adjacent Cycle Lanes	
Shared Footway / Cycleway	
Footway	
Bridleway	
Public Footpath	
Illustrative Road Access Point	
Illustrative Cycle Access Point	
Mobility Hub	

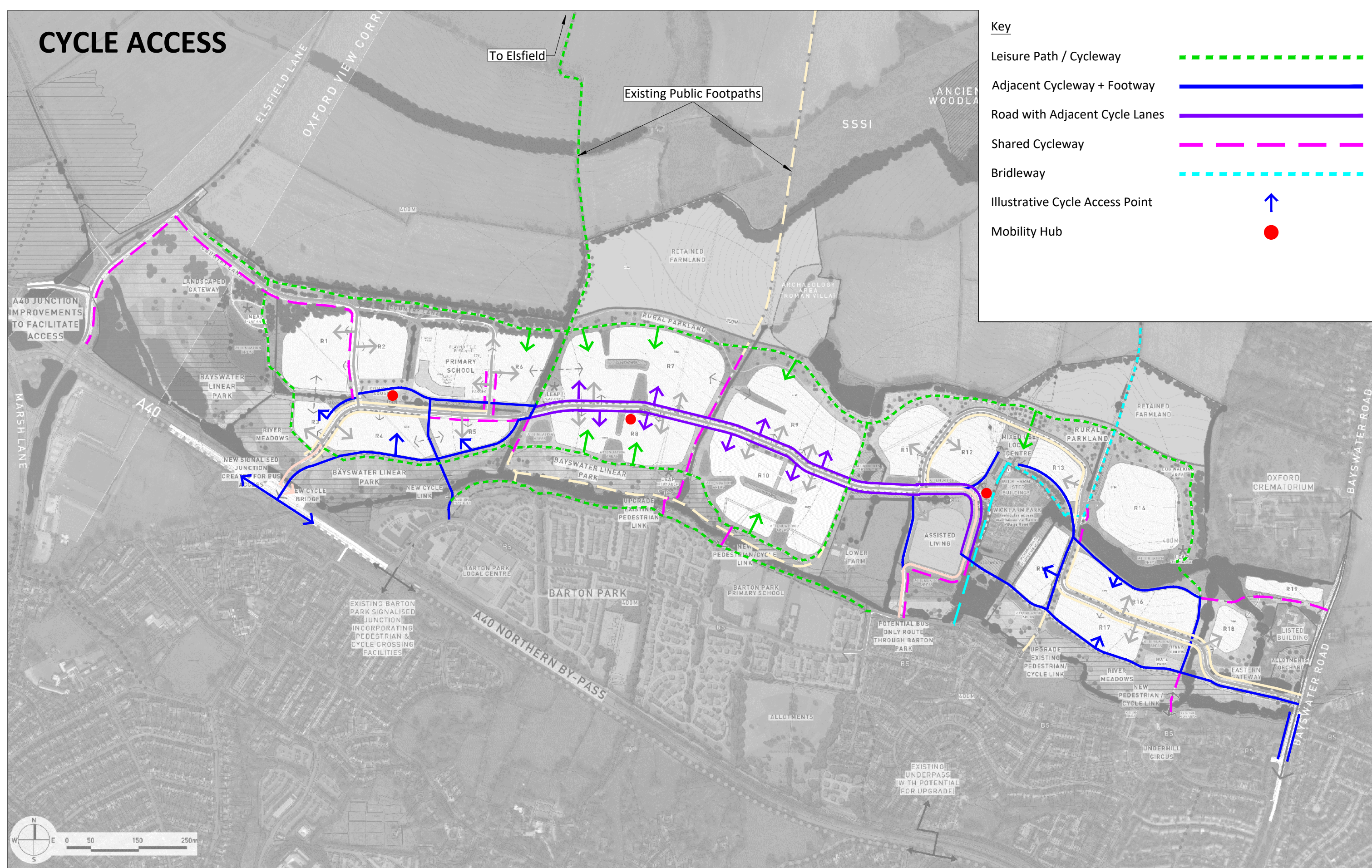




# CYCLE ACCESS

## Key

- Leisure Path / Cycleway -----
- Adjacent Cycleway + Footway —————
- Road with Adjacent Cycle Lanes —————
- Shared Cycleway - - - - -
- Bridleway - · - · -
- Illustrative Cycle Access Point ↑
- Mobility Hub ●





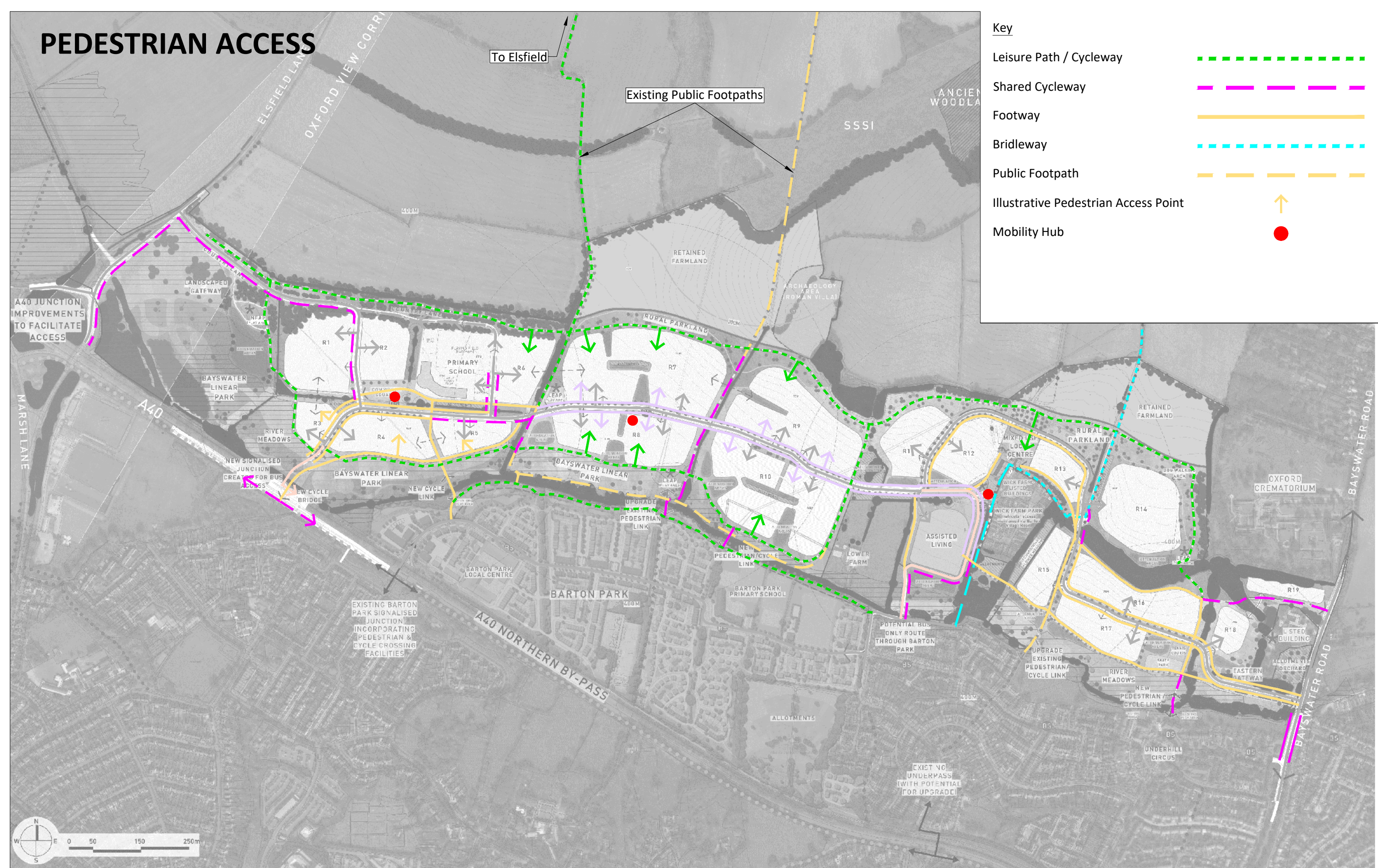




# PEDESTRIAN ACCESS

## Key

- Leisure Path / Cycleway -----
- Shared Cycleway -----
- Footway —————
- Bridleway -----
- Public Footpath -----
- Illustrative Pedestrian Access Point ↑
- Mobility Hub ●

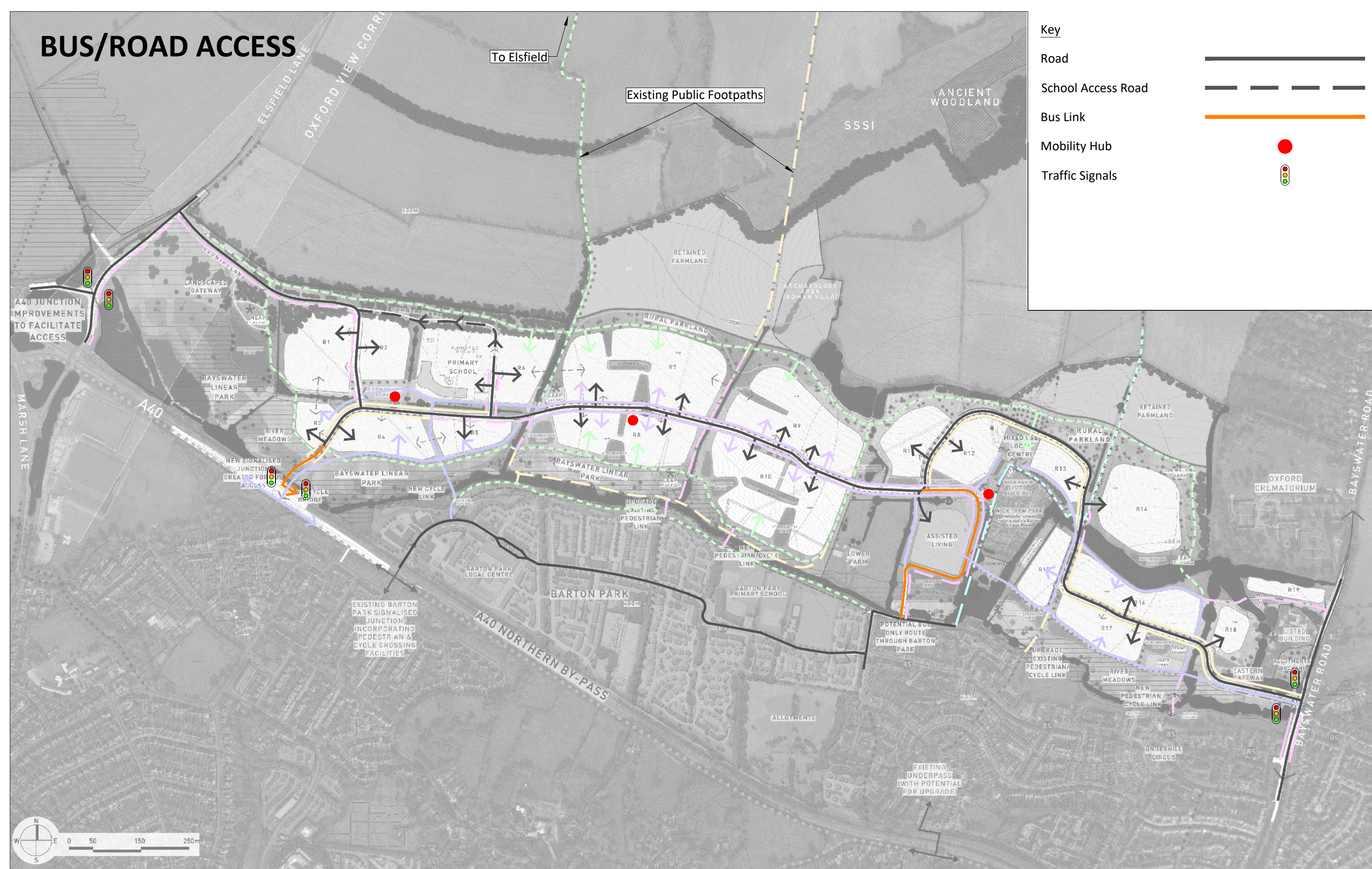




# BUS/ROAD ACCESS




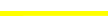

**Key**

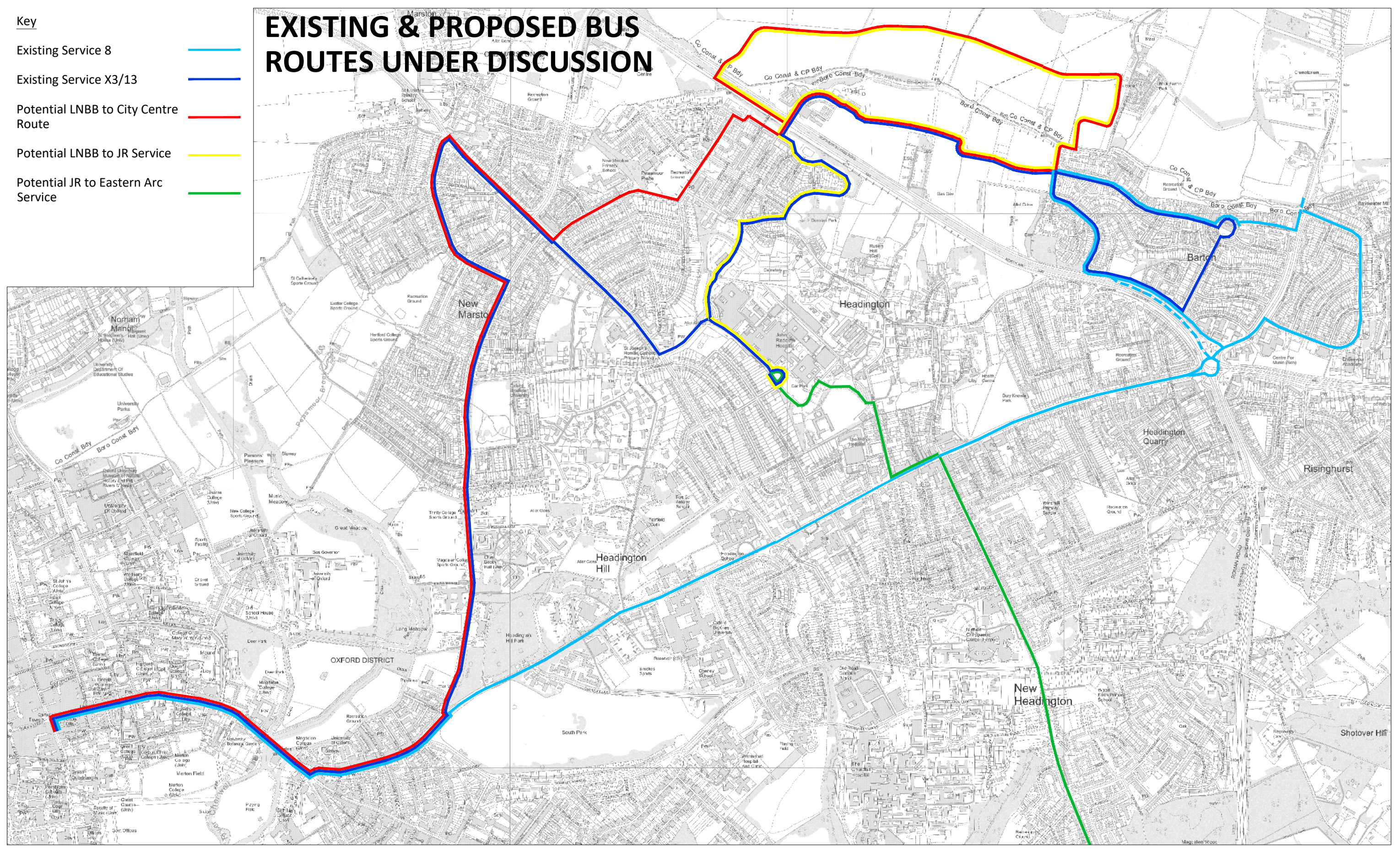
- Road
- School Access Road
- Bus Link
- Mobility Hub
- Traffic Signals



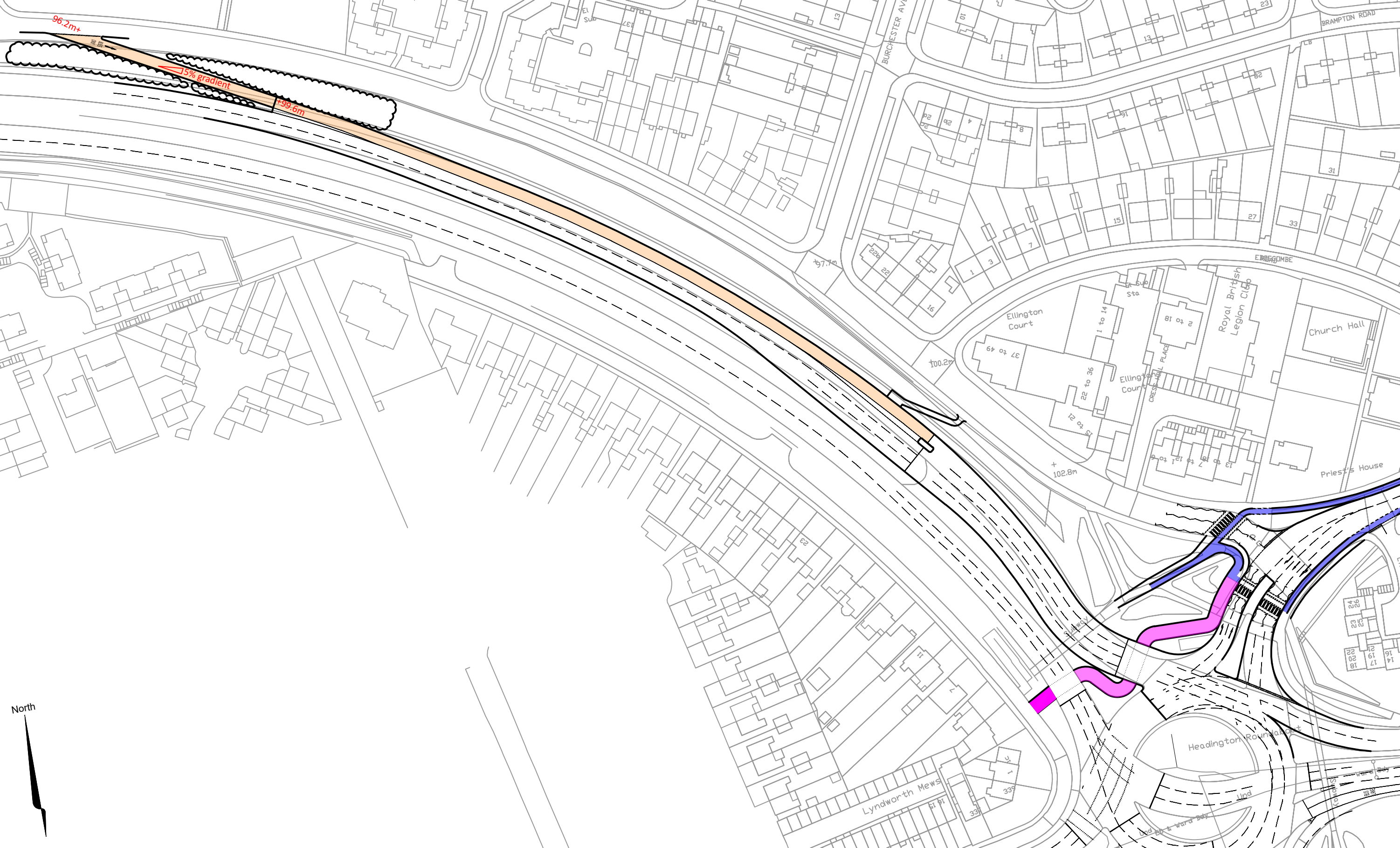


# EXISTING & PROPOSED BUS ROUTES UNDER DISCUSSION

- Key**
- Existing Service 8 
  - Existing Service X3/13 
  - Potential LNBB to City Centre Route 
  - Potential LNBB to JR Service 
  - Potential JR to Eastern Arc Service 







96.2m+

15% gradient

+99.6m

BURCHESTER AV

BRAMPTON ROAD

Ellington Court

Royal British Legion Club

Church Hall

Priest's House

Headington Roundabout

Lyndworth Mews

North



# TRANSPORT ASSESSMENT/MODELLING PROCESS

## PROCESS

- Develop 2019 (pre-Covid) base model which reflects traffic conditions that existed at that time for County sign off
- Agree committed development assumptions for future year (2035) model with SODC and County
- Predict Person Trips associated with development
- Assess trip distribution by journey purpose
- Assess starting assumptions for mode share based on trip purpose, journey distance, transport options available (including measures proposed as part of the development), transport conditions likely to influence mode choice
- Prepare 2035 Committed Development and with Development Models for submission to County
- Agree assumptions with County for 2035 cumulative development model (with and without LNBB) to assess impacts of other Local Plan allocations
- Iterative process of amending updating models to address issues raised

## CURRENT POSITION

- 2019 (Pre-Covid) VISSIM Base Model signed off by County
- We have submitted initial 2035 Future Year Committed Development and with Development models for auditing by County, together with sensitivity testing of Headington roundabout and are currently going through an audit process
- Based on this modelling/testing, our view is that it demonstrates that a link road linking the A40 from the Marston Interchange and a point east of the Thornhill Park and Ride is not required to mitigate development impacts at Headington roundabout – County has not reached a conclusion on this
- Currently revising 2035 models to take on-board initial feedback from County for re-submission – County has indicated further sensitivity testing will be required



## **HEADINGTON ROUNDABOUT MITIGATION**

- **A mitigation package for Headington roundabout together with relevant testing has been submitted to County for consideration. This package includes:**
  - > **Increasing the A40 south-westbound approach to 4 lanes to provide increased capacity – associated with this is the provision of a bus lane and bus signals**
  - > **Providing an at-grade crossing across the A40 south-westbound arm to improve pedestrian and cycle connectivity to Headington – this would supplement the existing subways**
  - > **An option for signalling the Bayswater Road approach to the roundabout**
- **County is currently considering these measures and the associated assessments as part of its audit process**

## **PARKING STRATEGY**

- **We do not consider a zero-parking strategy across the development to be appropriate, but do consider that the parking standards should look towards the recently adopted Oxford City Council standards rather than the South Oxfordshire District Council standards**
- **The development should offer occupants the ability to live car-free if they chose to without on-plot parking, should not promote car use over non-car modes, but should allow car use where it is necessary**
- **Where car use is necessary, the development should encourage this to be by EV through provision of car charging points**
- **The development should allow for the future repurposing of car parking**
- **Achieving this could include:**
  - > **Providing a proportion of dwellings without on-plot parking**
  - > **Providing communal parking remote from housing – i.e. so that the car is not the first option but is still an option – this would also allow for a more efficient provision of EV than on-plot parking**
  - > **Communal parking could be managed to reflect developing transport policies and services, and could be repurposed as appropriate (unlike on-plot parking)**
  - > **Other than Blue Badge parking, only allowing short stay parking on-roads close to properties to allow for loading/unloading of shopping etc.**



## **TRAVEL PLAN MEASURES**

- **To discourage car usage, the following provides examples of travel planning measures we would be looking to provide as part of the development:**
  - > **Travel vouchers which could be exchanged for bus season tickets, cycle equipment and/or car club membership**
  - > **Cycle/Electric cycle try out/hire**
  - > **On-site cycle shop**
  - > **On-site cycle training**
  - > **Electric car club**
  - > **Personalised travel planning advice**