



# HVJ TRANSPORT LTD

**REVIEW OF TRANSPORT SUBMISSION:-  
PROPOSED APPLICATION FOR A FUEL STORAGE AND DISTRIBUTION  
DEPOT, HORNTON GROUNDS (OFF A422), HORNTON**

**APPLICATION NO- 20/02453/F**

**ON BEHALF OF  
GRAHAM AND CATHERINE VINT.**

**PROJECT NO. P1013**

**OCTOBER 2020**

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Working in conjunction with GTA Civils & Transport Ltd.



**HVJ TRANSPORT LTD**



## 1 INTRODUCTION

- 1.1 Huw Vaughan Jones, Director of HVJ Transport Ltd is instructed on behalf of Graham and Catherine Vint, owners of Hornton Grounds 4 star bed and breakfast, farm shop and other associated farm uses to consider and advise upon the latest and most recent planning application submitted for the development of a fuel storage and distribution depot with heavy goods vehicle (oil lorry tankers) and car parking with the planning application reference 20/02453/F. Graham and Catherine Vint have commissioned HVJ Transport Ltd to independently review the transport implications and issues together with a careful analysis of the safety of access to and from the development.
- 1.2 The purpose of this review is to examine the traffic and transport impacts associated with the proposed development and the scope of work included:
- Site visit;
  - Review of site development and proposed planning application;
  - Detailing of relevant national and local policies;
  - Review of local transport networks;
  - Review of relevant accident data;
  - Analysis of trip generations of proposed development using the TRICS Database;
  - Assessment of the sightline requirements;
  - Assessment of impacts of proposed development on local and strategic highway networks.
- 1.3 This statement has been written with reference to the following planning frameworks and transport guidance documents:
- National Planning Policy Framework (NPPF) July 2018;
  - Oxfordshire County Council (OCC) Local Transport Plan 4-2015-2030;
  - Cherwell District Council (CDC) Local Plan 2011-2031;
  - Design Manual for Roads & Bridges (DMRB) Vol 6, Sect 2;
  - Manual for Streets (MFS) 1 and 2- 2007 and 2010;
  - TRICS (Trip Rate Information Computer System) Database.
- 1.4 The development proposal should comply with the following- "CHERWELL LOCAL PLAN 2011-2031" and the "OXFORDSHIRE TRANSPORT PLAN 4-2015-2030" where "the location of development according to policies in both plans state where appropriate development should provide for a safe and convenient access to the highway network, provide safe and convenient routes for cyclists and pedestrians and be served by an adequate road network which can accommodate traffic without creating traffic hazards or damage to the environment".



## 2 PLANNING POLICY GUIDANCE

### 2.1 National Planning Policy Framework (NPPF)

2.1.1 The National Planning Policy Framework, first published in 2012, revised in July 2018 and again in February 2019 sets out the Government's policies for England and how these are expected to be applied. The NPPF provides a framework within which locally-prepared plans for housing and other development can be produced. Section 2 of the document '*Achieving sustainable development*', sets out how the planning system will operate to achieve this. In particular, paragraph 10 states: '*So that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development.*'

2.1.2 The NPPF states in paragraph 7 that '*the purpose of the planning system is to contribute to the achievement of sustainable development.*' The three main objectives of sustainable development being; economic, social and environmental.

2.1.3 Within Section 9 – '*Promoting sustainable transport*', paragraph 103 recognises that the planning system should actively manage patterns of growth in support of the five objectives listed below so that:

- the potential impacts of development on transport networks can be addressed;
- 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;
- opportunities to promote walking, cycling and public transport use are identified and pursued;
- 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
- patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.

2.1.4 At paragraph 108, the document provides guidance for how development proposals should be assessed and determined. It states: '*In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*

- *appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- *safe and suitable access to the site can be achieved for all users; and*
- *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.'*



2.1.5 Paragraph 109 gives clear guidance on how highways related issues are to be considered in determining development applications: *'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.'*

2.1.6 The means by which an assessment of transport issues may be presented is clarified in paragraph 111 which states: *'All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.'*

## **2.2 Oxfordshire County Council Local Transport Plan 4 (LTP4)**

2.2.1 The objectives for LTP4 are as follows: -

1. Reduce the need to travel and the distance people need to travel;
2. Make more efficient use of available transport capacity through innovative network management and offering a choice of different ways to travel;
3. Improve connectivity to support economic growth: between housing and jobs/ education/ services, and in networks of businesses and their supply chains;
4. Influence the location of development to maximise the use and value of existing and planned strategic transport investment;
5. Reduce overall journey times and increase journey time reliability on strategically important routes;

Develop a high quality, resilient integrated transport system that is attractive to customers and generates inward investment;

6. Reduce negative impacts of transport on human health and safety, and the environment, including reducing carbon emissions; and
7. Encourage and facilitate physically active travel to support health.

## **2.3 CDC Core Policy PSD1: Presumption in Favour of Sustainable Transport Development.**

2.3.1 Most of the responsibilities for transportation and highways lie with the County Council. The District Council does however have responsibility for the management of public off-street parking, and can influence transport and travel patterns in a number of ways.

2.3.2 The policies set out the CDC commitment to continue working with Oxfordshire County Council and others to promote sustainable transport and accessibility. The policy commits to:

- actively seek to ensure that the impacts of new development on the strategic and local road network are minimised;



- ensure that developments are designed in a way to promote sustainable transport access both within new sites, and linking with surrounding facilities and employment;
- support measures identified in the Local Transport Plan for the district, including within the relevant local area strategies;
- support improvements for accessing Oxford;
- ensure that transport improvements are designed to minimise any effects on the amenities character and special qualities of the surrounding area, and
- promote and support improvements to the transport network that increase safety, improve air quality and/or make our towns and villages more attractive.

## 2.4 Summary on Policy

- 2.4.1 The proximity of the proposed development at Hornton Grounds for a fuel storage and distribution depot with access from the A422 is therefore not consistent with the relevant transport policies and does NOT provide for a safe and convenient access to the highway network or provide a safe and convenient route for cyclists and pedestrians and CANNOT accommodate traffic without creating traffic hazards or damage to the environment.
- 2.4.2 By locating this proposed development in a remote location and **not** within walking distance of the bus service (2.0kms) at the war memorial in Shennington which is reliant on crossing the very busy A422 and either further walking on Alkerton Road or walking on a rough grass verge via the unlit footpaths 339/8/10 is not sustainable nor accessible. It is therefore considered to be unsafe and does not meet the policy test as reiterated above.



### 3 DESCRIPTION OF THE SITE

- 3.1 The proposed site lies near to the village of Hornton approximately 1.2kms north east and the village of Shennington approximately 2.1kms south. The proposed vehicular access to the development proposal is approximately 63m from its junction with the A422 Stratford Road where it shares this access with Hornton Grounds. Hornton Grounds is 60m away from this junction –see photo 2. The nominal carriageway width of this access road is approximately 7.5m and has a significant wide flare where it meets the junction of the A422 with a measurement of 55m. This is a priority junction approach incorporating tapers on the main road and a traffic island on the minor access road serving the proposed development-see photo 1. A right turn lane is also evident at this junction. There are also verges on both sides of the access road with no footways. This area and locality has no street lighting which also includes this access junction with the A422.
- 3.2 The A422 Stratford Road is a single carriageway road and is subject to a 60mph national speed restriction and is a road that extends from Bedford to Worcester and more locally from Banbury to Stratford upon Avon. In a northern direction from the proposed access junction is the junction of Shutford Road with the A422. This road serves nearby villages of Alkerton, Shennington and Shutford. Further afield it also serves other villages such as Lower Tadmarton and Balscott. The A422 to the east heads through Wroxton and Drayton, two villages with tight bends (2no. 90<sup>0</sup> at Wroxton) and to the NW there is 1:7 descent



**Photo 1: Junction of the access road with the A422**



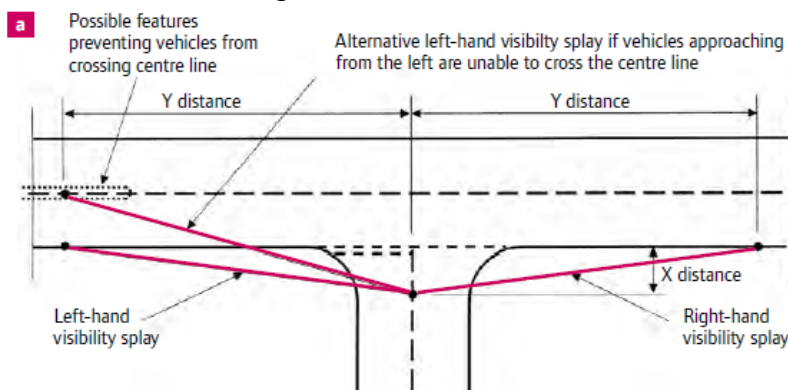
**Photo 2: Junction of the access road with Hornton Grounds**

- 3.3 With regard to pedestrian and cycle access to and from the proposed site there are two public rights of way that are near to Hornton Grounds. One links through the grounds of Hornton Grounds being the permissive public right of way number 255/9/10 and with the name d’Arcy Dalton Way. Due to the overgrown nature of the path where it meets with the A422 an informal route now takes place via the access road as described previously. The permissive path then meets with the main A422 approximately 100m in a northern direction from the site junction with the number 339/8/10 and on to Shennington. This is an uneven route with no lighting.
- 3.4 There are no dedicated cycle routes near to the location of this site and cycle access is only via the village roads and the fast moving A422 road.
- 3.5 With regard to public transport and specifically bus services, the nearest bus stops to the proposed site are in the village of Shennington which are approximately 2kms away via the footpath links described above. It must be noted that none of these routes are lit. The services are run by Johnson’s Excelbus and run between Banbury and Stratford upon Avon with a very limited and infrequent service, some of which are only dedicated to a school transport service only. It must also be noted that none of these services can and will provide for the shift patterns envisaged at the proposed depot.





- 3.6 Train services are located at Banbury Railway Station some 9kms from the proposed site in a southern and eastern direction. Any links to and from the site to the station must be made by bus –service 6/7 or taxi service. The bus services are detailed above regarding their infrequency and attractiveness.
- 3.7 When analysing the proposed vehicular junction with the A422 it is normal and traditional from a transport and highway safety perspective to measure the sightlines in both directions. There are no mention of sightlines requirements within the Transport Statement supplied by applicants agents Wormald Burrows Partnership Ltd. Sightlines were constructed with an emphasis on ensuring motorists had wide splays and generous sightlines so that they can react to hazards ahead of them in plenty of time, based on the speed of traffic using them. It is now accepted this encourages higher speeds because motorists feel comfortable with the speed that they are driving at, especially in approaching residential areas.
- 3.8 However the design of sightlines at junctions and access points on higher speed roads such as the A422 where the speeds are at 60mph is set out in DMRB Vol 6, S2 Part 7 – TD41/95. The guidance makes reference to the 'X' and 'Y' distances (See Fig. 1) which are defined as follows:
- *The 'X' distance is the 'setback' distance and is measured from the continuation of the nearer edge of the major road running lane (not from the continuation of the main road 1m hardstrip if this is present) along the centre line of the direct access.*
  - *The 'Y' distance shall be measured from a point on the nearer edge of the main road running lane to its intersection with the centre line of the access.*



**Fig. 1: Configuration of sightline requirements**



- 3.9 Longer 'X' distances enable drivers to look for gaps as they approach the junction. This increases junction capacity for the minor arm, and so may be justified in some circumstances, but it also increases the possibility that drivers on the minor approach will fail to take account of other road users, particularly pedestrians and cyclists. TRL Report No 184-20 found that accident risk increased with greater minor road sight distance. It is therefore suitable and appropriate for the 'X' distance in this instance to be 2.4m at this proposed access junction.
- 3.10 Sightline distances (Y) at the proposed access junction onto the A422 were measured on site with a calibrated surveyors wheel at 145m to the north (towards Stratford upon Avon) and 180m to the south (towards Banbury)-(Refer Photos 3 and 4).
- 3.11 The DMRB guidance nominates a sight distance of 215m (Y) for junctions with 100km/hr (62mph) roads as shown in Figure 2. Oxfordshire County Council also nominates the same distance for 60mph roads. The available visibility to the north and south therefore fail to meet this requirement as shown below:

Design speed of major road (kph)	120	100	85	70	60	50
"Y" Distance (m)	295	215	160	120	90	70

**Fig. 2: DMRB sight distance requirements** (extract from DMRB Vol 6, S2 Part 7 – TD41/95)

- 3.12 In order to ascertain the speeds on the main A422 near to its junction with the proposed access road to Hornton Grounds a speed survey was undertaken on Tuesday 13<sup>th</sup> of October 2020 by an independent survey company 360TSL and the results are shown at the end of this report. Speed survey results are used to determine the 85th percentile wet weather vehicle speeds in each direction of vehicle movement. This is the speed up to which 85% of traffic is travelling and is a parameter used to consider geometric design parameters such as the appropriate visibility splays either side of a junction or planned access road. The 85th percentile value is used rather than the average value as it is a more robust indication and takes in a higher sample number. If speed surveys are undertaken in dry weather a wet weather correction factor is applied to determine the 85th percentile wet weather speed. It is clear that the 85th percentile speed in both directions exceed the 60mph. They were measured at 60.3mph in the northern direction towards Stratford upon Avon and at 61mph in the southern direction towards Banbury.



**Photo 3-Sightlines to the North –from Stratford upon Avon**



**Photo 4-Sightlines to the South-from Banbury**



- 3.13 The sightline distances therefore in both directions at this proposed access junction with the A422 do **NOT** meet the required standards as laid down by both DMRB and Oxfordshire County Council Highway Authority. With no street lighting evident at this junction concerns regarding the safety and turning movements will be severe.
- 3.14 Another major aspect and safety issue not described within the applicants Transport Statement is the ICE hazard signs that are located at many locations on this part of the A422. From Alkerton Oaks Business Park to the Indian Queen Restaurant (formerly the New Inn) the road has been identified as an ice hazard and is accordingly signed with the highways authority red triangle with an ice crystal icon and the word 'ICE'.
- 3.15 In terms of the operation and safety of the road network, records are kept of personal injury accidents over the last 5 years. A guide to the local accident patterns can be viewed at [www.crashmap.co.uk](http://www.crashmap.co.uk). However a much more robust accident data is held by the local **Highway Authority Oxfordshire County Council** and the details of all personal injury accident records are shown also attached in a separate document and are summarised in the table 1.1 below:

Accidents involving;	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2 wheels).	0	3	11	14
2 wheel motor vehicles- motor bikes.	0	3	0	3
Pedal cycles.	0	2	1	3
Horses and other	0	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>8</b>	<b>12</b>	<b>20</b>

**Table 1.1: Road accident data.**

- 3.16 In total regarding the accident statistics 34 casualties were reported on the Oxfordshire side of the County border and of these 13 accidents occurred directly on the A422 with 9 persons injury related. Based on the these accidents to the proposed development site and in particular the adjoining and neighbouring villages on the A422, the increase and evidence of heavy goods vehicle traffic at this location would exacerbate the existing situation.



3.17 It must also be noted that the above injury related accidents are only received from Oxfordshire County Council and not the neighbouring authority of Warwickshire County Council –the border being only approximately 900m to the north of the access junction. It is also noted that 3 of the accidents involved motorcycles and the A422 is a major and popular motorcycle route for weekend 'bikers'. It is shown on one biker website ([www.bestbikingroads.com](http://www.bestbikingroads.com)) to have a high '4 Star' rating for its drive characteristics and what is deemed to be a negligible police presence. Hence, the stretch of road directly leading to the entrance to the Hornton Grounds and the proposed fuel depot is used frequently by weekend racing bike riders, causing a regular hazard - and that's before adding the huge danger of regular fuel tankers using, and turning off and onto, the same route at all times of the day and night. The motorcycles, racing or otherwise, are among other traffic that typically exceeds the national speed limit on this section of road.

It must also be noted that the A422 is not considered to be part of the lorry route strategy for Oxfordshire and this is done in conjunction with the Freight Haulage Association and therefore any further increase on this tortuous route must be a major concern to the Highway Authority—see link below for routes:-

<https://www2.oxfordshire.gov.uk/cms/sites/default/files/folders/documents/roadsandtransport/transportpoliciesandplans/localtransportplan/ltp2/6Lorrymap.pdf>

3.18 Previous planning permissions were issued by the County Council as Minerals Planning Authority and conditions were attached to both limiting the movements of lorries as concern was raised regarding the village of Wroxton nearby and specifically the A422.

Application number MW.0090/14 District ref:14/01286/CM-condition 8 stated:-The number of lorry movements shall be no more than 10 (5in,5 out) per day and the reason was to control the number of HGV's through the village of Wroxton. Policy TR10CLP.

Application number MW.0076/16 District ref:16/01155/CM-condition 10 stated:-The number of lorry movements shall be no more than 4 (2 in, 2 out) per day and the reason was to control then number of HGV's through the village of Wroxton. Policy TR10 CLP.

3.19 A previous planning application for a similar development on a site nearby at Sugarswell Business Park approximately 1.5miles (2kms) away from the proposed site with the reference number 19/01202/F dated October 2019 was refused:- The proposed development represents an unjustified and unsustainable form of development in a rural location, which lack opportunities for sustainable travel to and from the site and would have significant adverse impacts on the character of the surrounding environment, for which it has not been demonstrated that exceptional circumstances exist for such development in this unsustainable location. The proposals are therefore contrary to the provisions and aims of Policies



SLE1, SLE4 and ESD1 of the Cherwell Local Plan 2011-2031 Part 1 and Government guidance contained within the National Planning Policy Framework.

- 3.20 Both Oxfordshire County Council Highway Authority and Warwickshire County Council Highway Authority recommended refusal of this application.



## 4 PROPOSED DEVELOPMENT

- 4.1 The proposed development of the site involves developing Hornton Grounds Quarry to a fuel storage and distribution depot with ancillary offices, plant with a total of 19 car parking spaces. 15 parking spaces are also proposed for the oil tankers and HGV's. Cycle parking is also to be provided. (A Transport Statement and Travel Plan Statement are also included with the application which have been analysed for the purposes of this report).
- 4.2 The development will utilise the existing Hornton Grounds access junction on to the A422 as described above for both vehicles and pedestrians. It is envisaged that larger HGV's can manoeuvre into and turn within the space as shown on the application drawings and a swept path analysis has been undertaken.
- 4.3 The proposal also results in a total of 6 fuel storage tanks on the site (a further 7th is also shown on the plan )with a number of high security lighting columns.
- 4.4 It is also stated with the Transport Statement that other transport modes such as cycling, walking and bus services are accessible to and from the proposed site.
- 4.5 No details have been given regarding the suitability of these routes in terms of surface treatments or the lack of lighting especially with regard to walking, cycling and bus services.
- 4.6 No information on the trip movements has been given with reference to the TRICS (Transport Related Information Computer System) and the applicant instead has given the numbers envisaged of the trip generation to and from the proposed site. No reference has been given to trip rates with regard to the existing operation for the storage and distribution depot at Tramway Road, Banbury.
- 4.7 According to the information within the Transport Statement there will be 17 staff members of which 14 will be drivers of the tanker vehicles. The statement then goes on to state that there will be 34 trips two-way generated per weekday with regard to staff vehicle movements. On top of this there will also be the oil tanker and HGV's trip movements which are 158 per week or 27 movements per day two-way. It is intended that tankers will be entering and leaving the site at staggered times including 7 two-way trips on a Saturday.
- 4.8 According to the information the application use will serve a 50mile radius area of Banbury including Birmingham, Leicester, Bedford, Luton, Reading, Gloucester, Swindon and Worcester. These trips would be more suited to a proposed site and location near and closer to the motorway networks similarly to the existing depot.



## 5 ASSESSMENT OF DEVELOPMENT PROPOSALS

### 5.1 Highway safety

- 5.1.1 An assessment has been completed which demonstrates that the traffic associated with the proposed development will have a material impact on the local highway network and in particular its junction with the A422 where the sightlines are seriously compromised and do not meet the required standard for a 60mph national speed restricted road where the 85%ile exceed this limit. This is described in more detail in chapter 3 in Description of the Site. The sightline in the northern direction is deficient by some 70m and in the southern direction by 35m. This is considered in NPPF terms as severe harm.
- 5.1.2 There are serious and severe concerns regarding this proposal at this junction with the A422 to be able to safely accommodate this extra traffic where it is shared with vehicles from Horton Grounds including the bed and breakfast establishment, farm shop and other farm uses including walkers on the adjoining d’Arcy Dalton Way. This will prove hazardous to walkers using the public footpath near to the site, including the grass verges near to the junction. This proposal will therefore discourage walking in regards to the adjoining public footpath contrary to the Local Plan’s aspirations to encourage exercise and sustainable transport.
- 5.1.3 In relation to the extra traffic as stated within chapter 5 on Proposed Development there will be a significant increase in 61 additional movements per weekday in accordance with the Transport Statement on behalf of the applicant. However that is based on 6 storage tanks and not the 7 proposed on the site so vehicle movements will therefore be greater. It would appear that the trip rates produced within the Transport Statement for the tanker movements do not rely on the correct information. The statement also should indicate the following as heating oil of 58% and petrol and diesel at 42% in terms of the lorry movements.
- 5.1.4 These are significant movements even with the information from the applicants own Transport consultants especially with due regard to the speeds as stated, together with the nature and sometime tortuous route of the main A422 with its accident record and its permanent ICE signage where highway safety will be seriously compromised.
- 5.1.5 With regard to these significant movements there is no mention within the Transport Statement of the trips by tankers to deliver the oil, derv and diesel etc to the tanks in situ on the proposed site which will add even further trips generation movements to the substandard junction with the A422. The Transport Statement does not cover the large fuel delivery vehicles to the site, which should be required to be added to the trip rates daily.





5.1.6 Saved policy TR10 of the Local Plan states that “Development that would generate frequent heavy goods vehicle movements through residential areas or on unsuitable urban or rural roads will not be permitted. The council will resist proposals for the establishment of heavy goods vehicle operating centres where they would create traffic problems or adversely affect the amenity of residential areas or villages”. In this instance with the introduction of this proposal with its many and significant vehicle movement of heavy tanker lorries and HGV’s this will compromise highway safety and also potential issues through the villages on to the A422.

## 5.2 Sustainability and Accessibility

5.2.1 Comments by the District Planning Authority Cherwell District Council made on the other site nearby at the Sugarswell Business Park for the very same use as a fuel storage and distribution depot state “The proposed development represents an unjustified and unsustainable form of development in a rural location, with lack of opportunities for sustainable travel to and from the site and would in significant adverse impacts on the character of the surrounding environment, for which it has not been demonstrated that exceptional circumstances exist for such a development in this unsustainable location. The proposals are therefore contrary to the provisions and aims of Policies SLE1, SLE4 and ESD1 of the Cherwell Local Plan 2011-2031 Part 1 and the National Planning Policy Framework”.

5.2.2 Comments were made by the Highway Authority Oxfordshire County Council on this Sugarswell application where they also recommended refusal – “*Lack of sustainable travel choices OCC advice from previous application notes the following: The main concern is that the new depot will not be served by sustainable modes of transport. The site is located in an area that would be solely dependent on private motorised vehicles, with no sustainable access from residential areas or to Local Centre amenities. The proposal would be contrary to National Planning Policy Framework standards in that it would fail to reduce the need to travel and maximise trips by sustainable modes. Further to national policy, the development proposal is also required to adhere to the policies in Connecting Oxfordshire: Local Transport Plan 2015-2031*”.



- 5.2.3 *Two key policies that are applicable in this instance are: Policy 03 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. Policy 17 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. Without an assessment of the transport impact, in the view of the Transport Strategy team the site does not meet these policies, as the location and layout of the new development is such that it cannot be deemed to minimise the need to travel and will not be served by high quality public transport, cycling and walking facilities. Shenington is served by the Stagecoach 6/7 bus between Banbury and Stratford upon Avon, but this service operates only once per two hours (at best), and there is no bus stop at the road junction with the A422. Even if one could persuade the bus to stop (on a sight-restricted bend), it is more than 1.5 km to Sugarswell Farm, along a straight rural road without footpaths. So the current public bus service would be of almost no value to employees. Bus services -There are no bus services within 800m walking distance of the site. Johnson's Excelbus routes 6 and 7 are the nearest bus routes, which do not stop within walking distance of the development site and have limited service frequency. here it was refused on the recommendation of the planning officer and two highway authorities. 17<sup>th</sup> of July 2019 by the highway officer recommended the application for planning permission be refused.*
- 5.2.4 Similarly I can concur with the highway officer comments especially with regard to lack of sustainability and accessibility especially with regard to bus services which as described are approximately 2.0kms away at Hornton Grounds via unlit and unmade public footpaths. It is highly unlikely that any staff member will utilise this mode of transport to and from their work place.
- 5.2.5 The site therefore is not considered to be in a sustainable location and does not encourage other modes of transport other than the private car and contravenes the policies as described above.



## 6 CONCLUSION

- 6.1 This Transport Review has been written on behalf of Graham and Catherine Vint who are clearly affected by the proposals specifically in terms of the access. This report has been completed to show that the development proposals fail with respect to a safe access and also the sustainability and accessibility aspects of the use.
- 6.2 Analysis of the traffic impact of the development also demonstrates that there will be a significant increase in traffic and intensity with regard to the use of the access road at its junction with the A422 and in view of the lack of adequate sightlines will be considered to be **severe harm** within the NPPF and is therefore considered to be a serious risk in road safety terms.
- 6.3 The proposed scheme **does not** demonstrate that the location of the development will minimise demand for travel, offer genuinely sustainable travel choices, improve road safety and support the objectives within the Oxfordshire Transport Plan.
- 6.4 The proposed development scheme **does not** offer safe and efficient access arrangements for traffic (cars, delivery vehicles, cyclists and pedestrians). In total regarding the accident statistics 34 casualties were reported on the Oxfordshire side of the County border and of these 13 accidents occurred directly on the A422 with 9 persons injury related. Based on these accidents to the proposed development site and in particular the adjoining and neighbouring villages on the A422, the increase of heavy goods vehicle traffic at this location would exacerbate the existing situation.
- 6.5 According to the NPPF (Para 108) in assessing specific applications for development, 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.

It is therefore clear from the statement and policies referred to above that this development proposal does not meet these criteria.



- 6.6 Policy SLE4 of the Local Plan at Cherwell DC states “All developments where reasonable to do so should facilitate the use of sustainable modes of transport (and development which is not suitable for the roads that serve the development and which have severe traffic impact will not be supported’.
- 6.7 The development as therefore reiterated above will be detrimental to highway safety and the safety of users contrary to Local Plan policy.
- 6.8 The scheme is **NOT** in accordance with the aims and objectives of local and national policy especially with regard to sustainability and accessibility.
- 6.9 I conclude this review has identified that the highway and transport aspects of this proposed development **causes severe harm in highway safety terms** and these are valid transportation reasons that should prevent the development of this site.



# A422 Hornton - Radar Speed Survey



Speed Limit

**Tues  
13th  
Oct  
2020  
1000-1400**

**Weather  
Dry**

All speeds are recorded from free flowing vehicles

Northbound				Southbound				
	Speeds(mph)		Speeds(mph)		Speeds(mph)		Speeds(mph)	
1	49	51	57	1	50	51	47	
2	64	52	56	2	51	52	57	
3	45	53	54	3	47	53	53	
4	40	54	51	4	48	54	59	
5	46	55	47	5	56	55	51	
6	54	56	62	6	64	56	56	
7	66	57	58	7	48	57	46	
8	54	58	64	8	51	58	62	
9	50	59	39	9	38	59	48	
10	55	60	44	10	51	60	63	
11	57	61	49	11	63	61	61	
12	44	62	56	12	54	62	57	
13	64	63	60	13	62	63	54	
14	49	64	55	14	53	64	55	
15	50	65	57	15	53	65	53	
16	53	66	54	16	60	66	48	
17	55	67	62	17	45	67	63	
18	50	68	58	18	58	68	47	
19	64	69	54	19	53	69	53	
20	49	70	43	20	46	70	59	
21	45	71	49	21	53	71	61	
22	67	72	53	22	63	72	54	
23	47	73	57	23	61	73	66	
24	42	74	60	24	60	74	52	
25	45	75	57	25	45	75	53	
26	48	76	46	26	54	76	57	
27	43	77	44	27	59	77	51	
28	56	78	53	28	43	78	56	
29	49	79	50	29	54	79	54	



30	65	80	58	30	59	80	48
31	53	81	51	31	51	81	61
32	49	82	49	32	54	82	64
33	57	83	62	33	57	83	50
34	51	84	70	34	51	84	57
35	53	85	63	35	55	85	53
36	60	86	55	36	57	86	51
37	50	87	51	37	44	87	54
38	54	88	47	38	47	88	56
39	47	89	49	39	50	89	52
40	60	90	53	40	52	90	57
41	44	91	50	41	58	91	51
42	53	92	57	42	51	92	46
43	68	93	53	43	55	93	53
44	53	94	54	44	65	94	60
45	73	95	49	45	68	95	57
46	63	96	44	46	46	96	51
47	55	97	46	47	56	97	62
48	49	98	50	48	58	98	57
49	51	99	51	49	54	99	58
50	47	100	47	50	45	100	51

**ROAD SURFACE - DRY**

<b>Average Northbound</b>	<b>53.1</b>	<b>Average Southbound</b>	<b>54.2</b>
<b>85th%ile Northbound</b>	<b>60.3</b>	<b>85th%ile Southbound</b>	<b>61.0</b>
<b>% &gt; Speed Limit Northbound</b>	<b>15%</b>	<b>% &gt; Speed Limit Southbound</b>	<b>16%</b>
<b>% &gt; 15mph over Speed Limit Northbound</b>	<b>0%</b>	<b>% &gt; 15mph over Speed Limit Southbound</b>	<b>0%</b>