

TRANSPORT STATEMENT

Lysander

January 2021

Southam Road, Oxford
Van Storage

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1 Introduction

- 1.1 Vectos has been commissioned by Lysander ('the Applicant') to provide highways and transport advice to support a planning application for the proposed development of land west of Southam Road in the administrative boundary of Cherwell District Council (CDC).
- 1.2 The site is located approximately 1.5km south of the existing distribution to the west of Southam Road (A361).
- 1.3 The proposals have been brought forward to accommodate operational van storage associated with an existing last mile distribution centre to the east of Southam Road (A422). This arrangement will improve the existing operations to facilitate a reduction in overall journeys and improve the sustainability of the operation by encouraging more sustainable modes of transport. For example, the proposals will assist with drivers being able to commute by non-car modes of transport and will promote the use of car sharing. Therefore, the proposals are consistent with the principles of freight consolidation.
- 1.4 Access to the site will be achieved from the existing priority junction onto Southam Road which is shared with a neighbouring Waitrose Service vehicle entrance.
- 1.5 This Transport Statement (TS) has been prepared to support the submission of the full planning application and the remainder of the report is structured as follows:
 - Section 2 - Existing Conditions;
 - Section 3 - Policy Context;
 - Section 4 - Development Proposals;
 - Section 5 - Trip Generation; and
 - Section 6 - Summary and Conclusion

2 Existing Conditions

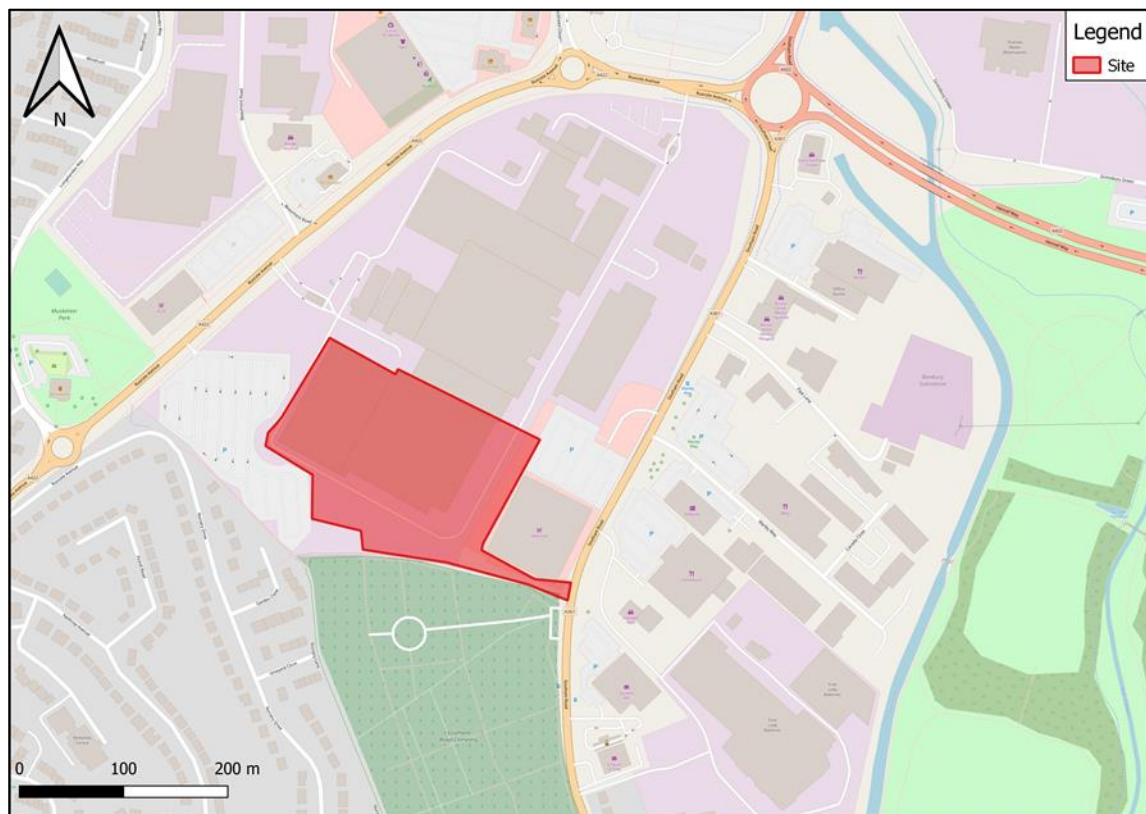
2.1 This section of the TA provides an overview of the current accessibility of the site in terms of sustainable travel, and a high-level review of the local highway network.

Site Location

2.2 The site comprises an existing warehouse (Banbury 200) located approximately 800m north of Banbury town centre situated to the west of Southam Road and to the east of Ruscote Avenue (A422) to the west. The site is bounded by industrial units to the north, Southam Road and a Waitrose to the east, a cemetery to the south and a car park and Ruscote Avenue to the west.

2.3 **Figure 2.1** shows the site location within a local context.

Figure 2.1: Local Site Location



Planning History

2.4 The most recent application (App ref: 18/01246/F) at this site was granted consent with conditions in December 2018 for the change of use of premises from Class B8 to B1c/B2/B8, including internal and external alterations, demolition of ancillary structures and a new access to Southam Road.

2.5 The site benefits from an existing two-way access from Southam Road, which was constructed as part of the nearby Waitrose application (App ref: 15/00831/F). The access road was further extended as part of the most recent change of use application (App ref: 18/01246/F).

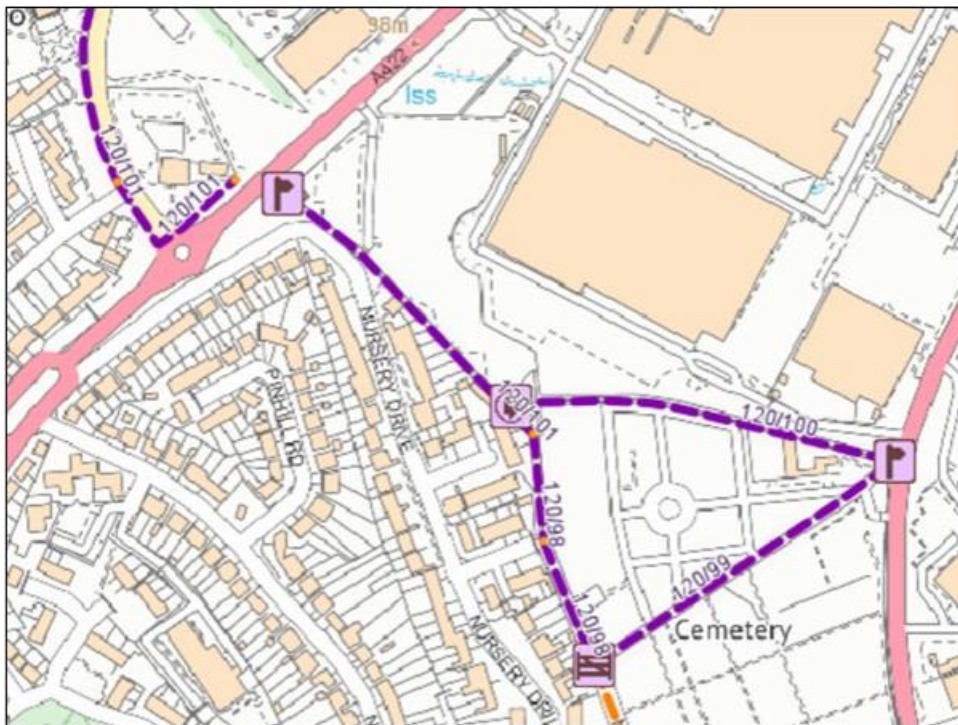
Accessibility by Non-Car Modes

2.6 The site is located within an existing industrial estate, with bus provision and walking and cycling options available to encourage sustainable travel. The following text summarises the existing sustainable transport infrastructure that serves the site.

Walking

- 2.7 An existing footway connects the site with Southam Road where footways are present on both sides of the carriageway. This connects the site with the wider pedestrian network. Street lighting is provided along Southam Road at regular intervals.
- 2.8 A signalised toucan crossing is present approximately 120m north of the site access onto Southam Road with tactile paving and dropped kerbs. This provides safe crossing to the eastern side of the carriageway for both pedestrians and cyclists.
- 2.9 Similarly, a pelican crossing is provided approximately 300m south of the site access and an island crossing with a pedestrian refuge is present of the site access enabling safe crossing to the northern side of the carriageway.
- 2.10 South of the site is a Public Right of Way (PROW) 120/100 providing a more direct route to Ruscote Avenue as shown on **Figure 2.2** below. This PROW can be accessed from southern Road adjacent to the site access.

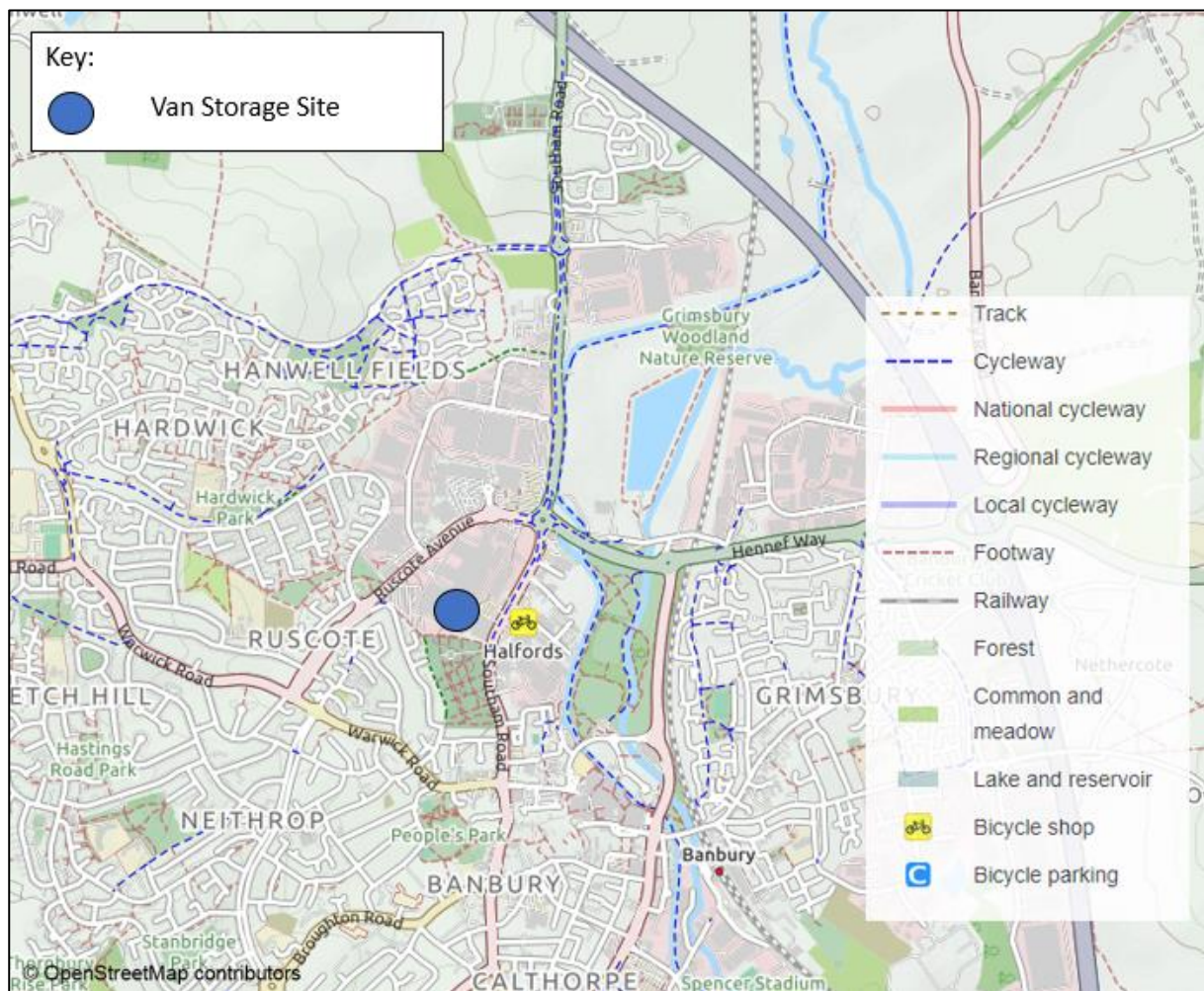
Figure 2.2 Oxfordshire County Council Interactive Map Inset



Cycling

- 2.11 The cycling infrastructure on Southam Road consists of a shared footway/cycleway on the western side of the carriageway with an on-road cycle lane on the eastern side of the carriageway. These cycle lanes extend south to the town centre.
- 2.12 National Cycle Route (NCR) 5 is located approximately 2.7km cycle distance south of the site at the A361 to the south of Easington. NCR 5 provides local cycle access to nearby villages such as Bloxham and North Newington.
- 2.13 An extract of the cycle infrastructure in Banbury is provided in **Figure 2.3** below.

Figure 2.3: Banbury Cycle Infrastructure



Public Transport

Bus Services

- 2.14 The closest bus stops (Cemetery) to the site are located along Southam Road, approximately 100m south of the site access onto Southam Road. Both stops provide a pole and flag arrangement with timetable information.

2.15 A summary of the bus services available at these stops are shown in **Table 2.1** overleaf.

Table 2.1: Bus Services Summary

Provider	Service	Route	First Bus	Last Bus	Frequency (per hour)		
					Weekday	Saturday	Sunday
Stagecoach	501/502	Banbury – Leamington	12:18	13:48	No Service	1 Service per day	No Service
		Leamington – Banbury	10:03	11:14			
	B3	Banbury – Bodicote & Longford Park	07:07	19:32	2	2	No Service

Note: Services may be reduced due to COVID-19

2.16 The services set out above indicate approximately 2 services per hour passing the site with no services provided on Sundays.

2.17 The services outlined in **Table 2.1** call at or adjacent to Banbury bus station located 400m (5-minute walk) northwest of Banbury railway station. In this regard, there is the potential for people to access the site by a rail-bus trip.

Rail Services

2.18 Banbury railway station is located approximately 1.5km south east of the site, approximately 20-minutes on foot and a 6-minute cycle. It is served by Chiltern Railways, CrossCountry and GWR rail services, with regular services departing to London Marylebone and Birmingham Moor Street.

2.19 A summary of the rail services to these destinations have been provided in **Table 2.2** below.

Table 2.2: Rail Services Summary

Destination	Route	First Train	Last Train	Frequency (per hour)		
				Weekday	Saturday	Sunday
London Marylebone	Banbury – Bicester North – High Wycombe – London Marylebone	05:17	22:36	3	1-2	1-2
Birmingham Moor Street	Banbury – Leamington Spa – Warwick – Solihull – Birmingham Moor Street	06:06	00:03	2	2	2
Reading	Banbury – Oxford – Reading	06:52	22:54	1-2	1-2	1
Manchester Piccadilly	Banbury – Leamington Spa – Coventry – Birmingham New Street – Wolverhampton – Manchester Piccadilly	06:57	20:57	1	1	1

Local Highway Network

Southam Road

- 2.20 Southam Road (A361) in the vicinity of the site is a two-way single carriageway road subject to a 30-mph speed limit. It runs in a north-south alignment to the east of the site. Southam Road continues north as the A423 towards the existing distribution centre and is subject to a 40-mph speed limit.

Ruscote Avenue

- 2.21 Ruscote Avenue (A422) runs in a broadly north/south alignment in the vicinity of the western border of the site where a potential exit-only point for vehicles is proposed. Ruscote Avenue is a two-way single carriageway road subject to a 30-mph speed limit.

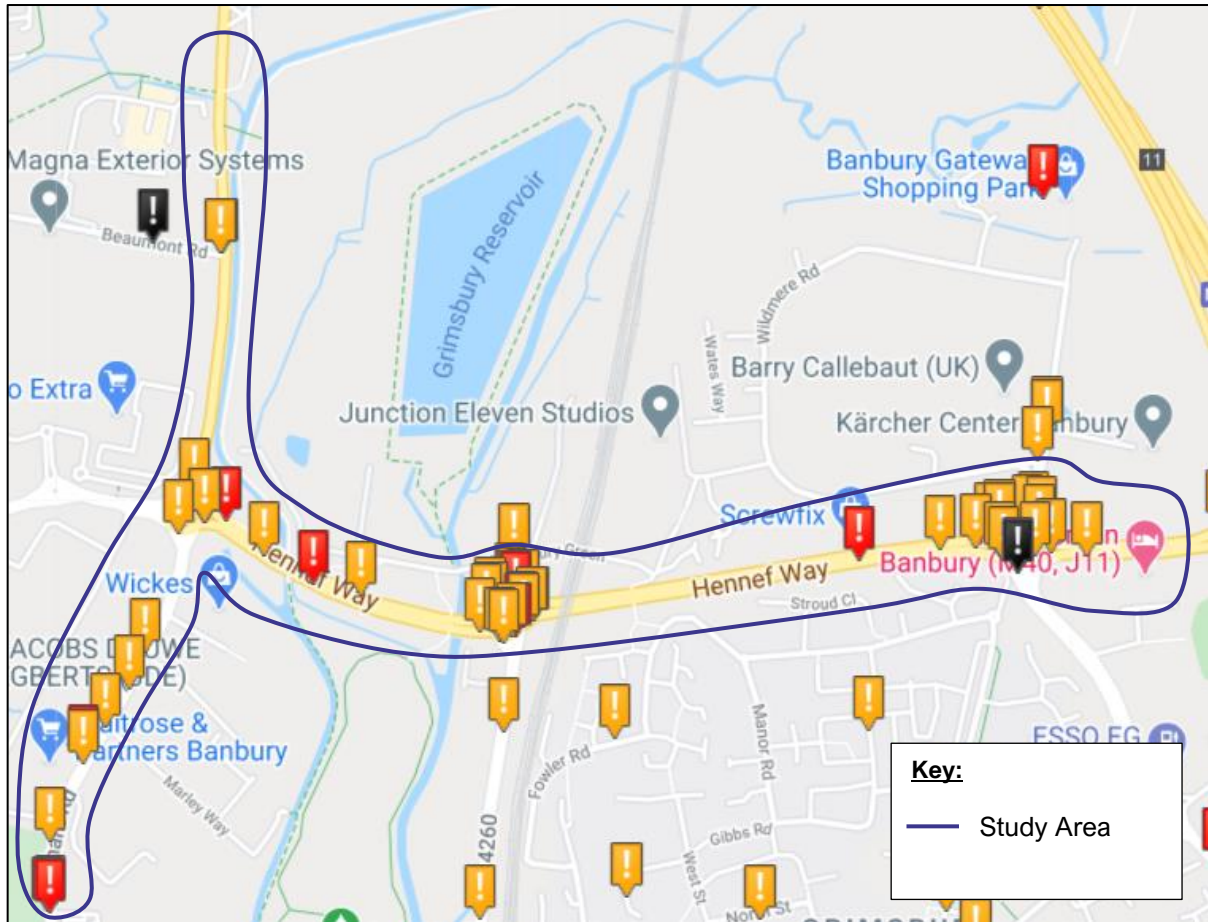
Hennef Way

- 2.22 Hennef Way (A422) runs in an east/west alignment to the north east of the site which forms the main strategic connection from the A361 and A422 roundabout towards the M40 to the east. Hennef Way is a two-way dual-carriageway subject to a 50-mph speed limit.

Road Safety

- 2.23 Road safety analysis has been reviewed from previous planning applications in the area (Ref: 19/00128/HYBRID, 17/01044/F, 11/01878/OUT, 11/01870/F), which assessed collision data from 2006 – 2018.
- 2.24 Over this period, there was 1 fatal collision that occurred on the Hennef Way/Ermont Way roundabout in 2015, involving a cyclist and a HGV. The reports for planning reference 19/00128/HYBRID and 17/01044/F highlighted this collision, and both clarified that the junction does not represent a material concern. The accident was attributed to a failure to look properly and the cyclist possibly being under the influence of substances as well as using their phone.
- 2.25 In each of these reports it was concluded that none of the collisions in the 2006 – 2018 period could be attributed to the highway layout.
- 2.26 In its capacity as Local Highway Authority, Oxfordshire County Council (OCC) provided a Consultation response in February 2012 to the Transport Assessment submitted as part of the supporting documents for the 11/01878/OUT planning application. When commenting on the TA OCC stated that:
- “A review of the accident data for the area has been carried out, which found incidents had occurred; looking at the information provided the incidents involved were down to driver error rather than the characteristics of the highway network.”*
- 2.27 For the purposes of this application a further review has been undertaken using the CrashMap website (<https://www.crashmap.co.uk/search>) to establish if there have been any material changes in the time that has elapsed since February 2012. This is summarised below.
- 2.28 CrashMap, an online collisions records database, has been interrogated to understand whether there has been a material increase in the rate of collisions over the years assessed as part of the planning applications referenced above as well as the most recent years available. **Figure 2.4** is an extract from CrahMap showing the study area including the collisions that have occurred within the local road network within the latest 5-year time period (2015-2019).

Figure 2.4: Insert from CrashMap



2.29 The collisions that occurred within the study area between 2006 and 2019 by year and severity are presented in **Table 2.3** below.

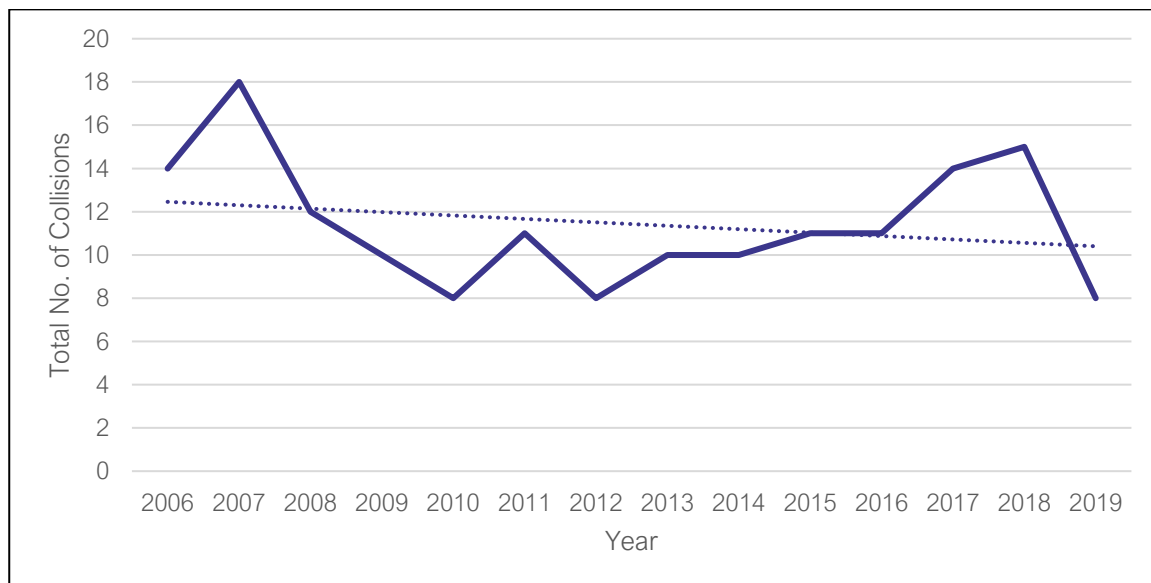
Table 2.3: Crashmap Data for 2006-2019 Collisions

Year	Severity			
	Slight	Serious	Fatal	Total
2019	7	1	0	8
2018	13	2	0	15
2017	11	3	0	14
2016	11	0	0	11
2015	7	3	1	11
2014	8	2	0	10
2013	10	0	0	10
2012	7	1	0	8
2011	9	2	0	11
2010	7	1	0	8
2009	8	2	0	10
2008	10	1	1	12
2007	13	5	0	18
2006	13	1	0	14
Total	134	24	2	160

2.30 **Table 2.3** shows that the yearly rate of accidents is 11.4 accidents per year. 9.6 slight accidents per year on average, 1.7 serious per year on average and 0.14 fatal accidents per year on average.

2.31 It can also be seen from the table and **Figure 2.5** that there is no material change in collision rates over this 14-year period.

Figure 2.5: Total Number of Collisions (2006-2019)



- 2.32 Based on the information above and the assessments undertaken to-date it is considered that the conclusions previously reached by OCC remain valid; namely, the local highway network does not present any road safety issues.

3 Policy Context

National Policy

National Planning Policy Framework (February 2019)

- 3.1 The National Planning Policy Framework (NPPF) was published by the Ministry of Housing, Communities and Local Government in February 2019. This replaced the previous version of the NPPF which was updated in July 2018 after it was originally published in March 2012.
- 3.2 The NPPF sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for housing and other development can be produced.
- 3.3 The three overarching objectives to achieve sustainable development outlined within the NPPF include:
- “a) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
 - b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
 - c) an environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.”
- 3.4 Chapter 9 covers the promotion of ‘Sustainable Transport’ and states in relation to parking standards:
- “If setting local parking standards for residential and non-residential development, policies should take into account:
- a) the accessibility of the development;
 - b) the type, mix and use of development;
 - c) the availability of and opportunities for public transport;
 - d) local car ownership levels; and

e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.”

3.5 It goes on to state that:

“Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.”

3.6 In relation to the development proposals, the NPPF states that in assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

“a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users; and

c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”

3.7 Guidance is provided on the consideration of proposals. It is mentioned that:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”.

3.8 Within the above context it is stated that all applications for developments should:

“a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations”

3.9 With regard to the necessary documentation to be provided it is stated that:

“All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed”.

Local Policy

Cherwell District Council Development Plan Documents

3.10 Planning applications within Cherwell are assessed against the saved policies of the Adopted Cherwell Local Plan 1996 and the Adopted Cherwell Local Plan 2011-2031 Part 1 (July 2015). A summary of the policies which are relevant to the proposals are as follows:

Adopted Cherwell Local Plan 1996

- 3.11 Policy TR1 – The Council will require satisfaction that highways improvements and traffic measures will be provided before permitting development.
- 3.12 Policy TR7 – Development likely to generate significant traffic flows will be required to have access to major through routes and principle roads.

Adopted Cherwell Local Plan 2011-2031

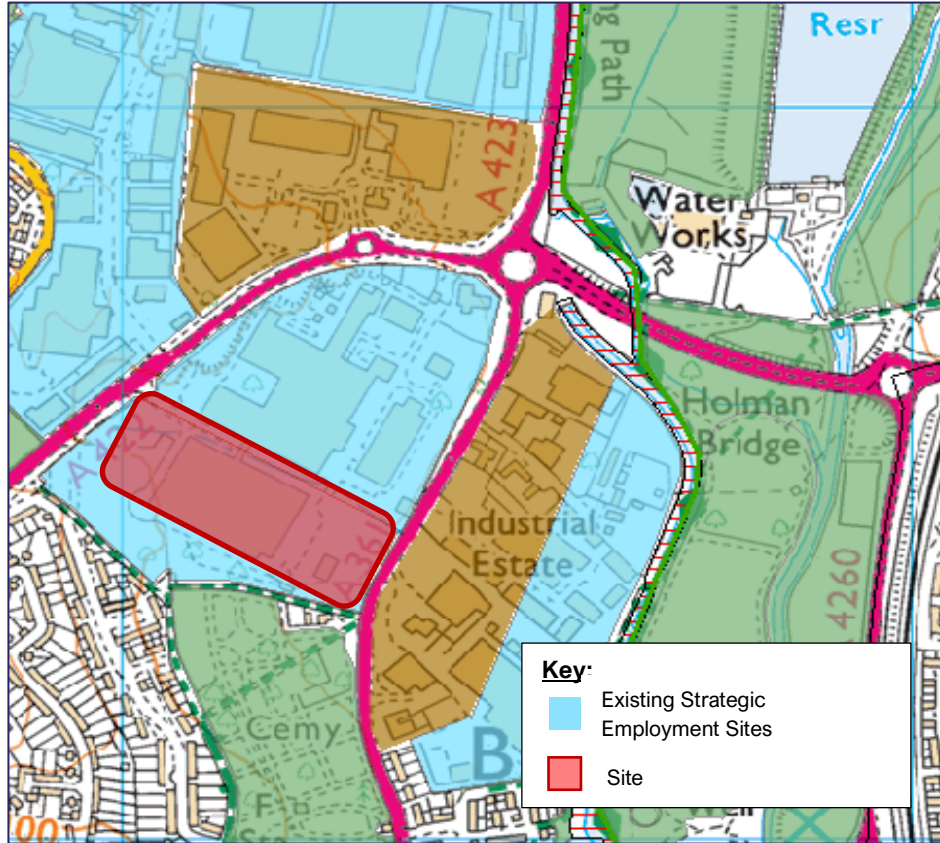
- 3.13 Policy PSD1: Presumption in Favour of Sustainable Development – A proactive approach to development proposals to reflect the presumption in favour of sustainable development will be adopted so proposals can be approved wherever possible.
- 3.14 Policy SLE4: Improved Transport and Connections – Development will be required to provide financial contributions to mitigate the transport impacts of development and should facilitate the use of sustainable modes of transports.
- 3.15 Policy ESD1: Mitigating and Adapting to Climate Change – Deliver development that seeks to reduce the need to travel and encourage sustainable travel.
- 3.16 Policy INF1: Infrastructure - Development proposals will be required to demonstrate that infrastructure requirements can be met including the provision of transport facilities.

Cherwell Local Plan 2011-2031 Part 1 (incorporating Policy Bicester 13 re-adopted on 19 December 2016)

3.17 Cherwell Local Plan was adopted in July 2015 and sets out the Council’s long-term spatial vision up until the period of 2031.

3.18 The site has been identified within the Cherwell Local Plan Policies Map as an Existing Strategic Employment Site as shown in **Figure 3.1** below.

Figure 3.1 – Existing Strategic Employment Site Allocation



3.19 Given the proposed van storage scheme will support an established business, it is considered that the proposals are compliant with this local plan allocation. Further details of the planning principles of the site are provided in the Planning Statement prepared by DWD.

4 Development Proposals

- 4.1 This section of the report sets out the development proposals of the site the proposed development will comprise the:

“Use of the site for the storage of operational vehicles, elevational alterations, associated parking, vehicle barriers, guard hut and associated infrastructure.”

Site Layout

- 4.2 The site boundary includes the provision of 450 van storage spaces, 1 car parking space, 5 motorcycle spaces and 42 cycle parking spaces. The site layout for the proposed development is provided at **Appendix A**.

Vehicular Access

- 4.3 The existing two-way access taken from Southam Road is proposed to be retained as part of the development proposals. It is worth noting that this access is shared with Waitrose service vehicles.
- 4.4 An emergency exit-only egress is proposed to the north-east of the site through an existing left turn only junction onto the A422.
- 4.5 Swept path analysis has been undertaken which shows vans are able to access and exit the site. This is provided in **Appendix B**.

Cycle Parking

- 4.6 CDC and OCC have no set specific standards for cycle parking as such the level of cycle provision has had regard to both 2011 Census data and the existing Travel Plan at the existing distribution centre.
- 4.7 The modal split for the expected van drivers has been calculated from the *WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)* dataset obtained from the NOMIS database. The data comprised the Middle Super Output Area (MSOA) Cherwell 003 which is the location of the current destination of travel of existing van driver employees.
- 4.8 The resultant number of workers commuting to/from the site by different modes is shown in **Table 4.1**.

Table 4.1 – Modal Split and Number of Workers

Method of Travel to Work	Percentage	Worker Numbers
Underground, metro, light rail or tram	0%	0
Train	1%	5
Bus, minibus or coach	2%	7
Taxi	1%	4
Motorcycle, scooter or moped	1%	5
Driving a car or van	68%	307
Passenger in a car or van	6%	27
Bicycle	5%	25
On foot	16%	71
Other	0%	2
Total	100%	451

4.9 **Table 4.1** indicates that 5% of all van drivers would commute to the site via bicycle which equates to 25 employees. There are 7 existing cycle shelters on-site which will be retained with the development will provide 42 cycle spaces.

4.10 Based on the existing demand of the distribution centre staff and potential future demand of the site, based on census data, the 42 cycle spaces is considered to be sufficient to support the anticipated level of cyclists.

Motorcycle Parking

4.11 CDC and OCC do not detail specific motorcycle parking for commercial developments. In lieu of this Census data has been used to inform the provision at the proposed development.

4.12 **Table 4.1** indicates that 1% of all van drivers would commute to the site via motorcycle which equates to 5 van drivers. As such 5 motorcycle spaces have been provided at the site.

Future Site Operation

Proposed Operation

4.13 The proposed scheme concerns the development of the site for van storage associated with a nearby last-mile distribution centre situated approximately 1.5km north of the site, located to the east of Southam Road (A422).

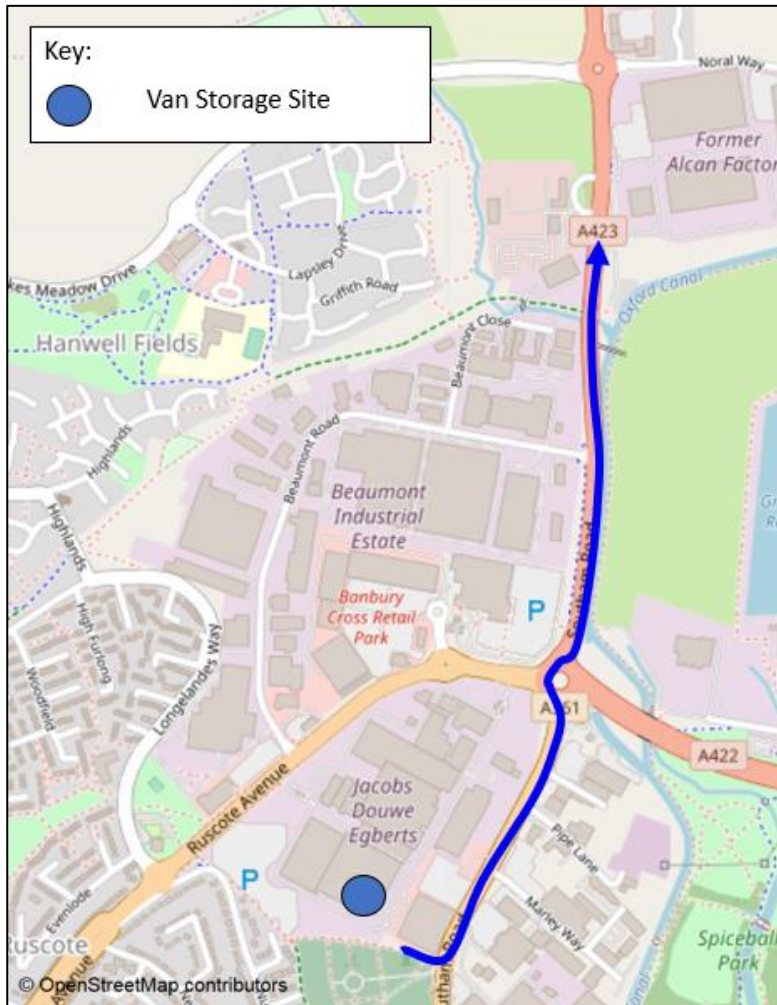
4.14 The Southam Road warehouse operates a last-mile delivery service with parcels distributed to customers in the local area via vans. The proposals seek to consolidate these freight movements through the construction of a nearby van storage site which would house the vans overnight whilst the drivers are not out on deliveries.

- 4.15 The operator has a desire to rely on their own fleet of vans stems for a number of business objectives, which are considered to be material benefits in planning terms. These are outlined in the Planning Statement and are also set out below and at **Section 5** of this report. One of the central facts of this is the ability to achieve similar operational benefits to that typically associated with freight consolidation.
- 4.16 In this regard, the proposals seek to consolidate existing freight movements through the construction of a nearby van storage site which would house the vans overnight whilst the drivers are not out on deliveries. The proposed van storage site will therefore:
- Remove vans from the road network during out-of-operation hours; and
 - Allow the incorporation of passive/active Electric Vehicle (EV) charging for future increase in an EV fleet.
- 4.17 Local drivers would arrive at the proposed site by various means of transport, collect a van and drive on to the last-mile distribution centre to collection parcels for deliveries. Once all deliveries have been made, drivers would return the vans to the site, collect their own vehicle (if they have driven to the site), or travel home by other means of transport.
- 4.18 These vans undertake the last mile element of distribution to the customer. They leave the last-mile distribution centre between 06:00 and 09:00 and return between 16:00 and 19:00. They are loaded to ensure that they can deliver goods for at least 6 hours in a single journey. This ensures efficiency of the operation and reduces vehicle movements as a form of freight consolidation.
- 4.19 Consolidating some of the van storage onto a site close to the last-mile distribution centre allows for the promotion of the use of non-car modes of transport for drivers travelling to the site and reduces overall travel distances. It also reduces the need for drivers to take home company vehicles.

Inter-site Travel

- 4.20 Journeys between the van storage and the last-mile distribution centre are expected to occur up to 30 minutes prior to the start of the working day to allow inter-site travel time and loading time at the distribution centre i.e., 05:30 – 08:30. Subject to whether there is a need to process undelivered goods and delays incurred on their delivery routes drivers would return to the site between 16:00-19:00.
- 4.21 The route that drivers will follow between the van storage site off Southam Road and the existing last-mile distribution centre is shown in **Figure 4.1** below. Drivers will be required to route north along Southam Road (A361 and A423) via the Southam Road/A422 roundabout. This equates to a journey time of approximately 2 minutes.

Figure 4.1: Inter-site Travel



Reduce Emissions

Zero Carbon Emissions

- 4.22 The occupier is committed to driving sustainability across its operations, from utilising renewable energy sources, responsibly sourcing goods/materials, to switching to reusable packaging.
- 4.23 The proposals will align with the occupier’s ambitions to utilise 100% renewable energy across its operations and ensure at least 50% of all its shipments achieve net zero carbon emissions by 2040.

Euro 6

- 4.24 Euro 6 is the latest standards introduced by the European Commission to regulate the level of pollutants released from the tailpipes of vehicle engines. Euro 6 aims to reduce the levels of harmful emissions including nitrogen oxide (NOx), carbon monoxide, and particulate matter i.e. soot from diesel engines.
- 4.25 Different emissions standards have been set for petrol and diesel engines. The permitted level of NOx emitted from a diesel engine has been drastically reduced by 55% from 180mg/km to just

80mg/km. In contrast, the NOx limit for petrol engines has not been altered from the Euro 5 standards and remains at 60mg/km.

- 4.26 The occupier will operate their own fleet of vans at the site and this allows them to control the standard of the vehicles being used. As stated above, the Occupier is committed to reducing the emissions from their own fleet and is working towards all vans being compliant with the Euro 6 standards for emissions.

Promoting Sustainable Transport

- 4.27 The Applicant is committed to encouraging a reduction in single occupancy vehicle trips as part of its wider sustainability strategy outlined above with respect to its vehicle fleet. A Travel Plan (TP) is already in operation as part of the existing last-mile distribution centre.

5 Trip Generation

5.1 This section sets out the anticipated traffic generation of the proposed development.

Consented Trip Generation

5.2 The accompanying Transport Assessment (TA) for the 2018 permission (App ref: 18/01246/F) provides the trip generating potential of the site between 0800-0900 and 1700-1800. The TRICS trip rates that were used to inform the trip generation for the peak hours have been used to calculate the shoulder peaks.

5.3 A summary of the extant trip generation of the site is set out in **Table 5.1** below, based on 18,587 sqm.

Table 5.1 – Consented Trip Generation

Time Period	Arrivals	Departures	Total
0500 - 0600	0	0	0
0600 – 0700	85	0	85
0700 – 0800	49	7	56
0800 – 0900	38	10	48
0900 – 1000	23	14	37
1000 – 1100	15	10	25
1100 – 1200	9	12	21
1200 – 1300	14	17	31
1300 – 1400	29	16	45
1400 – 1500	13	26	39
1500 – 1600	11	31	42
1600 – 1700	8	57	65
1700 – 1800	7	33	40
1800 – 1900	1	15	16
Daily (24hr)	303	247	550

5.4 The information presented in **Table 5.1** demonstrates that the extant consent has the potential to generate in order of 550 two-way vehicle movements across the course of the day. Within the typical network peaks, 48 two-way movements are expected in the AM (08:00 – 09:00) and 40 in the PM (17:00 – 18:00).

5.5 It should be noted that for the consented development, circa 190 movements were expected to be generated between 06:00 and 09:00. Between the hours of 16:00 and 19:00, the equivalent number is circa 120.

Proposed Trip Generation

- 5.6 The trips generated from the proposed site will be made up of commuting trips and operational trips. As stated in **Section 4**, for commuting related trips, modal split of works traveling to and from the site has been derived from the 2011 census data ‘WU03EW – Location of usual residence and place of work by method of travel to work’. This has been calculated for the surrounding area in which the site is contained (MSOA Cherwell 003).
- 5.7 The census shows that 68% of workers in the local area travel to work by car. Notwithstanding this, surveys undertaken at other sites across the UK operated by the occupier of the nearby last-mile distribution centre, show lower levels of car use for commuting purposes. Indeed, this is typically in the range of 40% to 50%. In this regard, the analyses presented below are considered to be robust and represent a worst-case scenario.
- 5.8 To determine proposed commuting trips, the proposed number of workers have been assessed on the basis that 450 van driver will commute to the site via car to pick up their vans prior to the start of their shifts. An additional worker will remain on-site at the security gate. This results in a total of 451 workers.
- 5.9 The modal split and resultant number of workers commuting to/from the site by different modes is shown in **Table 5.2**.

Table 5.2 – Modal Split and Number of Workers

Method of Travel to Work	Percentage	Worker Numbers
Underground, metro, light rail or tram	0%	0
Train	1%	5
Bus, minibus or coach	2%	7
Taxi	1%	4
Motorcycle, scooter or moped	1%	5
Driving a car or van	68%	307
Passenger in a car or van	6%	27
Bicycle	5%	25
On foot	16%	71
Other	0%	2
Total	100%	451

- 5.10 Commuting movements have been added to operational movements to determine total proposed trip generation. This equates to 307 commuting trips by car, 5 commuting trips by motorcycle, and 450 operational (delivery van) movements.
- 5.11 As detailed in Section 4, journeys between the van storage site and the last-mile distribution centre are expected to occur up to 30 minutes prior to vans leaving the last-mile distribution centre (06:00 – 09:00) to allow inter-site travel and loading time at the last-mile distribution centre (05:30 – 08:30).

Therefore, it has been assumed that van drivers will arrive in their cars to the van storage site between 05:00 – 08:00.

- 5.12 Returning vans will return to the last-mile distribution centre between 15:30 – 18:30 and are then expected to return to the van storage site between 16:00 – 19:00. They will then pick up their own vehicles (if required) and leave for the day between 17:00 – 19:00.
- 5.13 An on-site security guard is expected to work in two shifts, the first between 05:00 – 12:00, and the second between 12:00 – 19:00. A shift changeover is expected to take place between 12:00 – 13:00.
- 5.14 **Table 5.3** shows the number of vehicle trips expected to be generated by the application site. It should be noted that no HGVs are expected to be generated from the proposed development as all delivery vehicles will consist of LGVs.

Table 5.3 – Proposed Vehicle Trip Generation

Time Period	Cars (On-site Security)	Cars (Van Drivers)	LGVs	Total
0500 - 0600	1	68	100	169
0600 – 0700	0	102	150	252
0700 – 0800	0	102	150	252
0800 – 0900	0	34	50	84
0900 – 1000	0	0	0	0
1000 – 1100	0	0	0	0
1100 – 1200	0	0	0	0
1200 – 1300	2	0	0	2
1300 – 1400	0	0	0	0
1400 – 1500	0	0	0	0
1500 – 1600	0	0	0	0
1600 – 1700	0	102	150	252
1700 – 1800	0	102	150	252
1800 – 1900	1	102	150	253
Daily (24hr)	4	611	900	1515

- 5.15 **Table 5.3** shows the proposed site is expected to generate 1515 two-way vehicle movements across the course of a day, of which 900 will be LGVs associated with deliveries. There are 84 vehicle movements expected between the network AM peak of 08:00 – 0900, and 252 movements are expected in the PM peak of 17:00 – 18:00.
- 5.16 It is important to recognise that the proposed development does not include any amendments to the floor area of the existing distribution centre and/or the throughput of parcels therefrom. Given that

these points are the main parameters that dictate trip generation, the proposals will not increase vehicle trips associated with the operations of the intended user.

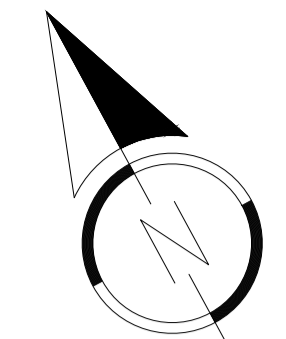
- 5.17 In this regard, the proposals will, in effect, result in a redistribution of existing vehicle movements rather than generate new trips in their own right. Accordingly, the movements outlined at **Table 5.3** will already be present on the adjacent network.
- 5.18 It is thus considered that the proposed development will not have an adverse effect upon the operation of the local highway network, let alone the severe impact referred to in the NPPF. With the shift towards the intended operator using company vehicles, this affords the opportunity for workers to travel by modes of transport other than a single occupancy vehicle trip thereby reducing traffic on adjoining roads.
- 5.19 In this respect, it is considered that the proposed development will have an overall positive impact from a traffic attraction perspective. This is particularly evident given the mode split information used to inform this assessment assumes a car driver occupancy rate that is significantly higher than has been recorded at other similar sites of the operator of the distribution centre that the van storage area will serve and higher than the surveyed modal split of existing staff at the distribution centre. This ensures that the flows presented at **Table 5.3** being representative of a worst-case scenario.
- 5.20 Accordingly, it is clear that the proposed development will not result in the severe impact that is referred to in the NPPF.

6 Summary and Conclusion

- 6.1 Vectos has been commissioned by Lysander ('the Applicant') to provide highways and transport advice to support a planning application for the proposed development of land west of Southam Road in the administrative boundary of Cherwell District Council (CDC).
- 6.2 The proposals have been brought forward to accommodate operational van storage associated with an existing last-mile distribution centre to the east of Southam Road (A422). This arrangement will improve the existing operations to facilitate a reduction in overall journeys and improve the sustainability of the operation by encouraging more sustainable modes of transport. For example, the proposals will assist with drivers being able to commute by non-car modes of transport and will promote the use of car sharing. Therefore, the proposals are consistent with the principles of freight consolidation.
- 6.3 Access to the site will be achieved from the existing priority junction onto Southam Road which is shared with a neighbouring Waitrose Service vehicle entrance.
- 6.4 The site boundary includes the provision of 450 van storage spaces, 1 car parking space, 5 motorcycle spaces and 42 cycle parking spaces.
- 6.5 This site is located in an existing industrial area which has connections to shared footway/cycleways, cycle lanes, public footpaths and frequent bus and rail services within walking distance of the site.
- 6.6 There are 84 vehicle movements associated with the proposed development between the network AM peak of 08:00 – 0900, and 252 movements are expected in the PM peak of 17:00 – 18:00.
- 6.7 It is worthy to note that the purpose of this scheme is to provide ancillary van storage that meets the operational requirements of an existing last-mile distribution centre. In this regard, and given the capacity of the last-mile distribution centre will not be increased as a result of these proposals, the traffic flows will already be present on the wider network and thus do not constitute new trips in their own right. In effect the proposed development will result in a redistribution of existing trips.
- 6.8 With the shift towards the intended operator using company vehicles, this affords the opportunity for workers to travel by modes of transport other than a single occupancy vehicle trip thereby reducing traffic on adjoining roads.
- 6.9 In conclusion the proposed development:
- provides opportunities for sustainable transport modes to be taken up;
 - safe and suitable access to the site can be achieved for all users; and
 - there would be no significant impacts from the development on the transport network or on highway safety.

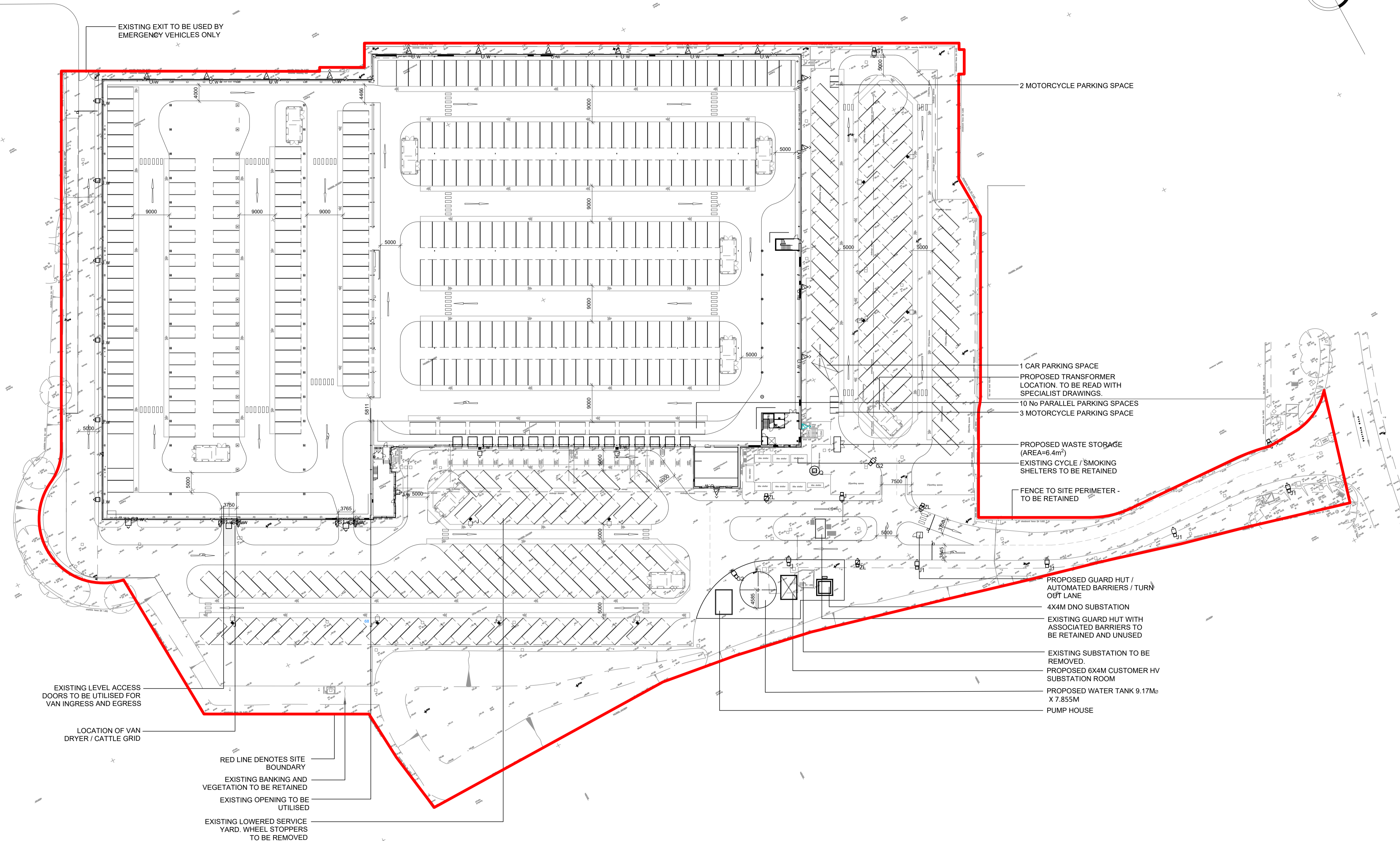
As such, there would not be an unacceptable impact on highway safety, and the level of the residual cumulative impacts on the road network would not be severe.

Appendix A



SCALE FOR PLANNING PURPOSES ONLY

Architects are to be notified of any discrepancies. Contractors must check all dimensions on site. This drawing is subject to copyright laws and is for use on this project only. This drawing is to be used solely for the information as titled only. For other information refer to the latest revision of any cross referenced drawings. To be read in conjunction with relevant design standards/protocols.



D	29.01.21	UPDATED FOLLOWING COMMENTS	AH	MA
C	28.01.21	NORTHWEST EGRESS REMOVED	AH	MA
B	28.01.21	UPDATED FOLLOWING COMMENTS	AH	MA
A	27.01.21	UPDATED FOLLOWING COMMENTS	AH	MA
#	21.01.21	FIRST ISSUE	AH	MA
REV	DATE	DESCRIPTION	DRN	CKD

AMENDMENTS

STATUS: PLANNING

CLIENT:



PROJECT NAME:

SOUTHAM ROAD, BANBURY

PROJECT ADDRESS:

Southam Rd, Banbury OX16 2DJ

DRAWING TITLE:

PROPOSED SITE PLAN

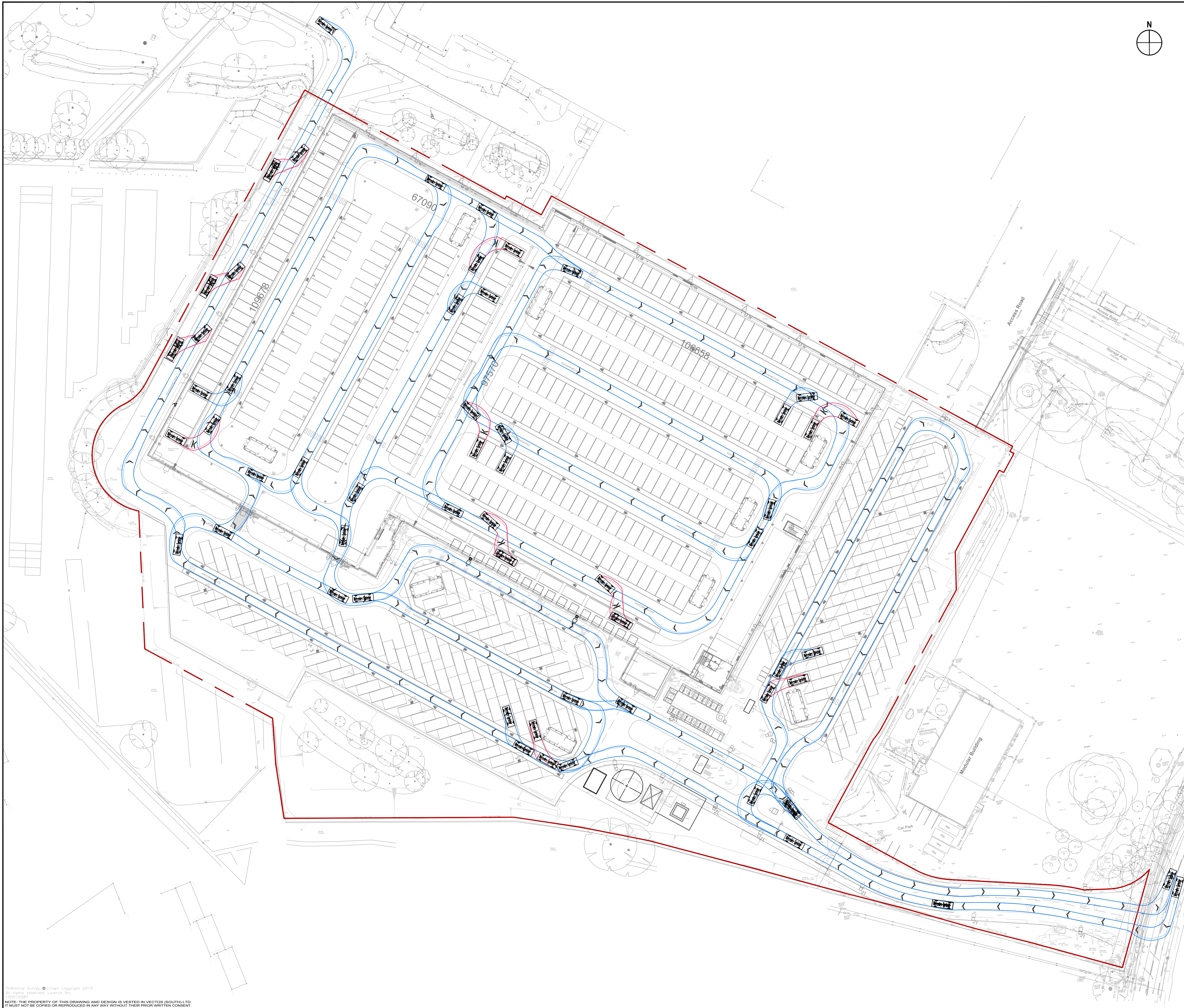
JOB NO:	DRG NO:	REVISION:
20-6507	P03	D

DATE:	SCALE:	SHEET SIZE:
JAN 21	1:500	A1

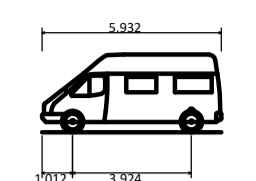


1 CARDALE PARK, BECKWITH HEAD ROAD, HARROGATE, N. YORKSHIRE, HG3 1RZ, WWW.SSA-ARCHITECTS.CO.UK, T: 01423 856999

Appendix B



Notes:
 1. This is not a construction drawing and is intended for illustrative purposes only.
 2. White lining is indicative only.



Mercedes Sprinter
 Overall Length 5.932m
 Overall Width 2.020m
 Overall Body Height 2.367m
 Min Body Ground Clearance 0.339m
 Track Width 1.996m
 Lock to lock time 4.90s
 Wall to Wall Turning Radius 7.600m

REV	DETAILS	DRAWN	CHECKED	DATE
D	Updated to suit architects layout	CJM	JM	29.01.2021
C	Updated to suit architects layout	CJM	JM	29.01.2021
B	Updated to suit architects layout	CJM	JM	19.01.2021
A	Updated to suit architects layout	CJM	JM	14.01.2021

CLIENT:
Lysander

PROJECT:
Southam Road, Banbury

DRAWING TITLE:
**Swept Path Analysis
 Servicing
 Mercedes Sprinter**

SCALE:
1:500 at A1

DRAWN	CHECKED	DATE
CJM	JM	17.12.2020

vectos.

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DRAWING NUMBER:	REVISION:
194663-95/AT/A01	D

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