

- 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 Arc<sup>23</sup>. 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:

<sup>23</sup> [www.gov.uk/government/publications/oxford-to-cambridge-expressway-strategic-study-stage-3-report](http://www.gov.uk/government/publications/oxford-to-cambridge-expressway-strategic-study-stage-3-report) and [www.gov.uk/government/publications/autumn-statement-2016-documents](http://www.gov.uk/government/publications/autumn-statement-2016-documents)

- i) ensure that where new development is located close to, or along, existing strategic public transport corridors, bus and/or rail services can be promoted and strengthened in response to increases in demand for travel and freight;
- 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;
- 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;
- v) support, where relevant, sustainable transport improvements in the wider Didcot Garden Town area and in and around Oxford, particularly where they improve access to strategic development locations;
- vi) 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;
- vii) adopt an approach to the provision and management of car parking aimed at improving the attraction of our town and village centres; and
- viii) ensure the needs of all users, including those with impaired mobility are planned for in development of transport improvements.

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

- 6.18 It is recognised that new development can have both a positive role in improving and funding sustainable transport network connections, and also through the provision of good urban design to encourage walking and cycling from new development to shops, schools and other facilities. This will be particularly important in significant growth areas including Didcot Garden Town, where the Council will work with the Vale of White Horse District Council, to ensure that plans for cross border development and infrastructure are co-ordinated appropriately.
- 6.19 In Neighbourhood Development Plan areas, it will be important to ensure that sustainable transport movements are incorporated into Neighbourhood Development Plans. These improvements will also need to be complemented

by relevant and reasonable upgrades to surrounding highway networks to mitigate impacts of development, which should include taking into account air quality considerations where relevant. The provision and management of car parks will be key given that within a rural district such as South Oxfordshire the car will continue to play a role in providing transport accessibility for many. It will also be important to ensure the sustainable transport network around Oxford is strengthened and improved to take account of the proposed strategic development here.

- 6.20 To enable further delivery of key transport infrastructure that will support development within the Plan, there is a need to safeguard land to ensure that any proposals for development do not prejudice their future delivery. Those schemes identified as needing land for safeguarding will help support the delivery of Local Plan growth, particularly in the Didcot area where they will also support committed growth in the Vale of White Horse District. At present, some of these schemes are at relatively early stages of development and therefore areas of safeguarding are relatively broad. The district will continue to work in association with others, including Oxfordshire County Council to develop these schemes in more detail, including understanding any environmental and archaeological impacts and associated mitigation.

The provision and management of car parks will be key given that within a rural district such as South Oxfordshire the car will continue to play a role in providing transport accessibility for many

### Policy TRANS3: Safeguarding of Land for Strategic Transport Schemes

1. **Land is safeguarded to support the delivery of the following identified transport schemes:**
  - Clifton Hampden bypass
  - A new Thames River 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
  - A4074/ B4015 (Golden Balls) junction improvements
  - 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.
2. **New development in these areas should be carefully designed**