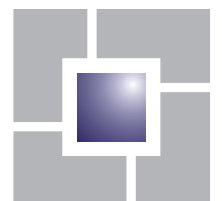


The Beeches, Steeple Aston

Transport Statement



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transport planning consultants

The Beeches, Steeple Aston
Transport Statement

Prepared by:

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11th March 2019
DN/BP 20388-01_Transport Statement

Prepared For:
Framptons

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1.0 INTRODUCTION

1.1 David Tucker Associates (DTA) have been commissioned by Framptons Planning to provide transport and highways advice for a proposed development of the erection of up to 8 dwellings at The Beeches, Steeple Aston. The indicative site masterplan is attached at **Appendix A**.

1.2 This Transport Statement (TS) has been prepared in accordance with the National Planning Policy Framework (NPPF). The NPPF document states that all developments that generate significant amounts of movements should be supported by a Transport Statement or Transport Assessment. This TS includes the following headings:

Chapter 1: Introduction

Chapter 2: Existing Conditions

Chapter 3: Development Proposals

Chapter 4: Summary and Conclusions

1.3 This TS considers the traffic impact of the development proposals on the adjacent highway network. The traffic generation of the site confirms that the site will generate a modest number of vehicular movements and would not result in a detrimental impact on the local highway network.

2.0 EXISTING CONDITIONS

2.1 Site Location

2.1.1 The site is located in the village of Steeple Aston. It is bound by housing to the north and agricultural land to the south and west. Heyford Road runs along the eastern site frontage.

2.2 Local Highway Network

2.2.1 The existing vehicular access to the site provides access to the proposed dwellings and the site.

2.2.2 Heyford Road to the east of the site runs in a north west-south direction connecting to the A4260 Oxford Road to the west and the B4030 to the south. Heyford Road is subject to a 30mph speed limit in the vicinity of the site.

2.2.3 To the north west of the site the A4260 Oxford Road is subject to the national speed limit and links the A34 from the south to Banbury to the north.

2.2.4 To the south, the B4030 provides access to the A44 to the west and Bicester to the east.

2.3 Personal Injury Collision Data

2.3.1 Personal Injury Collision (PIC) data has been obtained by Crashmap for the last five years. This confirms that there have been no recorded accidents within the vicinity of the site.

2.4 Walking and Cycling

2.4.1 There are a number of existing pedestrian routes within the vicinity of the site. A footway is located on the eastern side of Heyford Road which links to the village centre.

3.0 DEVELOPMENT PROPOSALS

3.1 Overview

3.1.1 The development proposals are to redevelop the land at The Beeches and provide 8 new dwellings.

3.2 Site Access Arrangement

3.2.1 The access proposals are to provide a 4.8m shared surface into the existing site access at The Beeches in accordance with the requirements of the County Council as Local Highway Authority.

3.2.2 The access proposals are shown on **DTA Drawing 20388-02**. Visibility splays of 2.4m x 59m are achievable based on the 30mph speed limit allowing for vehicles travelling at a slightly higher speeds than the posted limit.

3.2.3 **Drawing 20388-02** provides vehicle tracking information to demonstrate that a refuse vehicle can enter and exit the site in a forward gear.

3.3 Proposed Traffic Generation

3.3.1 In order to assess the likely traffic movements relating to the proposed development, the TRICS database was interrogated (TRICS 2018 (b) v.7.5.1 on line). This database contains surveys of the vehicle and multimodal trip generation of a wide variety of sites which are classified by land use and various other attributes.

3.3.2 The TRICS database has therefore been interrogated for Houses Privately Owned Land Use 03/A. The resulting TRICS outputs are attached at **Appendix B** and summarised below in **Table 1**.



Table 1 – 8 Dwellings Trip Rates and Traffic Generation

Time Period	Trip Rates			Traffic Generation		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
AM Peak (08:00-09:00)	0.118	0.345	0.463	1	3	4
PM Peak (17:00-18:00)	0.306	0.153	0.459	2	1	4

3.3.3 As can be seen in **Table 1** above the development is predicted to generate 4 vehicle movements in each of the peak hours.

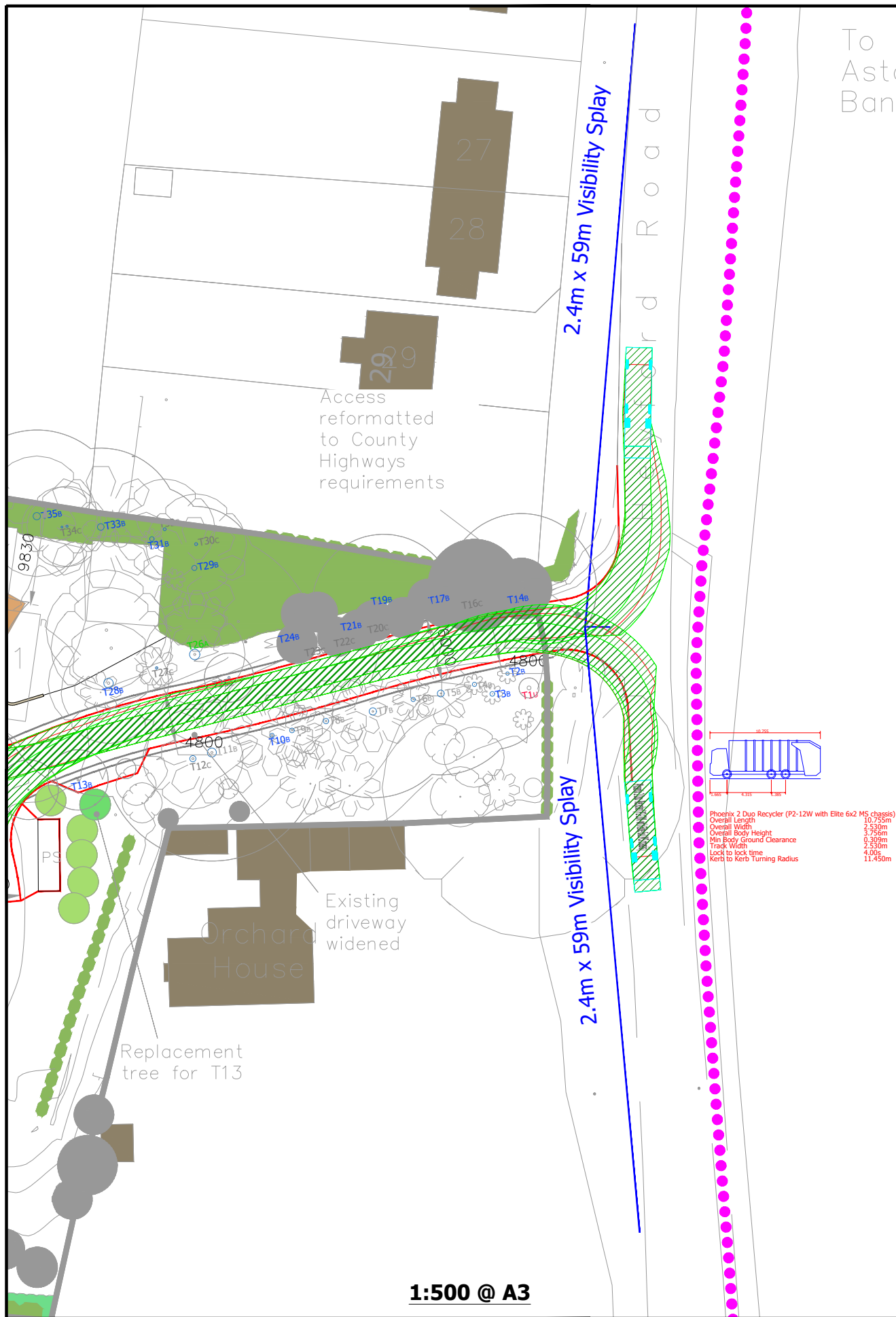
3.3.4 This level of development flow is minimal and would have no material adverse impact on the local highway network. Furthermore, it would likely be within the existing daily variation of traffic flow.



4.0 SUMMARY AND CONCLUSIONS

- 4.1 This Transport Statement has been prepared on behalf of Frampton's to provide transport advice for their proposed residential site in Steeple Aston.
- 4.2 A review of personal injury collision data has been undertaken which confirms that there are no existing road safety issues that would be affected by traffic from the development proposals.
- 4.3 The development will be served from an existing improved access road into the site.
- 4.4 The traffic generation forecasts confirm that the site will generate minimal levels of traffic onto the local highway network. It is therefore concluded that the development impact is minimal and will have no material adverse impact on the local highway network.
- 4.5 This Transport Statement has demonstrated that the development is fully in accordance with both national and local policy and in particular confirms that the impact of the development is not severe. On this basis it is concluded that there are no grounds for refusal on highway grounds.

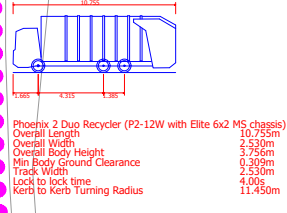
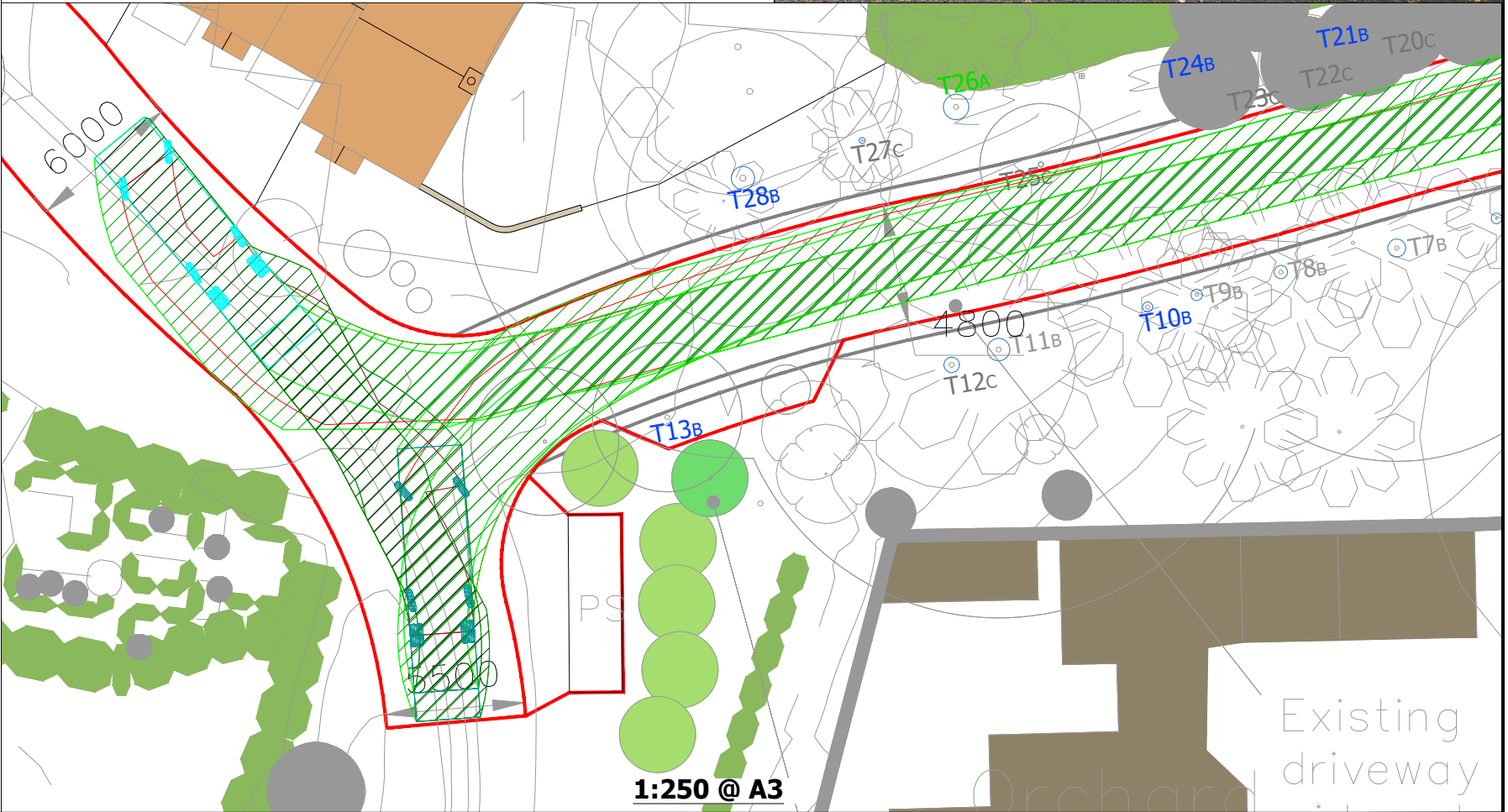
Drawings



Visibility to left of site access



Visibility to right of site access



Based upon the ORDNANCE SURVEY MAPS with the permission of THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE
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REV	DESCRIPTION	DRAWN	INITIALS	DATE	DRAWING STATUS	CHECKED BY	DATE

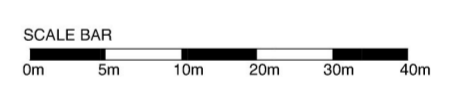
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JOB TITLE The Beeches, Steeple Aston		CLIENT Framptons	
DRAWING TITLE Proposed Site Access & Visibility Splays			
SCALE As Shown	DRAWN BY BP	DATE Mar 19	DRAWING No 20388-02
			REVISION

Appendix A
Site Layout

↑
To Steeple
Aston &
Banbury



Rev	Amendments	Date
Client		
Mr & Mrs Shooter		
Project		
The Beeches Steeple Aston		
Drawing		
Indicative Site Plan		
Date		Purpose
Feb 2019		Planning
Scale		Drawing Size
1:500		@ A2
Project No.		Drawing No.
372A01		101
Revision		

Key:

Site Boundary	No dig construction	Proposed Replacement Tree Planting
Site entrance	Existing Cat A Trees	Proposed new planting/ boundary reinforcement
Existing Footpath	Existing Cat B Trees	Pumping Station - refer to drainage strategy
Existing Buildings	Existing Cat C Trees	Allocated on-plot parking spaces
Existing buildings/ structures to be removed	Existing Cat U Trees	Unallocated visitors parking spaces
Proposed New Dwellings	Existing Trees Proposed to be Removed	New fencing protecting buffer to site boundary
Existing Access Drive Widened	Root Protection Areas	
Proposed New Roads (Permeable surface with below ground surface water attenuation - subject to civil eng's advice)		
New/existing private gravel driveways		

NOTE: Retention of trees T73 & T76 subject to feasibility of providing adequate root protection during demolition of existing adjacent buildings. Should retention not prove feasible replacement trees to be provided as part of detailed landscape scheme.

INDICATIVE SITE PLAN
THE BEECHES, STEEPLE ASTON

↓
To Oxford

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Appendix B
TRICS Outputs

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
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	33	58	0.061	33	58	0.252	33	58	0.313
08:00 - 09:00	33	58	0.118	33	58	0.345	33	58	0.463
09:00 - 10:00	33	58	0.144	33	58	0.170	33	58	0.314
10:00 - 11:00	33	58	0.128	33	58	0.163	33	58	0.291
11:00 - 12:00	33	58	0.145	33	58	0.147	33	58	0.292
12:00 - 13:00	33	58	0.164	33	58	0.154	33	58	0.318
13:00 - 14:00	33	58	0.161	33	58	0.157	33	58	0.318
14:00 - 15:00	33	58	0.152	33	58	0.171	33	58	0.323
15:00 - 16:00	33	58	0.226	33	58	0.161	33	58	0.387
16:00 - 17:00	33	58	0.271	33	58	0.155	33	58	0.426
17:00 - 18:00	33	58	0.306	33	58	0.153	33	58	0.459
18:00 - 19:00	33	58	0.223	33	58	0.152	33	58	0.375
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.099			2.180			4.279

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.

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Parameter summary

Trip rate parameter range selected:	6 - 363 (units:)
Survey date date range:	01/01/10 - 20/11/18
Number of weekdays (Monday-Friday):	33
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



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