

Report to: Executive Board - Monday 2nd December 2002

**HEADINGTON AND MARSTON AREA TRANSPORT STRATEGY (HAMATS)**

<p><b>Report of:</b> <i>Planning Policy Manager</i></p> <p><b>Report Author:</b> <i>Susie Williams</i> <i>Planning Policy</i> <i>01865 252165</i> <i>swilliams@oxford.gov.uk</i></p> <p><b>Lead Member Responsible:</b> <i>Colin Cook</i></p> <p><b>Overview and Scrutiny Committee Responsibility:</b> <i>Environment Overview &amp; Scrutiny Committee</i></p> <p><b>Key Decision:</b> <i>No</i></p>	<p><b>WARDS AFFECTED</b> <b>ALL</b></p>
<p><b>SUMMARY AND RECOMMENDATIONS</b></p> <p>The purpose of this report is to ask Members to support the aims of the Headington and Marston Transport Strategy (HAMATS).</p> <p>The input to HAMATS will be met from existing staff resources within the Planning Policy team.</p> <p>The HAMATS is referred to in the First Draft Oxford Local Plan as a framework within which development proposals in the area should be considered. The implementation of the HAMATS will support the strategic aims of the Council's vision.</p> <p>The Executive Board is ASKED to:</p> <ol style="list-style-type: none"> <li>1. Support the aims of the strategy as set out in Appendix 1;</li> <li>2. Agree the use of the strategy in consideration of development proposals in the area and the co-ordination of transport related measures to be implemented as a result of such development; and</li> <li>3. Confirm that development of the strategy be carried out under the guidance of the HAMATS Steering Group.</li> </ol>	

1. In February 2000 the City Council agreed funding towards feasibility work for transport measures as part of a package to improve overall accessibility in the Headington area. This work was jointly commissioned by the City and

County Councils and was progressed as the Headington and Marston Area Transport study.

2. Public consultation on the consultant's proposals took place in summer 2001. The feedback from this together with the findings of the study were considered by the County Council's Executive Board on 5th March 2002. The County's Executive approved the draft Headington and Marston Area Transport Strategy (HAMATS), with the exception of the proposed park and ride at Marston, for further consultation and that the HAMATS steering group should oversee progress of the strategy.
3. The steering group comprises members from the City, County and Old Marston Parish Councils. The steering group is advisory only and responsibility for decisions on the transport strategy and the implementation of transport related measures rests with the Executives of the City and County Councils.
4. In June 2002 the City and County Councils held meetings with representatives of the relevant hospitals and universities and also with other key stakeholders and interested organisations. The response was generally supportive but some concerns were raised and these were considered by the steering group.
5. The HAMATS steering group met in October 2002 and agreed to support the draft strategy with the exception of:
  - a) a high frequency shuttle bus linking key employment sites with the London Road which had no support from the main bus operators who were the potential providers of such a service, which the steering group asked to be removed from the strategy; and
  - b) a potential new bus service between Thornhill Park and Ride and the Churchill Hospital, which they wished to see added to the strategy.The steering group also welcomed the draft implementation programme for measures and supported plans for publicity and information including a newsletter for local residents and businesses in the Headington and Marston area.
6. The County Council's Executive Board on 12th November 2002 agreed the Headington and Marston Area Transport Strategy as given in Appendix 1 of this report.

THIS REPORT HAS BEEN SEEN AND APPROVED BY: THE PLANNING POLICY MANAGER AND THE PORTFOLIO HOLDER FOR PLANNING AND TRANSPORT (COUNCILLOR COLIN COOK)
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**Appendix 1:**  
Headington and Marston Area Transport Strategy

No Background Papers

**HEADINGTON AND MARSTON AREA TRANSPORT STRATEGY**

**Cycling and Pedestrian Measures**

1. Improvements to cycle and pedestrian facilities and infrastructure to achieve the network identified on Plan A (see appendix 2. A colour copy will be displayed at the meeting).

**Public Transport Measures**

2. New or improved bus services to the area from other parts of the City, including along the orbital corridor (B4495), and from major settlements outside, including Abingdon and Kidlington.
3. Bus services into the area from Park and Ride car parks.
4. Resiting some bus stops in central Headington and improved bus shelters and information throughout the area.
5. Bus links between Marsh Lane and Maltfield Road and between A40 Northern Bypass and Foxwell Drive, subject to detailed justification.
6. Improvements to bus priority at signal junctions along main public transport corridors.
7. Bus priority on Marston Road south of William Street.
8. Measures to enable Osler Road to be used for bus services to/from the John Radcliffe Hospital (on-site measures secured through planning consent).
9. A bus link from Saxon Way to the John Radcliffe Hospital (secured through planning consent).
10. Measures to enable buses to access Churchill/Roosevelt Drives.

**Traffic Management Measures**

11. Traffic calming or other traffic management measures in Lime Walk (subject to the effectiveness of the Churchill Drive scheme above), Headington Quarry, Old Headington and Marston village.
12. Further detailed investigation of measures to improve conditions for all road users at the Cherwell Drive/Marston Road/Marsh Lane junction.
13. A study of short and long term improvements, especially for bus movements, at Green Road roundabout.
14. Further study of measures to deter or prevent traffic from using Divinity and Southfield Roads as an entry point to the Headington area from East Oxford.

**Parking Measures**

15. Additional on-street parking controls in central, east and south Headington, Northway, Wood Farm and in streets off Marston Road.
16. Planning controls to restrict additional parking associated with new development in the area.

**Travel Plan Measures**

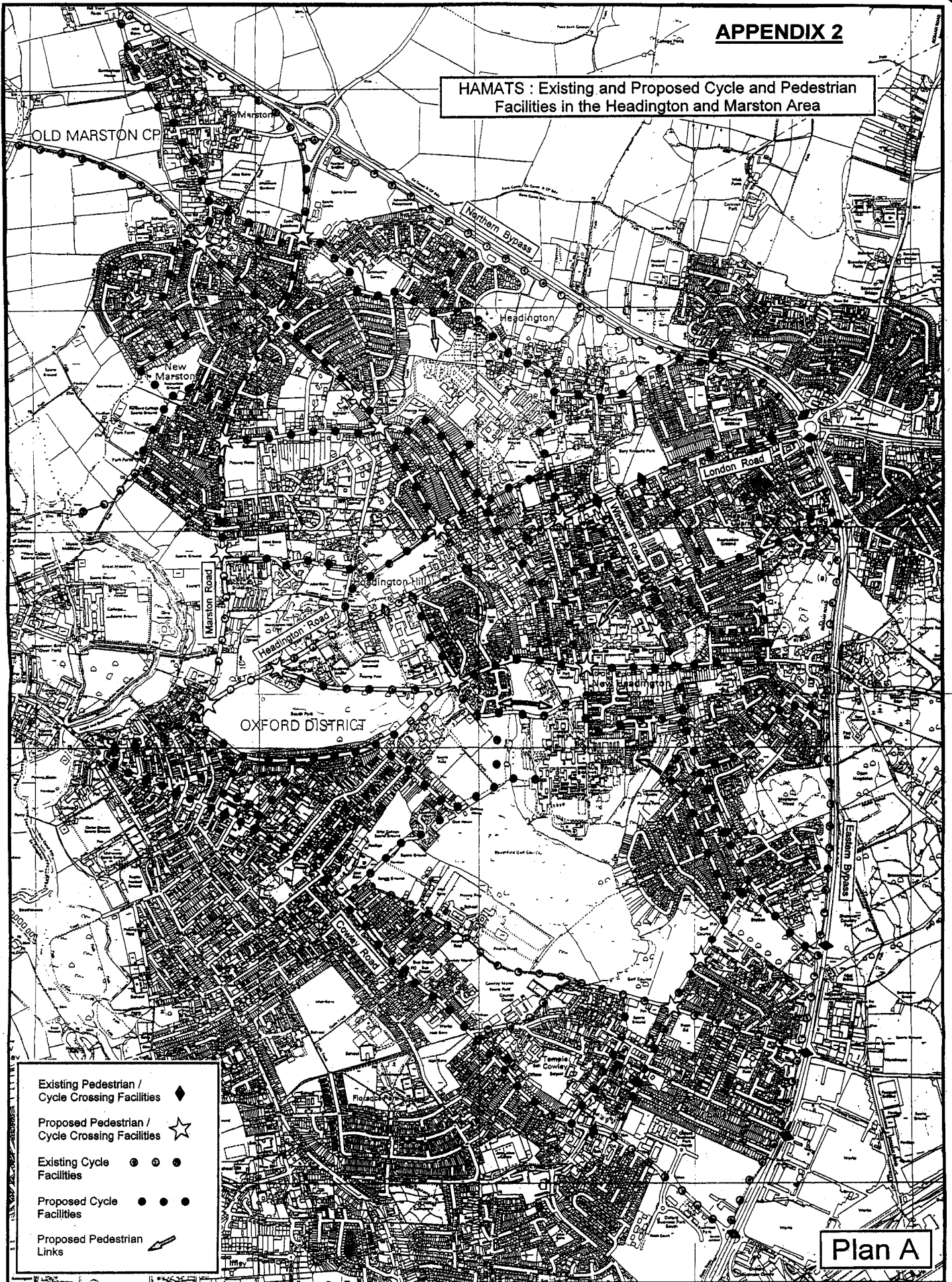
17. Effective implementation of Travel Plans at the major employment sites in the area including the restriction of private parking for employees with reasonable alternative means of travel.

**Environmental Measures**

18. Environmental improvements in central Headington.

**APPENDIX 2**

**HAMATS : Existing and Proposed Cycle and Pedestrian Facilities in the Headington and Marston Area**



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