



# Highway Planning Ltd

Highways & Transportation Consultants

**PROPOSED COMMUNITY SHOP,  
SOUTH GREEN,  
KIRTLINGTON,  
KIDDLINGTON,  
OXON**

**COMMUNITY SHOP COMMITTEE**

**TRANSPORT STATEMENT**

**JULY 2023**

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## 1.0 INTRODUCTION

- 1.1 Highway Planning Ltd has been appointed by the Community Shop Committee to provide highway advice in respect of the proposed new community shop for Kirtlington.
- 1.2 This report has been prepared in support of the development proposals described herein. It should not be reproduced in whole or in part, or relied upon by third parties, without the express written authority of Highway Planning Ltd.

## 2.0 SITE LOCATION AND PROPOSED DEVELOPMENT

- 2.1 The site is located to the south of South Green and immediately to the west of Kirtlington Village Hall. The site is undeveloped at present.
- 2.2 South Green is a local village road that provides access to a number of dwellings and the Village Hall. It is subject to a 20mph speed limit. At its western end South Green forms 2 junctions onto Heyford Road and creates a triangle around an area of village green. Church Lane bisects this area. The various carriageways between Heyford Road and the Village Hall are generally narrow and lack footways. This is the typical character of small villages and hamlets.
- 2.3 The Village Hall has a large car parking area that also accommodates the occasional delivery to, or refuse collection from the Hall. South Green is the route of public footpath 270/2/10 which continues to the east across the north end of the car park for the Village Hall. This can be seen on the Public Rights of Way map in **Appendix 1**.



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- 2.4 The proposed development comprises the construction of a small (96m<sup>2</sup> gfa) shop.

### 3.0 HIGHWAY AND TRANSPORTATION CONSIDERATIONS

- 3.1 The primary highway consideration for the proposed development is whether the access via South Green is suitable to provide a safe route, particularly in terms of pedestrian safety.

- 3.2 At present, South Green serves between 20 and 25 dwellings, St Marys Church and the Village Hall. These properties are split broadly equally between the 2 “arms” of South Green. The data on the Crashmap website shows that there have been no injury accidents on South Green during the 23 years for which Crashmap holds data. This can be seen on the Crashmap extract in **Appendix 2**.

- 3.3 The lack of injury accidents is to be expected given the character of South Green and the traffic that uses it. Collision accidents are generated by vehicles that come into conflict with other vehicles, cyclists or pedestrians. Factors that influence the likelihood and severity of a collision include speed and traffic volume. From a site inspection it is clear that the volume of traffic using South Green is exceptionally low as one would expect from short residential culs de sac. There is a 20mph speed limit in place but drivers proceed at very low speeds to reflect the nature and character of the road and due to the fact that the majority of drivers are residents in the road. The exception to this is the extraneous traffic generated by activities at the Village Hall. The Village Hall website ([Kirtlington Village Hall 1](#)) indicates that it is a popular venue for village activities and for wedding receptions.

- 3.4 There are no specific pedestrian facilities along South Green although, if necessary, pedestrians can walk on the grassed areas other than a



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short section across the frontage of “Cansum”. As such, pedestrians are not compromised by passing vehicles.

- 3.5 The proposed shop is intended to be a facility provided for the village by the village. It is within walking and cycling distance of the majority of the village. If visitors chose to drive to the shop then there is a large parking area to the front of the Village Hall. The opening hours of the shop will not coincide with times when the Hall is being used for a large activity such as a wedding reception.
- 3.6 It is expected that most visitors to the shop will walk or cycle. The very low generation of car traffic will not have an adverse impact on the safety of users of South Green. The test to be applied by paragraph 111 of the NPPF is whether the development will have an unacceptable impact on highway safety. The evidence available is that South Green operates safely with very low traffic activity. There is no indication that this situation would be changed by the introduction of a small community shop.
- 3.7 The shop will require infrequent deliveries and occasional collection of refuse. On these occasions vehicles will use the Village Hall car park in the same manner as the Village Hall.

#### **4.0 CONCLUSIONS**

- 4.1 The proposed shop is intended to be a village facility for use by local residents. The level of traffic generation will be exceptionally low and will not amount to a “severe” impact as required by one of the two tests in paragraph 111 of the NPPF.
- 4.2 South Green is a typical village access road that is also the route of a public footpath. Drivers proceed at a respectful speed that reflects the



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nature of the road. There have been no injury accidents on South Green.

- 4.3 The proposed shop will be accessed primarily by pedestrians and cyclists. The low level of car traffic that will be generated will not result in an unacceptable impact on highway safety.
- 4.4 Overall, there are no highway related reasons why the development should not receive planning permission.



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## **APPENDIX 1**

# South Green, Kirtlington

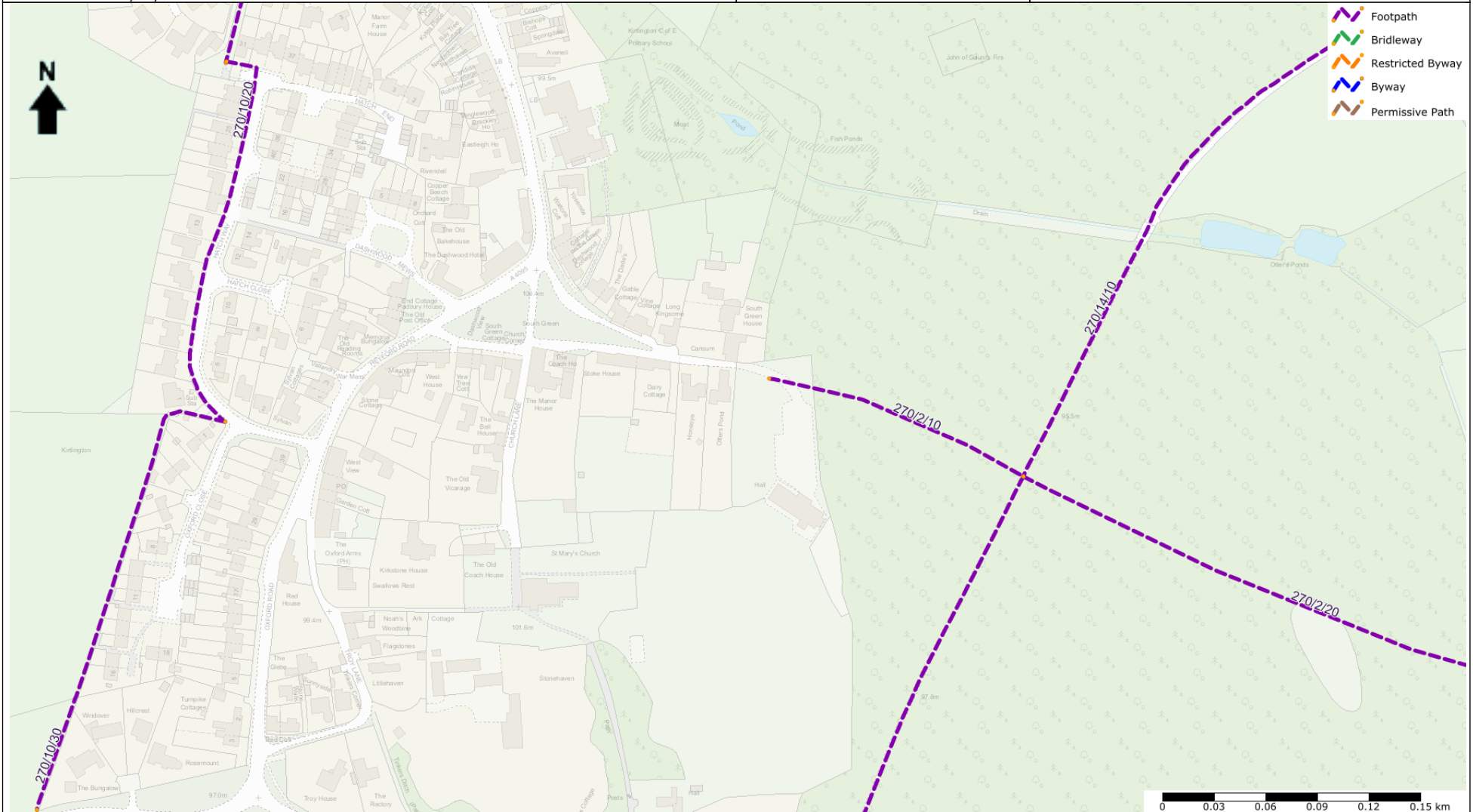
The Public Rights of Way data shown is not the legal record and is just indicative of recorded public rights of way. Any information shown has limitations and may only ever be used as a guide. The map is not to scale and the width of a public right of way is not shown. The purpose of this map is for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

Countryside Access  
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## OXFORDSHIRE COUNTY COUNCIL

Date created: 24/07/2023



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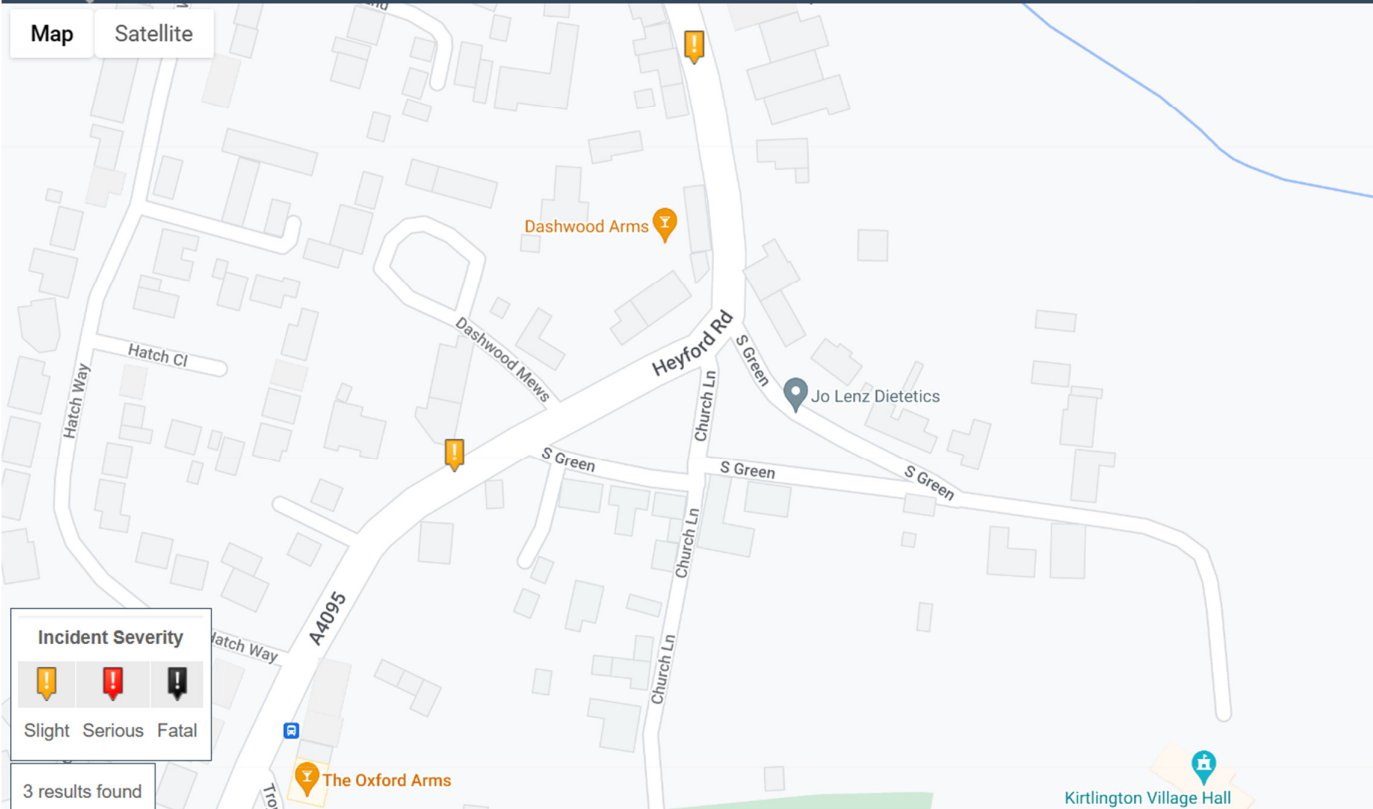
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## **APPENDIX 2**






Map

Satellite



**Incident Severity**

Slight Serious Fatal

3 results found

^ Hide

**Location:**

**Years**


23 of 23 years selected

**Severity**

Fatal	<input checked="" type="checkbox"/>
Serious	<input checked="" type="checkbox"/>
Slight	<input checked="" type="checkbox"/>

**Casualty Types:**

**Vehicles Involved:**



**Search**