

**Cherwell Local Plan 2011-2031 (Part 1)  
Partial Review – Oxford’s Unmet Housing Need  
Examination Hearings**

**MEMORANDUM OF UNDERSTANDING  
ON PARK AND RIDE PROVISION OFF THE A44**

**Between**

**Oxfordshire County Council, Cherwell District Council, London Oxford Airport and  
Blenheim Palace**

## **Memorandum of Understanding on Park and Ride Provision off the A44.**

1. This memorandum of understanding has been prepared jointly between Oxfordshire County Council (OCC), Cherwell District Council (CDC), London Oxford Airport (LOA) and Blenheim Palace (BP). All parties support the Park and Ride site at LOA.
2. In its capacity as Local Highway Authority, OCC identified the park and ride site in this location as part of the Oxford Transport Strategy within the Local Transport Plan (LTP4) which sets out the transport strategy for dealing with growth in southern Cherwell and in and around Oxford.
3. The Oxford Area Strategy within LTP4 sets out the success there has been in reducing traffic in the city centre as a result of the existing park and ride sites, but goes on to highlight how the increasing delays on the approaches to the ring road mean that car trips need to be intercepted further away from the city. The strategy therefore identifies a network of new park and ride sites to link with the major employment and housing growth areas of the city centre, North Oxford and the Eastern Arc. These new sites are seen as key to the strategy as in combination with bus priority / mass transit measures, they would provide attractive locations for drivers to transfer to mass transit services. This is seen as essential as more of Oxford's visitors and workforce originate from outside the city.
4. To reflect the infrastructure schemes promoted by OCC and identified in the Local Transport Plan, Figures 7 and 8 of the Submission Plan show OCC transport proposals for rapid transit and park and ride.
5. The land on which the proposed park and ride is located on the A44 belongs to London Oxford Airport (LOA). LOA support the provision of park and ride in this location, as do Blenheim Palace who currently use the location for events parking.
6. There are significant opportunities for the facility to intercept trips to and from Oxford if a new park and ride was situated at the junction of the A4095 and A44, picking up trips for those roads and also the A4260. The Atkins report into the 'Future Strategy Development' for Oxford Park & Ride (May 2016), assessed the increased attractiveness of the outer ring of park and ride sites with the faster journeys that could be offered. The LOA site was analysed as attracting 1,610

persons across a 12-hour period.

7. The park and ride would serve existing buses on the A44 and A4260 corridors, as has been the case with the new park and ride at Bicester and planned improved services including Rapid Transit along Langford Lane and A4260 into Oxford Parkway and Oxford. All passing services would be expected to stop here, with an eventual increase in the frequency to four buses per hour.
8. In addition, there would be the opportunity for services to connect with Woodstock and Blenheim Palace which would remove trips from the congested A44 into Woodstock. This would also be similar to the approach taken at Bicester, where the park and ride serves both trips to Oxford and trips into Bicester and Bicester Village in particular. This dual use has been successful.
9. It is expected that a Phase 1 would be delivered in the first phase of the plan period, i.e. by 2026, and would consist of circa 400 spaces with improved shelters on the A44 laybys and pedestrian crossing facilities. The second phase would be delivered between 2026 and 2031 with an expected increase to 1,100 spaces. The phasing of the park and ride infrastructure would be linked with the phasing of housing delivery:
  - a. 2021-2026 – 1,810 homes completed – Phase 1 of park and ride delivered
  - b. 2026-2031 – 2,590 homes completed – Phase 2 of park and ride delivered
10. Current construction cost estimates are forecast as:
  - a. Phase 1 (c 400 spaces) - £4m -
  - b. Phase 2 (c.1100 spaces including phase 1) – £6–8.5m, depending on final design.
11. This is a reduction on the £17m figure in the Submission Plan Infrastructure Schedule recommended Focused Change FC98 Scheme 3 which had assumed land acquisition included. LOA have confirmed that subject to agreeing terms, they would be willing to make the land available for a park and ride as a long lease to OCC (or Council) to allow them to build and operate a park and ride.
12. Funding is expected to be raised by a combination of private finance and developer contributions, including recovery of costs from schemes delivered

through the Growth Deal funding. The developer funding element will be derived from the A44 / A4260 Contribution Strategy and / or Public Transport Contributions sought by OCC across the district (currently £1,000 / house). Parking charges would be considered to fund maintenance, but would need to be at a lower level than the Peartree Park and Ride to make the site attractive.

13. OCC confirm their willingness to promote and operate a Park and Ride in this location if it is not provided by the private sector. The programme for delivery of Phase 1 is:

- a. January 2019 – agreed Memorandum of Understanding between OCC, CDC, LOA and Blenheim Palace.
- b. Autumn 2019 – Spring 2020 – feasibility design completed
- c. Autumn 2019 – agreed terms signed by interested parties
- d. Spring 2020 – Spring 2021 – preliminary design and planning processes
- e. Spring 2021 – commencement of works for Phase 1
- f. Spring 2022 - Phase 1 operational
- g. 2026 – commencement of works for Phase 2

14. The site is in the Greenbelt. NPPF confirms at Para 146 bullet C that that “local transport infrastructure which can demonstrate a requirement for a Green Belt location” is not inappropriate in the Green Belt provided they preserve its openness and do not conflict with the purposes of including land within it.

15. The parties (LOA, OCC, Cherwell and Blenheim Palace) enter this agreement without prejudice to the relevant planning application processes including demonstrating the application proposal complies with NPPF Para 146 bullet C.

**Signed on behalf of Oxfordshire County Council**



**Bev Hindle**  
**Strategic Director for Communities**  
**Date: 11/02/19**

Continued...

**Signed on behalf of Cherwell District Council**



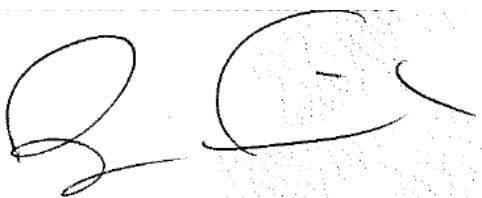
**Robert Jolley**  
**Assistant Director Planning and Economy**  
**Date:11/02/19**

**Signed on behalf of London Oxford Airport**



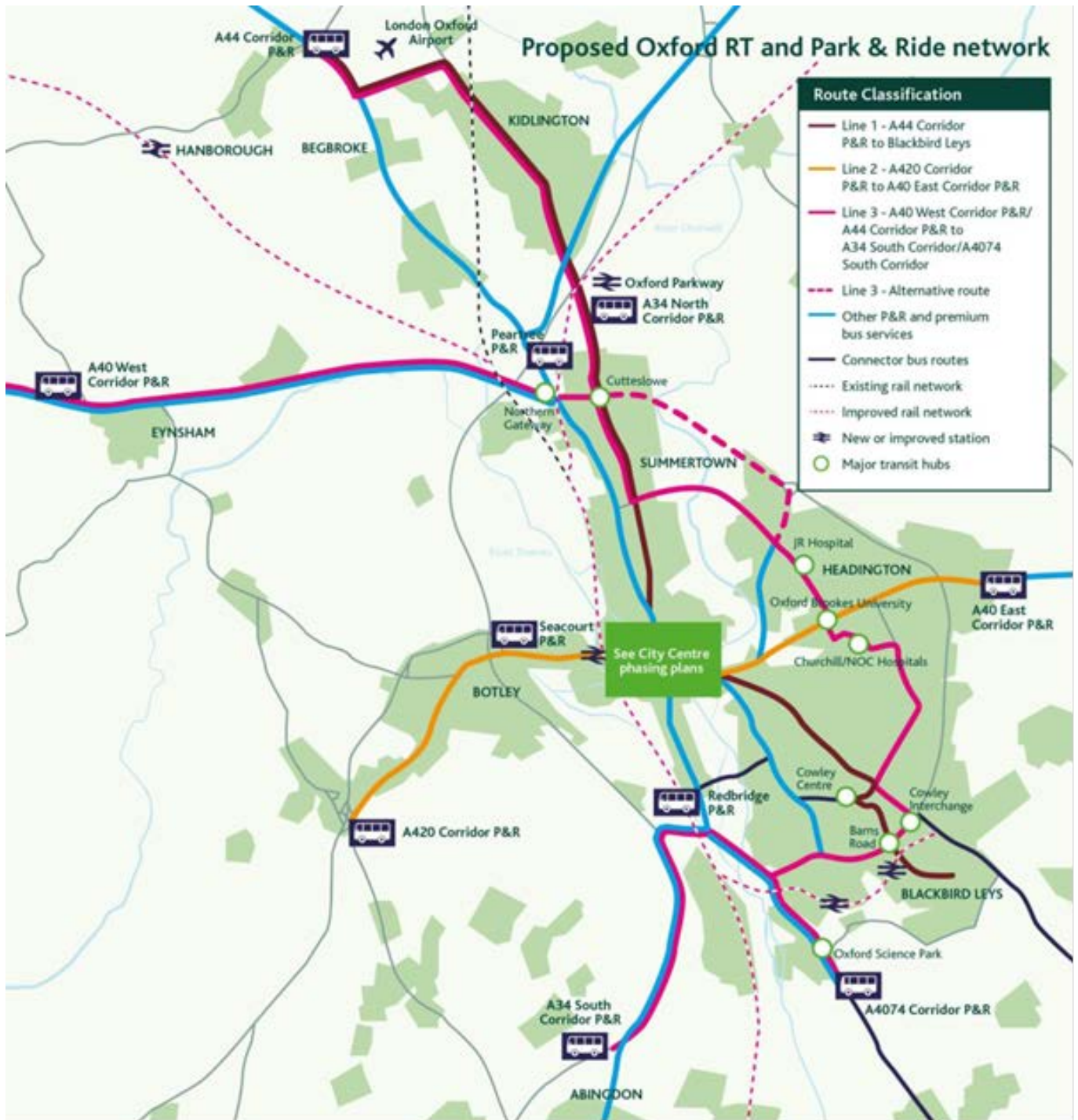
**Andi Alexander**  
**Managing Director**  
**Date:11/02/19**

**Signed on behalf of Blenheim Palace**

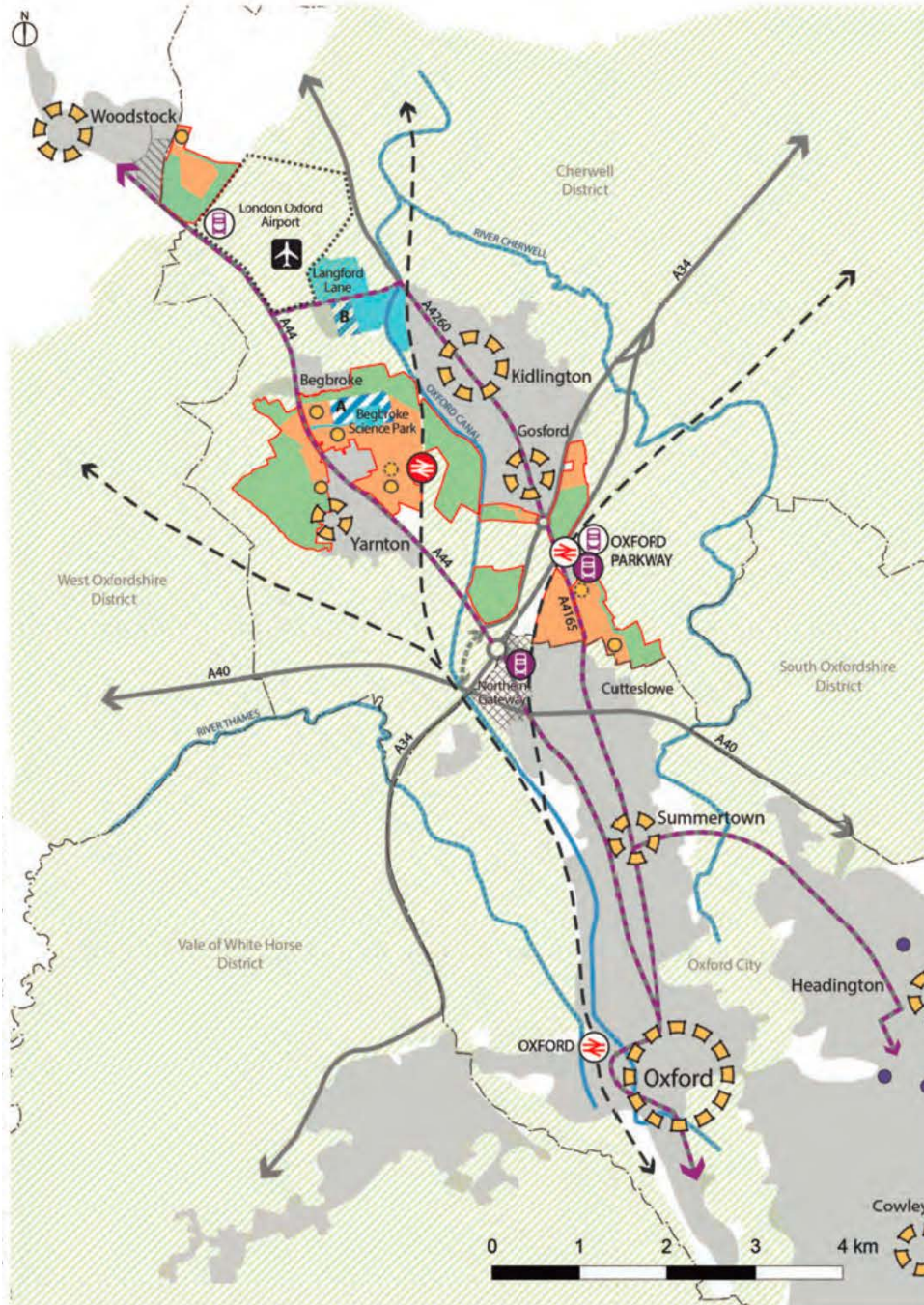


**Roger File:**  
**COO and Property Director**  
**Date:11/02/19**

# Appendix 1: Local Transport Plan (Oxford Transport Strategy): Proposed Rapid Transit and Park and Ride Proposals



## Appendix 2: Partial Review Figure 10: Spatial Strategy – Key Diagram

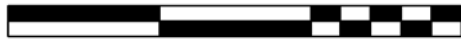


Key Diagram - For Illustrative Purposes Only

Key			
	Allocation site boundaries		Sustainable movement corridors
	District boundaries		Rail lines
	Green Belt		Existing rail station
	Existing settlement		Potential new rail station
	Proposed development		London Oxford Airport
	Proposed green infrastructure and formal recreation provision		Existing Park & Ride
	West Oxfordshire District Council proposed development		New or expanded Park & Ride
	Existing centres		County Council proposed link road
	Proposed local centres		
	Proposed schools		
	Existing hospitals		
	Existing employment area		
	Proposed employment area A: land reserved for extension to Science Park B: permission granted for Technology Park		
	Oxford City proposed Northern Gateway development		

## Appendix 3: Existing Site Layout





A4095 Upper Campsfield Road

The Fire College  
Firs Farm  
The Workshop

PH3 Site - approx'  
3.08 Ha

PH2 Site - approx'  
1.52 Ha

PH1 Site - approx'  
3.11 Ha

Woodstock Road

# Existing Site Layout

1 : 2500

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Drawn By: EMcG  
Scale: As indicated  
Date: 19/07/18

Designed By: EMcG  
Checked By: Checker  
Approved By: Approver

Job No./File Ref: \*\*\*\*\*

Site Plan - Existing

Project Title:  
Woodstock Park & Ride  
Sketch Scheme - Option 1

Status: Preliminary

Drawing No: PRW-101  
Rev: B

ALL DIMENSIONS TO BE CHECKED ON SITE

Rev	Date	By	Chk	Comment
A	19/11/18	EM	EM	Option adjusted to 3 Phases
B	20/11/18	EM	EM	Petrol Station and Hotel sites swapped

