

Application no: 21/00517/F

Location: Land Used for Motorcross, Stratford Road A422, Wroxton

Update to Transport Schedule

Recommendation:

No objection subject to:

- **An obligation to enter into a S278** agreement as detailed below.
- **Planning Conditions** as detailed below.

Comments:

This update must be read in conjunction with the previous Transport Schedule contained within the OCC Single Response dated 30th March 2021.

Since completing the original response I have visited the site to survey the local roads between the site access and the A422. My visit did not coincide with any activity at the motocross circuit.

Road widths

The unnamed road (road "A") heading approximately north from the A422 is straight and level over its full length of about 500m, affording good visibility. The width gradually reduces from 5.4m at a point 10m from the A422 give way marking to about 4.4m halfway along. From there northwards the width remains constant at about 4.3m. There is some evidence of overrunning of the verge and some edge degradation, particularly on the southern section and the far north end.

An informal passing place has been created approximately 350m from the A422 junction. Google Streetview shows that this area was in use since at least 2010.

The road westward and northward to Hornton (road "B") is 4.5m wide, with slight local variations, along the 270m to the site entrance. Again, there is some evidence of edge degradation. The slight gradient and curve at the western end mean that visibility is reduced at that end.

Manual for Streets

Manual for Streets (sect. 7.2) gives useful guidance to the type of vehicles that may be accommodated by carriageways for various widths. It is recognised that MfS is

applicable to speed limits up to 30mph so the guidance on width is more applicable to road B where speeds will be within this range.

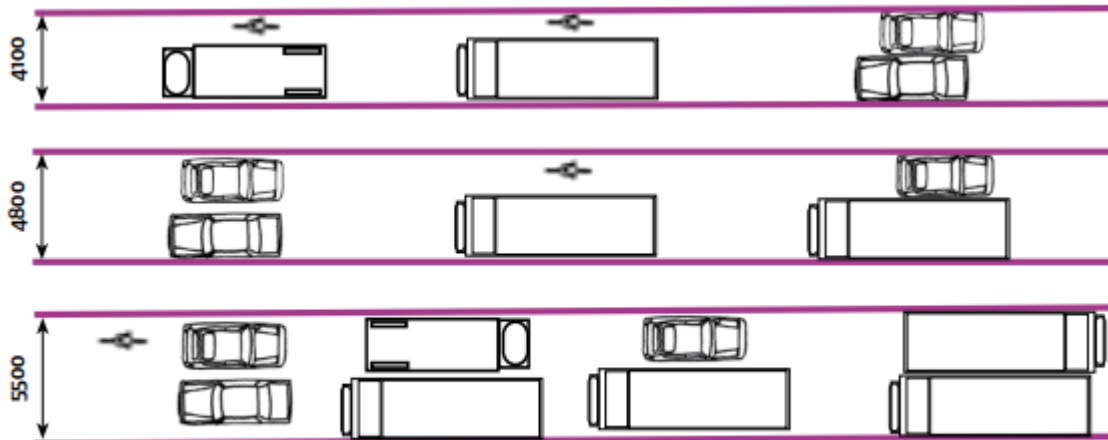


Figure 7.1 illustrates what various carriageway widths can accommodate. They are not necessarily recommendations.

Extract from Manual for Streets

The widths of roads A and B are generally mid-way between 4.1 and 4.8m. Thus, two cars should be able to pass, but a car and HGV crossing would require one or both vehicles to overrun the verge. Similarly, a car and a motorhome passing would not be accommodated in many places on the carriageway alone, so this has contributed to the worn stretches in the verges. This has clearly been occurring over a period of many years but cannot be considered as a highway safety issue that would warrant a sustainable objection.

For information, typical vehicle widths are:

- Car 1.8 – 1.9m
- Motorhome 2.3 – 2.4m
- HGV up to max. 2.55m

Passing places

The arrival of many vehicles at the start of an event, and the departure at the end, both over a relatively short period of time, may lead to a steady flow in one direction on roads A and B. This may hinder the progress of a vehicle travelling in the other direction and may necessitate one or both vehicles overrunning the verge to create a clearance.

The creation of additional passing places would improve the flow of traffic and reduce the number of occurrences that a vehicle would have to move off the carriageway to pass another. The following should be taken into consideration when assessing extra passing places:

- Each will accommodate one vehicle only

- The speed of through traffic is likely to increase as the opposing flow will be removed
- The vehicle in the passing place will have to wait for all oncoming traffic to go past and so will be delayed, rather than being able to progress
- Less likely to be required on road B as speeds will be significantly lower
- Does not appear to be feasible on the northern part of road A due to the closeness of the hedge to the west and a ditch to the east
- The verge at the southern end is well-maintained so a passing place and signage may not be visually welcome

It appears to be feasible (subject to the highway boundary) to create passing places on road B and the southern section of road A. If the application were to be approved, and if the members considered it to be desirable, then passing places could be required by condition for inclusion in the S278 works.

Access

An area alongside the carriageway, opposite to the site entrance, has been worn away by vehicles making the turn into and out of the site. This area should be resurfaced, as part of the S278 works, to prevent further degradation.

A422 junction

Traffic accessing the site will primarily do so via the Shutford Road crossroads on to road A. I have obtained the collision data for the junction which shows one road accident in the last ten years. This was on a Monday and so is likely to be unconnected to development traffic. Therefore, it cannot be demonstrated that the use of this junction has an adverse impact on highway safety.

According to the Transport Statement, the larger National events occur once or twice a year. These may attract up to 600 vehicles, most of which will be using the A422. Although this is likely to result in a noticeable increase on the average daily flow, it will not be HGV traffic and is, therefore, not contrary to policy. Given the occasional nature of the events, the additional traffic generated cannot be justified as a reason for refusal.

Event management

It could be conditioned that a Traffic Management Plan is put in place to coordinate traffic arrangements, particularly for the larger events. This would be produced in liaison with OCC Network Management to examine the wider highway network (e.g. advanced warning notices, temporary signage, diversion routes etc.)

Other further measures to improve traffic arrival and departure, which might be conditioned if appropriate, could include:

- Extended pre-meet opening times
- All tickets sold online, in advance, so that numbers will be known

- Widening of the access track where it meets the parking area, to process two vehicles simultaneously rather than one, speeding up entry and reducing queues

S278 Highway Works:

An obligation to enter into a S278 Agreement will be required to secure mitigation/improvement works, including:

- The formation of a kerbed bellmouth junction where the site access road meets the unnamed public highway between Wroxton and Hornton
- Surfacing of the worn area opposite the site access
- Creation of two passing places, one on either side of the road, staggered as necessary, on the road between Hornton and Wroxton (if considered as a necessary condition by the Planning Committee)
- Creation of two passing places, one on either side of the road, staggered as necessary, on the road leading north from the A422 (if considered as a necessary condition by the Planning Committee)

Notes:

This is usually secured by means of S106 restriction not to implement development (or occasionally other trigger point) until S278 agreement has been entered into. The trigger by which time S278 works are to be completed shall also be included in the S106 agreement.

Identification of areas required to be dedicated as public highway and agreement of all relevant landowners will be necessary in order to enter into the S278 agreements.

S278 agreements include certain payments that apply to all S278 agreements however the S278 agreement may also include an additional payment(s) relating to specific works.

Planning Conditions:

In the event that permission is to be given, the following planning conditions should be attached:

No development shall commence unless and until full details of the means of access between the land and the highway, including, position, layout, construction, drainage and vision splays have been submitted to and approved in writing by the Local Planning Authority. The means of access shall be constructed in strict accordance with the approved details and shall be retained and maintained as such thereafter.

Reason - In the interests of highway safety and to comply with Policy ESD15 of the Cherwell Local Plan 2011-2031 Part 1 and Government guidance contained within the National Planning Policy Framework.

The vision splays shall not be obstructed by any object, structure, planting or other material of a height exceeding 0.6m measured from the carriageway level.

Reason - In the interests of highway safety and to comply with government guidance contained within the National Planning Policy Framework.

Condition relating to the provision of a fence along the western and south-western boundaries.

Conditions relating to the provision of two pairs of passing places.

Condition relation to the compilation and implementation of an Event Traffic Management Plan.

Officer's Name: Roger Plater

Officer's Title: Transport Planner

Date: 4 June 2021
