

**Application no: 20/03724/REM**

**Location: OS Parcel 7400 Adjoining And South Of Salt Way, Banbury, Oxfordshire,**

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## **Transport Schedule**

### **Recommendation:**

#### **Objection for the following reasons:**

- Delivery bay at local centre is shown as indicative.
- Dropped kerb access to local centre car park should be a kerbed bellmouth
- Ped/cycle route around parking layby should have a buffer or extra width of 500mm to allow for car doors

### **Comments:**

This reserved matters application covers the layout of ancillary roads: the proposed road loop off the main spine road, that will provide access to the primary school and local centre, as well as the road at the western end of the development that will provide access to dwellings and Wykham Park Farm.

In GA sheet 1, the width of the pedestrian/cycle route around the back of the parking layby is incorrectly labelled - it should be a 3m path plus an additional margin of 500mm to allow for car doors.

In GA sheet 2, the HGV loading bay for the local centre is shown indicatively, and with the footway across it rather than round the back of it. Appropriate loading facilities at the local centre are vital, to ensure that delivery vehicles do not block the road and cause an obstruction to traffic flows or a danger to pedestrians and cyclists. To date no alternative loading facilities have been demonstrated, so this bay must be delivered as part of the works.

The HGV swept path analysis shows a 12m rigid truck pulling into an out of the bay, but this may not be the largest vehicle used to service the local centre. Swept path analysis should be provided for a max articulated lorry. Alternatively it may be possible to restrict the type of vehicle by condition.

Also in GA Sheet 2, the access point into the local centre car park is shown as a dropped kerb access. Given the volume of use, this should be a fully kerbed bellmouth access. It might need to be slightly further west, to avoid conflict with the pedestrian crossing.

Also in GA Sheet 2, the cycle/pedestrian route that will eventually connect to Salt Way, is not shaded. This must form part of the works, and should extend to cover the full

width of the path up to and including the point at which it runs alongside the school boundary. Completion of the path will take place according to the agreed phasing.

Finally, the swept path analysis for the coach shows it doesn't quite pull up adjacent to the kerb. The kerblines to the west may need slightly tweaking to permit this.

I recommend that some cycle stands, which could form part of the overall requirement for the local centre, are located on the corners on the school frontage, where the footway is widest. This is to cater for parents who cycle to school with their children, to park while they take the children into school. They would also provide a form of visual traffic calming.

**Officer's Name: Joy White**

**Officer's Title: Principal Transport Planner**

**Date: 15 December 2021**