Called-in Planning Application

at Land between A34 Milton Interchange

to B4017 north of Clifton Hampden.

CASE REF: APP/U3100/V/23/3326625.

FURTHER APPENDICES TO

FINAL Draft Proof of Evidence

On Matters 1-4 on whether the Transport Modelling:

      i)   **is robust,**
      ii)   **takes account of significant impacts in the wider area &**
      iii)   **would make an acceptable provision for sustainable travel.**

On Matter 14 on other policy matters & the overall planning balance.

of Roger Turnbull for East Hendred Parish Council.

30th January 2024.

FURTHER APPENDICES.

5. Emerging Joint Local Plan Policy IN2 on Sustainable Transport.

6. British Chambers of Commerce Survey on Working from Home.

7. Extract from 2022 National Road Traffic Projections.

8. Oxford Futures Science Spine.

9. Sheffield Supertram – Train Tram.

10. OCC Cabinet Agenda reports October 2019 & December 2023 on HIF1 Funding.

1.
APPENDIX 5: JOINT LOCAL PLAN POLICY IN2 ON SUSTAINABLE TRANSPORT.

Proposed draft policy (for the preferred option)

Policy IN2 – Sustainable transport and accessibility

1. 1) Development proposals must demonstrate that:
   1. a) the location and proposed layout will maximise active and sustainable travel opportunities, minimising the need to travel by car, with sustainable travel opportunities integrated into the design;
   2. b) viable active and sustainable travel choices have been assessed for suitability where currently available or will be delivered where levels are insufficient for users of the development to access day-to-day amenities. Any improvements to travel choices must be delivered ahead of occupation; and
   3. c) access to the development is safe and convenient for all highway users, in line with Oxfordshire County Council's Transport User Hierarchy.
2. 2) All major development proposals must demonstrate that:

a) the application is consistent with the guiding principles of the Oxfordshire's Local Transport and Connectivity Plan and supporting documents, as well as Planning Practice Guidance on Travel Plans, Transport Assessments and Statements and guidance from National Highways;

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2. b) provision of infrastructure and services has been prioritised in accordance with Oxfordshire County Council's Transport User Hierarchy;
3. c) they address any road safety issues in accordance with Oxfordshire County Council's Vision Zero Approach;
4. d) they do not worsen air quality issues and provide air quality mitigation measures where suitable;
5. e) they contribute to and enhance the provision of active and sustainable transport infrastructure (both on and off-

   site) and, where feasible, implement new travel and transportation technology and services necessary to support

   that development, either through direct delivery or developer contributions;

6. f) the methodology in Oxfordshire County Council's Implementing Decide and Provide document has been used to

   assess the need for infrastructure and provision of transport services;

7. g) they have made reasonable provision of car club and lift sharing opportunities for users of the development.

   Provision of community transport and innovative transport projects, as well as projects that develop the use of new

   technologies, will be encouraged, to promote greater travel choice; and

8. h) they align with and help to deliver planned transport infrastructure (as set out in Policy IN3) where future users of

   the development are likely to utilise the infrastructure.

Transport Documents to support Planning Applications

3. 3) Transport Statements, Transport Assessments and Travel Plans must be provided to support planning applications in accordance with Oxfordshire County Council's thresholds for developments of different sizes/ types. These should apply the principles set out in County guidance documents and should also follow the latest relevant national guidance.
4. 4) Travel Plans, where required, must set out measures that seek to promote and support modal shift to walking, cycling and wheeling, and public transport use for a range of trip purposes through agreed targets and monitoring arrangements. Travel Plan initiatives must seek to reduce demand for travel by private cars. Where travelling by modes other than a private car is challenging, initiatives and infrastructure provision should facilitate electric, or other fuelled vehicle use. Mitigation strategies will be used to address anticipated impacts, these should initially relate to active and sustainable travel. Mitigation strategies must be monitored to ensure the anticipated outcomes are achieved, if they are not achieved, further mitigation measures may be required.

APPENDIX 6:

BUSINESSES SAY HYBRID WORKING IS HERE TO STAY

! December 14, 2023

New research by the British Chambers of Commerce Insights Unit and technology firm Cisco, shows less than 30% of firms expect their workforce to be fully in person over the next five years.

A survey of over 1,000 businesses, of which 96% were SMEs, found just 27% of respondents predict their staff will be fully in-person over the next five years. 47% anticipate their staff to be mostly in-person, 16% expect mostly remote and 8% fully remote.

The research found a clear divide between different sectors, with business-to-business services firms (such as the finance and legal sectors) more likely to expect remote working. Only 17% of B2B services organisations expect fully in person working, while the figure for manufacturers is 38%, and B2C services 37%.

Companies were also asked about the connectivity tools they use such as video calling and cloud security. A quarter of firms (25%) say they are not confident they have the knowledge to make the right purchasing decisions, while three quarters (75%) are confident. Over half (55%) are relying on external experts when making decisions about adopting technology. 65% of firms say connectivity tools are value for money.

Jane Gratton, Deputy Director Public Policy at the British Chambers of Commerce said:

"Our data shows that hybrid working is now part of the fabric of the modern workplace. For millions of people, logging in remotely for at least part of the working week is now routine.

"This flexibility is valued by employers and their teams. Less than 30% of firms expect staff to be working fully in person over the next five years.

"Flexible working makes good business sense. In a tight labour market, where employers are competing for skilled workers, hybrid working, and flexible working more generally, has become an important part of staff benefit packages. As well as boosting recruitment and retention, it can help employers unlock new and diverse talent pools.

"Employers still value regular face to face contact with staff, however, and our findings show only 8% of businesses expect staff to be completely remote. "
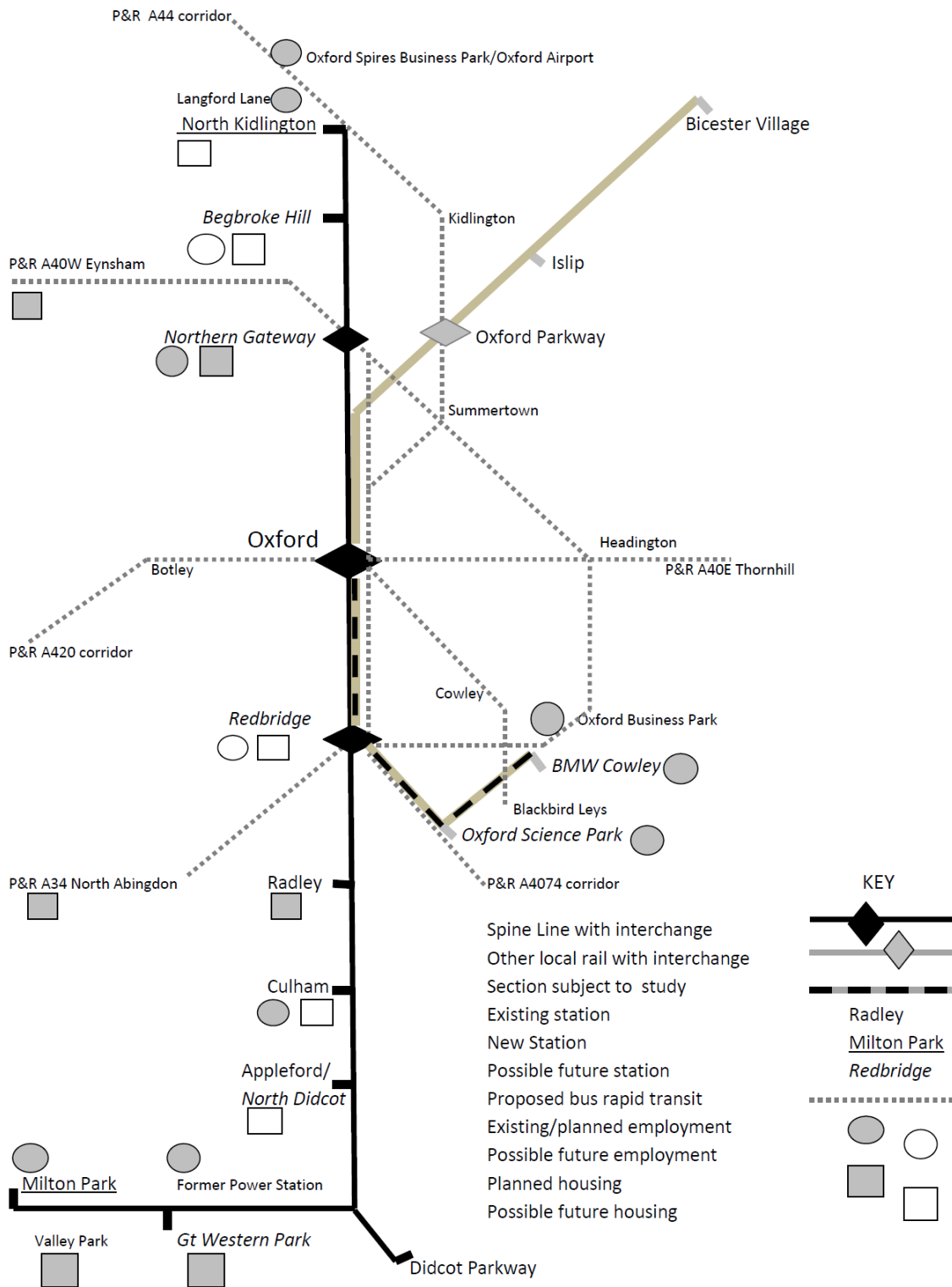
APPENDIX 7: EXTRACT FROM NATIONAL ROAD TRAFFIC PROJECTIONS 2022.

Exploring travel behaviour and pandemic impacts - Behavioural Change Scenario

35. 3.35 The Behavioural Change Scenario considers a future wherein people embrace new ways of working, shopping and travelling. Some important behavioural trends that were emerging prior to COVID-19 have been accelerated, in part by the COVID-19 pandemic. These include changes in the travel behaviour of young people, increased flexible working and increased online shopping.

36. 3.36 The Behavioural Change Scenario reduces trip rates with car and LGV trips being adjusted to reflect trends in flexible and remote working, online shopping, and reduced driving licence uptake by young people. These trends are adjusted to reflect an acceleration caused by the COVID-19 pandemic. All other values are consistent with the Core Scenario.

37. 3.37 In NTEM, driving licence holding and trip rates are adjusted to reflect the decreased uptake of driving licences by younger populations and the mostly downward trends in trip-making (some trip purposes see an increase, namely home-based holiday and day trips and, to a slight degree, home-based employer's business trips). There is also a downward adjustment for trip-making in 2020, 2021 and 2022. 2022 being 90% of 2019 person trip rates to account for the COVID-19 pandemic. The table below shows the cumulative adjustment to person trips rates by 2041. Note the increase in Holiday and Day Trip rates. The 2041 trip rates are then held constant until 2060.

'TOWARDS AN OXFORD METRO': Swift-Rail and Bus Rapid Transit

P&R A44 corridor

Oxford Spires Business Park/Oxford Airport

Langford Lane

North Kidlington

Begbroke Hill

P&R A40W Eynsham

Bicester Village

Kidlington

Islip

Northern Gateway

Oxford Parkway

Summertown

Oxford

Botley

Headington

P&R A40E Thornhill

P&R A420 corridor

Cowley

Oxford Business Park

Redbridge

BMW Cowley

Blackbird Leys

Oxford Science Park

P&R A34 North Abingdon

Radley

P&R A4074 corridor

Culham

Appleford/
North Didcot

Milton Park

Former Power Station

Valley Park

Gt Western Park

Didcot Parkway

KEY

Spine Line with interchange
Other local rail with interchange
Section subject to study
Existing station
New Station
Possible future station
Proposed bus rapid transit
Existing/planned employment
Possible future employment
Planned housing
Possible future housing

Radley
Milton Park
Redbridge

Stagecoach Supertram serves the city of Sheffield with three light rail routes covering 29km (50% of the system is on street running with mixed traffic). The tram network links five park and ride sites with the city centre and gives easy access to the rail station, shopping areas, both of Sheffield's prestigious universities, the Cathedral, sports arenas and many new popular entertainment venues.

Supertram is owned by South Yorkshire Passenger Transport Executive (SYPTE) and is operated and maintained by Stagecoach.

The Supertram network operates a fleet of 25 trams built by Siemens-Duewag of Dusseldorf, Germany in 1992. The trams are capable of carrying 88 seated and 155 standing passengers and are 40% low floor design, the vehicles have been specially designed for gradients as steep as 10%. From 2006 the trams were refurbished, and a new dedicated Supertram blue–based livery was launched, rolled out by 2008.

A tram-train extension to Rotherham opened in October 2018, supported by a fleet of seven Stadler Citylink Class 399 tram-trains in a UK first. This involves the tram- trains joining the heavy rail infrastructure near Meadowhall, and operating under Network Rail control through to Rotherham Central Station and a new stop at Rotherham Parkgate.

To: Members of the Cabinet

Notice of a Meeting of the Cabinet Tuesday, 15 October 2019 at 2.00 pm
Rooms 1&2 - County Hall, New Road, Oxford OX1 1ND

7. Didcot Garden Town Housing Infrastructure Fund (HIF)Heads of Terms/Contract (Pages 1 - 46)

Cabinet Member: Leader of the Council
Forward Plan Ref: 2019/122
Contact: Aron Wisdom – Major Projects Development Lead Tel: 07776 244856

Report by Assistant Director – Planning & Place (**CA7**).

Oxfordshire County Council has been successful in securing £218m of funding through the Housing Infrastructure Fund bid for four highway projects within the Didcot Garden Town area. Officers have negotiated a draft Heads of Terms which forms the basis of contract negotiations that, subject to satisfying pre-contract conditions, will release funding to Oxfordshire County Council. Officers are requesting approval to delegate authority to the Chief Executive, in consultation with the Leader of the Council and the Portfolio Holder for Environment, to conclude negotiations and approve the grant determination agreement (contract). Cabinet is also requested to approve the inclusion of all four projects into the Capital Programme with governance at appropriate board/programme level.

The Cabinet is RECOMMENDED to

(a) Subject to the confirmation from Homes England that the contract pre-conditions relating to South Oxfordshire District Council's Local Plan have been met, authorise the Chief Executive, in consultation with the Leader of the Council and the Cabinet Member for Environment to:

1. ***(i) approve any final detailed amendments of the drafted Heads of Terms.***
2. ***(ii) approve the grant determination agreement.***

2. ***(b) Subject to the satisfactory completion of recommendation (i.) approve the inclusion of all four projects into the Capital Programme and report the governance of these projects at a HIF1 programme level with an overall budget provision of £234m subject to the implementation of the grant determination agreement with Homes England.***

3. *(c) Note the draft Heads of Terms which form the basis for grant determination agreement between Homes England and Oxfordshire County Council for Didcot Garden Town Housing Infrastructure Fund Grant Award.*
4. *(d) Note the Assurance Framework which sets out the background to the Housing Infrastructure Funding process and establishes the approach to reporting and monitoring implementation*

To: Members of the Cabinet

Notice of a Meeting of the Cabinet

Tuesday, 19 December 2023 at 2.00 pm

Room 2&3 - County Hall, New Road, Oxford OX1 1ND

Transport

Statutory requirements

9.22 The county council supports the delivery of safe, reliable journeys, sustainably, while balancing the needs of the assets, network operation and customers using the resources available.

9.23 In response to the climate emergency Oxfordshire County Council has published its declaration, "Climate Action for a Thriving Oxfordshire" setting out our commitment to be a zero-carbon organisation by 2030, and fully playing our part in creating a zero carbon Oxfordshire.

9.24 The county council has a number of transport aims and objectives in order to meet the challenge of a cleaner, greener and more sustainable county. We aim to:

- Identify, deliver and promote interventions and infrastructure that seek to reduce the proportion of journeys made by private car by making the use of public transport, walking and cycling more attractive.
- Increase the number of children walking, cycling or using public transport to travel to school, helping to improve health, increase physical activity and improve air quality.

    Improve public health and wellbeing by increasing levels of walking and cycling, reducing transport emissions and continually reducing the number of people killed or seriously injured on Oxfordshire's roads.

- Procure and deliver the county council's passenger transport services ensuring not only that the county council discharges its statutory and discretionary transport duties but that – in partnership with commercial operators – attractive, safe and sustainable bus services are provided in areas of significant growth.

Future priorities

9.25 Major projects are a joint ambition for the county council with our partner authorities and central Government. Key strategic projects will be supported to deliver wider growth ambitions.

9.26 For Oxford, the councils have put forward bold plans to reduce traffic levels across Oxford and which will tackle congestion, improve air quality and will make bus journeys quicker and more reliable. It will also enable more road space to be reallocated for walking and cycling improvements. Key schemes include traffic filters, a workplace parking levy, Zero Emission Zone and a package of public transport, walking and cycling improvements. The councils aim to start implementation with a traffic filter trial through an ETRO process in 2024.

9.27 The Central Oxfordshire Travel Plan has now been approved and provides an update on the Oxford Transport Strategy, aligning it with the recently adopted Local Transport and Connectivity Plan. The Oxford LCWIP is a detailed 10-year plan which sets out how to improve cycling and walking in Oxford. The plan includes a target to increase cycling in Oxford by 50% by 2031 and the evidence of how this is to be achieved.

9.28 In southern Oxfordshire the transport priorities are to deliver major schemes in the Didcot area to support the growth across both district areas. The projects include widening the A4130, Science Bridge (a new bridge over the railway), Didcot to Culham river crossing and the Clifton Hampden bypass. These schemes have high quality walking and cycling routes integrated into them and will allow greater route choice for public transport.

9.29 As well as delivering major multi-modal schemes, we are also focussing on Local Cycling and Walking Infrastructure Plans (LCWIPs). The Abingdon LCWIP was approved by delegated decisions in February 2023. We are working with SODC to produce the Didcot LCWIP. We will also commission work on the Wantage & Grove and Thame LCWIPs in 23/24. By producing LCWIPs this will enable us to focus S106 and CIL spend on schemes contained within them as well as seeking developers to directly deliver schemes where appropriate. We will also undertake a study to set out what Science Vale Active Travel Network Phase 2 should look like – again with a view to securing relevant S106 monies towards the delivery.

9.30 In the Cherwell and West locality area there will be a focus on continuing to spend the small pots on important local schemes and the larger funding allocations are being used to match fund other funding sources, such as the Housing & Growth Deal. There is a clear focus on delivering for active travel modes and the s106 funding will be used to meet these objectives where possible.

9.31 The County Council will aim to spend S106 monies collected for traffic calming in the village of Drayton. Some of S106 money collected for the traffic calming

scheme has gone directly to the Vale of White Horse Distinct Council, via a bi-partite agreement. The County Council will work with the District Council to transfer these funds. The County Council is working with Drayton Parish Councils to identify key areas and schemes to be delivered in the village.

9.32 The County Council adopted an updated Local Transport Plan in July 2022. The updated strategy called the Local Transport and Connectivity Plan (LTCP), to better reflect our strategy both for digital infrastructure and for connecting the whole county.

9.33 The LTCP outlines our long-term vision for transport and travel in the county and the policies required to deliver this. The LTCP vision and policies will be used to influence and inform how we manage transport and the types of schemes we implement. .

9.34 The LTCP vision sets out that our goal is to deliver an inclusive and safe net-zero Oxfordshire transport system that enables all parts of the county to thrive. It will tackle inequality, be better for health, wellbeing and social inclusivity and have zero road fatalities or life-changing injuries.

9.35 It sets out that we plan to achieve this by reducing the need to travel, discouraging individual private vehicle journeys and making walking, cycling, public and shared transport the natural first choice.

9.36 The LTCP will be supported by a set of area and corridor strategies (to be developed in 2022/23) which will outline how the LTCP vision and outcomes are delivered across the county. They will create more detailed plans that can be used to guide future scheme development, funding bids, support and enable sustainable growth, responses to planning applications and developer contributions.

9.37 The economic and housing growth agenda for Oxfordshire will need to involve the creation of whole, new sustainable communities through 'place making', rather than just through provision of buildings and roads, if it is to be successful. The county council will continue to work with our local authority partners to achieve this.

9.38 The Council maintains and develops the council's Highway Asset Management Plan in line with governments 'Well Managed Highways' guidance and our Local Transport Plan. Programmes of work will be evidence driven using

data and local intelligence to ensure a balance of managing the asset and delivering local community needs is achieved.

9.39 The Council's expenditure on public transport services and infrastructure is expected to increase significantly in the next few years. In 2020/21 the Council spent in excess of £2.2m on S106-funded bus services. Infrastructure improvements, such as new and improved bus stops associated with development, are also taking place at an exponential level. The continued success of the county demands improvements to the bus network and the Council has been successful in obtaining significant S106 contributions to meet this objective.

8. Part 1: S106 contributions received

8.1 This part addresses the requirements set out in Schedule 2 of the Community Infrastructure Levy (Amendment) (England) (No. 2) Regulations 2019

The reported year is from 1st April 2022 to 31st March 2023.
The total amount of money to be provided under any planning obligations which were entered into during the reported year

8.2 The County Council entered into 68 legal agreements during the financial year 2022/23. The value of contributions to be provided from these totals £124,058,925 before uplifting following indexation. Indexation will be applied at the point of payment. These contributions may not yet have been paid to the County Council. They are calculated and requested at agreed trigger points (for example on the commencement of development or when a certain number of occupations is reached). This means that payments could be phased over a number of years.

8.3 £62,347,290 S106 funding was received in 2022/23. These contributions may either fund part or all of a project.

8.4 A large proportion of the funding received will fund new schools and school expansions to accommodate the increase in school aged children generated by new development. Funding also includes contributions for public transport, highway works, adult social care and library projects, amongst other things.

8.5 **Please see 'Appendix 2** - All new planning obligations entered into in 2022/23 for the full list of contributions.

Summary details of any non-monetary contributions to be provided under planning obligations which were entered into during the reported year

8.6 There are agreements where there is an option for direct delivery. Not all of these have exercised that option at this stage.

The total amount of money (received under any planning obligations) which was allocated but not spent during the reported year for funding infrastructure

8.7 The County Council allocates all funding received. The total amount allocated to be spent in later years, from funds received in 2022/23 is £52.9M

8.8 Where project funding comes from multiple sources or delivery of the project has a long lead-in period there is often a gap between funding allocation and spend.

The total amount of money (received under any planning obligations) which was spent by the authority (including transferring it to another person to spend)

8.9 The county council spent £28,217,632 from S106, £6.7m on Transport, during the reported year. This includes funding received in 2022/23 and earlier years.

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(ii) in relation to educational facilities, the number of school places for pupils which will be provided, and the category of school at which they will be provided.

Total Spend	£m
Education	18.4
Libraries	0.4
Transport (inc bus services) Countryside.	6.7
Waste	0.1
Minerals sites	0.1
Other*	2.5
Total	**£28.6m**

HIF1 TOTAL COSTS.

1. **A4130 Dualling** – Dualling the A4130 from the Milton Gate Junction eastwards to the 'old 4130 roundabout' including pedestrian and cycling infrastructure. **Total cost £22m.**

2. **Didcot Science Bridge** – A new road link from the new dualled section of the A4130, over the A4130, Great Western Mainline and Milton Road connecting back to the A4130 north of the roundabout, including pedestrian and cycling infrastructure. **Total Cost £57,995,000**.
Part funded by S106 with forward funding from Housing Infrastructure Fund.

3. **Didcot to Culham River Crossing** – a new road including two new bridges, one over the River Thames and one over a private railway siding, between Didcot's A4130 Northern Perimeter Road Collett Roundabout to the A415 west of Culham Science Centre. The proposal also includes the provision of new and improved pedestrian and cycling facilities. **Total cost £125,947,000.** Part funded by S106 with forward funding from Housing Infrastructure Fund.

4. **Clifton Hampden Bypass**-a new road between the A415, Abingdon Road, at the Culham Science Centre and B4015, Oxford Road, north of Clifton Hampden Village. Including the provision of new and improved pedestrian and cycling facilities. **Total cost £27,844,000.** Part funded by S106 with forward funding from Housing Infrastructure Fund

END OF APPENDICES.