

- 13.11 New development needs to make best use of existing infrastructure where capacity exists to accommodate needs, and the infrastructure is of an appropriate attractiveness and quality. Requirements arising from the needs of a development can be met through improvements to, or provision of new, infrastructure and services.
- 13.12 New development may also need to take into account existing infrastructure constraints, such as the presence of overhead powerlines or gas pipelines. It will be important for developers to engage early in the planning process with the organisations responsible for these distribution networks, including National Grid or Scottish and Southern Electricity Networks, to see how these can best be accommodated within new development.
- 13.13 The provision or improvement of infrastructure needed to support development will usually be secured through the use of planning conditions attached to a planning permission, or through contributions from, or direct delivery by, developers through legal agreements. Alternatively, we can attach planning conditions or secure funding via the Community Infrastructure Levy to deliver this infrastructure. Where local facilities, open space, play areas and community infrastructure are delivered by new developments, the councils' preference is for these to be transferred to town and parish councils, or other local community groups or organisations, rather than to a privately run management company.
- 13.14 To maintain and provide infrastructure and other community services effectively, it is essential that there is a partnership working approach between the public, private and voluntary sector agencies involved. The councils will continue to work closely with a wide range of infrastructure providers and stakeholders. Key organisations include Oxfordshire County Council, National Highways, the NHS Integrated Care Board, town and parish councils, Thames Water and the Environment Agency.

Sustainable transport and accessibility

Policy IN2 – Sustainable transport and accessibility

- 1) Development proposals must demonstrate that:
 - 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;

- 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 identified improvements to active and sustainable travel choices required by a development (on and off site) must be delivered ahead of occupation; and
 - c) access to the development is safe and convenient for all highway users, and in line with Oxfordshire County Council's Transport User Hierarchy^a.
- 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^b, Planning Practice Guidance on Travel Plans, Transport Assessments and Statements^c and guidance from National Highways^d;
 - b) the Active Travel England Planning Application Assessment Toolkit^e has been used, where appropriate,
 - c) provision of infrastructure and services has been prioritised in accordance with Oxfordshire County Council's Transport User Hierarchy, as set out in Policy 1 of the Local Transport and Connectivity Plan;
 - d) they address any road safety issues in accordance with Oxfordshire County Council's Vision Zero Approach;
 - e) they do not worsen air quality issues and provide air quality mitigation measures where suitable;
 - f) 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;
 - g) the methodology in Oxfordshire County Council's Implementing Decide and Provide: Requirements for Transport Assessments document^f has been used to assess the need for infrastructure and provision of transport services;
 - h) 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

- i) they align with and help to deliver planned transport infrastructure (as set out in Policy IN3 (Transport infrastructure and safeguarding)) where future users of the development are likely to utilise the infrastructure.

Transport documents to support planning applications

- 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) 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. Initiatives and infrastructure provision should facilitate electric, or other fuelled vehicle use, in line with Oxfordshire County Council's Parking Standards for New Developments⁹. 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.

^a See Policy 1 of the Oxfordshire County Council (2022) Local Transport and Connectivity Plan, available at: <https://www.oxfordshire.gov.uk/sites/default/files/file/roads-and-transport-connecting-oxfordshire/LocalTransportandConnectivityPlan.pdf>

^b Oxfordshire County Council (2022) Oxfordshire Local Transport and Connectivity Plan – supporting documents, available at: <https://www.oxfordshire.gov.uk/residents/roads-and-transport/connecting-oxfordshire/tcp>

^c MHCLG (2014) Travel Plans, Transport Assessments and Statements, available at: <https://www.gov.uk/guidance/travel-plans-transport-assessments-and-statements>

^d National Highways (2023) Planning for the future, available at: https://nationalhighways.co.uk/media/mvluu5w/final-crc23_0370-nh-planning-guide-2023.pdf

^e Active Travel England (2023) Planning application assessment toolkit, available at: <https://www.gov.uk/government/publications/active-travel-england-planning-application-assessment-toolkit>

^f Oxfordshire County Council (2022) Implementing 'Decide & Provide': Requirements for Transport Assessments, available at: <https://www.oxfordshire.gov.uk/sites/default/files/file/roads-and-transport/ImplementingDecideandProvideTARrequirements.pdf>

⁹ Oxfordshire County Council (2022) Parking Standards for New Developments, available at: <https://www.oxfordshire.gov.uk/sites/default/files/file/roads-and-transport-policies-and-plans/PARKINGS.PDF>

13.15 Policy IN2 (Sustainable transport and accessibility) supports the improvement of transport infrastructure, prioritising active and sustainable travel, and aims to improve access for all, health benefits and place making.

- 13.16 The councils prioritise active travel to meet the travel needs of development. Development proposals will need to adhere to the transport user hierarchy and assess future transport needs using the Decide and Provide (or 'Vision and Validate') approach. This considers the needs of all users, for an entirely inclusive transport network. This prioritises reducing the need to travel, then the requirements to shift travel mode to walking and wheeling¹⁰⁵, then cycling, then public transport, and then motorised vehicle travel. As such, developers should not consider highway upgrades and capacity increases for private vehicles as their first mitigation strategy to offset the travel impact of the development. These should only be considered after all other options have been exhausted. On larger developments which are being delivered in phases, the councils will expect that active and sustainable travel infrastructure is delivered at the earliest stage to influence travel behaviours from the outset.
- 13.17 These active travel measures will enable residents to access as many essential day-to-day amenities as possible. Amenities include, but are not limited to, primary schools, secondary schools, supermarkets or local grocery shops (selling fresh food), general practice surgeries (plus other healthcare facilities), places of employment (such as a town centres, science parks, business parks, industrial estates, or other employment sites of a similar scale, e.g. major hospitals, universities, etc.), convenience stores, post offices, and pharmacies. The councils will require that active travel routes are safe and attractive and, wherever possible, extend beyond the site boundary to connect to appropriate destinations or the existing active travel network and Public Rights of Way network.
- 13.18 To support developers in developing active travel proposals, the councils expect applicants to use Active Travel England's (ATE) toolkit for planning applications that surpass ATE's thresholds: 150 dwellings, 7,500sqm of non-residential uses, or sites of 5 hectares. Applicants will need to have regard to transport and travel guidelines and design principles set out at national, county and district level. The councils and Oxfordshire County Council also encourage applicants to seek pre-application advice for how to apply the new approach to transport planning.
- 13.19 In addition to active transport measures, developers will need to demonstrate that safe access can be achieved through compliance with the Department for Transport's Local Transport Note 1/20 and Inclusive Mobility documents¹⁰⁶ at the planning application stage. Additionally, planning applications should support the Oxfordshire Vision Zero, aiming to eliminate all road fatalities and severe injuries on Oxfordshire's roads.
- 13.20 Developers will be expected to submit and agree a Travel Plan to monitor the effectiveness of transport mitigation measures, though other monitoring strategies may be appropriate if agreed with the councils and Oxfordshire County Council.

¹⁰⁵ Wheeling is an alternative to pedestrian-based mobility which includes both self-propelled wheelchairs, powered wheelchairs, mobility scooters, and rollators

¹⁰⁶ Department for Transport (2020) Cycle infrastructure design (LTN 1/20), available at: <https://www.gov.uk/government/publications/cycle-infrastructure-design-ltn-120>

13.21 When applying this policy, it is relevant to acknowledge that different considerations apply to roads managed by National Highways (the A34 and M40) compared with those managed by Oxfordshire County Council. National Highways roads are designed to operate for longer distance journeys whilst the majority of the county managed roads should facilitate local journeys by all modes.

Transport infrastructure and safeguarding

Policy IN3 – Transport infrastructure and safeguarding

Pipeline transport schemes and transport priorities

- 1) The council, working with Oxfordshire County Council and relevant stakeholders, will support the following infrastructure schemes and transport priorities. Development should contribute to the delivery of these schemes and priorities where appropriate:
 - a) Maintaining, improving and adding to walking and cycling infrastructure, including, for example, through development of further Local Cycling and Walking Infrastructure Plans (LCWIPs) and delivery of schemes included in existing LCWIPs as well as delivering schemes included in the Strategic Active Travel Network (SATN)^a and, where appropriate, the Science Vale Area Strategy;
 - b) Protecting, enhancing and adding to the Public Right of Way (PROW) network, National Cycle Network routes, National Trails, recreational routes, and Open Access Areas (OAAs);
 - c) protecting former rail facilities and lines for re-use as public transport corridors or for the purpose of active travel;
 - d) delivery of mobility hubs to support transport interchanges;
 - e) maintaining, improving and adding to rail services and associated facilities;
 - f) a new Wantage and Grove Railway Station and associated railway tracks;
 - g) improvements to Culham Railway Station;