

Policy TRANS1a: Supporting Strategic Transport Investment Across the Oxford to Cambridge Arc

1. The Council will work with Network Rail, Highways England, the National Infrastructure Commission, Oxfordshire County Council and others to:
 - i) plan for, and understand the impacts of changes to rail infrastructure and service improvements linked to East-West rail; and
 - ii) plan for, and understand impacts and required mitigation associated with the Oxford to Cambridge Arc.

This policy contributes towards achieving objective 4

Policy TRANS1b: Supporting Strategic Transport Investment

1. The Council will work with Oxfordshire County Council and others to:
 - 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 sustainable transport measures that improve access to/from proposed major development around Oxford;
 - iv) support delivery of the safeguarded transport improvements as required to help deliver the development required in this plan period and beyond;
 - v) ensure that the impacts of new development on the strategic and local road network, including the A34 and M40, are adequately mitigated;
 - vi) plan for improvements in the Reading area, including a proposal for a new River Thames crossing, subject to ensuring that any traffic and environmental impacts of those measures do not result in adverse impacts on South Oxfordshire;
 - vii) support the development and delivery of a new Thames River crossing between Culham and Didcot Garden Town, the A4130 widening and road safety improvements from the A34 Milton Interchange to Didcot, a Science Bridge over the A4130 and railway into the former Didcot A power station site and the Clifton Hampden Bypass;

- viii) support, in association with major development, the delivery of new or improved roads, such as a bypass or edge road, including sustainable transport improvements, linked where appropriate with relevant Neighbourhood Development Plans and any wider County Council highway infrastructure strategy; and
- ix) support the delivery of the Cowley Branch Line.

This policy contributes towards achieving objectives 1, 4, 6 & 8.

- 6.16 To enable delivery of transport network improvements required to bring forward new development, there will be a need for on-going positive engagement with infrastructure providers throughout the plan period. Oxfordshire County Council have published their Local Transport Plan 4 (LTP4), and it will be important that, as far as possible, the Local Plan supports delivery of identified schemes to improve highway and public transport networks. The LTP4 also supports promotion of sustainable travel, particularly within more built-up areas such as Didcot and around Oxford. New development can help fund and enable the provision of new public transport, walking and cycle links between homes, jobs, shops and other facilities such as health centres and help tackle climate change. In Didcot, development of sustainable transport improvements will need to align to development of the Didcot Garden Town. Around Oxford, the proposed major development will need to positively support delivery of measures within the Oxford Transport Strategy.
- 6.17 Road and rail connections within and through South Oxfordshire are currently experiencing significant growth in demand because of strong economic growth. This is set to continue as new homes and jobs come forward in the district and the surrounding areas. Significant new investment is already taking place, such as upgrades to junctions on the A34 Trunk Road, and electrification of the Great Western Mainline. However, current studies being undertaken by Network Rail and Highways England indicate that these will only cater for part of the forecast increase in demand for travel. Further options for road and rail investment are therefore being considered in more detail, linked to the plans for growth across the Oxford to Cambridge Arc²³. The Council will need to continue to engage with national and local partners to explore and plan for both the economic benefits and environmental impacts of these proposals.

Policy TRANS2: Promoting Sustainable Transport and Accessibility

1. The Council will work with Oxfordshire County Council and others to:

²³ www.gov.uk/government/publications/oxford-to-cambridge-expressway-strategic-study-stage-3-report-and
www.gov.uk/government/publications/autumn-statement-2016-documents