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From: Adam Turner
Company: Hill Holdings Ltd. SLR Consulting Limited
cc: -
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Project No. 418.063119.00001

**RE: Residential Development at Oxford North, Canalside
S73 Application –Highways and Transportation**

1.0 Introduction

SLR Consulting Limited have been appointed to consider the highways and transportation implications of a S73 Application for the consented residential development at Oxford North, Canalside.

2.0 Background

The Oxford North Canalside scheme comprises 317 residential dwellings which make up a large part of a 480-home Oxford North development.

The site is located to the north of Oxford and is bound by the A40 to the north-east, the A34 to the north-west, public open space towards the canal to the south-west, and an existing hotel development to the south-east. Vehicular access to the development is taken directly off the A40.

3.0 Amendments to the Consented Scheme

The Section 73 Application seeks to amend the consented scheme proposals to provide two additional apartments.

To support the new dwellings, and benefit the wider scheme, an additional 6 cycle parking spaces with a new cycle store access is proposed. There would be no additional vehicular parking spaces provided above that previously permitted.

4.0 Policy Consideration

The following Policy Documents have been reviewed:

- Northern Gateway Area Action Plan;
- Oxford Local Plan 2036; and
- Local Transport and Connectivity Plan 2022 –2050.

4.1 Northern Gateway Area Action Plan

The following text is taken from the Plan:

Oxford City Council has produced and adopted a Northern Gateway Area Action Plan (AAP). The Northern Gateway AAP supports the delivery of the Oxford Core Strategy 2026 allocation, and guides future development of this site to the north of the city in the Wolvercote ward.

4.2 Oxford Local Plan 2036

Chapter 7 of the Oxford Local Plan 2036 (adopted June 2020) is titled ‘Ensuring efficient movement into and around the city’.

4.2.1 Promoting Sustainable Travel

Key to the overall objectives of the LTP is the promotion of sustainable travel through prioritising walking, cycling, and public transport.

Paragraph 7.2 states that:

..the Local Plan has an important role in helping to implement and support transport projects and the principles of sustainable travel. It can have an important impact on movement in the city through its policies on density, design and location of new development, parking and requirements for infrastructure provision from new developments, in particular improvements to walking and cycling infrastructure.

Paragraph 7.3 continues:

The Plan promotes sustainable travel in the forms of walking, cycling and public transport over private car use. High quality connections by bus, rail, cycling and walking are all vital to the City’s future economic prosperity and social inclusiveness. These connections provide access to education, employment, business, retail, medical and leisure opportunities. Cycling and walking contribute towards reducing carbon emissions and improving air quality. As forms of active travel they can assist with the adoption of healthier lifestyles and managing the use of the City’s transport network more effectively.

The LTP confirms that both the City and County Councils recognise that for Oxford to function effectively there must be a radical shift away from people relying on the use of the private car towards more sustainable modes and the Local Plan policies should reflect this.

The LTP’s spatial strategy to encourage sustainable modes includes the following movement specific objectives, which are considered important to ensure people are provided with efficient, attractive and sustainable ways to move throughout the city:

- Supporting the existing movement hierarchy prioritising walking and cycling and use of public transport, and reallocating road space according to this hierarchy;
- Supporting the introduction of additional demand management measures alongside the existing measures, which may include traffic restrictions, road user charging and/or a workplace parking levy;
- Changing traffic management, which could include the re-allocation of road space, whereby road space would be dedicated for segregated cycle routes, bus priority and the provision of wider footways and an enhanced public realm;
- Allowing penetration of frequent public transport services and stops as close as possible to the city centre, district centres and employment and new residential sites, as well as improving interchange between modes;
- Optimising the capacity of the city centre and district centres for walking and cycling by creating a comprehensive and legible network and improved public realm;
- Reducing congestion levels to ensure buses have minimum possible delay, to improve service to passengers, reduce pollution and remove the need for long schedule recovery times to provide a reliable city wide service;
- Enabling growth in public transport passenger numbers, through more efficient “rapid transit” operating principles, infrastructure and vehicles;



- Ensuring servicing and deliveries can be managed efficiently with particular focus on looking for alternatives to the first mile/last mile deliveries, for example cycle couriers; and
- Implementing the Zero Emission Zone in the city centre.

These key objectives have been determined to enhance the experience for people travelling to, from and within Oxford, and to make the city centre a more attractive place to be. The above is reflected within Policy M1.

Policy M1: Prioritising walking, cycling, and public transport

Planning permission will only be granted for development that minimises the need to travel and is laid out and designed in a way that prioritises access by walking, cycling and public transport.

Walking:

In order to promote walking in the city and improve the pedestrian environment, development proposals must meet the needs arising from the development and take opportunities to achieve improvements. Proposals shall:

- a) ensure that the urban environment is permeable and safe to walk through and adequately lit, with good and direct connections both within and across the wider network;*
- b) make improvements to the pedestrian environment including the provision of high quality crossings points where needed, seating, signage and landscaping; and*
- c) support high quality public realm improvement works (refer to Policy DH1) and ensure that footways are sufficiently wide to accommodate the level of use.*

Cycling: In order to promote cycling in the city and ensure an accessible environment for cyclists, the Council will seek to ensure that development:

- d) provides for connected, high quality, convenient and safe (segregated where possible) cycle routes within developments and the wider networks that are permeable and can accommodate the anticipated growth in cycling;*
- e) provides for accessible, conveniently located, secure cycle parking facilities in both private and publicly-accessible locations; and*
- f) makes provision for high quality on-site facilities that promote cycle usage, including changing rooms, showers, dryers and lockers.*

New pedestrian and cycle routes:

New (or improved) pedestrian and cycle routes are shown on the proposals map. Proposals will be expected to facilitate and deliver these links to serve needs arising from development and where opportunities arise to secure improvements. Planning permission will not be granted for development that would jeopardise future delivery of these links.

Public transport:

In order to safeguard and promote the provision of public transport in Oxford development that will add to demands on public transport should contribute towards improvements to bus network infrastructure including pedestrian and cycle routes to bus stops, shelters, passenger seating, waiting areas, signage, timetable information and infrastructure relating to zero emissions. Financial contributions fairly and reasonably related to the development will be sought towards the cost of new or improved bus services where the direct impact of development would make such measures necessary. The City Council will work with its partners to improve the ease



and quality of access into and around Oxford by public transport, by: i. ensuring that road space is managed efficiently to support public transport—including rapid transit - through initiatives such as bus priority measures, infrastructure and demand management; ii. supporting the County Council in their management of both scheduled and tourist coaches entering and leaving the city; iii. improving the capacity and attractiveness of Park and Ride, particularly the development of remote sites closer to county towns; iv. promoting bus/rapid transit access to and between major employers, hospitals, schools and colleges in the Eastern Arc (including the Headington and Marston area), Wolvercote/Cuttleslowe and Cowley and Littlemore; and v. ensuring sufficient space is provided particularly within the city centre and district centres. Proposals for new development will be expected to incorporate the measures set out above to meet the needs of the development and where the opportunity arises, to secure improvements. Developments should be designed to accommodate bus movements, where appropriate.

Rail network:

Proposals to enhance the City's rail network will be supported, in particular the re-development of Oxford Station and additional rail capacity to accommodate more services, including opening of the Cowley Branch Line for passengers. Land for the provision of new 106 www.oxford.gov.uk/localplan stations at Oxford Business Park/Retail Park (Cowley area) and Oxford Science Park (Littlemore area)(refer to Sites 9 & 10 chapter 9) and access routes to the stations and across the line is safeguarded. Proposals for improvements to Oxford Railway Station that increase network capacity, improve the design and quality of facilities and interchange and support the Cowley Branch Line will be supported. Sites for Cowley Branch Line stations and local access routes which are safeguarded and which should be improved by local development are defined on the Policies Map.

4.2.2 Car Parking

Paragraph 7.26 states that:

Opportunities for successful car free housing are high in Oxford because of the number of Controlled Parking Zones (CPZs), the availability of walking and cycling routes and facilities and the excellent public transport options. Technology and attitudes to car ownership are anticipated to change, especially with improvements to public transport and cycling facilities. Car clubs and other means of sharing and hiring cars provide an increasingly convenient and realistic alternative to the private car.

A reduction in the number of private non-residential car parking spaces will be sought during the plan period.

Paragraph 7.33 confirms that:

The City Council will continue to work with the County Council to facilitate measures to maintain and enhance Oxford's overall accessibility to ensure people have realistic options other than to drive into the city and district centres.

Appendix 7.3 of the LTP provides the maximum car parking standards, recommending 1 space per Dwelling (of any size).

The above is reflected within Policy M3, which is provided below.

Policy M3: Motor vehicle parking

Residential developments In Controlled Parking Zones (CPZs) or employer-linked housing areas (where occupants do not have an operational need for a car) where development is located within a 400m walk to frequent (15minute) public transport



services and within 800m walk to a local supermarket or equivalent facilities (measured from the mid-point of the proposed development) planning permission will only be granted for residential development that is car-free. In all other locations, planning permission will only be granted where the relevant maximum standards set out in Appendix 7.3 are complied with. The need for disabled parking must be considered in all residential developments in accordance with the standards set out in Appendix 7.3. Parking for car club vehicles must be provided in all residential developments with the standards set out in Appendix 7.3*

4.2.3 Bicycle parking

Paragraph 7.37 states that:

Cycling in Oxford is an important and growing mode of transport. The 2011 census showed that 17.1% of journeys to work within Oxford were made by cycle, up from 14.9% in 2001, making Oxford second only to Cambridge in terms of the proportion of people cycling to work. The City Council wishes to continue to encourage this active and sustainable form of travel and will seek to ensure that new developments provide secure and convenient cycle parking. Since 2017 dockless bikes have arrived in Oxford. These present more opportunities for alternative travel for both residents and visitors, but need to be accommodated in the streets of Oxford.

Paragraph 7.37 confirms:

A fundamental part of encouraging cycling is the provision of secure cycle storage within people's homes and destinations such as shops, work places and transport interchanges. It is anticipated that ownership of electric bikes will expand and secure storage facilities around the city will be required. Cycle parking standards set out in Appendix 7.3 are minimum standards.

Paragraph 7.39 advises:

All cycle parking must, as far as is practical and reasonable, be enclosed within a secure store, or at least undercover. The location of cycle parking is also important: where cycle parking for residents or employees is not in a secure store, it should be located away from the street frontage, to maximise security. There must be convenient, level access between the bike store and the street that avoids having to wheel bikes through buildings or corridors. Short stay and visitor cycle parking is best located as near to the front door of the properties as possible. Cycle parking should make provision for the appropriate facilities for the charging of electric bicycles.

Appendix 7.3 of the LTP provides the minimum cycle parking standards stating that Houses/Flats up to 2 bedrooms should have at least 2 spaces per dwelling and Houses/Flats of 3 or more bedrooms At least 3 spaces per dwelling.

The above is reflected within Policy M5, which is provided below.

Policy M5 Bicycle Parking

Planning permission will only be granted for development that complies with or exceeds the minimum bicycle parking provision as set out in Appendix 7.3.

Provision of bicycle parking lower than the minimum standards set out in Appendix 7.3 may be acceptable for new student accommodation that is located close to the institution where most of its occupants will be studying and/or where it is adequately demonstrated through a transport assessment that there is existing unused cycle capacity available, in appropriate locations and of an appropriate design standard on site, to accommodate the increased number of bedrooms. Bicycle parking should be, well designed and well-located, convenient, secure, covered (where possible enclosed) and provide level, unobstructed external access to the street. Bicycle



parking should be designed to accommodate an appropriate amount of parking for the needs of disabled people, bicycle trailers and cargo bicycles, as well as facilities for electric charging infrastructure. For new non-residential development, the City Council will seek the provision of showers and changing facilities in accordance with the thresholds and minimum standards set out in Appendix 7.3. Where opportunities to do so arise in relation to development, consideration should be given for the provision of space for storage of dockless bicycles.

4.3 Local Transport and Connectivity Plan 2022 –2050

The Oxfordshire County Council Local Transport and Connectivity Plan 2022-2050 is consistent with the Oxford Local Plan 2036. following text is taken from the Plan:

Local Transport Plans are statutory documents, required under the Transport Act 2000. We are calling ours the Local Transport and Connectivity Plan (LTCP), to better reflect our strategy both for digital infrastructure and for connecting the whole county. The LTCP covers the time period to 2050.

The following policies/texts are considered to be relevant in context of the proposed amendments to the development:

Policy 1 – We will develop, assess and prioritise transport schemes, development proposals and policies according to the following transport user hierarchy:

- Walking and wheeling (including running, mobility aids, wheelchairs and mobility scooters);
- Cycling and riding (bicycles, non-standard cycles, e-bikes, cargo bikes, e-scooters and horse riding);
- Public transport (bus, scheduled coach, rail and taxis);
- Motorcycles;
- Shared vehicles (car clubs and carpooling); and
- Other motorised modes (cars, vans and lorries).

Policy 2 – We will:

- a. *Develop comprehensive walking and cycling networks that are inclusive and attractive to the preferences and abilities of all residents in all towns. All new walking and cycling schemes will be designed according to the updated Oxfordshire Walking and Cycle Design Standards (to be published in 2022).*
- b. *Ensure that all new developments have safe and attractive walking and cycling connections to the site, include a connected attractive network for when people are walking and cycling within the development and that the internal routes connect easily and conveniently to community facilities and the local cycle and walking network.*
- c. *Work closely with stakeholders using co-production methods when developing and improving cycle and walking networks from inception to delivery.*



5.0 Summary of Transport Implications

It is clear from the policy review that a key requirement for new development proposals is the promotion of sustainable travel and minimisation of all private car use.

The applicable minimum cycle parking standards state that Houses/Flats up to 2 bedrooms should have at least 2 spaces per dwelling and Houses/Flats of 3 or more bedrooms At least 3 spaces per dwelling. The proposals seek to provide an additional 6 cycle parking spaces to support the two new dwellings and wider development, which is well in-excess of the minimum requirement.

In terms of car parking provision, a ratio of 0.44 car parking spaces per dwelling was agreed for the approved Blocks 6 & 7. The proposals will result in a decrease to 0.42 car parking spaces per dwelling.

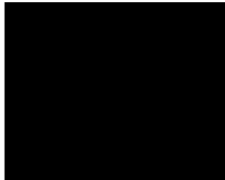
6.0 Closure

The provision of additional cycle parking without any increase in car parking levels is in line with the policies and objectives of the Oxford City Council adopted Northern Gateway Area Action Plan and Local Plan 2036.

The amendments to the consented development are in line with all relevant policy and represents a commitment from the developer towards the widespread promotion of sustainable travel. The proposals are therefore acceptable in highways and transportation terms.

Regards,

SLR Consulting



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