ADDERBURY SPORTS FIELD

Transport Statement

JNY9694-02
Transport Statement
Version 02
01 November 2019

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Document Status					
Version	**Purpose of document**	**Authored by**	**Reviewed by**	**Approved by**	**Review date**
JNY9694-02	Transport Statement	Charles Montgomerie	David Archibald	David Archibald	31 October 2019

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1 INTRODUCTION

Background

1.1 RPS has been commissioned by Adderbury Parish Council (the "Applicant") to produce a Transport Statement (TS) to support a full planning application for a proposed change of use of agricultural land to sport/recreation and community use at land north of Milton Road (the 'Site'), located at Adderbury, Oxfordshire. The location of which is shown on Figure 1.

1.2 It sets out the accessibility and sustainable transport options, movement and the associated trip generation.

1.3 It also addresses the 19/00166/PREAPP Cherwell District Council response in relation to Highway Safety.

The Site

1.4 The

1.5 proposed Adderbury Sports / Recreation Ground is located approximately 900 metres to the west of the centre of the village of Adderbury, Banbury. The proposed site is located to the north of Milton Road and is currently undeveloped land. Milton Road connects to Berry Hill Road and the A4260 in the east, which provides a link to Bodicote and Banbury in the north and Deddington in the south. Milton Road also connects the site to Milton and Bloxham in the west. The location of the site is illustrated in both a local and strategic context on **Figure 1**.

1.6 The proposed site is currently accessed from Milton Road via a gated farm access.

The Development Proposals

1.7 The development includes proposals for two large sports pitches, one of which can be separated into two, a cricket pitch, which overlaps the sports pitches, a multi-use games area (MUGA) and a building area for use as a village hall, meeting rooms, badminton court and changing area.

1.8 It will also provide a car park for 141 spaces of which 9 spaces are dedicated for disabled use, with 53 spaces classed as overflow spaces. The site will also include space for a minibus area, 4 motorcycle spaces and 20 pedal cycle spaces (10 "Sheffield" style stands).

1.9 The site layout is included at **Appendix 1.**

Report Structure

1.10 This report considers the existing transport opportunities available at the proposed development site and assesses the proposed person and vehicular trip generation together with parking demand. The report is structured as follows:

- **Section 2** - Reviews the existing conditions at the site and surrounding transport networks. This focuses on the accessibility of the site by non-car means and the prevalence of public transport services;

- **Section 3** – Sets out the proposed development;
- **Section 4** - Sets out the relevant policy and guidance in relation to the development;
- **Section 5** – Reviews the likely person trip traffic generation of the site and considers its impact on the local transport network; and
- **Section 6** – Provides a summary of the report and conclusions.

1.11 This Transport Statement has been prepared in line with the 'National Planning Policy Framework' (NPPF), published by the Department of Communities and Local Government (DCLG) in June 2019, and 'Planning Practice Guidance (PPG): Travel Plans, Transport Assessments and Statements in Decision-Taking', also published by the DCLG in March 2014.

1.12 It is concluded the site will not lead to a severe impact or unacceptable impact on highway safety on the local transport network and there are no transport or highways related reasons for not permitting the development.

2 EXISTING SITUATION

Introduction

2.1 This chapter outlines the existing highway and sustainable transport network available in the vicinity of the proposed development site.

2.2 It considers the site location and the existing local highway, pedestrian, cycle and public transport networks, with particular regard to the accessibility of the site in relation to public transport stops and local service provision.

Site and Surroundings

2.3 The proposed Adderbury Sports/Recreation Ground is located approximately 900 metres to the west of the centre of the village of Adderbury, Banbury. The proposed site is located to the north of Milton Road and is currently undeveloped land. Milton Road connects to Berry Hill Road and the A4260 in the east, which provides a link to Bodicote and Banbury in the north and Deddington in the south. Milton Road also connects the site to Milton and Bloxham in the west.

2.4 The proposed site is bounded to the west by the Ball Colegrave Horticultural Company, to the north by undeveloped land and residential development in the east, with Milton Road to the south, as shown on **Figure 1.**

Highway Network

2.5 The proposed site will be accessed from Milton Road. It is a single carriageway road and is approximately 6.5 metres in width. Milton Road is a derestricted single carriageway road with verges on both sides, leading to Adderbury in the east, Milton and Bloxham in the west. It is predominantly subject to a 60mph speed limit, reducing to a 30mph speed limit upon entering Adderbury. The speed limit is 30mph adjacent to the proposed site access. It also reduces to a 40mph speed limit through Milton and 30mph when entering Bloxham. There are no parking restrictions and street lighting is not provided along the route. There are wide verges along the site frontage.

2.6 Milton Road connects to Berry Hill Road within Adderbury and forms the major arm of a simple priority T-junction with Horn Hill Road which leads to the centre of Adderbury. Along the majority Milton Road there are no footways until entering Adderbury whereupon the local pedestrian network begins on the north side of the carriageway, leading into Adderbury along Horn Hill Road.

Pedestrians

2.7 Paragraph 2.3 of the Design Manual for Roads and Bridges TD91/05 'Provision for non-motorised users' states: 'walking is used to access a wide variety of destinations including educational facilities, shops, and places of work, normally within a range of up to 2 miles'. Such a distance captures the entirety of the local urban and residential area of Adderbury.

2.8 The footway on the northern side Milton Road, along the frontage of the residential development approximately opposite the junction with St. Marys Road, provides the nearest pedestrian link into Adderbury from the site. It connects to the pedestrian footway along Horn Hill Road,

whereupon the pedestrian network continues along Horn Hill Road into the local residential areas of Adderbury.

2.9 There are no existing public rights of way (PRoW) running through the proposed site. Within the vicinity of the proposed site there is a footpath to the north which leads west into Milton from Adderbury. There is also a footpath to the south of the site linking Adderbury to Barford St. John in the southwest. There are other public footpaths within the vicinity of the site through Adderbury, these routes allow for greater access from Adderbury to local villages and the surrounding countryside.

Cycling

2.10 Cycling is considered to be a reasonable alternative to the car over short journeys. Former government policy (PPG13) has indicated that cycling can be an effective form of travel for journeys up to five kilometres. This is supported in more recent government lead research the 'Smarter Choices Programme' which has proven that significant levels of modal shift can be achieved for journeys up to this distance.

2.11 There are no dedicated cycleways provided at or adjacent to the site. Accordingly, cyclists are required to cycle on the carriageway. The closest National Cycle Route to the proposed site is Cycle Route 5. It passes through Bodicote to the north of Adderbury, around 5 kilometres to the north of the site. This routes to Banbury in the north and Bloxham in the west.

Bus

2.12 The nearest bus stops to the site are located on Horn Hill Road, approximately 300 metres east of the proposed site. These bus stops are served by the S4 bus service.

2.13 This service provides a connection to local villages together with Oxford and Banbury.

2.14 The bus timetables services are summarised in **Table 2.1.**

Table 2.1: Bus Services and Frequencies

			Weekday (per hour)					Weekend (per hour)	
			AM Peak	Off Peak	PM Peak	First	Last	Sat	Sun
S4	West Adderbury, Oak Tree	**Stagecoach Oxfordshire:** Oxford - Banbury	1	1	1	06:11	21:15	1	8 per day
S4	West Adderbury, Oak Tree	**Stagecoach Oxfordshire:** Banbury - Oxford	1	1	1	06:13	19:07	1	7 per day

Source: Traveline (October 2019)

Air Quality Management Areas (AQMA)

2.15 The Department for Environment, Food and Rural Affairs website (https://uk-air.defra.gov.uk/aqma) has been accessed to ascertain whether there is an AQMA within the

vicinity of the site. There are no AQMA within the Adderbury area or in the vicinity of the site. It considered that the scheme would not have a material impact on air quality.

Observed Traffic Flows

2.16 Automatic Traffic Counter (ATC) data has been provided for Milton Road, to the south of the proposed site. The ATC data has been taken from data available from within the public domain, from the 15/02359/OUT Land to the South of Milton Road, Adderbury planning application. The ATC recorded fully classified vehicle movements and speeds, over a 7-day period 5 March 2016 to 11 March 2016. The full outputs of these results are included at **Appendix 2.**

2.17 **Table 2.2** shows the 24-hour period for an average weekday, Saturday and Sunday, at Milton Road.

Table 2.2: Observed Traffic Flows on Milton Road

	Typical Weekday			Saturday			Sunday		
Hour	North bound	South bound	Two-way	North bound	South bound	Two-way	North bound	South bound	Two-way
00:00- 01:00	2	5	8	10	11	21	8	21	29
01:00- 02:00	1	4	5	6	6	12	3	7	10
02:00- 03:00	2	2	4	1	3	4	5	3	8
03:00- 04:00	5	3	8	6	7	13	2	3	5
04:00 -05:00	8	3	11	1	4	5	1	3	4
05:00 -06:00	40	12	52	4	8	12	5	2	7
06:00- 07:00	118	34	152	26	12	38	11	8	19
07:00-08:00	258	173	432	64	53	117	20	27	47
08:00-09:00	318	254	572	112	80	192	52	57	109
09:00-10:00	169	130	299	134	103	237	96	63	159
10:00-11:00	113	113	226	119	146	265	130	117	247
11:00-12:00	121	115	236	142	114	256	143	145	288
12:00-13:00	113	130	242	163	150	313	155	166	321
13:00-14:00	142	141	284	141	134	275	129	133	262
14:00-15:00	136	169	305	144	158	302	113	113	226
15:00-16:00	182	195	377	145	144	289	123	130	253
16:00-17:00	203	252	456	123	134	257	119	147	266
17:00-18:00	205	304	508	75	139	214	141	113	254
18:00-19:00	146	199	345	90	124	214	99	77	176
19:00-20:00	83	120	203	52	70	122	69	75	144
20:00-21:00	46	77	123	40	43	83	47	62	109
21:00-22:00	51	53	103	35	38	73	19	42	61
22:00-23:00	23	33	56	16	34	50	14	11	25
23:00-24:00	13	27	40	28	33	61	7	12	19

Source: 15/02359/OUT Land to the South of Milton Road, Adderbury planning application

2.18 **Table 2.2** above shows that the peaks and daily flows are higher for an average weekday compared to the Saturday and Sunday recorded. This is true for both northbound and southbound movements together with the total flow and the HGV flow of vehicles.

2.19 On an average weekday there were 572 and 508 two-way vehicle movements during the peak hours of 08:00-09:00 and 17:00-18:00 respectively, with a daily (12-hour) flow of 5047 two-way vehicle movements.

2.20 On the weekend beginning with Saturday there were 313 two-way vehicle movements during the peak hour of 12:00-13:00 with a daily flow of 3425 two-way vehicles. On Sunday there were 321 two-way vehicle movements during the peak hour of 12:00-13:00 with a daily flow of 3048 two-way vehicle movements.

Road Safety

2.21 Personal Injury Accident (PIA) data has been obtained from Crashmap for the latest available 5-year period, for the period between 01 June 2014 and 31 June 2018.

2.22 The study area included 500m to the west of the proposed site, along Milton Road and to the east where Horn Hill Road forms a T-junction with Milton Road and Milton Road connects to Berry Hill Road.

2.23 There have been no injury accidents recorded within the study area, during the five-year analysis period.

2.24 Therefore, it is considered that there are no deficiencies in the design of the highway network and that there are therefore no prevailing highway safety issues that need to be addressed within the area of scope. Thus, highlighting that are no existing highway safety issues along the adjacent network.

Summary

2.25 This section has demonstrated that there are good opportunities to provide foot, bicycle and public transport accessibility for the site, as promoted in Section 3, which is in accordance with local and national objectives. This section has also shown that traffic flows are low and there are no road safety issues.

3 DEVELOPMENT PROPOSALS

Introduction

3.1 This section covers the proposed development of a sport / recreation ground and community building to be located to the west of Adderbury and associated car park. The site layout plan shows this could provide up to 141 car parking spaces.

3.2 This section describes the proposed development, as shown on the illustrative masterplan at **Appendix 1.**

3.3 The section also addresses the 19/00166/PREAPP Cherwell District Council response in relation to highway safety.

Context

3.4 The development includes proposals for two large sports pitches, one of which can be separated into two, a cricket pitch, which overlaps the sports pitches, a MUGA and a building area for use as a village hall, meeting rooms, badminton court and changing area.

3.5 It will also provide a car park for 141 spaces of which 9 spaces will be dedicated for disabled use, with 53 spaces classed as overflow spaces. The site will also include a minibus area, 4 motorcycle spaces and 20 pedal cycle spaces.

3.6 The vehicle access to the proposed site will be taken from Milton Road.

3.7 The proposed site will be linked to the wider pedestrian network of Adderbury through a pedestrian footpath on its eastern side, and subsequently routing along the north side of Milton Road.

Vehicular Access Arrangements and Parking

3.8 Vehicular access to the proposed site will be taken via a new proposed simple priority junction from the northern side of Milton Road.

3.9 Swept path analysis has been undertaken of the proposed access. This ensures that vehicles can turn through the junction simultaneously whilst passing each other and thus have no impact upon the safe operation of Milton Road. This is shown at Appendix 3 on Drawings JNY9694-01, JNY9694-02, JNY9694-05, where geometries can accommodate the everyday turning movements of minibuses and cars. A refuse vehicle is also shown using the access at Appendix 3 on Drawing JNY9694-03 and JNY9694-04. The visibility spays for the access are in accordance with Manual for Streets 2.

3.10 The 19/00166/PREAPP response from Cherwell District Council stated that:

"The layout of the internal roadways shown on the Proposed Site Plan does not appear to be adequate to allow a Refuse Collection Vehicle (RCV) to turn so that it may exit in a forward gear. A turning head must be designed using swept path analysis to ensure that the manoeuvre is possible, as the RCV must not reverse out to Milton Road. CDC currently uses the Dennis Eagle

OL-23W 6x2RS model of RCV. The site layout should also consider where the refuse and recycling bins are to be stored and how they will be reached by the RCV."

3.11 Swept path analysis has been undertaken of the internal roadways on the proposed site plan for the refuse vehicle, Dennis Eagle OL-23W 6x2RS model, stated as currently in use by Cherwell District Council. This is shown at Appendix 3. As shown the internal roadways are adequate to allow a refuse vehicle to turn and thus exit in forward gear, thus ensuring the refuse vehicle will not reverse out onto Milton Road or perform the turn in the vicinity of the proposed access.

3.12 The site layout also considers the location of the refuse and recycling bins, which are placed adjacent and to the south of the internal road network, along the route shown at Appendix 3, Drawing JNY9694-03 and JNY9694-04 of the refuse vehicle. The location of the bin area is placed approximately 20m to the west of the proposed access, to ensure the refuse vehicle does not stop in the vicinity of the proposed access.

3.13 It is proposed for the car park to adopt a one-way system, as such the proposed car park has been subject to swept path analysis for cars. Cars are shown entering, circulating the internal carriageway and exiting the car park. This is shown at Appendix 3, Drawings JNY9694-05, to ensure they will not need to reverse back towards the access on the internal carriageway. There will be grasscrete or similar which will allow cars to access the overflow parking.

3.14 The 19/00166/PREAPP response from Cherwell District Council stated that:

"Parking spaces must be a minimum of 5.0m long x 2.5m wide, or 2.7m wide if beside a wall or hedge etc. that causes an obstruction. An area should be marked out to allow minibuses to turn. Landscaping must take account of inter-visibility between cars and pedestrians – vegetation should not be allowed to grow more than 0.6m above ground level where it is in a visibility splay."

3.15 The layout of the car park has been designed to ensure cars can pass one another in either direction in the vicinity of the proposed access. The location of parking is located 20m away from the proposed access to ensure that if vehicles are manoeuvring in or out of car parking spaces there will be no queuing back onto the public highway. The dimensions of a car parking space and a disabled car parking space are 2.5m x 5.0m in accordance with the relevant guidance. The one-way system ensures that cars will not need to reverse along the internal carriageway in order to exit the parking area. There is an area for minibuses provided to the east of the MUGA.

3.16 The provision of 141 car parking spaces has been calculated based upon user demand in Section 5. 88 spaces are provided for everyday use with a further 53 spaces provided for peak days in an overflow capacity.

Cycle and Motorcycle Parking

3.17 The 19/00166/PREAPP response from Cherwell District Council stated a comment from OCC highways in which the highways officer states:

"According to the Transport Statement submitted with application no. 18/00220/F, there will be spaces for 20 cycles, which will ideally be secured to "Sheffield" stands."

3.18 20 cycle spaces will be provided on site within the vicinity of the building area, which will be easily accessible. The cycles will be secured to "Sheffield stands", Appendix 1 shows 10 Sheffield

stands to the east of the building area (2 cycle spaces are provided per Sheffield stand). 4 Motorcycle spaces will also be provided in the car park to the east of the building area.

Disabled Parking

3.19 The disabled parking has been calculated based on the full amount of parking spaces, 141, based on the peak use. Thus, 9 spaces are dedicated for disabled use.

Servicing

3.20 Servicing the site, for example refuse/recycling collections, is proposed to utilise the proposed priority junction with Milton Road.

Construction Traffic

3.21 During construction of the building area, any vehicles associated with the construction will be managed to minimise traffic disruption and impact on local amenity. Construction traffic will be managed as follows:

3.22 Deliveries to the site will be made outside road network peak hours where possible:

- Manage routing of heavy goods vehicles to ensure that suitable roads are used;
- Where possible deliveries will be consolidated to reduce the number of tips; and
- Appropriate routing signage will be erected for construction vehicles to the site.

4 TRANSPORT POLICY

Context

4.1 This section summarises the relevant national, regional and local transport policy which sets the policy context for the report.

National Policy

National Planning Policy Framework (June 2019)

4.2 The National Planning Policy Framework (NPPF) was updated in June 2019 and sets out national policy for delivering sustainable growth and development. The updated NPPF replaces the previous National Planning Framework published in March 2012 and revised in July 2018. The NPPF aims to make the planning system less complex and more accessible. The NPPF sets out the Government's planning policies for England and how these are expected to be applied. In terms of transport the objectives outlined in NPPF are set out in paragraph 102:

"Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:
a) the potential impacts of development on transport networks can be addressed;
b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
c) opportunities to promote walking, cycling and public transport use are identified and pursued;
d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places."

4.3 When determining planning applications, Paragraph 108 of the NPPF states 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."

4.4 Paragraph 109 states:

"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."

4.5 Having regard to the above objectives, the proposed development's access and movement will ensure that the development is connected to the adjacent community and sustainable travel network.

Planning Practice Guidance (March 2014)

4.6 The Planning Practice Guidance (PPG) was published in March 2014. Planning Practice Guidance (PPG) - Travel Plans, Transport Assessments and Statements in Decision-Taking provides a concise report on the use and importance of Transport Assessments / Statements and Travel Plans.

4.7 The guidance states that Transport Assessments / Statements and Travel Plans can positively contribute to:

- "encouraging sustainable travel;
- lessening traffic generation and its detrimental impacts;
- reducing carbon emissions and climate impacts;
- creating accessible, connected, inclusive communities;
- improving health outcomes and quality of life;
- improving road safety; and
- reducing the need for new development to increase existing road capacity or provide new roads." (Paragraph 006).

4.8 The guidance states that Transport Assessments / Statements and Travel Plans should be proportionate to the size and scope of the proposed development, be tailored to particular local circumstances and be established at the earliest practicable possible stage of a development proposal.

4.9 The guidance continues by stating that these reports should be brought forward through collaborative ongoing working between the Local Planning Authority / Transport Authority, transport operators, Rail Network Operators, Highways Agency and other relevant bodies.

4.10 With regard to parking the guidance moves away from the use of maximum parking guidance and states that;

"Maximum parking standards can lead to poor quality development and congested streets; local planning authorities should seek to ensure parking provision is appropriate to the needs of the development and not reduced below a level that could be considered reasonable." (Paragraph 008).

4.11 As the PPG states that Transport Assessments / Statements and Travel Plans should be proportionate to the size and scope of the proposed development, a Transport Statement has been prepared to consider the transport related effects associated with the proposed development.

Local Policy

4.12 National policy on transport and land use establishes broad policy objectives that reflect the Government's aspirations for integrating land development and transport. The role of local

Government is to develop strategies based on specific local social and spatial requirements, which deliver the national aspirations.

4.13 Local strategy with respect to land use and transport is articulated in statutory documents prepared by planning and highway authorities which, for this development, comprise:

- Connecting Oxfordshire: Local Transport Plan (2015-2031);
- Oxfordshire County Council Parking Policy (2014); and
- Adopted Cherwell Local Plan 2011-2031 (Part 1) (2016).

Connecting Oxfordshire: Local Transport Plan (LTP4) (2015-2031)

4.14 The Oxfordshire County Council Local Transport plan (2015-2031) is the fourth Local Transport Plan and sets out the strategy and policy framework for transport in Oxfordshire for 15 years until 2031. The strategy is complemented by a series of implementation plans which each cover a five-year period. They describe the measures that will be delivered over a shorter time period, in accordance with the government's comprehensive spending review period.

4.15 The LTP4 has been developed with three overarching transport goals, which cover the economy, environment and society:

- "To support jobs and housing growth and economic vitality
- To reduce emissions, enhance air quality and support the transition to a low carbon economy
- To protect and enhance Oxfordshire's environment and improve quality of life (including public health, safety and individual wellbeing)."

4.16 To achieve these goals, ten objectives for transport have been developed:

- "Maintain and improve transport connections to support economic growth and vitality across the county;
- Make most effective use of all available transport capacity through innovative management of the network;
- Increase journey time reliability and minimise end-to-end public transport journey times on main routes;
- Develop a high quality, innovative and resilient integrated transport system that is attractive to customers and generates inward investment"
- Minimise the need to travel;
- Reduce the proportion of journeys made by private car by making the use of public transport, walking and cycling more attractive;
- Influence the location and layout of development to maximise the use and value of existing and planned sustainable transport investment;
- Reduce per capita carbon emissions from transport in Oxfordshire in line with UK Government targets;
- Mitigate and wherever possible enhance the impacts of transport on the local built, historic and natural environment;

- Improve public health and wellbeing by increasing levels of walking and cycling, reducing transport emissions, reducing casualties and enabling inclusive access to jobs, education, training and services."

4.17 These objectives support the goals, upon which the structure of the policy section of this document is based. The objectives also guide the area and route strategies and the bus, active and healthy travel and freight strategies that follow the policy section.

4.18 Many of the policies outlined within the document relate to the development however three key policies can be applied directly to the site. Policy 3, states that:

"Oxfordshire County Council will support measures and innovation that make more efficient use of transport network capacity by reducing the proportion of single occupancy car journeys and encouraging a greater proportion of journeys to be made on foot, by bicycle, and/or by public transport."

4.19 Policy 17, states that:

"Oxfordshire County Council will seek to ensure through cooperation with the districts and city councils, that the location of development makes the best use of existing and planned infrastructure, provides new or improved infrastructure and reduces the need to travel and supports walking, cycling and public transport."

4.20 Policy 34, states that:

"Oxfordshire County Council will require the layout and design of new developments to proactively encourage walking and cycling, especially for local trips, and allow developments to be served by frequent, reliable and efficient public transport."

4.21 The development will accord by these policies by including cycle parking and provide a connection from the site to the local pedestrian network from a footway running east from the site access to the centre of the village, on the northern side of the carriageway. The development will also provide a Travel Plan Statement which will set out initiatives and measures, provided before the development is in use, in order to influence travel behaviour and minimise single occupancy car travel at the outset.

Oxfordshire County Council Parking Policy – September 2014

4.22 The Oxfordshire County Council (OCC) Parking Policy sets out OCC's parking guidance for residential and non-residential development. In relation to disabled parking for non-residential developments it states that 6% of the total parking should be disabled parking.

4.23 The proposed site adheres to this policy with 9 of the proposed 141 parking spaces designated as disabled spaces.

Adopted Cherwell Local Plan 2011-2031 (Part 1) (2016)

4.24 The local plan establishes the strategic direction for the development for the Cherwell district in Oxfordshire. It sets out the Council's vision and objectives for the future form of development over the period until 2031. The strategy provides broad guidance on the scale and distribution of development and contains core policies which include addressing transport issues. Cherwell are

preparing a Part 2 to the Adopted Cherwell Local Plan 2011-2031 (Part 1) which will contain non-strategic site allocations and development management policies.

4.25 The spatial strategy for Cherwell summarised is:

- "Focusing the bulk of the proposed growth in and around Bicester and Banbury.
- Limiting growth in our rural areas and directing it towards larger and more sustainable villages.
- Aiming to strictly control development in open countryside."

4.26 There are fifteen strategic objectives and the policies included within the local plan support these. A key strategic objective in relation to the proposed site is SO1O, which states:

"To provide sufficient accessible, good quality services, facilities and infrastructure including green infrastructure, to meet health, education, transport, open space, sport, recreation, cultural, social and other community needs, reducing social exclusion and poverty, addressing inequalities in health, and maximising well-being."

4.27 There are three policies which support this objective with relevance to the proposed site.

4.28 Policy BSC10: Open Space, Outdoor Sport and Recreation Provision summarised highlights that the Council will encourage partnership working to ensure that sufficient quantity and quality of, and convenient access to open space, sport and recreation provision is secured through addressing existing deficiencies in provision through qualitative enhancement of existing provision, improving access to existing facilities or securing new provision.

4.29 Policy BSC 11: Local Standards of Provision - Outdoor Recreation summarised states that provision should usually be made on site in accordance with the minimum standards of provision set out in 'Local Standards of Provision - Outdoor Recreation'. It sets out accessibility standards for outdoor sports provision. This shows that for rural areas in association with football, rugby and cricket pitches a site should be accessible within (10 minutes) 8km travel time. The proposed site in Adderbury is well situated for this role with numerous villages and town within this catchment area.

4.30 Policy Villages 4: Meeting the Need for Open Space, Sport and Recreation recognises that evidence base studies have identified a number of existing deficiencies and future shortfalls in provision in Kidlington and the Rural Areas. The evidence base studies divided the District's Rural Areas into three sub-areas for analysis purposes, Adderbury is located in the rural north sub area. In this area it has been identified that 2 junior pitches, 1 mini-soccer pitch and 2 cricket pitches, are required to be provided to meet needs to 2026. The proposed site will help to fulfil part of this need for the rural north sub area.

4.31 In terms of transport, Policy SLE4: Improved transport and connections highlights that all development where reasonable to do so, should facilitate the use of sustainable modes of transport to make the fullest possible use of public transport, walking and cycling. Development which is not suitable for the roads that serve the development and which have a severe traffic impact will not be supported. Due to the nature of the proposed site walking will be encouraged from Adderbury through the proposed footway linking the site to the wider pedestrian network. The provision of 20 cycle spaces, more than would be predicted through the modal split (shown in **Section 5**), will encourage a modal shift of an increase in cycling. As shown in **Section 5** the development will not have a severe traffic impact upon the local roads.

Summary

4.32 To summarise, the relevant transport related policies to the development are as follows:

- NPPF – Sets out policies relating to sustainable development and safe and suitable access. Developments should not be prevented or refused on transport grounds unless the residual impacts of the development are severe;
- PPG – Sets out that documents must demonstrate the site is in a location that is or can be made sustainable;
- Connecting Oxfordshire: Local Transport Plan (LTP4) (2015-2031) - Outlines regional transport policies stating that the region should provide a transport network providing residents with a range of sustainable options to meet their travel needs; and
- Adopted Cherwell Local Plan 2011-2031 (Part 1) (2016) – Sets out a desire to improve the provision and choice of sustainable transport options.

4.33 The development proposals outlined in Section 3 are generally in accordance with these policies.

5 TRIP GENERATION AND MODAL SHARE

Introduction

5.1 This section considers the movement of users to and from the Adderbury Sports/Recreation Ground, the resultant parking demand and the effect of movement upon the local highway and transport networks.

Proposed Trip Generation

5.2 As aforementioned the proposed site will contain two large sports pitches, one of which can be separated into two. A cricket pitch, which overlaps the sports pitches, a MUGA and a building area for use as a village hall, meeting rooms, badminton court and changing areas. To estimate the trip generation of the proposed development, person trip rates for the future use of the Sports/Recreation Ground have been based on a 'first principles' methodology. This has been based on what level of users can be expected based on the different possible uses of the proposed Sports/Recreation Ground.

5.3 To produce a robust assessment, two scenarios have been formed which details the proposed uses of the Sports Ground. The first scenario is the busiest possible day when all operations are in use and the second scenario is a worst-case reasonable day when expected operations are in use together. The scenarios do not take into account use of the cricket pitch as the number of trips resulting from the proposed pitches, which it would overlay, are higher. Thus, supporting a worst-case scenario. Both scenarios are detailed below:

Scenario 1

i. Pitch 1 would be in use on a weekday morning and afternoon for a class of 30 Students and 4 teachers, with a session lasting an hour. In the weekday evenings and at weekends it would be in use for an 11-a-side game of football consisting of a total of 46 people; this includes two teams of 11 players, five reserves per team, two coaches and 10 spectators. The session would last for two hours;

ii. Pitch 3 and 4 would be in use for two games of 7-a-side football (14 users per pitch); which would result in a total of 28 users. The sessions would last for 1 hour;

iii. The MUGA would be in use for a game of 5-a-side football (10 users in total). The sessions would last for 1 hour; and

iv. The Building Area in the weekday morning and afternoon would be in use with classes and societies of 10 users, each session would last 1 hour. In the weekday evening the building area would be used for a drama production for 80 users lasting 2 hours. On the weekend morning and afternoon periods the area would be in use for similar uses as the weekday but for 20 users and sessions would last 2 hours, the evening would also be used for a drama production.

Scenario 2

i. Pitch 1 would be in use on a weekday morning and afternoon for a class of 30 Students and 4 teachers, with a session lasting an hour. In the weekday evenings and at weekends it would be in use for an 11-a-side game of football consisting of a total of 46 people; this includes two teams of 11 players, five reserves per team, two coaches and 10 spectators. The session would last for two hours;

ii. Pitch 3 or 4 would be in use for one game of 7-a-side football (14 users in total). The sessions would last for 1 hour;

iii. The MUGA would be in use for a game of 5-a-side football (10 users in total). The sessions would last for 1 hour; and

iv. The Building Area would be in use with classes and societies of 20 users on a weekday evening and weekend, each session would last 2 hours. On weekday morning and afternoon, classes and societies of 10 users with sessions lasting 1 hour would occur.

5.4 To ensure a robust assessment, full use of the Sports/Recreation Ground has been assumed for Scenario 1. This means that for Scenario 1, there are ongoing bookings throughout the weekday and throughout the weekend, together with bookings in the morning and afternoon on a weekday for Pitch 1 and the Building Area, so as to maximise person trip demand. Given the finite catchment area, such an assumption is highly improbable to occur. However, it does ensure a robust assessment, particularly in terms of parking demand. Scenario 2 will also have ongoing bookings throughout the day, however these are less frequent and with more time in between sessions.

5.5 There are cross over periods of users departing after their session and users arriving for the following session, which could lead to there being a higher number of users on site at any one time. This has been taken account of and is shown in the tables for Scenario 1 and 2. These tables show a worst-case weekday and worst-case weekend day for each Scenario, identifying arrivals, departures, two-way movements and total accumulation of users on the site.

5.6 The total person trip breakdown for each use within Scenarios 1 and 2 are laid out in the tables below and relate to the uses described for each scenario earlier in the section.

Scenario 1

Pitch 1

Table 5.1: Total Person Trips Pitch 1

Arrive	Weekday			Accumulation	Weekend Day			Accumulation
	Arrive	Depart	Two-way		Arrive	Depart	Two-way	
08:00-09:00								
09:00-10:00	34		34	34				
10:00-11:00	34		34	68	46		46	46
11:00-12:00	34	34	68	102				46
12:00-13:00		34	34	68	46		46	92
13:00-14:00	34	34	68	68		46	46	92
14:00-15:00	34		34	68	46		46	92
15:00-16:00	34	34	68	102		46	46	92
16:00-17:00		34	34	68	46		46	92
17:00-18:00		34	34	34		46	46	92
18:00-19:00	46		46	46				46
19:00-20:00				46		46	46	46
20:00-21:00				46				
21:00-22:00		46	46	46				
22:00-23:00								
23:00-24:00								
Daily	250	250	500		184	184	368	

5.7 **Table 5.1** shows that during the weekday 34 users of the pitch every hour could allow for six sessions to take place during the morning and afternoon periods. During the evening period 46 users could use the pitch for one two-hour session. This would equate to 500 daily two-way person trips on a weekday. During the weekend, four two-hour sessions would take place and this would equate to 368 daily two-way person trips. There would be a maximum accumulation of 102 people on site at any one time.

Pitches 3 and 4

Table 5.2: Total Person Trips Pitch 3 and 4

Arrive	Weekday			Accumulation	Weekend Day			Accumulation
	Arrive	Depart	Two-way		Arrive	Depart	Two-way	
08:00-09:00								
09:00-10:00								
10:00-11:00					28		10	28
11:00-12:00					28		10	56
12:00-13:00					28	28	20	84
13:00-14:00					28	28	20	84
14:00-15:00					28	28	20	84
15:00-16:00					28	28	20	84
16:00-17:00					28	28	20	84
17:00-18:00	28		28	28	28	28	20	84
18:00-19:00	28		28	56	28	28	20	84
19:00-20:00	28	28	56	84		28	10	56
20:00-21:00	28	28	56	84		28	10	28
21:00-22:00		28	28	56				
22:00-23:00		28	28	28				
23:00-24:00								
Daily	112	112	224		252	252	504	

5.8 **Table 5.2** shows that during the weekday evening 28 users of the pitch every hour could allow for four sessions to take place and would equate to 224 daily two-way person trips. During the weekend, nine sessions could take place and this would equate to 504 daily two-way person trips. There would be a maximum accumulation of 84 people on site at any one time.

MUGA

Table 5.3: Total Person Trips MUGA

Arrive	Weekday			Accumulation	Weekend Day			Accumulation
	Arrive	Depart	Two-way		Arrive	Depart	Two-way	
08:00-09:00								
09:00-10:00								
10:00-11:00					10		10	10
11:00-12:00					10		10	20
12:00-13:00					10	10	20	30
13:00-14:00					10	10	20	30
14:00-15:00					10	10	20	30
15:00-16:00					10	10	20	30
16:00-17:00					10	10	20	30
17:00-18:00	10		10	10	10	10	20	30
18:00-19:00	10		10	20	10	10	20	30
19:00-20:00	10	10	20	30		10	10	20
20:00-21:00	10	10	20	30		10	10	10
21:00-22:00		10	10	20				
22:00-23:00		10	10	10				
23:00-24:00								
Daily	40	40	80		90	90	180	

5.9 **Table 5.3** shows that during the weekday evening 10 users of the pitch every hour could allow for four sessions to take place and would equate to 80 daily two-way person trips. During the weekend, nine sessions could take place and this would equate to 180 daily two-way person trips. There would be a maximum accumulation of 30 people on site at any one time.

Building Area

Table 5.4: Total Person Trips Building Area

Arrive	Weekday			Accumulation	Weekend Day			Accumulation
	Arrive	Depart	Two-way		Arrive	Depart	Two-way	
08:00-09:00								
09:00-10:00	10		10	10				
10:00-11:00	10		10	20	20		20	20
11:00-12:00	10	10	20	30				20
12:00-13:00		10	10	20	20		20	40
13:00-14:00	10	10	20	20		20	20	40
14:00-15:00	10		10	20	20		20	40
15:00-16:00	10	10	20	30		20	20	40
16:00-17:00		10	10	20				20
17:00-18:00		10	10	10		20	20	20
18:00-19:00	80		80	80	80		80	80
19:00-20:00				80				80
20:00-21:00				80				80
21:00-22:00		80	80	80		80	80	80
22:00-23:00								
23:00-24:00								
Daily	140	140	280		140	140	280	

5.10 **Table 5.4** shows that during the weekday morning and afternoon 10 users of the building area every hour could allow for six sessions to take place. During the weekday evening 80 users could allow for one two-hour session. This would equate to 280 weekday two-way person trips in total. During the morning and afternoon of the weekend, three sessions of 20 users for a two-hour period could take place, together with one session of 80 users for a two-hour session in the evenings. This would equate to 280 daily two-way person trips. There would be a maximum accumulation of 80 people on site at any one time.

Total Scenario 1

Table 5.5: Total Person Trips Scenario 1

Arrive	Weekday			Accumulation	Weekend Day			Accumulation
	Arrive	Depart	Two-way		Arrive	Depart	Two-way	
08:00-09:00								
09:00-10:00	44		44	44				
10:00-11:00	44		44	88	104		104	104
11:00-12:00	44	44	88	132	38		38	142
12:00-13:00		44	44	88	104	38	142	246
13:00-14:00	44	44	88	88	38	104	142	246
14:00-15:00	44		44	88	104	38	142	246
15:00-16:00	44	44	88	132	38	104	142	246
16:00-17:00		44	44	88	84	38	122	226
17:00-18:00	38	44	82	82	38	104	142	226
18:00-19:00	164		164	202	118	38	156	240
19:00-20:00	38	38	76	240		84	84	202
20:00-21:00	38	38	76	240		38	38	118
21:00-22:00		164	164	202		80	80	80
22:00-23:00		38	38	38				
23:00-24:00								
Daily	542	542	1050		666	666	1332	

5.11 **Table 5.5** shows that during the weekday for Scenario 1, 1050 daily two-way person trips would take place. During the weekend, there would be 1332 daily two-way person trips. There would be a maximum accumulation of 246 people on site at any one time. The table also highlights that the busiest period during the weekday in terms of two-way movements would be 18:00-19:00 and 21:00-22:00, falling outside of the PM peak hour, with 164 trips. During the weekend the Sports/Recreation Ground would be also be busiest from 18:00-19:00 with 156 two-way person trips.

5.12 Given the finite catchment area, Scenario 1 is not likely to be representative of 'typical' conditions. It is the busiest possible use for the proposed site and whilst such a high level of users is improbable it is important to assess as a worst case in order to identify maximum parking demand at the site.

Scenario 2

Pitch 1

Table 5.6: Total Person Trips Pitch 1

Arrive	Weekday			Accumulation	Weekend Day			Accumulation
	Arrive	Depart	Two-way		Arrive	Depart	Two-way	
08:00-09:00								
09:00-10:00								
10:00-11:00	34		34	34	46		46	46
11:00-12:00				34				46
12:00-13:00		34	34	34				46
13:00-14:00						46	46	46
14:00-15:00	34		34	34	46		46	46
15:00-16:00				34				46
16:00-17:00		34	34	34				46
17:00-18:00						46	46	46
18:00-19:00	46		46	46				
19:00-20:00				46				
20:00-21:00				46				
21:00-22:00		46	46	46				
22:00-23:00								
23:00-24:00								
Daily	114	114	228		92	92	184	

5.13 **Table 5.6** shows that during the weekday 34 users of the pitch for a one-hour period could allow for two sessions to take place during the morning and afternoon. During the evening period 46 users could use the pitch for one two-hour session. This would equate to 228 daily two-way person trips on a weekday. During the weekend, two two-hour sessions would take place and this would equate to 184 daily two-way person trips. There would be a maximum accumulation of 46 people on site at any one time.

Pitch 3 or 4

Table 5.7: Total Person Trips Pitch 3 and 4

Arrive	Weekday			Accumulation	Weekend Day			Accumulation
	Arrive	Depart	Two-way		Arrive	Depart	Two-way	
08:00-09:00								
09:00-10:00								
10:00-11:00					14		14	14
11:00-12:00								14
12:00-13:00						14	14	14
13:00-14:00								
14:00-15:00					14		14	14
15:00-16:00								14
16:00-17:00						14	14	14
17:00-18:00								
18:00-19:00	14		14	14	14		14	14
19:00-20:00				14				14
20:00-21:00		14	14	14		14	14	14
21:00-22:00								
22:00-23:00								
23:00-24:00								
Daily	14	14	28		42	42	84	

5.14 **Table 5.7** shows that during the weekday evening 14 users of the pitch for a one-hour session could allow for one session to take place and would equate to 28 daily two-way person trips. During the weekend, three sessions could take place and this would equate to 84 daily two-way person trips. There would be a maximum accumulation of 14 people on site at any one time.

MUGA

Table 5.8: Total Person Trips MUGA

Arrive	Weekday			Accumulation	Weekend Day			Accumulation
	Arrive	Depart	Two-way		Arrive	Depart	Two-way	
08:00-09:00								
09:00-10:00								
10:00-11:00					10		10	10
11:00-12:00								10
12:00-13:00					10	10	20	20
13:00-14:00								10
14:00-15:00					10	10	20	20
15:00-16:00								10
16:00-17:00					10	10	20	20
17:00-18:00	10		10	10				10
18:00-19:00				10	10	10	20	20
19:00-20:00	10	10	20	20				10
20:00-21:00				10		10	10	10
21:00-22:00		10	10	10				
22:00-23:00								
23:00-24:00								
Daily	20	20	40		50	50	100	

5.15 **Table 5.8** shows that during the weekday evening 10 users of the pitch for a one-hour session for a total of two sessions to take place would equate to 40 daily two-way person trips. During the weekend, five sessions could take place and this would equate to 100 daily two-way person trips. There would be a maximum accumulation of 20 people on site at any one time.

Building Area

Table 5.9: Total Person Trips Building Area

Arrive	Weekday			Accumulation	Weekend Day			Accumulation
	Arrive	Depart	Two-way		Arrive	Depart	Two-way	
08:00-09:00								
09:00-10:00								
10:00-11:00	10		10	10	20		20	20
11:00-12:00				10				20
12:00-13:00		10	10	10				20
13:00-14:00						20	20	20
14:00-15:00	10		10	10	20		20	20
15:00-16:00				10				20
16:00-17:00		10	10	10				20
17:00-18:00						20	20	20
18:00-19:00	20		20	20	20		20	20
19:00-20:00				20				20
20:00-21:00				20				20
21:00-22:00		20	20	20		20	20	20
22:00-23:00								
23:00-24:00								
Daily	40	40	80		60	60	120	

5.16 **Table 5.9** shows that during the weekday morning and afternoon period, 10 people could use the building area for a total of two one-hour sessions. During the weekday evening 20 users could allow for one two-hour session. This would equate to 80 weekday two-way person trips in total. During the weekend, three sessions of 20 users for a two-hour period would take place. This would equate to 120 daily two-way person trips. There would be a maximum accumulation of 20 people on site at any one time.

Total Scenario 2

Table 5.10: Total Person Trips Scenario 2

Arrive	Weekday			Accumulation	Weekend Day			Accumulation
	Arrive	Depart	Two-way		Arrive	Depart	Two-way	
08:00-09:00								
09:00-10:00								
10:00-11:00	44		44	44	90		90	90
11:00-12:00				44				90
12:00-13:00		44	44	44	10	24	34	100
13:00-14:00						66	66	76
14:00-15:00	44		44	44	90	10	100	100
15:00-16:00				44				90
16:00-17:00		44	44	44	10	24	34	100
17:00-18:00	10		10	10		66	66	76
18:00-19:00	80		80	90	44	10	54	54
19:00-20:00	10	10	20	100				44
20:00-21:00		14	14	90		24	24	44
21:00-22:00		76	76	76		20	20	20
22:00-23:00								
23:00-24:00								
Daily	188	188	376		244	244	488	

5.17 **Table 5.10** shows that during the weekday for Scenario 2, 376 daily two-way person trips would take place. During the weekend, there would be 488 daily two-way person trips. There would be a maximum accumulation of 100 people on site at any one time. The table also highlights that the busiest period during the weekday in terms of two-way movements would be 18:00-19:00, falling outside of the PM peak hour, with 80 trips. During the weekend the Sports/Recreation Ground would be also be busiest at 14:00-15:00 with 100 two-way person trips.

5.18 Scenario 2 is designated as a worst-case reasonable day and is likely to be more representative of 'typical' conditions than Scenario 1. However, it is unlikely that the number of person trips in this scenario will occur due to the finite catchment area of the site and thus the person trips presented should be taken as a maximum.

Mode Share

5.19 To validate the scenarios 1 and 2, and therefore in accordance with best practice, multi-modal trip rates have been obtained from the TRICS (Version 7.5.1) database with similar

characteristics to those of the proposed development. Those that are located in places not similar to the site have been excluded. The parameters included Leisure (07) 5–a-side (L) sites (Land Use Class D2) in England (excluding London). The output for the TRICS data is attached at **Appendix 4.**

5.20 **Table 5.11** below displays the total person trip rates.

Table 5.11: Total Person Trip Rates from TRICS Leisure 5-a-side (Class Use D2)

Hours	Arrive	Depart	Two-way
08:00-09:00	3	1	4
09:00-10:00	1	0	1
10:00-11:00	0	0	1
11:00-12:00	1	1	1
12:00-13:00	1	1	2
13:00-14:00	1	1	2
14:00-15:00	2	4	6
15:00-16:00	3	1	5
16:00-17:00	2	3	5
17:00-18:00	8	3	11
18:00-19:00	9	4	13
19:00-20:00	7	9	17
20:00-21:00	6	8	14
21:00-22:00	2	6	9
22:00-23:00	0	6	7
23:00-24:00	0	0	0
Daily	49	49	98

5.21 **Table 5.11** predicts a maximum trip rate of 17 two-way person trips during one hour (19:00-20:00). This validates well against 20 two-way person trips per hour per 5-a-side pitch as calculated for the MUGA (Tables 5.3 and 5.8) using the first principles methodology.

5.22 The lower hourly trip rates in **Table 5.11** will be caused by periods of reduced use, hence only the peak hourly trip rate is considered. This therefore confirms the above predicted person trip rates are accurate and are suitable for assessment purposes.

5.23 The validation of the first principles methodology with TRICS person trip data, allows for the use of the TRICS mode share data to calculate the number of movements by mode of transport at the Sports/Recreation Ground. The multi-modal trip rates have been used to estimate the modal share for the users of the Sports/Recreation Ground in Table 5.12.

Table 5.12: Modal Split from TRICS Leisure 5-a-side (Class Use D2)

Mode	%
Car driver	55%
Passenger	29%
Pedestrian	15%
Cyclist	1%
Total	100%

5.24 The mode share data from TRICS displayed in **Table 5.12** shows that 84% of users will arrive via car, approximately 15% of users will arrive via foot and 1% via bicycle. No users are predicted to arrive by public transport.

5.25 The TRICS sites are in more urban locations than the proposed site and thus would have a higher pedestrian modeshare. Therefore, the TRICS modeshare in Table 5.12 has been adjusted to more appropriately reflect the precise location and accessibility of the proposed site. Pedestrians have been redistributed in order to take into account the position of the site and the scope of potential user populations, from 15% to 5% modeshare. They have been redistributed to car driver and car passenger modeshare uses from 55% to 62% and 29% to 33% respectively. Users who would travel to the site by car have also been split into single occupancy drivers (SOV) and car sharers, with 29% single occupancy vehicle car drivers and 65% car sharers, as detailed in **Table 5.13.**

5.26 In order to reflect the low frequency of public transport services in the vicinity of the site, users have continued to not be predicted to arrive by public transport as a worst case. However as shown in Section 2, the site is accessible to the hourly S4 bus service.

5.27 For both Scenarios, it has been assumed that for Pitch 1 the weekday morning and afternoon sessions are for school trips. Thus, it is expected that the users arrive to the Sports/Recreation Ground via minibus. It is also assumed that of the 46 users who would use the pitch during the weekday evening and weekend sessions, 17 users would arrive via minibus. Thus, for Pitch 1 only 29 users have been applied to the modal share.

5.28 The adjusted modeshare has been applied to the proposed uses, as shown in **Table 5.13**.

Table 5.13: Adjusted Modal Split for Sports/Recreation Ground

Mode		%	Pitch 1	Pitch 3 or 4	MUGA
			11-aside (29 users)	7-aside (14 users)	5-aside (10 Users)
Car driver (SOV)		29%	8	4	3
Car Sharer	All	65%	20	10	6
	Driver	*33%*	*10*	*5*	*3*
	Passenger	*33%*	*10*	*5*	*3*
Pedestrian		5%	1	1	1
Cyclist		1%	0	0	0
Total		100%	29	14	10

Figures may not sum due to rounding

5.29 The adjusted modeshare displayed in **Table 5.13** shows that 29% of users will arrive via SOV and 65% of users will arrive via car share, approximately 5% of users will arrive via foot and 1% via bicycle. No users are predicted to arrive by public transport.

5.30 A separate modeshare was calculated for the Building Area uses. As with the modal split for the Sports/Recreation Ground, multi-modal trip rates have been obtained from the TRICS (Version 7.5.1) database with similar characteristics to those of the proposed development. The output for the TRICS data is attached at **Appendix 5.**

5.31 The multi-modal trips rates have been used to estimate the modal share for the users of the Building Area in **Table 5.14.**

Table 5.14: Modal Split from TRICS Community Centre (Class Use D1)

Mode	%
Car driver (SOV)	43%
Passenger	7%
Pedestrian	22%
Cyclist	0%
Bus	27%
Total	100%

5.32 The mode share data from TRICS displayed in **Table 5.14** shows that 50% of users will arrive via car, approximately 22% of users will arrive via foot, 0% via bicycle and 27% by Bus.

5.33 The modeshare presented in **Table 5.14** has been deemed an unrealistic reflection of the proposed site due to high levels of bus use and low levels of car use. Therefore, in order to appropriately judge the modeshare for the building area taking into account the location of the site and the public transport services in its vicinity, an adjusted version of the Sports/Recreation Ground modeshare has been used.

Table 5.15: Adjusted Modal Split for Building Area

Mode		%	Building Area		
			Small Classes / Societies (10 Users)	Large Classes / Societies (20 users)	Drama Production (80 Users)
Car driver (SOV)		29%	3	6	23
Car Sharer	All	60%	6	12	48
	Driver	*30%*	*3*	*6*	*24*
	Passenger	*30%*	*3*	*6*	*24*
Pedestrian		10%	1	2	8
Cyclist		1%	0	0	1
Total		100%	10	20	80

5.34 As shown in **Table 5.15,** 5% of the Car Sharer mode share has been redistributed to the Pedestrian modeshare to take into account a higher capacity of individuals to walk to the building area due to less need for additional baggage. No further adjustments were made.

5.35 The Car Driver (SOV and car sharer) modeshare for the Sports/Recreation Ground uses and the modeshare for the Building Area uses have been applied to their person trips in order to calculate the proposed vehicular generation. Therefore, being input into Scenario 1 and 2 to find the vehicular generation for each.

Vehicle Trips

5.36 The mode shares have been applied to each of the proposed uses included within each scenario to calculate the vehicle trip generation over a Weekday and Weekend Day. This is included in Tables **5.16 – 5.25**.

Scenario 1

Pitch 1

Table 5.16: Vehicle Trips Pitch 1

Arrive	Weekday			Accumulation	Weekend Day			Accumulation
	Arrive	Depart	Two-way		Arrive	Depart	Two-way	
08:00-09:00								
09:00-10:00								
10:00-11:00					18		18	18
11:00-12:00								18
12:00-13:00					18		18	36
13:00-14:00						18	18	36
14:00-15:00					18		18	36
15:00-16:00						18	18	36
16:00-17:00					18		18	36
17:00-18:00						18	18	36
18:00-19:00	18		18	18				18
19:00-20:00				18		18	18	18
20:00-21:00				18				
21:00-22:00		18	18	18				
22:00-23:00								
23:00-24:00								
Daily	18	18	36		72	72	144	

5.37 **Table 5.16** proposes that for Pitch 1 where 29 users are visiting the site for a two-hour period by car, every two hours. This equates to a maximum of 18 vehicles arriving and departing at any one time. It suggests that there will be approximately 36 two-way vehicle trips during the weekday evening and approximately 144 two-way vehicle trips during the weekend. There would be a maximum accumulation of 36 vehicles on site on the weekend and 18 in the week.

Pitch 3 and 4

Table 5.17: Vehicle Trips Pitch 3 and 4

Arrive	Weekday			Accumulation	Weekend Day			Accumulation
	Arrive	Depart	Two-way		Arrive	Depart	Two-way	
08:00-09:00								
09:00-10:00								
10:00-11:00					18		18	18
11:00-12:00					18		18	36
12:00-13:00					18	18	36	54
13:00-14:00					18	18	36	54
14:00-15:00					18	18	36	54
15:00-16:00					18	18	36	54
16:00-17:00					18	18	36	54
17:00-18:00	18		18	18	18	18	36	54
18:00-19:00	18		18	36	18	18	36	54
19:00-20:00	18	18	36	54		18	18	36
20:00-21:00	18	18	36	54		18	18	18
21:00-22:00		18	18	36				
22:00-23:00		18	18	18				
23:00-24:00								
Daily	72	72	144		162	162	324	

5.38 **Table 5.17** proposes that for Pitch 3 and 4 where 28 users are visiting the site every hour, for a one-hour slot. This equates to a maximum of 36 vehicles arriving and departing at any one time. It suggests that there will be approximately 144 two-way vehicle trips during the weekday evening and approximately 324 two-way vehicle trips during the weekend.

MUGA

Table 5.18: Vehicle Trips MUGA

Arrive	Weekday			Accumulation	Weekend Day			Accumulation
	Arrive	Depart	Two-way		Arrive	Depart	Two-way	
08:00-09:00								
09:00-10:00								
10:00-11:00					7		7	7
11:00-12:00					7		7	14
12:00-13:00					7	7	14	21
13:00-14:00					7	7	14	21
14:00-15:00					7	7	14	21
15:00-16:00					7	7	14	21
16:00-17:00					7	7	14	21
17:00-18:00	7		7	7	7	7	14	21
18:00-19:00	7		7	14	7	7	14	21
19:00-20:00	7	7	14	21		7	7	14
20:00-21:00	7	7	14	21		7	7	7
21:00-22:00		7	7	14				
22:00-23:00		7	7	7				
23:00-24:00								
Daily	28	28	56		63	63	126	

5.39 **Table 5.18** proposes that for the MUGA where 10 users are visiting the site every hour, for a one-hour slot. This equates to a maximum of 14 vehicles arriving and departing at any one time. It suggests that there will be approximately 56 two-way vehicle trips during the weekday evening and approximately 126 two-way vehicle trips during the weekend.

Building Area

Table 5.19: Vehicle Trips Building Area

Arrive	Weekday			Accumulation	Weekend Day			Accumulation
	Arrive	Depart	Two-way		Arrive	Depart	Two-way	
08:00-09:00								
09:00-10:00	6		6	6				
10:00-11:00	6		6	12	12		12	12
11:00-12:00	6	6	12	18				12
12:00-13:00		6	6	12	12		12	24
13:00-14:00	6	6	12	12		12	12	24
14:00-15:00	6		6	12	12		12	24
15:00-16:00	6	6	12	18		12	12	24
16:00-17:00		6	6	12				12
17:00-18:00		6	6	6		12	12	12
18:00-19:00	48		48	48	48		48	48
19:00-20:00				48				48
20:00-21:00				48				48
21:00-22:00		48	48	48		48	48	48
22:00-23:00								
23:00-24:00								
Daily	84	84	168		84	84	168	

5.40 **Table 5.19** proposes that for the Building Area in the weekday morning and afternoon periods where 10 users have one-hour sessions there is a maximum two-way movement of 12 vehicles. In the weekday and weekend evening periods where 60 users have one two-hour session there is a maximum of two-way movement of 48 vehicles. During the morning and afternoon for the weekend 20 users are visiting the site for a two-hour session. This equates to a maximum of 24 vehicles arriving and departing at any one time. It suggests that there will be approximately 168 two-way vehicle trips during the weekday in total and approximately 168 two-way vehicle trips during the weekend day.

Total Scenario 1

Table 5.20: Vehicle Trips Scenario 1

Arrive	Weekday			Accumulation	Weekend Day			Accumulation
	Arrive	Depart	Two-way		Arrive	Depart	Two-way	
08:00-09:00								
09:00-10:00	6		6	6				
10:00-11:00	6		6	12	55		55	55
11:00-12:00	6	6	12	18	25		25	80
12:00-13:00		6	6	12	55	25	80	135
13:00-14:00	6	6	12	12	25	55	80	135
14:00-15:00	6		6	12	55	25	80	135
15:00-16:00	6	6	12	18	25	55	80	135
16:00-17:00		6	6	12	43	25	68	123
17:00-18:00	25	6	31	31	25	55	80	123
18:00-19:00	91		91	116	73	25	98	141
19:00-20:00	25	25	50	141		43	43	116
20:00-21:00	25	25	50	141		25	25	73
21:00-22:00		91	91	116		48	48	48
22:00-23:00		25	25	25				
23:00-24:00								
Daily	202	202	404		381	381	762	

5.41 **Table 5.20** shows that during the weekday for Scenario 1, 404 daily two-way vehicle trips would take place. During the weekend, there would be 762 daily two-way vehicle trips. There would be a maximum accumulation of 141 cars on site at any one time. The table also highlights that the busiest period during the weekday in terms of two-way movements would be 18:00-19:00 and 21:00-22:00, falling outside of the PM peak hour, with 91 trips. During the weekend the Sports/Recreation Ground would be also be busiest from 18:00-19:00 with 98 two-way person trips.

5.42 Scenario 1 is the busiest possible use for the proposed site and has thus been used in order to judge the maximum amount of parking possibly required at the proposed site. As shown in **Table 5.20** the maximum accumulation of vehicles on site is 141, thus this number of car spaces has been provided for on the site layout, at Appendix 1.

Scenario 2

Pitch 1

Table 5.21: Vehicle Trips Pitch 1

Arrive	Weekday			Accumulation	Weekend Day			Accumulation
	Arrive	Depart	Two-way		Arrive	Depart	Two-way	
08:00-09:00								
09:00-10:00								
10:00-11:00					18		18	18
11:00-12:00								18
12:00-13:00								18
13:00-14:00						18	18	18
14:00-15:00					18		18	18
15:00-16:00								18
16:00-17:00								18
17:00-18:00						18	18	18
18:00-19:00	18		18	18				
19:00-20:00				18				
20:00-21:00				18				
21:00-22:00		18	18	18				
22:00-23:00								
23:00-24:00								
Daily	18	18	36		36	36	72	

5.43 **Table 5.16** proposes that for Pitch 1 where 29 users are visiting the site for a two-hour period, by car there will be a maximum of 18 vehicles arriving and departing at any one time. It suggests that there will be approximately 36 two-way vehicle trips during the weekday evening and approximately 72 two-way vehicle trips during the weekend. There would be a maximum accumulation of 18 vehicles at any time.

Pitch 3 or 4

Table 5.22: Vehicle Trips Pitch 3 or 4

Arrive	Weekday			Accumulation	Weekend Day			Accumulation
	Arrive	Depart	Two-way		Arrive	Depart	Two-way	
08:00-09:00								
09:00-10:00								
10:00-11:00					9		9	9
11:00-12:00								9
12:00-13:00						9	9	9
13:00-14:00								
14:00-15:00					9		9	9
15:00-16:00								9
16:00-17:00						9	9	9
17:00-18:00								
18:00-19:00	9		9	9	9		9	9
19:00-20:00				9				9
20:00-21:00		9	9	9		9	9	9
21:00-22:00								
22:00-23:00								
23:00-24:00								
Daily	9	9	18		27	27	54	

5.44 **Table 5.22** proposes that for Pitch 3 or 4 where 14 users are visiting the site, for a one-hour slot there will be a maximum of 9 vehicles arriving and departing at any one time. It suggests that there will be approximately 18 two-way vehicle trips during the weekday evening and approximately 54 two-way vehicle trips during the weekend.

MUGA

Table 5.23: Vehicle Trips MUGA

Arrive	Weekday			Accumulation	Weekend Day			Accumulation
	Arrive	Depart	Two-way		Arrive	Depart	Two-way	
08:00-09:00								
09:00-10:00								
10:00-11:00					7		7	7
11:00-12:00								7
12:00-13:00					7	7	14	14
13:00-14:00								7
14:00-15:00					7	7	14	14
15:00-16:00								7
16:00-17:00					7	7	14	14
17:00-18:00	7		7	7				7
18:00-19:00				7	7	7	14	14
19:00-20:00	7	7	14	14				7
20:00-21:00				7		7	7	7
21:00-22:00		7	7	7				
22:00-23:00								
23:00-24:00								
Daily	14	14	28		35	35	70	

5.45 **Table 5.23** proposes that for the MUGA where 10 users are visiting the site, for a one-hour slot there will be a maximum of 14 vehicles arriving and departing at any one time. It suggests that there will be approximately 28 two-way vehicle trips during the weekday evening and approximately 70 two-way vehicle trips during the weekend.

Building Area

Table 5.24: Vehicle Trips Building Area

Arrive	Weekday			Accumulation	Saturday			Accumulation
	Arrive	Depart	Two-way		Arrive	Depart	Two-way	
08:00-09:00								
09:00-10:00								
10:00-11:00	6		6		12		12	12
11:00-12:00								12
12:00-13:00		6	6					12
13:00-14:00						12	12	12
14:00-15:00	6		6		12		12	12
15:00-16:00								12
16:00-17:00		6	6					12
17:00-18:00						12	12	12
18:00-19:00	12			12	12		12	12
19:00-20:00				12				12
20:00-21:00				12				12
21:00-22:00		12	12	12		12		12
22:00-23:00								
23:00-24:00								
Daily	24	24	36		36	36	60	

5.46 **Table 5.24** proposes that for the Building Area in the weekday morning and afternoon periods where 10 users have one-hour sessions there will be a maximum two-way movement of 6 vehicles. During the weekday evening and weekend 20 users are visiting the site for a two-hour session. This equates to a maximum of 12 vehicles arriving and departing at any one time. It suggests that there will be approximately 36 two-way vehicle trips during the weekday in total and approximately 60 two-way vehicle trips during the weekend day.

Total Scenario 2

Table 5.25: Scenario 2

Arrive	Weekday			Accumulation	Weekend Day			Accumulation
	Arrive	Depart	Two-way		Arrive	Depart	Two-way	
08:00-09:00								
09:00-10:00								
10:00-11:00	6		6	6	46		46	46
11:00-12:00				6				46
12:00-13:00		6	6	6	7	16	23	53
13:00-14:00						30	30	37
14:00-15:00	6		6	6	46	7	53	53
15:00-16:00				6				46
16:00-17:00		6	6	6	7	16	23	53
17:00-18:00	7		7	7		30	30	37
18:00-19:00	39		39	46	28	7	35	35
19:00-20:00	7	7	14	53				28
20:00-21:00		9	9	46		16	16	28
21:00-22:00		37	37	37		12		12
22:00-23:00								
23:00-24:00								
Daily	65	65	118		134	134	256	

5.47 **Table 5.25** shows that during the weekday for Scenario 2, 118 daily two-way vehicle trips would take place. During the weekend, there would be 256 daily two-way vehicle trips. There would be a maximum accumulation of 53 cars on site at any one time. The table also highlights that the busiest period during the weekday in terms of two-way movements would be 18:00-19:00, falling outside of the PM peak hour, with 39 trips. During the weekend the Sports/Recreation Ground would be also be busiest from 14:00-15:00 with 53 two-way person trips.

5.48 Scenario 2 is the worst-case reasonable use for the proposed site. As shown in Table 5.25 the maximum accumulation of vehicles on site is 53, thus this number of vehicles can be accommodated at the proposed site without use of the overflow car parking, as shown at Appendix 1.

Parking Accumulation

5.49 The mode share and the vehicle trips set out above have been used to calculate the parking accumulation at the site for the various scenarios. These are provided in **Table 5.26** below.

Table 5.26: Parking Accumulation based on Modal Split

Hour	Scenario			
	1		2	
	Weekday	Weekend	Weekday	Weekend
08:00-09:00	0	0	0	0
09:00-10:00	6	0	0	0
10:00-11:00	12	55	6	46
11:00-12:00	18	80	6	46
12:00-13:00	12	135	6	53
13:00-14:00	12	135	0	37
14:00-15:00	12	135	6	53
15:00-16:00	18	135	6	46
16:00-17:00	12	123	6	53
17:00-18:00	31	123	7	37
18:00-19:00	116	141	46	35
19:00-20:00	141	116	53	28
20:00-21:00	141	73	46	28
21:00-22:00	116	48	37	12
22:00-23:00	25	0	0	0
23:00-24:00	0	0	0	0
Maximum Parked	0	0	0	0

5.50 **Table 5.26** above shows that the maximum number of cars parked on site at any one time would be 141 vehicles; this is based on Scenario 1.

5.51 The demand for car parking could therefore be accommodated within the proposed car parking area and would not lead to any overspill onto the local highway network, as shown at Appendix 1.

Development Traffic

5.52 To consider the traffic impact of the proposals, the change in traffic flows along Milton Road has been considered. This has firstly been considered using the worst-case reasonable 'typical' scenario 2, as set out in **Table 5.27.**

Table 5.27: Percentage Change along Milton Road (Scenario 2)

Hour	Baseline Traffic Flows			Development Traffic Flows (Scenario 2)			Baseline + Development Traffic Flow			Percentage Change		
	Week day	Sat	Sun	Week day	Sat	Sun	Week day	Sat	Sun	Week day	Sat	Sun
00:00 - 01:00	8	21	29	0	0	0	8	21	29	0%	0%	0%
01:00 - 02:00	5	12	10	0	0	0	5	12	10	0%	0%	0%
02:00 - 03:00	4	4	8	0	0	0	4	4	8	0%	0%	0%
03:00 - 04:00	8	13	5	0	0	0	8	13	5	0%	0%	0%
04:00 -05:00	11	5	4	0	0	0	11	5	4	0%	0%	0%
05:00 -06:00	52	12	7	0	0	0	52	12	7	0%	0%	0%
06:00 - 07:00	152	38	19	0	0	0	152	38	19	0%	0%	0%
07:00 - 08:00	432	117	47	0	0	0	432	117	47	0%	0%	0%
08:00-09:00	572	192	109	0	0	0	572	192	109	0%	0%	0%
09:00-10:00	299	237	159	0	0	0	299	237	159	0%	0%	0%
10:00-11:00	226	265	247	6	46	46	232	311	293	3%	17 %	19%
11:00-12:00	236	256	288	0	0	0	236	256	288	0%	0%	0%
12:00-13:00	242	313	321	6	23	23	248	336	344	2%	7%	7%
13:00-14:00	284	275	262	0	30	30	284	305	292	0%	11 %	11%
14:00-15:00	305	302	226	6	53	53	311	355	279	2%	18 %	23%
15:00-16:00	377	289	253	0	0	0	377	289	253	0%	0%	0%
16:00-17:00	456	257	266	6	23	23	462	280	289	1%	9%	9%
17:00-18:00	508	214	254	7	30	30	515	244	284	1%	14 %	12%
18:00-19:00	345	214	176	27	35	35	372	249	211	8%	16 %	20%
19:00-20:00	203	122	144	14	0	0	217	122	144	7%	0%	0%
20:00-21:00	123	83	109	9	16	16	132	99	125	7%	19 %	15%
21:00-22:00	103	73	61	37	0	0	140	73	61	36%	0%	0%
22:00-23:00	56	50	25	0	0	0	56	50	25	0%	0%	0%
23:00-24:00	40	61	19	0	0	0	40	61	19	0%	0%	0%

5.53 As can be seen, hourly percentage increases would be low and on a weekday, and would be typically less than 10%. Some larger percentage increases are predicted on Saturdays and Sundays; however, this is a result of lower baseline traffic flows.

5.54 During an average weekday there is no percentage increase during the AM peak hour, and during the PM peak hour there is a 1% increase, from 508 to 515 two-way vehicle movements, in the PM peak hour. On the weekend for Saturday and Sunday there is a 7% increase, from 313 to

336 and from 321 to 344 respectively, during the peak hour. There increases are not at a level that would result in any highway capacity issues and remain low.

5.55 The main percentage increases in traffic occur during periods of reduced baseline traffic flows on Milton Road and the inclusion of development traffic flows do not increase them by significant absolute amounts when compared to the level of peak hourly baseline traffic flows.

5.56 The proposals are therefore considered to compliment the baseline traffic flows as they do not result in increases during the peak hours and instead, make better use of available capacity by generating such movements during periods of reduced demand.

5.57 To ensure a robust assessment of the increase in traffic generated by the sports ground and building area, Scenario 1, which resulted in the highest generation of traffic, has also been used to assess the percentage change from the baseline traffic flows along Milton Road, as set out in **Table 5.28.**

5.58 It should be noted that this scenario is highly improbable to occur in practice, however, has been assessed to demonstrate that even if such a scenario did occur then a severe impact would not arise.

Table 5.28: Sensitivity Percentage Change along Milton Road (Scenario 1)

Hour	Baseline Traffic Flows			Development Traffic Flows (Scenario 1)			Baseline + Development Traffic Flow			Percentage Change		
	Week day	Sat	Sun	Week day	Sat	Sun	Week day	Sat	Sun	Week day	Sat	Sun
00:00 - 01:00	8	21	29	0	0	0	8	21	29	0%	0%	0%
01:00 - 02:00	5	12	10	0	0	0	5	12	10	0%	0%	0%
02:00 - 03:00	4	4	8	0	0	0	4	4	8	0%	0%	0%
03:00 - 04:00	8	13	5	0	0	0	8	13	5	0%	0%	0%
04:00 -05:00	11	5	4	0	0	0	11	5	4	0%	0%	0%
05:00 -06:00	52	12	7	0	0	0	52	12	7	0%	0%	0%
06:00 - 07:00	152	38	19	0	0	0	152	38	19	0%	0%	0%
07:00 - 08:00	432	117	47	0	0	0	432	117	47	0%	0%	0%
08:00-09:00	572	192	109	0	0	0	572	192	109	0%	0%	0%
09:00-10:00	299	237	159	6	0	0	305	237	159	2%	0%	0%
10:00-11:00	226	265	247	6	55	55	232	320	302	3%	21%	22%
11:00-12:00	236	256	288	12	25	25	248	281	313	5%	10%	9%
12:00-13:00	242	313	321	6	80	80	248	393	401	2%	26%	25%
13:00-14:00	284	275	262	12	80	80	296	355	342	4%	29%	31%
14:00-15:00	305	302	226	6	80	80	311	382	306	2%	26%	35%
15:00-16:00	377	289	253	12	80	80	389	369	333	3%	28%	32%
16:00-17:00	456	257	266	6	68	68	462	325	334	1%	26%	26%
17:00-18:00	508	214	254	31	80	80	539	294	334	6%	37%	31%
18:00-19:00	345	214	176	91	98	98	436	312	274	26%	46%	56%
19:00-20:00	203	122	144	50	43	43	253	165	187	25%	35%	30%
20:00-21:00	123	83	109	50	25	25	173	108	134	41%	30%	23%
21:00-22:00	103	73	61	91	48	48	194	121	109	88%	66%	79%
22:00-23:00	56	50	25	25	0	0	81	50	25	45%	0%	0%
23:00-24:00	40	61	19	0	0	0	40	61	19	0%	0%	0%

5.59 **Table 5.28** sets out that the same conclusions from **Table 5.27** can be drawn in that the proposals are complimentary to the baseline traffic flows as they do not result in increases during the peak hours and instead, make better use of available capacity by generating such movements during periods of reduced demand.

5.60 During an average weekday there is no percentage increase during the AM peak hour, and during the PM peak hour there is a 6% increase, from 508 to 539 two-way vehicle movements, in the PM peak hour. On the weekend for Saturday there is a 26% increase, from 313 to 393 during the

peak hour. On Sunday there is a 25% increase and from 321 to 401 respectively, during the peak hour. There increases are not at a level that would result in any highway capacity issues and remain low.

5.61 The inclusion of development traffic flows does not increase the flows by significant absolute amounts when compared to the level of peak hourly baseline traffic flows.

5.62 It is considered that the proposals would not result in a severe impact upon the operation of the highway network.

Trip Generation Impact

5.63 Section 2 has provided an overview of the development site's accessibility options and current standard of condition. The impact of the development has been assessed based on these current conditions and level of accessibility.

Impact on Pedestrian and Cyclist Routes

5.64 The modal share for the proposed site suggests that there will be low levels of walking and cycling to the site owing to the nature of the proposed use. As such, there should be sufficient capacity along local footways and cycle ways to offer safe and easy travel for those travelling on foot or by bicycle. Safe and secure access to the local pedestrian network would be provided by the proposed footway.

Impacts on the Highway Network and Parking

5.65 As suggested by the modal share of trips for the proposed site, the majority of trips to the development will be made by Car sharers (65%) however, there is a high proportion of SOV car drivers (29%).

5.66 The proposed development also includes the provision of car parking which offers sufficient capacity for all scenarios considered. There would be no overspill of parking onto the public highway.

Sustainable Transport

5.67 The site can offer sustainable transport links, as it is within acceptable walking and cycling distances to Adderbury, which also gives access to the local public transport network.

5.68 The number S4 bus service provides access to the surrounding areas with bus stops within a reasonable walking distance of the site.

5.69 In addition, many private car-based movements will be multiple-occupancy movements, another form of sustainable transport (when a car is used).

Residual Cumulative Impact

5.70 **Table 5.27 and 5.28** demonstrates that expected vehicle movements are low, and the proposed development of the sports ground and building area would be well within the highway capacity.

5.71 There are no road safety issues at present, and proposals would generate cars in a similar way to the current road users, so there is no reason for the development to create a road safety issue.

5.72 Therefore, the proposals would not result in a severe residual cumulative impact on the highway.

6 CONCLUSIONS

6.1 This Transport Statement has been prepared by RPS, on behalf of Adderbury Parish Council (the Applicant) in support of a planning application for a proposed Sports / Recreation Ground at Adderbury, Banbury.

6.2 The development includes proposals for two large sports pitches, one of which can be separated into two. A cricket pitch, which overlaps the sports pitches, a MUGA and a building area for use as a village hall, meeting rooms, badminton court and changing area. It will also provide a car park for 141 spaces, with 53 spaces classed as overflow spaces and including 9 disabled spaces. The site will also include spaces for 3 minibuses, 3 motorcycles and 20 pedal cycles. The vehicle access to the proposed site will be taken from Milton Road.

6.3 All users of the Sports/Recreation Ground will park within the proposed new car park. All vehicles will enter and egress using the access on Milton Road.

6.4 Two Scenarios have been identified, a busiest possible day (Scenario 1) and a worst-case reasonable day (Scenario 2).

6.5 For Scenario 1 it has been calculated that the proposed Sports/Recreation Ground assuming maximum use could result in 1050 daily two-way person trips during the weekday and 1322 daily two-way person trips during the weekend. This would lead to 404 daily two-way vehicle trips during the weekday and 762 daily two-way vehicle trips on a weekend day. This provides a maximum accumulation of 141 cars on site, which can be included in the proposed car parking layout.

6.6 For Scenario 2 it has been predicted that the site could result in 376 daily two-way person trips during the weekday and 488 daily two-way person trips during the weekend. This would lead to 118 daily two-way vehicle trips during the weekday and 256 daily two-way vehicle trips on a weekend day. This provides a maximum accumulation of 53 cars on site, which can be included in the proposed car parking layout without the use of the overflow parking.

6.7 Based on the first principles methodology and the validated modal split from TRICS which generated the number of vehicles arriving at site, it was calculated that maximum number of vehicles parked at any one time would be 141 vehicles from Scenario 1. The car parking proposed on site could accommodate the maximum number of vehicles assumed to be on site at any one time and there would be no overspill of demand onto the public highway.

6.8 Personal Injury Accident data shows that there are no road safety issues within the vicinity of the site, and the proposals will not create any.

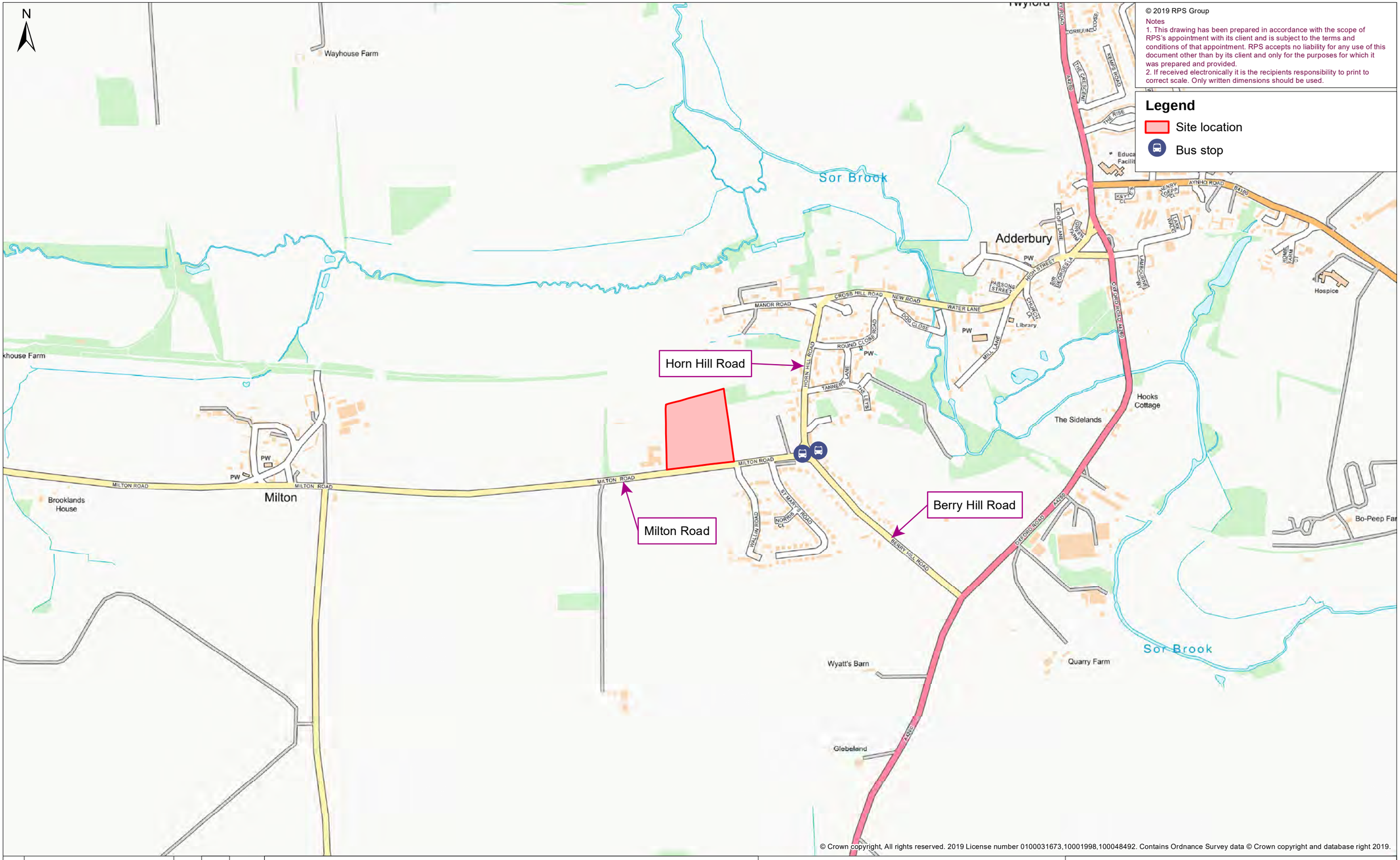
Conclusion

6.9 To conclude, the proposed Sports / Recreation Ground and associated car park will result in a negligible impact on the local highway network and local transport network and will not lead to car parking stress on the local roads.

6.10 There should therefore be no transport or highway related reasons for not permitting development.

Figures

Figure 1 – Site Location Plan



Notes
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Legend

- Site location
- Bus stop

Rev	Description	By	CB	Date

Figure Number: 1
Rev: -

rpsgroup.com

Client: Adderbury Parish Council

Project: Adderbury Sports Field

Title: Site Location Plan

0 100 200 m

Status	Drawn By	PM/Checked By
FINAL	CR	CM
Project Number	**Scale @ A3**	**Date Created**
JNY9694	1:10,000	OCT 2019

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Appendices

Appendix 1 – Site Masterplan

Proposed Site Plan
1 : 500

Parking allowance: 79 spaces + 9 disabled
Edge of existing vegetation margin as per topo survey - shrubs/trees indicative only.

Rev	Drawn	Revision Description	Date
D	GO	Minor amendments to the carpark layout, access, binstore following tracking comments. Low level bollards incorporated.	29/10/19
C	GO	Planning issue	25/09/19
B	GO	True north orientation. Minor amendments	20/09/19
A	GO	First issue for comments	17/09/19

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ARCHITECTURE + URBANISM

Project
Milton Road Adderbury Sports&Community Pavilion

Client
Adderbury Parish Council

Drawing Title
Site Plan As Proposed

Drawing Number	Revision
7354(08)02	D
Scale	**Date**
1 : 500	29/04/2019
Drawn	**Checked**
GO	CT
Lathams Job Number	**Original Size**
	A1