

BANBURY PHASE 3, LAND TO THE NORTH-EAST OF JUNCTION 11, M40 - BANBURY, OXFORDSHIRE:

PROPOSED MIXED-USE DEVELOPMENT

REVIEW OF TRANSPORT ASSESSMENT

DATED JULY 2021

BY CURTINS

REVIEW DATE: 13TH SEPTEMBER 2021

Note control

Note type	Number	Comments
Technical Note	-	Document reviewed: Revision V02: 13 July 2021 Report Reference: CUR-00-XX-RP-TP-001-V02

Version control

Version	Date	By	Reviewed by	Authorised (TN only)	Notes
1	13/9/21	WP	VC	N/A	Final

PURPOSE

This document forms KierWSP's comprehensive review on behalf of West Northamptonshire Council (WNC) of a Transport Assessment (TA) by Curtins on behalf of Monte Blackburn Ltd for:

Proposed mixed-use development at:

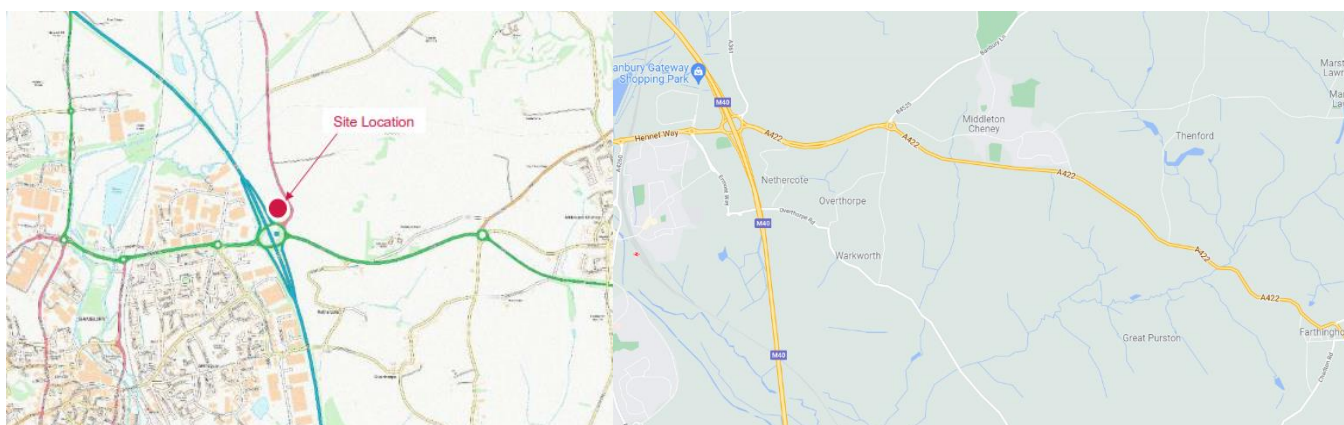
Land to the north-east of Junction 11 – M40, Banbury, Oxfordshire

Chapter 1 - Introduction

The proposed development is part of a wider site including B2/B8 industrial units up to 50,000sqm and construction is underway for Phases 1 and 2.

This TA supports a revised planning application for phase 3 including mixed-use including an hotel, office, drive thru restaurants and a Petrol Filling Station (PFS). It would cater for phase 1 and 2 occupiers as well as pass by trips.

Policy Banbury 15 of the Local Plan allocates the site for commercial development, and promotes sustainable travel including walking and cycling.



Pre-app discussion is stated to have occurred during the 2019 hybrid planning application led by Oxfordshire County Council to which WNC (then NCC) and Highways England (HE) contributed, leading to a revised hybrid application submitted in April 2019 addressing “all the concerns” related to transport and highways. It appears there has been no pre-app for Phase 3, however.

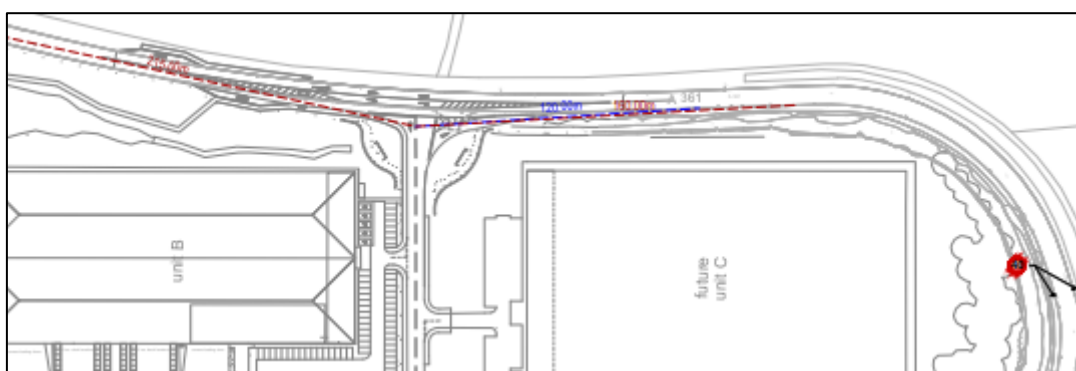
WNC Comment 1: Please supply copies of WNC’s pre-app comments (emails etc.) and information on how these were addressed for Phase ½ (The Hybrid 2019 Application) as well as for this Phase 3.

The TA states the developer’s willingness to proactively work with the LHA to minimising potential highway impacts, which is welcome.

CHAPTER 6: TRANSPORT PLANNING POLICY

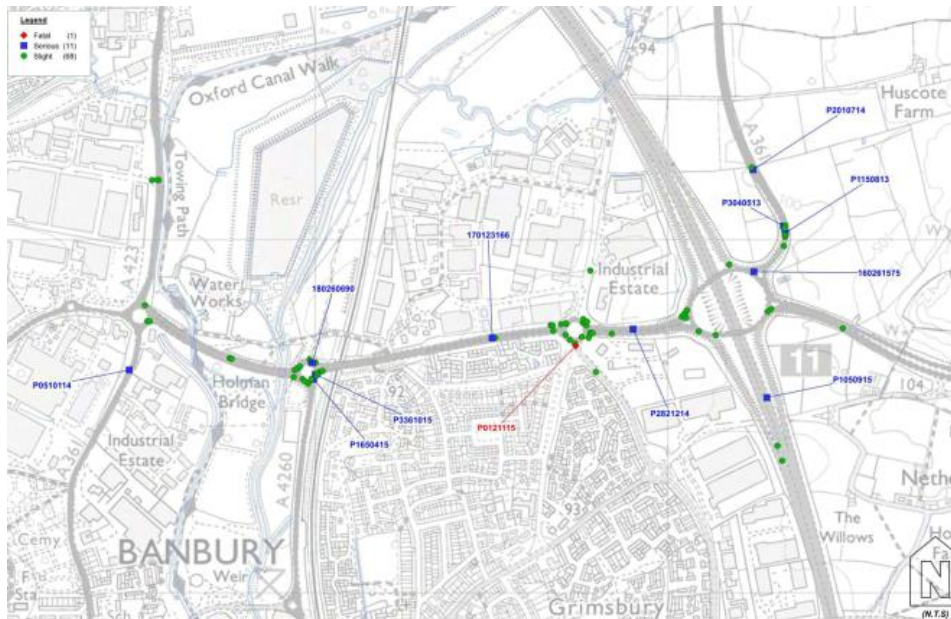
The applicant has reviewed in detail all relevant national, regional and local policies and guidelines.

CHAPTER 2: SITE LOCATION AND HIGHWAY LAYOUT



The site is around 2km east of Banbury; to the north is Banbury Phase 1 and 2 (under construction), to the south and east the A361, and to the west the M40. The agreed priority junction access from the hybrid application currently under construction is shown above off the A361 (“the new estate access” for Phase 1/2); this serves this proposal site (Unit C). An assessment of the surrounding highway links is provided including the A361, A422, Ermont Way/ Tachbrook Road and the M40.

Personal Injury Accident (PIA) data for 2013 to 2019 from the 2019 hybrid planning application is complemented by 2018 to 2020 data, locations as below, and it is



concluded there are none relevant to the proposal.

CHAPTER 3: DEVELOPMENT PROPOSALS

The mixed-use development includes a 240-bed hotel, a 5200sqm office building, PFS, coffee and hot-food drive thru. For information, the indicative Masterplan below and as per Appendix B has a labelling error.

The internal estate road is 7.3m with 2m wide footpaths either side. No SWEPT path analysis to show large vehicles, including buses, can manoeuvre safely on site was provided. Please supply the swept path analysis exercises.

It is proposed to reduce the A361 by the site from 50 to 40mph.

It is unclear which section of the A361 is referred to, please ask the applicant to clarify. If it is a section is in Northamptonshire then it will need to be considered by the Northamptonshire Speed Review Panel.

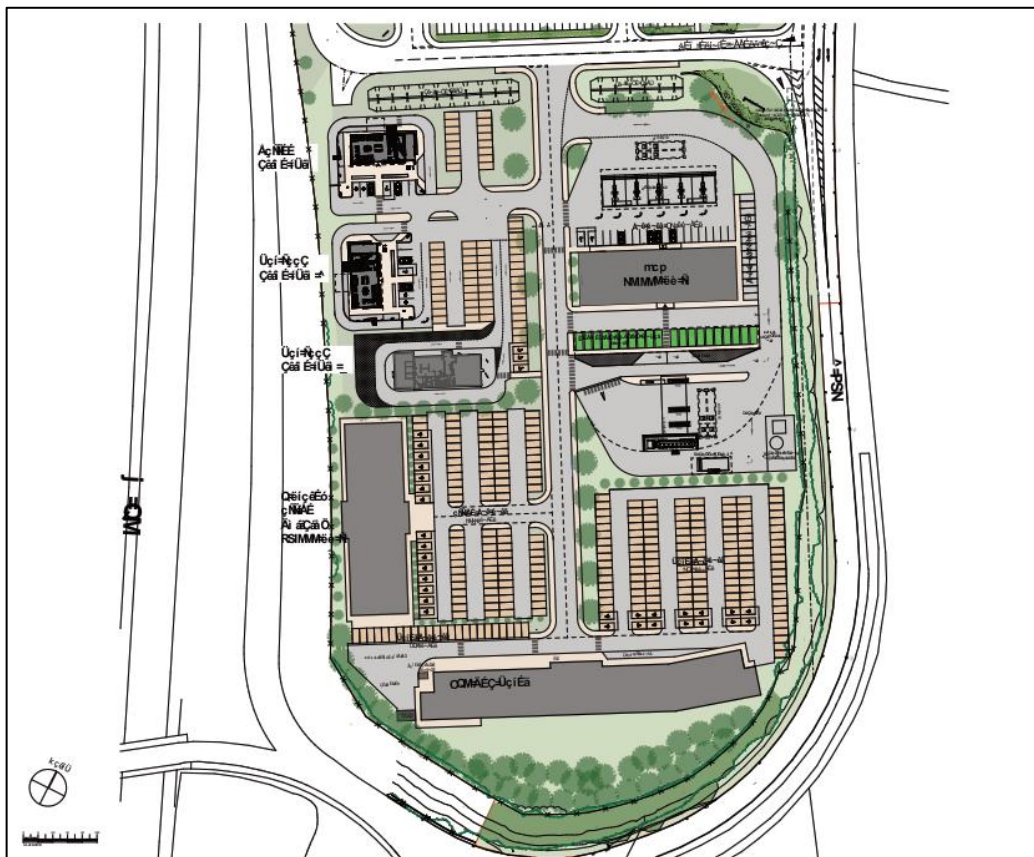
A deceleration filter lane is proposed to assist access into the site.

To improve bus access, new bus stops on the A361 and pedestrian infrastructure will be provided.

As well as at least 2m wide footways within the site, a combined use path from the north-west corner of the site to the existing underpass at the M40 is proposed, which itself will be improved.

Land Use	No. Parking Spaces
Petrol Filling Station	36 Spaces (incl. 2 disabled bays). 20 additional electric vehicle (EV) charging stations.
Coffee Drive-Thru	23 Spaces (incl. 2 EV charging spaces and 1 disabled bay)
Hot Food Drive-Thru Facilities	59 Spaces (including 2 EV charging spaces and 4 disabled bays).
Office	111 spaces (including 15 disabled bays)
Hotel	167 spaces (including 14 disabled bays)

Car parking is in accordance with Chewell District Council (CDC) standards as above.



A framework Travel Plan (FTP) will be provided.

CHAPTER 4: ACCESSIBILITY BY SUSTAINABLE MODES

Pedestrian accessibility based on a 2km isochrone is considered, including in and towards Banbury over the M40. For cycling an optimistic 8km rather than the usual 5km distance is considered.

There are no bus stops within 400m. Banbury Railway Station is nearer 3km away, not 2km.

Contributions to improving walking and cycling infrastructure in Banbury (Wildmere Road, Hennef Way, Daventry Road) including signal upgrades are proposed.

The new bus stops on the A361 will be linked to the site with 2metre footway and crossing facilities to catch the 200 / 500 services to / from Brackley.

The applicant is asked to engage with the WNC public transport team needed in respect of improvements and contributions

Bus Service	Journey	Frequency		
		Monday to Friday	Saturday	Sunday
200	Brackley – Daventry Via Wardington, Chipping Warden, Byfield, Woodford Halse, Byfield, Badby & Daventry	60 mins	60 mins	No Service
500	Brackley – Banbury Via Middleton Cheney	30 mins	30 mins	60 mins

Committed developments will be confirmed with the LPA.

WNC Comment 2: These should be included in trip generation assessment

CHAPTER 5: HIGHWAY IMPACTS

Baseline Traffic Data

Traffic surveys were undertaken pre-pandemic as part of the wider site for J11, other junctions used OCC Banbury Highway Model. Future year 2021, 2026 and 2029 scenarios were tested as part of the 2019 hybrid application, now supplemented by 2026 growthed to 2031 by TEMPro.

As this was accepted before so the data appears to be reasonable, however, if this Model is similar to the NSTM, its reliability on the borders is somewhat suspect. Also how the A422 was represented being within NCC would be interesting to see.

WNC Comment 3: The traffic survey data and Model extracts showing baseline and future years should be provided.

Traffic Generation

TRICs has been used to provide trip rates as below.

TRICS – Land Uses	Weekday AM Peak Hour (08:00 – 09:00)			Weekday PM Peak Hour (17:00 – 18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Office	1.097	0.154	1.251	0.157	1.015	1.172
Hotel	0.229	0.305	0.534	0.164	0.179	0.343
PFS (with retail)	7.900	7.676	15.575	8.488	8.419	16.907
Drive Thru FF	12.719	12.281	25.000	13.074	13.128	26.202
Drive Thru Coffee	14.985	13.558	28.543	8.869	10.194	19.063

Table 5.2 – Proposed Development Trip Rates

For this proposal not all trips will be new, given internalisation and pass-by as suggested below in Table 5.3, and actual trip movements as per Table 5.4.

WNC Comment 4: Justification for the low level of new “drive thru” trips is required.

Trip Distribution

Assignment was taken from the Banbury SATURN Model as per previous applications (Appendix C).

TRICS – Land Uses	Weekday AM Peak Hour (08:00 – 09:00)			Weekday PM Peak Hour (17:00 – 18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Office	57	8	65	8	53	61
Hotel	55	73	128	39	43	82
Drive Thrus	10	10	20	9	9	18
Total	122	91	213	57	105	162

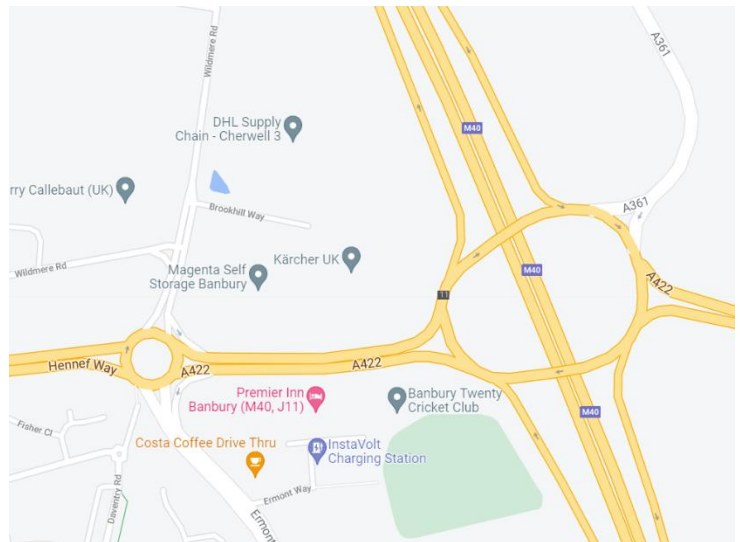
Table 5.4 – Proposed Development ‘Primary’ Trip Generation

WNC Comment 5: A distribution flow diagram with the percentage distribution is required.

Junction Assessment

The 5 junctions assessed previously are tested with 2026 and 2031 “DS” scenarios, namely:

- **Junction 1** A361/
Proposed Site Access
- **Junction 2** M40
Junction 11 Grade
Separated Roundabout
- **Junction 3** Hennef Way/
Ermont Way
Roundabout
- **Junction 4** Hennef Way/
Concorde Avenue
Roundabout
- **Junction 5** Hennef Way/
Southam Round
Roundabout



Junction 1 performs within the capacity in both the future scenarios.

Junctions 2, 3, 4 and 5 are signalised, but without the current signal information and junction drawings, no review to confirm findings, i.e. over capacity in 2026 and 2031 with and without development, is possible. It is claimed that given the marginal extra impact of the proposal, no mitigation is required.

WNC Comment 6: Final comment regards junction capacity assessment results and mitigation can only be made once the models can be reviewed in detail with provision of current signal information and junction drawings.

Recommendation

The TA should address all 6 WNC Comments before the Local Highway Authority can assess whether the document is an acceptable representation of the potential impacts that this proposal may or may not have.