

19. Carterton Area Strategy

1. Carterton, the second largest settlement in West Oxfordshire, is a relatively modern town which has grown, in the main, to serve RAF Brize Norton. Carterton has a small but varied economy, largely focused around the provision of local services. Carterton has been identified as a growth area by West Oxfordshire District Council, and has opportunities for both residential and employment growth.
2. The role of the Ministry of Defence (MOD) within Carterton is very strong with many local people associated with RAF Brize Norton. The MOD seeks to strengthen the strategic importance of RAF Brize Norton, as the largest RAF base in the country and significant increases in both military operations and personnel are expected in the next few years due to Programme Gateway – the RAF's plan for future growth.
3. West Oxfordshire's Draft Local Plan 2012 identified that within the Carterton sub-area there will be around 1,850 new homes by 2029, including Strategic Development areas to the east of Carterton (700 homes) and 400 homes at REEMA North and Central (current military personnel housing areas). The draft Local Plan also seeks to deliver a more attractive and vibrant town centre.
4. This strategy supports the Draft Local Plan's ambitions for Carterton and identifies the need for further investment in the town's transport infrastructure in order to support the planned level of growth.

Transport Strategy Objectives

5. The key transport objectives for Carterton are to:
 - establish a transport network that supports residential growth, attracts economic investment and enables growth of RAF Brize Norton;
 - enable people to access jobs and services by all modes of transport;
 - improve the environment of the town centre, and reduce the impact of traffic accessing the town centre.
6. The transport strategy for Carterton supports the development proposed to 2030 by:
 - improving accessibility
 - signing traffic to the most appropriate routes

- improving bus services and public transport infrastructure
- improving facilities for walking and cycling

7. The routes between Carterton and the A40 are currently only of 'B' road standard. This results in military freight using unsuitable routes, particularly through Carterton town centre and local traffic using a variety of routes, of varying standard, to access Witney and the A40. Improving access to the A40 is therefore a key objective reflected in Proposal CA1 below.

Proposal CA1 – To establish a transport network for Carterton that supports residential growth, attracts economic investment and enables growth of RAF Brize Norton the County Council will work closely with the District Council and key local partners to:

- undertake feasibility and option generation work to improve the B4477 between Carterton and A40 at Minster Lovell and upgrade from B classification road to A classification including signage review.
- continue to work with RAF Brize Norton to establish the implications of Programme Gateway on the existing transport network, to ensure new infrastructure is provided by the MOD to enable its intensification of activity;

8. There are frequent bus services operating between Carterton, Witney and Oxford, including a service of approximately two buses per hour to Oxford Rail Station. However, these services are vulnerable to delay because of congestion within Witney, through Eynsham and approaching Oxford on the A40. We will develop a strategy to improve access between development in West Oxfordshire and employment in Oxford, in particular new employment at Oxford's 'Northern Gateway', and to connect with rail services to London from Oxford Parkway station.
9. In some locations within Carterton, poor quality surfaces, personal safety concerns and lack of directional signage deter walking and cycling. Cycle networks linking the town to Witney and nearby villages could also be improved to enable cycling to work and for leisure.

Proposal CA2 – To enable people to access jobs and services by all modes of transport the County Council will work with the District Council, bus operators and developers to secure public transport, walking and cycling improvements to:

- improve the frequency of bus services to Witney and Oxford, through

pump-prime funding from new developments to reach the desired Premium Route level of service of four buses per hour;

- improve the frequency of bus services to Swindon, through pump-prime funding from new developments to eventually run these services on a commercial basis;
- provide bus stops close to the RAF Main Gate;
- provide a cycle route between Carterton and Witney;
- provide a cycleway from the employment and residential areas in the east of the town to Carterton town centre via Brize Norton Road;
- work with RAF Brize Norton to improve traffic flow for all modes at RAF Brize Norton's Main Gate including ensuring pedestrian and cycle facilities join established routes;
- support the redevelopment of Ministry of Defence housing stock within Carterton to provide excellent pedestrian access throughout the redeveloped site and clear pedestrian links to facilities across the town, including, where financially practical, the removal of the Upavon Way pedestrian subway.

10. Carterton Town Council is working on an improvement strategy for the town centre. The main aims are to promote retail and service growth by improving the environment in the town centre including reducing the impact of traffic, whilst maintaining access. On completion of the strategy the county council will review the transport issues that are highlighted.

Proposal CA3 – To improve the environment of the town centre, and reduce the impact of traffic accessing the town centre the County Council will work with the District Council, Town Council, key local partners and developers to secure improvements to:

- reduce queuing traffic and improve the environment in the town centre;
- discourage undesirable routing of traffic by improving directional signs and traffic calming measures;
- provide cycle links from the west of the town to the town centre.

11. Congestion on the A40 to the east of the Witney causes very lengthy delays for journeys to and from Oxford at peak times. This impacts on the ability of local businesses to achieve growth, and makes Carterton a potentially less desirable place for new businesses to locate.

Proposal CA4 - We will improve access between local centres and new development in West Oxfordshire, and employment in Oxford, in particular new employment at Oxford's 'Northern Gateway', and to connect with rail services to London from Oxford Parkway (Water Eaton) station by:

- Developing a transport improvements strategy to facilitate trips along the A40 corridor, including the existing proposal for an Eynsham Park & Ride Site.

Funding

12. Funding for the Carterton area strategy will be largely secured from developer contributions using the strategic transport infrastructure contribution rate.
13. The Carterton area strategy identifies a package of transport measures that are required to mitigate the cumulative impact of development across the Carterton area, where the impact of development is not attributable to a single development.
14. The public transport service contribution is based on the estimated cost of new or improved public transport services divided proportionally by the quantum of planned growth to give a cost per development site.
15. The level of contributions has been calculated on based on the scale of funding required for the transport infrastructure and the quantum of planned growth. This will be reviewed if the planned housing growth or infrastructure requirements change.
16. The Strategic Transport Contribution does not include direct mitigation measures, which will be sought separately.

Proposal CA5 – To mitigate the cumulative impact of development across the Carterton area and implement the transport measures identified in the Carterton area strategy we will:

- Secure strategic transport infrastructure contributions from all new development based on the contribution rate per dwelling or per m2 for non-residential developments.
- Secure strategic public transport service contributions based on the contribution rate per dwelling or per m2 for non-residential developments.

References

RAF Brize Norton Programme

Gateway <http://www.raf.mod.uk/rafbrizenorton/organisation/progateway.cfm>.

West Oxfordshire's Draft Local Plan 2012

[http://www.westoxon.gov.uk/planning/CoreStrategy.cfm?frmAlias=/corestrateg
y/?frmAlias=/draftlocalplan/](http://www.westoxon.gov.uk/planning/CoreStrategy.cfm?frmAlias=/corestrateg
y/?frmAlias=/draftlocalplan/)

CARTERTON AREA STRATEGY

- New Housing
- A** Proposed Strategic Development Area – East Carterton SDA
- B** Strategic Development Area – REEMA SDA
- C** Remaining Adopted Local Plan Housing Allocation with resolution to grant permission – North Swinbrook Road
- Employment
- D** Existing Employment Sites
- RAF Brize Norton
- Town Centre
- Shill Brook Valley Conservation Target Area
- Landscape buffer/ Recreation area
- Road Improvements
- 1** Proposed Link Road

