



HVJ TRANSPORT LTD

**TRANSPORT STATEMENT
PROPOSED PILOT TRAINING CAMPUS INCLUDING ACCOMMODATION AND
TEACHING FACILITIES WITH CAR AND CYCLE PARKING
AT
LONDON OXFORD AIRPORT, KIDLINGTON, OXFORDSHIRE
ON BEHALF OF
LONDON OXFORD AIRPORT.**

**HVJ Transport Ltd,
12 Chaundy Road,
Tackley,
Kidlington,
Oxfordshire.
OX5 3BJ**

**Office-01869 331729
Mobile-07501 403969**

Registered No 10192691.

**Director:-Huw V Jones
Project Number:-P720**

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1. INTRODUCTION

- 1.1 This transport statement is based upon instructions from Terry Gashe of Ferax Planning on behalf of James Dillon-Godfray, Director of London Oxford Airport for the erection of a new Pilot Training Campus at London Oxford Airport. London Oxford Airport has a very long history of pilot training and the current proposal aims to strengthen and continue this tradition. Included within the report is a description of the existing transportation network together with cycling and pedestrian facilities, and public transport availability.
- 1.2 This Transport Statement has been prepared in accordance with The Department for Transport and Department for Communities and Local Government guidance on Transport Assessments and Statements. The report is based on information relating to the development proposals made known at the time of preparation.
- 1.3 In preparing this report consideration has been given to the site in the National Planning Policy Framework relating to supporting the sustainable growth and expansion of all types of business and enterprise, both through conversion of existing buildings and well designed new buildings.
- 1.4 There are only a limited amount of pilot training facilities within the United Kingdom and no information within the TRICS (Transport Related Information Computer Systems). With regard to this proposed use, information has been given by the Head of Business Development at the London Oxford Airport regarding projected traffic and trip generation. This is based upon experience of similar activities at this airport. Please see Appendix 1.
- 1.5 Also taken into consideration within the local plan is that development should incorporate suitable provision for car parking and operational space especially for this

proposal. Parking provision will be restricted as a maximum to that which is justifiably required. Parking will be a general statement and be used as an approximation.

- 1.6 Other documents referred to in preparing this statement are 'MANUAL FOR STREETS' One and Two published by the Department of Transport in conjunction with the Department of Communities and Local Government.
- 1.7 As stated Trip Rate Calculation Selection Parameters regarding traffic generation for various uses based on information given by TRICS is not available for this type of use within the UK.
- 1.8 This Transport Statement summarises the activities at the site, the proposed development, trip generation, parking and the availability of public transport.
- 1.9 Following a meeting with the Local Planning Authority's Major Applications Officer it was agreed that a planning application should be supported by this statement.

2. PLANNING POLICY GUIDANCE

2.1 National Planning Policy Framework (NPPF)

2.1.1 The NPPF was published in March 2012 and sets out the Government's policies for England and how these are expected to be applied. The Ministerial Foreword highlights that, 'Development which is sustainable should go ahead, without delay – a presumption in favour of sustainable development that is the basis for every plan, and every decision. The framework sets out clearly what could make a proposed plan or development unsustainable'.

2.1.2 At paragraph 17 the NPPF sets out twelve core planning principles to underpin both plan making and decision taking. This includes the principles that planning should 'actively manage the patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable'.

2.1.3 At paragraph 19 the NPPF states "The Government is committed to ensuring that the planning system does everything it can to support sustainable economic growth. Planning should operate to encourage and not act as an impediment to sustainable growth. Therefore significant weight should be placed on the need to support economic growth through the planning system".

2.1.4 In paragraph 20 it states "To help achieve economic growth, local planning authorities should plan proactively to meet the development needs of business and support and economy fit for the 21st century".

2.1.5 The NPPF also states supporting the sustainable growth and expansion of all types of business and enterprise in rural areas, both through conversion of existing buildings and well designed new buildings.

Therefore developments should be located and designed where practical to accommodate the efficient delivery of goods and supplies.

Included within this statement and below is a description of the existing transportation network together with cycling, pedestrian facilities and public transport availability.

2.1.6 Chapter 4 – ‘Promoting Sustainable Transport’ sets out central government national transport policy, with paragraph 29 setting out that:

“Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas.

Encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. In preparing Local Plans, local planning authorities should therefore support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport”.

2.1.7 At paragraph 32, it provides guidance for how developments should be assessed and determined.

‘All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- The opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
- Safe and suitable access to the site can be achieved for all people; and
- Improvements can be undertaken within the transport network that cost-effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residential cumulative impacts of development are severe.'

2.1.8 The NPPF also states that "the purpose of the planning system is to contribute to the achievement of sustainable development". The three main parts of sustainable development are; economic, social and environmental.

2.2 PPG13 Transport

2.2.1 Planning Policy Guidance Note 13 (PPG13) has now been replaced by the National Planning Policy Framework but it still worth taking in to account PPG13 as best practice (CD3.2) which sets out the overall policy objectives relating to transport and new development as follows:-

- Promote more sustainable transport choice for both people and for moving freight;
- Promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling; and
- Reduce the need to travel, especially by car.

2.2.2 Paragraph 6 within PPG13 states that local authorities should:

- Actively manage the pattern of urban growth to make the fullest use of public transport and focus major generators of travel demand in city, town and district centres and near to major public transport interchanges;
- Accommodate housing principally within existing urban areas, planning for increased intensity of development for both housing and other uses at locations which are highly accessible by public transport, walking and cycling.

- Use parking policies, alongside other planning and transport measures, to promote sustainable transport choices and reduce reliance on the car for work and other journeys.
- Give priority to people over ease of traffic movement and plan to provide more road space to pedestrians, cyclists and public transport in town centres, local neighbourhoods and other areas with a mixture of land uses;
- Ensure that the needs of disabled people (as pedestrians, public transport users and motorists) are taken into account in the implementation of planning policies and traffic management schemes, and in the design of individual developments;
- Consider how best to reduce crime and the fear of crime, and seek by the design and layout of developments and areas, to secure community safety and road safety.

Paragraph 51 of PPG13 states that in relation to parking local authorities should:

- Ensure that, as part of a package of planning and transport measures, levels of parking provided in association with development will promote sustainable transport choices;
- Not require developers to provide more space than they themselves wish, other than in exceptional circumstances which might include for example where there are significant implications for road safety which cannot be resolved through the introduction or enforcement of on-street parking controls.

2.2.3 Where relevant to the policies and with regard to the proposal, all development will be required to:

Provide a safe, convenient and attractive pattern of movement into, out of and across the site, particularly for pedestrians, people with disabilities and cyclists, incorporating pedestrian seating and cycle parking as required;

Include good links to public transport, incorporating wherever appropriate suitable access for public transport vehicles into the site and associated passenger facilities;

Be designed to secure access and mobility for all;

Incorporate adequate provision for vehicular access from the highway network without detriment to highway safety or to pedestrians, cyclists or public transport; and

Incorporate cycle and vehicle parking to the required standards having regard to the need to promote sustainable transport choices, together with suitable turning and loading

facilities in the case of development proposals with significant transport implications, include a transport assessment or statement. Taking account of any proposed measures to improve access by public transport, walking and cycling and to reduce motorised journeys, additional traffic arising from development should be capable of being accommodated on the local road network without undue environmental, operational or safety consequences, or the existing road system should be capable of improvement to meet those consequences.

2.3 Oxfordshire County Council Local Transport Plan 4 reiterates the following:-

The objectives for LTP4 have been developed, and are provided below. These are: -

- Reduce the need to travel and the distance people need to travel;
- Make more efficient use of available transport capacity through innovative network management and offering a choice of different ways to travel;
- Improve connectivity to support economic growth: between housing and jobs/ education/ services, and in networks of businesses and their supply chains;
- Influence the location of development to maximise the use and value of existing and planned strategic transport investment;
- Reduce overall journey times and increase journey time reliability on strategically important routes;
- Develop a high quality, resilient integrated transport system that is attractive to customers and generates inward investment;
- Reduce negative impacts of transport on human health and safety, and the environment, including reducing carbon emissions; and
- Encourage and facilitate physically active travel to support health.

2.4 Cherwell District Council local plan 2011-2031 part 1 also states:-

“In Cherwell, key employment sites and economic attractors such as London-Oxford Airport, Begbroke Science Park, Oxford Spires Business Park, and other commercial areas at Langford Lane in Kidlington, have clear links to both Oxford and Cherwell. These locations are situated along the A44 and A34 road corridors that link Chipping Norton/Woodstock with Oxford, and Bicester with Kidlington and Oxford. Trips generated by these

developments are likely to place greater demand on the A40, A4144 and A4260 corridors to the immediate north of Oxford, as well as key junctions in the area. The high frequency of existing bus services passing these locations, coupled with the proximity of Oxford Parkway rail station and Water Eaton Park & Ride, will promote the use of public transport alternatives to private car use.

The scope exists to strengthen South Cherwell's local economy so as to establish a greater number of higher value jobs on the edge of Oxford. In turn this increases scope for people to live, and work, outside of the city centre – potentially relieving pressure on key public transport and road links around Oxford at peak times, and creating bidirectional demand for movement along some public transport corridors (enhancing the viability of high frequency services).

Part of the explanatory text of the Local Plan also states:-

“At Kidlington, London-Oxford Airport and Langford Lane industrial estate form an employment cluster. Due to the implementation of strategic development proposals in the Plan including East-West Rail, the new station at Water Eaton and growth in employment opportunities at Kidlington and Bicester, the Council would expect demand for an increased role at the airport. The Council will work with London Oxford Airport operators and the Civil Aviation Authority and other stakeholders to consider any proposals. Langford Lane has in recent years become a location for a wide range of commercial uses. The proposals in the Plan aim to improve the quality of employment and in doing so establish a new gateway at this northern entrance to Kidlington”.

3. DESCRIPTION OF THE SITE

3.1 The proposed site is located within the London Oxford Airport campus on the south side of the built up part of the airport. London Oxford Airport is the Thames Valley area's primary regional and business aviation airport. It is the only commercial airport between London Heathrow and Birmingham and is located on Langford Lane halfway between the Oxford to Banbury A4260 and the Oxford to Stratford upon Avon A44. Both these junctions are signal controlled.

At present the proposed site is mainly open grass which is informally used as a kick-about area.

There is an internal service perimeter access road between the site and Langford Lane as can be seen from photo 1 and 2. The width of the internal access perimeter road is 5.3m and the restricted speed is 10mph. There is a hedge and fence between this road and Langford Lane and this perimeter access road serves at present The Hangers, No 14 and Voltaire Aviation.



Photo 1-The proposed development site looking westwards from the airport perimeter access road.

- 3.2 Another internal access road from the main boulevard to the airport at the north east corner of the application site provides access to a car park adjacent to Langford Hall. This access road is approximately 7.0m wide and has parking controls in the form of barriers to prevent indiscriminate parking-see photo 3. Langford Hall is a block of student accommodation. Sightlines at these internal junctions are extremely good and accord with standards.



Photo 2 –The proposed development site looking eastwards from the airport perimeter access road.

- 3.3 The main airport access road named The Boulevard is a dual carriageway approximately 6.4m in width in one direction as it is a one way road at this location with a 3.0m wide central verge and a 6.5m wide carriageway on the opposite side. Provision is made for parked cars on this road. All internal access points on to the boulevard have a left turn only sign and the road is subject to a speed restriction of 30mph with street lighting evident.

The above internal access road with The Boulevard is approximately 35m north of the main airport roundabout with Langford Lane.



Photo 3-Perimeter access road in to the site from the main airport access road.

- 3.4 The nearest bus stops to the site are on The Boulevard approximately 80m away with the stop on the opposite side of the carriageway where there are footways both sides with the route numbers, 2C and 2D. Buses at this stop serve Oxford City centre with a frequency of around 15 minutes Monday to Friday from 05.27am to 19.37pm. However there is no service on Saturday or Sunday from this stop. Further stops are provided on Langford Lane approximately 240m in an eastern direction from the proposed site with the route numbers 2C, 2D, 7, N7 and the Park and Ride 500 and serve Oxford City centre, Woodstock and Oxford Parkway station. These buses run throughout the day and night and are also on Saturdays and Sundays and connect with the town centre of Kidlington, Oxford City Centre and the outlying villages of this part of Cherwell. The frequency of buses at these stops are one bus every 15 minutes.

Being closer to Oxford, Kidlington is better connected by bus than Banbury and Bicester. It benefits from up to 24 buses per hour to Oxford for much of the day, and eight per hour during the evening. A large number of these services also call at Oxford Parkway rail station, allowing for interchange journeys by rail. The site and Airport is therefore well served by public transport.

- 3.5 Rail communications to Kidlington are now excellent with the town being served by Oxford Parkway station which is located between Kidlington and Oxford, adjacent to

Water Eaton park-and-ride. It serves Kidlington, north Oxford and nearby villages. Bicester Village rail station (previously Bicester Town) also re-opened in October 2015, serving Bicester Town centre and Bicester Village Outlet Centre and this with Oxford Parkway , offers two trains each hour (operated by Chiltern Railways) to Oxford and London Marylebone stations. Since December 2016 these services extend into Oxford City's central railway station and provide a direct, sub-20 minute rail link between Bicester and Oxford, via Oxford Parkway station.

3.6 With regard to cycling and cycle routes nearby, it is generally accepted that 8km (or 5 miles) is an acceptable cycling distance, representing a journey time on average of 30 minutes. In the vicinity of the site are a number of roads which are suitable for cycling. A 5km cycle distance covers the entirety of the urban area of Kidlington and is inclusive of the villages of Yarnton, Begbroke and the town of Woodstock, and therefore provides the opportunity for cycling to be the chosen mode of travel for much of the immediate catchment area. In fact the National Sustrans route 5 passes at the end of Langford Lane on the cycle-path of the A44 and connects to Woodstock in one direction and Oxford in the other direction. Much of the minor residential roads through Kidlington are well suited to cycling and lead to the main cycle network that surrounds the town as stated with the route number 5 and therefore provide the opportunity for cycling journeys to be undertaken safely to and from the site.

3.7 The pedestrian facilities in the vicinity of the site are: Footways along the eastern and western side of the main airport road being the Boulevard and on to Langford Lane on both sides that link up to the Village Centre of Kidlington which is only 1200m in a southern direction. Dropped kerbs and tactile paving are provided to aid pedestrians crossing the side streets as they walk to and from the Village Centre.

3.8 Facilities and services within the Village Centre of Kidlington include shops and restaurants including cafes, public houses and take-away. There is also a Coop convenience store within a good walking distance of the site approximately 750m away. There are also facilities and services within the airport.

- 3.9 With regard to injury related accidents near to the application site and on the junction, data obtained in terms of the operation and safety of the road network, records are kept of personal injury accidents. A guide to the local accident patterns can be viewed at www.crashmap.co.uk. This web site uses data approved by the National Statistics Authority and reported on by the Department for Transport each year. Data is therefore available for this area which indicates that on the junction of the Boulevard with Langford Lane there have been no injury related accidents. There has been one serious injury related accident at the junction of Evenlode Crescent with Langford Lane approximately 357m in a western direction from the junction of the Boulevard with Langford Lane which took place on the 20th of August 2014. This was a vehicle turning out of a private drive into the path of a motorcycle. A further injury related accident took place on Langford Lane some 310m in a western direction from the roundabout and is classed as slight on 8th of April 2015.
- 3.10 Although the Airport is private, all internal roads regarding indiscriminate car parking are strictly enforced.

4. PROPOSED DEVELOPMENT

- 4.1 The proposal is to provide two buildings on the site. One building will be for student accommodation which will be situated at the western end of the proposed site and the other building as a teaching/training facility which is more centrally positioned. The accommodation unit will have a maximum of 78 rooms for 78 students and the projected number will be as follows—year 1 for 60 students, year 2 for 90 students and year 3 for 120 students. As stated above the maximum number within the hostel accommodation unit will be for 78 students and the remainder of the students will be expected in year 2 and 3 to seek accommodation locally.

With regard to the teaching facility the number of staff is expected to be 50. However there will also be staff located at other training establishments elsewhere in the country who will teach periodically at this airport on a number of days and at different times etc.

It is worth also pointing out that there has been a massive decline in student numbers over the last 10 years at the London Oxford Airport. Typically in the past there would have been 450 students on the site with 175 full time staff.

It is also expected that there will be a proportion of visitors to the site during the week with this number expected to be very small at less than 10.

- 4.2 Car parking for 60 cars including 5 disabled spaces is proposed on site with 3 motorcycle spaces. There will also be the provision of 32 cycle parking spaces with the provision of 16 ‘sheffield’ type stands and to be safe, secure and sheltered.

- 4.3 Reference is made within Appendix 1 with this statement how the airport has declined since the late 1990’s. The permitted maximum capacity of the airport in terms of movements per year with regard to landings and take off is 160,000 movements and as can be seen from appendix 1 this has now decreased to 40,910 movements in 2016.

- 4.4 It can also be seen that the actual professional pilot training flights alone have also decreased and so far in 2017 is down by as much as 48%. In view of this the airport

management with their intention is to create a pilot training facility that is second to none and will provide a high quality experience especially for overseas students.

- 4.5 It is expected that the school will operate 24 hours a day, as pilot training also takes place during the night and with the very expensive pilot training simulator situated within the teaching facility this will also operate 24 hours a day.
- 4.6 As stated the pilot training facility is expected to employ around 50 staff. The staff will also be teaching and working at various times similarly to the students. The opening hours are expected to be therefore 24 hours per day 7 times a week. From previous experience elsewhere it is to be expected that more than 80% of the attendance to the airport teaching facility will be out of normal business and traffic peak hours in line with other pilot training schools operating.
- 4.7 Most of the students will be living on the site adjacent to their teaching facility and therefore no traffic movements are anticipated for these. Whilst this is a relatively unusual use for which there is no real information in terms of traffic generation or parking requirements, it therefore necessitates a first principles approach to determining its impact.
- 4.8 It is noted that the deliveries associated with the pilot training facility are highly likely to be undertaken by LGVs primarily such as transit vans or similar given the low volume of goods required. Deliveries will be timed to avoid peak periods so as to ensure arriving vehicles do not disrupt the use of the car park when it is most needed. Delivery vehicles will be able to wait within available aisle space or free car parking spaces within the confines of the site without being required to park on the perimeter roads or access roads of the airport.

5 DEVELOPMENT TRAFFIC IMPACT

- 5.1 An assessment has been completed which demonstrates that the traffic associated with the proposal of a new pilot training campus including accommodation, teaching facilities and car parking for up to 60 cars will not have a material impact on the local highway network.
- 5.2 As stated previously the site is currently a grassed and kick-about area with no development use. There are no historic traffic surveys for the proposed use on this site and therefore in order to estimate the trip generation associated with the pilot training campus, figures are derived from information give by the Head of Business Development of the airport. The TRICS database has been interrogated and there is no similar use within its selections and no comparisons uses.
- 5.3 As stated within the proposed development chapter there is to be a maximum of 120 students at year 3 with 78 students within the accommodation unit on the site at any one time. The remainder of the students in year 3 will be expected to be in local accommodation and near bus routes etc and expected to use public transport, cycle or walk. It must also be borne in mind that 80% of the students will be from overseas.
- 5.4 A small proportion of the students will inevitably drive and for the purposes of this development traffic impact it is considered that the number that will do on a daily basis in year 3 will be 16 movements.
- 5.5 The pilot training staff/teachers are also expected to use alternative modes of transport although this will be more difficult as they are likely to move between campus sites. With regard to this it is anticipated by the Head of Business Development of the London Oxford Airport that on a daily basis there are likely to be 90 movements -45 in and 45 out etc. However these figures are unlikely to coincide with peak hour traffic. A summary of the

trip rates across the entire day, in addition to a daily trip rate are given in Table 5.1 below and as stated these figures are on a worst case scenario. These rates are based on the experiences of the Head of Business Development at the London Oxford Airport.

Table 5.1 – Trip generation for the proposed use at London Oxford Airport, Kidlington.

LAND USE	DEVELOPABLE AREA	FORECAST TRIP GENERATION					
		Trip Rate			Total Trips		
Pilot training campus	Accommodation and teaching						
AM Peak		Arr.	Dep.	Total	Arr.	Dep.	Total
08.00-09.00		8.00	8.00	16.00	8.00	8.00	16.00
PM Peak							
17.00-18.00		10.00	10.00	20.00	10.00	10.00	20.00
00.00-24.00		53.00	53.00	106.00	53.00	53.00	106.00

5.6 It must also be recognised that the London Oxford Airport has far less trips than in previous years due to the low demand and decrease as shown in Appendix 1 mainly due to the massive decline in flights to and from the airport

5.7 With regard to the pilot training campus it is as stated previously difficult to determine the traffic impacts of the proposed use as it is a relatively scarce concept in the UK and there are currently no surveyed sites within the UK and in particular the TRICS database to enable the potential trip generation to be calculated. As such traffic generation has been calculated from first principles and information given on good authority.

5.8 As can be seen from Table 5.1 above the transport impact of the proposed development has been assessed during the following weekday periods of 08.00-09.00AM and 17.00-18.00PM and the traffic generation figures for the proposed uses within the AM peak is likely to be 16 movements and during the PM peak is likely to be 20 movements.

5.9 The daily flows to and from this proposed campus is likely to be 106 movements which is an increase equivalent to 1 vehicle every 6 to 7 minutes. It must be stressed that this facility operates on a 24 hour basis and therefore most of the traffic and trips will be outside the peak hours. Most of the students -65% will reside next door to the teaching facility and therefore will not be adding to any trips in the vicinity.

- 5.10 The analysis completed within this section has demonstrated that the traffic volumes associated with the proposed use at the site are negligible when compared to the daily flows on the adjoining road –Langford Lane and are certainly within the likely daily variation expected in background traffic. The very small increase would not constitute a ‘severe’ residual impact in the context of the National Planning Policy Framework.
- 5.11 Therefore it is considered that there is no requirement to assess the traffic impact of the proposed development on the local network through any junction modelling.

6. CAR PARKING

6.1 To accord with the parking standards for this development the provision will be as per the Oxfordshire and Cherwell District Council Car Parking Standards.

6.2 Managing car parking provision in a more efficient and effective manner will help to:-

- encourage more sustainable use of other modes of transport;
- reduce the land take of the development;
- promote linked trips;
- increase access to development for those without a car; and
- tackle congestion.

6.3 Car and Cycle Parking Standards

Standards for new developments are set out by Oxfordshire County Council according to the Local Plan for Cherwell District Council.

There will be a presumption that the above maximum standards apply to developments below the threshold size but each case will be on its merits. The parking provision for each site will be considered in the light of its location and the need to reduce private vehicle miles in line with PPG13.

6.4 The car parking standards for this proposal would be set out in the Cherwell District Council Local Plan **but there are no specific standards for this type of use** and therefore the nearest comparison would be for a Higher Education standard with regard to type 1 in terms of accessibility characteristics and only operational with the type 2 at a ratio of 1 space per 2 members of staff and 1 space every 15 students. This would realise around 34 spaces but due to the specific nature of this proposal and with due regard to the requirements of the Business Director of the London Oxford Airport further car parking spaces are required for the business to comply with the operational needs of the airport and therefore 60 spaces are to be provided.

6.5 In relation to parking local authorities should:

- not require developers to provide more space than they themselves wish, other than in exceptional circumstances which might include for example where there are significant implications for road safety which cannot be resolved through the introduction or enforcement of on-street parking controls.

6.6 In relation to Parking Standards as stated by Cherwell District Council developments which propose levels of parking below the standards will be considered favourably provided no highway problems would result.

There will be a presumption that the standards will also apply to development below the threshold size but each case will be considered on merit with regard to the availability of public transport and accessibility of the site to pedestrians and cyclists.

6.7 In order to achieve this aim the Council will encourage people to transfer to more environmentally friendly modes of transport by improving facilities for walking, cycling and public transport. It will support traffic management measures to alleviate traffic congestion and improve safety and the environment and will seek to resist development that will give rise to excessive or inappropriate traffic. This will be the case here especially for the student element as the public transport facilities are nearby and attractive and frequent.

6.8 Government planning policy on transport is set out principally in The National Planning Policy Framework .This provides advice on how local authorities should integrate land use and transport, particularly through the development process and promote sustainable transport. Its key objectives are:-

- That opportunitie for sustainable transport have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure.
- Safe and suitable access to the site can be achieved for all people.
- Give priority to pedestrian and cycle movements and have access to high quality public transport facilities.

6.9 If setting local parking standards for residential and non-residential development, the NPPF states that local planning authorities take into account:- the accessibility of the development, the type, mix and use of the development, the availability of and

opportunities for public transport, local car ownership levels and an overall need to reduce the use of high-emission vehicles. It also acknowledges that parking policies can influence significantly the demand for travel by car.

- 6.10 It is therefore considered that the amount of car parking associated with this proposal is adequate and complies with both the policies within the local plan and the County Council standards on car parking. The number of spaces proposed at the site of 60 spaces will allow for additional car parking at peak times as per the requirements of the airport and in particular the Head of Business Development.
- 6.11 Cycle parking is also to be provided and in accordance with information given by the Head of Business Development of London Oxford Airport 32 cycle parking spaces are to be provided on the site and are proposed in a safe, secure and sheltered location together with additional staff cycle parking within the building.
- 6.12 The development proposals accord with both cycle and car parking standards. It is pertinent to note that in considering these standards, they are provided as guidance given that there are no particular uses or variety of uses which all vary significantly in terms of operation and customer/student numbers.
- 6.13 All car parking spaces are of the standard dimensions. Each of the spaces provided are shown at a minimum dimension of 5.0m x 2.5m with clear maneuvering space of 6.0m.
- 6.14 The car parking spaces are easily accessible with manoeuvring areas proposed in order for vehicles to be able to access the spaces and turn.

7. WALKING, CYCLING AND PUBLIC TRANSPORT

- 7.1 PPG13 best practice says that walking is the most important mode of travel at the local level and 'offers the greatest potential to replace short car trips, particularly under 2km.' It further states 'more direct, safe and secure walking routes particularly in and around town centres and local neighbourhoods, and to schools and stations, to reduce the actual walking distance between land uses, and to public transport should be created. Walking also forms an often forgotten part of all longer journeys by public transport and car'.
- 7.2 In terms of the journey purpose, local trips on foot are likely to relate to short shopping trips, access to leisure facilities, trips to school and nursery, local visiting, and trips to bus stops as part of linked trips to further destinations. Walking is usually chosen as the mode for these trips as a result of the relatively short distances involved. However, modal choice for these trips can also be influenced by variables such as route condition, weather and topography.
- 7.3 The proposal as stated is within less than a 400m walk of a high daytime frequency direct bus route to the outlying areas of Oxfordshire and to Oxford City with links to and from the village centre of Kidlington. With the introduction of this facility in terms of its use this more than accords with the government advice as indicated within this NPPF. The potential for walking trips to and from the application site is likely to be extremely probable. The Village Centre, public transport links, shops and services are nearby.
- 7.4 The location of this development with facilities and services on site and nearby offers the potential to encourage walking trips to and from the site. The site is adjacent to a very frequent and attractive public bus transport corridor. Access to public transport links especially with regard to the new train station at Oxford Parkway and employment opportunities are nearby.
- The bus stops are also located nearby on The Boulevard and with additional bus stops on Langford Lane only approximately 240m from the site. These stops are served by buses with the route numbers 2C, 2D, 7, N7 and the Park and Ride 500. These services provide extremely good and frequent connections to the village centre of Kidlington and the

residential areas of the town and also to Oxford City Centre, Woodstock and villages beyond.

- 7.5 The Institution of Highway and Transportation document 'Planning for Public Transport in Developments' suggests that new development should be so located, that public transport trips involve a walking distance of no greater than 400m to the nearest bus stop. With respect to the above services the proposal is well in line with this recommendation.
- 7.6 The bus services identified also provide an excellent opportunity for travel into Oxford city centre which is a major employment destination.
- 7.7 The DETR publication entitled 'Reducing Transport Emissions through Planning' paragraph 2.4.22 and Table 11 on Page 47, says that some 63% of shoppers who live within 1km of a local shopping and District Centre carry out shopping trips on foot. This publication also states that 'taken as a whole, the analysis shows that walking (at 53%) for journeys to local and non-local centres, is the dominant mode for trips up to 1.6km.' This demonstrates the convenient location of the proposed pilot training campus in relation to all of the services and facilities as described including a large area of residential dwellings within Kidlington.
- 7.8 Given the location of the proposed application site a good proportion of trips can be expected to be made on foot. The shops, services and facilities of Kidlington village centre are approximately 1.2kms away which complies with the above guidance. The Institution of Highway and Transportation (IHT) in its "Guidelines for Providing for Journeys on Foot- (2000) suggests an average walking speed of 1.4m/s can be assumed, so most of the services and facilities within Kidlington are within a walking distance of around 15minutes or less. This proposed site is extremely convenient and more than complies with this guidance.
- 7.9 Use of pedal cycle is relatively high in Kidlington. The County Council wishes to maintain and increase this level of usage particularly for journeys under 5km as well as recognizing the potential for cycle use as part of a longer journey.

‘New developments must provide safe and convenient access and appropriate facilities for pedestrians and cyclists.’

- 7.10 Cycle facilities in the vicinity of the site tend to be on road and link in with the Village Centre and also to the various residential areas of Kidlington. National Sustrans route 5 passes at the end of Langford Lane where there is a segregated cycle-path on to Woodstock and beyond in one direction and on to Oxford City Centre in the other direction and is part of the wider cycle network in Oxfordshire as stated within the Description of the site chapter.
- 7.11 Provision of cycle storage facilities in a safe, secure and sheltered location for customers will encourage cycling for all types of trip. The proposal shows adequate cycle parking of 32 spaces in a safe, secure and sheltered environment. Staff cycle parking could also take place in an area within the building. Cycling will offer a real choice for all users of the proposed development. Cycle Parking will be provided in line with the County Councils Cycling Strategy
- 7.12 With regard to best practice PPG 13 and the NPPF the above walking and cycling distances are therefore complied with. Good links to and from the proposed site are easily accessible.
- 7.13 In terms of walking, cycling and public transport the proposed site is easily accessible and sustainable as defined within the NPPF and meets the policies of both the County Council Local Transport Plan 4 and the aspirations within the Cherwell Local Plan.

8. CONCLUSION

- 8.1 This Transport Statement has been prepared by HVJ Transport Ltd on behalf of London Oxford Airport in support of a planning application for a proposed pilot training campus at London Oxford Airport Langford Lane, Kidlington, Oxfordshire.
- 8.2 The proposed scheme is consistent with relevant transport policy guidance and will not give rise to transport related impacts. It therefore meets the test of the NPPF, which states that: “Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe”.
- 8.3 The proposed scheme offers a development that is safe and in accordance with current standards and it will support and compliment local services.
- 8.4 The traffic impact of the development has been demonstrated to show that the effect on the local highway network is negligible when compared to traffic on the local network. This is mainly due to the busiest periods for the campus being outside the normal traffic peak hours.
- 8.5 The redevelopment scheme offers safe and efficient access arrangements for all traffic (cars, cycles and delivery vehicles). The site is situated in a sustainable and accessible location where it can be reached readily on foot, by bike and by public transport. As such, the site’s location affords the opportunity for a number of journeys to be made by means other than private vehicle.
- 8.6 We therefore conclude that the planning application proposal is acceptable in traffic and transport terms, and there are no reasons why the development should be prevented or refused on transport grounds.

Appendix 1

Real aircraft movement data for the airport as per the following (all aircraft movements):



And for the remaining years:

2013 37,656

2014 42,817

2015 44,312

2016 40,910

2017 29,649 (year to end September-2017)

As can be seen a massive decline overall since the late 1990s (the last 'peak'). Our permitted maximum capacity is 160,000 movements a year. In the 1970s at one point London Oxford

Airport had the busiest single runway in the world with over 223,000 movements and were second only to Heathrow – which had of course two runways.

For actual professional pilot training flights alone over the last five years and year to date the following movements are shown below:

	2012	2013	2014	2015	2016	2017	Variance 16-17
January	849	783	879	1,118	1,022	934	-9%
February	1,111	1,264	1,465	2,058	1,931	1,016	-47%
March	1,332	1,035	1,676	1,711	1,741	1,179	-32%
April	1,143	1,364	2,109	2,421	1,978	1,089	-45%
May	2,442	941	1,806	2,048	2,320	1,052	-55%
June	1,487	1,442	2,596	2,800	1,338	1,042	-22%
July	1,827	2,173	2,643	2,295	1,567	819	-48%
August	1,749	2,079	2,034	2,349	1,802	946	-48%
September	1,196	1,409	2,170	2,279	1,625	1,383	-15%
October	1,064	1,351	1,530	1,801	1,073		
November	1,353	1,792	1,432	1,279	1,044		
December	640	1,171	1,320	1,351	631		
TOTAL	16,193	16,804	21,660	23,510	18,072	9,460	
Variance		4%	29%	9%	-23%	-48%	