



transport planning

Barratt David Wilson Homes

Land to the West of Cricket Field North of Wykham Lane, Bodicote

Transport Statement

October 2021



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Transport Statement

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APPENDICES

APPENDIX A Site Masterplan

APPENDIX B PIA Reports

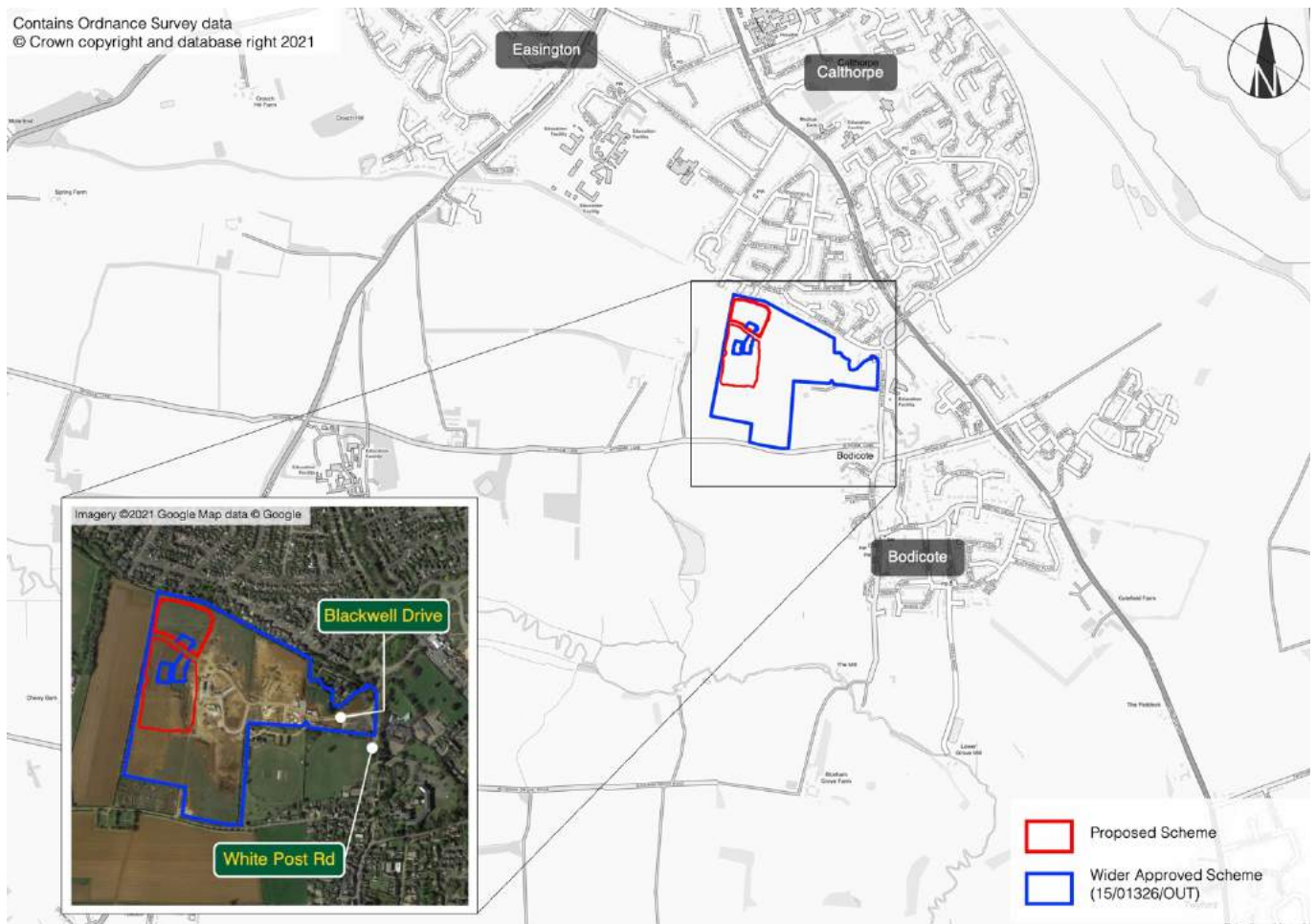
APPENDIX C Swept Path Analysis

1 Introduction

1.1 Overview

- 1.1.1 mode transport planning (mode) has been commissioned by Barratt David Wilson Homes to provide highways and transportation advice and prepare a Transport Statement (TS) in support of the re-plan of the western part of the residential development permitted through Reserved Matters application (19/008895/REM) at Land to the West of Cricket Field North of Wykham Lane, Bodicote, Oxfordshire. The application relates to the delivery of 107 dwellings, at this westernmost parcel, which currently has consent for 84 dwellings.
- 1.1.2 This TS has therefore been produced to consider the uplift of 23 dwellings over and above the consented and technically assessed 280 dwellings secured as part of the approved outline (Ref: 15/01326/OUT) and reserved matters (Ref: 19/01037/REM) planning applications.
- 1.1.3 The approved site is located in the village of Bodicote, c.2.75km to the south of the town of Banbury. The site is currently in the construction phase and has frontage onto the reprioritised White Post Road (as part of the wider 280 residential dwelling scheme) to the east and Wykham Lane, to the south. The site is bounded by agricultural land to the west and the National Cycle Route No. 5 along Salt Way to the north. The location of the wider approved site and the westernmost part of the site within which the proposed development re-plan is located is shown in **Figure 1.1**, and a copy of the proposed Masterplan is attached at **Appendix A**.

Figure 1.1 : Site Location Plan



1.1.4 A Residential Travel Plan (RTP) was approved as part of the wider development application (for 280 dwellings), which is already operational. The document will be updated to subsume the additional 23 dwellings.

1.2 Report Structure

1.2.1 Following this chapter, the report is structured as follows:

- **Chapter 2** provides an overview of relevant national and local planning policy and guidance;
- **Chapter 3** describes the existing situation in terms of the site location, accessibility and highway safety;
- **Chapter 4** offers details of the development proposals, including the quantum of development, access and parking arrangements.
- **Chapter 5** includes the proposed development and assessment of the traffic generation; and,
- **Chapter 6** provides a summary and conclusion to the document.

2. Policy Context

2.1 Overview

2.1.1 This section provides a review of current relevant local and national transport and land use planning policy documents, including the following:

- National Planning Policy Framework (NPPF);
- Planning Practice Guidance (PPG);
- Adopted Cherwell Local Plan (2011-2031);
- Connecting Oxfordshire: Oxfordshire Local Transport (LTP4) (2015-2031); and,
- Connecting Oxfordshire: Oxfordshire LTP4 (2015-2031): Active & Healthy Travel Strategy.

2.2 National Planning Policy Framework (NPPF)

2.2.1 The National Planning Policy Framework (NPPF) sets out the Government's key objectives for achieving sustainable development. The NPPF was published in March 2012 and revised in February 2019. This document was again revised in July 2021 and replaces the previous version in February 2019 in order to streamline the national planning policies set out in previous policy guidance and a number of related circulars. These have been combined into a single document to make the planning system more accessible, whilst still protecting the environment and promoting sustainable growth.

2.2.2 The NPPF sets out the government's planning policies for England, and how these are expected to be applied, stating that all developments generating significant amounts of movement should be supported by a Transport Assessment (TA) or Transport Statement (TS), alongside a Travel Plan (TP). Within the NPPF, it is suggested that an economic, social and environmental objective should be at the heart of the planning process.

2.2.3 Under the 'Promoting sustainable transport' chapter of the NPPF, it is stated that transport issues should be considered from the earliest stages of plan-making and development proposals (Para. 104). By doing this the potential impacts of development on transport networks can be addressed and the appropriate transport infrastructure can be implemented. By considering transport at the earliest stages, it allows the opportunity to promote walking, cycling and public transport, and mitigate any problems.

2.2.4 Significant developments should be focused on being sustainable, this can be done through limiting the need to travel and offering a genuine choice of transport modes.

2.2.5 The NPPF states (Para. 106, pg.30) that planning policies should:

- *“Support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;*
- *Be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;*
- *Identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development;*
- *Provide for attractive and well-designed walking and cycling networks with supporting facilities such as secure cycle parking, Local Cycling and Walking Infrastructure Plans.”*

2.2.6 Within the context of assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that (Para. 110, pg.31):

- *“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;*
- *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; 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.”*

2.2.7 Within this context, new developments should (Para. 112, pg.32):

- *“give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas... facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use.*
- *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- *create places that are safe, secure, and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”*

2.2.8 Paragraph 111 states that:

- *“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.”*

2.2.9 Paragraph 113 concludes that all developments expected to generate significant amounts of movement should provide a travel plan, and applications should also be supported by a Transport Statement or Transport Assessment to assess the likely impacts of the proposals.

2.2.10 The sustainable access credentials of the site are considered in full in **Chapters 3 and 4** of this TS, demonstrating that the proposed scheme is situated in a sustainable location with sufficient opportunities for access by sustainable modes. **Chapter 5** demonstrates that there the proposed scheme will have a negligible impact on the operation on the road network.

2.3 Planning Practice Guidance (2014)

2.3.1 Planning Practice Guidance (PPG) provides detailed advice to support the NPPF. PPG contains further information for planners, developers and the public on the types of assessment required to support planning applications and the approach to considering applications on their various merits.

2.3.2 The guidance states that a TS should be “*proportionate to the size and scope of the proposed development to which they relate and build on existing information wherever possible*”.

2.3.3 The guidance also states that a TS 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.

2.3.4 **Chapters 3, 4 and 5** of this report demonstrate that the proposed development is sustainable and that the scheme will not have a significant impact on the surrounding area in terms of highways and parking. This TS has been prepared in line with the guidance set out in the PPG.

2.4 Adopted Cherwell Local Plan, 2011-2031 (2015)

2.4.1 The adopted ‘Cherwell Local Plan, 2011 – 2031: Part 1’ provides the strategic planning policy framework and sets out site allocations for the District to 2031. The Plan forms part of the Statutory Development Plan and is intended to provide the basis for decisions on land use planning within Cherwell District. The policies of relevance are summarised below:

2.4.2 **Policy PSD 1: Presumption in Favour of Sustainable Development:**

- “*When considering development proposals, the Council will take a proactive approach to reflect the presumption in favour of sustainable development contained in the NPPF. The Council will always work proactively with applicants to jointly find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.*”

- *Planning applications that accord with the policies in this Local Plan (or other part of the statutory Development Plan) will be approved without delay unless material considerations indicate otherwise.*
- *Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise – taking into account whether:*
 - *Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole; or,*
 - *Specific policies in the Framework indicate that development should be restricted."*

2.4.3 **Chapters 3, 4 and 5** of this report demonstrate that the proposed development is sustainable and that the scheme will not have a significant impact on the surrounding area in terms of highways and parking.

2.5 Connecting Oxfordshire: Oxfordshire Local Transport Plan (LTP4), 2015-2031 (2016)

2.5.1 Since the Oxfordshire Local Transport Plan 3 (2011 – 2030) was adopted in 2011, the ways in which transport can be funded in Oxfordshire has changed. To ensure the county's transport systems are fit to support the population and economic growth, OCC has developed a 4th Local Transport Plan (LTP4): Connecting Oxfordshire (2015 - 2031). The Plan was updated in 2016 in order to strengthen the emphasis on improving air quality and making better provision for walking and cycling

2.5.2 The following policies are of relevance to the development proposal:

2.5.3 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."*

2.5.4 Policy 04:

- *"Oxfordshire County Council will prioritise the needs of different types of users in developing transport schemes or considering development proposals, taking into account road classification and function/purpose, the characteristics and function of the place and the need to make efficient use of transport network capacity."*

2.5.5 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."*

2.5.6 Policy 34:

- *“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. To do this, we will:*
 - *Secure transport improvements to mitigate the cumulative adverse transport impacts from new developments in the locality and/or wider area, through effective Travel Plans, financial contributions from developers or direct works carried out by developers;*
 - *Identify the requirement for passenger transport services to service the development and negotiate the provision of these passenger transport services with the developer;*
 - *Ensure that developers promote and enable cycling and walking for journeys associated with the new development, including through the provision of effective travel plans;*
 - *Require that all infrastructure associated with the developments is provided to appropriate design standards and to appropriate timescales;*
 - *Set local routing agreements where appropriate to protect environmentally sensitive locations from traffic generated by new developments;*
 - *Seek support towards the long-term operation and maintenance of facilities, services and selected highway infrastructure from appropriate developments, normally through the payment of commuted sums;*
 - *Secure works to achieve suitable access to and mitigate against the impact of new developments in the immediate area, generally through direct works carried out by the developer.”*

2.5.7 The proposed development has been designed in accordance with the Local Transport Plan and this TS and RTP demonstrate that the objectives can be met. This is demonstrated in **Chapters 3, 4 and 5** which considers the existing conditions, development proposals and impact of the site on the local highway network.

2.6 Connecting Oxfordshire: Oxfordshire LTP4, 2015 – 2031: Active & Healthy Travel Strategy (2016)

2.6.1 The updated plan has brought active and healthy travel modes together as an Active & Healthy Travel Strategy. This builds on what was already in the original LTP4. It updates the LTP4 cycling strategy and adds new sections on walking and Door to Door integrated journeys, which covers longer journeys undertaken by cycling or walking in combination with bus or rail.

2.6.2 The Active & Healthy Travel Strategy aims to contribute to reducing pressure on the road network, contribute to economic growth and the reduction of emissions, quality of life and health, and link active travel with bus and rail options by enabling sustainable door to door journeys combining cycling or walking with public transport.

- 2.6.3 In terms of new development, the report states that: “It is essential that new developments are planned with cycling in mind and with facilities to make cycling both convenient and safe. Designing new developments so that cycling is the most convenient transport method for the majority of trips will naturally increase the proportion of journeys made in this way.”
- 2.6.4 The proposed development has been designed in accordance with the Active & Healthy Travel Strategy and this TS and in particular the existing RTP will ensure that sustainable travel and healthy travel options will be considered by all users to/from the development site.

2.7 Summary

- 2.7.1 In summary, the national and local planning policy aforementioned, aims to ensure that sustainable development takes place throughout the county of Oxfordshire and in Cherwell District. More specifically, a fundamental theme within transport policy is for new developments to be as sustainable as possible, in terms of pedestrian and cycle movements and public transport accessibility.
- 2.7.2 Development sites should evolve to integrate with existing and proposed transport infrastructure; encouraging the use of sustainable modes of travel to ensure that all occupants and visitors are provided with genuine modal choice.
- 2.7.3 This TS has been prepared in line with current best practice guidance and methodology, and as such, the development proposals are compliant and accord with the local and national planning policy prescribed above.

3. Existing Conditions

3.1 Introduction

3.1.1 This chapter considers the existing local highway, pedestrian, cycle and public transport networks, with particular regard to the accessibility of the site in relation to the provision of public transport and local services.

3.2 Site Location

3.2.1 The approved site is located in the village of Bodicote, c.2.75km to the south of the town of Banbury. The site is currently in the construction phase and is partly occupied by residents. The site has frontage onto White Post Road to the east (which has been re-prioritised as per the development proposals for the wider 280 dwelling scheme) and Wykham Lane, to the south. The site is bounded by agricultural land to the west and the National Cycle Route No. 5 along Salt Way to the north. The location of the approved site and the westernmost part of the site within which the proposed development re-plan is shown in **Figure 1.1**.

3.3 Local Highway Network

3.3.1 An overview of the local highway in the vicinity of the site is provided in **Figure 3.1**:

Figure 3.1 Local Highway Network



White Post Road

3.3.2 White Post Road forms the eastern boundary of the site and has been reprioritised as part of the approved scheme for the 280 dwellings (Planning Ref: 15/01326/OUT). White Post Road forms a priority-controlled junction with Blackwell Drive into the site. At the southern approach to the prioritised junction, White Post Road widens to two lanes, for travel west into the site and northeast, continuing on White Post Road. Shared use paths of at least c.2.0m width are provided in vicinity of the junction and into the site, whilst crossings are provided on each arm. A dropped kerb crossing with tactile paving and a pedestrian refuge island is provided on the southern arm of White Post Road, within c.10m of the junction, whilst a signalised crossing is also provided c.50m to the south. A zebra crossing with a dropped kerb and tactile paving is provided at the north eastern White Post Road arm, and a dropped kerb crossing with tactile paving is also provided on the Site Access (Blackwell Drive).

3.3.3 Further north of the reprioritisation, White Post Road provides access to Oxford Road (A4260) to the north of the site via a four-arm roundabout junction with Sycamore Drive, Bankside and the Oxford Road northbound slip road. White Post Road provides a route to Bodicote village to the south, via High Street.

- 3.3.4 Along the site frontage, White Post Road is 7.3m wide and is subject to a 30mph speed limit. Footways covered by street lighting continue to the north and south of the reprioritisation, separated from the carriageway by a grass verge.

Wykham Lane

- 3.3.5 Wykham Lane forms the southern boundary of the site. It is a lane of c.5m width, subject to the national speed limit with no centreline or footways along the carriageway. Wykham Lane runs from White Post Road to the east and A361 Bloxham Road and further to Broughton Village to the west.

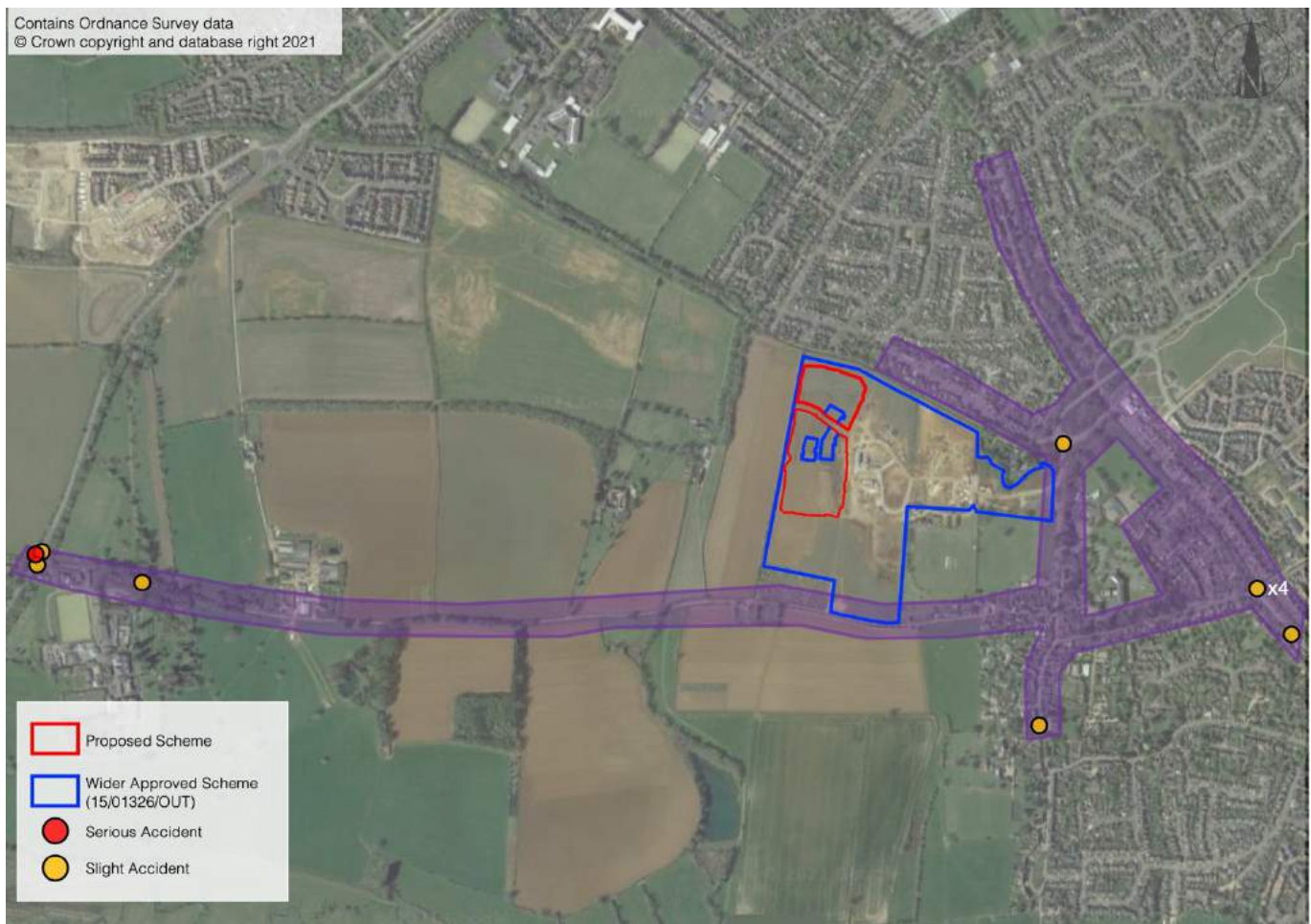
A4260 Oxford Road

- 3.3.6 To the north of the site, White Post Road forms a northbound slip road with the A4260 Oxford Road, whilst Bankside provides a southbound slip road. Both slip roads comprise a simple taper diverge and simple taper merge, with give way markings added to the taper merge which has the effect of turning the merge into a priority-controlled junction.
- 3.3.7 Oxford Road is a single carriageway which runs to the centre of Banbury c.2.75km to the north and to Oxford c.39km to the south. In the proximity of the slip roads the carriageway is c.9 metres in width with cycle lanes on both sides of the carriageway. A footway is present on the southern side of the carriageway and is covered by street lighting. The carriageway is subject to a 40mph speed limit.

3.4 Highway Safety Review

- 3.4.1 PPG states that the TS should consider the most recently available three-year period of collision data, unless a high collision rate has been identified. For completeness, a review of collision data for the most recently available five-year period has been undertaken.
- 3.4.2 Personal Injury Accident (PIA) data has been reviewed using the CrashMap portal (www.crashmap.co.uk) for the most recent five-year period available (2016 – 2020). The data is approved by the UK Statistics Authority and reported on by the Department for Transport (DfT) annually.
- 3.4.3 The area of highway assessed covers White Post Road between Oxford Road and High Street, the full extent of Broad Gap and Sycamore Drive, and High Street between Broad Gap and East Street. The area also covers Oxford Road from the junction with Beadnell Close to the north and 150m south of the Oxford Road / Broad Gap / Canal Lane junction to the south. The extent also covers Wykham Lane along its full extent between White Post Lane to the east and A361 Bloxham Road to the west. The search extent and location of the accidents to have taken place within the search period are displayed in **Figure 3.2**, whilst the accident reports are attached as **Appendix B**.

Figure 3.2 : PIA Data



- 3.4.4 A total of 11 accidents were recorded to have taken place within the search extent, of which one was recorded as 'serious' in severity, whilst the remaining 10 were recorded as 'slight' in severity.
- 3.4.5 The single serious accident occurred in June 2017 at the Wykham Lane / A361 Bloxham Road junction. The accident involved three cars, with the front of one car colliding with the offside of two cars.
- 3.4.6 Two further slight accidents occurred at the Wykham Lane / A361 Bloxham Road junction. The causation factors are not detailed within the accident report, however the first of these incidents (March 2016) involved three cars, with a car passing another vehicle (moving or stationary) on its nearside, colliding with the front of another car proceeding normally along the carriageway, whilst a third car, waiting to turn right, did not impact either of the documents. The other accident occurred in October 2016 and also involved three cars, however again the causation factor is not given, but it is reported that as the vehicle is moving off, there has been a collision with the three cars colliding at the front of each of the vehicles as the first impact.

- 3.4.7 One further slight accident occurred on Wykham Lane within close proximity of the tunnel underneath the access road to Tudor Hall School. The accident occurred in January 2016 between two cars, travelling in opposite directions, who collided front on with each other.
- 3.4.8 Four slight accidents were recorded to have taken place at the A4260 Oxford Road / Broad Gap / Canal Lane priority junction. Three of the accidents (occurring in March 2016, April 2018 and October 2018) occurred with a collision between two cars, in each case with a car in the act of turning right and in the process colliding with a vehicle proceeding along the carriageway. The other slight accident occurred in October 2016 and involved one car proceeding along the carriageway, hitting a lamp post.
- 3.4.9 A slight accident was recorded to have taken place within the search extent on the A4260 Oxford Road, c.150m south of the A4260 Oxford Road / Broad Gap / Canal Lane priority junction. The accident occurred in February 2017 and occurred as a van / goods vehicle (2.5 tonnes or less) was in the act of slowing / stopping and a car behind failed to stop in time, colliding with the rear of the van, which was shunted into the rear of another van / goods vehicle.
- 3.4.10 One accident occurred on the Sycamore Drive / Bankside / Oxford Road roundabout and involved a car and pedal cycle, with the front of the car impacting with the nearside of the pedal cycle.
- 3.4.11 One accident was recorded to have taken place on High Street, c.100m north of the junction with East Street. The causation factor of this accident is not clear, however the incident involved a car hitting a car parked in the carriageway, which appears to have rear shunted a parked vehicle in front. A pedal cycle was also involved in the accident, although it is unclear how it was related given that it did not collide with any other vehicle.
- 3.4.12 Given that there are no significant clusters of accidents taking place in the immediate and local vicinity of the proposed development, there is not considered to be any specific road safety issues that need to be addressed or mitigated as part of the development proposals.

3.5 Pedestrian & Cycle Access

- 3.5.1 In terms of pedestrian and cycle infrastructure, Public Right of Way (PROW) 120/43, a restricted bridleway which is also part of National Cycle Route (NCN) No. 5, runs along the northern boundary of the site along Salt Way from White Post Road to the east and the B4035 to the west. NCN No. 5 also continues south along White Post Road onto High Street through Bodicote and Bloxham and continuing onto Oxford.
- 3.5.2 PROW 137/13, which will be maintained as part of the development, also runs through the site in a north to south orientation from Salt Way to Wykham Lane. A PROW (137/11) runs c.300m to the west of the site which links with Wykham Lane and Salt Way and continues via PROWs to Oxford Road to the north and c.3km to Milton to the south.

3.5.3 Shared footways are present along both sides of Blackwell Drive and White Post Road on each arm of the reprioritised White Post Road / Blackwell Drive (Site Access) junction (as described in **Section 3.3**; the Local Highway Network section). Footways continue along White Post Road south towards the centre of Bodicote and north towards the A4260 Oxford Road and on towards Banbury. Dedicated cycle lanes are present along both sides of the carriageway on the A4260 Oxford Road for an approximate 1km in the vicinity of Bankside, whilst Bankside also provides an on-road cycle route towards Banbury Railway Station (as shown on **Figure 3.4**).

3.5.4 **Figure 3.3** provides an extract of the PROWs in the vicinity of the site and **Figure 3.4** provides an extract from Sustrans showing the local cycle network plan.

Figure 3.3 Local PROW Network Plan

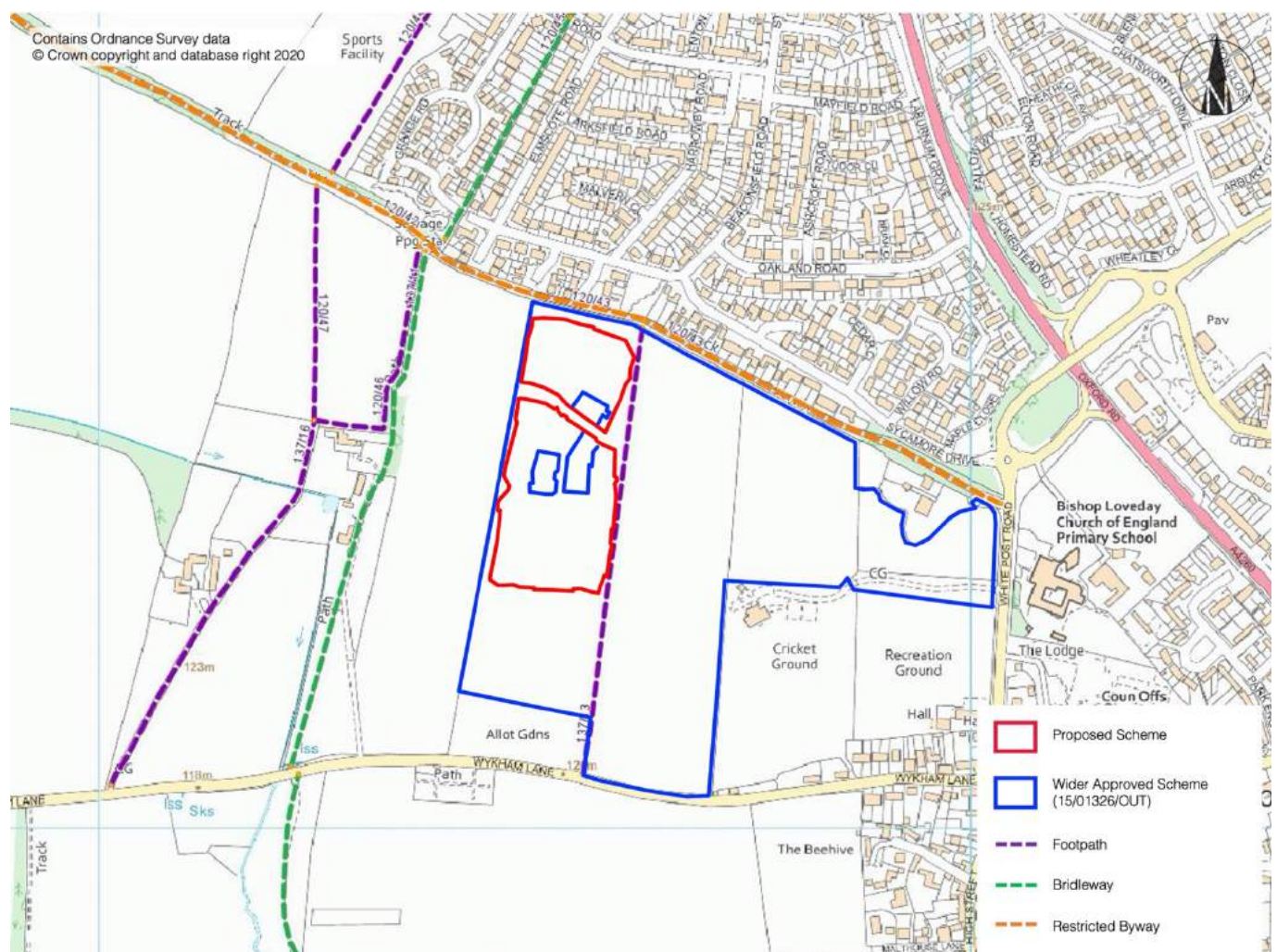
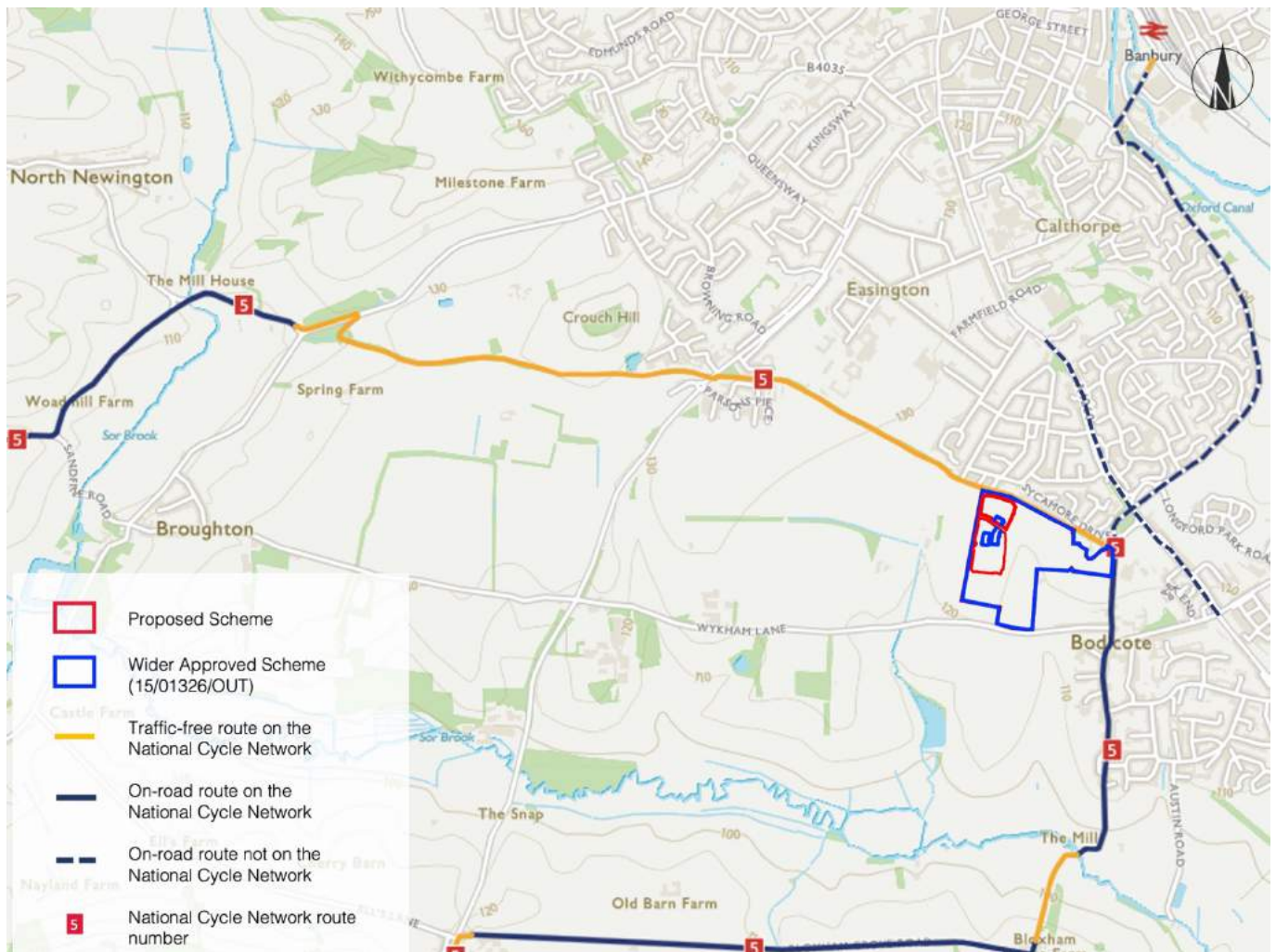


Figure 3.4 Local Cycle Network Plan



3.6 Public Transport

Bus

- 3.6.1 The closest bus stops to the site are located on White Post Road, 100 metres (c. 1-minute walk) south of the main site access onto White Post Road, and on Sycamore Drive, within 300 metres (c. 4-minute walk) of the main site access. The bus stop on the southern side of Sycamore Drive has a shelter and the other stops are of a 'flagpole' style.
- 3.6.2 The bus stops on White Post Road are served by the B3 bus service and the bus stop on Sycamore Drive is served by the B1 bus service from Banbury to Easington.
- 3.6.3 There are additional services (H4 and S4 Gold) calling on A4260 Oxford Road within 800m (10-minute walk) of the site.
- 3.6.4 These local bus services currently provide up to 4 services an hour in peak hours to Banbury bus station in Banbury town centre, within a journey time of c.15 minutes. Further locations accessible via these services include Oxford, Easington, Calthorpe and Twyford.

3.6.5 A summary of the frequency of local bus services is provided in **Table 3.1**.

Table 3.1 : Frequency of Local Bus Services*

| Service No. | Route | Typical Peak Frequency | | |
|-------------|--|------------------------|-----------|---------------|
| | | Weekdays | Saturday | Sunday |
| B1 | Banbury - Easington | 1 an hour | - | - |
| B3 | Banbury Town Service (Hanwell View, Banbury Town Centre, Cherwell Heights) | 2 an hour | 2 an hour | - |
| H4/S4 Gold | Banbury – Deddington – Kidlington – Summertown – Oxford | 1 an hour | 1 an hour | Every 90 mins |

**Times correct as of 22/09/2021.*

Rail

3.6.6 Banbury Railway Station is located c. 2.5km to the north of the site, which can be accessed via a 10-minute cycle or c.15 minute journey on the bus, via Banbury bus station, which is located within 400 metres of the railway station. Banbury Railway Station has 63 sheltered cycle storage spaces. The station is located on the Chiltern Main Line and is operated by Chiltern Railways.

3.6.7 The typical journey time and frequency of train services serving Banbury Railway Station is summarised below in **Table 3.2**.

Table 3.2 : Banbury Railway Station Train Services*

| Destination | Typical Journey Time | Peak Hour Frequency |
|-----------------------|----------------------|---------------------|
| Bicester | 12 minutes | 3 an hour |
| Leamington Spa | 17 minutes | 3 an hour |
| Oxford | 20 minutes | 2 an hour |
| Warwick | 22 minutes | 2 an hour |
| Reading | 45 minutes | 1 an hour |
| Birmingham Snow Hill | 1 hour 3 minutes | 1 an hour |
| London Marylebone | 1 hour 5 minutes | 3 an hour |
| Bournemouth | 2 hours 17 minutes | 1 an hour |
| Manchester Piccadilly | 2 hours 27 minutes | 1 an hour |

* Times correct as of 22/09/2021.

3.6.8 As shown in **Table 3.2**, Banbury Railway Station provides opportunities for residents to access a wide range of locations, potentially accommodating a range of journey purposes.

3.7 Proximity to Local Facilities & Amenities

3.7.1 On account of the residential element of the development, it is important to consider the potential opportunities for access to local amenities. In transport planning terms, the most sustainable sites are those generating the lowest number of single occupancy private vehicle trips, which can be achieved by facilitating a greater proportion of walking, cycling and public transport journeys.

3.7.2 In order to achieve good integration, developments should be encouraged in areas with good accessibility to local facilities, employment opportunities and public transport. This section demonstrates the amenities, employment and education facilities that can be accessed from the site by active travel modes (walking and cycling).

3.7.3 The Institute of Highways and Transportation's (IHT) 'Guidelines for Providing Journeys on Foot' (2000) provides guidance when considering accessibility of specific locations by foot. In relation to the proposed development, the guidelines suggest:

- Maximum distances of 800m to town centres, 2,000m for work / education / leisure, and 1200m elsewhere;
- Acceptable distances of 400m to town centres, 1,000m for work / education / leisure, and 800m elsewhere; and

- Desirable distances of 200m to town centres, 500m for work / education / leisure, and 400m elsewhere.

3.7.4 Cycling is also considered to be a highly sustainable mode of travel and generally journeys up to 8km are considered an achievable distance for most people (LTN 01/20 Cycle Infrastructure Design).

3.7.5 The site is well served by community, health, education and retail facilities all within the recommended walking distances detailed above. The site is also accessible to a significant catchment with acceptable journey times by cycling and public transport. The edge of Banbury town centre is within 2km of the site which provides a substantial range of amenities. Further details in respect of amenities and the walking / cycle time to each is provided below in **Table 3.3**.

Table 3.3 : Local Facilities & Amenities

| Facility/Amenity | Distance (m) | Walking Time (Mins) | Cycle Time (Mins) |
|-----------------------------------|--------------|---------------------|-------------------|
| Bodicote Village Hall | 150 | 2 | 1 |
| Saltway Day Nursery | 150 | 2 | 1 |
| Bodicote Flyover Farm Shop | 200 | 3 | 1 |
| Cherwell District Council Offices | 200 | 3 | 1 |
| Horse & Jockey Public House | 500 | 6 | 2 |
| The Plough Inn Public House | 500 | 6 | 2 |
| Bodicote Post Office | 1000 | 13 | 4 |
| Sainsbury's | 1500 | 19 | 6 |
| Horton General Hospital | 1900 | 24 | 8 |
| Banbury Town Centre | 2000 | 25 | 8 |
| Banbury Academy | 2000 | 25 | 8 |
| Wykham Park Academy | 2000 | 25 | 8 |

3.8 Summary

3.8.1 A review of the existing transport infrastructure has demonstrated a reasonable level of accessibility to the site with a range of opportunities for sustainable travel, by walking, cycling, or utilising the existing public transport provision.

3.8.2 In addition, analysis of the local highway network in the vicinity of the site has demonstrated that there are no existing highway safety concerns, and therefore, no highway safety issues that are likely to be exacerbated by the development proposals.

4. Development Proposals

4.1 Overview

- 4.1.1 This section summarises the development and vehicular access proposals for the application site. The internal layout, refuse access and parking to be included within the design of the development are also described.

4.2 Proposed Development

- 4.2.1 The proposed scheme relates to the re-plan of the western part of the residential development permitted through Reserved Matters application (19/00895/REM) for the delivery of 107 dwellings (this area currently has consent for 84 dwellings).
- 4.2.2 The proposed development is therefore an uplift of 23 dwellings over and above the consented and technically assessed 280 dwellings secured as part of the approved outline (Ref: 15/01326/OUT) and reserved matters (Ref: 19/01037/REM) planning applications.
- 4.2.3 The development schedule for the replanned 107 dwellings is summarised below:
- 14 x no. 2-bed dwellings;
 - 43 x no. 3-bed dwellings; and,
 - 50 x no. 4-bed dwellings.
- 4.2.4 In terms of the quantum of development, of the 107 dwellings, it is proposed 100 will be private dwellings and 7 will be affordable.
- 4.2.5 The proposed development is illustrated on the masterplan contained in **Appendix A**.

4.3 Access Proposals

- 4.3.1 As per the full planning approval for 280 dwellings, vehicular access to the 107 dwellings (and additional 23 dwellings) will be provided via the single access on White Post Road and via the spine road through the wider site.
- 4.3.2 Pedestrian and cycle access will be provided via the footways along White Post Road and along the spine road through the site, as well as the footways provided along the residential roads through the wider scheme. Access will also be provided via an existing footpath (Public Right of Way 137/13) between the National Cycle Route No. 5 on Salt Way to the south to Wykham Lane, which will be maintained and improved as part of the wider approved 280 dwelling scheme, which will run immediately east of the western parcel for 107 dwellings.

Internal Layout

- 4.3.3 The internal roads for the proposed development are in line with the approved geometry standards associated with the previously approved reserved matters development application within the wider site (App Ref. 19/01037/REM).
- 4.3.4 The internal layout and connections between the proposed development and the neighbouring wider development site (App Ref. 19/01037/REM) have been designed with consideration to a street hierarchy for all users and are therefore considered to be appropriate and acceptable.

Servicing

- 4.3.5 The internal site layout has been designed to facilitate the manoeuvrability and navigation of refuse vehicles and emergency service vehicles. A vehicle swept path tracking assessment has been undertaken to ensure that a refuse vehicle can access and egress the site in a forward gear. A 11.6 metre refuse vehicle was utilised, which represents the largest vehicle that may be required to access the site. Drawing 957-00-203 included as **Appendix C**, demonstrates that the design vehicle can undertake the required movements to access and exit the site in a forward gear.
- 4.3.6 A vehicle swept path tracking assessment has also been undertaken for a Multi-Purpose Vehicle (4.856m x 1.860m) at the various car parking spaces and turning areas within the site. Drawing 957-00-204, also at **Appendix C**, demonstrates that the design vehicle can sufficiently access and egress the car parking spaces and utilise the turning areas without conflict.

4.4 Parking

- 4.4.1 Car parking will be provided in accordance with the requirements set out within Oxfordshire County Council's Residential Street Design Guide (2015) (Standards for urban areas in Cherwell). The standards and the quantum of parking spaces required to satisfy OCC's standards are summarised in **Table 4.1**.

Table 4.1 : Cherwell Urban Area Parking Standards and Required On-site Parking Provision – Oxfordshire County Council Residential Street Design Guide

| Number of bedrooms per dwelling | Number of allocated spaces | Number of spaces when two allocated spaces per dwelling are provided | |
|-----------------------------------|----------------------------|--|--------------------|
| | | Allocated Spaces | Unallocated Spaces |
| 2 | 2 | 2 | 0.3 |
| 3 | 2 | 2 | 0.3 |
| 4+ | 2 | 2 | 0.5 |
| Total Required (107 Dwellings) | | 214 | 41 |

4.4.2 As per **Table 4.1**, a total of 255 car parking spaces are required for the 107 dwellings. A total of 270 allocated car parking spaces (through a combination of on-plot driveways and garages) will be provided for the proposed development i.e. an average of 2.5 spaces per dwelling. A further c.11 visitor spaces will be provided within the residential streets. This approach is considered and acceptable in relation to the parking standards and in line with the parking provision detailed within the Design and Access Statement for the reserved matters application (App Ref: 19/01037/REM).

Cycle Parking

4.4.3 Adequate space for cycle parking will be provided within the curtilage of each dwelling - i.e., either within garages (where provided) and the provision of garden space the dwelling's boundary; no specific off-plot (communal) cycle parking spaces (i.e. in the form of Sheffield stands) are considered necessary and appropriate within the development.

5. Travel Demand

5.1 Overview

5.1.1 This chapter provides an overview of the methodology used to calculate the forecast travel demand associated with the development proposals; with reference to vehicular trip rates and trip generation, as well as a % impact assessment on the local highway network junctions, in the immediate vicinity of the site.

5.2 Vehicular Trip Rates & Traffic Generation

5.2.1 In order to provide a forecast of the likely traffic generation for the proposed development on the surrounding local highway network, the previously consented trip rates applied within the TA for the approved 280 dwelling application (App Ref: 15/01326/OUT) have been utilised.

5.2.2 As aforementioned, the development proposals (for this application site) equate to an additional 23 dwellings, when compared to the wider approved scheme consent for 280 dwellings.

5.2.3 The vehicle trip rates and subsequent trip generation (based on an additional 23 dwellings) are therefore illustrated in **Table 5.1** covering the AM and PM peak hours.

Table 5.1 – Residential Trip Rates & Vehicular Trip Generation

| | Weekday AM Peak | | | Weekday PM Peak | | |
|--------------------------------|-----------------|-------|-------|-----------------|-------|-------|
| | In | Out | 2-Way | In | Out | 2-Way |
| Trip Rate (per dwelling) | 0.156 | 0.441 | 0.597 | 0.413 | 0.245 | 0.658 |
| Trip Generation (23 dwellings) | 4 | 10 | 14 | 9 | 6 | 15 |

5.2.4 As set out above, the proposed development (23-dwelling uplift) is envisaged to generate approximately 14 and 15 two-way trips during the AM peak and PM peak hours, respectively; this equates to approximately one additional vehicle every 4 minutes on the surrounding local highway network which is considered to be negligible and non-detrimental in terms of highways impact.

5.2.5 Furthermore, it should be noted that the development proposals include for a proportion of affordable housing mix, which traditionally generates lower levels of vehicular traffic. The trip rates used were only associated with private housing and therefore this assessment should be considered robust.

5.3 Trip Distribution

5.3.1 The distribution of traffic associated with the proposed uplift in development has been based on the consented distribution taken from the previous TA. An overview of the proportional distribution of residential development trips from the site access (Blackwell Drive) onto White Post Road is provided in **Table 5.2**, below.

Table 5.2 : Distribution of Development Traffic – Site Access / White Post Road

| Link | Proportion of Trips (%) | AM Peak Two-Way Trips | PM Peak Two-Way Trips |
|---------------------|-------------------------|-----------------------|-----------------------|
| White Post Road (N) | 87.0% | 12 | 13 |
| White Post Road (S) | 13.0% | 2 | 2 |

5.3.2 As set out above, it is envisaged that the proposed development uplift will result in an additional 12 and 13 two way trips on the worst case link (White Post Road (N)), the equivalent of an additional vehicle every 4-5 minutes, which is considered to be negligible. A negligible increase of 2 two-way trips in both the AM and PM peaks at the White Post Road (S) link is also forecast.

5.3.3 Given that the majority of trips (87.0%) travel north on White Post Road from the site, the distribution of development trips from the next nearest junction (the White Post Road / Bankside / Sycamore Drive / A4260 Northbound Slip Road roundabout) has also been considered. An overview of the proportional distribution of residential trips through this junction is provided in **Table 5.3** and **Table 5.4**, below.

Table 5.3 : Distribution of Development Traffic Proportions – White Post Road / Bankside / Sycamore Drive / A4260 Northbound Slip Road Roundabout)

| | Proportion of Trips (%) | |
|-----------------|-------------------------|---------------|
| | Outbound Trips | Inbound Trips |
| White Post Road | 87.0% | 87.0% |
| Bankside | 28.6% | 69.8% |
| Sycamore Drive | 7.6% | 7.6% |
| A4260 Slip Road | 50.8% | 9.6% |

Table 5.4 : Development Traffic Flows - White Post Road / Bankside / Sycamore Drive / A4260 Northbound Slip Road Roundabout

| Link | AM Peak Trips | | | PM Peak Trips | | |
|-----------------|---------------|---------|---------|---------------|---------|---------|
| | Outbound | Inbound | Two-Way | Outbound | Inbound | Two-Way |
| White Post Road | 9 | 3 | 12 | 5 | 8 | 13 |

| Link | AM Peak Trips | | | PM Peak Trips | | |
|-----------------|---------------|---------|---------|---------------|---------|---------|
| | Outbound | Inbound | Two-Way | Outbound | Inbound | Two-Way |
| Bankside | 3 | 3 | 6 | 2 | 6 | 8 |
| Sycamore Drive | 1 | 0 | 1 | 0 | 1 | 1 |
| A4260 Slip Road | 5 | 0 | 5 | 3 | 1 | 4 |

5.3.4 **Table 5.4** indicates that aside from the White Post Road link at the roundabout, the next highest level of traffic would be through the Bankside link, with 6 and 8 two-way development trips in the AM and PM peaks, respectively. This is the equivalent of an additional vehicle every c.10-minutes in the AM peak and every c.8-minutes during the PM peak, which is considered to be a negligible increase and non-detrimental impact on the operation of the road network.

5.3.5 The distribution exercise through the Site Access / White Post Road junction and White Post Road / Bankside / Sycamore Drive / A4260 Northbound Slip Road roundabouts has demonstrated that the additional trips associated with the uplift of 23 dwellings will have a negligible impact on the number of vehicle trips through these junctions. It is therefore concluded that these trips will not have an impact on the operation on the road network (this is further investigated in Section 5.4). Furthermore, the vehicle trips will be dispersed further through the road network and these additional trips will have a negligible impact at further junctions within the locality.

5.4 Local Highway Network Impact

5.4.1 As per the traffic data and assessments undertaken in the Transport Assessment (TA) associated with the approved planning application (App. Ref: 15/01326/OUT) for 280 dwellings, there is considered to be spare capacity on the local highway network for 2025 AM and PM peak hour base + Committed Development + Proposed Development (for 280 dwellings) situations. This is particularly the case on White Post Road including the site access junction and the roundabout with Bankside / Sycamore Drive / A4260 Northbound Slip Road.

5.4.2 For completeness, **Table 5.5** summarises the % impact of the development traffic on the local road network (at the site access junction with White Post Road and the White Post Road / Bankside / Sycamore Drive / A4260 Northbound Slip Road roundabout), utilising the traffic flows from the models contained within the aforementioned TA. The maximum Ratio of Flow to Capacity values from the previous planning application reports have also been presented to demonstrate that the junctions have significant reserve capacity to accommodate the development proposals uplift by 23 dwellings.

5.4.3 It should be noted that given the residential nature of the site, it is assumed that none of additional development traffic is made by HGVs.

Table 5.5 : Development Impact – 2025 Base + Committed + Approved Planning (280 Dwellings)

| Junction | 2025 + Comm + 280 Dwellings (PCU) | | Dev Traffic (+23 Dwellings) | | %Impact | |
|---|-----------------------------------|-----------------------|-----------------------------|-----------------------|-----------------------|-----------------------|
| | AM Peak (0800 – 0900) | PM Peak (1645 – 1745) | AM Peak (0800 – 0900) | PM Peak (1645 – 1745) | AM Peak (0800 – 0900) | PM Peak (1645 – 1745) |
| Site Access / White Post Road (Dev Access) | 880 (RFC 0.651) | 760 (RFC 0.745) | 14 | 15 | +1.6% | +2.0% |
| White Post Road / Bankside / Sycamore Drive / A4260 Northbound Slip Road roundabout | 1,477 (RFC 0.396) | 1,329 (RFC 0.322) | 12 | 13 | +0.8% | +1.0% |

5.4.4 **Table 5.4** indicates that the impact of the development proposals will result in a worst-case 2.0% increase at the Site Access / White Post Road (Development Access) in the worst-case peak hour (PM), which is considered to be negligible and non-material. It should be noted that the % impact of the development is relative to the lower background traffic traversing along the site access road. The impact at the White Post Road / Bankside / Sycamore Drive / A4260 Northbound Slip Road roundabout is even less with a worst-case increase of 1.0% in the PM peak hour.

5.4.5 Furthermore, the resultant maximum RFC from the approved modelling (0.745 at the development access and 0.396 at the White Post Road / Bankside / Sycamore Drive / A4260 Northbound Slip Road roundabout, respectively) indicates that there is sufficient reserve capacity within the junctions to accommodate the additional traffic associated with the proposed 23 dwellings.

6. Summary and Conclusion

6.1 Summary

- 6.1.1 This TS has been prepared by mode on behalf of Barratt David Wilson Homes in support of a residential development
- 6.1.2 This TS has been prepared by mode has been prepared by mode on behalf of Barratt David Wilson) in support of the re-plan of the western part of the residential development permitted through Reserved Matters application (19/008895/REM) at Land to the West of Cricket Field North of Wykham Lane, Bodicote, Oxfordshire. The application relates to the delivery of 107 dwellings, at this westernmost parcel, which currently has consent for 84 dwellings.
- 6.1.3 This TS has therefore been produced to consider the uplift of 23 dwellings over and above the consented and technically assessed 280 dwellings secured as part of the approved outline (Ref: 15/01326/OUT) and reserved matters (Ref: 19/01037/REM) planning applications.
- 6.1.4 The approved site is located in the village of Bodicote, c.2.75km to the south of the town of Banbury; it is currently in the construction phase and is partly occupied by residents. The site has frontage onto the reprioritised White Post Road to the east and Wykham Lane, to the south. The site is bound by agricultural land to the west and the National Cycle Route No. 5 along Salt Way to the north.
- 6.1.5 A review of the existing transport infrastructure has demonstrated that the level of accessibility to the site is considered to be good with a range of opportunities for sustainable travel, by walking, cycling, or utilising the existing public transport provision.
- 6.1.6 Following a review of the recorded injury collisions in the vicinity of the site, there are not considered to be any unusual patterns or trends of recorded collisions that would likely be exacerbated by the development.
- 6.1.7 The internal roads for the proposed development are in line with the approved geometry standards associated with the previously approved reserved matters development application within the wider site (App Ref. 19/01037/REM).
- 6.1.8 Car parking will be provided in accordance with the requirements set out within Oxfordshire County Council's Residential Street Design Guide (2015) (Standards for urban areas in Cherwell). A total of 270 allocated car parking spaces (through a combination of on-plot driveways and garages) will be provided for the proposed development i.e. an average of 2.5 spaces per dwelling, with a further c.11 visitor spaces provided within the residential streets.

- 6.1.9 Utilising the trip rates presented in the TA for the consented application, the proposed uplift in development is envisaged to generate 14 and 15 two-way trips during the AM and PM peak hours, respectively. The trip generation figures equate to approximately one additional vehicle every 4 minutes on the surrounding highway network during the respective AM and PM peak periods.
- 6.1.10 It is not considered that the traffic associated with the additional 23 dwellings at the site would result in a significant impact on the operation of the surrounding highway network. It is therefore not envisaged that any additional junction capacity modelling is necessary to support the variation in outline planning consent to increase the number of dwellings from 280 dwellings to 303 dwellings on the site.

6.2 Conclusion

- 6.2.1 Paragraph 109 of the NPPF states:

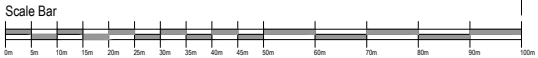
“Development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual impacts on the road network would be severe”.

- 6.2.2 In light of the evidence presented in this TS, alongside the assessments presented in the TA for the consented scheme, it is not considered that the proposed development uplift at the site would result in any severe impacts on the surrounding highway network, and as such the application for proposed uplift of 23 dwellings should not be prevented or refused on transport grounds.

APPENDICES

APPENDIX A

Site Masterplan



- LEGEND**
- Site Boundary
 - Other Land within DWH ownership
 - OS
 - Water Building
 - Site Stop
 - Site Offset from Highway
 - Pumping Station
 - Bus Station
 - Veranda door position(s)
 - Shed
 - Foot path
 - Approved lighting column
 - Footpath
 - Highpath (colour grey)
 - Black paving
 - Shared surface
 - Proposed traffic calming
 - Forward Visibility
 - Indicative Location of refuse storage area
 - Indicative collection point
 - 100mm high screen wall
 - 100mm close board fence
 - 100mm walls
 - 100mm Fence
 - 100mm high knee Rail Fencing
 - 100mm high metal estate style fence
 - 100mm high white Picket Fence
 - 100mm - 1800mm high timber gate
 - Soft landscaping within privately developed areas
 - Proposed trees shown indicatively
 - Existing trees/hedges to be removed
- For further information relating to housing proposals please refer to individual house plans & elevations
- For further information relating to proposed surfaces please refer to the proposed surface materials layout
- For further information relating to proposed boundary treatment details please refer to the proposed boundary treatment layout and individual boundary treatment details
- For further details relating to soft landscaping proposals please refer to the proposed landscape layout

DWH Accommodation Schedule - Re-working

| House Type | No. of Bedrooms | Sqft | Amount | Total Sqft |
|------------|-----------------|------|--------|------------|
| P230 | 2B | 754 | 1 | 754 |
| P230 | 2B | 748 | 9 | 6732 |
| P300-E-7 | 3B | 832 | 11 | 6952 |
| P341-E-7 | 3B | 1001 | 1 | 1001 |
| P301 | 3B | 1001 | 4 | 4004 |
| T310 | 3B | 1089 | 4 | 4356 |
| M8LO | 3B | 1225 | 2 | 2450 |
| H462 | 4B | 1354 | 7 | 9478 |
| H470 | 4B | 1364 | 1 | 1364 |
| H470 | 4B | 1364 | 2 | 2728 |
| H417-7 | 4B | 1434 | 2 | 2868 |
| H459 | 4B | 1491 | 8 | 11928 |
| H459-37 | 4B | 1538 | 12 | 18456 |
| Total | | | 64 | 75197 |

| House Type | No. of Bedrooms | Sqft | Amount | Total Sqft |
|------------|-----------------|------|--------|------------|
| SH42 | 3B | 929 | 3 | 2778 |
| Total | | | 3 | 2778 |

| | | |
|------------|----|--------|
| Site Total | 67 | 77,975 |
|------------|----|--------|

Total Housing Plot Areas (sqft)

Total Net development area (acres)

Barrett Accommodation Schedule

| Private | | | | | |
|-------------|-----------------|-----------------|------|--------|------------|
| House Type | House Type Code | No. of Bedrooms | Sqft | Amount | Total Sqft |
| ELLERTON | ELL | 3B | 830 | 4 | 3,320 |
| MANSTONE | MAN | 3B | 830 | 3 | 2,490 |
| MORESBY | MOR | 3B | 834 | 3 | 2,502 |
| COLLTON | COL | 3B | 863 | 4 | 3,452 |
| LUTTERWORTH | LUT | 3B | 1001 | 2 | 2,002 |
| KIRKSHALL | KIV | 3B | 1073 | 2 | 2,146 |
| THORNTON | THO | 4B | 1202 | 2 | 2,404 |
| ALDERNEY | ALD | 4B | 1225 | 8 | 9,800 |
| RODLEIGH | RAD | 4B | 1317 | 8 | 10,536 |
| Total | | | 36 | | 38,712 |

| House Type | No. of Bedrooms | Sqft | Amount | Total Sqft |
|------------|-----------------|------|--------|------------|
| T30 | 2B | 750 | 2 | 1500 |
| Total | | | 2 | 1500 |

| House Type | No. of Bedrooms | Sqft | Amount | Total Sqft |
|------------|-----------------|------|--------|------------|
| T30 | 2B | 750 | 2 | 1500 |
| Total | | | 2 | 1500 |

| | | |
|------------|----|--------|
| Site Total | 40 | 41,712 |
|------------|----|--------|

Total Housing Plot Areas (sqft)

Total Net development area (acres)

Total Gross Development area (acres)

Total coverage sqft/acre

0.0000

REV A: Re-plan layout updated to suit LPA comments. IR 17.08.21
REV B: Additional LPA comments addressed. IR 16.09.21

| Rev | Description | Date | Drawn | Chkd |
|-----|-------------|------|-------|------|
|-----|-------------|------|-------|------|



Remus 2 | 2 Cranbrook Way | Solihull Business Park | Solihull | B90 4GT
0121 713 7310 | www.dwh.co.uk

Project

Bodicode

White Post Road

Bodicode

Drawing Title

Re-Working (01)

Scale

1:500 @ A0

Date

28.01.21

Drawn By

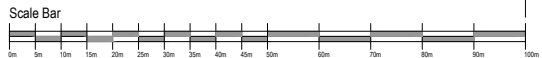
JM/IR

Revision

Drawing Ref

BOD.PL.RP001

B



20m

- LEGEND**
- Site Boundary
 - Other Land within DWH ownership
 - OS
 - Water Building
 - Site Slope
 - Site Offset from Highway
 - Pumping Station
 - Sub Station
 - Window door position(s)
 - Shed
 - Foot path
 - LRP Company's on select plots
 - Approved lighting column
 - Footpath
 - Highway (colour grey)
 - Black paving
 - Shaded surface
 - Proposed traffic calming
 - Forward Visibility
 - Relative Location of refuse storage area
 - Relative collection point
 - 800mm high screen wall
 - 800mm close board fence
 - 800mm railings
 - Soft Fence
 - 800mm high Kwik Rail Fencing
 - 800mm high metal estate style fence
 - 800mm high white Picket Fence
 - 100mm - 1800mm high timber gate
 - Soft landscaping within privately developed areas
 - Proposed trees shown indicatively
 - Existing trees/hedges to be removed
- For further information relating to housing proposals please refer to individual housing plans & elevations
- For further information relating to proposed surfaces please refer to the proposed surface materials layout
- For further information relating to proposed boundary treatment details please refer to the proposed boundary treatment types and individual boundary treatment details
- For further details relating to soft landscaping proposals please refer to the proposed landscape layout

DWH Accommodation Schedule - Re-working

| Private | | | | | |
|------------|-----------------|------|--------|------------|--|
| House Type | No. of Bedrooms | Sqft | Amount | Total Sqft | |
| P230 | 2B | 754 | 1 | 754 | |
| P230B | 3B | 748 | 9 | 6,732 | |
| P300-E-7 | 3B | 832 | 11 | 6,752 | |
| P301-E-7 | 3B | 1001 | 1 | 1,001 | |
| P301 | 3B | 1001 | 4 | 4,004 | |
| T310 | 3B | 1089 | 4 | 4,356 | |
| M8LO | 3B | 1225 | 2 | 2,450 | |
| H462 | 4B | 1354 | 7 | 9,478 | |
| H470 | 4B | 1364 | 1 | 1,364 | |
| H470 | 4B | 1364 | 2 | 2,728 | |
| H417-7 | 4B | 1434 | 2 | 2,868 | |
| H455 | 4B | 1481 | 5 | 7,405 | |
| H455-X7 | 4B | 1538 | 12 | 18,456 | |
| Total | | | 64 | 75,187 | |

Affordable - Rent

| House Type | No. of Bedrooms | Sqft | Amount | Total Sqft | |
|------------|-----------------|------|--------|------------|--|
| SH42 | 3B | 920 | 3 | 2,778 | |
| Total | | | 3 | 2,778 | |

Site Total 67 77,975

Total Housing Plot Areas (sqft) 77,975

Total Net development area (acres) 1.77

Barratt Accommodation Schedule

| Private | | | | | |
|-------------|-----------------|-----------------|------|--------|------------|
| House Type | House Type Code | No. of Bedrooms | Sqft | Amount | Total Sqft |
| ELLERDON | ELL | 3B | 832 | 4 | 3,328 |
| MANSTONE | MAN | 3B | 832 | 3 | 2,496 |
| MOREBY | MOR | 3B | 834 | 3 | 2,502 |
| COLLTON | COL | 3B | 863 | 4 | 3,452 |
| LUTTERWORTH | LUT | 3B | 1001 | 2 | 2,002 |
| KIRKSHALL | KIR | 3B | 1073 | 2 | 2,146 |
| THORNTON | THO | 4B | 1252 | 2 | 2,504 |
| ALDERNEY | ALD | 4B | 1225 | 8 | 9,800 |
| ROCKLEIGH | ROK | 4B | 1317 | 8 | 10,536 |
| Total | | | 36 | 38,712 | |

Affordable - Intermediate

| House Type | No. of Bedrooms | Sqft | Amount | Total Sqft | |
|------------|-----------------|------|--------|------------|--|
| T30 | 2B | 750 | 2 | 1,500 | |
| Total | | | 2 | 1,500 | |

Affordable - Rent

| House Type | No. of Bedrooms | Sqft | Amount | Total Sqft | |
|------------|-----------------|------|--------|------------|--|
| T30 | 2B | 750 | 2 | 1,500 | |
| Total | | | 2 | 1,500 | |

Site Total 40 43,712

Total Housing Plot Areas (sqft) 43,712

Total Net development area (acres) 1.00

Total Gross Development area (acres) 1.00

Total coverage sqft/acre 10000

REV A: Re-plan layout updated to suit LPA comments. IR 17.08.21

REV B: Additional LPA comments addressed. IR 16.09.21

| Rev | Description | Date | Drawn | Ch'd |
|-----|-------------|------|-------|------|
|-----|-------------|------|-------|------|



Barnes 2 | 2 Cranbrook Way | Solihull Business Park | Solihull | B90 4GT
0121 715 7310 | www.dwh.co.uk

Project

Bodcote
White Post Road
Bodcote

Drawing Title
Re-Working (01)

Scale
1:500 @ A0

Date
28.01.21

Drawn By
JM/IR

Revision

Drawing Ref

BOD.PL.RP001

Revision

B

APPENDIX B

PIA Reports



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Validated Data

Crash Date: Sunday, January 10, 2016 **Time of Crash:** 1:58:00 PM **Crash Reference:** 201643P132016

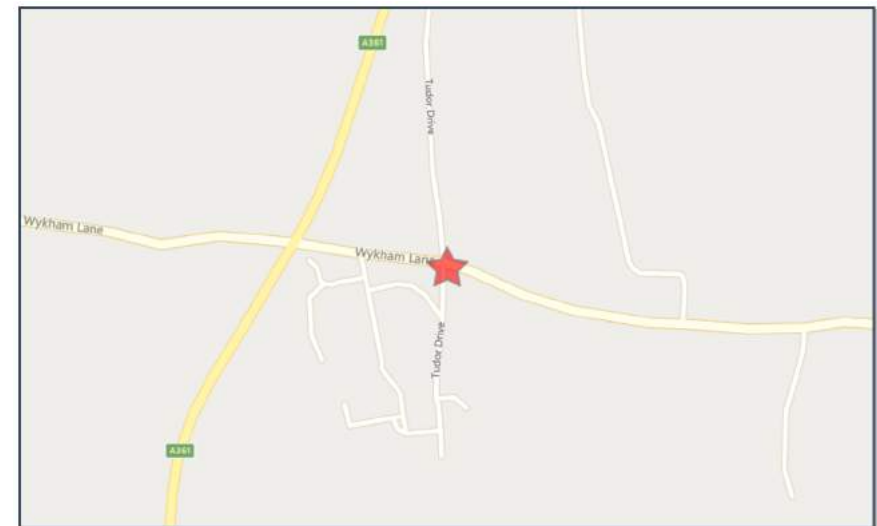
Highest Injury Severity: Slight
Highway Authority: Oxfordshire
Local Authority: Cherwell District
Weather Description: Raining without high winds
Road Surface Description: Wet or Damp
Speed Limit: 60
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: Not at or within 20 metres of junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Not Applicable

Road Number: U0

Number of Casualties: 2

Number of Vehicles: 2

OS Grid Reference: 444127 238122



For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Validated Data

Vehicles involved

| Vehicle Ref | Vehicle Type | Vehicle Age | Driver Gender | Driver Age Band | Vehicle Manoeuvre | First Point of Impact | Journey Purpose | Hit Object - On Carriageway | Hit Object - Off Carriageway |
|-------------|------------------------------|-------------|---------------|-----------------|---|-----------------------|-----------------|-----------------------------|------------------------------|
| 1 | Car (excluding private hire) | 15 | Female | 26 - 35 | Vehicle proceeding normally along the carriageway, on a left hand bend | Front | Other | None | None |
| 2 | Car (excluding private hire) | 1 | Female | 56 - 65 | Vehicle proceeding normally along the carriageway, on a right hand bend | Front | Other | None | None |

Casualties

| Vehicle Ref | Casualty Ref | Injury Severity | Casualty Class | Gender | Age Band | Pedestrian Location | Pedestrian Movement |
|-------------|--------------|-----------------|-----------------|--------|----------|---------------------|---------------------|
| 1 | 1 | Slight | Driver or rider | Female | 26 - 35 | Unknown or other | Unknown or other |
| 2 | 2 | Slight | Driver or rider | Female | 56 - 65 | Unknown or other | Unknown or other |

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Validated Data

Crash Date: Friday, March 18, 2016

Time of Crash: 8:30:00 AM

Crash Reference: 201643P186036

Highest Injury Severity: Slight

Road Number: A361

Number of Casualties: 1

Highway Authority: Oxfordshire

Number of Vehicles: 3

Local Authority: Cherwell District

OS Grid Reference: 443894 238154

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 50

Light Conditions: Daylight: regardless of presence of streetlights

Carriageway Hazards: None

Junction Detail: Crossroads

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Single carriageway

Junction Control: Give way or uncontrolled



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Validated Data

Vehicles involved

| Vehicle Ref | Vehicle Type | Vehicle Age | Driver Gender | Driver Age Band | Vehicle Manoeuvre | First Point of Impact | Journey Purpose | Hit Object - On Carriageway | Hit Object - Off Carriageway |
|-------------|------------------------------|-------------|---------------|-----------------|---|-----------------------|------------------------|-----------------------------|------------------------------|
| 1 | Car (excluding private hire) | 11 | Female | 46 - 55 | Vehicle is passing another vehicle (moving or stationary) on its nearside | Nearside | Commuting to/from work | None | None |
| 2 | Car (excluding private hire) | 7 | Female | 26 - 35 | Vehicle proceeding normally along the carriageway, not on a bend | Front | Commuting to/from work | None | None |
| 3 | Car (excluding private hire) | -1 | Unknown | Unknown | Vehicle is waiting to turn right | Did not impact | Other | None | None |

Casualties

| Vehicle Ref | Casualty Ref | Injury Severity | Casualty Class | Gender | Age Band | Pedestrian Location | Pedestrian Movement |
|-------------|--------------|-----------------|-----------------|--------|----------|---------------------|---------------------|
| 1 | 1 | Slight | Driver or rider | Female | 46 - 55 | Unknown or other | Unknown or other |

For more information about the data please visit: www.crashmap.co.uk/home/Faq

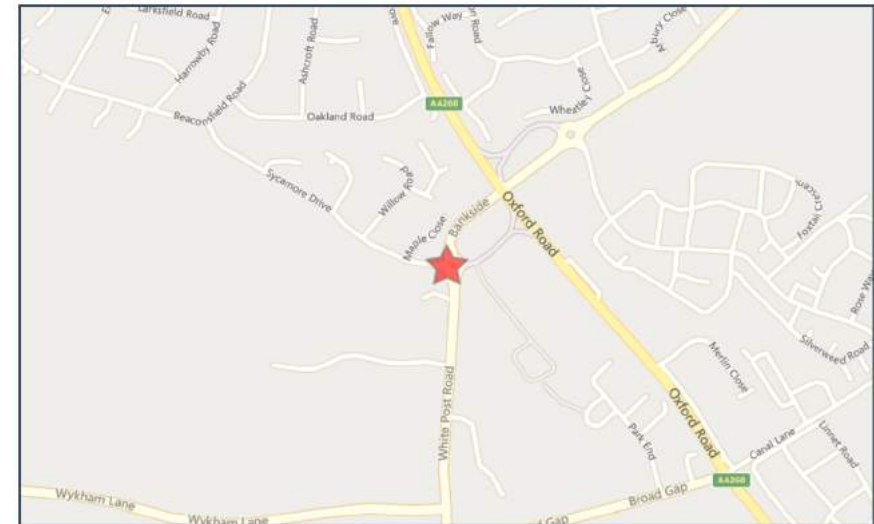
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Validated Data

Crash Date: Tuesday, April 05, 2016 **Time of Crash:** 9:13:00 AM **Crash Reference:** 201643P188046

| | | | | | |
|--------------------------------------|--|----------------------------|----|------------------------------|---------------|
| Highest Injury Severity: | Slight | Road Number: | U0 | Number of Casualties: | 1 |
| Highway Authority: | Oxfordshire | Number of Vehicles: | 2 | OS Grid Reference: | 446031 238428 |
| Local Authority: | Cherwell District | | | | |
| Weather Description: | Fine without high winds | | | | |
| Road Surface Description: | Dry | | | | |
| Speed Limit: | 30 | | | | |
| Light Conditions: | Daylight: regardless of presence of streetlights | | | | |
| Carriageway Hazards: | None | | | | |
| Junction Detail: | Roundabout | | | | |
| Junction Pedestrian Crossing: | No physical crossing facility within 50 metres | | | | |
| Road Type: | Roundabout | | | | |
| Junction Control: | Give way or uncontrolled | | | | |



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Validated Data

Vehicles involved

| Vehicle Ref | Vehicle Type | Vehicle Age | Driver Gender | Driver Age Band | Vehicle Manoeuvre | First Point of Impact | Journey Purpose | Hit Object - On Carriageway | Hit Object - Off Carriageway |
|-------------|------------------------------|-------------|---------------|-----------------|--|-----------------------|-----------------|-----------------------------|------------------------------|
| 1 | Car (excluding private hire) | 3 | Male | 66 - 75 | Vehicle proceeding normally along the carriageway, not on a bend | Front | Other | None | None |
| 2 | Pedal cycle | -1 | Male | 11 - 15 | Vehicle proceeding normally along the carriageway, not on a bend | Nearside | Other | None | None |

Casualties

| Vehicle Ref | Casualty Ref | Injury Severity | Casualty Class | Gender | Age Band | Pedestrian Location | Pedestrian Movement |
|-------------|--------------|-----------------|-----------------|--------|----------|---------------------|---------------------|
| 2 | 1 | Slight | Driver or rider | Male | 11 - 15 | Unknown or other | Unknown or other |

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Validated Data

Crash Date: Thursday, March 24, 2016

Time of Crash: 5:18:00 PM

Crash Reference: 201643P268036

Highest Injury Severity: Slight

Road Number: A4260

Number of Casualties: 1

Highway Authority: Oxfordshire

Number of Vehicles: 2

Local Authority: Cherwell District

OS Grid Reference: 446454 238113

Weather Description: Raining without high winds

Road Surface Description: Wet or Damp

Speed Limit: 40

Light Conditions: Daylight: regardless of presence of streetlights

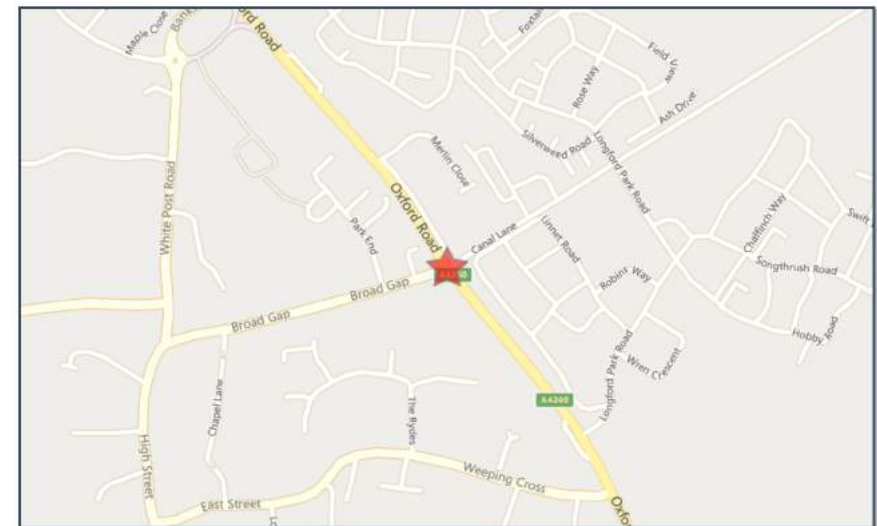
Carriageway Hazards: None

Junction Detail: T or staggered junction

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Single carriageway

Junction Control: Give way or uncontrolled



For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Validated Data

Vehicles involved

| Vehicle Ref | Vehicle Type | Vehicle Age | Driver Gender | Driver Age Band | Vehicle Manoeuvre | First Point of Impact | Journey Purpose | Hit Object - On Carriageway | Hit Object - Off Carriageway |
|-------------|------------------------------|-------------|---------------|-----------------|--|-----------------------|-----------------|-----------------------------|------------------------------|
| 1 | Car (excluding private hire) | 6 | Male | 26 - 35 | Vehicle is in the act of turning right | Front | Other | None | None |
| 2 | Car (excluding private hire) | -1 | Male | 26 - 35 | Vehicle proceeding normally along the carriageway, not on a bend | Front | Other | None | None |

Casualties

| Vehicle Ref | Casualty Ref | Injury Severity | Casualty Class | Gender | Age Band | Pedestrian Location | Pedestrian Movement |
|-------------|--------------|-----------------|-----------------|--------|----------|---------------------|---------------------|
| 1 | 1 | Slight | Driver or rider | Male | 26 - 35 | Unknown or other | Unknown or other |

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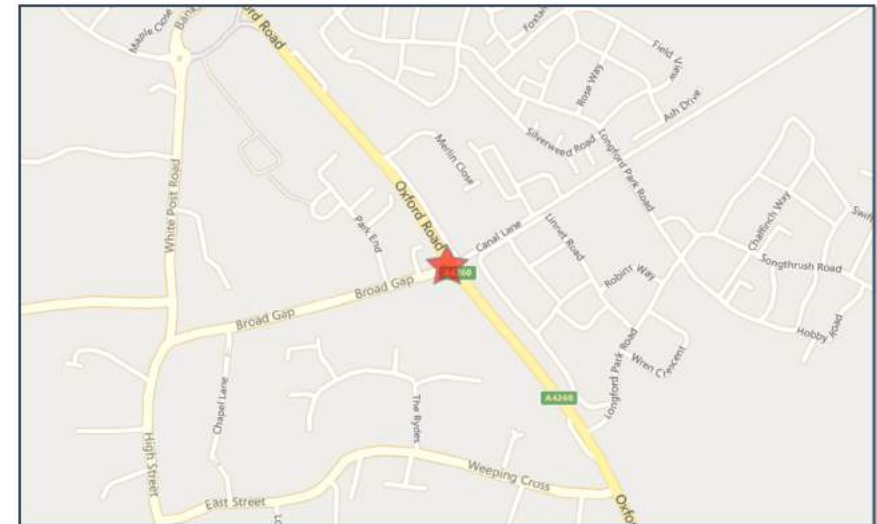


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Validated Data

Crash Date: Saturday, October 01, 2016 **Time of Crash:** 3:31:00 AM **Crash Reference:** 2016430277627

| | | | | | |
|--------------------------------------|---|----------------------------|-------|------------------------------|---------------|
| Highest Injury Severity: | Slight | Road Number: | A4260 | Number of Casualties: | 1 |
| Highway Authority: | Oxfordshire | Number of Vehicles: | 1 | OS Grid Reference: | 446447 238118 |
| Local Authority: | Cherwell District | | | | |
| Weather Description: | Fine without high winds | | | | |
| Road Surface Description: | Dry | | | | |
| Speed Limit: | 40 | | | | |
| Light Conditions: | Darkness: street lights present and lit | | | | |
| Carriageway Hazards: | None | | | | |
| Junction Detail: | T or staggered junction | | | | |
| Junction Pedestrian Crossing: | Central refuge - no other controls | | | | |
| Road Type: | Single carriageway | | | | |
| Junction Control: | Give way or uncontrolled | | | | |



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Validated Data

Vehicles involved

| Vehicle Ref | Vehicle Type | Vehicle Age | Driver Gender | Driver Age Band | Vehicle Manoeuvre | First Point of Impact | Journey Purpose | Hit Object - On Carriageway | Hit Object - Off Carriageway |
|-------------|------------------------------|-------------|---------------|-----------------|--|-----------------------|-----------------|-----------------------------|------------------------------|
| 1 | Car (excluding private hire) | 5 | Male | 26 - 35 | Vehicle proceeding normally along the carriageway, not on a bend | Front | Other | None | Lamp post |

Casualties

| Vehicle Ref | Casualty Ref | Injury Severity | Casualty Class | Gender | Age Band | Pedestrian Location | Pedestrian Movement |
|-------------|--------------|-----------------|-----------------|--------|----------|---------------------|---------------------|
| 1 | 1 | Slight | Driver or rider | Male | 26 - 35 | Unknown or other | Unknown or other |

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Validated Data

Crash Date: Tuesday, October 04, 2016 **Time of Crash:** 10:48:00 AM **Crash Reference:** 2016430291698

Highest Injury Severity: Slight
Highway Authority: Oxfordshire
Local Authority: Cherwell District
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 50
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: T or staggered junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Give way or uncontrolled

Road Number: A361

Number of Casualties: 3

Number of Vehicles: 3

OS Grid Reference: 443893 238151



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Validated Data

Vehicles involved

| Vehicle Ref | Vehicle Type | Vehicle Age | Driver Gender | Driver Age Band | Vehicle Maneouvre | First Point of Impact | Journey Purpose | Hit Object - On Carriageway | Hit Object - Off Carriageway |
|-------------|------------------------------|-------------|---------------|-----------------|--|-----------------------|------------------------|-----------------------------|------------------------------|
| 1 | Car (excluding private hire) | 17 | Male | Over 75 | Vehicle is moving off | Front | Other | None | None |
| 2 | Car (excluding private hire) | 16 | Male | 26 - 35 | Vehicle proceeding normally along the carriageway, not on a bend | Front | Commuting to/from work | None | None |
| 3 | Car (excluding private hire) | 9 | Female | 26 - 35 | Vehicle is waiting to proceed normally but is held up | Front | Other | None | None |

Casualties

| Vehicle Ref | Casualty Ref | Injury Severity | Casualty Class | Gender | Age Band | Pedestrian Location | Pedestrian Movement |
|-------------|--------------|-----------------|------------------------------|--------|----------|---------------------|---------------------|
| 1 | 1 | Slight | Driver or rider | Male | Over 75 | Unknown or other | Unknown or other |
| 2 | 2 | Slight | Driver or rider | Male | 26 - 35 | Unknown or other | Unknown or other |
| 3 | 3 | Slight | Vehicle or pillion passenger | Male | 36 - 45 | Unknown or other | Unknown or other |

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Validated Data

Crash Date: Thursday, October 27, 2016 **Time of Crash:** 12:08:00 PM **Crash Reference:** 2016430312532

| | | | | | |
|--------------------------------------|--|----------------------------|----|------------------------------|---------------|
| Highest Injury Severity: | Slight | Road Number: | U0 | Number of Casualties: | 1 |
| Highway Authority: | Oxfordshire | Number of Vehicles: | 4 | OS Grid Reference: | 446003 237822 |
| Local Authority: | Cherwell District | | | | |
| Weather Description: | Fine without high winds | | | | |
| Road Surface Description: | Dry | | | | |
| Speed Limit: | 30 | | | | |
| Light Conditions: | Daylight: regardless of presence of streetlights | | | | |
| Carriageway Hazards: | None | | | | |
| Junction Detail: | T or staggered junction | | | | |
| Junction Pedestrian Crossing: | No physical crossing facility within 50 metres | | | | |
| Road Type: | Single carriageway | | | | |
| Junction Control: | Give way or uncontrolled | | | | |



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Validated Data

Vehicles involved

| Vehicle Ref | Vehicle Type | Vehicle Age | Driver Gender | Driver Age Band | Vehicle Manoeuvre | First Point of Impact | Journey Purpose | Hit Object - On Carriageway | Hit Object - Off Carriageway |
|-------------|------------------------------|-------------|---------------|-----------------|--|-----------------------|-----------------|-----------------------------|------------------------------|
| 1 | Car (excluding private hire) | | 5 Female | 66 - 75 | Vehicle proceeding normally along the carriageway, not on a bend | Front | Other | Parked vehicle | None |
| 2 | Car (excluding private hire) | | 4 Unknown | Unknown | Vehicle is parked in the carriageway | Offside | Other | None | None |
| 3 | Car (excluding private hire) | | 11 Unknown | Unknown | Vehicle is parked in the carriageway | Back | Other | None | None |
| 4 | Pedal cycle | | -1 Unknown | Unknown | Vehicle proceeding normally along the carriageway, not on a bend | Did not impact | Other | None | None |

Casualties

| Vehicle Ref | Casualty Ref | Injury Severity | Casualty Class | Gender | Age Band | Pedestrian Location | Pedestrian Movement |
|-------------|--------------|-----------------|-----------------|--------|----------|---------------------|---------------------|
| 1 | 1 | Slight | Driver or rider | Female | 66 - 75 | Unknown or other | Unknown or other |

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Validated Data

Crash Date: Thursday, February 23, 2017 **Time of Crash:** 8:24:00 AM **Crash Reference:** 2017430062915

| | | | | | |
|--------------------------------------|--|----------------------------|-------|------------------------------|---------------|
| Highest Injury Severity: | Slight | Road Number: | A4260 | Number of Casualties: | 2 |
| Highway Authority: | Oxfordshire | Number of Vehicles: | 3 | OS Grid Reference: | 446552 238001 |
| Local Authority: | Cherwell District | | | | |
| Weather Description: | Fine without high winds | | | | |
| Road Surface Description: | Dry | | | | |
| Speed Limit: | 40 | | | | |
| Light Conditions: | Daylight: regardless of presence of streetlights | | | | |
| Carriageway Hazards: | None | | | | |
| Junction Detail: | Not at or within 20 metres of junction | | | | |
| Junction Pedestrian Crossing: | No physical crossing facility within 50 metres | | | | |
| Road Type: | Single carriageway | | | | |
| Junction Control: | Not Applicable | | | | |



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Validated Data

Vehicles Involved

| Vehicle Ref | Vehicle Type | Vehicle Age | Driver Gender | Driver Age Band | Vehicle Maneuvre | First Point of Impact | Journey Purpose | Hit Object - On Carriageway | Hit Object - Off Carriageway |
|-------------|---|-------------|---------------|-----------------|--|-----------------------|-------------------------|-----------------------------|------------------------------|
| 1 | Car (excluding private hire) | 12 | Female | 26 - 35 | Vehicle proceeding normally along the carriageway, not on a bend | Front | Other | None | None |
| 2 | Van or goods vehicle 3.5 tonnes mgw and under | 3 | Male | 36 - 45 | Vehicle is slowing down or stopping | Back | Journey as part of work | None | None |
| 3 | Van or goods vehicle 3.5 tonnes mgw and under | -1 | Male | 26 - 35 | Vehicle is slowing down or stopping | Back | Journey as part of work | None | None |

Casualties

| Vehicle Ref | Casualty Ref | Injury Severity | Casualty Class | Gender | Age Band | Pedestrian Location | Pedestrian Movement |
|-------------|--------------|-----------------|-----------------|--------|----------|---------------------|---------------------|
| 1 | 1 | Slight | Driver or rider | Female | 26 - 35 | Unknown or other | Unknown or other |
| 2 | 2 | Slight | Driver or rider | Male | 36 - 45 | Unknown or other | Unknown or other |

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Validated Data

Crash Date: Monday, June 05, 2017

Time of Crash: 3:08:00 PM

Crash Reference: 2017430066049

Highest Injury Severity: Serious

Road Number: A361

Number of Casualties: 2

Highway Authority: Oxfordshire

Number of Vehicles: 3

Local Authority: Cherwell District

OS Grid Reference: 443902 238164

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 50

Light Conditions: Daylight: regardless of presence of streetlights

Carriageway Hazards: None

Junction Detail: Crossroads

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Single carriageway

Junction Control: Give way or uncontrolled



For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Validated Data

Vehicles involved

| Vehicle Ref | Vehicle Type | Vehicle Age | Driver Gender | Driver Age Band | Vehicle Manoeuvre | First Point of Impact | Journey Purpose | Hit Object - On Carriageway | Hit Object - Off Carriageway |
|-------------|------------------------------|-------------|---------------|-----------------|--|-----------------------|-----------------|-----------------------------|------------------------------|
| 1 | Car (excluding private hire) | 11 | Male | 56 - 65 | Vehicle proceeding normally along the carriageway, not on a bend | Offside | Other | None | None |
| 2 | Car (excluding private hire) | 8 | Female | 56 - 65 | Vehicle proceeding normally along the carriageway, not on a bend | Offside | Other | None | None |
| 3 | Car (excluding private hire) | 7 | Female | 56 - 65 | Vehicle proceeding normally along the carriageway, not on a bend | Front | Other | None | None |

Casualties

| Vehicle Ref | Casualty Ref | Injury Severity | Casualty Class | Gender | Age Band | Pedestrian Location | Pedestrian Movement |
|-------------|--------------|-----------------|-----------------|--------|----------|---------------------|---------------------|
| 1 | 1 | Serious | Driver or rider | Male | 56 - 65 | Unknown or other | Unknown or other |
| 3 | 2 | Slight | Driver or rider | Female | 56 - 65 | Unknown or other | Unknown or other |

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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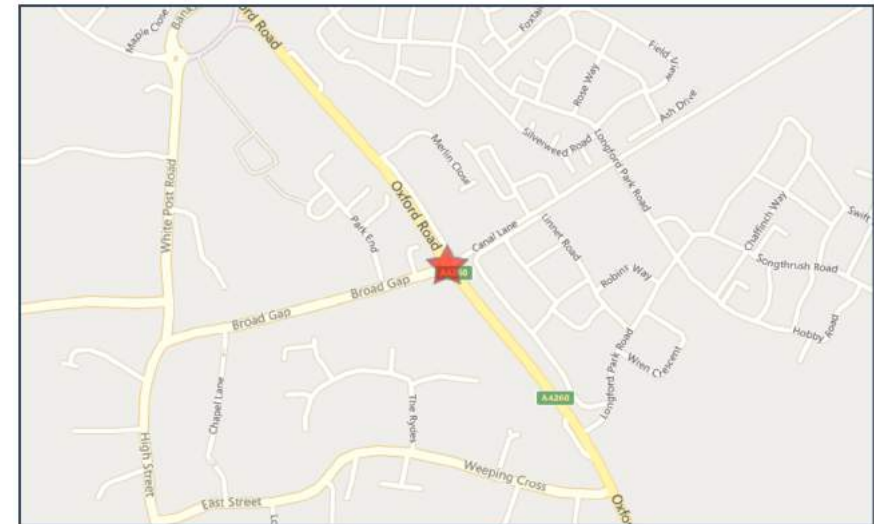


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Validated Data

Crash Date: Friday, April 27, 2018 **Time of Crash:** 5:47:00 PM **Crash Reference:** 2018430131640

| | | | | | |
|--------------------------------------|--|----------------------------|-------|------------------------------|---------------|
| Highest Injury Severity: | Slight | Road Number: | A4260 | Number of Casualties: | 2 |
| Highway Authority: | Oxfordshire | Number of Vehicles: | 2 | OS Grid Reference: | 446452 238111 |
| Local Authority: | Cherwell District | | | | |
| Weather Description: | Raining without high winds | | | | |
| Road Surface Description: | Wet or Damp | | | | |
| Speed Limit: | 40 | | | | |
| Light Conditions: | Daylight: regardless of presence of streetlights | | | | |
| Carriageway Hazards: | None | | | | |
| Junction Detail: | T or staggered junction | | | | |
| Junction Pedestrian Crossing: | Central refuge - no other controls | | | | |
| Road Type: | Single carriageway | | | | |
| Junction Control: | Give way or uncontrolled | | | | |



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Validated Data

Vehicles involved

| Vehicle Ref | Vehicle Type | Vehicle Age | Driver Gender | Driver Age Band | Vehicle Manoeuvre | First Point of Impact | Journey Purpose | Hit Object - On Carriageway | Hit Object - Off Carriageway |
|-------------|------------------------------|-------------|---------------|-----------------|--|-----------------------|-------------------------|-----------------------------|------------------------------|
| 1 | Car (excluding private hire) | 15 | Male | 36 - 45 | Vehicle is in the act of turning right | Offside | Other | None | None |
| 2 | Taxi/Private hire car | 9 | Male | 36 - 45 | Vehicle proceeding normally along the carriageway, not on a bend | Offside | Journey as part of work | None | None |

Casualties

| Vehicle Ref | Casualty Ref | Injury Severity | Casualty Class | Gender | Age Band | Pedestrian Location | Pedestrian Movement |
|-------------|--------------|-----------------|-----------------|--------|----------|---------------------|---------------------|
| 1 | 1 | Slight | Driver or rider | Male | 36 - 45 | Unknown or other | Unknown or other |
| 2 | 2 | Slight | Driver or rider | Male | 36 - 45 | Unknown or other | Unknown or other |

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Validated Data

Crash Date: Friday, October 05, 2018

Time of Crash: 11:53:00 PM

Crash Reference: 2018430305591

Highest Injury Severity: Slight

Road Number: A4260

Number of Casualties: 4

Highway Authority: Oxfordshire

Number of Vehicles: 2

Local Authority: Cherwell District

OS Grid Reference: 446453 238115

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 40

Light Conditions: Darkness: street lights present and lit

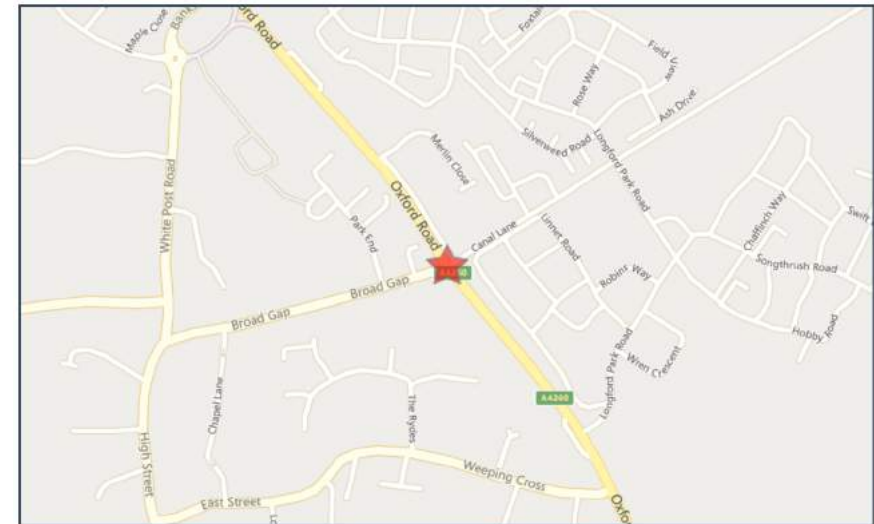
Carriageway Hazards: None

Junction Detail: T or staggered junction

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Single carriageway

Junction Control: Give way or uncontrolled



For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Validated Data

Vehicles Involved

| Vehicle Ref | Vehicle Type | Vehicle Age | Driver Gender | Driver Age Band | Vehicle Maneuvre | First Point of Impact | Journey Purpose | Hit Object - On Carriageway | Hit Object - Off Carriageway |
|-------------|------------------------------|-------------|---------------|-----------------|--|-----------------------|-------------------------|-----------------------------|------------------------------|
| 1 | Car (excluding private hire) | 14 | Female | 16 - 20 | Vehicle is in the act of turning right | Nearside | Other | None | Road sign/Traffic signal |
| 2 | Taxi/Private hire car | 10 | Male | 66 - 75 | Vehicle proceeding normally along the carriageway, not on a bend | Front | Journey as part of work | None | None |

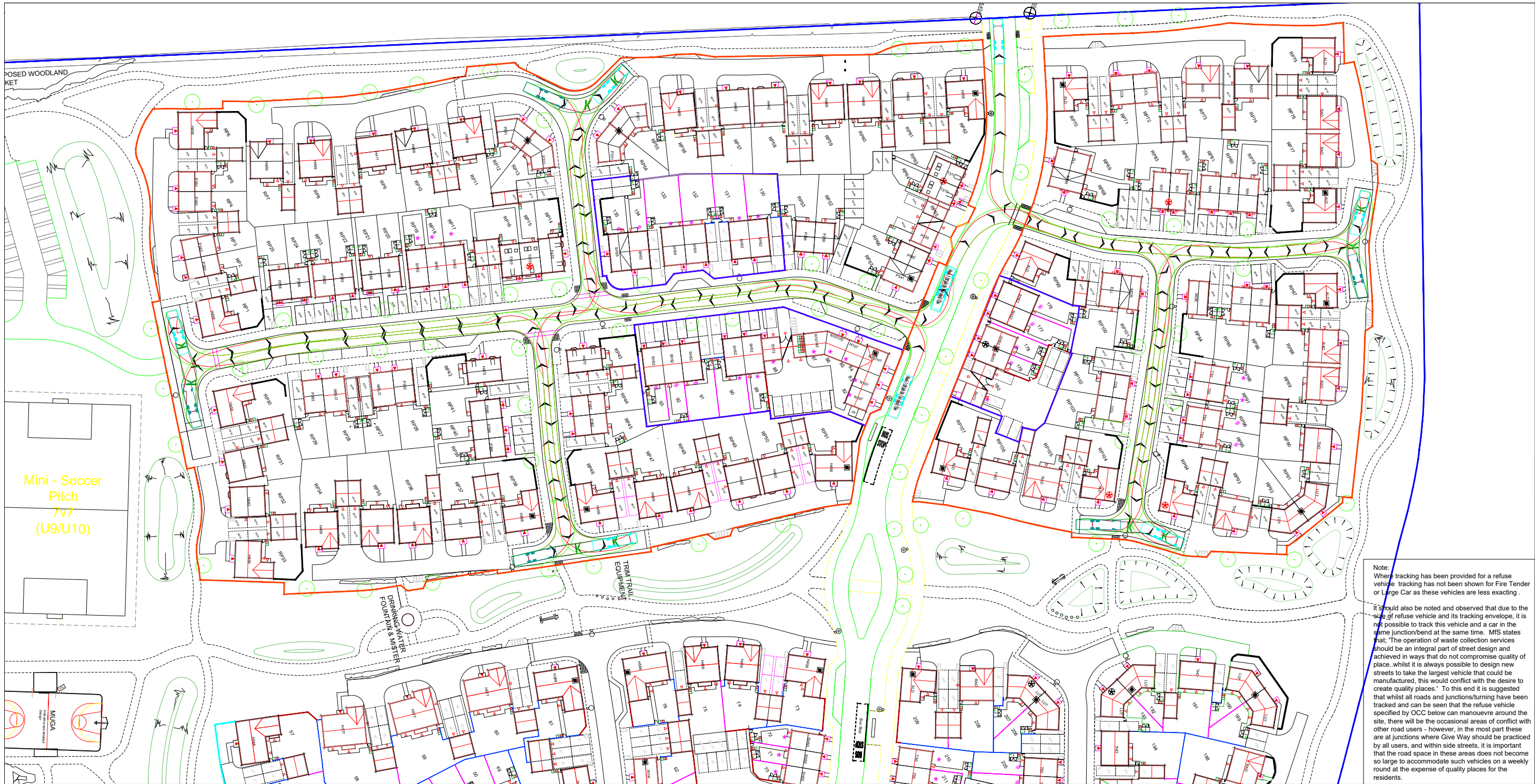
Casualties

| Vehicle Ref | Casualty Ref | Injury Severity | Casualty Class | Gender | Age Band | Pedestrian Location | Pedestrian Movement |
|-------------|--------------|-----------------|------------------------------|--------|----------|---------------------|---------------------|
| 1 | 1 | Slight | Driver or rider | Female | 16 - 20 | Unknown or other | Unknown or other |
| 1 | 2 | Slight | Vehicle or pillion passenger | Female | 16 - 20 | Unknown or other | Unknown or other |
| 2 | 3 | Slight | Vehicle or pillion passenger | Female | 36 - 45 | Unknown or other | Unknown or other |
| 2 | 4 | Slight | Vehicle or pillion passenger | Male | 26 - 35 | Unknown or other | Unknown or other |

For more information about the data please visit: www.crashmap.co.uk/home/Faq

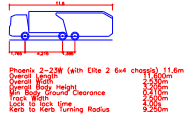
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APPENDIX C Swept Path Analysis



Note:
Where tracking has been provided for a refuse vehicle tracking has not been shown for Fire Tender or Large Car as these vehicles are less exacting.

It should also be noted and observed that due to the size of refuse vehicle and its tracking envelope, it is not possible to track this vehicle and a car in the same junction/bend at the same time. MFS states that 'The operation of waste collection services should be an integral part of street design and achieved in ways that do not compromise quality of place, whilst it is always possible to design new streets to take the largest vehicle that could be manufactured, this would conflict with the desire to create quality places.' To this end it is suggested that whilst all roads and junctions/turning have been tracked and can be seen that the refuse vehicle specified by OCC below can manoeuvre around the site, there will be the occasional areas of conflict with other road users - however, in the most part these are at junctions where Give Way should be practiced by all users, and within side streets, it is important that the road space in these areas does not become so large to accommodate such vehicles on a weekly round at the expense of quality places for the residents.



TRACKING LEGEND

- Vehicle Wheel Tracking
- Vehicle Body Tracking
- Vehicle Direction
- Vehicle Type & Body Outline

DAVID WILSON HOMES
David Wilson Mercia
Remus 2
2 Cranbrook Way
Solihull Business Park
Solihull
B90 4GT




| REV | DESCRIPTION | REV | DESCRIPTION | DATE |
|-----|-------------|-----|-------------|------|
| | | | | |

| | |
|---------|------------|
| STATUS: | |
| SCALE: | 1:500 @ A1 |
| DATE: | SEPT 2021 |
| DRAWN: | IDL |


| | |
|----------|---------------------------|
| TITLE: | Refuse Vehicle Tracking |
| PROJECT: | White Post Road, Bodicote |
| DRG. No: | 957-00-203 |

iD LTD
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Remus 2
2 Cranbrook Way
Solihull Business Park
Solihull
B90 4GT




TRACKING LEGEND

Vehicle Wheel Tracking ————

Vehicle Body Tracking ————

Vehicle Direction >


Vehicle Type & Body Outline



MPV (2006)
Overall Length 4.856m
Overall Width 1.910m
Overall Height 1.510m
Min. Body Height 0.710m
Min. Track Width 1.710m
Lock to lock time 2.500s
Kerb to Kerb Turning Radius 5.700m

| REV | DESCRIPTION | REV | DESCRIPTION | DATE |
|-----|-------------|-----|-------------|------|
| | | | | |

STATUS:




SCALE: 1:500 @ A1
DATE: SEPT 2021
DRAWN: IDL

TITLE: Preliminary Vehicle Tracking MPV

PROJECT: White Post Road, Bodicote

DRG. No: 957-00-204



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