

TOPIC PAPER

TRANSPORT SAFEGUARDING

Joint Local Plan

Preferred Options Consultation
(Regulation 18 Part 2)



This topic paper supports the Joint Local Plan 2041.

We have prepared topic papers to present a coordinated view of the evidence that has been considered in drafting the Joint Local Plan 2041. We hope this will make it easier to understand how we have reached our current position.

The topic papers will be revised following the 'Preferred Options' consultation to inform the next stage of plan preparation, which is known as the 'Publication' stage. Final versions of the topic papers will be published alongside this final stage, which is timetabled for publication in Autumn 2024.

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1. Introduction

- 1.1. This topic paper is one of a series of papers supporting South Oxfordshire and Vale of White Horse's Draft Joint Local Plan (Preferred Options) consultation (JLP). The topic papers provide supporting information which is used to shape the draft plan. Where relevant, they highlight national and local guidance to explain how the various plan-making requirements have been addressed and how they have influenced the emerging plan.
- 1.2. Topic papers do not contain any policies, proposals, site allocations or new evidence and should be read as explanatory supporting documents.
- 1.3. This topic paper sets out the safeguarded schemes for transport infrastructure included in the adopted South Oxfordshire Local Plan 2035 (SODC LP) and Vale of White Horse Local Plan 2031 Parts 1 (VOWH LP Part 1) & 2 (VOWH LP Part 2). This paper describes the function of each safeguarded scheme and sets out whether it is proposed to retain, revise, or remove these schemes in the draft plan.
- 1.4. We will consider the inclusion of new safeguarded schemes at a later stage of the JLP development. This may include safeguarding of historic railway lines for re-use as public transport corridors or for active travel, and routes from the emerging Strategic Active Travel Network being developed as part of Oxfordshire County Council's Local Transport and Connectivity Plan Part 2 elements.

2. Policy context

NATIONAL POLICY

- 2.1. The National Planning Policy Framework (September 2023) states that *“transport issues should be considered from the earliest stages of plan-making, so that: the potential impacts of development on transport networks can be addressed”* and *“opportunities to promote walking, cycling and public transport use are identified and pursued”*.
- 2.2. *“Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.”*
- 2.3. *“Planning policies should [...] identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development.”*
- 2.4. Department for Transport (DfT) has developed an ambitious Transport Decarbonisation Plan “Decarbonising Transport: A Better, Greener Britain” (July 2021) to aid achieving net zero emissions across all modes of transport. The key themes of the DfT plan are:
 - Accelerating modal shift from car to public and active transport:
 - Public transport and active travel as natural first choice for daily activities,
 - Comprehensive and widely available net zero public transport network, and,
 - Fewer daily car journeys with new technology helping to reduce the carbon footprint of required car journeys.
 - Decarbonising Road Transport
 - Phase out sale of new non-zero emissions road vehicles by 2040,
 - Regulatory framework and transitional support packages, and,
 - Removing infrastructure related barriers to zero emission transition.

- Decarbonising how we get our goods
 - Pioneer new zero emissions technology for freight
 - Freight mode shift away from road and air, and efficiency enhancements through technology
 - Decarbonising last mile transport.
- 2.5. Safeguarding for transport infrastructure supports the need to provide a genuine choice of travel through preventing new development from obstructing future transport infrastructure provision. Retained and revised safeguarded transport schemes will ensure all modes of travel are considered to address the modal shift and emissions targets.

REGIONAL POLICY

- 2.6. The sub-national transport body England's Economic Heartland (EEH) extends from Swindon to Cambridgeshire and Peterborough to Hertfordshire, and thus incorporates South Oxfordshire and Vale of White Horse districts. The organisation is designed to plan and promote transport infrastructure and policy framework to improve the region's economic potential while reducing the transport system's impact on the environment.
- 2.7. EEH are currently working on a connectivity study which extends between Swindon – Didcot – Oxford. The study will collate a number of 'interventions' to address the strategic needs of the area, achieve net zero emissions, improve quality of life and wellbeing, support the regional economy, and ensure efficient movement of people and goods through the region.
- 2.8. Once complete the EEH connectivity study work will provide supporting information for the development of the Joint Local Plan's transport evidence base.

LOCAL POLICY

- 2.9. Oxfordshire County Council's Local Transport and Connectivity Plan vision document (LTCP Part 1) was adopted in July 2022 and outlines a long-term vision for transport and travel across Oxfordshire to 2050. The vision seeks to deliver an inclusive and safe net-zero transport system that will tackle inequality and improve

health and wellbeing. Vision Zero is one of the LTCP's policies which seeks to get to zero road fatalities or life-changing injuries on Oxfordshire's transport system. The LTCP also seeks to achieve improvements to air quality and to reduce the need to travel and reduce private car use. The Local Transport and Connectivity Plan Part 2 (LTCP Part 2) will action a range of the policies that are set out in the vision i.e. undertake the work required to achieve policies set out in LTCP Part 1.

- 2.10. The LTCP brings a new approach to travel planning. Historically transport planners would use the Predict and Provide Approach, where existing transport characteristics for an area would be used to estimate the travel demands for a new development. This tends to result in a car-centric assessment, with increases to highway capacity for more cars being given priority, without considering the economies of scale that support travel by public transport, while travel by walking, wheeling, and cycling can also be overlooked. The new approach is known as the Decide and Provide Approach (or Vision and Validate), whereby transport planners estimate high uptake proportions for walking, cycling and public transport and provide the required infrastructure to support that level of travel.
- 2.11. The Vision Zero approach has also been adopted by the LTCP, the aim of which is to have zero road fatalities or life changing injuries on Oxfordshire's transport system by 2050.
- 2.12. The LTCP uses a Transport User Hierarchy to prioritise the needs of users of the highway. For example, where there is a new development that has limited combined road and pavement space between buildings, priority for space will initially be given to walking and wheeling, then cycling and riding, then public transport, then motorcyclists, then shared vehicles, and finally other motorised modes (i.e. private cars and vans).
- 2.13. Both South Oxfordshire and Vale of White Horse councils have declared Climate Emergencies and made commitments to progress toward carbon neutrality by 2030 and 2045, respectively. Both councils have committed to support active and sustainable travel infrastructure initiatives to address the emergency.
- 2.14. This new transport planning approach, which is designed to reduce private car travel and thus address transport related emissions, has been considered while reviewing the existing safeguarded transport schemes. The new approach will

also be used when considering any new safeguarding for transport infrastructure, during the later stages of the Joint Local Plan development.

- 2.15. The Councils are developing the Joint Local Plan evidence base in consultation with the national, strategic, and local highway authorities. All parties acknowledge/recognise the climate emergency and national targets to improve travel by non-car modes. These considerations will be explored at each stage of the plan making process.

3. Safeguarding

PURPOSE OF SAFEGUARDING FOR TRANSPORT

- 3.1. Local plans can use a statutory mechanism to safeguarding land for transport, preventing development from hindering the provision of future infrastructure projects. Safeguarding for transport infrastructure relates to the identification and 'saving' of land required to deliver transport infrastructure that may be required now or in the future.
- 3.2. Where new and undecided planning applications either encroach or abut the area of land 'saved' by a safeguarded scheme, the local planning authority and local highway authority is required to consider the implications of the planning application on the future delivery of the safeguarded transport scheme.
- 3.3. For example, if a proposed development encroaches or abuts a safeguarded transport scheme it will need to either provide a corridor to allow the safeguarded scheme to come forward or deliver (or partly deliver) the safeguarded transport scheme. If the Council (or possibly a planning inspector) may refuse the planning application if they believe that the development would prejudice the possibility of the safeguarded transport scheme coming forward, either through obstructing its route or restricting access for construction and maintenance works of the future infrastructure scheme.

SAFEGUARDING FOR TRANSPORT INFRASTRUCTURE

- 3.4. The districts have had extensive engagement with the highway authority (Oxfordshire County Council), as well as internal discussion within the councils, in preparation of this topic paper to inform which safeguarded schemes in the adopted Local Plans are retained, revised, or removed for the emerging Joint Local Plan.

SAFEGUARDING SCHEMES

3.5. There are 32 existing transport safeguarding schemes across South and Vale, 4 of which are cross boundary, 8 are in South Oxfordshire and 20 are in Vale of White Horse. These are considered in turn below.

CROSS BOUNDARY TRANSPORT SAFEGUARDING SCHEMES

Scheme 1: Didcot to Culham river crossing

3.6. This safeguarded scheme is included in SODC LP in TRANS3 (see **Figure 1**). The safeguarded scheme is in VOWH LP Part 1 policy SP18 scheme E13 and was superseded by revised safeguarded land in VOWH LP Part 2 within the South-East Sub Area (see **Figure 2**).

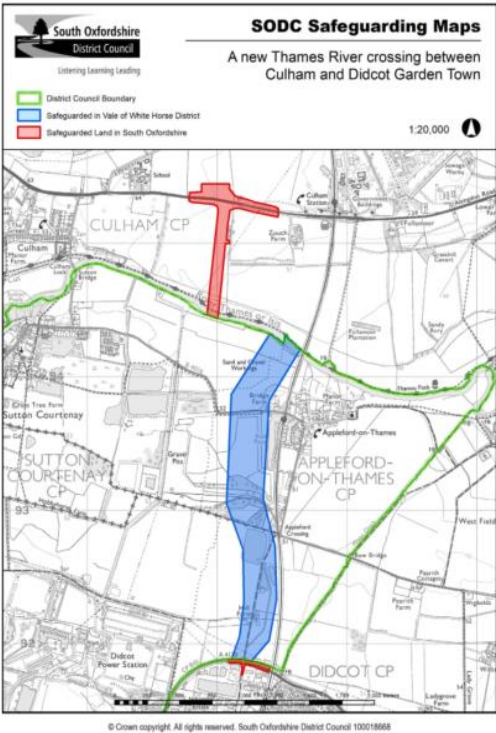


Figure 1: Didcot to Culham river crossing, SODC LP (Adopted December 2020)

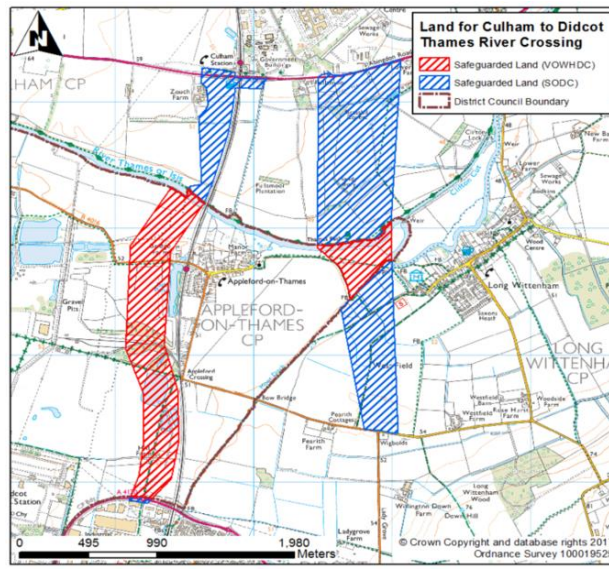


Figure 2: Didcot to Culham river crossing, VOWH LP Part 2 (Adopted October 2019)

- 3.7. The scheme protects the ability to provide a single carriageway road between the A4130 (to the south) and the A415 at Culham (to the north) with walking and cycling facilities. It will include a new bridge over the Appleford railway sidings and a new bridge over the Thames River.
- 3.8. Two optional routes are safeguarded in both VOWH LP Part 1 and VOWH LP Part 2 plans, while the more recent SODC LP shows one route. Following further work, the eastern of the two routes have been discounted in SODC LP. The preferred alignment of the route is broadly that of the western option but north of the river is approximately 600m to the west.
- 3.9. In October 2021, a planning application was submitted by Oxfordshire County Council to Oxfordshire County Council (planning ref: R3.0138/21).
- 3.10. For the purpose of the JLP, Oxfordshire County Council has provided an updated safeguarding plan (see **Figure 3**) which illustrates a modified safeguarding area to reflect the latest design.

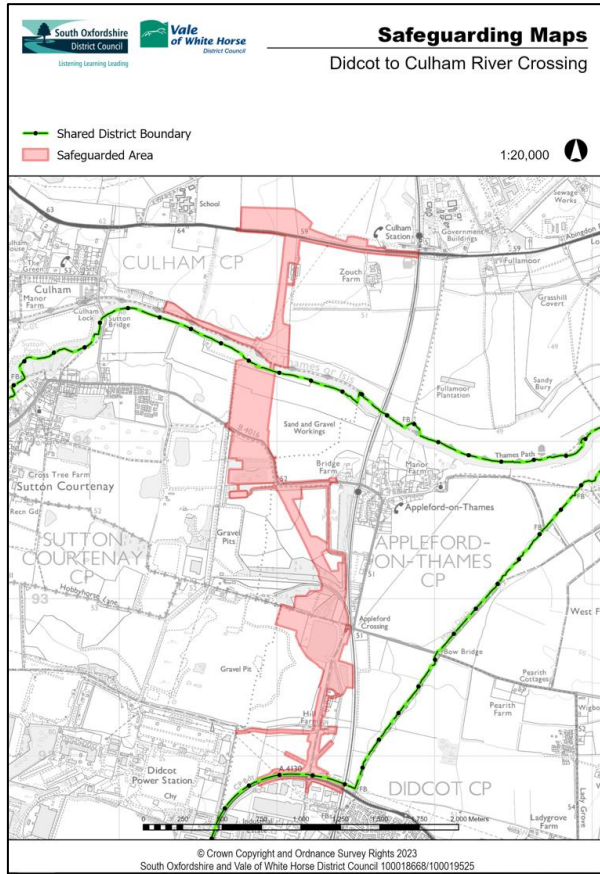


Figure 3: Didcot to Culham river crossing (Updated January 2024)

Scheme 2: Didcot science bridge

3.11. This safeguarded scheme is included in SODC LP in TRANS3 and VOWH LP Part 1 within policy SP18 scheme E7 (see **Figure 4**).

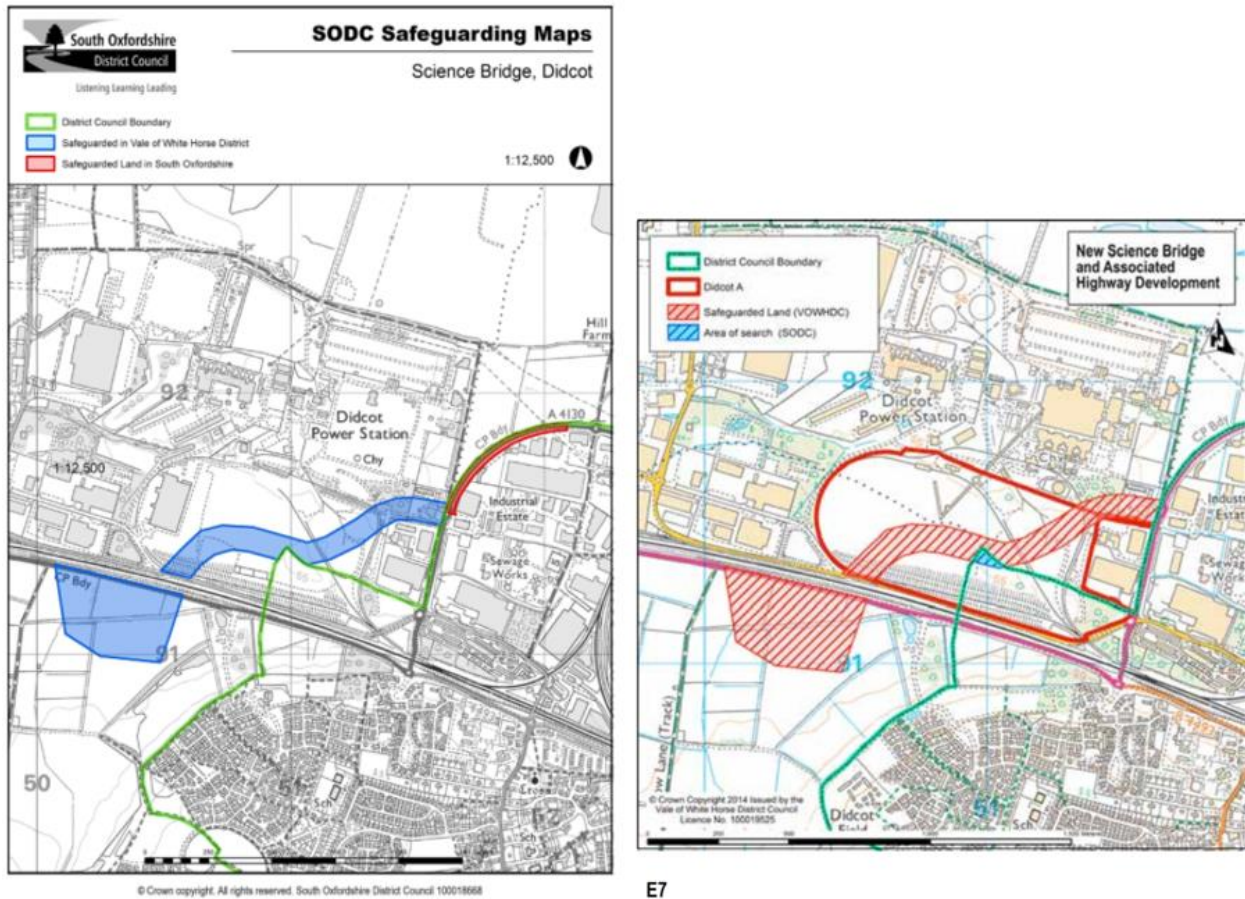


Figure 4: Didcot science bridge, SODC LP (Adopted December 2020 - left) and VOWH LP Part 1 (Adopted December 2016 - right)

3.12. The scheme protects the ability to provide a new single carriageway road bridge with pedestrian and cycle facilities. The scheme would extend from a new roundabout within the Valley Park development (that now has outline planning permission), over a new bridge that crosses the A4130, the railway line, and Milton Road, then continuing at ground level through the former Didcot A Power Station site, and connecting back into the A4130 Northern Perimeter Road, north of Purchas Road roundabout.

3.13. In October 2021, a planning application was submitted by Oxfordshire County Council to Oxfordshire County Council for consideration (planning ref: R3.0138/21). Design work submitted for the scheme broadly aligns with the area safeguarded.

3.14. For the purpose of the JLP, Oxfordshire County Council has submitted an updated safeguarding plan to the council (see **Figure 5**) which illustrates a modified safeguarding area to reflect the latest design.

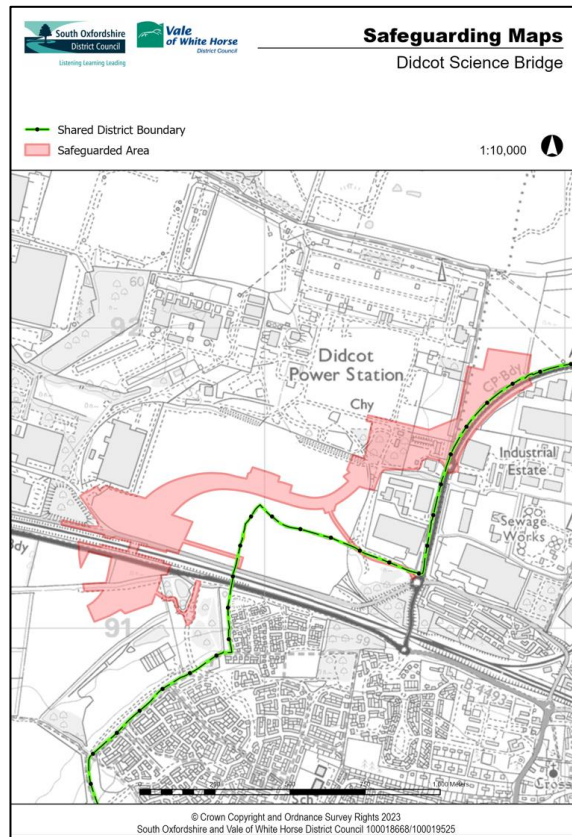


Figure 5: Didcot science bridge (Updated January 2024)

Scheme 3: Southern Didcot movement corridor (formerly: Southern Didcot spine road)

3.15. This safeguarded scheme is included in SODC LP in TRANS3 and VOWH LP Part 1 within policy SP18 scheme E3 (see **Figure 6**).

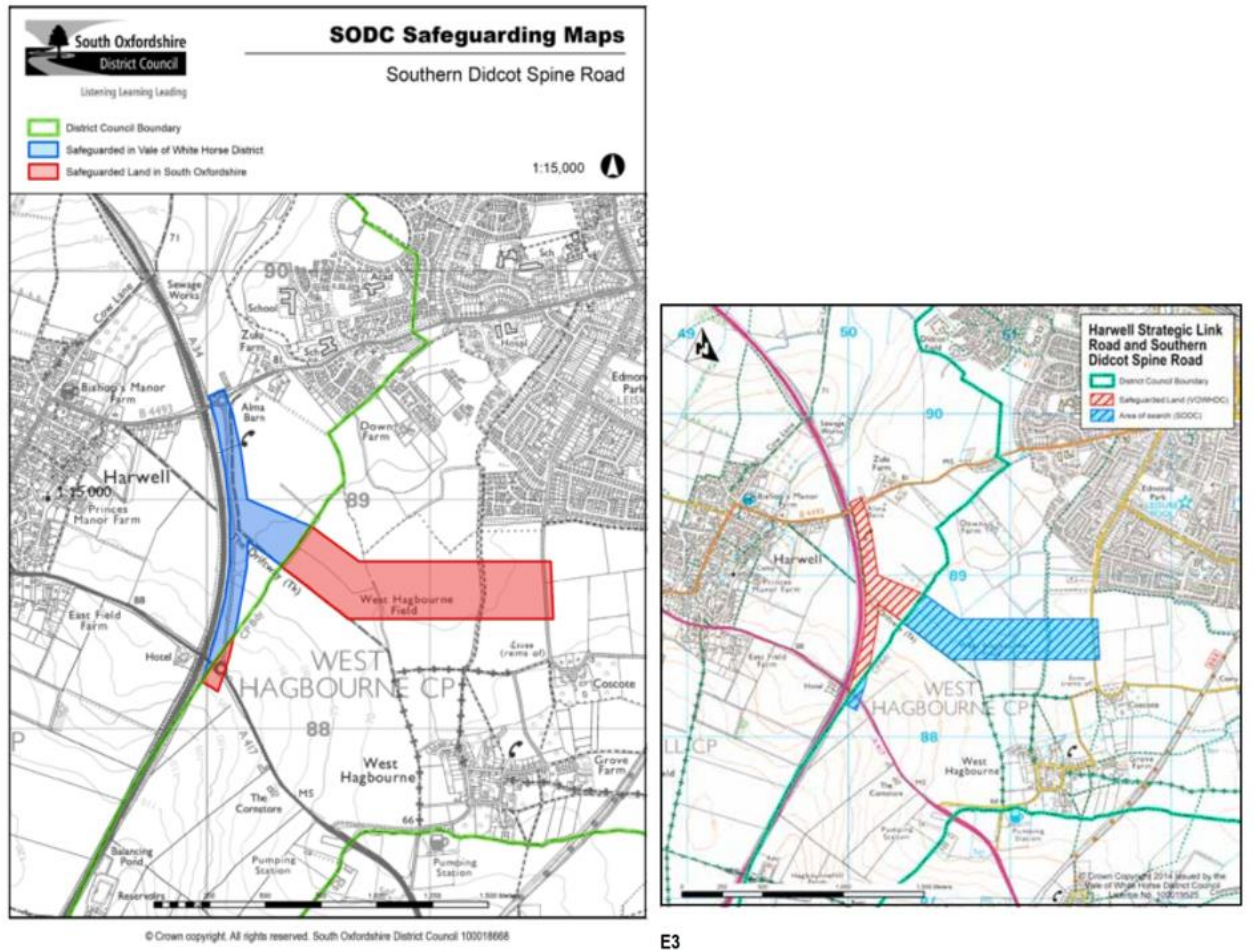


Figure 6: Southern Didcot movement corridor, SODC LP (Adopted December 2020 - left) and VOWH LP Part 1 (Adopted December 2016 - right)

3.16. This scheme protects the ability to relieve traffic on the B4493, Didcot's southern residential roads and the town centre if the councils decide to allocate significant additional development to the south of the town in future local plans.

3.17. The safeguarded area is referred to as a movement corridor to reflect the fact that this land could potentially be necessary to help facilitate additional travel demand for a variety of modes in the vicinity. Any potential scheme development would be in line with the councils' and County Council's relevant policies.

- 3.18. The north-south section of the safeguarding has been delivered, with a new road called the Harwell Link Road between Didcot Road and London Road. Safeguarding for the east-west section between Harwell Link Road and Park Road is necessary to cater for potential future growth in south-west Didcot.
- 3.19. For the purpose of the JLP, the County Council has submitted an updated safeguarding plan to the council (see **Figure 7**) which shows a revised safeguarding area that reflects the removal of the north-south section (the already built Harwell Link Road).

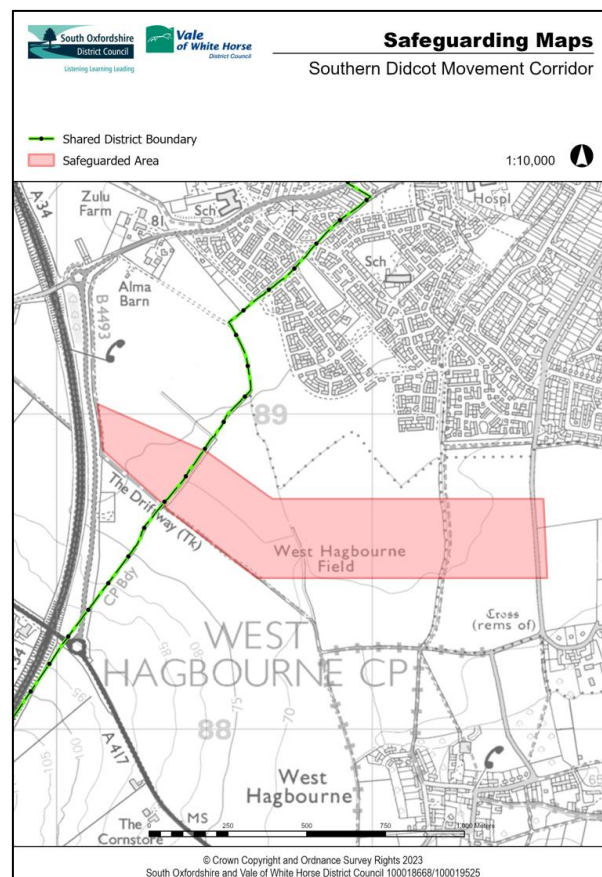


Figure 7: Southern Didcot movement corridor (Updated January 2024)

Scheme 4: Southern Abingdon movement corridor (formerly: A bypass for southern Abingdon)

3.20. This safeguarded scheme is included in SODC LP in TRANS3 and VOWH LP Part 1 within policy CP12 scheme E15 (see **Figure 8**).

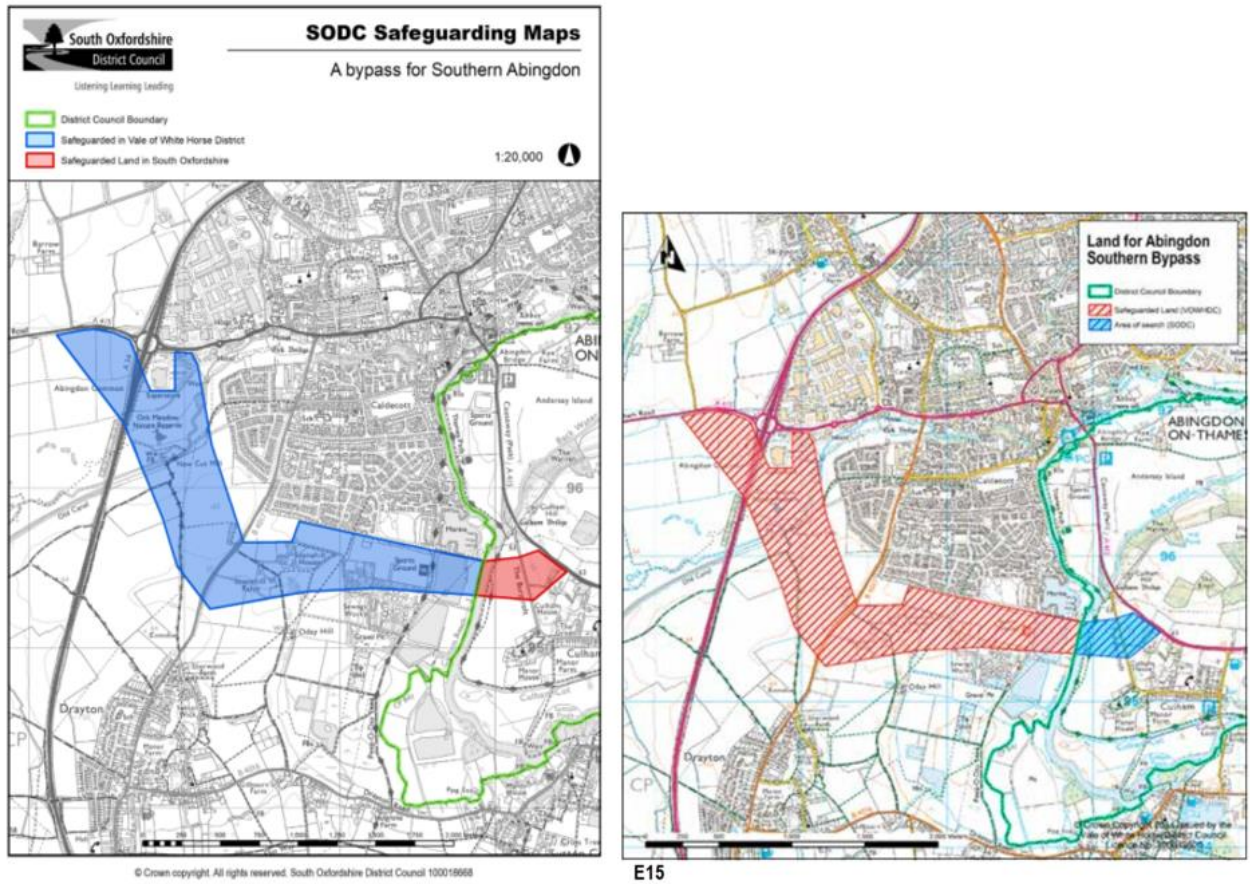


Figure 8: Southern Abingdon movement corridor, SODC LP (Adopted December 2020 - left) and VOWH LP Part 1 (Adopted December 2016 - right)

- 3.21. The scheme protects the ability to provide a movement corridor to the south of Abingdon, which may be required to support development in the vicinity of the town. This would provide a direct link between the A415 located to the west Abingdon and the A415 to the south-east of Abingdon near Culham.
- 3.22. The safeguarded area is referred to as a movement corridor to reflect the fact that this land could potentially be necessary to help facilitate additional travel demand for a variety of modes in the vicinity. Any potential scheme development would be in line with the councils' and Oxfordshire County Council's relevant policies.

3.23. For the purpose of the JLP, Oxfordshire County Council has submitted an updated safeguarding plan to the council (see **Figure 9**) which shows a revised safeguarding area, as a result of their latest route assessment study.

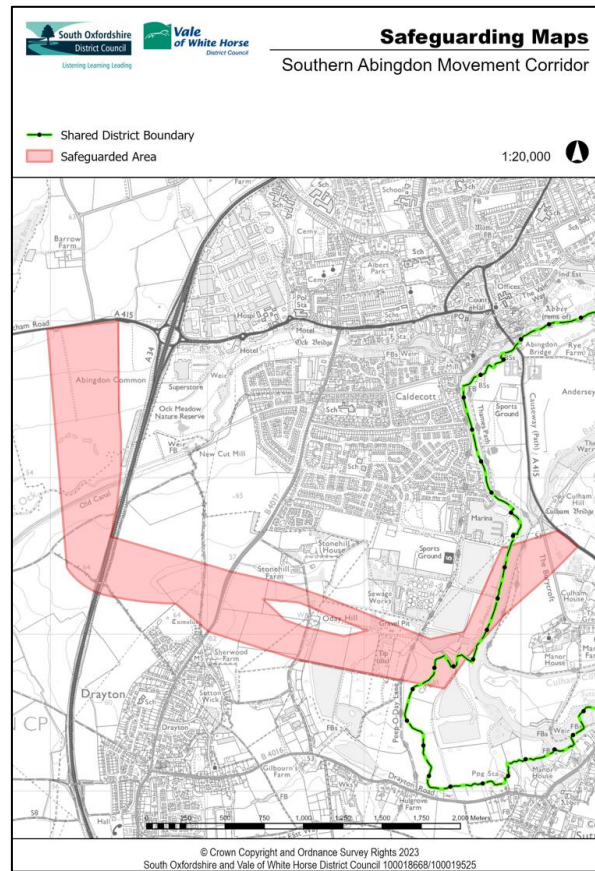


Figure 9: Southern Abingdon movement corridor (Updated January 2024)

SOUTH OXFORDSHIRE TRANSPORT SAFEGUARDING SCHEMES

Scheme 5: Clifton Hampden bypass

3.24. This safeguarded scheme is included in SODC LP in TRANS3 (see **Figure 10**).

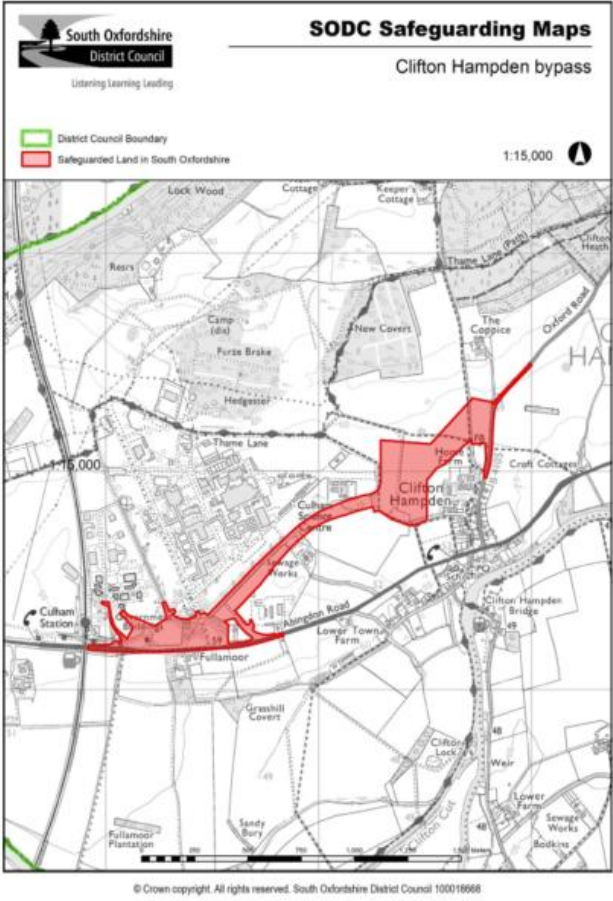


Figure 10: Clifton Hampden bypass (Adopted December 2020)

- 3.25. The scheme protects the ability to provide a new single carriageway road, with walking and cycling facilities, between the A415 at Culham Science Centre and the B4015 Oxford Road, to the north of Clifton Hampden.
- 3.26. The scheme would provide a new roundabout to the west to provide access to Culham Science Centre, Culham Site No.1, and Culham Rail Station. The new road and walking and cycling route would join with the B4015 Oxford Road to the north of Clifton Hampden Village. It would deliver new bus stops with shelters and cycle parking, as well as dedicated walking and cycling facilities.

- 3.27. In October 2021, a planning application was submitted to Oxfordshire County Council for consideration (planning ref: R3.0138/21). Design work on the submitted scheme broadly aligns with the area safeguarded.
- 3.28. For the purpose of the JLP, the County Council has submitted an updated safeguarding plan to the council (see **Figure 11**) which illustrates a modified safeguarding area to reflect the latest design.

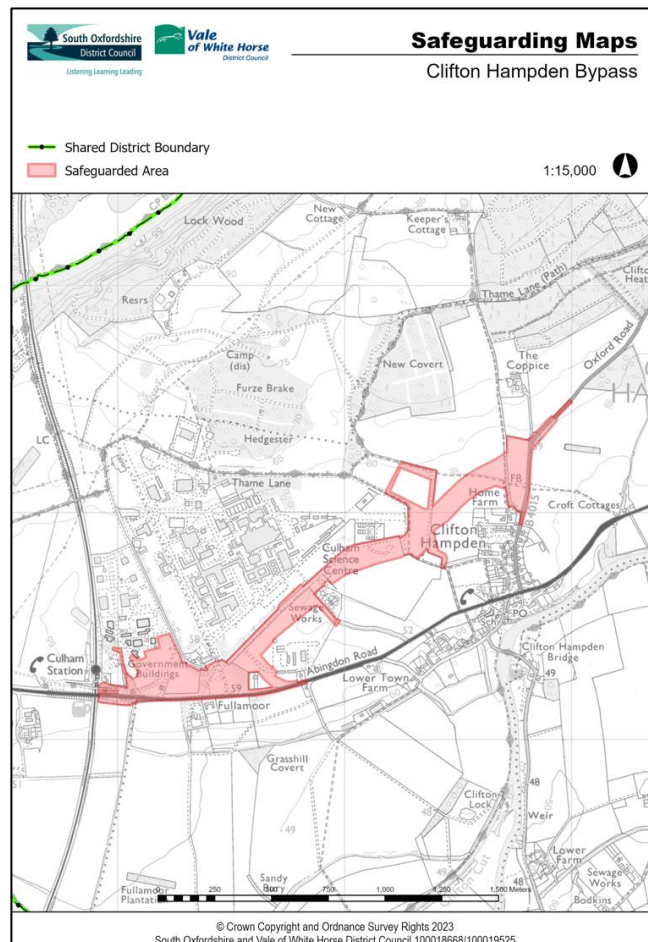


Figure 11: Clifton Hampden bypass (Updated January 2024)

Scheme 6: Watlington relief road (formerly: A bypass for Watlington)

3.29. This safeguarded scheme is included in SODC LP in TRANS3 (see **Figure 12**).



Figure 12: Watlington relief road (Adopted December 2020)

- 3.30. The safeguarded relief road protects the ability to connect a series of existing and proposed developments around the northern and western sides of Watlington. The safeguarding is supported by the adopted Watlington Neighbourhood Plan (see NP page 24 and 25) and government funding and Section 106 developer contributions are being used to help develop and deliver the scheme.
- 3.31. Part of the safeguarded scheme is under construction with a planning application approved for housing surrounding the safeguarded land at its southern extent (Planning ref: P19/S4585/O).

3.32. For the purpose of the JLP, the County Council has provided an updated safeguarding plan (see **Figure 13**) which has a modified safeguarding area to reflect the latest design and covers the sections yet to be constructed (including land proposed to be within the Highway Boundary). In the event that all elements of the scheme works commence before adoption of the JLP, we may remove the scheme from the safeguarding list.

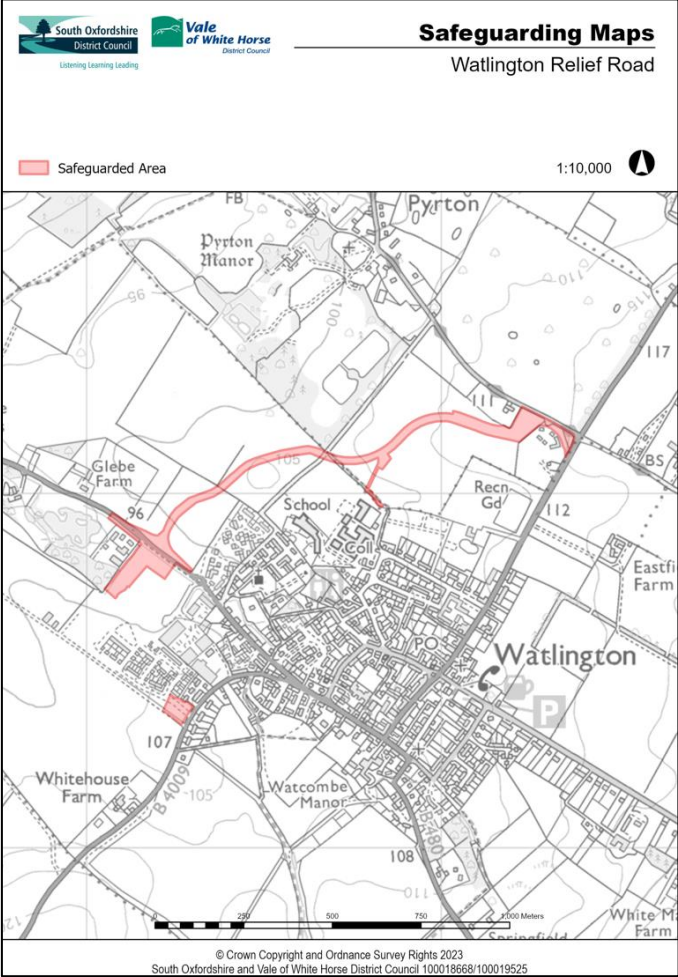


Figure 13: Watlington relief road (Updated January 2024)

Scheme 7: Benson relief road (formerly: A bypass for Benson)

3.33. This safeguarded scheme is included in SODC LP in TRANS3 (see **Figure 14**).

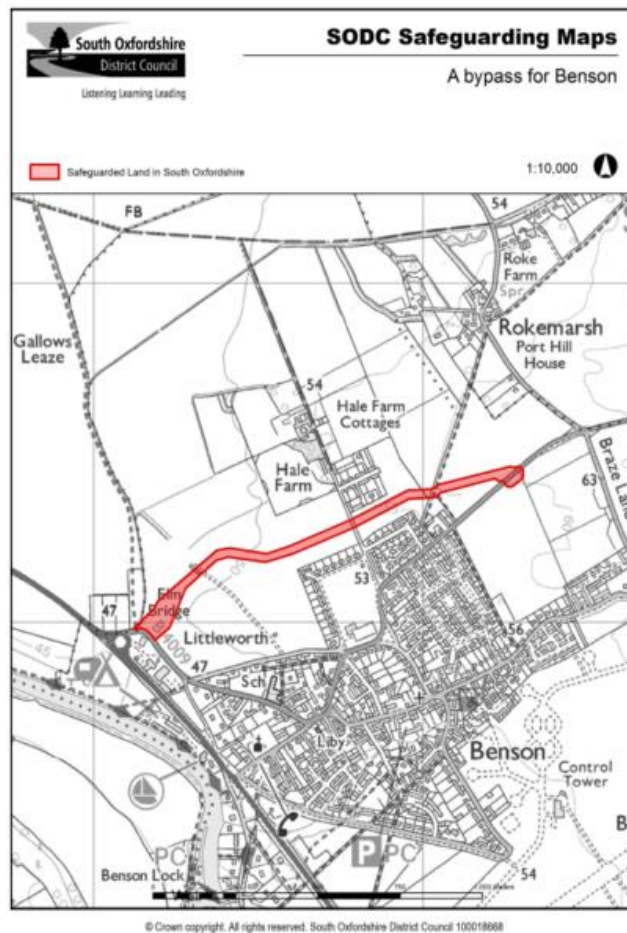


Figure 14: Benson relief road (Adopted December 2020)

- 3.34. The scheme protects the ability to provide an alternative route from the A4074 and B4009 to the north of Benson village, particularly for HGVs.
- 3.35. The safeguarding is supported by the adopted Benson Neighbourhood Plan (see 'Our Ambitions' NP page 6) and government funding, as well as Section 106 developer funding has contributed toward developing the scheme.
- 3.36. For the purpose of the JLP, the County Council has submitted an updated safeguarding plan (see **Figure 15**) to reflect the latest design and covers the sections yet to be constructed. In the event that all elements of the scheme works commence before adoption of the JLP, we may remove the scheme from the safeguarding list.

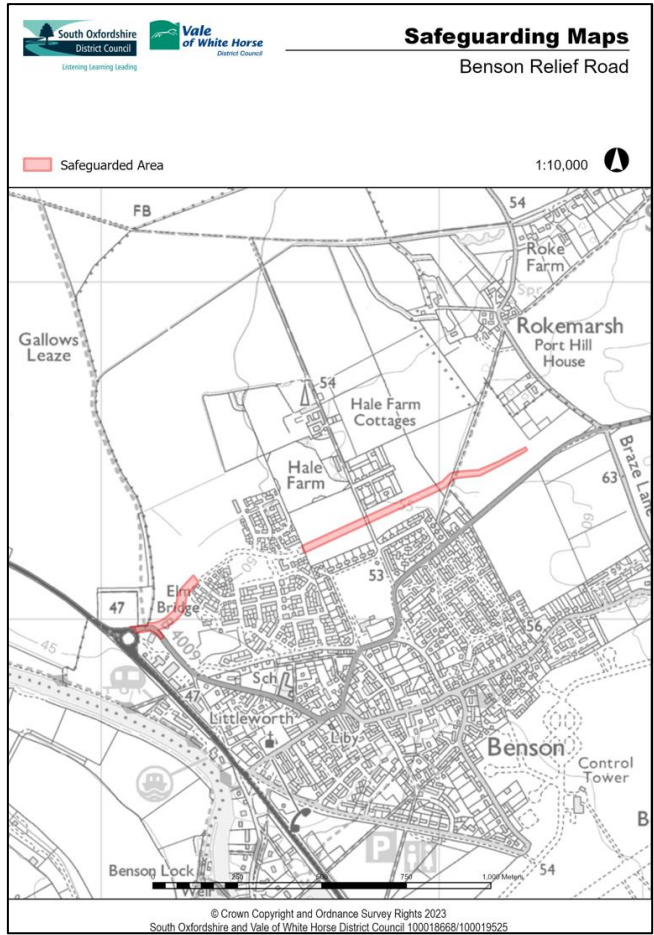


Figure 15: Benson relief road (Updated January 2024)

Scheme 8: Didcot northern perimeter road phase 3

3.37. This safeguarded scheme is included in SODC LP in TRANS3 (see **Figure 16**).

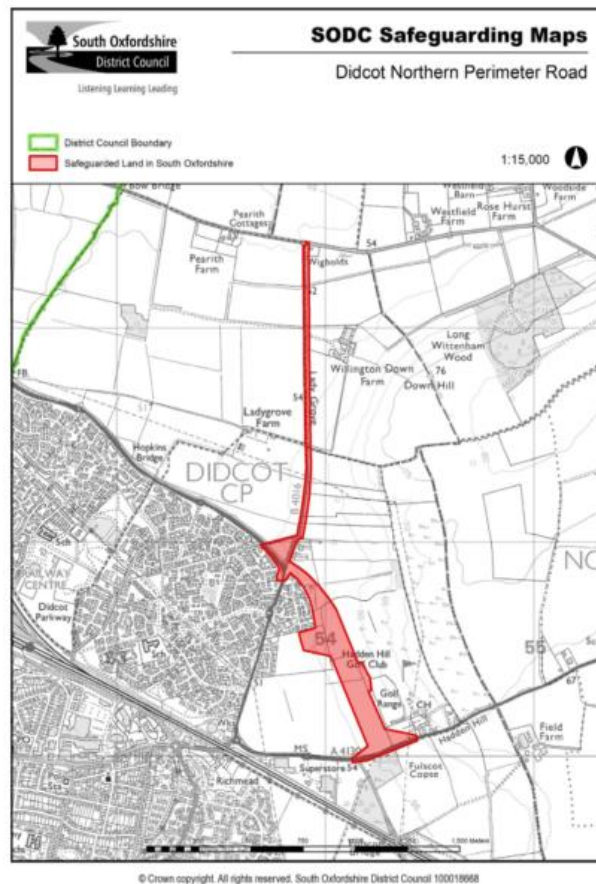


Figure 16: Didcot northern perimeter road phase 3 (Adopted December 2020)

- 3.38. The A4130 Didcot Northern Perimeter Road Phase 3 (NPR3) scheme provides an alternative route for vehicles around the edge of the Didcot town. The scheme will include segregated pedestrians and cycle facilities.
- 3.39. Infrastructure supporting housing delivery on either side of Lady Grove (the northern extent of the safeguarding) is delivering walking and cycling infrastructure that addresses the needs for travelling in a north-south direction for active travel, as there is no intention to provide additional motorised vehicular provision in this location the northern section of the safeguarding is sought to be removed.

3.40. For the purpose of the JLP, the County Council has submitted an updated safeguarding plan to the council (see **Figure 17**) which is amended to reflect the latest design, with the narrow section to the north removed and section between Abingdon Road (A4130) and Hadden Hill (A4130) retained.

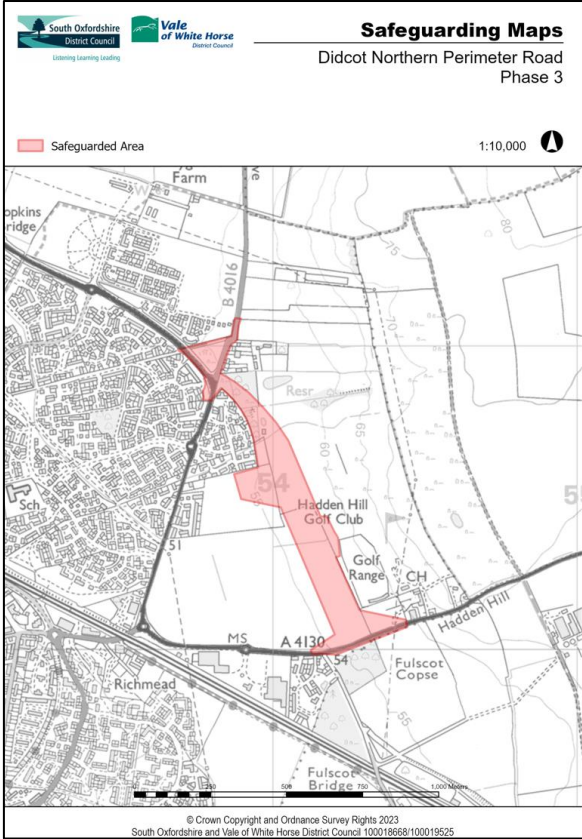


Figure 17: Didcot northern perimeter road phase 3 (Updated January 2024)

Scheme 9: Didcot central corridor (formerly: (A4130/B4493) Didcot central transport corridor improvements)

3.41. This safeguarded scheme is included in SODC LP in TRANS3 (see **Figure 18**).

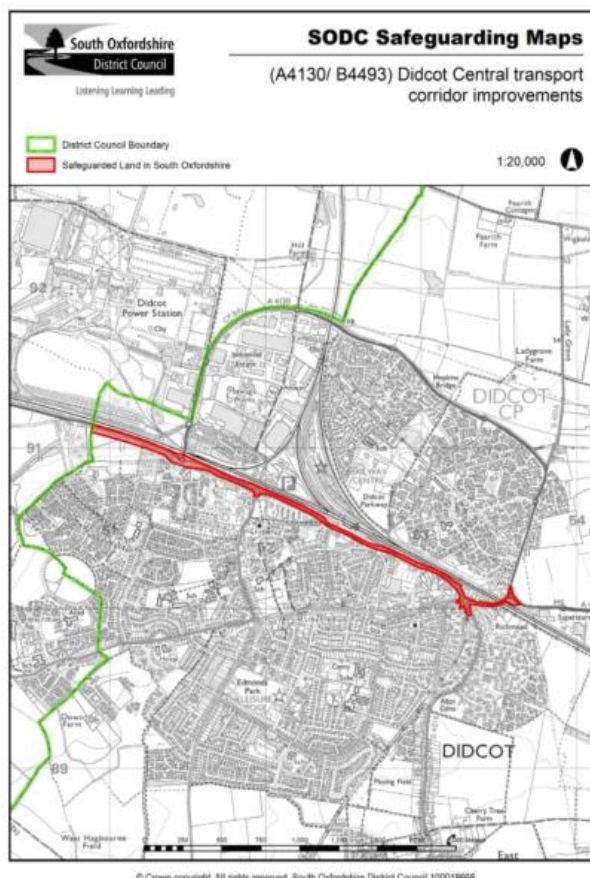


Figure 18: Didcot central corridor (Adopted December 2020)

- 3.42. The scheme transforms the transport corridors through central Didcot, prioritising space for public transport, cyclists, and pedestrians, address pinch point junctions and improve linkages between new development sites, the rail station, and the town centre.
- 3.43. It is likely that the safeguarded scheme will require additional space for non-private car users and for this reason, the safeguarded area is extended to the east to connect with the Didcot Norther Perimeter Road at Hadden Hill.
- 3.44. The County Council is analysing responses to a recent consultation on the Didcot Central Corridor study, once complete the safeguarding area will be updated to reflect their latest plans.

Scheme 10: A4130 road safety improvements

3.45. This safeguarded scheme is included in SODC LP in TRANS3 (see **Figure 19**).



Figure 19: A4130 road safety improvements (Adopted December 2020)

3.46. The scheme protects the ability to improve the A4130 alignment by the Wallingford Road junction. The existing road speed is 50mph, while there is an advisory maximum speed of 20mph at the dog leg with Wallingford Road.

3.47. The safeguarded scheme will be retained for the JLP.

Scheme 11: Sandford Mobility Hub (formerly: A new Park and Ride site at Sandford to the south-east of Oxford)

3.48. This safeguarded scheme is included in SODC LP in TRANS3 (see **Figure 20**).

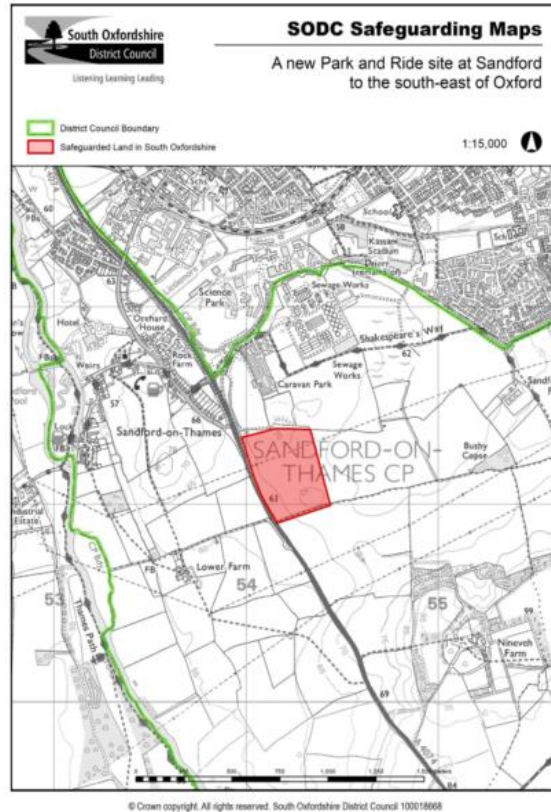


Figure 20: Sandford Mobility Hub (Adopted December 2020)

- 3.49. This scheme protects the ability to provide a Mobility Hub (formerly Park & Ride) site on the A4074.
- 3.50. The County Council is currently developing its Mobility Hub strategy which will provide further information about the scale and typologies of future transport hubs in different locations. Once this work is complete, Oxfordshire County Council will assess, new, proposed, and existing transport hub site locations for their suitability to cater for more types of modal interchange (in addition to car and bus).
- 3.51. Additionally, County Council is developing a A4074 transport Corridor Strategy which will also consider potential locations along the A4074 for a mobility hub (or hubs).
- 3.52. The JLP seeks to retain the safeguarded scheme, but it may be revised subject to the outcome of the Mobility Hub and Corridor Strategy studies.

Scheme 12: Golden Balls junction improvements (formerly: A4074/B4015 (Golden Balls) junction improvements)

3.53. This safeguarded scheme is included in SODC LP in TRANS3 (see **Figure 21**).

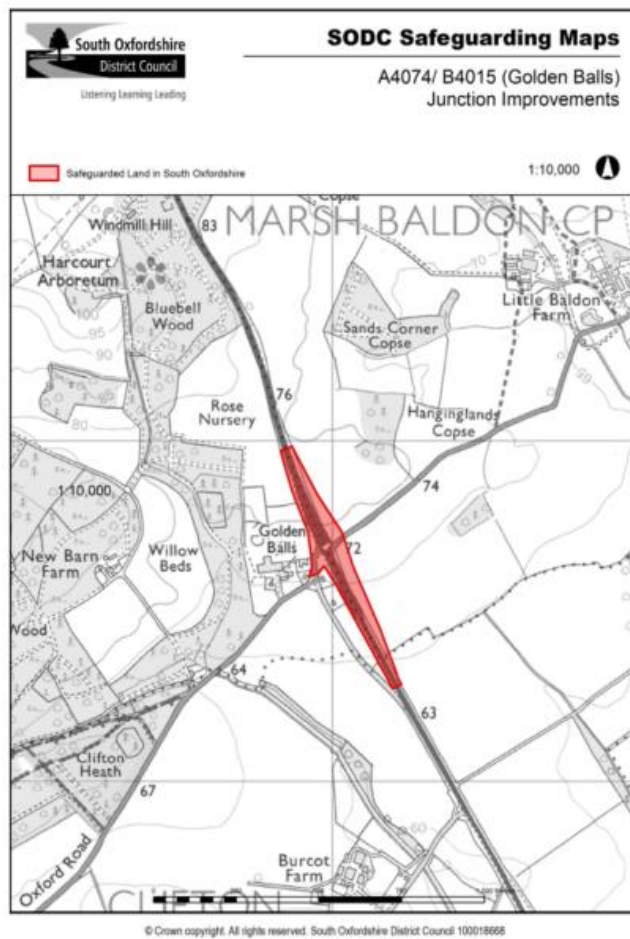


Figure 21: Golden Balls junction improvements (Adopted December 2020)

- 3.54. The scheme protects the ability to deliver improvements to the Golden Balls junction.
- 3.55. The county council is currently engaged in a study to review options for this junction to improve connectivity between Science Vale and the Eastern Arc of Oxford. The A4074 Corridor Strategy and Transport Hub studies currently being prepared by Oxfordshire County Council may also influence this safeguarded scheme.
- 3.56. This safeguarded scheme is sought to be retained for the JLP but may be revised subject to the junction study, as well as the Corridor Strategy and Transport Hub studies.

VALE OF WHITE HORSE TRANSPORT SAFEGUARDING SCHEMES

Scheme 13: A4130 widening (formerly: A4130 dualling)

3.57. This safeguarded scheme is included in VOWH LP Part 1 within policy SP18 scheme E1 (see **Figure 22**).



Figure 22: A4130 widening (Adopted December 2016)

3.58. The scheme protects the ability to provide a dual carriageway east of Milton Interchange with segregated cycling and walking facilities.

3.59. It would provide more bus stop facilities and cycle parking, as well as crossing facilities.

3.60. For the JLP, the County Council has provided an updated plan (see **Figure 23**) which has a modified safeguarding area to reflect the latest scheme design.

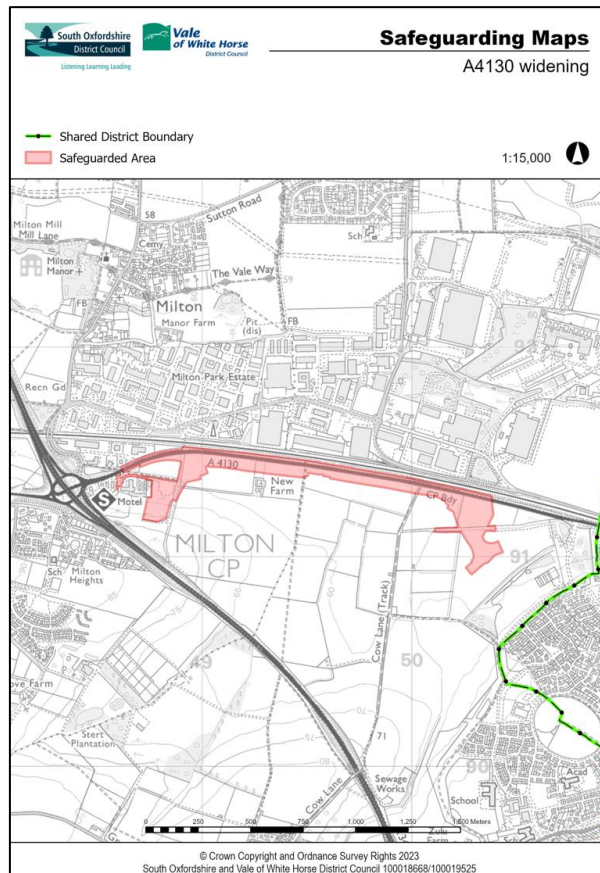


Figure 23: A4130 widening (Updated January 2024)

Scheme 14: Backhill Lane tunnel

3.61. This safeguarded scheme is included in VOWH LP Part 1 within policy SP18 scheme E2 (see **Figure 24**).

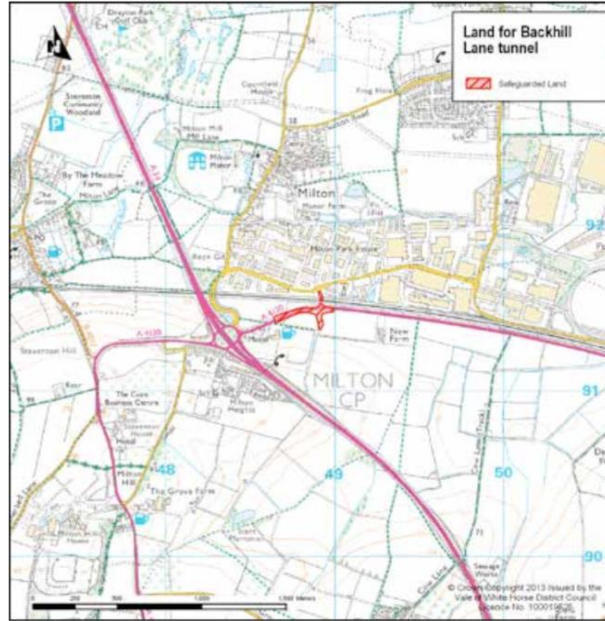


Figure 24: Backhill Lane tunnel (Adopted December 2016)

3.62. This safeguarded scheme protects the ability to support crossing of the A4130 for active modes (walking, wheeling, and cycling) in this location.

3.63. For the purpose of the JLP, this safeguarded area will be removed as it is now in place.

Scheme 15: Wantage eastern link road

3.64. This safeguarded scheme is included in VOWH LP Part 1 within policy SP18 scheme E9 (see **Figure 25**).

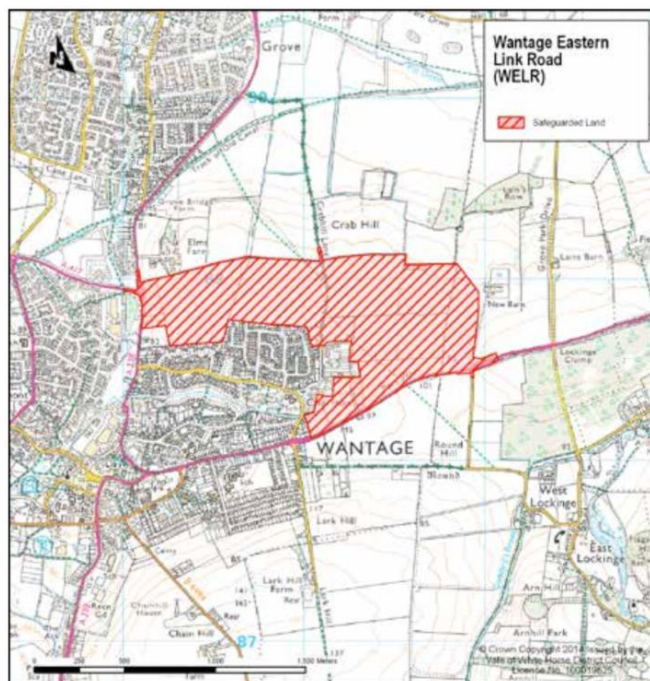


Figure 25: Wantage eastern link road (Adopted December 2016)

- 3.65. The scheme protects the ability to construct a new road that would extend between the A417, east of Wantage, and A338, north of Wantage, including segregated walking and cycling facilities.
- 3.66. Parts of the safeguarded scheme are under construction with planning applications approved for housing surrounding the safeguarded land (Planning ref: P13/V1764/O, P17/V0652/FUL, and P19/V1269/FUL).
- 3.67. For the purpose of the JLP, the County Council has submitted an updated safeguarding plan to the District Council with the proposed safeguarding area modified to reflect the latest design (see **Figure 26**) and covering only the section yet to be constructed. In the event that construction has commenced for all elements of the scheme before adoption of the JLP, we may remove the scheme from the safeguarding list.

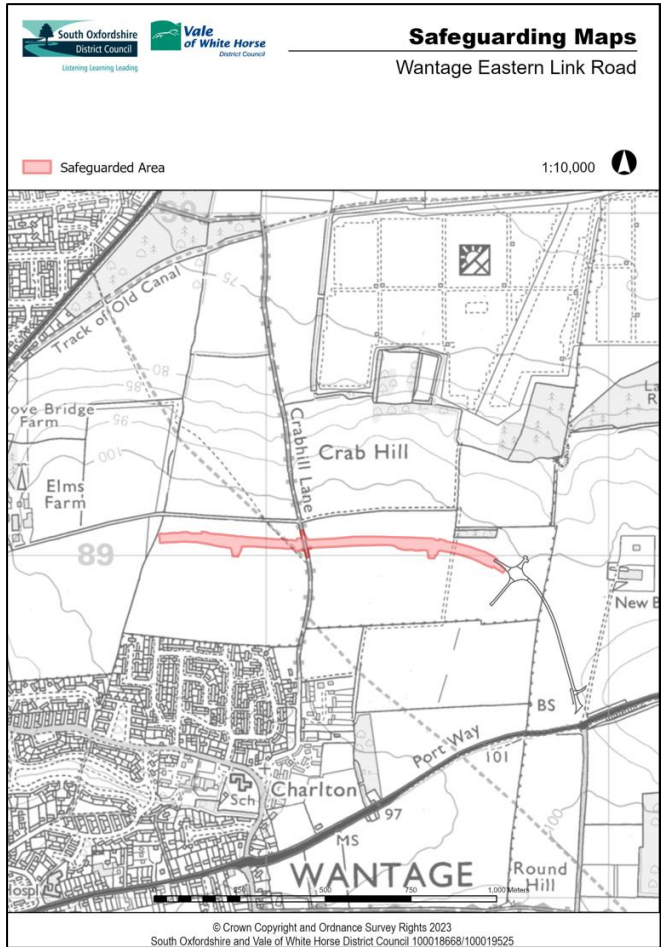


Figure 26: Wantage eastern link road (Updated January 2024)

Scheme 16: Wantage western movement corridor

3.68. This safeguarded scheme is included in VOWH LP Part 1 within policy SP18 scheme E10 (see **Figure 27**).

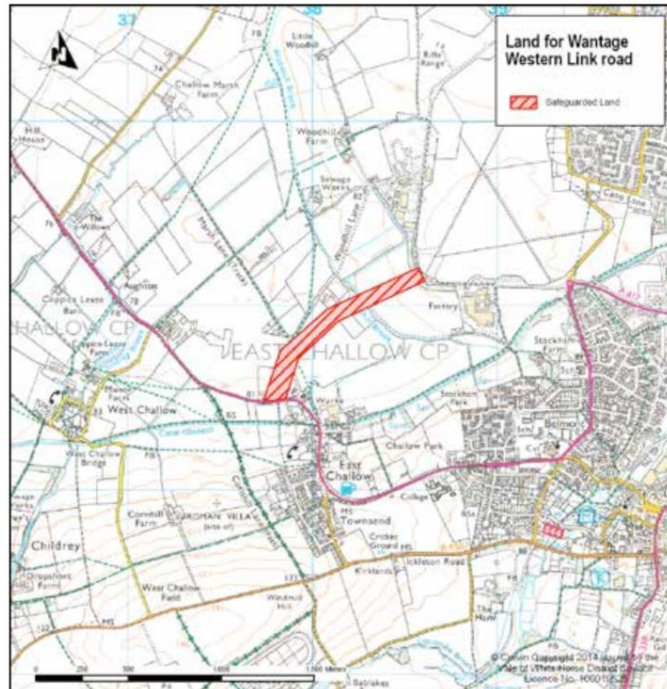


Figure 27: Wantage western movement corridor (Adopted December 2016)

3.69. The safeguarded area is referred to as a movement corridor to reflect the fact that this land could potentially be necessary to help facilitate additional travel demand for a variety of modes in the vicinity. Any potential scheme development would be in line with the councils' and County Council's relevant policies.

3.70. This safeguarded scheme is sought to be retained for the JLP.

Scheme 17: Wantage and Grove Railway Station (formerly: Land for Grove Station)

3.71. This safeguarded scheme was included in VOWH LP Part 1 within policy SP18 scheme E8 and has since been superseded by revised safeguarded land in VOWH LP Part 2 within the South-East Sub Area (see **Figure 28**).

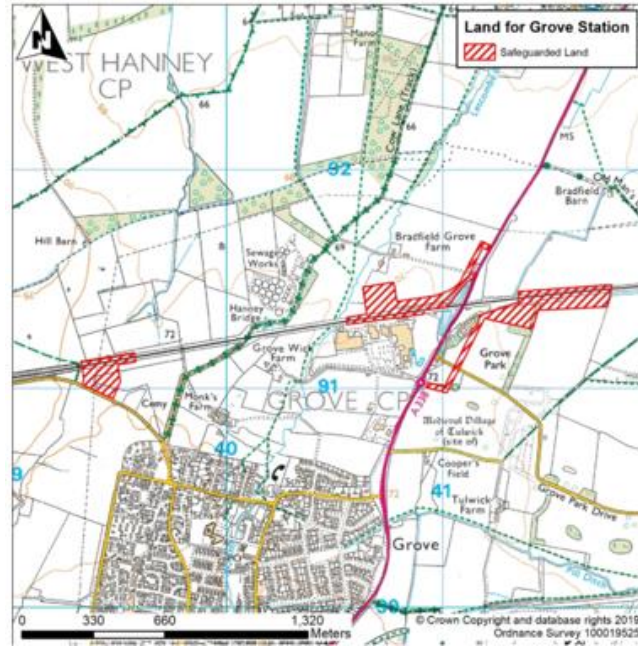


Figure 28: Wantage and Grove Railway Station (Adopted December 2016)

- 3.72. The safeguarding scheme protects the ability to deliver a new Wantage and Grove Railway Station to improve rail connectivity with Didcot, Swindon, Oxford and further afield.
- 3.73. Vale’s Local Plan Part 2 shows 3 possible locations for the new railway station, two of which have been identified as being less suitable by Oxfordshire County Council. A switching station and pylons installed for the Great Western Railway conflicts with the eastern safeguarded plot of land. The western safeguarded location is not deemed suitable due to access constraints, with Denchworth Road overbridge to the west only allowing a single directional flow of traffic at any time due to width constraints.

3.74. Oxfordshire County Council deems the eastern and western safeguarded locations unsuitable. Therefore, it is intended to retain the central safeguarded location and remove the east and west locations for the JLP (see **Figure 29**). However, alternative suitable locations for the station will be supported by the Vale of White Horse District Council.

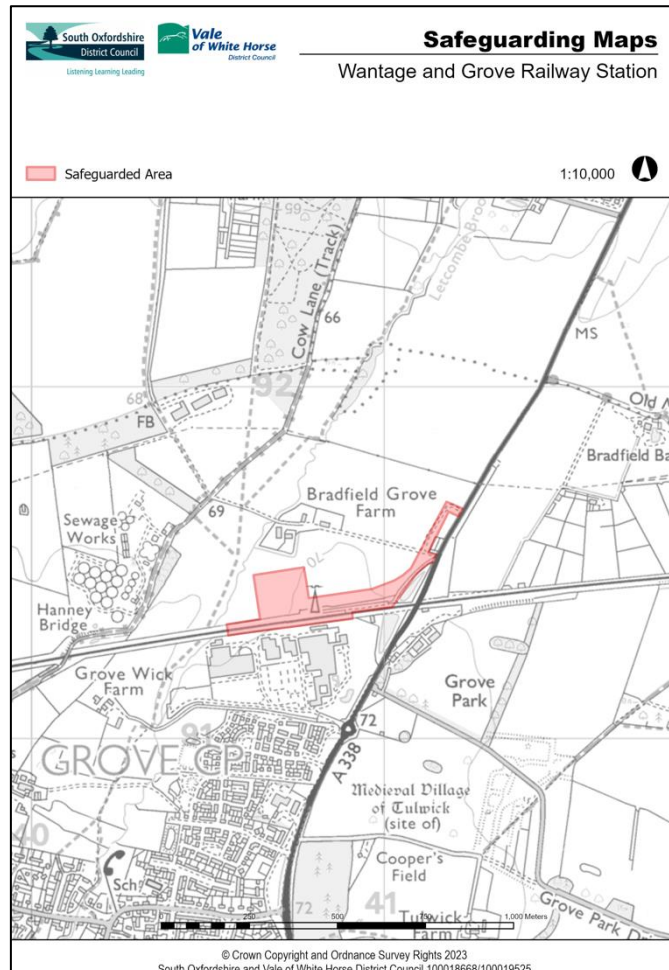


Figure 29: Wantage and Grove Railway Station (Updated January 2024)

Scheme 18: Milton Heights pedestrian and cycle bridge

3.75. This safeguarded scheme is included in VOWH LP Part 2 within the South-East Sub Area (see **Figure 30**).

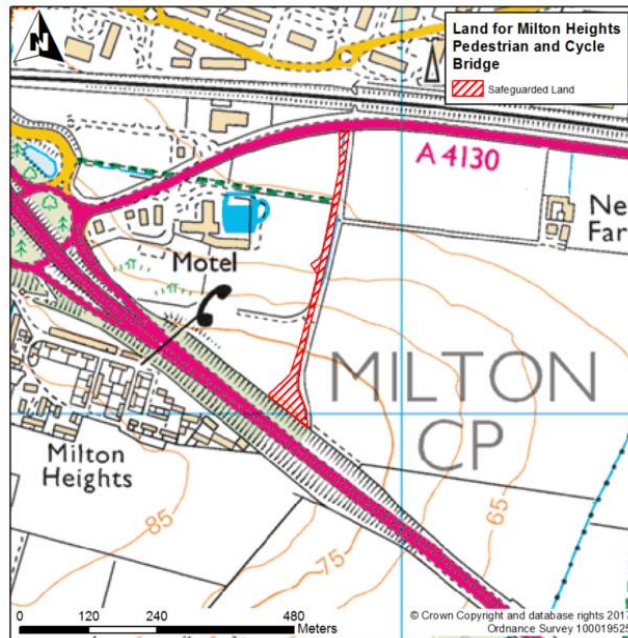


Figure 30: Milton Heights pedestrian and cycle bridge (Adopted October 2019)

3.76. The scheme protects the ability to provide an active travel (walking, wheeling, and cycling) corridor between Milton Heights and Milton Park by providing a bridge over the A34 which currently forms a barrier to movement.

3.77. For the purpose of the JLP, the County Council has submitted an updated safeguarding plan to the District Council with the proposed safeguarding area modified to reflect the latest design (see **Figure 31**). In the event that construction has commenced for all elements of the scheme before adoption of the JLP, we may remove the scheme from the safeguarding list.



Figure 31: Milton Heights pedestrian and cycle bridge (Updated January 2024)

Scheme 19: Improved access to A34 near Milton Park

3.78. This safeguarded scheme is included in VOWH LP Part 2 within the South-East Sub Area (see **Figure 32**).

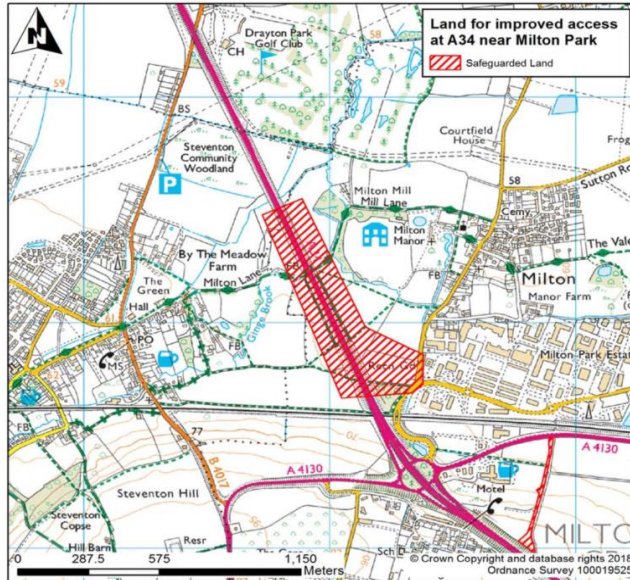


Figure 32: Improved access to A34 near Milton Park (Adopted October 2019)

3.79. The scheme protects the ability to provide north facing slips onto the A34 for bus priority measures to access Milton Park and Didcot.

3.80. For the purpose of the JLP, we will retain the scheme in the safeguarding list.

Scheme 20: Cinder Track active travel improvements

3.81. This safeguarded scheme is included in VOWH LP Part 2 within the South-East Sub Area (see **Figure 33**).

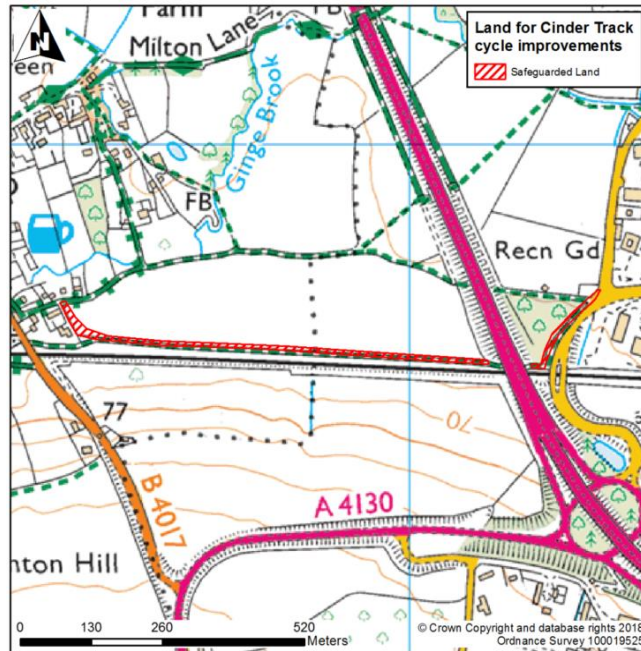


Figure 33: Cinder Track active travel improvements (Adopted October 2019)

- 3.82. The safeguarded scheme protects the ability to provide an active travel route to the north of the Great Western Railway line between Steventon and Milton Park.
- 3.83. For the JLP, the County Council has submitted an updated safeguarding plan to the council (see **Figure 34**) which has a modified safeguarding area to allow sufficient space for construction and enabling works.

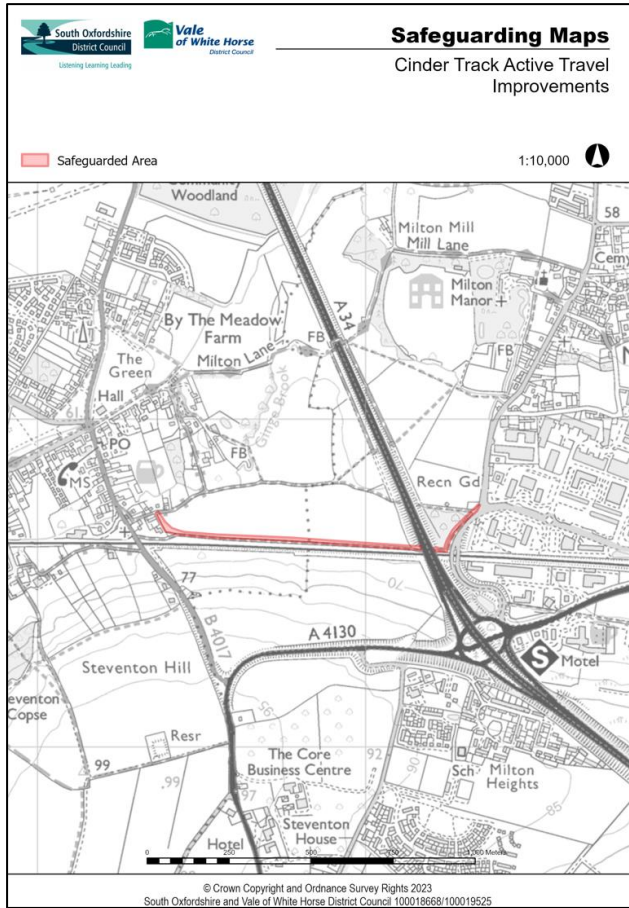


Figure 34: Cinder Track active travel improvements (Updated January 2024)

Scheme 21: Upgrading Hagbourne Hill

3.84. This safeguarded scheme is included in VOWH LP Part 1 within policy SP18 scheme E5 (see **Figure 35**).

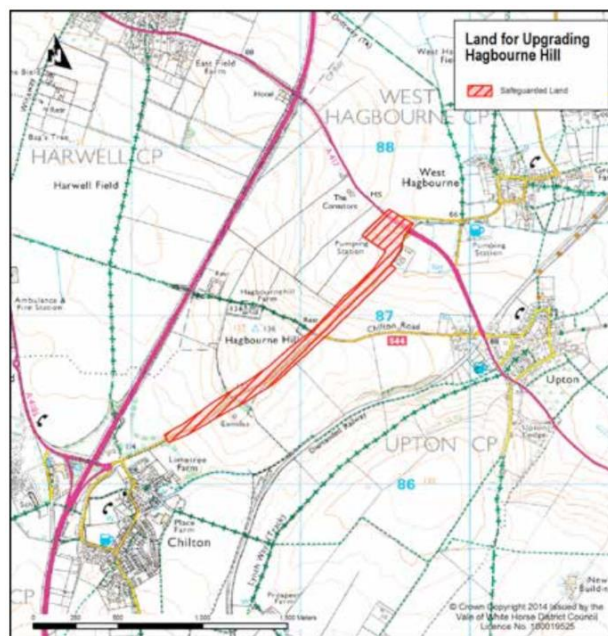


Figure 35: Upgrading Hagbourne Hill (Adopted December 2016)

- 3.85. The safeguarded scheme protects the ability to provide changes to the Hagbourne Hill carriageway and junctions of Main Street with London Road and Hagbourne Hill with London Road.
- 3.86. Highways works and junction improvements were approved in 2015 (P15/S0299/LDP) and subsequently delivered. The safeguarded land is sought to be retained for the JLP to allow delivery of future highway safety measures that may be required, as well as to enable further active and sustainable travel infrastructure provision.
- 3.87. The County Council has submitted an updated safeguarding plan to the council (see **Figure 36**) which has a modified safeguarding area to reflect the latest intention.

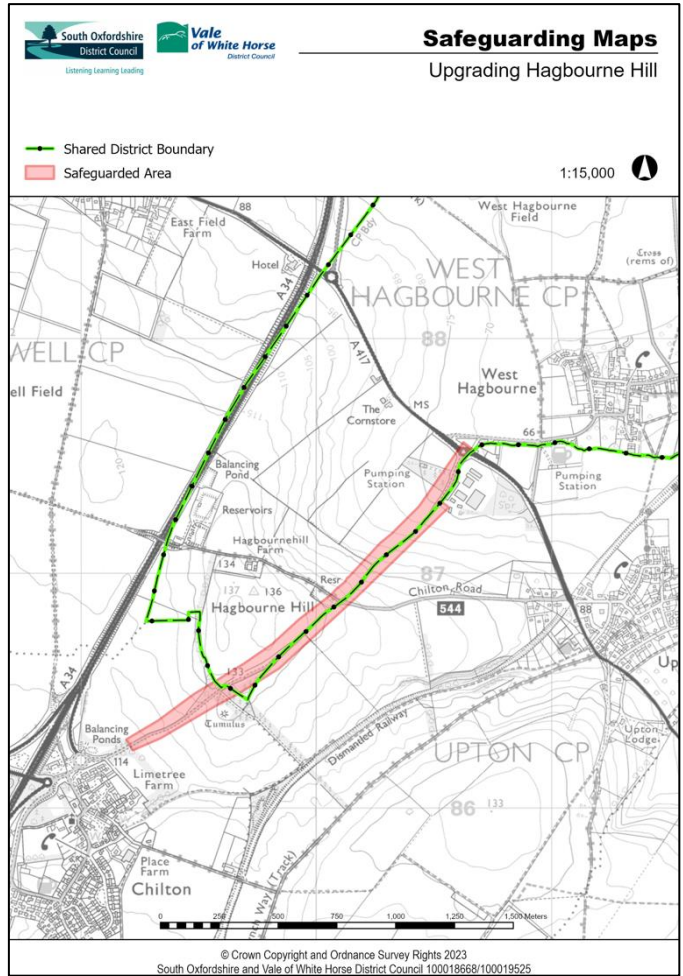


Figure 36: Upgrading Hagbourne Hill (Updated January 2024)

Scheme 22: Chilton Interchange (formerly: Land for access to strategic network at Chilton Interchange)

3.88. This safeguarded scheme is included in VOWH LP Part 1 within policy SP18 scheme E4 (see **Figure 37**).

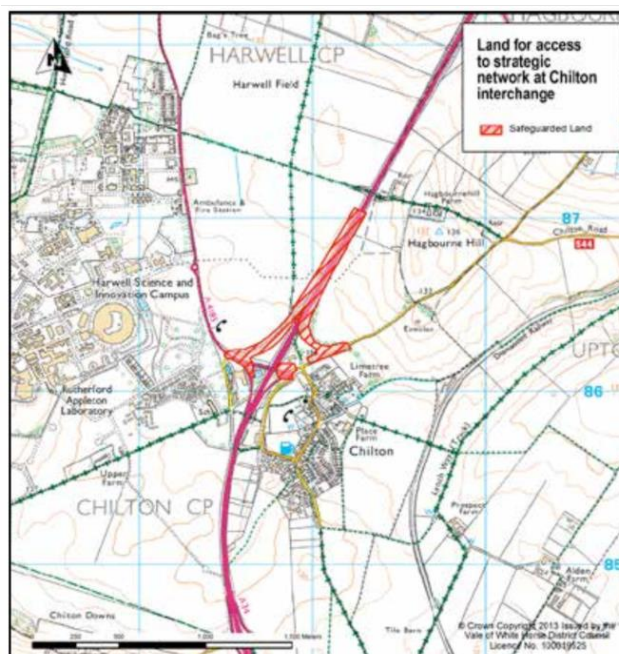


Figure 37: Chilton Interchange (Adopted December 2016)

3.89. The north facing slips for access to the A34 were delivered in 2016, however safeguarding of land for this junction is sought to be retained for the JLP to allow future junction improvements. Additionally, this safeguarded scheme will be combined with the Harwell Campus Entrance safeguarded scheme, owing to their proximity to one another. The schemes will collectively be: Chilton Interchange and Harwell Campus Entrance.

3.90. The County Council has updated this plan (see **Figure 38**) which has a modified safeguarding area to reflect the combined safeguarded schemes.

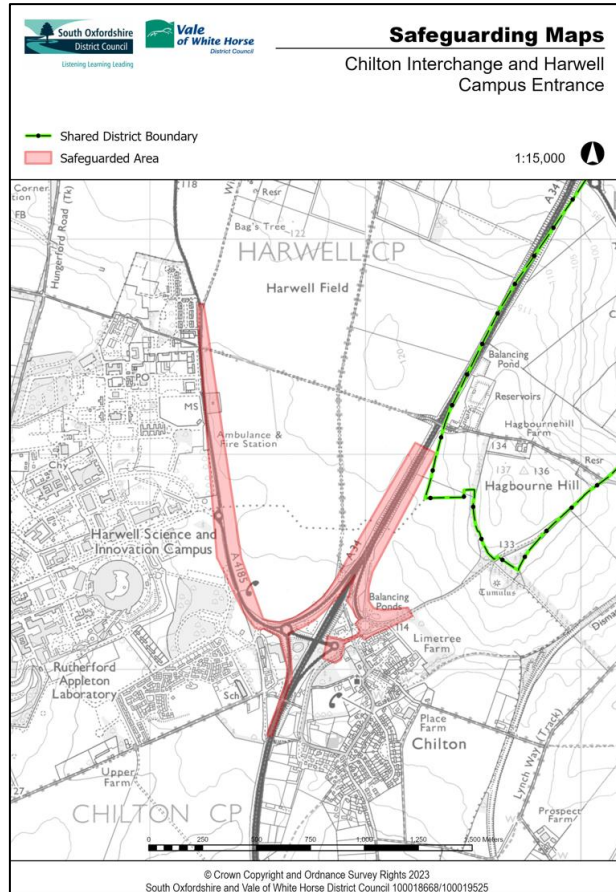


Figure 38: Chilton Interchange and Harwell Campus entrance (Updated January 2024)

Scheme 23: Harwell Campus entrance

3.91. This safeguarded scheme is included in VOWH LP Part 1 within policy SP18 scheme E11 (see **Figure 39**).

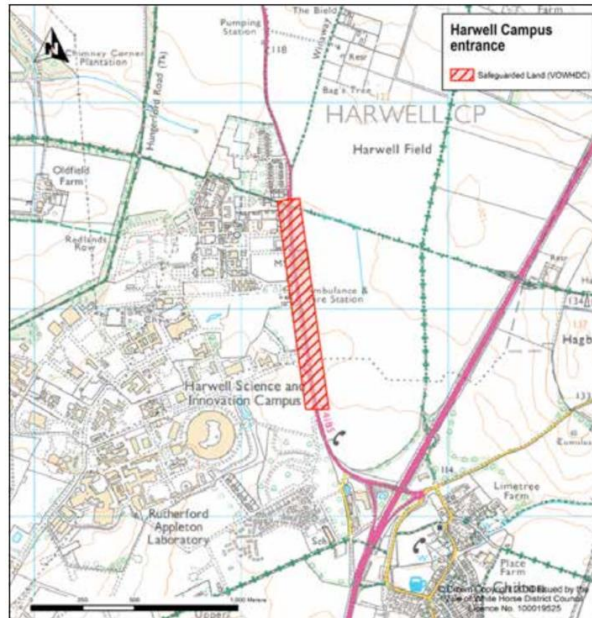


Figure 39: Harwell Campus entrance (Adopted December 2016)

3.92. The safeguarded scheme protects the ability to alter the access arrangements for the Harwell Campus site along the Newbury Road (A4185).

3.93. As identified in the Chilton Interchange safeguarded scheme above, this safeguarded scheme will be combined with the Chilton Interchange Scheme as any changes to one will directly influence the other.

Scheme 24: Improvements to Featherbed Lane and Steventon junction

3.94. This safeguarded scheme is included in VOWH LP Part 1 within policy SP18 scheme E6 (see **Figure 40**).

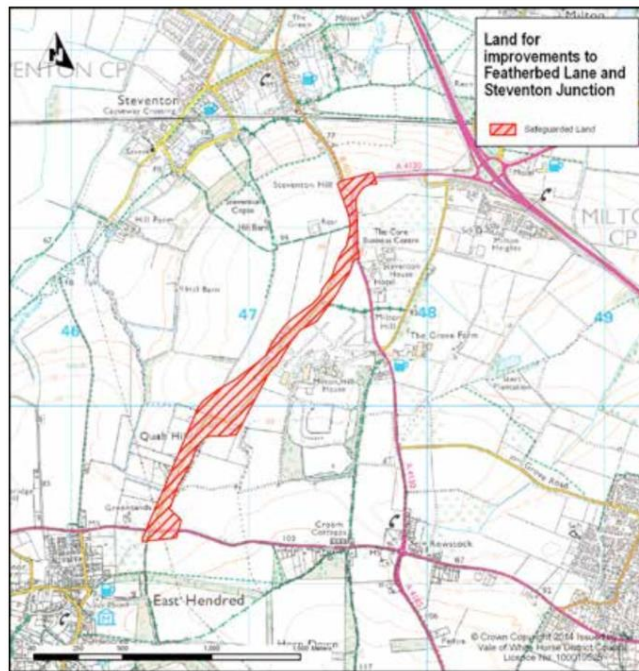


Figure 40: Improvements to Featherbed Lane and Steventon junction (Adopted December 2016)

- 3.95. The safeguarded scheme protects the ability to address potential safety concerns with the road layout of Featherbed Lane.
- 3.96. Oxfordshire County Council is progressing a study, which includes this route, the results of which will influence the retention of the safeguarded scheme as currently presented.
- 3.97. This safeguarded scheme is sought to be retained for the JLP but may be revised subject to the study. Additionally, in the JLP this safeguarded scheme will be combined with the Relief to Rowstock and Harwell to Didcot Busway safeguarded scheme below (see **Figure 41**). The schemes will collectively be: Improvements to Featherbed Lane and Steventon Junction and Relief to Rowstock and Harwell to Didcot Busway.

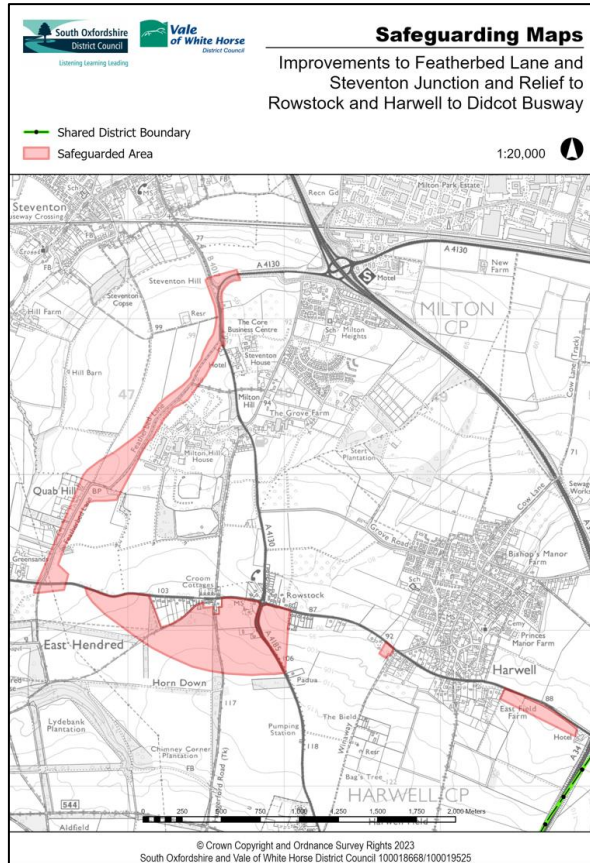


Figure 41: Improvements to Featherbed Lane and Steventon junction and relief to Rowstock and Harwell to Didcot busway (Updated January 2024)

Scheme 25: Relief to Rowstock and Harwell to Didcot busway

3.98. This safeguarded scheme is included in VOWH LP Part 1 within policy SP18 scheme E12 (see **Figure 42**).

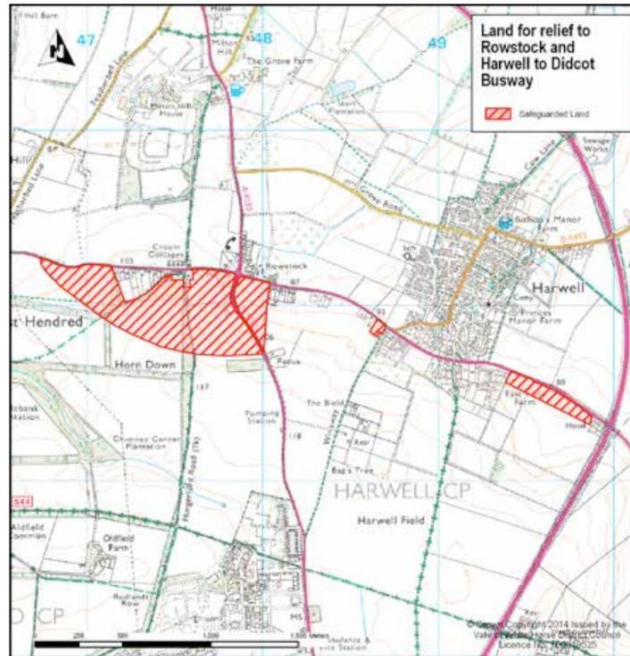


Figure 42: Relief to Rowstock and Harwell to Didcot busway (Adopted December 2016)

- 3.99. The safeguarded scheme comprises three plots of land for: a new movement corridor, junction improvements, and public transport infrastructure.
- 3.100. The scheme protects the ability to address existing and forecast traffic issues at the junction (western safeguarding). Junction improvements are identified for the Wantage Road and Reading Road (A417) junction, and land is also saved to facilitate a busway along Reading Road (A417).
- 3.101. As per the safeguarded scheme above, Oxfordshire County Council is undertaking a study, which includes these locations. The results of the study will influence the retention of this safeguarded scheme as currently presented.
- 3.102. This safeguarded scheme will be retained for the JLP but may be revised subject to the Oxfordshire County Council study. The safeguarded scheme will be combined with the Featherbed Lane and Steventon Junction safeguarded scheme above.

Scheme 26: Lodge Hill Mobility Hub and upgraded A34 slips (formerly: Lodge Hill for Park & Ride and upgraded slips)

3.103. This safeguarded scheme (south slips only) was included in VOWH LP Part 1 within policy CP12 scheme E14 and has since been superseded by revised safeguarded land (south slips and Mobility Hub) in VOWH LP Part 2 within the Abingdon Sub Area (see **Figure 43**).

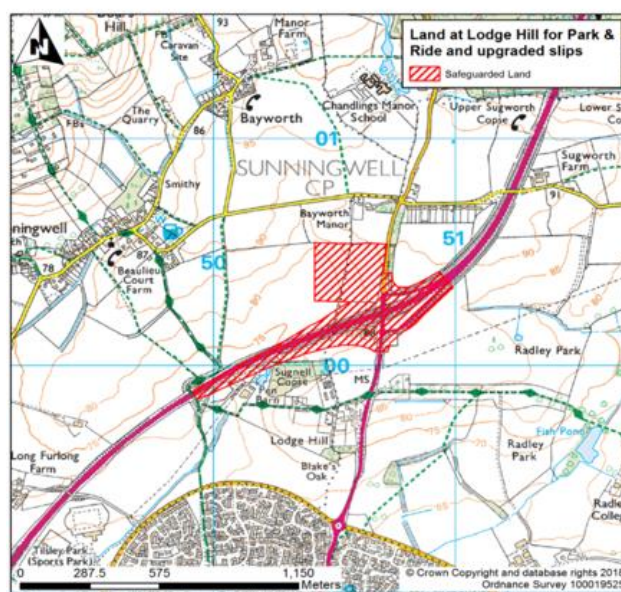


Figure 43: Lodge Hill Mobility Hub and upgraded A34 slips, VOWH LP Part 2 (Adopted October 2019)

3.104. The safeguarded scheme protects the ability to provide south facing slip roads onto the A34 at Lodge Hill and provide a Mobility Hub facility.

3.105. The County Council is currently developing its Mobility Hub strategy which will provide details relating to the scale and typologies of future transport hubs in different locations.

3.106. The south facing slips are to be retained for the JLP while the Mobility Hub may be revised following the results of Oxfordshire County Council’s emerging Mobility Hub study.

3.107. The County Council has provided an updated plan to the council (see **Figure 44**) which has a modified safeguarding area to reflect the latest intention.

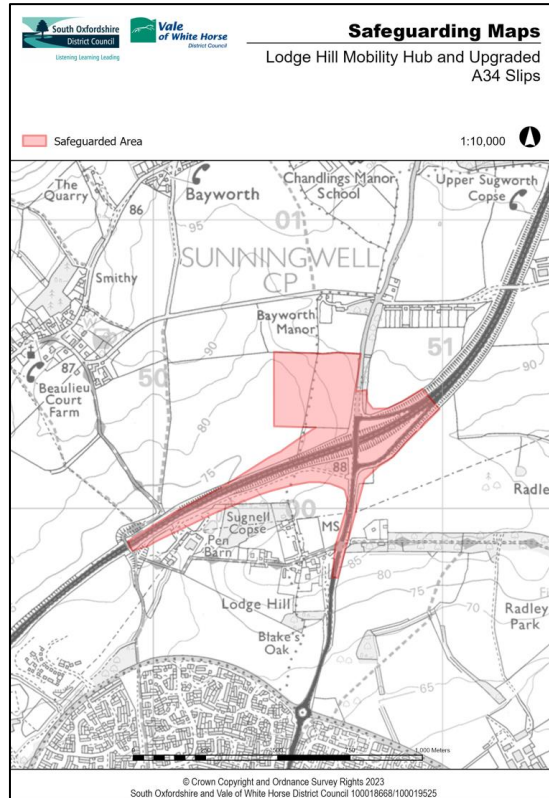


Figure 44: Lodge Hill Mobility Hub and upgraded A34 slips (Updated January 2024)

Scheme 27: A34 bus lane

3.108. This safeguarded scheme is included in VOWH LP Part 2 within the Abingdon Sub Area (see **Figure 45**).

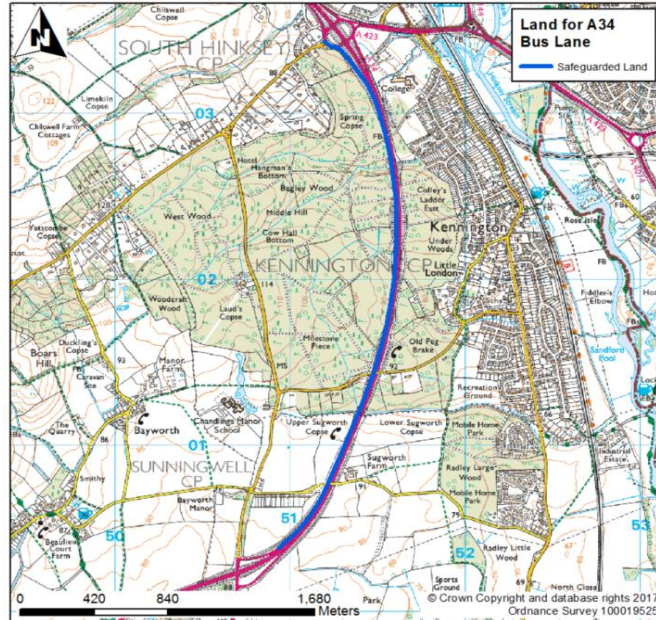


Figure 45: A34 bus lane (Adopted October 2019)

3.109. The safeguarded scheme protects the ability to enhance provision for northbound A34 bus movements between Lodge Hill junction and the Hinksey Hill Roundabout.

3.110. The safeguarded land enables a new bus lane to be provided to the west of the existing northbound carriageway stretching from the Lodge Hill on-slip up to the Hinksey Hill Interchange. Bus priority would also be installed at the Hinksey Hill junction, enabling buses to bypass congestion.

3.111. The scheme will be retained for the JLP.

Scheme 28: Cumnor Mobility Hub (formerly: Land for Cumnor Park and Ride)

3.112. This safeguarded scheme is included in VOWH LP Part 2 within the Abingdon Sub Area (see **Figure 46**).

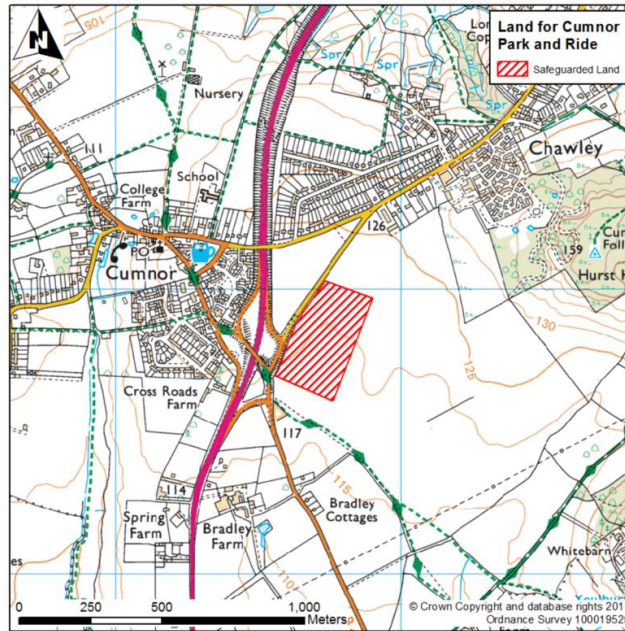


Figure 46: Cumnor Mobility Hub (Adopted October 2019)

3.113. The safeguarded scheme protects the ability to provide Mobility Hub facilities to the east of Cumnor Hill, located close to the A420.

3.114. It is intended to retain this safeguarded scheme for the JLP, while the County Council's Mobility Hub study may influence the scale and characteristics of the proposed Mobility Hub.

Scheme 29: Upgraded active travel route between Shippon and Abingdon-on-Thames (formerly: Land safeguarded for upgraded footpath between Shippon and Abingdon-on-Thames)

3.115. This safeguarded scheme is included in VOWH LP Part 2 within the Abingdon Sub Area (see **Figure 47**).

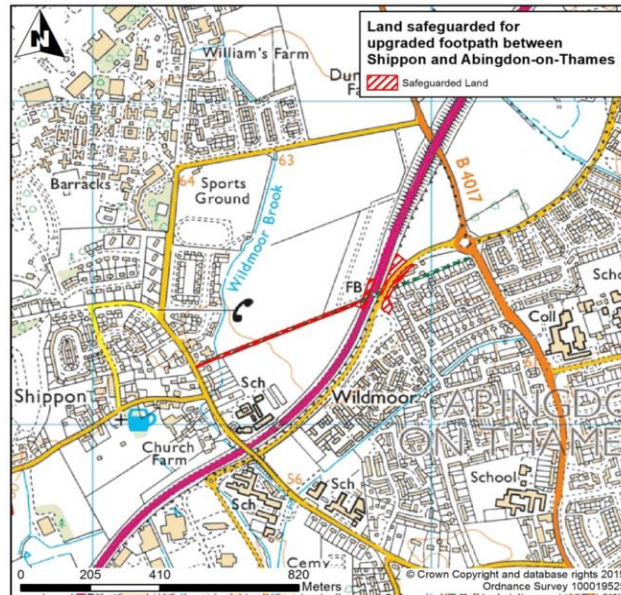


Figure 47: Upgraded active travel route between Shippon and Abingdon-on-Thames (Adopted October 2019)

3.116. The safeguarded scheme protects the ability to improve active travel (walking and cycling) between Shippon and Abingdon. The scheme will allow cycle and wheelchair suitable ramped access over the A34.

3.117. The JLP will retain the scheme. Additionally, Oxfordshire County Council intend to increase walking and cycling routes for this safeguarded scheme, with an additional route to be located immediately south of Long Tow, which runs parallel to the north of the existing safeguarded route. The County Council has submitted an updated safeguarding plan to the council (see **Figure 48**) which includes the additional route.

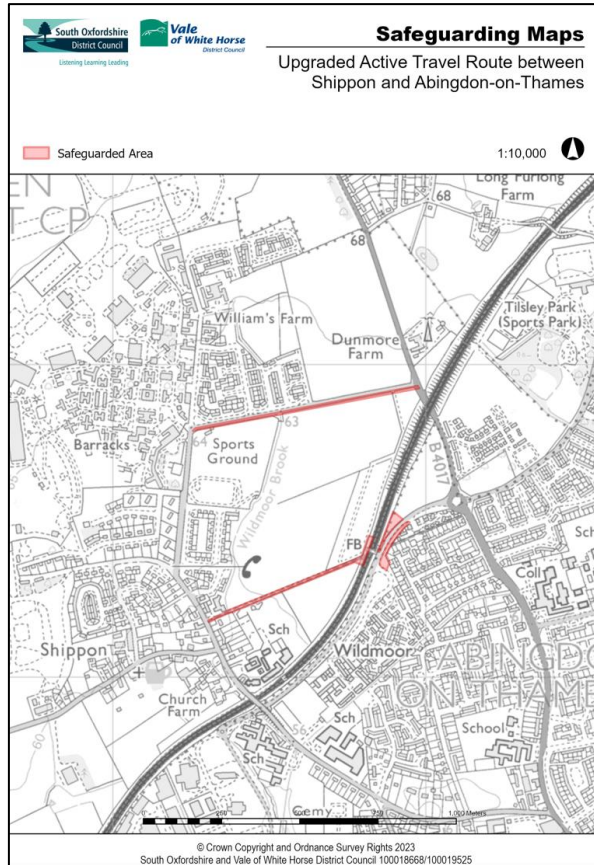


Figure 48: Upgraded active travel route between Shippon and Abingdon-on-Thames (Updated January 2024)

Scheme 30: Marcham movement corridor and improvements to Frilford Lights (formerly: Land for Marcham bypass and improvements to Frilford Lights)

3.118. This safeguarded scheme (Frilford Lights only) was included in VOWH LP Part 1 within policy CP12 scheme E16 and has since been superseded by revised safeguarded land (Marcham and Frilford Lights) in VOWH LP Part 2 within the Abingdon Sub Area (see **Figure 49**).

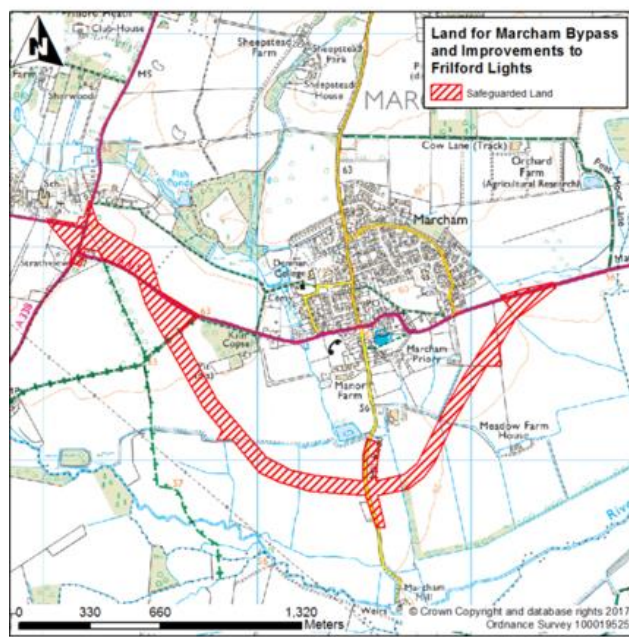


Figure 49: Marcham movement corridor and improvements to Frilford Lights, VOWH LP Part 2 (Adopted October 2019)

3.119. The safeguarded area is referred to as a ‘movement corridor’ to reflect the fact that this land could potentially be necessary to help facilitate additional travel demand for a variety of modes in the vicinity. Any potential scheme development would be in line with the councils’ and County Council’s relevant policies.

3.120. An optioneering study is currently being progressed by Oxfordshire County Council to consider various schemes to address transport and connectivity issues in the vicinity of Marcham and Frilford.

3.121. The scheme is sought to be retained for the JLP, but the area safeguarded may change as a result of the latest modelling and the identification of a preferred option or options.

Scheme 31: Great Coxwell Road junction

3.122. This safeguarded scheme is included in VOWH LP Part 1 within policy CP21 scheme E18 (see **Figure 50**).

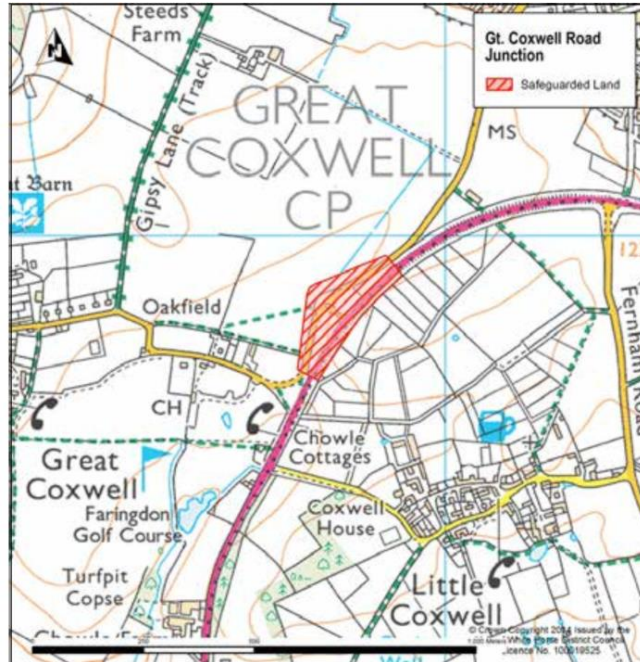


Figure 50: Great Coxwell Road junction (Adopted December 2016)

3.123. The safeguarded scheme protects the ability to provide improvements to the Coxwell Road and A420 junction, to be delivered by the South of Steeds development.

3.124. The JLP will retain this safeguarded scheme. The safeguarding will be removed if construction is underway prior to the adoption of the JLP.

Scheme 32: Townsend Road junction with A420

3.125. This safeguarded scheme is included in VOWH LP Part 1 within policy CP21 scheme E17 (see **Figure 51**).

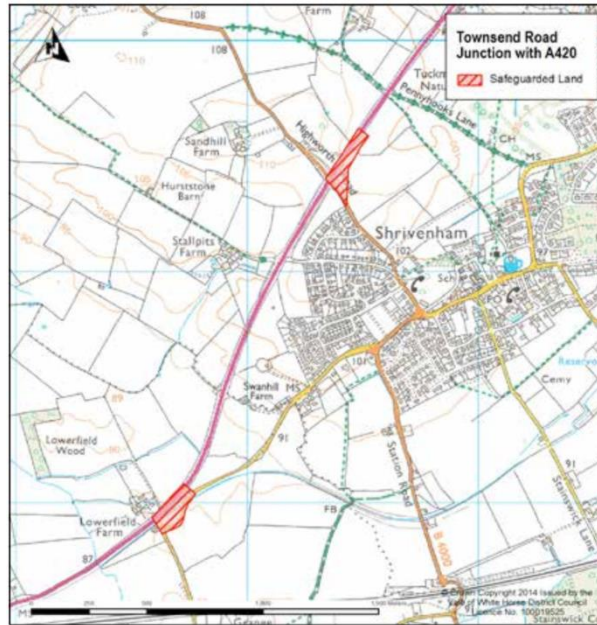


Figure 51: Townsend Road junction with A420 (Adopted December 2016)

3.126. The safeguarded scheme protects the ability to provide junction improvements at the Townsend junction with the A420 and provide access between Highworth Road (B400) and A420.

3.127. The southern plot of safeguarded land is saved to allow improvements for access at the Townsend Road and A420 junction.

3.128. The JLP will remove the northern safeguarded area as the associated scheme has now been delivered, while the southern scheme is sought to be retained. The County Council has submitted an updated safeguarding plan to the council (see **Figure 52**) which removes the Highworth Road area.



Figure 52: Townsend Road junction with A420 (Updated January 2024)

4. Conclusion

- 4.1. A total of 32 individual safeguarded transport schemes are included in South Oxfordshire and Vale of White Horse's adopted Local Plans. Following scheme development undertaken by Oxfordshire County Council since adoption of the Local Plans, as well as changes to transport planning policy locally, regionally, and nationally, the new Joint Local Plan will make amendments to a number of the safeguarded schemes for the emerging JLP.
- 4.2. The area of land safeguarded has been revised for 18 of the safeguarded schemes, 3 of which may also be removed by the time of the adoption of the JLP due to scheme progress toward delivery.
- 4.3. A total of 2 safeguarded schemes are sought to be merged with 2 other safeguarded schemes, due to their similar function and or close proximity.
- 4.4. Additionally, total of 7 schemes are subject to change waiting on studies being undertaken by Oxfordshire County Council currently (Lodge Hill has been revised and is subject to an ongoing study). Where possible, these schemes will be updated ahead of JLP adoption.
- 4.5. Finally, 5 schemes are sought to be retained as existing and 1 scheme will be removed as it has been delivered.
- 4.6. **Table 1** provides a summary of the intentions for each safeguarded scheme.

Table 1: Safeguarded Schemes Summary

No.	Scheme	Current Status for the Joint Local Plan
1	Didcot to Culham river crossing	Revised safeguarding plan supplied
2	Didcot science bridge	Revised safeguarding plan supplied
3	Southern Didcot movement corridor	Revised safeguarding plan supplied
4	Southern Abingdon movement corridor	Revised safeguarding plan supplied
5	Clifton Hampden bypass	Revised safeguarding plan supplied
6	Watlington relief road	Revised safeguarding plan supplied, may remove due to delivery
7	Benson relief road	Revised safeguarding plan supplied, may remove due to delivery
8	Didcot northern perimeter road phase 3	Revised safeguarding plan supplied
9	Didcot central corridor	Study underway, expected revision
10	A4130 road safety improvements	Retained
11	Sandford Mobility Hub	Study underway, possible revision
12	Golden Balls junction improvements	Study underway, possible revision
13	A4130 widening	Revised safeguarding plan supplied
14	Backhill Lane tunnel	Remove due to delivery
15	Wantage eastern link road	Revised safeguarding plan supplied, may remove due to delivery
16	Wantage western movement corridor	Retained
17	Wantage and Grove Railway Station	Revised safeguarding plan supplied
18	Milton Heights pedestrian and cycle bridge	Revised safeguarding plan supplied
19	Improved access to A34 near Milton Park	Retained
20	Cinder Track active travel improvements	Revised safeguarding plan supplied
21	Upgrading Hagbourne Hill	Revised safeguarding plan supplied
22	Chilton Interchange	Revised safeguarding plan supplied
23	Harwell Campus entrance	Merge with above
24	Improvements to Featherbed Lane and Steventon junction	Study underway, possible revision
25	Relief to Rowstock and Harwell to Didcot busway	Merge with above
26	Lodge Hill Mobility Hub and upgraded A34 slips	Study underway, possible revision and revised safeguarding plan supplied
27	A34 bus lane	Retained

No.	Scheme	Current Status for the Joint Local Plan
28	Cumnor Mobility Hub	Study underway, possible revision
29	Upgraded active travel route between Shippon and Abingdon-on-Thames	Revised safeguarding plan supplied
30	Marcham movement corridor and improvements to Frilford Lights	Study underway, possible revision
31	Great Coxwell Road junction	Retained
32	Townsend Road junction with A420	Revised safeguarding plan supplied

4.7. Possible new safeguarded schemes will be considered by the districts and Oxfordshire County Council for the next stage of the JLP development.

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