
Project	Wantage & Grove Area Strategic Transport Study	Date	14th January 2005
Note	Terms of Reference	Ref	CUFABQ560

1 *To define a strategic transport network for the study area up to 2026 and to identify an agreed package of measures for both public and private transport that:*

a) delivers the DfT/LGA shared priorities for transport (Tackling congestion, Delivering accessibility, Safer roads, Better air quality);

b) is consistent with the Regional Transport Strategy and the approved countywide transport strategy to 2021 (as set out in the Transport Networks Review);

c) takes account of agreed or emerging transport strategies for Abingdon and Didcot; and

d) takes account of emerging sub-regional spatial strategies in the south-east and south-west regions.

1.1 Local Transport Plan (LTP) guidance requires authorities to look at transport issues in terms of the shared priorities agreed between Department for Transport (DfT) and the Local Government Association (LGA). The LTP will need to demonstrate that it is delivering these priorities. The Regional Transport Strategy has recently been adopted and the Transport Networks Review (TNR) has defined a countywide strategy that will be reflected in the LTP and the revised Structure Plan. There will be a need to relate these strategies to current and future movement needs within the study area (as shown on figure 1), operational and capacity constraints and available funding. An Integrated Transport Strategy (ITS) for Abingdon has been adopted and is now at the implementation stage and a two stage ITS for Didcot is being drawn up. There will be a need to build on existing work and to ensure that the package of measures identified through the Wantage & Grove Area Strategic Transport Study is consistent with these other strategies.

2 *To address the strategic transport and access needs arising from planned development at Wantage & Grove and the expansion of employment sites at Harwell and Milton Park.*

2.1 The Structure and Local Plans have identified Grove as a location for significant housing development from 2006 onwards. Expansion at Harwell and Milton Park is likely to lead to the creation of an additional 6,000 jobs in the period to 2016. The study will need to address the combined transport and access needs arising from these developments up to 2016. The Local Plan Inquiry is scheduled for May 2005 and as the first stage of the study to be completed by the end of March 2005 it will be necessary to have an outline package of transport measures to present to the Inquiry, to include in the LTP consultation process and to feed into the sub-regional

strategy development process. For the period beyond 2016 there will be a need to consider how the configuration and mix of land uses in the Harwell and Milton Park areas can be planned to optimised the transport outcome. This will form part of the second stage of work.

3 *To provide an agreed strategic framework within which more local measures can be considered through Transport Assessments or other transport programmes.*

3.1 The focus will be on strategic transport routes and services across the study area. Although links between Wantage and Grove will form part of the study, the need to concentrate on strategic movements means that it won't be possible to consider measures within settlements or on minor routes away from the strategic network. The first stage of work will include the identification of strategic road safety and accessibility issues. These will be prioritised in the second stage, thereby providing a framework for consideration through other programmes. However it is not planned to carry out design work for local measures such as traffic calming, minor junction improvements or crossing facilities as part of the strategic study.