



TRANSPORT STATEMENT
Heyford Road, Kirtlington

Document History

Issue	Date	Description	Prepared By	Checked By
1	4 Jul 23	First Issue to Client	A Davey	T Foxall
2	1 Aug 23	Minor Text Updates	A Davey	T Foxall

Glanville

Glanville Consultants is a multi-disciplinary engineering, design and surveying consultancy with the following expertise:

Structural Engineering | Transport and Highways
Civil Engineering | Geomatics | Building Surveying

Cornerstone House
62 Foxhall Road
Didcot
Oxfordshire OX11 7AD

Offices also at:

3 Grovelands Business Centre
Boundary Way
Hemel Hempstead
Hertfordshire HP2 7TE

Telephone: 01235 515550

Telephone: 01442 835999

postbox@glanvillegroup.com
www.glanvillegroup.com

© Glanville Consultants Ltd. All rights reserved.

This report contains confidential information intended solely for the recipient. No part of this report may be copied, reproduced or stored electronically without prior written permission from Glanville Consultants Ltd. This report has been prepared in accordance with the commissioning brief and is for the client's exclusive use unless otherwise agreed in writing. Glanville Consultants Ltd does not accept liability for any use of this report, other than for the purposes for which it is was originally prepared and provided. Third parties should not use or rely on the contents of this report without written permission from Glanville Consultants Ltd.

Contents

1.0	Introduction	1
2.0	Site Context	2
3.0	Sustainability	4
4.0	Proposed Development.....	6
5.0	Traffic Generation.....	9
6.0	Summary and Conclusions	10

Appendices

Appendix A:	Site Location Plan
Appendix B:	Accident Data
Appendix C:	ATC Results
Appendix D:	Public Rights of Way
Appendix E:	Proposed Site Layout
Appendix F:	Proposed Access Arrangements
Appendix G:	Swept Path Analysis
Appendix H:	TRICS Database Output

1.0 Introduction

- 1.1 This Transport Statement has been prepared by Glanville Consultants on behalf of Abbeymill Homes in relation to a proposed residential development at Heyford Road, Kirtlington.
- 1.2 This Transport Statement describes the existing use and location of the site, along with the scale of the proposed development, as well as matters related to traffic generation, access and sustainability.
- 1.3 The scope of this Transport Statement has been prepared in accordance with Central Government policies set out in the National Planning Policy Framework (July 2021) and in line with planning practice guidance, Travel Plans, Transport Assessments and Statements (March 2014).

2.0 Site Context

Site Location

- 2.1 The site is located to the east of Heyford Road, at the northern extent of the village of Kirtlington and currently comprises an undeveloped field. A site location plan is provided at Appendix A.
- 2.2 A small cluster of four houses (Jersey Cottages) accessed off Heyford Road are located to the immediate northwest of the site and are accessed via a circa 4.6m wide vehicle crossover off Heyford Road, which in turn provides access to the site. Cars associated with Jersey Cottages currently informally park along the access road.
- 2.3 A stone wall flanks the access onto Heyford Road. Due to heritage constraints, it is understood that few changes can be made to the wall, in the context of any proposed site access improvements, albeit some widening will be required to serve the additional residential dwellings proposed (see Section 4.0).

Local Highway Network

- 2.4 A Traffic Regulation Order has recently been implemented to reduce the speed limit to 20mph throughout Kirtlington, including along Heyford Road past the site access. The TRO also reduced the speed limit north of Kirtlington to 40mph (beginning 85m north of the site access). A footway is provided along the western side of the road.

Figure 1: New 20mph Speed Limit (Google Maps)



- 2.5 Just to the north of the site access, there are traffic calming features in the form of speed humps, a splitter island and road markings, which help to further slow traffic coming into Kirtlington.

Accident Data

- 2.6 Accident data was obtained from Oxfordshire County Council (OCC) during the pre-application stage, which covered a 5-year period (1 January 2016 to 31 July 2021). A review of the road traffic accidents that resulted in personal injury (PIA) is outlined in the section below. A copy of the accident data is available at Appendix B.

-
- 2.7 The PIA study area included the A4095 / Port Way junction, down to the A4095 / Bletchingdon Road junction. A total of seven accidents were recorded within the study area, of which three were located in the vicinity of the site.
- 2.8 Of the three accidents in the vicinity of the site, two accidents (one slight, one serious) occurred at the A4095 / Akeman Street junction and one slight accident occurred 40m north of the site access (at the traffic calming island). No accidents have occurred in the vicinity of the site since April 2019.
- 2.9 Although the full accident data cannot be published in this TS due to its confidential nature, none of the accidents which occurred near to the site were attributable to poor road layout or physical deficiencies with the highway network.
- 2.10 Additionally, given the new 20mph speed limit along Heyford Road, it is considered that this will increase the safety and convenience of vehicles, pedestrians and cyclists travelling along Heyford Road.
- 2.11 As such, it is concluded that there are no existing highway safety issues with the roads surrounding the site, while the modest additional traffic generation associated with the proposed development (see Section 5.0) would not exacerbate the accident risk.

Speed Surveys

- 2.12 In order to determine the speed of vehicles on approach to the existing access and to gauge the effectiveness of the new 20mph speed limit along Heyford Road, two speed surveys were undertaken by way of Automatic Traffic Counts (ATCs), placed either side of the site access.
- 2.13 The ATCs were installed for a period of seven days and recorded 85th percentile speeds of 30.1mph southbound towards the access and 33.0mph northbound towards the access. The ATC locations and results are provided at Appendix C.
- 2.14 A previous survey undertaken prior to the implementation of the reduced speed limit identified speeds of 40.4mph southbound and 37.5mph northbound upon approach to the access. As such, it is evident that the new speed limit has been effective in reducing speeds along Heyford Road since its implementation.

3.0 Sustainability

- 3.1 This section of the TS sets out the accessibility of the site by means of travel other than the private car.

Walking and Cycling

- 3.2 It is generally considered that 2km for walking and 5km for cycling are acceptable distances for those travelling to work or local amenities and facilities.
- 3.3 As such, the entirety of Kirtlington is within walking distance of the site, whilst the villages of Weston-on-the-Green, Bletchingdon, Enslow and Tackley are located within an acceptable cycling distance of the site.
- 3.4 Kirtlington has a number of amenities and facilities, including a primary school, village hall, two public houses, a post office and a golf club. Bletchingdon has the nearest major convenience store (a Co-op), located 3.0km to the south of the site.
- 3.5 The Public Rights of Way map at Appendix D identifies the various Public Rights of Way in and around Kirtlington, including a Bridleway which provides a traffic-free route to Tackley and Tackley railway station and Public Footpath which provides a direct link to Weston-on-the-Green.

Bus

- 3.6 Northbound and southbound bus stops are located on Heyford Road 160m and 200m south of the site, respectively. The northbound bus stop has a flag and pole arrangement with timetable information, whilst the southbound bus stop has a timetable strapped to a telegraph pole.
- 3.7 The bus stops are served by Diamond Bus South East service 250, which provides an hourly service (no service on Sundays) between Oxford City Centre and Bicester. Destinations and their respective journey times from the bus stops are as follows:

Northbound

- Heyford Park – 10 minutes
- Middleton Stoney – 19 minutes
- Bicester Town Centre – 33 minutes
- Bicester Village – 38 minutes

Southbound

- Bletchingdon – 5 minutes
- Summertown – 30 minutes
- Oxford City Centre – 43 minutes

- 3.8 Existing bus services therefore provide an alternative option to the private car, particularly for leisure and shopping trips to larger towns and cities in the area.

Rail

3.9 Tackley railway station is located within an acceptable cycling distance of the site (3.2km to the west), via a primarily traffic-free route. Tackley railway station benefits from 12 cycle parking spaces.

3.10 Tackley is generally served by 1 southbound train per hour to Didcot Parkway, via Oxford, Radley and Culham and 1 northbound train per hour to Banbury, via Heyford and Kings Sutton. Occasionally, the southbound trains terminate at Oxford, whilst 1 train per day continues directly to Reading. Destinations and their respective journey times from Tackley are as follows:

Northbound

- Heyford – 4 minutes
- Kings Sutton – 14 minutes
- Banbury – 20 minutes

Southbound

- Oxford – 11 minutes
- Radley – 18 minutes
- Culham – 22 minutes
- Didcot Parkway – 29 minutes

3.11 Based on the above, it is evident that the site is in a location which allows for sustainable travel connections, particularly by bus or bike.

4.0 Proposed Development

- 4.1 The proposals comprise the retention of the four houses at the site access and the construction of 14 houses (4No. 2-bed, 7No. 3-bed and 2No. 5-bed) to the south and east, all of which would be accessed via the existing access from Heyford Road. The proposed site layout is identified at Appendix E.
- 4.2 Within the site, the carriageway and footway will typically measure 5.5m and 2.0m wide respectively, to facilitate access for all modes and in compliance with Oxfordshire County Council's Street Design Guide. Turning heads will be provided where necessary to ensure refuse vehicles, emergency vehicles and home delivery vehicles can turn within the site.
- 4.3 A 1.5m footpath will loop around the southern end of the site, providing a traffic-free route to most dwellings on site. The vast majority of pedestrian movements would be expected to travel to and from the south to access facilities in Kirtlington village and would therefore use this route.
- 4.4 To the rear of Plots 7, 8 and 9, the road serving Plots 10-14 will act as a shared surface measuring 5.5m wide, tapering down to 4.8m towards the south of the site. The minimum width of 4.8m is compliant with the dimensions outlined in Oxfordshire County Council's Street Design Guide for a private drive serving no more than five dwellings.
- 4.5 In any case, as noted in paragraph 4.3, very few pedestrians are expected to use this shared surface as most pedestrian movements will permeate via the off-road footpath to the south of the site.

Access

- 4.6 Due to the heritage constraints discussed in paragraph 2.3, the removal of any significant extent of wall to form a new access is unsustainable in conservation terms.
- 4.7 Therefore, in seeking to minimise the loss of the wall fronting Heyford Road, whilst providing an appropriate level of visibility upon egress from the access, it is necessary to slightly realign the eastern kerbline of Heyford Road and commensurately pull forward the give-way line (and therefore the point from which the 'x' distance is measured) by the corresponding distance.
- 4.8 This will narrow Heyford Road as it passes the site by 0.3m, down to 6.3m. Under Manual for Streets guidance, 6.3m is still more than sufficient to allow two-way traffic flow of the largest vehicles expected to use the road on a regular basis.
- 4.9 The access itself will be widened from a 4.6m vehicle crossover to a 5.5m wide bellmouth with 8.0m radii, sufficient for two-way traffic flow and access for refuse vehicles, as shown on the access arrangement drawing at Appendix F and swept path analysis drawing at Appendix G.
- 4.10 To provide the improved access arrangement, the telegraph pole and BT chamber along the eastern side of Heyford Road will have to be removed and relocated.

-
- 4.11 A 2.0m wide footway will be delivered along the southern side of the access road, however, to avoid impact on the wall, this will be slightly narrowed to 1.5m around the wall and along the verge fronting the wall.
 - 4.12 An uncontrolled crossing with dropped kerbs and tactile paving will connect the new footway on the eastern side of Heyford Road to the existing footway along the western side of the road.
 - 4.13 To enable pedestrian connectivity towards the centre of Kirtlington, where most pedestrians would be expected to walk, a further uncontrolled crossing will be formed further to the south on Heyford Road to connect the footpath which loops around the site to the western side of Heyford Road. All works outlined above will be subject to a Section 278 agreement.

Visibility

- 4.14 The recorded approach speeds identified in paragraph 2.14 require visibility of 43.1m to the right and 49.2m to the left, under Manual for Streets guidance. To the left, the above visibility splay of 49.2m is achievable to the nearside kerb, without resulting in any loss of the existing wall.
- 4.15 To the right, to ensure that the extent of wall loss is minimised, the 43.1m visibility splay has been offset 0.8m from the kerbline. An offset of 0.8m allows for visibility of a motorbike or bicycle travelling along the nearside kerb.
- 4.16 In total, to provide appropriate visibility and a sufficiently wide access, 10m of wall would have to be removed to the north of the access. No removal is required to the south of the site access. The section of wall being removed will be rebuilt behind the visibility splay lines to mitigate the impact of its loss.

Swept Path Analysis

- 4.17 Swept path analysis (see Appendix G) has been undertaken of the internal site layout, demonstrating that the layout can accommodate the turning movements of refuse vehicles and as such, all other smaller vehicles. Sufficient space is also afforded to allow cars to pass refuse vehicles within the site and at the site access.
- 4.18 A bin collection point will be located within 25m drag and carry distance of the point where a refuse vehicle would stop to allow Plots 4, 5 and 6 to be appropriately serviced by refuse vehicles.

Car and Cycle Parking

- 4.19 Car and cycle parking is proposed in line with Oxfordshire County Council's adopted parking standards, with all dwellings being provided with two car parking spaces and two cycle parking spaces per bedroom.
- 4.20 To accommodate the car parking associated with the existing Jersey Cottages, two dedicated car parking spaces will be provided for each existing dwelling, with one of the spaces for 2 Jersey Cottage being located within the development site.

- 4.21 A total of five visitor parking spaces will be provided, spread throughout the site, which will also cater for visitors associated with Jersey Cottages to ensure they do not park on the roads surrounding the site.

- 4.22 Although slightly in excess of the 0.2 visitor spaces per dwelling set out in the parking standards, the Applicant has liaised with Kirtlington Parish Council during the preparation of the application and the Parish Council are keen to ensure that sufficient visitor parking is provided so that visitors do not park on verges within the site or along Heyford Road.

- 4.23 Car parking will be provided in a mix of on-plot and garage spaces, whilst cycle parking will be provided in garages or sheds/shelters in rear gardens. Visitor parking will be provided by way of on-street parallel parking spaces.

5.0 Traffic Generation

5.1 Whilst the site's existing agricultural use would have generated some vehicle movements, for the purposes of a robust assessment, it is assumed that all vehicle movements associated with the residential development would be new to the highway network.

5.2 To determine the appropriate trip rates for the proposed dwellings, the TRICS database (see Appendix H) has been interrogated under the following parameters:

- 03 – Residential;
- A – Houses Privately Owned;
- Weekdays Only; and
- Edge of Town Only.

5.3 The AM peak, PM peak and daily trip rates are identified in Table 1, with the traffic generation of 14 dwellings set out in Table 2.

Table 1: Trip Rates – Houses Privately Owned

Period	Trip Rates (per dwelling)		
	Inbound	Outbound	Two-Way
AM Peak (08:00-09:00)	0.176	0.350	0.526
PM Peak (17:00-18:00)	0.336	0.194	0.530
Daily (07:00-19:00)	2.532	2.586	5.118

Table 2: Traffic Generation – 14 Dwellings

Period	Traffic Generation (vehicles)		
	Inbound	Outbound	Two-Way
AM Peak (08:00-09:00)	2	5	7
PM Peak (17:00-18:00)	5	3	8
Daily (07:00-19:00)	35	36	71

5.4 As set out above, the proposals would lead to an increase of 7 vehicle movements in the AM peak and 8 vehicle movements in the PM peak. It is therefore considered that the traffic associated with the proposed development would be imperceptible once distributed across the local highway network and therefore no further assessment of impact is required.

6.0 Summary and Conclusions

- 6.1 This Transport Statement has been prepared by Glanville Consultants on behalf of Abbeymill Homes in relation to a proposed residential development of 14 dwellings to the east of Heyford Road, Kirtlington.
- 6.2 A small cluster of four houses accessed off Heyford Road are located to the immediate northwest of the site and are accessed via a circa 4.6m wide vehicle crossover off Heyford Road, which in turn provides access to the site.
- 6.3 This Transport Statement sets out that:
- The existing 4.6m wide vehicle crossover off Heyford Road will be upgraded to a 5.5m wide bellmouth access, with 8.0m kerb radii;
 - Visibility commensurate with the recorded speed of vehicles along Heyford Road is achievable upon egress from the access, subject to the realignment of 10m of wall to the right of the proposed access and realignment of the kerb;
 - The access and internal road layout provides sufficient geometry to allow refuse vehicles to enter, turn within the site and exit in a forward gear;
 - Pedestrian access will be taken via a typically 2.0m wide footway, which runs alongside the new access road, with an uncontrolled crossing provided just to the south of the access;
 - A further pedestrian-only access will be taken from the southwest of the site, linking to the western side of Heyford Road via an uncontrolled crossing;
 - Opportunities for journeys by sustainable travel modes are available, including bus and cycling trips to larger towns and a railway station within cycling distance of the site;
 - Car and cycle parking will be provided in line with OCC guidance; and
 - The proposals would lead to an increase of 7 vehicle movements in the AM peak and 8 vehicle movements in the PM peak.
- 6.4 The proposed development is in accordance with national planning policy framework (July 2021), which is in favour of sustainable development and advises that '*Development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.*
- 6.5 In light of the evidence presented in this report, it is concluded that the development will not have a detrimental impact on highway safety and transport impacts cannot be regarded as 'severe'. Therefore, the Local Highway Authority should raise no objection to the planning application.

Appendices

Appendix A
Site Location Plan



Appendix B
Accident Data

Accidents between dates 01/01/2016 and 31/07/2021 (67) months

Selection: Notes:
Selected using Manual Selection

Wednesday 25/05/2016 Time 1505 Slight at A4095 FROM B430 J/W PORT WAY/A4095 FROM KIRTLINGTON KIRTLINGTON
E: 450048 N: 220734 Junction Detail: 3 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Goods 3.5 tonnes mgw and under Moving from NE to N Turning right
Vehicle Reference 2 Goods 3.5 tonnes mgw and under Moving from N to S Going ahead other
Casualty Reference: 1 Age: 22 Male Driver/rider Severity: Slight Injured by vehicle: 2

Thursday 09/06/2016 Time 0830 Slight at A4095 HEYFORD ROAD BY ACCESS TO KIRTLINGTON PRIMARY SCHOOL KIRTLINGTON
E: 450012 N: 219760 Junction Detail: 8 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from N to S Stopping
Casualty Reference: 1 Age: 10 Female Pedestrian Severity: Slight Injured by vehicle: 1

Accidents between dates 01/01/2016 and 31/07/2021 (67) months

Selection: Notes:

Selected using Manual Selection

Friday	26/05/2017	Time	1411	Slight	at	A4095 J/W AKEMAN STREET	KIRTLINGTON
E: 450107	N: 220427	Junction Detail:	3	Control	4		
Fine without high winds		Road surface	Dry	Daylight			
Vehicle Reference 1	Goods 7.5 tonnes mgw and over	Moving from S to N		Going ahead other			
Vehicle Reference 2	Goods 3.5 tonnes mgw and under	Moving from S to N		Going ahead other			
Casualty Reference:	1	Age:	49	Male	Driver/rider	Severity: Slight	Injured by vehicle: 2
Casualty Reference:	2	Age:	27	Male	Passenger	Severity: Slight	Injured by vehicle: 2
Vehicle Reference 3	Goods 3.5 tonnes mgw and under	Moving from S to N		Waiting to turn right			
Casualty Reference:	3	Age:	27	Male	Driver/rider	Severity: Slight	Injured by vehicle: 3
Casualty Reference:	4	Age:	26	Male	Passenger	Severity: Slight	Injured by vehicle: 3
Tuesday	03/04/2018	Time	1106	Slight	at	A4095 OXFORD ROAD AT LAYBY ON W SIDE OF CWAY APPROX 75M S OF J/W HATCH WAY	KIRTLI
E: 449865	N: 219509	Junction Detail:	0	Control			
Fine without high winds		Road surface	Dry	Daylight			
Vehicle Reference 1	Car	Moving from S to N		Going ahead other			
Casualty Reference:	1	Age:	28	Male	Pedestrian	Severity: Slight	Injured by vehicle: 1
Wednesday	06/03/2019	Time	2320	Slight	at	A4095 HEYFORD ROAD AT TRAFFIC CALMING ISLAND APPROX 120M S OF J/W A4095 BICESTER ROAD	KI
E: 450077	N: 220316	Junction Detail:	0	Control			
Fine without high winds		Road surface	Dry	Darkness: street lights present and lit			
Vehicle Reference 1	Car	Moving from S to N		Going ahead other			
Casualty Reference:	1	Age:	39	Male	Driver/rider	Severity: Slight	Injured by vehicle: 1

Accidents between dates 01/01/2016 and 31/07/2021 (67) months

Selection: Notes:

Selected using Manual Selection

Monday	22/04/2019	Time	1015	Serious	at	A4095 AT BEND BY J/W AKEMAN STREET	KIRTLINGTON
E: 450110	N: 220441	Junction Detail:	3	Control	4		
Fine without high winds		Road surface	Dry	Daylight			
Vehicle Reference 1	Car			Moving from	S to N	Going ahead left bend	
Casualty Reference:	2	Age:	37	Male	Driver/rider	Severity: Slight	Injured by vehicle: 1
Casualty Reference:	3	Age:	37	Female	Passenger	Severity: Slight	Injured by vehicle: 1
Casualty Reference:	4	Age:	9	Female	Passenger	Severity: Serious	Injured by vehicle: 1
Casualty Reference:	5	Age:	11	Female	Passenger	Severity: Serious	Injured by vehicle: 1
Vehicle Reference 2	Car			Moving from	N to S	Going ahead right bend	
Casualty Reference:	1	Age:	29	Female	Driver/rider	Severity: Serious	Injured by vehicle: 2
Sunday	27/10/2019	Time	1514	Serious	at	A4095 PORTWAY J/W A4095	KIRTLINGTON
E: 450052	N: 220733	Junction Detail:	3	Control	4		
Fine without high winds		Road surface	Dry	Daylight			
Vehicle Reference 1	Motorcycle over 500cc			Moving from	NE to S	Going ahead other	
Casualty Reference:	2	Age:	68	Male	Driver/rider	Severity: Serious	Injured by vehicle: 1
Vehicle Reference 2	Car			Moving from	N to S	Going ahead other	
Casualty Reference:	1	Age:	66	Male	Driver/rider	Severity: Slight	Injured by vehicle: 2

Accidents between dates 01/01/2016 and 31/07/2021 (67) months

Selection: Notes:

Selected using Manual Selection

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	1	5	6
2-wheeled motor vehicles	0	1	0	1
Pedal cycles	0	0	0	0
Horses & other	0	0	0	0
Total	0	2	5	7

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	1	6	7
Passenger	0	2	3	5
Motorcycle rider	0	1	0	1
Cyclist	0	0	0	0
Pedestrian	0	0	2	2
Other	0	0	0	0
Total	0	4	11	15

Number of casualties meeting the criteria: 15

Appendix C

ATC Results

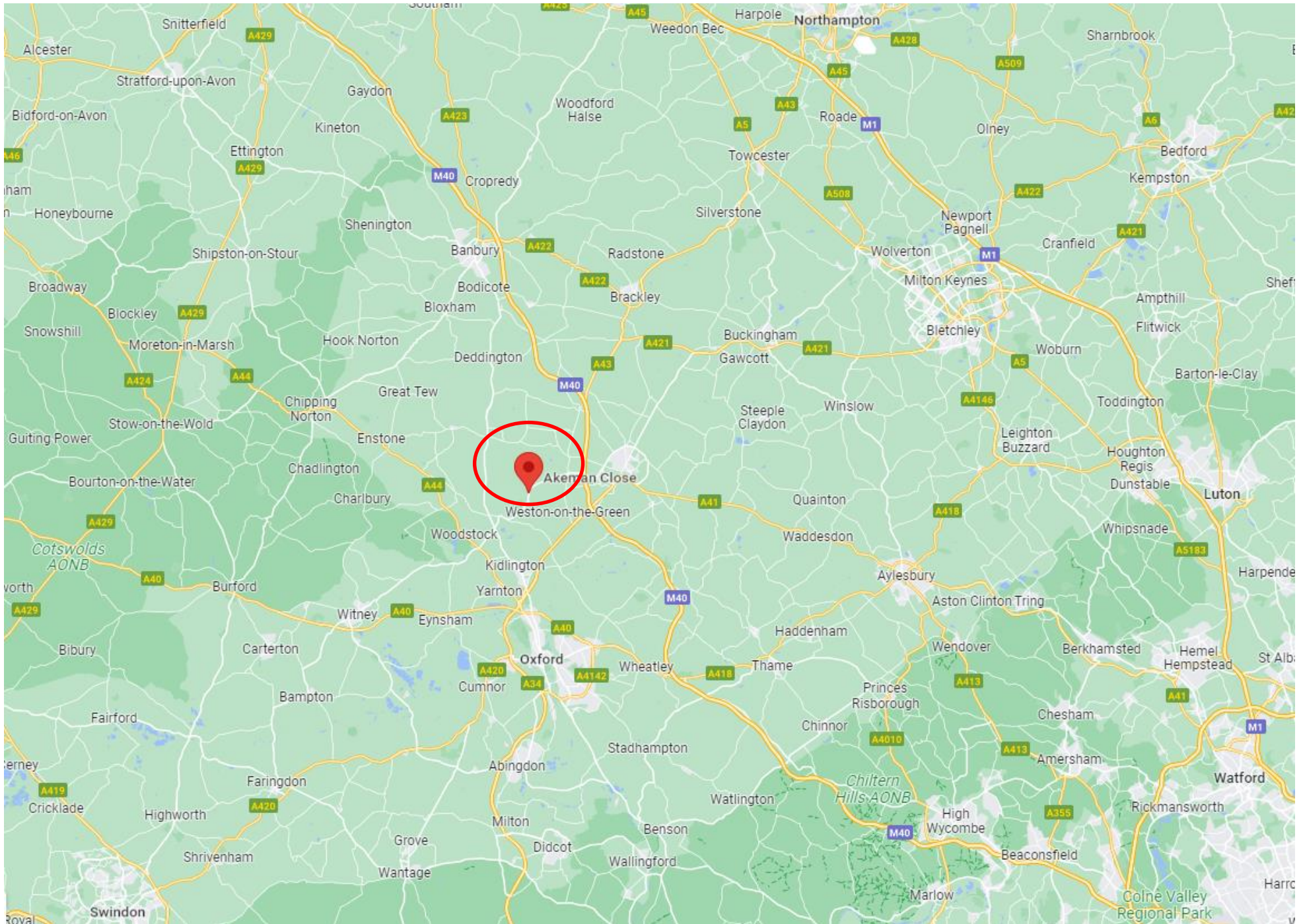
Site 1 51.8790082,-1.2739944



Site 2 - 51.8783965, -1.2742668







11687 KIRTLINGTON									
SEPTEMBER 2022									
Site	Location	Direction	Start Date	End Date	Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Average 85%ile Speed
Site No: 11687001	Site 1 - Heyford Rd, Kirtlington (N of Akeman Cl) 51.87900, -1.27399	Channel: Northbound	Sat 17-Sep-22	Fri 23-Sep-22	20	22347	3476	3192	30.9
		Channel: Southbound	Sat 17-Sep-22	Fri 23-Sep-22		18038	2667	2577	30.1

11687 KIRTLINGTON						
SEPTEMBER 2022						
Site	Location	Direction	Start Date	End Date	Posted Speed Limit (PSL)	Average Mean Speed
Site No: 11687001	Site 1 - Heyford Rd, Kirtlington (N of Akeman CI) 51.87900, -1.27399	Channel: Northbound	Sat 17-Sep-22	Fri 23-Sep-22	20	25.5
		Channel: Southbound	Sat 17-Sep-22	Fri 23-Sep-22		24.6

11687 KIRTLINGTON									
SEPTEMBER 2022									
Site	Location	Direction	Start Date	End Date	Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Average 85%ile Speed
Site No: 11687002	Site 2 - Heyford Rd, Kirtlington N of Foxtowns Gn 51.087839, -1.27426	Channel: Northbound	Sat 17-Sep-22	Fri 23-Sep-22	20	21926	3406	3132	33.0
		Channel: Southbound	Sat 17-Sep-22	Fri 23-Sep-22		17839	2648	2548	30.9

11687 KIRTLINGTON						
SEPTEMBER 2022						
Site	Location	Direction	Start Date	End Date	Posted Speed Limit (PSL)	Average Mean Speed
Site No: 11687002	Site 2 - Heyford Rd, Kirtlington N of Foxtowns Gn 51.087839, -1.27426	Channel: Northbound	Sat 17-Sep-22	Fri 23-Sep-22	20	26.6
		Channel: Southbound	Sat 17-Sep-22	Fri 23-Sep-22		25.5

Appendix D
Public Rights of Way

Kirtlington PROW

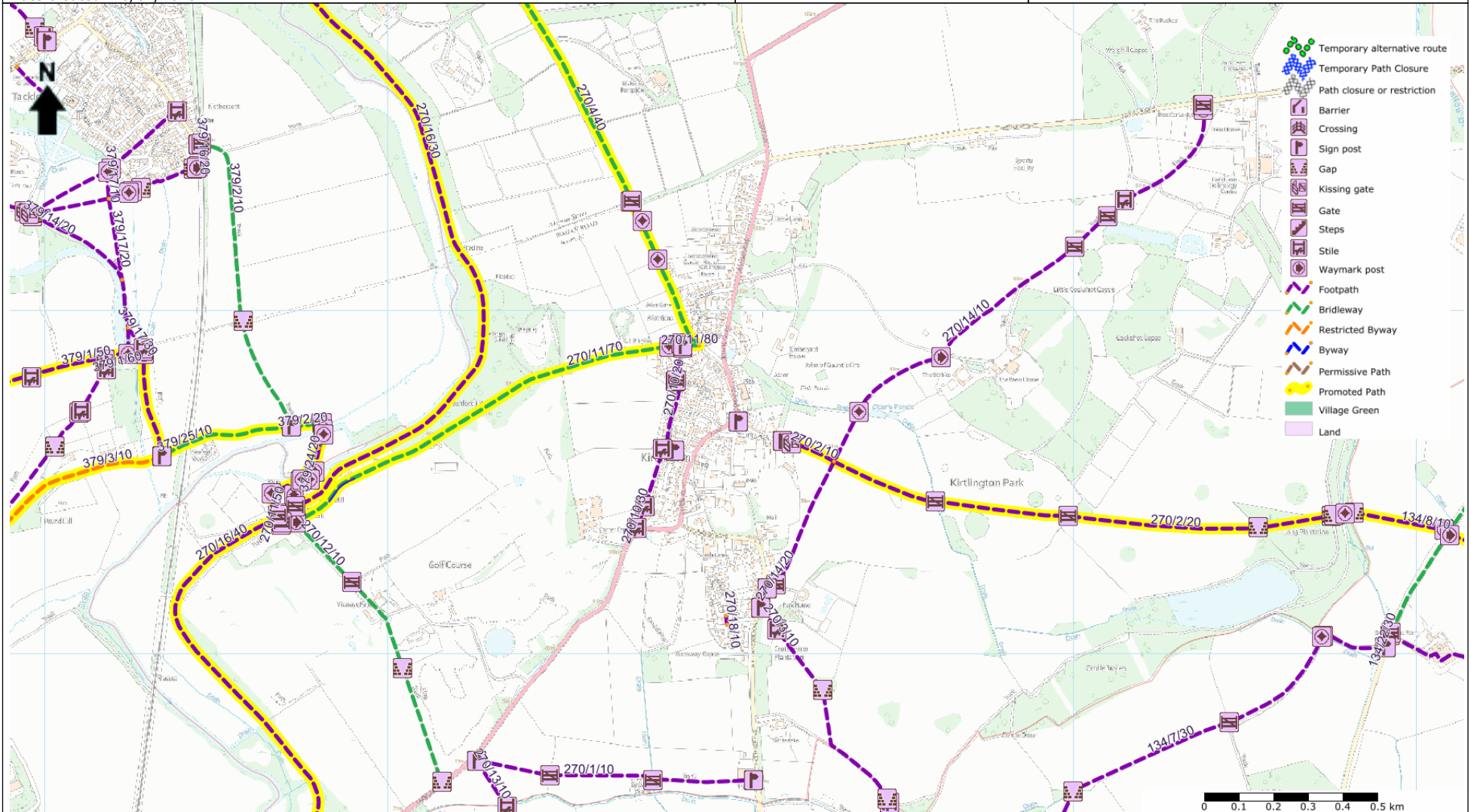
The Public Rights of Way data shown is not the legal record and is just indicative of recorded public rights of way. Any information shown has limitations and may only ever be used as a guide. The map is not to scale and the width of a public right of way is not shown. The purpose of this map is for guidance only. Due to the changing nature of the countryside, actual conditions encountered may differ from some of the information shown.

Countryside Access
Oxfordshire County Council



OXFORDSHIRE COUNTY COUNCIL

Date created: 23/01/2023



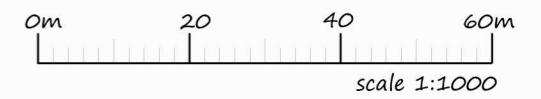
This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. (100023343)

Produced from Oxfordshire County Council's Countryside Access Interactive Map

Appendix E
Proposed Site Layout

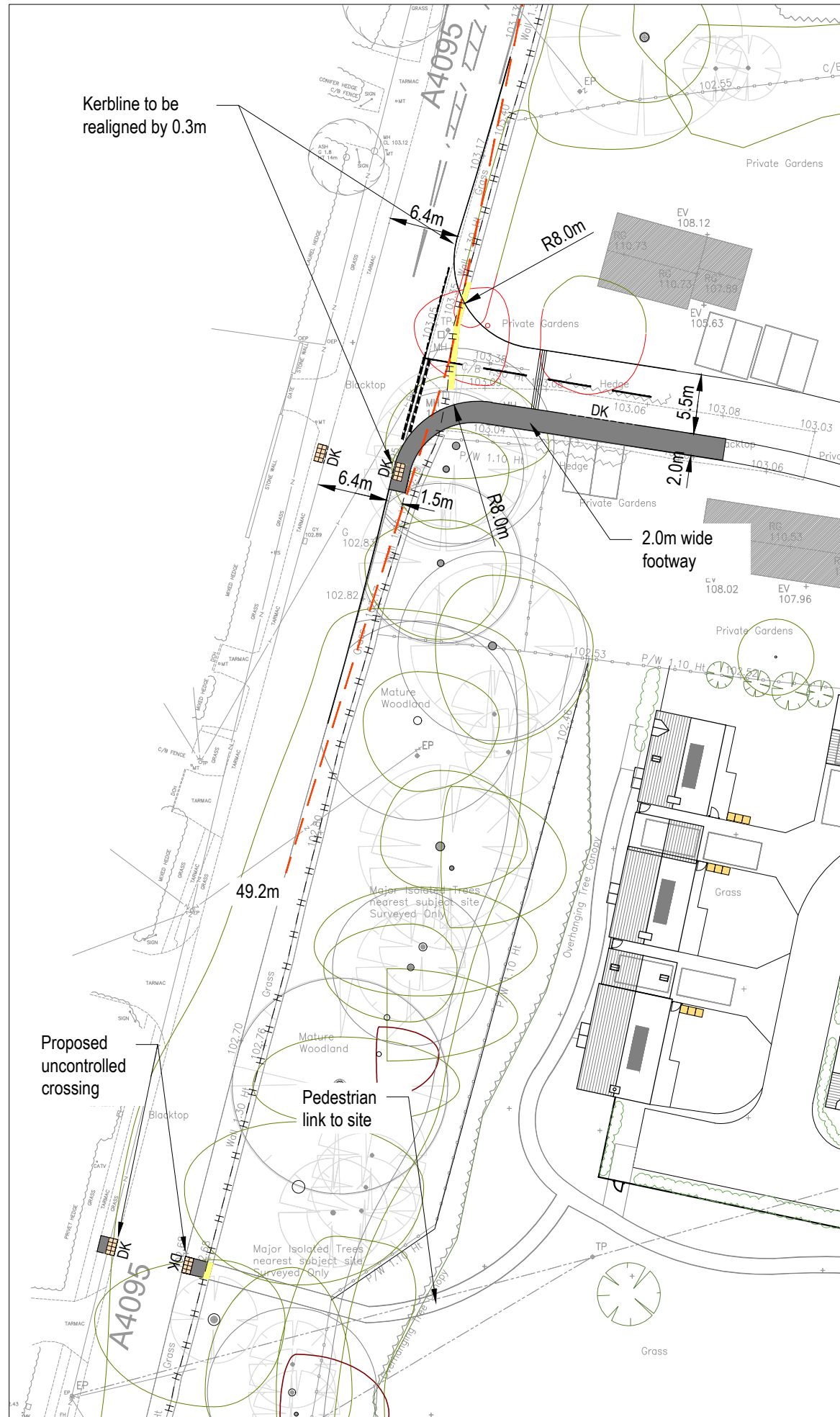
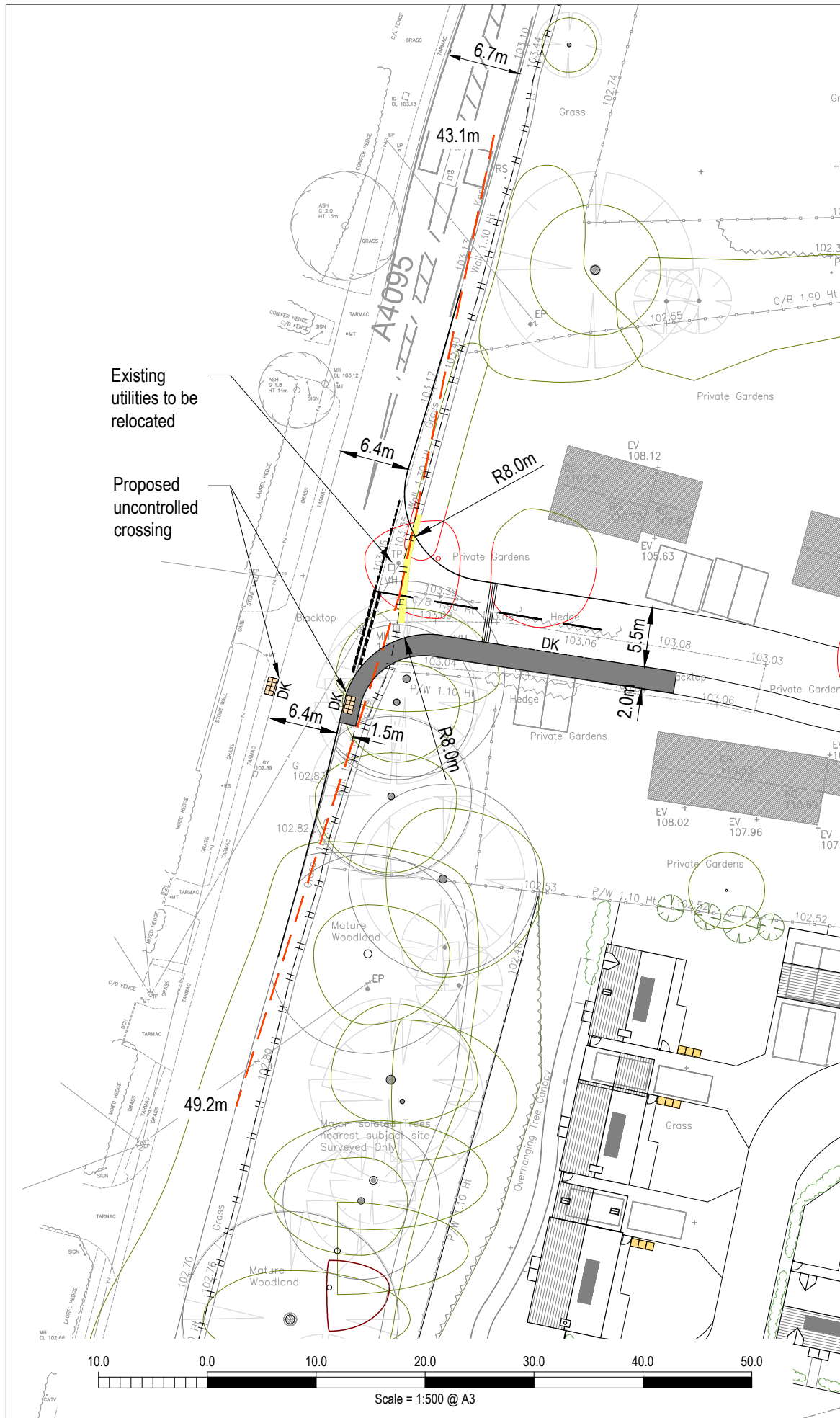


SITE LAYOUT
 1:1000 @ A3 KIR-P2-03Q
 LAND OFF HEYFORD ROAD KIRTLINGTON



Appendix F

Proposed Access Arrangements



NOTES

1. This drawing is to be read in conjunction with all relevant documents and specifications.
2. Dimensions are not to be scaled.

Source: Architects drawing number KIR-P2-03Q.

© Crown copyright and database rights 2023 OS 100018363.

KEY

- 2.4m x y/m visibility splays
- Extent of wall to be removed (12m total)
- H - H - Highway boundary interpreted from Oxfordshire County Council records
- DK Uncontrolled crossing incorporating dropped kerbs and tactile paving



Rev.	Description	Date	Chkd
F	Architect's layout updated.	03/07/23 T. Hart	AD
E	Architect's layout added.	14/06/23 T. Hart	AD
D	Footway adjusted and southern uncontrolled crossing shown.	20/01/23 D. Steenkamp	AD
C	Footway adjusted and uncontrolled crossing shown.	04/01/23 T. Hart	AD
B	Updated layout.	03/11/22 D. Steenkamp	AD
A	Minor text changes.	08/11/21 A. Davey	AD

Glanville
 Cornerstone House
 62 Foxhall Road, Didcot
 Oxon, OX11 7AD
 Tel: (01235) 515550 Fax: (01235) 817799
 postbox@glanvillegroup.com www.glanvillegroup.com

Client : **Abbeymill Homes**

Project : **Land East of Heyford Road Kirtlington**

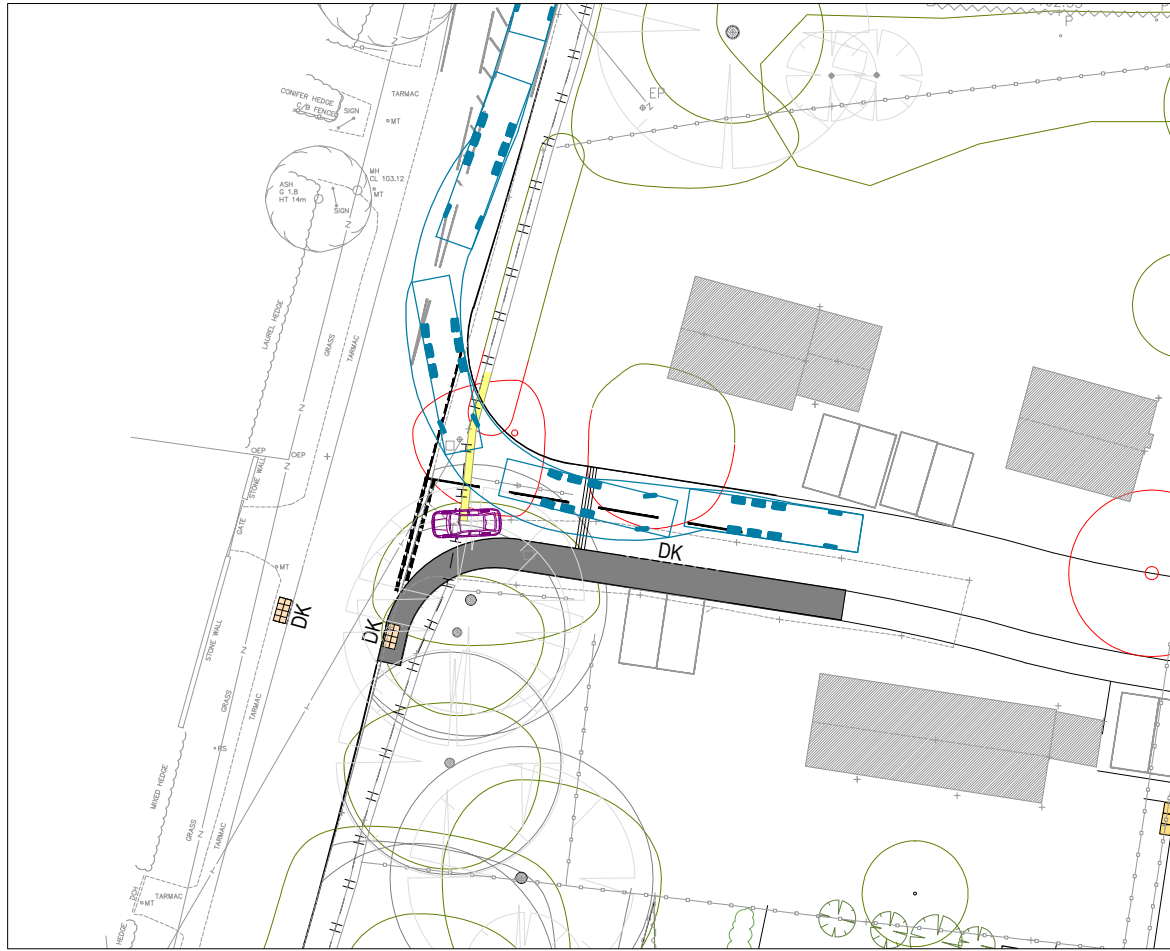
Title : **Site Access Visibility Splays**

Project Engineer : T. Hart Scale : 1:500 @ A3
 Project Director : T. Foxall Date : September 2021
 Status : **PRELIMINARY**

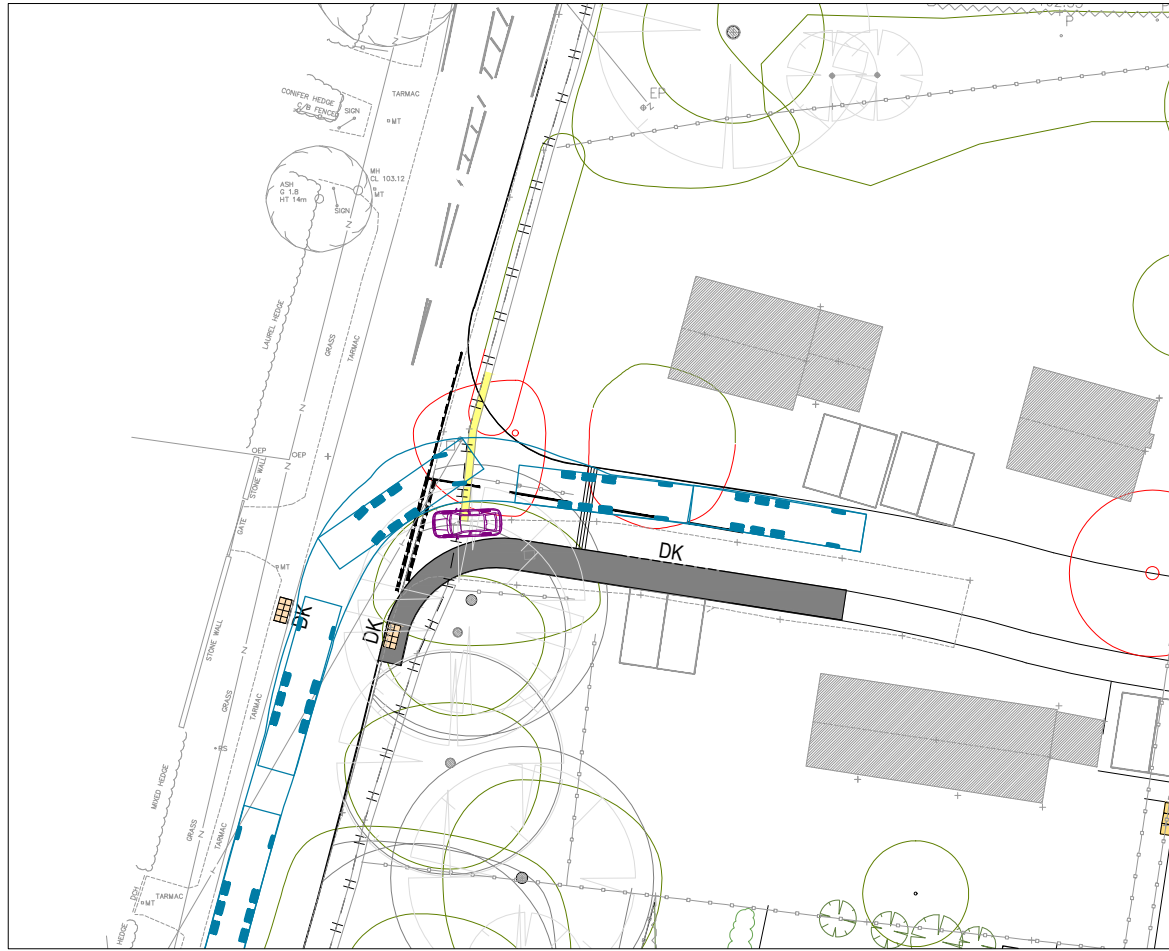
Drawing No. 8210698/6101 Rev **F**

Appendix G

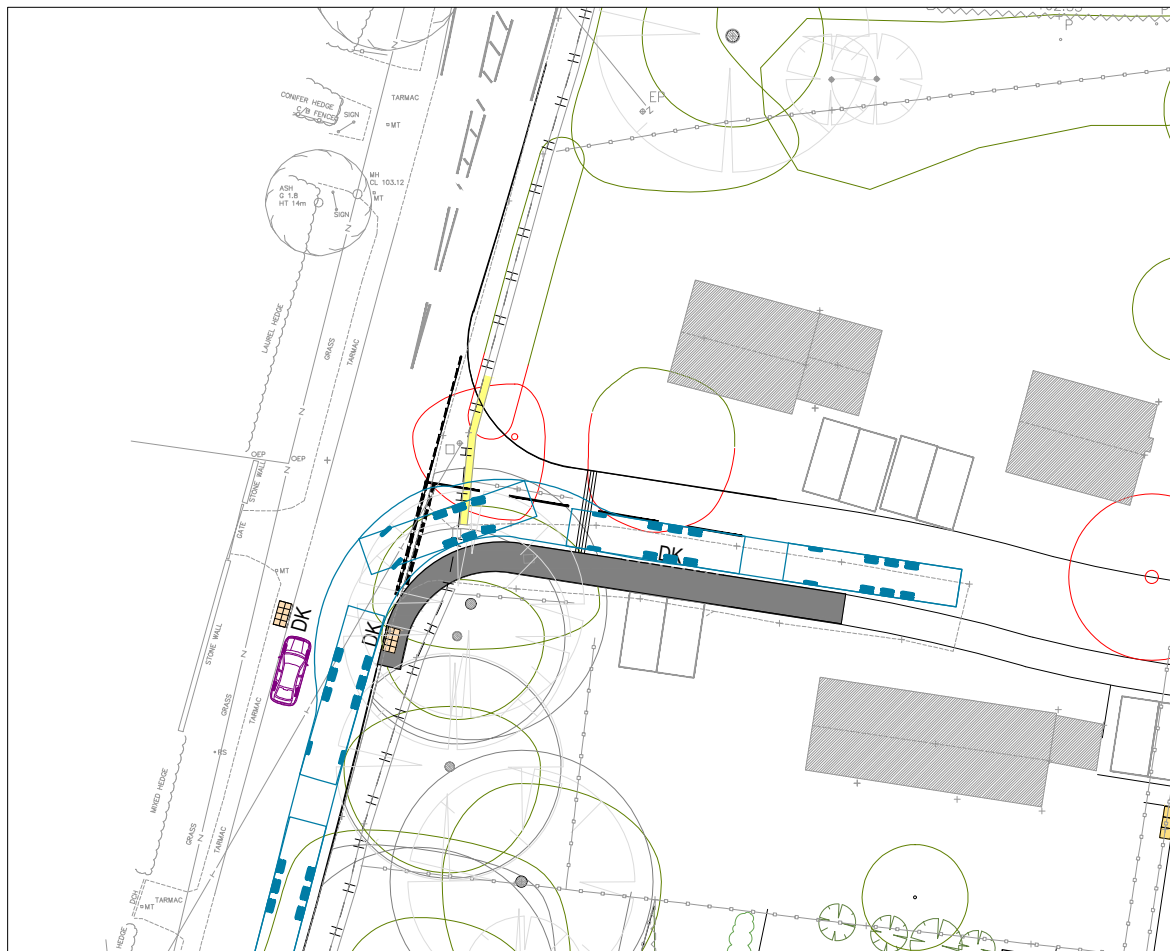
Swept Path Analysis



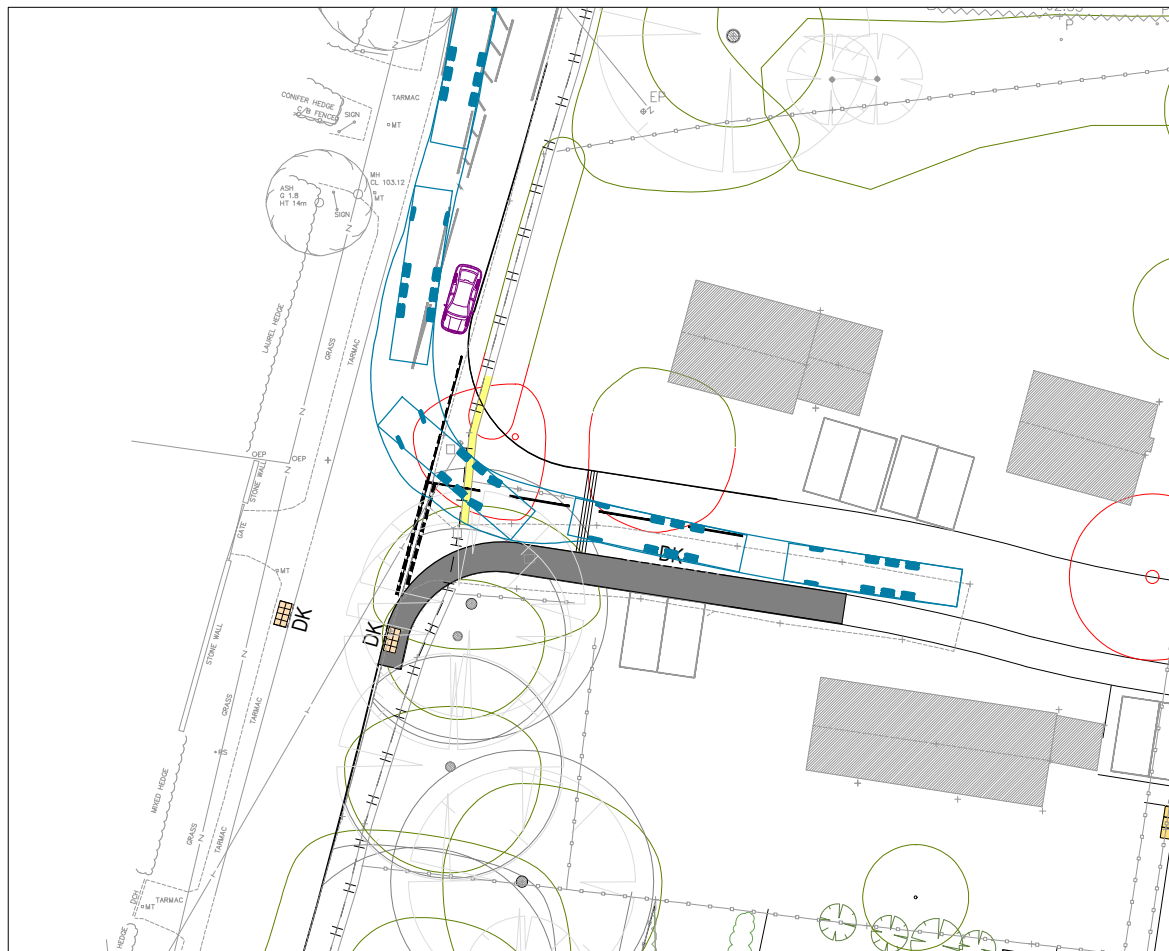
LEFT-TURN - ENTRY



RIGHT-TURN - ENTRY



LEFT-TURN - EXIT



RIGHT-TURN - EXIT

NOTES

1. This drawing is to be read in conjunction with all relevant documents and specifications.
2. Dimensions are not to be scaled.

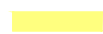
Source: Architects drawing number KIR-P2-03Q.

© Crown copyright and database rights 2023 OS 100018363.

KEY



11.6m Refuse Vehicle - forward gear

 Extent of wall to be removed and set back behind visibility splay lines (10m)



Medium size car - waiting



Rev.	Description	Date	Chkd
C	Architect's layout updated.	03/07/23 T. Hart	AD
B	Architect's layout added.	14/06/23 T. Hart	AD
A	Footway adjusted and uncontrolled crossing shown.	04/01/23 T. Hart	AD



Glanville
 Cornerstone House
 62 Foxhall Road, Didcot
 Oxon, OX11 7AD
 Tel: (01235) 515550 Fax: (01235) 817799
 postbox@glanvillegroup.com www.glanvillegroup.com

Client :
Abbeymill Homes

Project :
**Land East of Heyford Road,
Kirtlington**

Title :
**Swept Path Analysis
11.6m Refuse Vehicle**

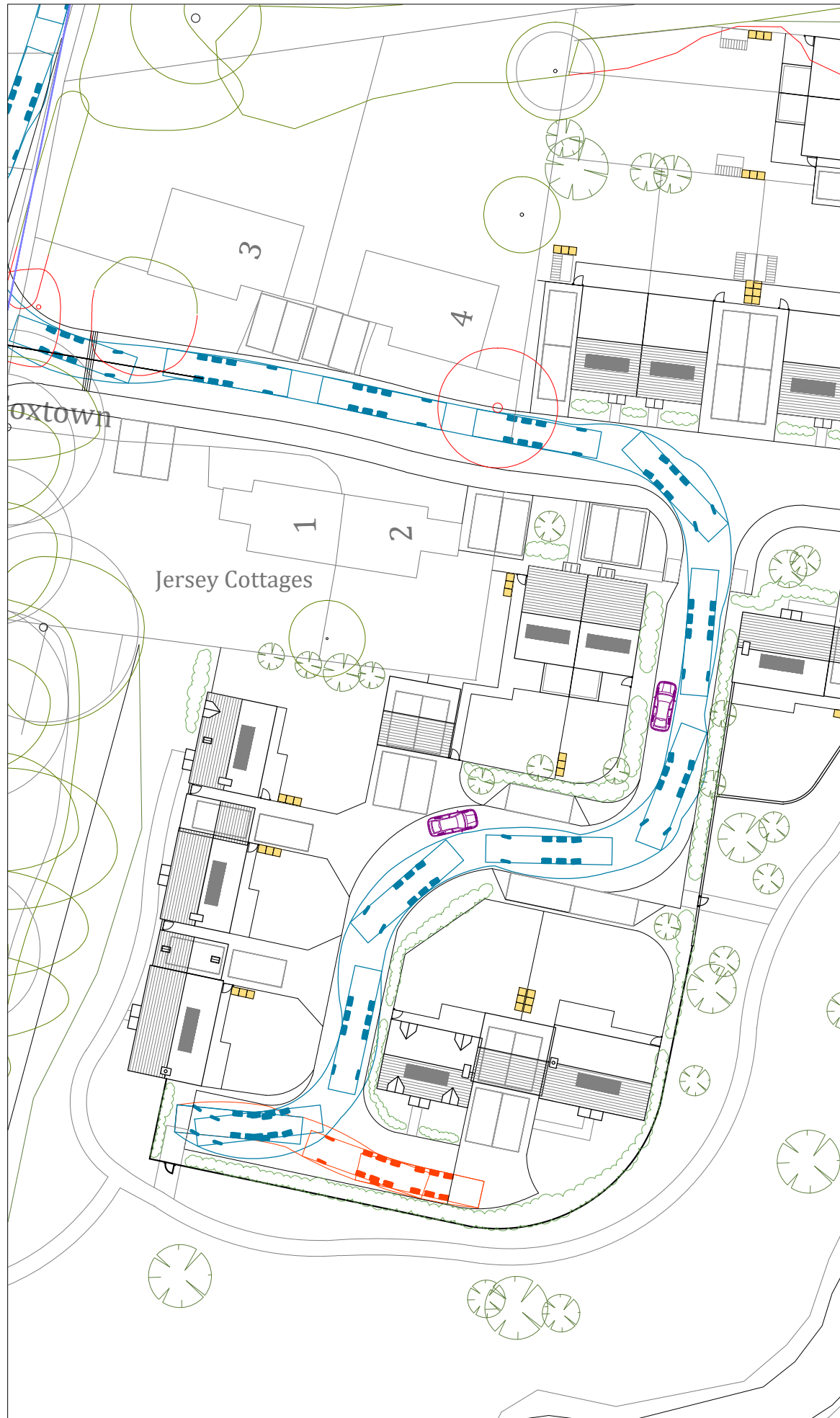
Project Engineer : D. Steenkamp Scale : 1:250 @ A3

Project Director : T. Foxall Date : November 2022

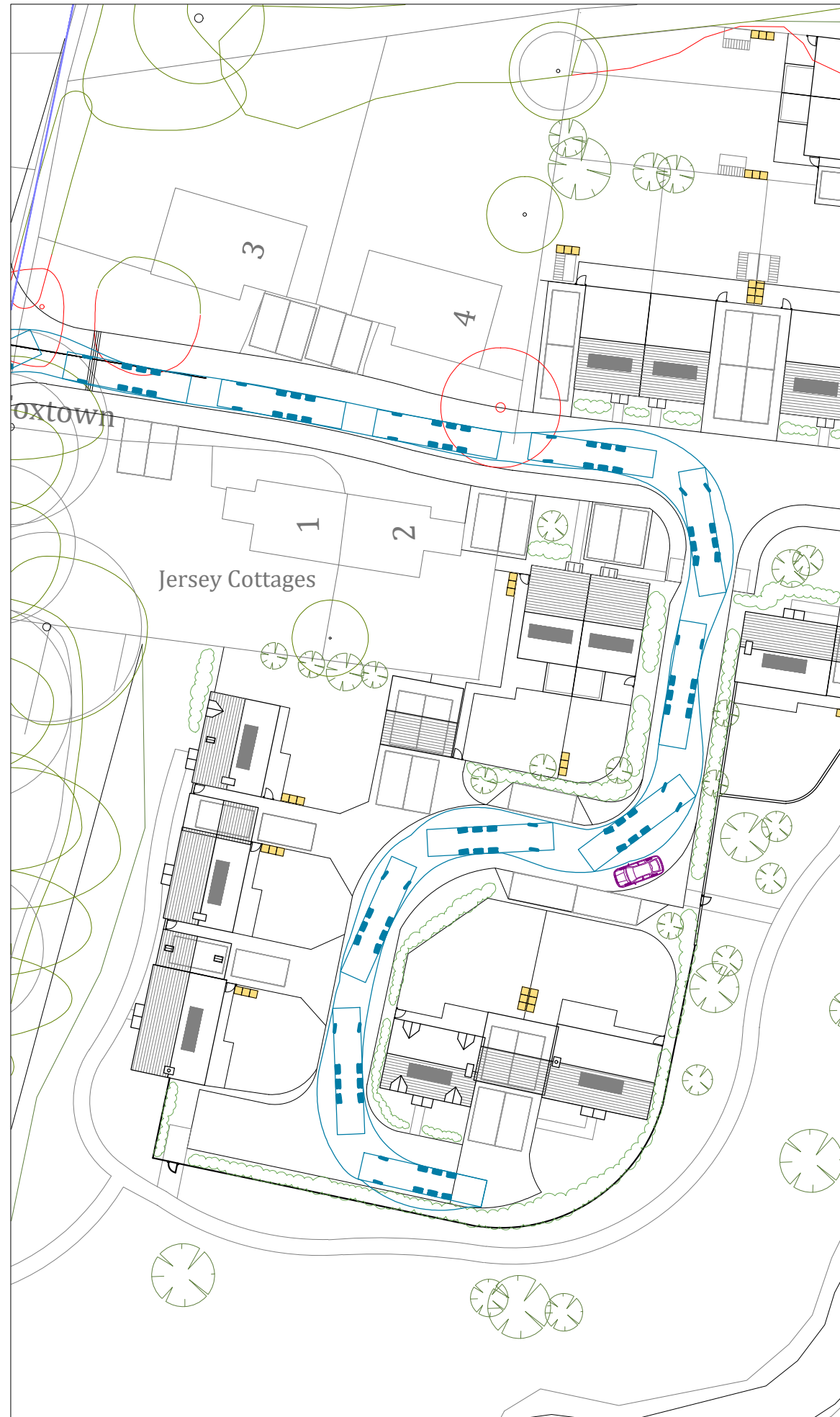
Status : **PRELIMINARY**

Drawing No. 8210698/6201

Rev C



SITE - ENTRY



SITE - EXIT

NOTES

1. This drawing is to be read in conjunction with all relevant documents and specifications.
 2. Dimensions are not to be scaled.
- Source: Architects drawing number KIR-P2-03Q.
 © Crown copyright and database rights 2023 OS 100018363.

KEY



11.6m Refuse Vehicle - forward gear



11.6m Refuse Vehicle - reverse gear



Medium size car - waiting



Rev.	Description	Date	Chkd
C	Architect's layout updated.	03/07/23 T. Hart	AD
B	Architect's layout updated.	14/06/2023 T. Hart	AD
A	Architect's layout updated. Swept paths revised to suit.	23/01/2023 D. Steenkamp	AD

Glanville
 Cornerstone House
 62 Foxhall Road, Didcot
 Oxon, OX11 7AD
 Tel: (01235) 515550 Fax: (01235) 817799
 postbox@glanvillegroup.com www.glanvillegroup.com

Client :
Abbeymill Homes

Project :
Land East of Heyford Road, Kirtlington

Title :
**Site Entry
 Swept Path Analysis
 11.6m Refuse Vehicle**

Project Engineer : D. Steenkamp Scale : 1:500 @ A3
 Project Director : T. Foxall Date : January 2023

Status : **PRELIMINARY**

Drawing No. 8210698/6203 Rev **C**

Appendix H
TRICS Database Output

Calculation Reference: AUDIT-225601-221114-1153

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : A - HOUSES PRIVATELY OWNED
 TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	CT CENTRAL BEDFORDSHIRE	1 days
	HC HAMPSHIRE	2 days
	SC SURREY	1 days
03	SOUTH WEST	
	BC BOURNEMOUTH CHRISTCHURCH & POOLE	1 days
	DC DORSET	1 days
	SM SOMERSET	1 days
04	EAST ANGLIA	
	NF NORFOLK	3 days
05	EAST MIDLANDS	
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	EC CHESHIRE EAST	1 days
	LC LANCASHIRE	1 days
09	NORTH	
	DH DURHAM	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
 Actual Range: 24 to 70 (units:)
 Range Selected by User: 20 to 70 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 22/06/22

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	3 days
Tuesday	2 days
Wednesday	6 days
Thursday	2 days
Friday	4 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	17 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	16
No Sub Category	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C3	17 days
----	---------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	4 days
10,001 to 15,000	6 days
15,001 to 20,000	2 days
20,001 to 25,000	3 days
25,001 to 50,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	2 days
50,001 to 75,000	1 days
75,001 to 100,000	3 days
100,001 to 125,000	1 days
125,001 to 250,000	6 days
250,001 to 500,000	2 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	13 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	7 days
No	10 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	17 days
-----------------	---------

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters (Cont.)

9	NF-03-A-04	MIXED HOUSES		NORFOLK
	NORTH WALSHAM ROAD			
	NORTH WALSHAM			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		70	
	Survey date:	WEDNESDAY	18/09/19	Survey Type: MANUAL
10	NF-03-A-05	MIXED HOUSES		NORFOLK
	HEATH DRIVE			
	HOLT			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		40	
	Survey date:	THURSDAY	19/09/19	Survey Type: MANUAL
11	NF-03-A-25	MIXED HOUSES & FLATS		NORFOLK
	WOODFARM LANE			
	GORLESTON-ON-SEA			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		55	
	Survey date:	TUESDAY	21/09/21	Survey Type: MANUAL
12	NT-03-A-08	DETACHED HOUSES		NOTTINGHAMSHIRE
	WIGHAY ROAD			
	HUCKNALL			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		36	
	Survey date:	MONDAY	18/10/21	Survey Type: MANUAL
13	NY-03-A-14	DETACHED & BUNGALOWS		NORTH YORKSHIRE
	PALACE ROAD			
	RIPON			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		45	
	Survey date:	WEDNESDAY	18/05/22	Survey Type: MANUAL
14	SC-03-A-07	MIXED HOUSES		SURREY
	FOLLY HILL			
	FARNHAM			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		41	
	Survey date:	WEDNESDAY	11/05/22	Survey Type: MANUAL
15	SM-03-A-01	DETACHED & SEMI		SOMERSET
	WEMBDON ROAD			
	BRIDGWATER			
	NORTHFIELD			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		33	
	Survey date:	THURSDAY	24/09/15	Survey Type: MANUAL
16	ST-03-A-08	DETACHED HOUSES		STAFFORDSHIRE
	SILKMORE CRESCENT			
	STAFFORD			
	MEADOWCROFT PARK			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		26	
	Survey date:	WEDNESDAY	22/11/17	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

17 WK-03-A-04 DETACHED HOUSES WARWICKSHIRE
 DALEHOUSE LANE
 KENILWORTH

Edge of Town
 Residential Zone
 Total No of Dwellings: 49
Survey date: FRIDAY 27/09/19 Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BO-03-A-01	Undertaken during Covid restrictions
WO-03-A-07	Undertaken during Covid restrictions

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	42	0.075	17	42	0.302	17	42	0.377
08:00 - 09:00	17	42	0.176	17	42	0.350	17	42	0.526
09:00 - 10:00	17	42	0.155	17	42	0.225	17	42	0.380
10:00 - 11:00	17	42	0.165	17	42	0.181	17	42	0.346
11:00 - 12:00	17	42	0.170	17	42	0.205	17	42	0.375
12:00 - 13:00	17	42	0.188	17	42	0.214	17	42	0.402
13:00 - 14:00	17	42	0.195	17	42	0.159	17	42	0.354
14:00 - 15:00	17	42	0.176	17	42	0.221	17	42	0.397
15:00 - 16:00	17	42	0.304	17	42	0.204	17	42	0.508
16:00 - 17:00	17	42	0.318	17	42	0.188	17	42	0.506
17:00 - 18:00	17	42	0.336	17	42	0.194	17	42	0.530
18:00 - 19:00	17	42	0.274	17	42	0.143	17	42	0.417
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.532			2.586			5.118

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:	24 - 70 (units:)
Survey date range:	01/01/14 - 22/06/22
Number of weekdays (Monday-Friday):	17
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	2

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



Cornerstone House, 62 Foxhall Road
Didcot, Oxfordshire OX11 7AD

01235 515550
postbox@glanvillegroup.com
www.glanvillegroup.com

- Structural Engineering
- Transport and Highways
- Civil Engineering
- Geomatics
- Building Surveying