

**EVIDENCE BASE**

**STUDY OF ACTIVE TRAVEL  
FOR ALLOCATIONS  
(DECIDE AND PROVIDE)**

**Joint Local Plan**

Pre-submission Publication Version  
(Regulation 19)



# Version Tracker

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# Contents

1. Introduction.....	4
2. Map Key .....	5
3. The Allocations.....	7

# Figures

Figure 1 - Land at Berinsfield Garden Village.....	8
Figure 2 – Land Adjacent to Culham Science Centre .....	10
Figure 3 - Land South of Grenoble Road.....	12
Figure 4 – Land at Northfield .....	15
Figure 5 – Rich’s Sidings and Broadway.....	17
Figure 6 – Didcot Gateway.....	18
Figure 7 – Vauxhall Barracks .....	20
Figure 8 – North West of Grove.....	22
Figure 9 – North West of Valley Park.....	24
Figure 10 – Land at Dalton Barracks Garden Village.....	26

# 1. Introduction

- 1.1.1 This document sets out a qualitative review of active travel (walking and cycling) for some of the planned growth locations in the districts. The review considers allocations in the emerging Joint Local Plan where access has not yet been agreed between the site promoters, relevant district council, and Oxfordshire County Council.
- 1.1.2 As identified in the Existing Transport Conditions Report, the traffic modelling exercise (see South & Vale Modelling Report produced by AtkinsRéalis) provides an assessment of constrained sections of the highway network from current and future traffic flows only. It thus does not allow for review of modal change, capacity, or connectivity by walking and cycling.
- 1.1.3 Infrastructure policies drafted for the Joint Local Plan (IN2 & IN3) seek to ensure active travel provision is provided within the allocations themselves, however connections between these and the wider walking and cycling network is the key focus for this review, with more strategic journeys also considered.

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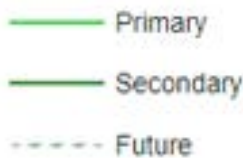
## 2. Map Key

2.1.1 The map key and associated descriptions used for all the figures in this document are provided below to maximise figure legibility. All figures are also shown with north at the top.

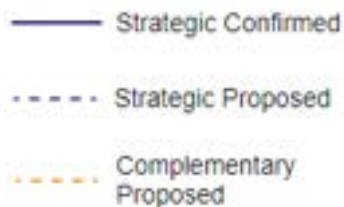
- Allocations – areas identified for employment and housing allocations as listed above.



- Local Cycling and Walking Infrastructure Plans (LCWIPs) – routes from Abingdon and Didcot LCWIPs for walking and cycling arranged into: primary, secondary, and future routes.





- Strategic Active Travel Network (SATN) – routes from OCC's SATN project arranged into: strategic confirmed, strategic proposed, and complementary proposed.



- National Cycle Network – routes identified by Sustrans.



- Wilts and Berks Canal – routes identified for the historical route of the canal either safeguarded for canal restoration and active travel provision arranged into: historic route for canal and towpath, new route for canal and towpath, and historic route for active travel.

-  Historic route safeguarded for canal restoration
-  New route safeguarded for canal restoration
-  Historic route safeguarded for active travel

- National Trails – routes for the Thames Path and Ridgeway.

-  Thames Path
-  The Ridgeway





- Recreational routes – a range of routes recognised on Ordnance Survey maps.

-  The Chiltern Way
-  D'Arcy Dalton Way
-  Oxford Green Belt Way
-  Oxfordshire Way
-  Shakespeare's Way
-  Swan's Way
-  Vale Way

- Land safeguarded for transport schemes – areas or corridors that are safeguarded for future transport schemes.



- Public Right of Way Network – routes which provide public access arranged into: footpath, bridleway, byway open to all traffic, restricted byway and other routes with public access.

-  Footpath
-  Bridleway
-  Byway open to all traffic
-  Restricted byway (not normally shown in urban areas)

## **3. The Allocations**

3.1.1 The JLP allocations considered in this review are as follows:

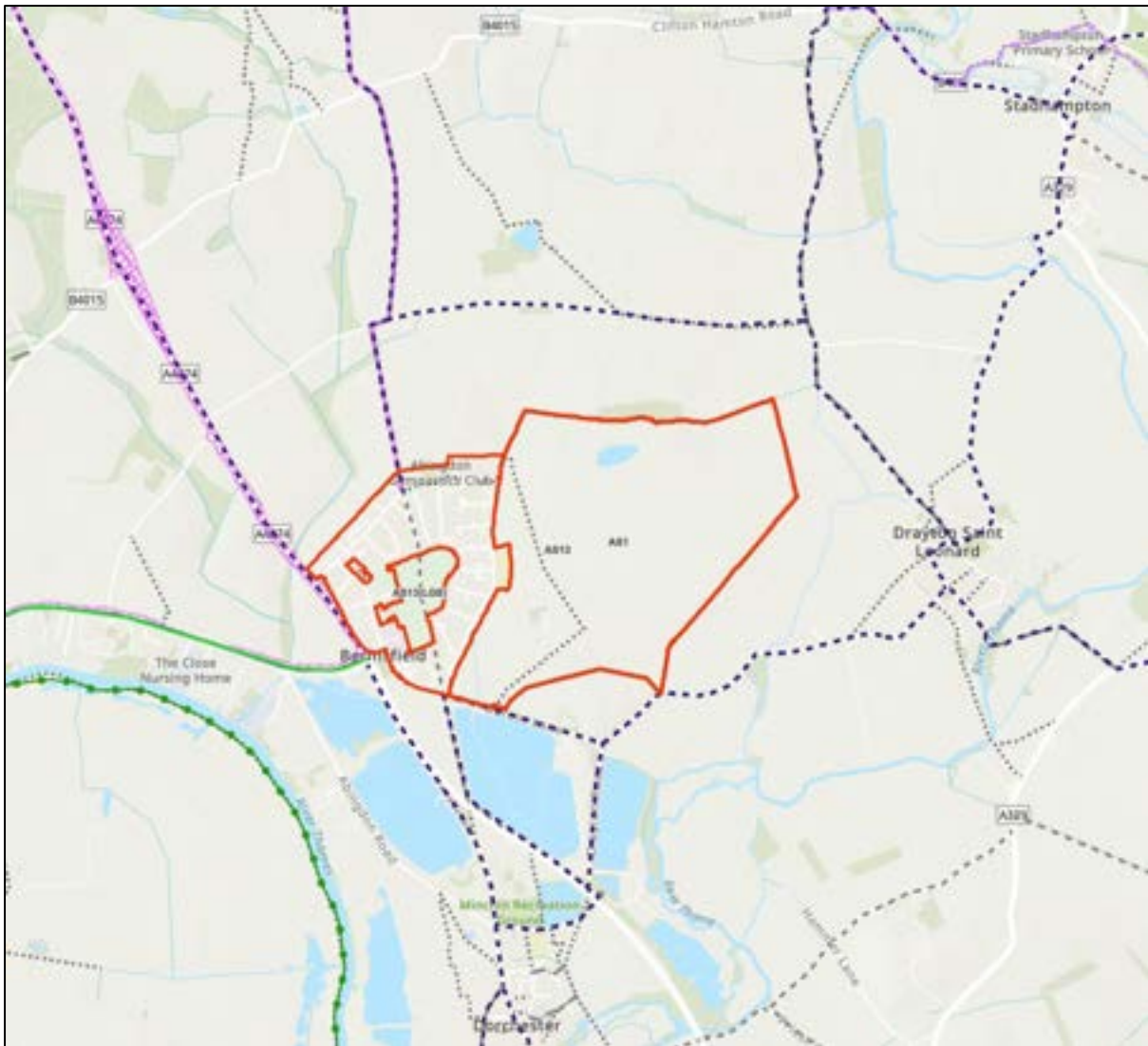
- Policy AS1: Land at Berinsfield Garden Village
- Policy AS2: Land Adjacent to Culham Campus
- Policy AS3: Land South of Grenoble Road
- Policy AS4: Land at Northfield
- Policy AS6: Rich's Sidings and Broadway
- Policy AS7: Didcot Gateway
- Policy AS16: Vauxhall Barracks
- Policy AS8: North West of Grove
- Policy AS9: North West of Valley Park
- Policy AS10: Land at Dalton Barracks Garden Village

3.1.2 Each allocation is reviewed in turn with mapping shown for each that depicts the allocation alongside a range of existing, as well as future proposed, transport infrastructure in the vicinity of the allocation. The map layers comprise South and Vale JLP data, as well as Local Transport and Connectivity Plan mapping courtesy of Oxfordshire County Council.

3.1.3 We have not assessed Policy AS5: Land at Bayswater Brook as this planning application is significantly advanced, and we expect South Oxfordshire District Council will resolve to grant planning permission prior to the examination of the JLP.

## 3.2 Land at Berinsfield Garden Village

- 3.2.1 This allocation seeks to provide approximately 1,700 new homes, other accommodation requirements, 60 units of extra care housing with care for older people, between 6 and 10 pitches for gypsies and travellers, and 5 hectares of employment land, alongside supporting services and facilities.



*Figure 1 - Land at Berinsfield Garden Village*

- 3.2.2 Review of the active travel connections between the allocation and the wider walking and cycling network (existing and planned) in Figure 1 identified the following existing opportunities and missing links.



*Existing opportunities:*

- SATN strategic proposed routes and associated transport safeguarding routes seek to connect the existing Berinsfield village with Oxford via the A4074 and Marsh Baldon;
- SATN strategic proposed routes are also sought to provide a network of routes across the area, providing east-west journeys to the north and south of the allocation, as well as north-south journeys to the east and south of the allocation;
- Abingdon LCWIP, Didcot LCWIP, SATN and associated transport safeguarding all seek to connect the existing Berinsfield with Culham and Abingdon along the A415; and
- A mix of PROW routes are available which extend from the north to east and south-east of the allocation, as well as through Berinsfield, the allocation itself and to the south-west.

*Missing links:*

- Missing active travel connection to the north for strategic routes on the PROW network connecting to locations such as Oxford;
- Missing active travel connection to the east for the PROW network to Drayton Saint Leonard and other locations; and
- Missing active travel connection to the south for access to recreational facilities at Queenford Lakes.

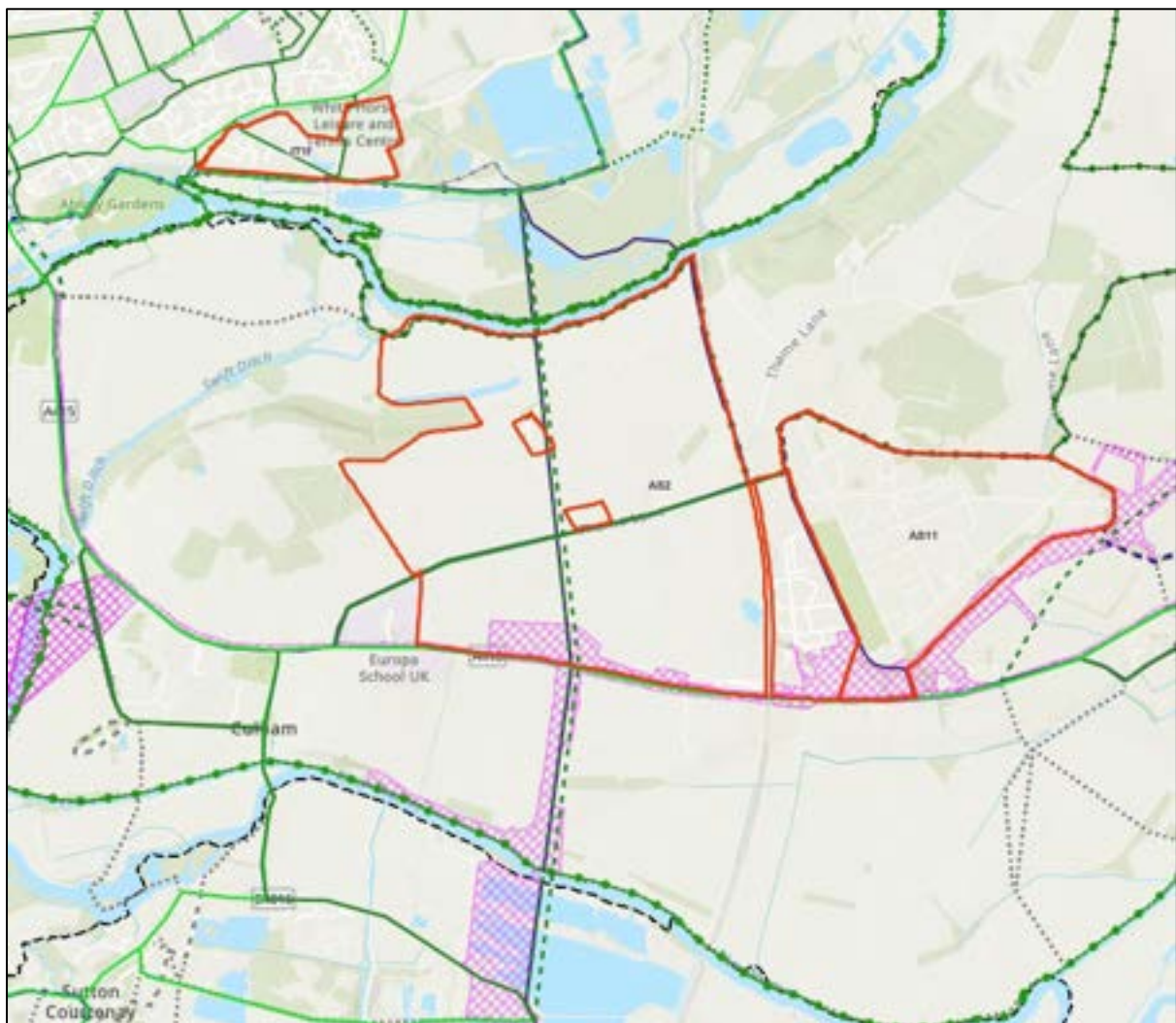
3.2.3 The allocation policy (AS1) wording for the Regulation 19 consultation has been revised to include these considerations as follows:

3.2.4 *“Enhancements to the public rights of way (PROW) network on and off site, including a new walking and cycling route between the proposed allocation and PROW to the north (route 126/2/10) and east (route 193/2/30), these existing footpaths may require changes to enable cycling. Additionally, safe*

*road crossing and active travel infrastructure provision is to be provided for access to leisure facilities at Queenford Lakes”.*

### **3.3 Land Adjacent to Culham Campus**

3.3.1 This allocation seeks to provide approximately 3,500 new homes, 60 units of extra care housing with care for older people, between 6 and 10 pitches for gypsies and travellers alongside supporting services and facilities.



*Figure 2 – Land Adjacent to Culham Campus*

3.3.1 Review of the active travel connections between the allocation and the wider walking and cycling network (existing and planned) in Figure 2 identified the following existing opportunities and missing links.

*Existing opportunities:*

- Transport safeguarded schemes to the south, south-east and south-west of the allocation will provide access to Didcot, Clifton Hampden, and Drayton respectively;
- As per the Berinsfield allocation Abingdon LCWIP, Didcot LCWIP, SATN and transport safeguarding all seek to connect Culham eastward for Berinsfield and westward for Abingdon, along the A415;
- Abingdon LCWIP, Didcot LCWIP, and SATN also seek to provide north-south and east-west corridors for active travel through the allocation;
- Strategic PROW network routes extend along the north-eastern and northern boundaries of the allocation forming part of the Oxford Green Belt Way and Thames Path and provide access to Abingdon.

*Missing links:*

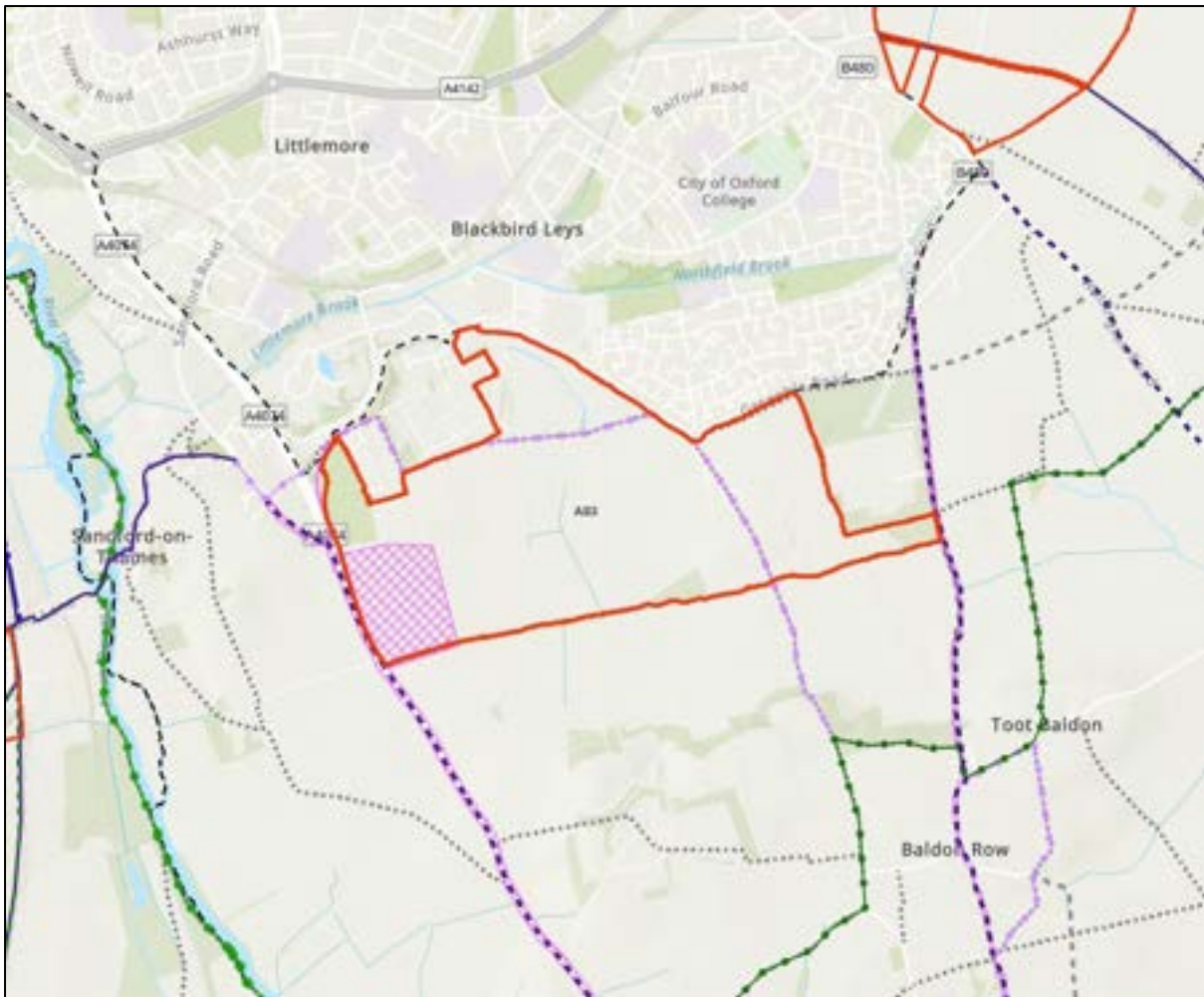
- Restrictions to east-west routes between the allocation and neighbouring allocation to the east due to the railway line bordering the eastern boundary; and
- Promotion needed for proximity of the allocation to the Oxford Green Belt Way.

3.3.2 The allocation policy (AS2) wording for the Regulation 19 consultation has been revised to include these considerations as follows:

3.3.3 *Enhancements to the public rights of way network on and off site, including across the railway from the east and west of the site and waymarking opportunities to access Oxford Green Belt Way.*

## 3.4 Land South of Grenoble Road

- 3.4.1 This allocation seeks to provide approximately 3,000 new homes, 60 units of extra care housing with care for older people, between 6 and 10 pitches for gypsies and travellers, and 10 hectares of additional employment land, alongside supporting services and facilities.



*Figure 3 - Land South of Grenoble Road*

- 3.4.2 Review of the active travel connections between the allocation and the wider walking and cycling network (existing and planned) in Figure 3 identified the following existing opportunities and missing links.

*Existing opportunities:*

- SATN and a transport safeguarding schemes extend along the eastern and western boundaries of the allocation which seek to improve access north-south for Oxford and Berinsfield.
- PROW footpaths extend in an east-west orientation to the south of the allocation and a north-south orientation to the west of the allocation which connect the Thames Path and north-south transport safeguarding routes.
- Further PROW footpaths provide a variety of routes to the east of the allocation for Garsington and Stadhampton.
- Strategic PROW routes extend through and near the allocation. Shakespeare's Way passes through the northern and eastern parts of the allocation and provides access to Stanford-on-Thames and western Oxford, as well as south-east for the Baldons and further afield for Standhampton. Oxford Green Belt Way extends northwards and south-westward to the south-east of the allocation providing access to Garsington, Culham and Abingdon;
- To the west of the allocation, the SATN network routes around Kennington for access to Radley to the south and western Oxford to the north.

*Missing links:*

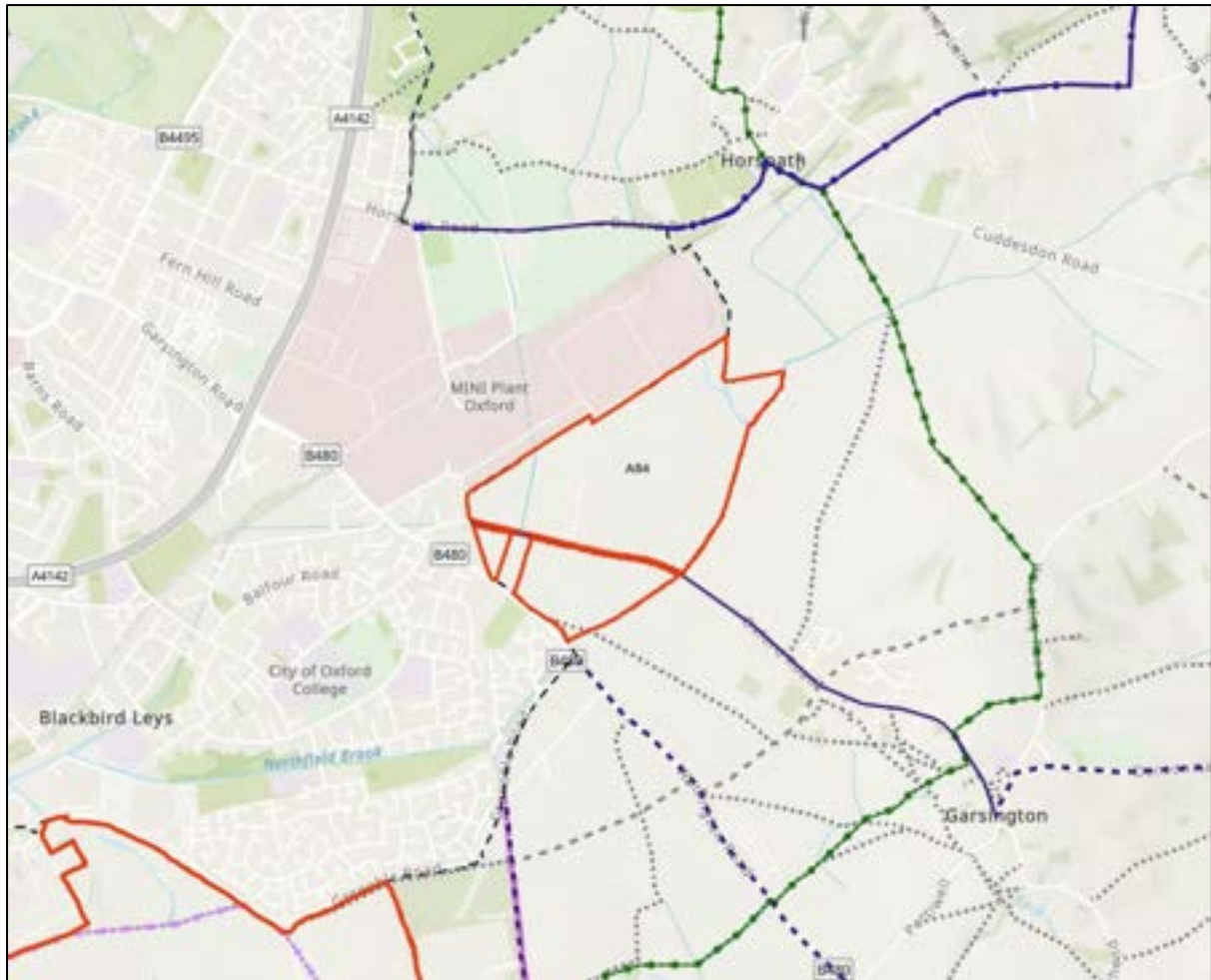
- Missing active travel connection to the east for the Oxford Green Belt Way;
- Recreational route called Shakespeare's Way to be promoted which extends through the allocation; and
- Improvements identified for PROW connection between SATN route to the east of the allocation and B480.

3.4.3 The allocation policy (AS3) wording for the Regulation 19 consultation has been revised to include these considerations as follows:

3.4.4 *Provision of new and enhanced existing public rights of way routes, including access eastwards (route 223/39/10) to connect with the Oxford Green Belt Way, improved access to Oxford City (route 320B/1/10), as well as promotion of and wayfinding for Shakespeare's Way which runs through the site.*

## **3.5 Land at Northfield**

3.5.1 This allocation seeks to provide approximately 1,800 new, 60 units of extra care housing with care for older people, between 6 and 10 pitches for gypsies and travellers alongside supporting services and facilities.



*Figure 4 – Land at Northfield*

3.5.2 Review of the active travel connections between the allocation and the wider walking and cycling network (existing and planned) in Figure 4 identified the following existing opportunities and missing links.

*Existing opportunities:*

- The SATN network will provide good links to the south-east for Little Milton and Stadhampton, as well as to a network of PROW network routes to the south-east of the allocation.
- Oxford Green Belt Way skirts the allocation providing access north to eastern Oxford and south-west to Culham.
- The allocation is well connected with southern Oxford with direct connections with existing pavements on Oxford Road and Watlington

Road (B480). However, the northern boundary of the allocation is bound by an employment site which will remain a barrier to active travel.

*Missing links:*

- Missing active travel connection to the north-east for the Oxford Green Belt Way.

3.5.3 The allocation policy (AS4) wording for the Regulation 19 consultation has been revised to include these considerations as follows:

3.5.4 *Provision of new and enhanced existing public rights of way routes, including a connection and improvements to the Oxford Green Belt Way to and from the north-east of the site.*

## **3.6 Rich's Sidings and Broadway**

3.6.1 This allocation seeks to provide approximately 100 homes alongside supporting services and facilities.





Figure 5 – Rich's Sidings and Broadway

3.6.2 Review of the active travel connections between the allocation and the wider walking and cycling network (existing and planned) in Figure 5 identified the following existing opportunities and missing links.

*Existing opportunities:*

- Active travel connections are well documented for the allocation, which sits within the Didcot LCWIP. The LCWIP routes provide good connections to residential and commercial locations in and around Didcot;
- National Cycle Network route No. 544 passes the allocation to the north; and
- Transport safeguarding for Didcot Central Corridor extends along the northern boundary of the allocation.

*Missing links:*

- Connections to the Didcot LCWIP network; and
- Connections to the National Cycle Network.

3.6.3 The allocation policy (AS6) wording for the Regulation 19 consultation has been revised to include these considerations as follows:

3.6.4 *Contributions towards or direct delivery of, a network of safe and attractive walking and cycling routes as identified in the Didcot LCWIP, including a pedestrian crossing to the east of Station Road and enhancement of links to the National Cycle Network routes No.5 and No.544.*

## 3.7 Didcot Gateway

3.7.1 This allocation seeks to provide approximately 200 new homes alongside supporting services and facilities.

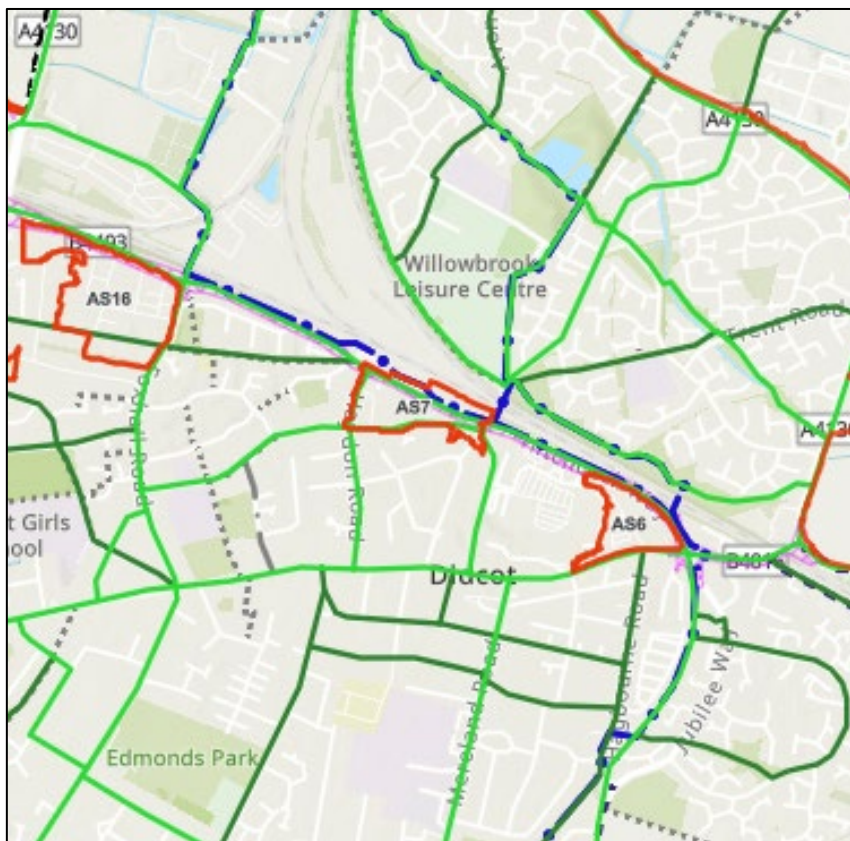


Figure 6 – Didcot Gateway

3.7.2 Review of the active travel connections between the allocation and the wider walking and cycling network (existing and planned) in Figure 6 identified the following existing opportunities and missing links.

*Existing opportunities:*

- Active travel connections are well documented for the allocation, which sits within the Didcot LCWIP. The LCWIP routes provide good connections to residential and commercial locations in and around Didcot;
- National Cycle Network route No. 5 passes the allocation to the north; and
- Transport safeguarding for Didcot Central Corridor extends along the northern boundary of the allocation.

*Missing links:*

- Connections to the Didcot LCWIP network; and
- Connections to the National Cycle Network.

3.7.3 The allocation policy (AS7) wording for the Regulation 19 consultation has been revised to include these considerations as follows:

3.7.4 *Contributions towards, or direct delivery of, a network of safe and attractive walking and cycling routes as identified in the Didcot LCWIP and enhancement of links to the National Cycle Network routes No. 5 and No. 544.*

## **3.8 Vauxhall Barracks**

3.8.1 This allocation seeks to provide approximately 300 new homes and supporting services and facilities.

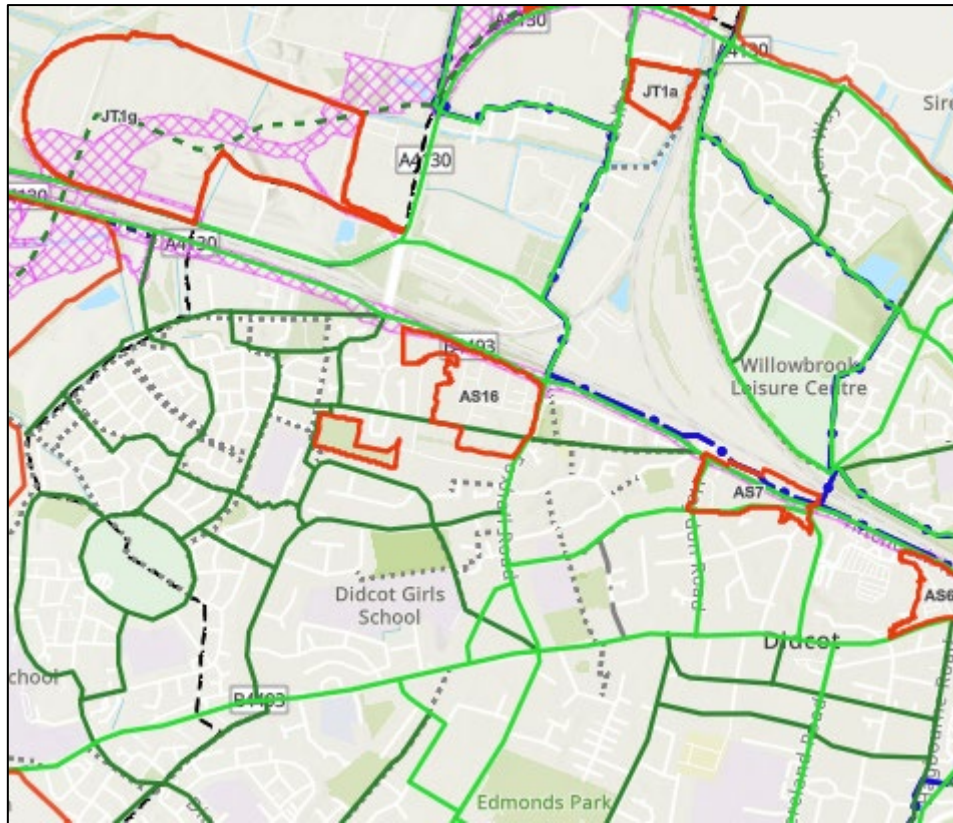


Figure 7 – Vauxhall Barracks

3.8.2 Review of the active travel connections between the allocation and the wider walking and cycling network (existing and planned) in Figure 7 identified the following existing opportunities and missing links.

*Existing opportunities:*

- Active travel connections are well documented for the allocation, which sits within the Didcot LCWIP. The LCWIP routes provide good connections to residential and commercial locations in and around Didcot;
- National Cycle Network route No. 5 passes the north-eastern corner of the allocation; and
- Transport safeguarding for Didcot Central Corridor extends along the northern boundary of the allocation.

*Missing links:*

- Connections to the Didcot LCWIP network; and
- Connections to the National Cycle Network.

3.8.3 The allocation policy (AS16) wording for the Regulation 19 consultation has been revised to include these considerations as follows:

3.8.4 *Contribute to a network of safe and attractive walking and cycling routes as identified in the Didcot LCWIP and enhancement of links to the National Cycle Network routes No. 5 and No. 544.*

## **3.9 North West of Grove**

3.9.1 This allocation seeks to provide approximately 600 new homes and 60 units of extra care housing with care for older people alongside supporting services and facilities.

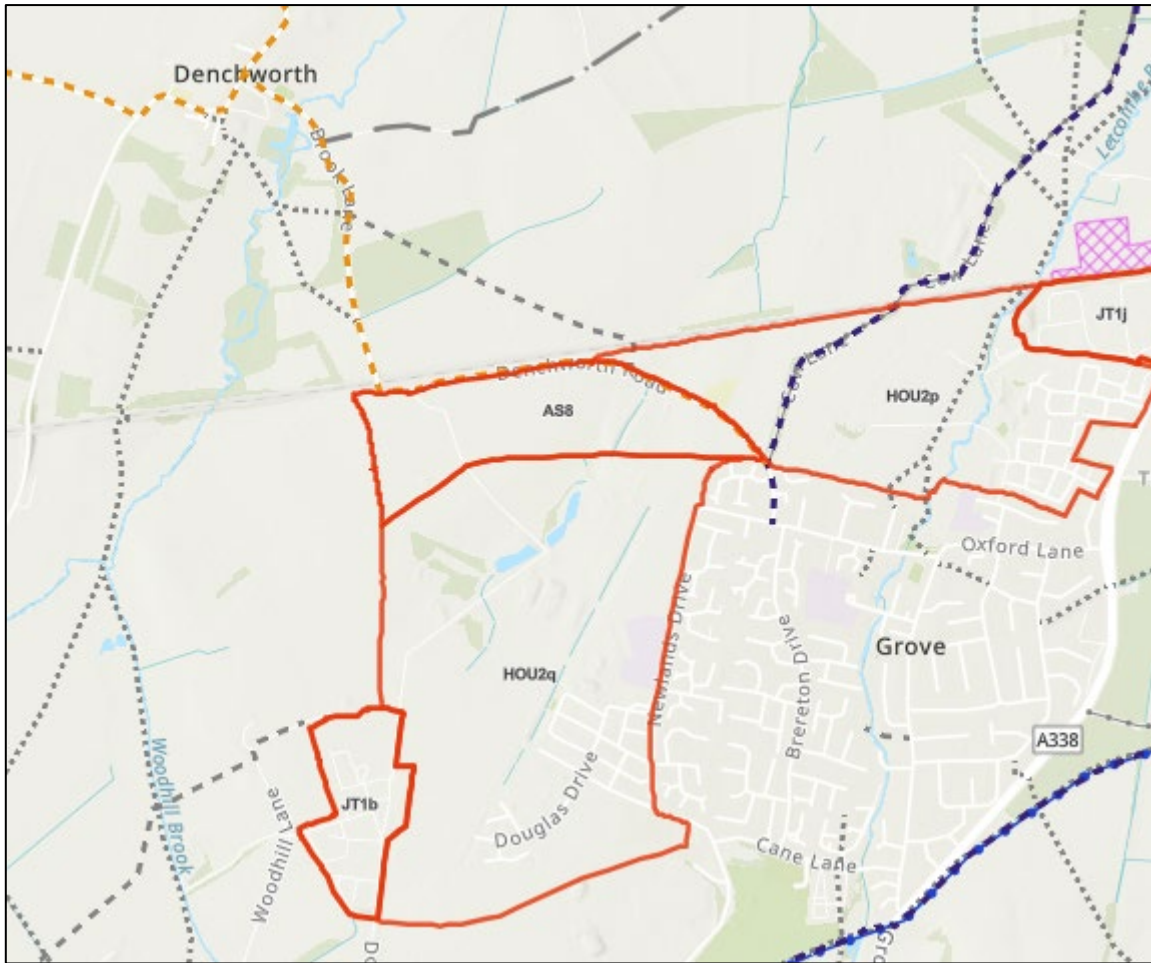


Figure 8 – North West of Grove

3.9.2 Review of the active travel connections between the allocation and the wider walking and cycling network (existing and planned) in Figure 8 identified the following existing opportunities and missing links.

*Existing opportunities:*

- The allocation is bound by further housing allocations, which already seek to enable good active travel permeability; and
- The SATN network seeks to extend active travel opportunities northwards from the north-western corner of the allocation for Denchworth, as well as north-eastern journeys from the allocation towards East Hanney and West Hanney.

*Missing links:*

- Restrictions to north-south routes between the allocation and PROW network to the north due to the railway line bordering the northern boundary.

3.9.3 The allocation policy (AS8) wording for the Regulation 19 consultation has been revised to include these considerations as follows:

3.9.4 *Provision of new, and enhancement to existing, walking and cycling routes connecting with the existing settlement of Grove, and the adjacent allocations of Grove Airfield and Monks Farm, nearby secondary schools, and north of the railway line.*

## **3.10 North West of Valley Park**

3.10.1 This allocation seeks to provide approximately 800 new homes, 90 units of extra care housing with care for older people, between 6 and 10 pitches for gypsies and travellers alongside supporting services and facilities.

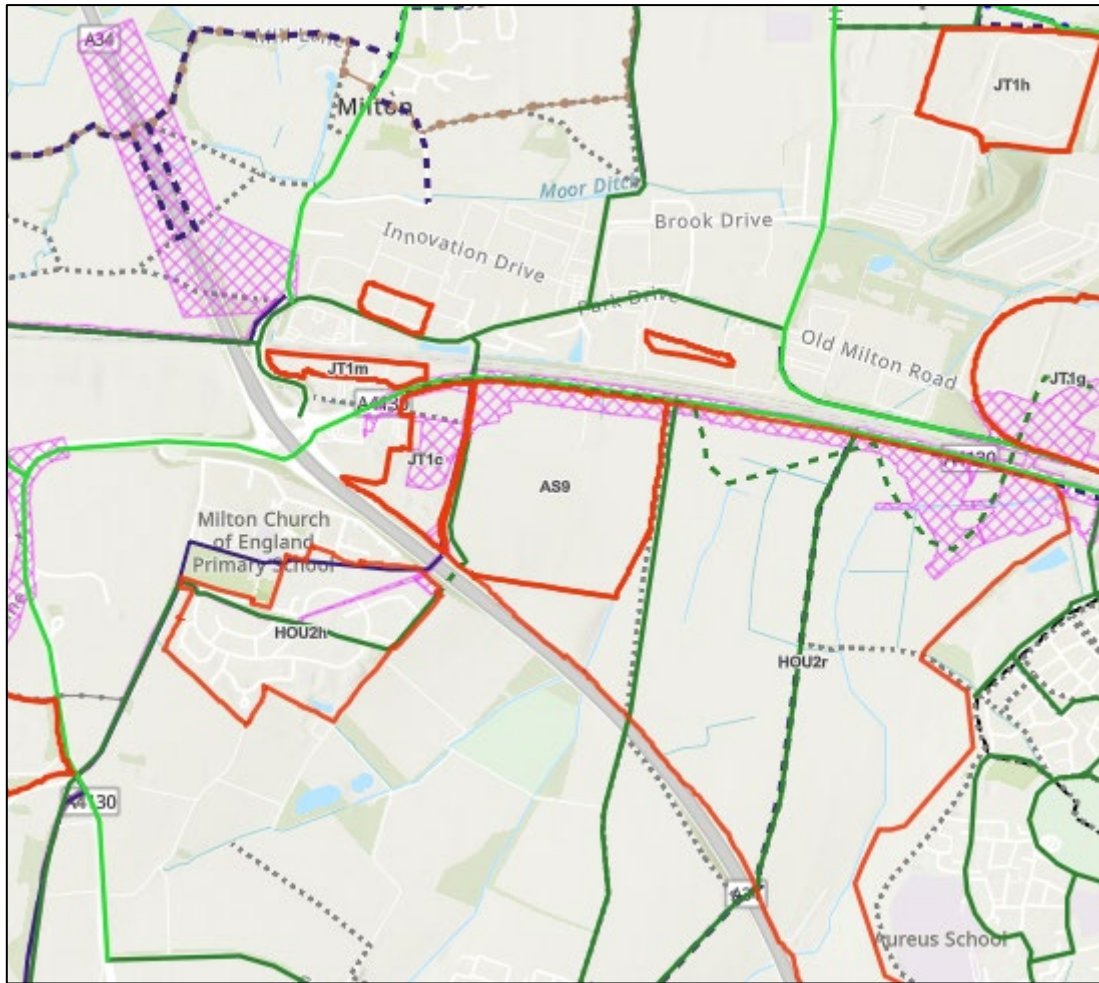


Figure 9 – North West of Valley Park

3.10.2 Review of the active travel connections between the allocation and the wider walking and cycling network (existing and planned) in Figure 9 identified the following existing opportunities and missing links.

*Existing opportunities:*

- Active travel connections are well documented for the allocation, which sits within the western extent of the Didcot LCWIP. The LCWIP routes provide good connections into central Didcot, as well as Steventon and Milton; and
- Transport safeguarding for A4130 Widening, which forms part of the Housing Infrastructure Fund 1 schemes, extends along the northern boundary of the allocation. Further transport safeguarding is provided at



the south-western corner of the allocation, which is sought to provide an active travel crossing for the A34 for Milton Heights.

*Missing links:*

- A good network of active travel connections for the allocation that run along its northern, eastern, and western boundaries, with a safeguarded active travel route over the A34 to the south-west.

3.10.3 The allocation policy (AS9) wording was not changed from this review.

## **3.11 Land at Dalton Barracks Garden Village**

3.11.1 This allocation seeks to provide approximately 2,750 new homes, 180 units of extra care housing with care for older people and between 6 and 10 pitches for gypsies and travellers, alongside supporting services and facilities.

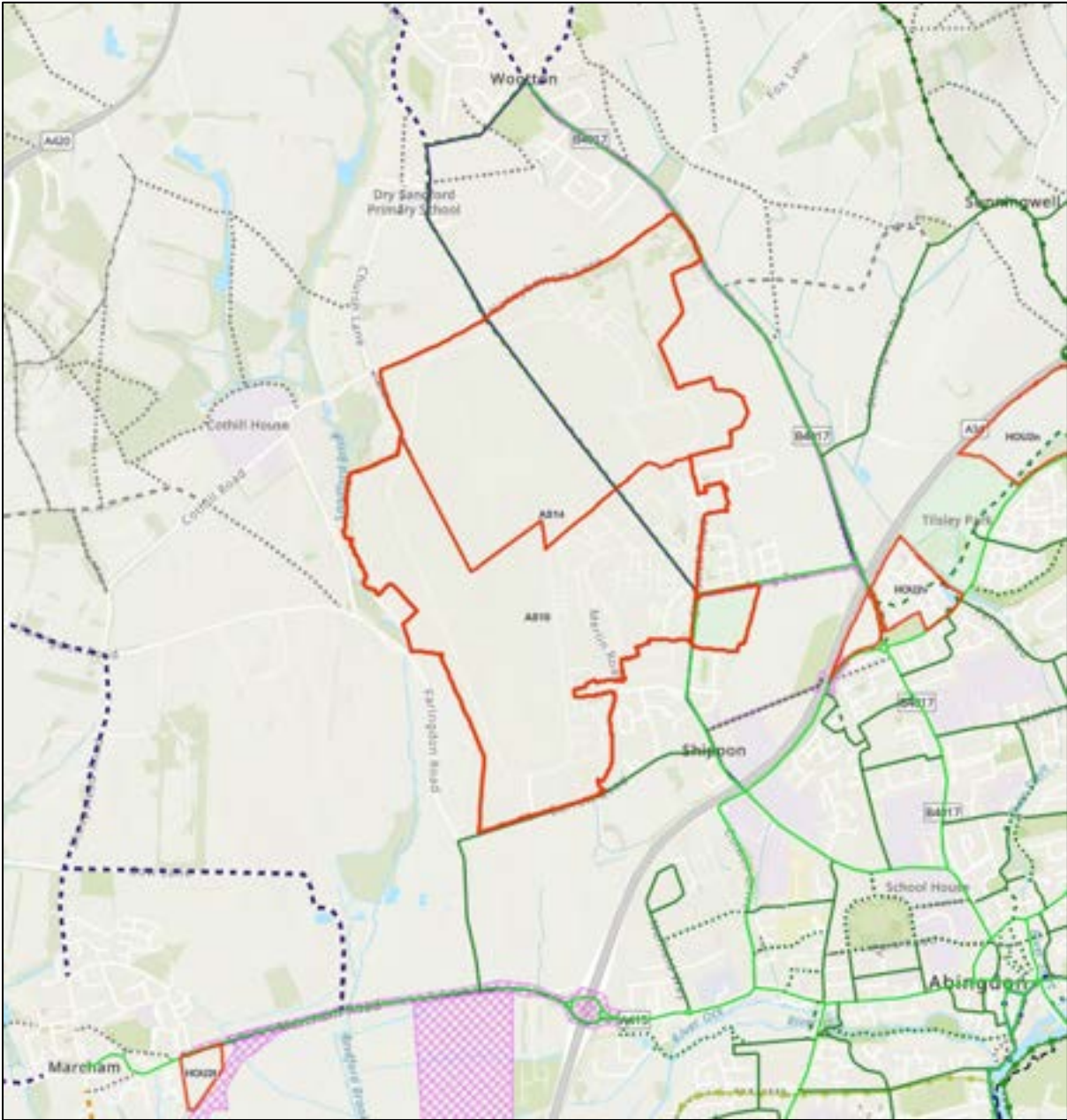


Figure 10 – Land at Dalton Barracks Garden Village

3.11.2 Review of the active travel connections between the allocation and the wider walking and cycling network (existing and planned) in Figure identified the following existing opportunities and missing links.

*Existing opportunities:*

- The LCWIP and SATN routes extend through the centre of the allocation between Shippon and Wootton.

- Two Transport safeguarding and Abingdon LCWIP routes are identified to the south-east of the allocation providing good active travel permeability between the allocation and Abingdon;
- A further transport safeguarding, Abingdon LCWIP and SATN route is shown along the Wootton Road to the east of the allocation for connections between Abingdon and Wootton; and
- The Abingdon LCWIP route to the south-west of the allocation will provide access to the A415 transport safeguarding for Abingdon to Marcham SATN route, as well as the Southern Abingdon Movement Corridor transport safeguarding.

*Missing links:*

- Missing links are present to the north-west of the allocation however there are recreational impact restrictions imposed by the Cothill Fen Special Area of Conservation which limit identification of opportunities in that area.
- Connections to the Abingdon LCWIP network.

3.11.3 The allocation policy (AS10) wording for the Regulation 19 consultation has been revised to include these considerations as follows:

3.11.4 *Contribute to a network of safe and attractive walking and cycling routes as identified in the Abingdon LCWIP.*

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