

23. Kidlington Area Strategy

- 23.1 Kidlington is a large village and civil parish between the River Cherwell and the Oxford Canal. It is situated on the main Oxford to Banbury road (A4260/4165) and is 5 miles (8km) north of Oxford and 7.5 miles (12km) south west of Bicester. The A4260 runs through the middle of Kidlington, the village is located between the A34 and A44.
- 23.2 Kidlington has a population of approximately 15,000. Today, Kidlington and Gosford's population is approximately 17,500.
- 23.3 Kidlington has a modern shopping centre, library, large village hall and market. In addition to shops and offices within the main part of the village, Kidlington has an expanding office and commercial area along Langford Lane to the north of the village. The Langford Locks area has a thriving business community that employs nearly 4000 workers. Opposite is Langford Business Parks and Oxford Motor Park.

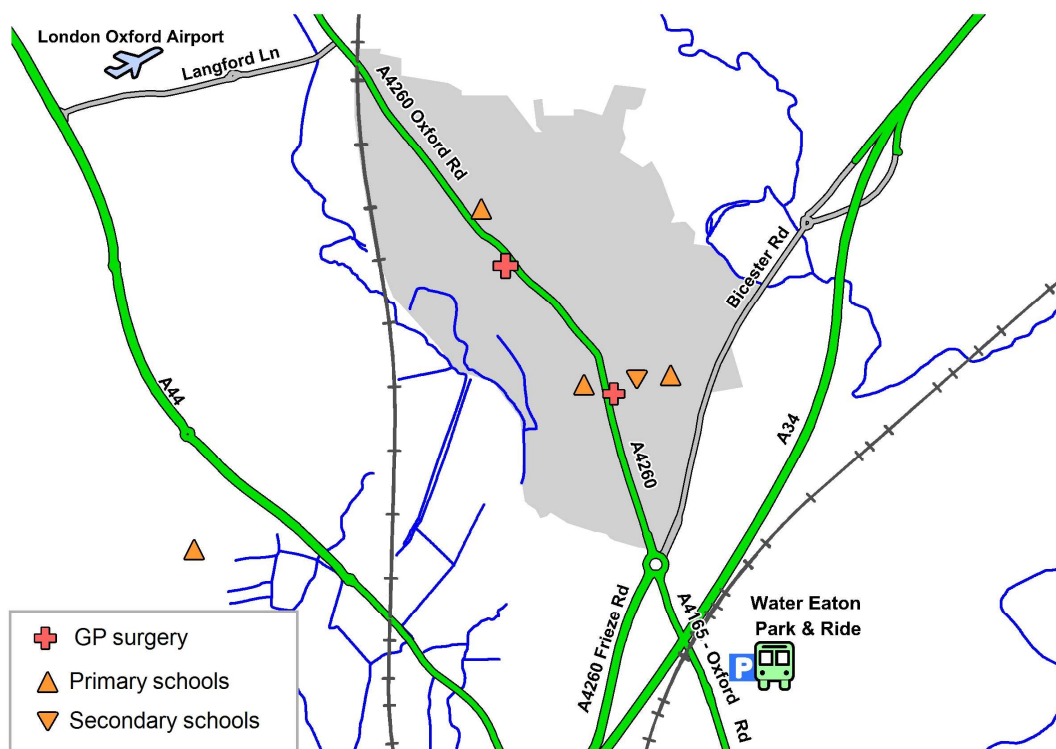


Figure 23.1 Kidlington

- 23.4 Kidlington is home to other major employers, including the headquarters of the Oxfordshire Fire and Rescue Service,

Thames Valley Police, St. John's Ambulance, and publishing company Elsevier which has its UK head office here. Oxford Airport, renamed London Oxford Airport in 2009, is located nearby, as is Campsfield House, one of ten Immigration Detention Centres run for the UK government.

23.5 Kidlington has four primary schools and one secondary; Gosford Hill School. On the same campus is a community education centre, providing a wide range of courses. Kidlington has good sports facilities. There are recreation and sports areas, as well as a sports complex on the Gosford Hill School campus and a modern Sports Pavilion with associated pitches at Stratfield Brake.

23.6 The village's built up area extends along Oxford Road and is within walking distance of all residential areas. Key services such as two GP surgeries, the primary schools and a secondary school are distributed either on or close to Oxford Road and therefore are served by premium bus routes. There is also a leisure centre to the south of the village on Oxford Road.

Transport in Kidlington

23.7 Kidlington is very well served by buses linking it with a frequent service to Oxford. Two bus companies provide a very high frequency bus service to Oxford, with up to 24 services per hour for much of the day, and eight buses per hour during the evening, with some buses as late as 0300 at the weekend. Access from some villages and from some other parts of Oxford is not so good, and there are poor interchange arrangements for rail. However, there will be good opportunities for links with rail at the proposed new station at Water Eaton.

23.8 Two bus companies provide a very high frequency bus service to Oxford, with up to 24 services per hour for much of the day, and eight buses per hour during the evening, with some buses as late as 0300 at the weekend. There are also some local services to surrounding villages.

23.9 National Cycle Route 51 links Kidlington to Oxford and Bicester. There is a good range of public rights of way that connect Kidlington to the surrounding countryside. However the network is disjointed in many places where paths meet the road network. Selected improved management, road crossings and traffic-free links could help enable more people to access the countryside.

- 23.10 On average 53% of school pupils walk to school and 25% drive. 17% of pupils at Gosford Hill School catch the bus to school. All schools in Kidlington have a school travel plan.

Transport Strategy

- 23.11 Cherwell District Council's Draft Core Strategy identifies limited growth for Kidlington; however, due to development outside the village and Kidlington's proximity to major amenities, minor roads in Kidlington need protection from excess traffic, especially where traffic is using these roads to avoid congestion locations on the major road network.

Walking and the Pedestrian Environment

- 23.12 Kidlington is flat, making walking and cycling an ideal mode of transport for some journeys such as those to school, work and local services.
- 23.13 There are gaps in the network of walking and cycling routes. These do not link up particularly well with the rights of way and rural footpaths. There is also limited publicity of pedestrian and cycling routes from residential areas, to local services, schools, employment areas and the village centre.
- 23.14 Adequate footway width and surface, as well as pedestrian safety are also key issues. There are areas of the village with busy traffic but no marked crossings.
- 23.15 Access to education within Kidlington is good. The distribution of the primary schools and one secondary in Kidlington ensures the majority of dwellings are within walking distance. However, pedestrian routes to the schools from most parts of the village involve crossing busy roads, some without pedestrian crossings.

To improve facilities for all pedestrians (including disabled people) across Kidlington through developing good clear routes from residential areas to the village centre and other services and facilities around the village, along with making sure urban links join up with rights of way.

- 23.16 When resources or opportunities allow, this will be achieved by:

- * improving the pedestrian environment in Kidlington. An audit process will identify areas where footways can be improved through widening, resurfacing, providing dropped kerbs, and new or improved crossing points, which will contribute to greater containment and thus support their vitality and economic success, including the business parks and London Oxford Airport;
- * publicising and promoting walking routes by producing information on cycling, maps and route planners;
- * supporting schemes which provide excellent facilities for pedestrians, in particular pedestrianisation of part of the High Street, wider footways and pedestrian crossings;
- * improving connections to the rights of way network particularly where urban footways meet rural rights of way through new footpaths and signage to provide footpaths throughout the village and into the countryside;
- * linking Kidlington to the new railway station at Water Eaton to promote the opportunity for walking; and
- * investigating the options for delivering better links between east and west Kidlington along Oxford Road (A4260).

Cycling

23.17 Cycling in Kidlington is restricted along the major North-South route of Oxford/Banbury Road by heavy through traffic and a relatively large amount of buses. There are also no cycle lanes provided along this route apart from a small section outside the large supermarket. Alternative routes through residential areas do not allow cyclists to move freely as the street layout is disjointed. Cycling infrastructure across many areas of Kidlington could be improved and promotion of both walking and cycling routes may increase the use of these as alternatives to the private car. All parts of Kidlington are 'in the zone' for cycling and walking, i.e. are within a 20 minute cycling or walking distance from the village centre.

23.18 Despite National Cycle Route 51 passing through the village there is a limited cycle network connection with surrounding settlements.

To develop a series of joined up cycle paths to link residential areas with the village centre and to key local facilities on the southern edge of the village.

To develop safe and secure cycle parking within the village centre and at key local services.

To promote cycle routes, across the wider community, as well as continuing to work with schools.

To improve the village centre, including designs which provide excellent facilities for cyclists such as cycleways, toucan crossings and cycle parking, where necessary.

To improve connections to the rights of way network particularly where urban cycleways meet rural rights of way.

23.19 When resources or opportunities allow this is to be achieved by:

- * improving infrastructure and facilities for cyclists by conducting an audit of any existing cycleways, well used routes and locations of cycle parking across Kidlington. This data will be used to develop schemes which will provide a high quality cycle network to improve accessibility to key destinations; including the business parks and London Oxford Airport;
- * joining up the riding network across the wider area using public rights of way so that routes for commuting and recreation are improved;
- * publicising and promoting cycling routes by producing information on walking, maps and route planners;
- * making street environment improvements for cyclists (cycle racks) and pedestrians at key destinations and employment sites;
- * linking Kidlington to the proposed railway station at Water Eaton to promote the opportunity for cycling; and
- * investigating improving cycling and walking links to the Langford Lane area and shopping facilities in the centre of Kidlington.

Public Transport

23.20 The bus network from Oxford city centre branches into three variants to serve the Grovelands, Evans Lane and Lyne Road areas. At peak times, this pattern of service extends to serve London Oxford Airport. Services from surrounding villages are subsidised and are unlikely to become commercially viable in the near future.

To maintain a high frequency, quality bus service at a sufficient frequency to catch the number of users wishing to travel by bus between Kidlington and Oxford, and when implemented, to the new railway station at Water Eaton.

To ensure the core Premium Route bus services to/from Oxford maintains reliable and quick journey times, through the implementation and use of appropriate bus priority measures and ticketing improvements.

To make sure that new developments are located and designed to encourage the use of the bus, with particular attention to minimising walking distances to bus stops on the strategic inter-urban routes.

To facilitate the provision of good quality bus information at bus stops and local centres.

To encourage the use of the bus through implementation of new stops and associated infrastructure (including crossings, cycle racks, etc) when the need arises, and maintaining Premium Route stop standards along the premium routes.

To increase rail use by ensuring effective integration of rail and bus services by extending smarter ticketing to include the new Water Eaton station, whilst investigating new bus links to the station from areas where there is an identified need.

23.21 When resources or opportunities allow, this will be achieved by:

- * developing a direct rapid transit link from Kidlington and/or Water Eaton to serve Oxford's Eastern Arc (as set out in the Oxford Area Strategy – Chapter 13);
- * taking any opportunities to improve bus services to and from other surrounding areas, as and when these arise;

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- * working with the bus companies and with London Oxford Airport, including associated businesses, to improve the level of service to and from the airport;
 - * installing cycle racks at the main bus stops where space permits;
 - * extension of the Banbury Road bus lane (towards the Bicester Road signals) should the need arise;
 - * implementation of a bus lane on Bicester Road (C43) using additional land rather than just existing highway; and
 - * promoting opportunities to travel by bus between Kidlington and the railway station at Water Eaton.

23.22 In terms of rail, the key issues to investigate are:

- * smarter ticketing on high-frequency bus services to the station at Water Eaton, by extending the existing Oxford *Plusbus* zone to include the station;
- * the growth of London Oxford Airport and need for a bus link to the rail network (probably via Water Eaton station); and
- * continue to keep open the longer term option of a Kidlington railway station on the Oxford-Banbury line.

Behavioural Change

23.23 In 2001 69% of residents of Kidlington drove to work with 7% walking, 6% cycling and 4% of residents using the bus. The high percentage of residents driving to work could be due to the distance people travel; with 28% of residents travelling 10-20km. With few people cycling and walking, this indicates the need for a behavioural change in the village.

Where appropriate work with organisations and businesses to reduce the occurrence of congestion and its impact. Support suitable information provision and platforms (such as car sharing) to reduce the need to travel and inefficient car use.

23.24 When resources or opportunities allow, this will be achieved by:

- * working with those schools and businesses which are contributing to congestion on the strategic road network; and

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- * improving the level of information available on sustainable modes of transport;

Traffic Management

23.25 Through traffic from Oxford to Banbury often goes via the village centre. Although this traffic can bypass the centre of Kidlington by using the A44, A4095 and A4260 to get to Banbury. As the A34 and A40 towards Bicester and Witney often get congested, through traffic is using the roads in Kidlington to bypass congestion locations on the major road network. Bicester Road junction towards the A34 is likely to be declared an AQMA in the near future and all major junctions along the A4260 regularly suffer from delays during peak traffic times. The A4165 between Kidlington and Cutteslowe also suffers from congestion.

23.26 Accidents are concentrated on the busier roads, especially the A4260 Oxford Road/Banbury Road. While the A4260 Kidlington roundabout is the principal accident cluster site, although the speed limit on the roundabout has recently been reduced to 40mph. The A44/Langford Lane junction is also a current accident problem site

To discourage through traffic in Kidlington where an alternative, major road network is provided, therefore, to increase the village's safety and decrease pollution.

23.27 When resources or opportunities allow, this will be achieved by:

- * working with Chiltern Railways to maximise the potential for sustainable travel to the proposed station, thus minimising the potential for congestion through unnecessary car travel;
- * reviewing the requirement for further traffic management measures within Kidlington once a station at Water Eaton is operational;
- * encouraging the use of low emission vehicles as technology advances come forward. With the aim to reduce average CO₂ emissions in passenger vehicles and HGVs across Oxfordshire to 130 g/km by 2030 and improve air quality levels in Kidlington.

- * reviewing road traffic incidents and conducting speed surveys at sites of concern, particularly at the entrances to Kidlington, on the A4260 through the centre of the village and on the Bicester Road.
- * considering remedial road safety measures such as installing Vehicle Active Signage; build outs or lining/surface measures to address speeding; and
- * conducting a review on the strategic road network particularly from the A44, A40 and A34 of signage to Kidlington to remove clutter and ensure the routing is correct.