



Oxford Road corridor

Access strategy

Through pre-application discussions with the Highway Authority, Oxfordshire County Council and relevant stakeholders, an active travel led approach to access has been developed.

The proposed access strategy for the site along the Oxford Road / Banbury Road comprises:

- A simple 'Left in Left out' priority T-junction north of the existing Water Eaton Estate access road.
- The current Water Eaton Estate access to be closed to vehicular traffic but maintaining the exiting Bridleway / Public Right of Way.
- A traffic signal-controlled crossing for pedestrians and cyclists (known as a Toucan Crossing) linking the public rights of way which cross PR6a and PR6b.
- New northbound and southbound bus stops located on the Oxford Road near to the Toucan crossing, local centre and Public Rights of Way.
- The closure of the existing St Frideswide farm access to vehicular traffic.
- A traffic signal-controlled junction located to the south of the existing St Frideswide farm which will provide access to the existing buildings.

Specific details of the junctions are considered in more detail [here](#)

Our proposals sections

Introduction

Masterplan updates

Summary of masterplan updates

Mix and disposition of uses

Building heights

Housing capacity and tenures

Green infrastructure strategy

Movement strategy

Pipal Barns

Oxford Road corridor

Access strategy

Cycle superhighway

Access arrangements

Cotteslowe Park cycle route

Cycle superhighway

A new 2.5 metre southbound direction cycle track parallel to the Oxford Road / Banbury Road is to be provided along the frontage of the site.

This will primarily cater for commuter movements from outside of the development, access to the Park & Ride and Parkway Station, and also facilitate longer journeys between Kidlington and Oxford City Centre. It is proposed to be segregated from the road by a new landscaped verge of approximately three metres in width – delivering a high quality and safe environment for cyclists of all abilities. Please see link to the [proposed cross section](#).

This would require removal of the much of the existing trees and scrub along Oxford Road and its replacement. We have undertaken surveys of the trees and biodiversity as well as received detailed advice on this and the conclusion is that while a green corridor, the existing tree and scrub planting is of poor quality and has limited life. Conversely, providing a safe and high quality cycle and pedestrian environment alongside an extensive landscaping scheme that will endure and can be planted with appropriate species to maximise habitat and biodiversity gain is the best all round solution. The initial biodiversity net gain assessment taking this into account still shows the scheme can deliver up to 20 per cent net gain overall.

Our proposals sections

Introduction

Masterplan updates

Summary of masterplan updates

Mix and disposition of uses

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Movement strategy

Pipal Barns

Oxford Road corridor

Access strategy

Cycle superhighway

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Cotteslowe Park cycle route

A northbound cycle track is proposed on the western side of the Oxford Road / Banbury Road. This is expected to be delivered by the PR6b development when it comes forward with an interim ability to maintain the existing shared cycle and footpath on that side of the Oxford Road.

The existing footway along the Oxford Road / Banbury Road will be replaced with the landscaped verge and an improved two metre footway.

Improvements to the existing footway / cycleway along the Oxford Road / Banbury Road between (and inclusive of) the Kidlington Roundabout and Cutteslowe Roundabout are being considered and, where possible, cyclists will be segregated from vehicles and pedestrians.

Improvements to the Kidlington Roundabout, including its signalisation and improvements for pedestrians and cyclists are being brought forward by Oxfordshire County Council – enabled by growth funding which has already been secured.

Christ Church is actively working with the relevant authorities and stakeholders to ensure that any improvements to walking and cycling infrastructure are designed to be as safe and include segregation as far as possible.

Access arrangements

The Primary access to the site will be via a new four-arm signal junction designed to serve both PR6a and PR6b located to the south of the current St. Frideswide farm access.

- The Primary access to the site will be via a new four-arm signal junction designed to serve Water Eaton (PR6a) and PR6b located to the south of the current St. Frideswide farm access.
- Two [signal junction designs](#) are being considered, a standard signal junction and a more cycle friendly signal junction known as a CYCLOPS junction.
- The final design will be agreed with Oxfordshire County Council following ongoing capacity testing, with the intention to deliver a junction which maximises pedestrian and cycle usage, without creating unacceptable delay to public transport and other users.
- Both of the signal controlled junctions have been designed in such a way that they can come forward as part of a phased delivery to the east and west of Oxford Road.

What is a Cyclops junction?

A CYCLOPS junction is a **CYCLE Optimised Protected Signal Junction** designed with an orbital cycle route around the junction. The design leads to the segregation of walking and cycling from vehicles, creating a safe environment for cyclists and pedestrians.

CYCLOPS junctions are being introduced across the UK, with there already being a number in operation in [Manchester](#) and [Cambridge](#).



Secondary access

A secondary access in the form of a simple [Left in Left out priority T-junction](#) is proposed to the north of the existing Water Eaton Estate access road.

The left in left out configuration is Oxfordshire County Council's preference and allows residents and school buses / coaches to arrive from the north, whilst minimising conflicts between right turning traffic and cyclists.

Our proposals sections

Introduction

Masterplan updates

- Summary of masterplan updates
- Mix and disposition of uses
- Building heights
- Housing capacity and tenures
- Green infrastructure strategy
- Movement strategy
- Pipal Barns

Oxford Road corridor

- Access strategy
- Cycle superhighway

Access arrangements

- Cutteslowe Park cycle route

Cotteslowe Park cycle route

- The opportunity for a cycle route through the park was raised at previous public consultation events.
- A scheme has been designed which would provide a segregated route through the park.
- The scheme routes from the north where it would connect into the new park area, east of the cricket pavilion and then along the western side of the park, avoiding the busiest parts of the park.
- The scheme is currently being reviewed by Oxfordshire County Council and Oxford City Council and could be delivered by Oxford City Council via Section 106 contributions.

Our proposals sections

Introduction

Masterplan updates

Summary of masterplan updates

Mix and disposition of uses

Building heights

Housing capacity and tenures

Green infrastructure strategy

Movement strategy

Pipal Barns

Oxford Road corridor

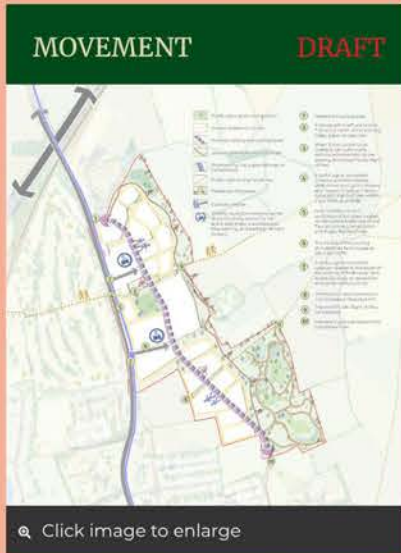
Access strategy

Cycle superhighway

Access arrangements

Cotteslowe Park cycle route

Illustrative movement plan

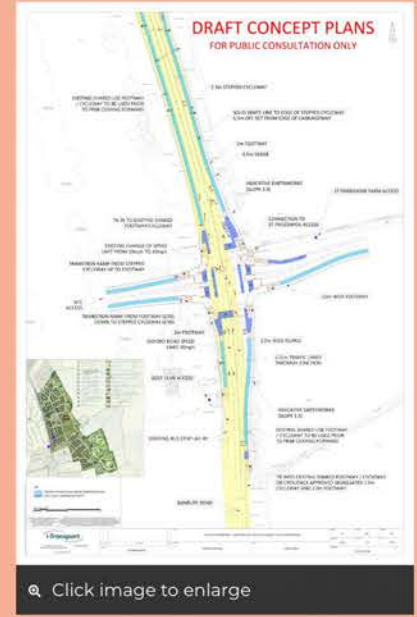


Illustrative section of Oxford Road Frontage



Signal controlled junction

Image of potential typical signal controlled junction



CYCLOPS junction

Image of potential CYCLOPS junction



Oxford Road cycle superhighway

Image of Oxford Road corridor



Left in Left Out junction

Image of potential Left in Left Out junction



Contact us

If you need any help registering to take part in our online event, would like the information we're consulting on in printed format, or require any advice on how to take part please contact us directly by:

Calling us on: 0800 531 6831

Emailing us at: info@water-eaton.co.uk

Writing to us at: Freepost RRRK-AZTG-JLJX, Water Eaton Team (Camargue), Eagle Tower, Montpellier Drive, Cheltenham, GL50 1TA

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