

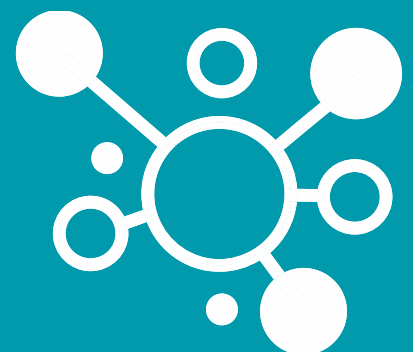
Client:  
**Richborough Estates Ltd**

Project:  
**Upper Heyford**

Project No:  
**T19562**  
Report Title:  
**Transport Assessment Scoping Report**

Prepared by: ML  
Authorised by: JP  
Rev:  
Date: 24/02/2021

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# 1.0 Introduction

## Background

- 1.1 Hub Transport Planning Ltd has been commissioned by Richborough Estates Ltd to provide transport advice for a proposed residential development on land off Camp Road, Upper Heyford.
- 1.2 The development will comprise up to 190 dwellings; the site location is shown on **Figure 1.1**.

## Structure of the Report

- 1.3 This report is a Transport Assessment Scoping Report (TASR) and sets out the intended geographical and technical scope for the Transport Assessment (TA) report that will accompany the planning application for the proposed development.
- 1.4 It is intended that this report will be submitted to Oxfordshire County Council (OCC) as Highway Authority for comment and agreement.
- 1.5 Following this introduction, the report is set out as follows:
  - Section 2.0 – Background Information
  - Section 3.0 – Access Strategy
  - Section 4.0 – Trip Generation and Assignment
  - Section 5.0 – Traffic Impact and Analysis
  - Section 6.0 – Sustainable Travel

## Limitations of the Report

- 1.6 This report has been undertaken at the request of the Richborough Estates Ltd, thus should not be entrusted to any third party without written permission from Hub Transport Planning Ltd. However, should any information contained within this report be used by any unauthorised third party, it is done so entirely at their own risk and shall not be the responsibility of Hub Transport Planning Ltd.
- 1.7 This report has been compiled using data from several external sources (such as TRICS and public transport information); these sources are considered to be trustworthy and therefore the data provided is considered to be accurate and relevant at the time of preparing this report.

## 2.0 Background Information

### Site Location and Highway Network

- 2.1 The site is located on the eastern edge of Upper Heyford and borders the currently proposed Heyford Park sustainable urban extension (SUE) on the former RAF airfield site. The site is bounded by Camp Road to the south, Chilgrove Drive to the east, the proposed commercial area of the Heyford Park development to the north, and a rural track to the west with the proposed Pye Homes development beyond.
- 2.2 Camp Road runs along the southern site frontage, from which the site will take access; Camp Road is the main through road for Upper Heyford, connecting the settlement with the wider highway network. It is subject to a 30mph speed limit and currently c.6.0m in width.
- 2.3 At present, footways are provided on both sides of the Camp Road carriageway west from Larsen Road; these continue into the settlement with dropped kerb and tactile paving crossing points across junctions.
- 2.4 The Camp Road/Chilgrove Drive junction to the east of the site is to be upgraded and changed into a signalised staggered junction as part of the Heyford Park development. This involves the realignment of Chilgrove Drive to the east and realignment of the bridleway across Camp Road, as well as the incorporation of pedestrian, cyclist, and equestrian facilities at the junction crossings.
- 2.5 Camp Road connects westwards to the B4030 beyond the settlement limits at Lower Heyford, then to the A4260 at Hopcrofts Holt c.6.4km from the site. East of the site, Camp Road connects to the B430 to the east and southeast of the site.
- 2.6 The B430 links northeast of the site onto the M40 at junction 10, whilst the B430/B4030 junction at Middleton Stoney provides further connection to the local urban areas of Bicester and Oxford.

### Base Traffic Data

- 2.7 The requirement for traffic counts will be discussed with the Local Highway Authority (LHA) in due course.
- 2.8 However, at this stage we would suggest that count data can be utilised from the TA carried out for the Heyford Park development (ref: 18/00825/HYBRID), which included all the junctions along Camp Road plus additional off-site junctions.
- 2.9 In addition, it is considered likely that the proposed development will need to be assessed via the strategic model for the area; further discussion with the LHA in respect of this, will be required in due course.

### Highway Safety

- 2.10 An initial review of personal injury accident (PIA) data has been undertaken using the Crashmap website; a plan indicating the number of accidents that have been recorded in the vicinity of the site over the past five-year period is included as **Appendix A**.
- 2.11 One PIA has been recorded on Camp Road east of the site within the main settlement area. This incident was classified as slight.
- 2.12 Two PIAs were recorded along the unnamed road away from any junctions southeast of the site. These were both classified as slight.

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- 2.13 Two PIAs were recorded at the junction with the B4030 and the unnamed road. Both classified as slight.
  - 2.14 East of the site, two PIAs occurred around the B430 junction with the eastern unnamed road from Camp Road. One of these was classified as severe and the other as slight.
  - 2.15 One further PIA of note occurred further along the B4030 in towards Middleton Stoney. This occurred away from any junction and was classified as slight. No PIAs occurred in Middleton Stoney at the B430/B4030 junction.
  - 2.16 A few additional PIAs have occurred along the B4030 between Lower Heyford and Middleton Stoney around Caulcott, a couple of these being classified as severe. However, these are on a section of the local highway network unlikely to be used by traffic to/from the site.
  - 2.17 The TA report will consider the PIAs across the network in further detail, utilising data obtained from the LHA; however, given the likely split of development traffic, the accident data does not give rise to any concerns at this stage.

## 3.0 Access Strategy

### Proposed Vehicular Access

- 3.1 The proposed site access junction will take the form of a new priority T-junction off Camp Road, approximately 100m to the west of the Camp Road/Chilgrove Drive junction.
- 3.2 The site access drawing is shown on **Drawing T19562.SK03**.
- 3.3 The design has been set out in line with OCC's Residential Road Design Guide; swept path analysis will be completed using vehicle tracking software and will demonstrate that the proposed access junction is suitable and can accommodate all traffic movements safely.
- 3.4 At this stage, visibility splays of 59m are shown in both directions at the access junction, which is in line with MfS standards for a road subject to a 30mph speed limit.
- 3.5 The site access drawing also shows the Camp Road traffic-calming features that have been agreed as part of the wider Heyford Park development; in order to incorporate the proposed site access junction and continuous footway provision into Upper Heyford, the western narrowing will need to be moved around 6.0m to the east of the current agreed location.

### Proposed Pedestrian/Cycle Access

- 3.6 The narrowing of the carriageway will allow for an extension to the footway provision at the northern side of the carriageway. This footway on Camp Road will connect into the site behind the hedgerow before merging with the carriageway. A dropped kerb crossing point is proposed to allow access to the eastern side of the carriageway.
- 3.7 A zebra crossing point is to be provided to the west of the site access where the narrowing occurs. This will connect to the new footway/cycleway provision on the southern side of Camp Road which continues eastward.
- 3.8 Pedestrian/cycle links are proposed from within the site onto the adjacent off-road routes. Two links are proposed east of the site onto Chilgrove Drive, which will become a bridleway as part of the Heyford Park development. These will further link south to the new staggered signal junction and north into the Heyford Park development.
- 3.9 An additional footway access is proposed to the west, this will link into the open area where the rural track is currently present, this has the possibility to connect into the Pye Homes development as well as south onto Camp Road and north into the Heyford Park development.

### Relevant Transport Policy

- 3.10 The Transport Assessment will include a summary of transport policy, at a local, regional, and national level relevant to the development proposal.

## 4.0 Trip Generation and Assignment

### TRICS Assessment

- 4.1 The traffic generation for the proposed residential development has utilised the agreed trip rates from within the Heyford Park TA, which have been accepted by the LHA.
- 4.2 The resulting forecast trip generation of the site is presented in **Table 1**.

**Table 1 – Trip Rates (using 18/00825/HYBRID application) – Residential All Purposes**

Peak Period	Trip Rate (per dwelling)		Trips (190 dwellings)		Total
	In	Out	In	Out	
AM	0.147	0.452	28	86	<b>114</b>
PM	0.319	0.165	61	31	<b>92</b>

NB: AM peak is 08:00-09:00, PM peak is 17:00-18:00; trips have been rounded.

- 4.3 The traffic generation detailed in **Table 1** above indicates that the proposed development is forecast to generate 114 two-way vehicle trips in the AM peak and 92 two-way vehicle trips in the PM peak.
- 4.4 This equates to less than two vehicles every minute on the local highway network during each peak period (two-way).

### Traffic Distribution and Assignment

- 4.5 The distribution and assignment of the forecast development traffic has also been taken from the Heyford Park TA and applied to the proposed development.
- 4.6 The methodology utilised 2011 Census journey to work data for MSOA Cherwell 10; it should be noted that we have used the residential assignment only (as the Heyford Park TA also included significant employment and other uses).
- 4.7 The resulting distribution across the highway network is provided in **Table 2** overleaf.



**Table 2 – Distribution of Residential Car Driver Trips (18/00825/HYBRID)**

Destination	Residential % Car Trips
M40 (N)	16.1%
M40 (S)	7.3%
A43 (N)	18.5%
A34 (S) (Middleton Stoney)	16.1%
B4030 (Bicester Outskirts)	1.5%
A4260 (N)	13.1%
A4260 (S)	13.1%
B4030 (W)	3.1%
Middleton Stoney Rd (Bicester)	8.3%
B4027 (W)	2.9%

4.8 The distribution is shown on **Figure 4.1**.

4.9 A detailed junction assignment (to inform traffic turning movements) will be carried out as part of the TA, once the distribution has been agreed with the LHA.

## 5.0 Traffic Impact and Analysis

- 5.1 At this stage, we are aware that the Heyford Park utilised a strategic area model to determine development traffic impacts and inform more detailed analysis.
- 5.2 We would expect that the proposed development can be inserted into the same strategic model for the relevant modelling scenarios, to then inform the individual junction assessment work necessary.
- 5.3 This is to be defined and agreed with the LHA in due course, including the analysis scenarios and future years to be assessed.

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## 6.0 Sustainable Travel

- 6.1 The proposed development site is located close to a number of services within the village of Upper Heyford, including an 'all-through' school (ages 4 to 19), a Sainsbury's Local foodstore, and public houses; all of which are located to the west of the site.
- 6.2 The Heyford Park development will introduce new retail facilities, a medical centre, employment, community buildings, and sports facilities; thus providing a highly sustainable settlement once all of the development is completed.
- 6.3 A new public transport strategy is also proposed as part of the Heyford Park development, improving the current provision of buses to Bicester and Oxford, and ensuring sustainable travel is a realistic possibility for new residents.
- 6.4 A proportion contribution towards the public transport strategy is expected and will be discussed with the LHA in due course.
- 6.5 A full sustainability appraisal will be included as part of the TA; this will include a full review of all local facilities in the vicinity of the site, along with access to the site via sustainable travel modes (walking, cycling, bus, and rail services).

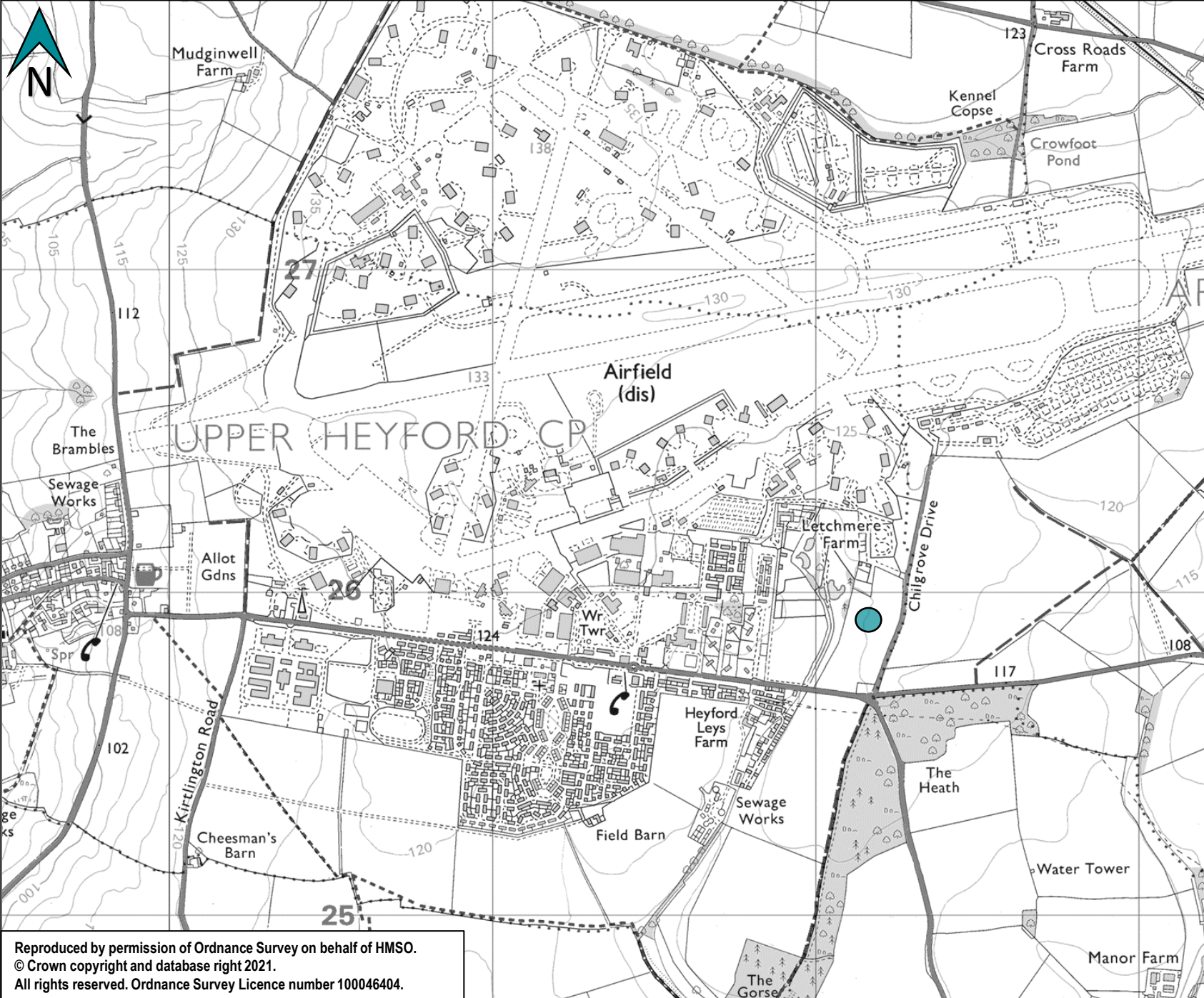
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**T19562**  
**Upper Heyford**



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## Figures



**Legend**

● Site



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Not to Scale  
 Upper Heyford  
**Figure 1.1 – Site Location**



**Legend**

- Site

hub  
TRANSPORT PLANNING LTD

Not to Scale  
Upper Heyford  
**Figure 4.1 – Traffic Distribution**

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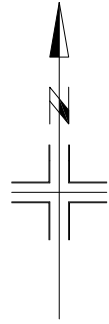
**T19562**  
**Upper Heyford**



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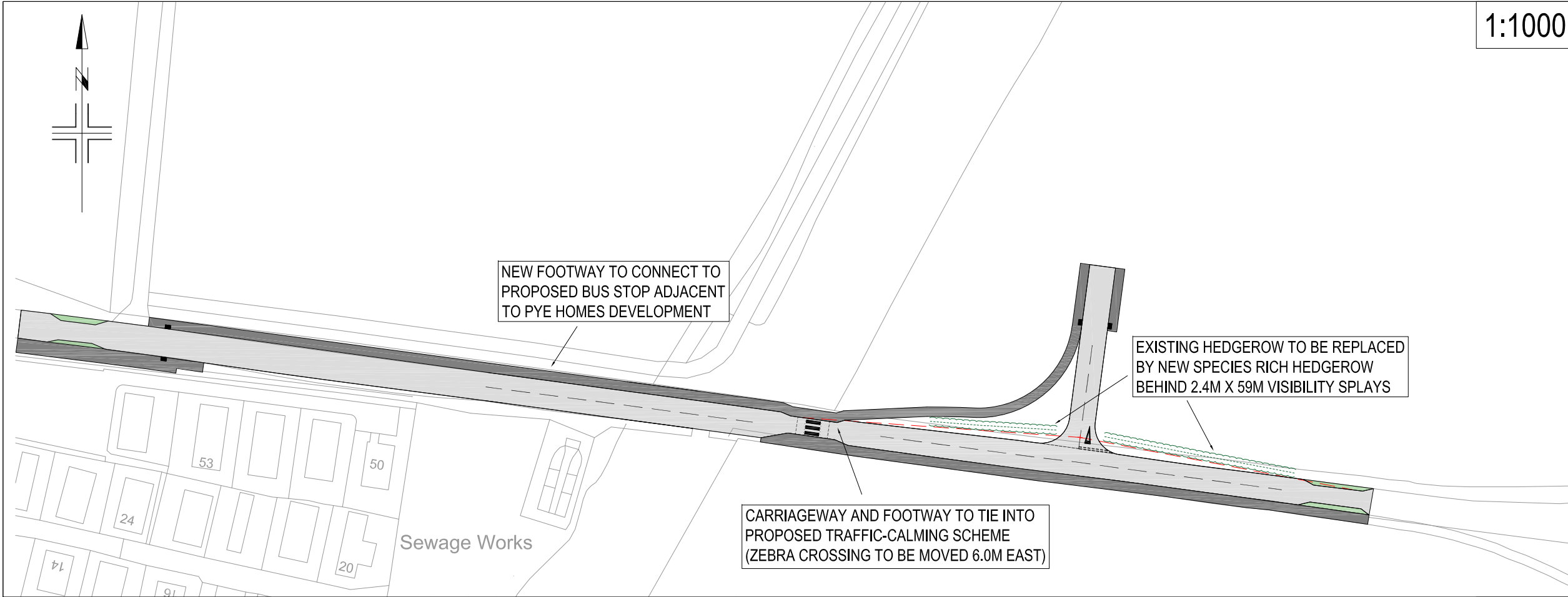
## **Drawings**



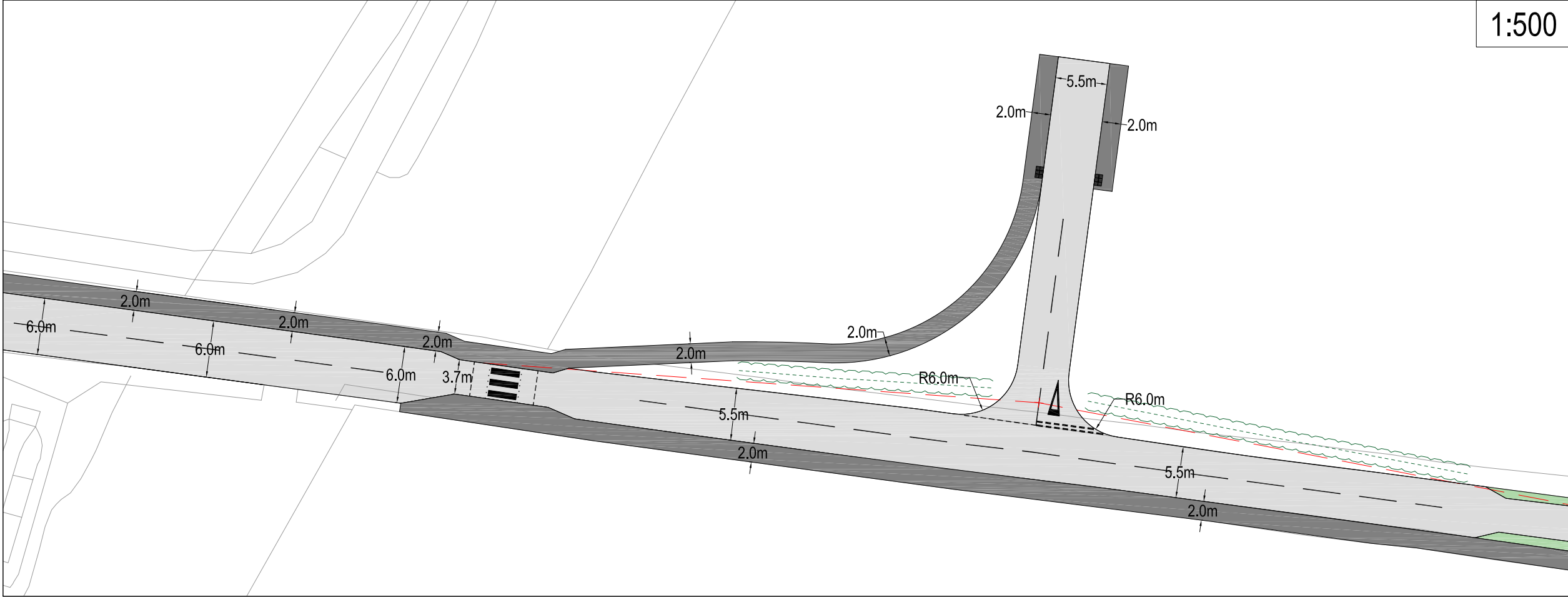


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1. THIS DRAWING IS NOT TO BE SCALED FOR CONSTRUCTION PURPOSES.
2. THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AND LEVELS ON SITE.



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CLIENT  
**RICHBOROUGH ESTATES**

PROJECT  
**UPPER HEYFORD**

TITLE  
**REVISED SKETCH SITE ACCESS WITH VISIBILITY SPLAYS AND CALMING**

DRAWN JP	AUTHORISED GM	SCALE AS SHOWN	SHEET SIZE A3	DATE 07.12.20
PROJECT NO. T19562		DRAWING NO. SK03		REV -

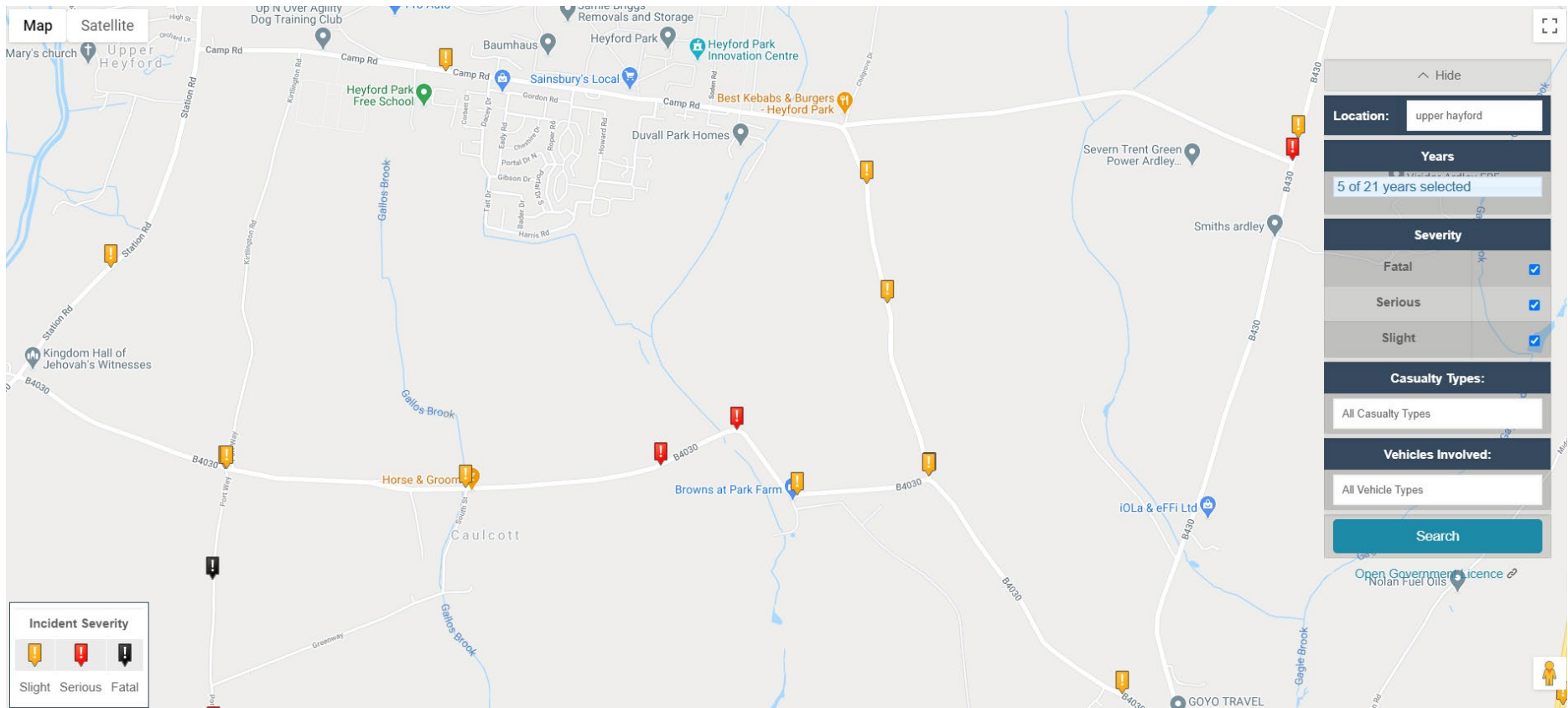
**T19562**  
**Upper Heyford**



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## Appendix A

### Crashmap Data



Source: Crashmap.co.uk, Google Maps (2021).