



## Transport Note 01

This note has been produced by SBA and outlines the current highways and transport position in respect of planning application 13/00321/ OUT–Land at Wykham Park Farm, Banbury including written correspondence between SBA and Oxfordshire County Council’s Highways Officers dated 20<sup>th</sup> June, 4<sup>th</sup> July and 22<sup>nd</sup> July 2013 (attached in **Appendix A**).

### **SINGLE POINT OF ACCESS AND CONNECTIVITY**

OCC have raised the following concerns:

- Single point of access.
- ‘Primary’ routes would be subject to high traffic flows.
- Existing bus services would be diverted from their route and so delayed.
- Connectivity with Banbury.
- Little urbanisation or integration with Bloxham Road.
- Issue relating to the attractiveness of Salt Way for use as a walking and cycling route given the lack of surveillance, lighting and general condition / surfacing.

SBA’s response to these issues:

- A single roundabout is provided for access to the site. However, two arms of the junction lead into the site and therefore two points of access are provided. If one access were to become blocked the entire site would be able to be accessed via the other arm. In addition to this, whilst only an outline application, the expected road layout will take the form of a deformed grid giving penetration throughout the site and should any road become blocked alternative routes are available.
- Before the measures identified in the Travel Plan are introduced the development will generate 648 two-way vehicle movements in the AM peak and 578 two-way vehicles movements in the PM peak.

Split between the two access roads this level of traffic on the primary routes is not considered high.

This is an outline application and therefore the internal road design and layout are not for consideration. However, it is likely that the streets will be designed on a grid system as this offers the greatest connectivity opportunities within the application site. Therefore as vehicles enter the



## Transport Note 01

site there will be a network of streets and vehicles will quickly disperse, lowering traffic flows on the primary routes.

The streets will be designed in accordance with Manual for Streets with low vehicle speeds so that traffic does not dominate; pedestrian and cycling desire lines will be prioritised and easy and safe crossings provided.

OCC will have the opportunity to address these detailed concerns when reserved matter applications are submitted.

- Whilst the Transport Assessment submitted proposed the diversion of the existing 488/489 bus service the OCC proposed bus strategy does not divert buses from their existing route along Bloxham Road and therefore there will not be delays to existing bus services.
- Whilst vehicular access is taken only from Bloxham Road, pedestrian and cycle access is provided to offer connectivity through three shared links through to the Salt Way Cycleway and a new shared use path along Bloxham Road which links cyclists to the Salt Way Cycleway and the existing footways on Bloxham Road. These routes provide connectivity through the Easington Residential estate to Oxford Road and to Bloxham Road providing routes to local services and facilities and the town centre.

The number of connections to Salt Way can be increased and the locations of the connections can be discussed and agreed with OCC.

Within the site the deformed grid design will provide excellent connectivity for pedestrians. Roads and footways will be designed to MfS standards to provide attractive and direct routes for pedestrians.

- The boundary of the site with Bloxham Road is fairly short and the need to provide a suitable access dominates the frontage. This is an outline application and the siting of buildings is reserved. However, where possible the employment and residential buildings will front onto Bloxham Road to provide urbanisation and integration with Bloxham Road. OCC will have the opportunity to address these detailed concerns when reserved matter applications are submitted.
- Good connectivity for cyclists and pedestrians via the Salt Way is provided enabling future users of the site to travel to the north and the east on foot and by bicycle. This route is currently well used



## Transport Note 01

and signed, advertised for walking and cycling and forms part of forms part of National Cycle Route 5. The Salt Way is clearly an appropriate and attractive route now and in the future. Major alterations of Salt Way were not considered to be appropriate when considering the route's character and historical importance. However, sympathetic improvements may be appropriate but would need to be agreed with all interested parties.

### **TRANSPORT MODELLING**

OCC recognise that scoping for the submitted Transport Assessment was agreed with OCC's Highways Development Control Officers but due to a new emerging transport strategy for Banbury have raised the following concerns:

- The emerging transport strategy aspires to reduce traffic on the western corridor (Oxford Road, South Bar Street, Horse Fair) by encouraging traffic to use the eastern corridor (Upper Windsor Street, Cherwell Street)—the submitted Transport Assessment predominantly routes traffic heading north along the western corridor and therefore does not promote OCC's aspirations.
- The development should consider routing traffic heading north along the Inner Western Corridor (Queens Way, Woodgreen Avenue, Orchard Way, Ruscote Avenue) and recommends capacity analysis is undertaken at an additional 10 junctions.

SBA's response to these issues:

- The analysis in the submitted Transport Assessment was undertaken in good faith following discussions with OCC; the emerging transport strategy for Banbury would have been know when discussions were taking place and the desire to reduce traffic on South Bar Street / Horsefair (Western Corridor) should have been expressed. The Banbury Movement Strategy is not formally adopted and it therefore carries little weight when assessing this application.

However, the developer appreciates the aspiration to reduce traffic through the Western Corridor and is happy to investigate opportunities that the development may offer to promote the use of the preferred north-south route along the Eastern Corridor.

- The developer considers that the traffic generated by the development and heading north will choose to use the Eastern Corridor above the Inner Western Corridor for the following reasons:



Transport Note 01

- The Eastern Corridor route is shorter in length than the Inner Western Corridor (2.9km compared with 3.6km (measured between the Bloxham Road / Queensway and Hennef Way / Concord Avenue)).
- The Inner Western Corridor runs mainly through existing residential areas which provide frontage access onto the route and frequent junctions where residential side roads join the route; drivers using this route are likely to be delayed due to vehicle movements associated with these accesses.

Additionally, the environmental impact of these additional vehicle movements within a residential area would be more significant; married with the longer route and delays en-route as detailed above it is considered that the Eastern Corridor should be encouraged.

With the promotion of the Eastern Corridor and Bankside as the main north-south route, existing traffic levels at the Bloxham Road / Oxford Road / South Bar Street junction will be significantly reduced. In order to discourage all traffic from Bloxham Road using the Wesyetn Corridor this junction could be re-designed to favour the turning movement to the south to direct traffic along the Eastern Corridor from the Oxford Road / Upper Windsor Street junction and OCC's views are sought on this solution.

**BUS STRATEGY**

OCC have set out their proposed bus strategy as shown in the table below:

Stage phasing	Trigger points	Required provision / contributions
Stage 1	Before completion of first dwelling	Provision of bus stops on Bloxham Road (A361) and connecting footways
Stage 2	After the completion of 50th dwelling	Provision of <b>£215,000</b> towards the enhancement of 488 bus service between Bloxham and Banbury.
Stage 3	After completion of 250th dwelling	Commence operation of additional bus from site to Banbury centre, on an hourly basis 1000-1500 and half-hourly 0630-1000 and 1500-1830 Mondays to Saturdays.



Transport Note 01

<p>Stage 4</p>	<p>After completion of 500th dwelling</p>	<p>Additional bus service to operate twice per hour between 0630 and 1830 to Banbury Town Centre. Evening and Sunday hourly service should be provided from the enhanced Bloxham-Banbury evening and Sunday route 488 bus service.</p>
----------------	---	--

The proposed bus strategy and financial contribution is noted.

**GENERAL TRANSPORT CONTRIBUTION**

A general transport contribution of £866,800 is required to contribute towards the costs of implementing various transport schemes detailed within the Cherwell Infrastructure Development Plan for the Banbury area. These schemes are required to enable the impact of additional journeys generated by new residential developments to be mitigated.

The financial contribution is noted.

**SITE ACCESS**

OCC have commented that the submitted access drawing is not adequate to assess the proposal and that a detailed proposal should be submitted which details the junctions compliance with DMRB standards, provision for pedestrian and cyclist movements and provision for bus stops and associated infrastructure.

A plan is attached in **Appendix B** which shows the provision for pedestrians, cyclist and bus stops and details the geometry of the roundabout in accordance with DMRB. The only departure from the standards is the radius of both the Bloxham Road approaches; however DMRB allows this departure with the introduction of a 7% super elevation on the bends.

**SUMMARY**

SBA considers that it has supplied sufficient information regarding all issues raised by OCC and that the development is acceptable in transport and highway matters. The re-design of the Bloxham Road / Oxford Road / South Bar Street junction will need to be agreed with OCC but given the reduction in traffic expected to use this junction there will not be an issue of capacity.



## Appendices





# Appendix A – Email Correspondence

**From:** amy.waites  
**Sent:** 20 June 2013 14:47  
**To:** Daniel.Round@Oxfordshire.gov.uk  
**Cc:** Arnold, Geoffrey - Environment & Economy - Highways & Transport; Deadman, Michael - Environment & Economy - Highways & Transport; Adam.KendallWard@Oxfordshire.gov.uk  
**Subject:** 13/00321/OUT - 1000 dwelling development at Land South of salt Way adjacent to Bloxham Road, Banbury

Dear Daniel,

I am writing in response to correspondence from yourself and your colleagues submitted to Cherwell District Council regarding the above planning application and dated 23<sup>rd</sup> May 2013.

I am aware that this application is to be taken to Planning Committee on 11<sup>th</sup> July and would like to move forward to hopefully reach agreement on the outstanding issues.

Below I have listed what I consider to be the main items to be considered:

**Single point of access:**

A single roundabout is provided for access to the site. However, 2-arms of the junction lead into the site and therefore 2 points of access are provided. If one access were to become blocked the entire site would be able to be accessed via the other arm. In addition to this, whilst only an outline application, the expected road layout will take the form of a deformed grid giving penetration throughout the site should any road become blocked, this will always mean that alternative routes are available.

**Connectivity:**

Whilst vehicular access is only taken from Bloxham Road, pedestrian and cycle access is provided to offer connectivity through 3 shared links through to the Salt Way Cycleway and a new shared use path along Bloxham Road which links cyclists to the Salt Way Cycleway and the existing footways on Bloxham Road. These routes provide connectivity through the Easington Residential estate to Oxford Road and to Bloxham Road providing routes to local services and facilities and the town centre.

Within the site the deformed grid design will provide excellent connectivity for pedestrians. Roads and footways will be designed to MfS standards to provide attractive and direct routes for pedestrians.

**Transport Modelling:**

During August and September 2012 the scope of the Transport Statement was agreed with Michael Deadman. This included trip generation, distribution of traffic, junctions to be modelled and years of assessment.

The Transport Assessment has used the travel behaviour of neighbouring housing estates to undertake an assessment of a worst case scenario to ensure a robust analysis of the highway network capacity. Through the submitted Framework Travel Plan, it is expected that targets will be set in agreement with OCC, to actively promote sustainable travel to and from the site and reduce the vehicular impact.

It is understood that both the County Council and the District Council have aspirations to reduce traffic along the western corridor to preserve and enhance Banbury's historic town centre. I would welcome the opportunity to receive details of OCC's strategy to how they will seek to rebalance the flows away from the South Bar Street / Horse Fair / North Bar Street corridor by increasing capacity in the Windsor Street / Cherwell Street corridor. Our junction solution at the Oxford Road/Bloxham Road junction provides additional capacity for motorists heading into Banbury, however you may wish us to come up with an alternative design that encourages the use of Oxford Road and Upper Windsor Road and deters development and existing traffic from turning left from Bloxham Road into the town centre. We would welcome your thoughts on this.

**Bus Strategy**



Could you please confirm whether the requested £215,000 contribution sought for improvements to the 488 bus service is in addition to the £846,800 general transport contribution.

**Site Access**

A detailed plan of the site access is currently being prepared and will be submitted shortly.

**Co-location of Services**

This application seeks outline planning permission with all matters reserved except access. Therefore, the location of services is not being decided at this stage although a parameters plan has been submitted to provide an indication of the site layout. The applicant is happy to discuss location of services within reason.

I look forward to hearing from you so that we can move these issues forwards with a view to reaching agreement on highways and transport matters.

Kind Regards

**Amy Waites**

Principal Transport Planner

**SBA**

Ropemaker Court, 11-12 Lower Park Row, Bristol, BS1 5BN

**Tel:** +44 (0)117 244 0502

**Fax:** +44 (0)117 925 4239

**Mob:** +44 (0)7881 863545

**[www.sbax.co.uk](http://www.sbax.co.uk)**

.....  
WYG Environment Planning Transport Limited. Registered in England number: 3050297. Registered Office: Arndale Court, Otley Road, Headingley, Leeds, West Yorkshire LS6 2UJ VAT No: 431-0326-08



**From:** KendallWard, Adam - Environment & Economy - Highways & Transport  
[Adam.KendallWard@Oxfordshire.gov.uk]  
**Sent:** 04 July 2013 14:12  
**To:** amy.waites  
**Cc:** Round, Daniel - Environment & Economy - Highways & Transport; Arnold, Geoffrey - Environment & Economy - Highways & Transport; Taylor, David - Environment & Economy - Highways & Transport  
**Subject:** Re: 13/00321/OUT - 1000 dwelling development at Land South of salt Way adjacent to Bloxham Road, Banbury

Good afternoon Amy,

Thank you for your email dated 20.06.2013.

First of all please accept my apologies for our delay in getting back to you. My colleagues and I have discussed the points raised in your email and have provided the following response to each of the query headings:

**Single point of access and connectivity:**

With regard to access and connectivity we see little has been provided to address our concerns:-

- 'primary' routes would be subject to high traffic flows
- existing bus services would be diverted from their route and so delayed
- little urbanisation or integration with Bloxham Road

We note references to connectivity with Salt Way but I would question how attractive this route would be, given the lack of surveillance, lighting and general condition/surfacing.

**Transport Modelling:**

We appreciate that there was previously pre-scoping dialogue with our Development Control colleagues as part of the Transport Assessment preparation, however there has since been a new emerging transport strategy for Banbury. This strategy includes an aspiration to reduce traffic along the western corridor (A361 - Oxford Road, Bar Street, Horse fair and Southam Road) to preserve and enhance Banbury's historic town centre. This will primarily be achieved by developing the Eastern Corridor, which comprises Upper Windsor Street and Cherwell Street, as an alternative north-south corridor through the town. This would include undertaking capacity improvements to key junctions along the route.

Please find attached the draft Banbury Transport Movement Study, which outlines the transport strategy for the town. Please note that this document has yet to be formally adopted / approved and should be used for your internal guidance only.

The Banbury Movement Study examines future issues on the transport network, based on future employment and residential growth trajectories up to 2030 as set out in the emerging Cherwell Local Plan. From this the study recommends suitable transport schemes to accommodate future growth. This study would not have considered the impact of this particular development on the town's transport network, and for this reason it is reasonable to assume that further direct transport mitigation may be required on top of the schemes identified in the emerging transport strategy.

A potential transport solution may be to develop the inner western corridor as an alternative route for trips into the north of the town centre and to the M40 motorway, from the development site. This inner western corridor comprises Queens Way, Woodgreen Avenue, Orchard Way and Ruscote Avenue. This would, however, require more information to determine how this route copes with the traffic generation and alternative trip distribution from this development. For this reason it is recommended that further analysis is undertaken at the following junctions in order to determine whether additional mitigation is required:

- Queensway / Broughton Road roundabout
- Woodgreen Avenue / The Fairway / Hilton Road roundabout
- Orchard Way / Warwick Road roundabout
- Warwick Road / Ruscote Avenue roundabout
- Longelandes Way / Ruscote Avenue roundabout
- Ruscote Avenue / A423 Southam Road / A422 Hennef Way roundabout
- A4260 Cherwell Street / A422 Hennef Way roundabout
- A422 Hennef Way / A4260 Cherwell Street roundabout
- A422 Hennef Way / Ermont Way / Daventry Road roundabout
- A422 Hennef Way / M40 Motorway Interchange

**Bus Strategy:**

The enquiry about the financial contribution for the bus service and the general transport contribution reflects a lack of understanding about the Bus Strategy and what would be expected of the developer.

The Council’s aim is to build up a network of fully- commercially bus services from concentrations of population, following a period of pump-priming support, where the developer funds the service on a declining-subsidy basis, which reflects lower demand and fare revenue during the period when the development is being built out.

The bus strategy for the development site is in four stages, as set out in this table:

<b>Stage phasing</b>	<b>Trigger points</b>	<b>Required provision / contributions</b>
Stage 1	Before completion of first dwelling	Provision of bus stops on Bloxham Road (A361) and connecting footways
Stage 2	After the completion of 50th dwelling	Provision of <b>£215,000</b> towards the enhancement of 488 bus service between Bloxham and Banbury.
Stage 3	After completion of 250th dwelling	Commence operation of additional bus from site to Banbury centre, on an hourly basis 1000-1500 and half-hourly 0630-1000 and 1500-1830 Mondays to Saturdays.
Stage 4	After completion of 500th dwelling	Additional bus service to operate twice per hour between 0630 and 1830 to Banbury Town Centre. Evening and Sunday hourly service should be provided from the enhanced Bloxham-Banbury evening and Sunday route 488 bus service.

For the avoidance of doubt, this means that the developer must first provide bus stopping places on the A361, then provide £215,000 to fund an enhancement of service 488 (to operate twice per hour during weekday daytimes, and during weekday evenings and on Sundays).

The developer will then, after completion of the 250<sup>th</sup> dwelling, procure (at the developer’s own cost) an additional bus service, to operate between the development land and Banbury Town Centre between 0630 and 1830 on Mondays to Saturdays, in accordance with the specification in

phases 3 and 4 above. The new bus service must become commercially viable in its own right by completion of this development, because there would be no opportunity for further financial support, so the developer should negotiate the price of such a bus service with a commercial bus operator. The cost to the Developer of providing this service will depend on the length of time that the developer takes to construct dwellings on-site and thus the length of time that the bus operator will take to reach commercial viability.

The general transport contribution of £866,800 would be required in addition to the £215,000 for route 488 and in addition to the cost of procuring the additional bus service from the Development Land. This amount reflects the costs of implementing the various transport schemes in the Cherwell Infrastructure Development Plan for the Banbury area, that are required to cope with the impact of additional journeys generated the new residential developments, such as this.

I hope this is helpful. Don't hesitate to get in touch with either Daniel or me if you have any further queries.

Kind regards,

Adam

**Adam Kendall Ward**

Transport Planner

Infrastructure Development

Highways & Transport | Environment & Economy

Speedwell House | Speedwell Street | Oxford | OX1 1NE

Tel: 01865 815093 | Fax: 01865 241577 | Email: [adam.kendallward@oxfordshire.gov.uk](mailto:adam.kendallward@oxfordshire.gov.uk)

[www.oxfordshire.gov.uk](http://www.oxfordshire.gov.uk)

**[Save money and paper - do you really need to print this email?](#)**

---

**From:** amy.waites [mailto:[awaites@sbax.co.uk](mailto:awaites@sbax.co.uk)]

**Sent:** 20 June 2013 14:47

**To:** Round, Daniel - Environment & Economy - Highways & Transport

**Cc:** Arnold, Geoffrey - Environment & Economy - Highways & Transport; Deadman, Michael - Environment & Economy - Highways & Transport; KendallWard, Adam - Environment & Economy - Highways & Transport

**Subject:** 13/00321/OUT - 1000 dwelling development at Land South of salt Way adjacent to Bloxham Road, Banbury

Dear Daniel,

I am writing in response to correspondence from yourself and your colleagues submitted to Cherwell District Council regarding the above planning application and dated 23<sup>rd</sup> May 2013.

I am aware that this application is to be taken to Planning Committee on 11<sup>th</sup> July and would like to move forward to hopefully reach agreement on the outstanding issues.

Below I have listed what I consider to be the main items to be considered:

**Single point of access:**

A single roundabout is provided for access to the site. However, 2-arms of the junction lead into the site and therefore 2 points of access are provided. If one access were to become blocked the entire site would be able to be accessed via the other arm. In addition to this, whilst only an outline application, the expected road layout will take the form of a deformed grid giving penetration throughout the site should any road become blocked, this will always mean that alternative routes are available.

## **Connectivity:**

Whilst vehicular access is only taken from Bloxham Road, pedestrian and cycle access is provided to offer connectivity through 3 shared links through to the Salt Way Cycleway and a new shared use path along Bloxham Road which links cyclists to the Salt Way Cycleway and the existing footways on Bloxham Road. These routes provide connectivity through the Easington Residential estate to Oxford Road and to Bloxham Road providing routes to local services and facilities and the town centre.

Within the site the deformed grid design will provide excellent connectivity for pedestrians. Roads and footways will be designed to MfS standards to provide attractive and direct routes for pedestrians.

## **Transport Modelling:**

During August and September 2012 the scope of the Transport Statement was agreed with Michael Deadman. This included trip generation, distribution of traffic, junctions to be modelled and years of assessment.

The Transport Assessment has used the travel behaviour of neighbouring housing estates to undertake an assessment of a worst case scenario to ensure a robust analysis of the highway network capacity. Through the submitted Framework Travel Plan, it is expected that targets will be set in agreement with OCC, to actively promote sustainable travel to and from the site and reduce the vehicular impact.

It is understood that both the County Council and the District Council have aspirations to reduce traffic along the western corridor to preserve and enhance Banbury's historic town centre. I would welcome the opportunity to receive details of OCC's strategy to how they will seek to rebalance the flows away from the South Bar Street / Horse Fair / North Bar Street corridor by increasing capacity in the Windsor Street / Cherwell Street corridor. Our junction solution at the Oxford Road/Bloxham Road junction provides additional capacity for motorists heading into Banbury, however you may wish us to come up with an alternative design that encourages the use of Oxford Road and Upper Windsor Road and deters development and existing traffic from turning left from Bloxham Road into the town centre. We would welcome your thoughts on this.

## **Bus Strategy**

Could you please confirm whether the requested £215,000 contribution sought for improvements to the 488 bus service is in addition to the £846,800 general transport contribution.

## **Site Access**

A detailed plan of the site access is currently being prepared and will be submitted shortly.

## **Co-location of Services**

This application seeks outline planning permission with all matters reserved except access. Therefore, the location of services is not being decided at this stage although a parameters plan has been submitted to provide an indication of the site layout. The applicant is happy to discuss location of services within reason.

I look forward to hearing from you so that we can move these issues forwards with a view to reaching agreement on highways and transport matters.

Kind Regards

## **Amy Waites**

Principal Transport Planner

## **SBA**

Ropemaker Court, 11-12 Lower Park Row, Bristol, BS1 5BN

**Tel:** +44 (0)117 244 0502

**Fax:** +44 (0)117 925 4239

**Mob: +44 (0)7881 863545**

**www.sbax.co.uk**

.....

WYG Environment Planning Transport Limited. Registered in England number: 3050297. Registered Office: Arndale Court, Otley Road, Headingley, Leeds, West Yorkshire LS6 2UJ VAT No: 431-0326-08



---

This message contains confidential information and is intended only for the recipient. If you are not the recipient you should not disseminate, distribute or copy this e-mail. Please notify the sender immediately by e-mail if you have received this e-mail by mistake and delete this e-mail from your system. E-mail transmission cannot be guaranteed to be secure or error-free as information could be intercepted, corrupted, lost, destroyed, arrive late or incomplete, or contain viruses. The sender therefore does not accept liability for any errors or omissions in the contents of this message, which arise as a result of e-mail transmission. If verification is required please request a hard-copy version.

---

This email, including attachments, may contain confidential information. If you have received it in error, please notify the sender by reply and delete it immediately. Views expressed by the sender may not be those of Oxfordshire County Council. Council emails are subject to the Freedom of Information Act 2000.  
<http://www.oxfordshire.gov.uk/emaildisclaimer>

**From:** amy.waites  
**Sent:** 22 July 2013 13:19  
**To:** KendallWard, Adam - Environment & Economy - Highways & Transport  
**Cc:** Round, Daniel - Environment & Economy - Highways & Transport; Arnold, Geoffrey - Environment & Economy - Highways & Transport; Taylor, David - Environment & Economy - Highways & Transport  
**Subject:** RE: 13/00321/OUT - 1000 dwelling development at Land South of salt Way adjacent to Bloxham Road, Banbury [Filed 22 Jul 2013 13:19]

Dear Adam

Thank you for your email dated 4<sup>th</sup> July 2013. Using the same section headings your email used I have provided responses that set out the developer's position and suggestions for moving forward:

**Single point of access and connectivity:**

Before the measures identified in the Travel Plan are introduced the development will generate 648 two-way vehicle movements in the AM peak and 578 two-way vehicles movements in the PM peak.

Split between the two access roads this level of traffic on the primary routes is not considered high.

Whilst this is an outline application and therefore the internal road design and layout are not for consideration it is likely that the streets will be designed on a grid system as this offers the greatest connectivity opportunities within the application site. Therefore as vehicles enter the site there will be a network of streets and vehicles will quickly disperse, lowering traffic flows on the primary routes.

The streets will be designed in accordance with Manual for Streets with low vehicle speeds and so that traffic does not dominate but pedestrian and cycling desire lines are prioritised and easy and safe crossings provided.

OCC will have the opportunity to address these detailed concerns when reserved matter applications are submitted.

Whilst the Transport Assessment submitted proposed the diversion of the existing 488/489 bus service the OCC proposed bus strategy as set out within your recent email does not divert buses from their existing route along Bloxham Road and therefore there will not be delays to existing bus services.

The boundary of the site with Bloxham Road is fairly short and the need to provide a suitable access dominates the frontage. This is an outline application and the siting of buildings is reserved. However, where possible the employment and residential buildings will front onto Bloxham Road to provide urbanisation and integration with Bloxham Road. OCC will have the opportunity to address these detailed concerns when reserved matter applications are submitted.

Good connectivity for cyclists and pedestrians via the Salt Way is provided enabling future users of the site to travel to the north and the east on foot and by bicycle. This route is currently well used and signed, advertised for walking and cycling and forms part of National Cycle Route 5. The Salt Way is clearly an appropriate and attractive route now and in the future. Major alterations of Salt Way were not considered to be appropriate when considering the route's character and historical importance. However, sympathetic improvements may be appropriate but would need to be agreed with all interested parties.

**Transport Modelling:**

Thank you for recognising that there was previously pre-scoping dialogue with OCC's Development Control officers as part of the Transport Assessment preparation. The analysis in the submitted TA was undertaken in good faith following these discussions; the emerging transport strategy for Banbury would have been known when discussions were taking place and the desire to reduce traffic on South Bar Street / Horsefair (Western Corridor) should have been expressed. As you have stated the document is not formally adopted and it therefore carries little weight when assessing this application.

However, we appreciate the aspiration to reduce traffic through the Western Corridor and are happy to investigate opportunities that the development may offer to promote the use of the preferred north south route using the Eastern Corridor, which comprises Upper Windsor Street and Cherwell Street.

Firstly, direction of travel from the site to the M40 motorway needs to be agreed.

The Eastern Corridor route, via the Bloxham Road / Oxford Road / South Bar Street junction, is shorter in length than the Queens Way, Woodgreen Avenue, Orchard Way, Ruscote Avenue (2.9km compared with 3.6km (measured between the Bloxham Road / Queensway and Hennef Way / Concord Avenue)).

The Queens Way, Woodgreen Avenue, Orchard Way, Ruscote Avenue runs mainly through existing residential areas which provide frontage access onto the route and frequent junctions where residential side roads join the route; drivers using this route are likely to be delayed due to vehicle movements associated with these accesses. Additionally, the environmental impact of these additional vehicle movements within a residential area would be more significant; married with the longer route as detailed above it is considered that the Eastern Corridor should be encouraged.

It is our opinion that the occupiers of the site, due to journey length and delays, will choose to travel to the M40 and northern employment areas via the Eastern Corridor and it is considered that traffic at the Bloxham Road / Oxford Road / South Bar Street junction will be significantly reduced with the promotion of the Eastern Corridor and Bankside. In order to discourage traffic from passing through the town centre this junction could be re-designed to favour the turning movement to the south to direct traffic along the Eastern Corridor from the Oxford Road / Upper Windsor Street junction and we seek your views on this solution.

**Bus Strategy:**

The proposed bus strategy and financial contribution is noted.

**General Transport Contribution:**

The financial contribution is noted.

I look forward to hearing from you.

Regards

**Amy Waites**

Principal Transport Planner

**SBA**

Ropemaker Court, 11-12 Lower Park Row, Bristol, BS1 5BN

**Tel:** +44 (0)117 244 0502

**Fax:** +44 (0)117 925 4239

**Mob:** +44 (0)7881 863545

[www.sbax.co.uk](http://www.sbax.co.uk)

.....

WYG Environment Planning Transport Limited. Registered in England number: 3050297. Registered Office: Arndale Court, Otley Road, Headingley, Leeds, West Yorkshire LS6 2UJ VAT No: 431-0326-08





---

**From:** KendallWard, Adam - Environment & Economy - Highways & Transport

[mailto:Adam.KendallWard@Oxfordshire.gov.uk]

**Sent:** 04 July 2013 14:12

**To:** amy.waites

**Cc:** Round, Daniel - Environment & Economy - Highways & Transport; Arnold, Geoffrey - Environment & Economy - Highways & Transport; Taylor, David - Environment & Economy - Highways & Transport

**Subject:** Re: 13/00321/OUT - 1000 dwelling development at Land South of salt Way adjacent to Bloxham Road, Banbury

Good afternoon Amy,

Thank you for your email dated 20.06.2013.

First of all please accept my apologies for our delay in getting back to you. My colleagues and I have discussed the points raised in your email and have provided the following response to each of the query headings:

**Single point of access and connectivity:**

With regard to access and connectivity we see little has been provided to address our concerns:-

- 'primary' routes would be subject to high traffic flows
- existing bus services would be diverted from their route and so delayed
- little urbanisation or integration with Bloxham Road

We note references to connectivity with Salt Way but I would question how attractive this route would be, given the lack of surveillance, lighting and general condition/surfacing.

**Transport Modelling:**

We appreciate that there was previously pre-scoping dialogue with our Development Control colleagues as part of the Transport Assessment preparation, however there has since been a new emerging transport strategy for Banbury. This strategy includes an aspiration to reduce traffic along the western corridor (A361 - Oxford Road, Bar Street, Horse fair and Southam Road) to preserve and enhance Banbury's historic town centre. This will primarily be achieved by developing the Eastern Corridor, which comprises Upper Windsor Street and Cherwell Street, as an alternative north-south corridor through the town. This would include undertaking capacity improvements to key junctions along the route.

Please find attached the draft Banbury Transport Movement Study, which outlines the transport strategy for the town. Please note that this document has yet to be formally adopted / approved and should be used for your internal guidance only.

The Banbury Movement Study examines future issues on the transport network, based on future employment and residential growth trajectories up to 2030 as set out in the emerging Cherwell Local Plan. From this the study recommends suitable transport schemes to accommodate future growth. This study would not have considered the impact of this particular development on the town's transport network, and for this reason it is reasonable to assume that further direct

transport mitigation may be required on top of the schemes identified in the emerging transport strategy.

A potential transport solution may be to develop the inner western corridor as an alternative route for trips into the north of the town centre and to the M40 motorway, from the development site. This inner western corridor comprises Queens Way, Woodgreen Avenue, Orchard Way and Ruscote Avenue. This would, however, require more information to determine how this route copes with the traffic generation and alternative trip distribution from this development. For this reason it is recommended that further analysis is undertaken at the following junctions in order to determine whether additional mitigation is required:

- Queensway / Broughton Road roundabout
- Woodgreen Avenue / The Fairway / Hilton Road roundabout
- Orchard Way / Warwick Road roundabout
- Warwick Road / Ruscote Avenue roundabout
- Longelandes Way / Ruscote Avenue roundabout
- Ruscote Avenue / A423 Southam Road / A422 Hennef Way roundabout
- A4260 Cherwell Street / A422 Hennef Way roundabout
- A422 Hennef Way / A4260 Cherwell Street roundabout
- A422 Hennef Way / Ermont Way / Daventry Road roundabout
- A422 Hennef Way / M40 Motorway Interchange

**Bus Strategy:**

The enquiry about the financial contribution for the bus service and the general transport contribution reflects a lack of understanding about the Bus Strategy and what would be expected of the developer.

The Council’s aim is to build up a network of fully- commercially bus services from concentrations of population, following a period of pump-priming support, where the developer funds the service on a declining-subsidy basis, which reflects lower demand and fare revenue during the period when the development is being built out.

The bus strategy for the development site is in four stages, as set out in this table:

Stage phasing	Trigger points	Required provision / contributions
Stage 1	Before completion of first dwelling	Provision of bus stops on Bloxham Road (A361) and connecting footways
Stage 2	After the completion of 50th dwelling	Provision of <b>£215,000</b> towards the enhancement of 488 bus service between Bloxham and Banbury.
Stage 3	After completion of 250th dwelling	Commence operation of additional bus from site to Banbury centre, on an hourly basis 1000-1500 and half-hourly 0630-1000 and 1500-1830 Mondays to Saturdays.
Stage 4	After completion of 500th dwelling	Additional bus service to operate twice per hour between 0630 and 1830 to Banbury Town Centre. Evening and Sunday hourly service should be provided from the enhanced Bloxham-Banbury evening and Sunday route 488 bus service.

For the avoidance of doubt, this means that the developer must first provide bus stopping places on the A361, then provide £215,000 to fund an enhancement of service 488 (to operate twice per hour during weekday daytimes, and during weekday evenings and on Sundays).

The developer will then, after completion of the 250<sup>th</sup> dwelling, procure (at the developer's own cost) an additional bus service, to operate between the development land and Banbury Town Centre between 0630 and 1830 on Mondays to Saturdays, in accordance with the specification in phases 3 and 4 above. The new bus service must become commercially viable in its own right by completion of this development, because there would be no opportunity for further financial support, so the developer should negotiate the price of such a bus service with a commercial bus operator. The cost to the Developer of providing this service will depend on the length of time that the developer takes to construct dwellings on-site and thus the length of time that the bus operator will take to reach commercial viability.

The general transport contribution of £866,800 would be required in addition to the £215,000 for route 488 and in addition to the cost of procuring the additional bus service from the Development Land. This amount reflects the costs of implementing the various transport schemes in the Cherwell Infrastructure Development Plan for the Banbury area, that are required to cope with the impact of additional journeys generated the new residential developments, such as this.

I hope this is helpful. Don't hesitate to get in touch with either Daniel or me if you have any further queries.

Kind regards,

Adam

**Adam Kendall Ward**

Transport Planner

Infrastructure Development

Highways & Transport | Environment & Economy

Speedwell House | Speedwell Street | Oxford | OX1 1NE

Tel: 01865 815093 | Fax: 01865 241577 | Email: [adam.kendallward@oxfordshire.gov.uk](mailto:adam.kendallward@oxfordshire.gov.uk)

[www.oxfordshire.gov.uk](http://www.oxfordshire.gov.uk)

**[Save money and paper - do you really need to print this email?](#)**

---

**From:** amy.waites [<mailto:awaites@sbax.co.uk>]

**Sent:** 20 June 2013 14:47

**To:** Round, Daniel - Environment & Economy - Highways & Transport

**Cc:** Arnold, Geoffrey - Environment & Economy - Highways & Transport; Deadman, Michael - Environment & Economy - Highways & Transport; KendallWard, Adam - Environment & Economy - Highways & Transport

**Subject:** 13/00321/OUT - 1000 dwelling development at Land South of salt Way adjacent to Bloxham Road, Banbury

Dear Daniel,

I am writing in response to correspondence from yourself and your colleagues submitted to Cherwell District Council regarding the above planning application and dated 23<sup>rd</sup> May 2013.

I am aware that this application is to be taken to Planning Committee on 11<sup>th</sup> July and would like to move forward to hopefully reach agreement on the outstanding issues.

Below I have listed what I consider to be the main items to be considered:

**Single point of access:**

A single roundabout is provided for access to the site. However, 2-arms of the junction lead into the site and therefore 2 points of access are provided. If one access were to become blocked the entire site would be able to be accessed via the other arm. In addition to this, whilst only an outline application, the expected road layout will take

the form of a deformed grid giving penetration throughout the site should any road become blocked, this will always mean that alternative routes are available.

### **Connectivity:**

Whilst vehicular access is only taken from Bloxham Road, pedestrian and cycle access is provided to offer connectivity through 3 shared links through to the Salt Way Cycleway and a new shared use path along Bloxham Road which links cyclists to the Salt Way Cycleway and the existing footways on Bloxham Road. These routes provide connectivity through the Easington Residential estate to Oxford Road and to Bloxham Road providing routes to local services and facilities and the town centre.

Within the site the deformed grid design will provide excellent connectivity for pedestrians. Roads and footways will be designed to MfS standards to provide attractive and direct routes for pedestrians.

### **Transport Modelling:**

During August and September 2012 the scope of the Transport Statement was agreed with Michael Deadman. This included trip generation, distribution of traffic, junctions to be modelled and years of assessment.

The Transport Assessment has used the travel behaviour of neighbouring housing estates to undertake an assessment of a worst case scenario to ensure a robust analysis of the highway network capacity. Through the submitted Framework Travel Plan, it is expected that targets will be set in agreement with OCC, to actively promote sustainable travel to and from the site and reduce the vehicular impact.

It is understood that both the County Council and the District Council have aspirations to reduce traffic along the western corridor to preserve and enhance Banbury's historic town centre. I would welcome the opportunity to receive details of OCC's strategy to how they will seek to rebalance the flows away from the South Bar Street / Horse Fair / North Bar Street corridor by increasing capacity in the Windsor Street / Cherwell Street corridor. Our junction solution at the Oxford Road/Bloxham Road junction provides additional capacity for motorists heading into Banbury, however you may wish us to come up with an alternative design that encourages the use of Oxford Road and Upper Windsor Road and deters development and existing traffic from turning left from Bloxham Road into the town centre. We would welcome your thoughts on this.

### **Bus Strategy**

Could you please confirm whether the requested £215,000 contribution sought for improvements to the 488 bus service is in addition to the £846,800 general transport contribution.

### **Site Access**

A detailed plan of the site access is currently being prepared and will be submitted shortly.

### **Co-location of Services**

This application seeks outline planning permission with all matters reserved except access. Therefore, the location of services is not being decided at this stage although a parameters plan has been submitted to provide an indication of the site layout. The applicant is happy to discuss location of services within reason.

I look forward to hearing from you so that we can move these issues forwards with a view to reaching agreement on highways and transport matters.

Kind Regards

**Amy Waites**

Principal Transport Planner

**SBA**

Ropemaker Court, 11-12 Lower Park Row, Bristol, BS1 5BN

**Tel:** +44 (0)117 244 0502

**Fax:** +44 (0)117 925 4239

**Mob:** +44 (0)7881 863545

**www.sbax.co.uk**

.....

WYG Environment Planning Transport Limited. Registered in England number: 3050297. Registered Office: Arndale Court, Otley Road, Headingley, Leeds, West Yorkshire LS6 2UJ VAT No: 431-0326-08



---

This message contains confidential information and is intended only for the recipient. If you are not the recipient you should not disseminate, distribute or copy this e-mail. Please notify the sender immediately by e-mail if you have received this e-mail by mistake and delete this e-mail from your system. E-mail transmission cannot be guaranteed to be secure or error-free as information could be intercepted, corrupted, lost, destroyed, arrive late or incomplete, or contain viruses. The sender therefore does not accept liability for any errors or omissions in the contents of this message, which arise as a result of e-mail transmission. If verification is required please request a hard-copy version.

---

This email, including attachments, may contain confidential information. If you have received it in error, please notify the sender by reply and delete it immediately. Views expressed by the sender may not be those of Oxfordshire County Council. Council emails are subject to the Freedom of Information Act 2000.

<http://www.oxfordshire.gov.uk/emaildisclaimer>