Land at Gosford

Technical Note 11: Response to Oxfordshire County Council (OCC)

22nd June 2023

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1 Introduction

1.1 Brookbanks is appointed by Barwood Development Securities Ltd to provide technical support for a proposed residential development at Gosford, Oxfordshire, which is the subject of a planning application (reference: 22/00747/OUT). The following development is proposed at the site:

'Outline planning application for the development of up to 370 homes, public open space (including play areas and woodland planting), sports pitches and pavilion, drainage and engineering works, with all matters reserved (appearance, landscaping, layout and scale) except for vehicular and emergency accesses to Bicester Road'.

2 Background Information

2.1 The proposed development lies to the south-east of the village of Kidlington.

2.2 The Site is bound to the north by existing agricultural land/fields and to the east by agricultural fields, Water Eaton Lane and the A34. The south of the Site is bound by Oxford Road and the west to Bicester Road. A cemetery is situated adjacent to the north-west of the Site, off Bicester Road.

2.3 This planning application covers part of the site allocated under Policy PR7a in the Cherwell Local Plan Partial Review. The application does not cover the entirety of the allocated site, with the northern area controlled separately by Hill Residential.

2.4 The site is currently undeveloped agricultural land and the land is not thought to have been historically subject to any significant built development. The Site location and boundary is shown indicatively on **Figure 2-1,** below:

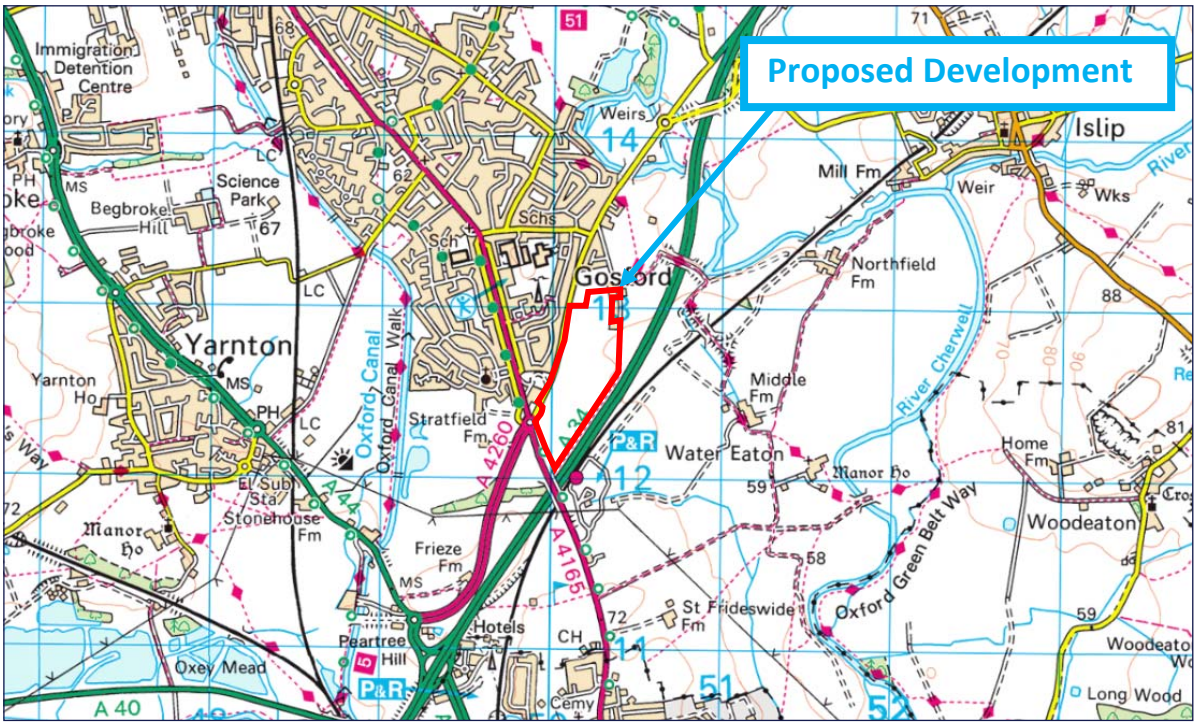


Figure 2-1: Site Location, OS Maps (2023)

2.5 The TA includes a traffic scenario based on a manual method of assessment. Subsequently to the submission of the TA, a consortium has been established that assesses the implications of the PR site allocations. This has included additional traffic modelling, based on a Paramics micro simulation traffic model released by OCC. The use of this micro simulation model has been fully discussed with OCC over the last two years. Throughout this process, several agreements have been reached with OCC on the modelling protocol. This has included development trip generation, trip distribution, factors to take account of background growth and mode shift assumptions. The final traffic models used in the assessment has been audited by Pell Frischmann, On behalf of OCC and fully validated for the purposes of assessing Transport Impact and required interventions

2.6 This additional traffic modelling assesses the combined effects of the PR allocations. Furthermore, the traffic modelling concludes that a range of the highway interventions identified within the Infrastructure Delivery Plan (IDP), but not all, will mitigate the impact of all PR allocations. Additional notes in relation to this further modelling is included within the **Appendix A**.

3 Response to OCC – 28th April 2022

3.1 The purpose of this note is to respond to observations raised by OCC, dated 28th April 2022 on the planning application, and in particular the comments relating to the submitted Transport Assessment for the scheme (TA).

3.2 The response from OCC highlights a range of observations, with the detailed observations relating to highways and transportation included within a section titled 'Comments' commencing on page 9. These comments have been extracted and presented below, highlighted in italics, together with a response which immediately follows each extracted reference.

OCC Comment: The application is outline only seeking development of up to 370 residential properties with associated infrastructure on Land at Gosford, which is allocated as PR7a for residential development in the adopted Cherwell Local Plan 2011 – 2031 (Part 1) Partial Review. The allocated site is split over two parcels under different ownerships/promoters; a smaller parcel to the north is controlled by Hill

Residential Ltd and to the south is the larger parcel subject of this application under Barwood. The development hereby proposed (which lies to the south, under Barwood's control) does not cover the entire allocated PR7a site but most of it. The Planning Statement (para 1.5) informs that the remainder of the site shall be brought forward separately by a full planning application later this year. The content set out in paras 1.10-1.12 of the submitted Transport Assessment (TA) is misleading, suggesting that the scope of the TA was agreed with OCC in a submitted Transport Scoping Note in August 2020. While the Scoping Note was emailed for review, OCC advised that the approach for its review would require a formal pre-app submission subject to a chargeable fee which the applicant chose not to follow up. Whereas some specific matters such as the existence of a strategic model formed part of the free substantive enquiries we had, this should not be mistaken for agreement on the scope.

3.3 The aim of paras 1.10 to 1.12 is to describe the discussions held with Rashid Bbosa (Senior Transport Planner – Transport Development Control), during which several elements were discussed in order to progress the TA. However, it is acknowledged that subsequent to these discussions, a traffic model has been made available that has been used to assess the implications of the development, in conjunction with a consortium who are delivering further PR Allocated Sites. This additional modelling has been carried out following detailed ongoing discussions with OCC. During the discussions various agreements have been reached in relation to the modelling protocol adopted. This ensured the next round of modelling is reflective of the aspirations of OCC.

OCC Comment: Vehicular Access – Bicester Road runs along the western frontage of the site and so, several accesses shall be taken off it. The principal vehicular access for the entire PR7a allocation is proposed via a T junction ghost right turn off Bicester Road as shown by Drawing no. 10669-SK-05 Rev A. The vicinity of the site access along Bicester Road is fairly straight. The proposed access thereby benefits from adequate visibility splays although the splays need to be indicated on the access plan. Although not part of this submission, a second point of access into the parcel of land controlled by Hill shall be taken from a simple T junction off Bicester Road north of the cemetery which shall be delivered via a second planning application.

3.4 This is noted and the drawings has been amended to include the appropriate visibility splays. The revised drawing is contained in **Appendix B**.

OCC Comment: Para 4.4 mentions a swept path exercise that has been undertaken at the access points to ensure/ demonstrate that the development can be safely served by large vehicles. It goes on to state that the swept path details are provided in Appendix D. Interrogation of the TA and indeed other documents fails to reveal the swept path drawings at any of the site accesses. The swept path drawings must be submitted to show that the site accesses can safely accommodate expected vehicles.

3.5 This is noted and the drawings are contained in **Appendix C**.

OCC Comment: Also noted in para 5.15 is the TA's assertion that a Road Safety Audit (RSA1) can be completed to ensure compliance with standards. This statement raises the question of when this audit shall be done, recognising that access issues (including associated safety audits) are not a reserved matter to this application. It is at this stage that RSA1 in accordance with GG119 (5.46.1) are required so that if any issues have been established within the preliminary design, these can be altered.

3.6 This is noted and the Stage 1 RSA has been commissioned. This will be issued to OCC, together with the Designers Response.

OCC Comment: The application proposes a number of pedestrian and cyclist access points to adjoining lands – this is welcomed. Along Bicester Road frontage, the application suggests up to two access points – via the principal site access and also utilising the downscaled existing site access. Both of these access

points are presenting unacceptable forms of provision that fail to meet guidance stipulated by LTN1/20. These are:

1. *Uncontrolled crossing on a busy 40mph Bicester Road is not acceptable. Such a crossing does not meet guidance of The Design of Pedestrian Crossings LTN2/95*

2. *Where existing access is being downgraded to pedestrian, the kerb line must be reinstated and instead dropped kerb type of access provided.*

3. *The type and design of crossing shown in the snippet below is unacceptable. It is not clear why the crossing has been staggered here. A suitable crossing that meets the needs of users and commensurate to the road speeds must be provided at this point.*

4. *We would suggest it is realigned to be straight.*

3.7 Paragraph 10.4.5 of LTN 1/20 refers to Table 10-2, which suggests the type of crossing that is appropriate and continues to confirm that it is a guide only, and individual locations should be assessed on a case-by-case basis. It is important to note that the development will deliver a network of walking / cycling routes and does not rely on any single crossing point. The most dominant desire line is towards the south, trips in this direction can be achieved via the sustainable link across Bicester Road, or alternatively pedestrians and cyclists can travel through the development to exit at the southern access point adjacent to the existing signalised crossing. However, taking on board the observations raised by OCC the uncontrolled crossing on Bicester Road is to be replaced with a signalised crossing point with the stagger removed. The revised crossing layout is included within the site access arrangements and is shown within **Appendix B.**

OCC Comment: The application needs to clearly illustrate how the Greenway and the PRoW will tie-in to the existing shared pedestrian/cycleway along Oxford Road. These links to the south of the development would form the most direct and obvious routes to those wishing to walk and cycle to/from Oxford City. And the existing shared path along Oxford Road is not as good as it should be for a main non-motorised route – noted to be only 1.5m wide. enhancements must be made to its width in terms of safeguarding land required to deliver the necessary width compliant of LTN1/20 should there be inadequate highway verge along this frontage. It is therefore requested that 3.5 metres is reserved via s106 agreement for future dedication of land to be used as public highway should the proposed corridor scheme require it.

3.8 The masterplan for the development highlights how the walking and cycling routes combine to provide a comprehensive network. A specific walking and cycling route drawing is contained in **Appendix D**. The request for land to be dedicated as public highway is noted and can form part of the section 106 discussions.

OCC Comment: I would also take issue with the level difference that is noticed around this frontage. The maximum acceptable gradient is 1 in 20 for publicly acceptable provisions.

3.9 This will be considered as part of the detailed design stage.

OCC Comment: The TA (para 2.45) mentions a number of access points that shall be included, namely;

1. *Provision of routes towards PR7b and a direct link to Oxford Parkway station and Park & Ride*

2. *An access to the north onto Beagles Close*

First, I fail to see how provision has been made under this application for connectivity between this site and PR7b without there being a link(s) across/around the Kidlington roundabout; neither does the submission in clarity show which of the routes is a direct link to Oxford Parkway station/Park and Ride. The access point to the north onto Beagles Close that the TA alludes to is outside of the application redline, meaning that the development may fail to deliver on it.

3.10 The TA (para 2.45) refers to the Design Brief for PR7a. PR7b is located to south of Kidlington and west of the Kidlington Roundabout and is covered by a separate design brief, which also replicates the reference to link PR7a and PR7b together. This suggests that both allocations work in a corroborative manner to deliver such linkage. As indicated within the TA and referred to in this note, a crossing point is to be provided along Bicester Road together with routes through the development to link into the existing signalised crossing point adjacent to the supermarket. The identified crossing points link into the existing walking / cycling route adjacent to Oxford Road. It would be assumed that PR7b would provide similar linkages into Oxford Road that would complete the continual link between the two sites. In relation to access to Oxford Parkway, it has already been identified through linkages into Oxford Road. In relation to the link towards Beagles Close. This is adjacent to the northern parcel controlled by others (Hill Residential) and this connection can be delivered as part of that development.

OCC Comment: Emergency Access – This access is observed to be emerging onto Bicester Road at a point where the carriageway is dualled. This would limit the emergency functionality of service vehicles accessing from the south where it will be impossible for right turn manoeuvres to be quickly made into the site. A central reserve opening shall therefore be needed in order for this emergency access to gain its full potential. To be secured by a s278.

3.11 This is noted and will form part of the detailed design if considered necessary at that stage.

OCC Comment: Construction Access – It is assumed that construction traffic would utilise the principal vehicular access. This access if is intended for construction purposes shall not be acceptable until submission is made of a swept path analysis for a 12m long rigid truck and a 16.5m long articulated truck.

3.12 Construction access into the site will be discussed with the Main Contractor at the appropriate time. These discussions will consider the most appropriate point of access for construction vehicles and the necessary details regarding swept paths can then be provided. A Construction Traffic Management Plan will be submitted to support the construction phase of the development. This will include a methodology to control and monitor construction movements. The production of the Construction Traffic Management Plan can be secured through planning conditions.

OCC Comment: The site is in close vicinity of secondary routing and key journey destinations highlighted in the Kidlington LCWIP. Active Travel infrastructure provision by PR7a should show how it will provide a continuation of these routes to align with the principals of LTN 1/20 (Safe, Coherent, Accessible, Comfortable and Direct) It is essential that the site is developed in a comprehensive manner to deliver the site-specific requirements in Policy PR7a and support the wider aims of the LPPR spatial strategy. Policy PR7a (8) of the Local Plan states,

1. *The application shall be supported by and prepared in accordance with, a comprehensive Development Brief for the entire site to be jointly prepared and agreed in advance between the appointed representative(s) of the landowner(s) and Cherwell District Council. The Development Brief shall be prepared in consultation with Oxfordshire County Council and Oxford City Council.*

A draft development brief was recently consulted on but has not been finalised. It is not clear from this application what the development on the remaining land will be e.g. the total quantum of development. Without a comprehensive plan for the entire site, the application fails to adhere to the policy above. Reason for objection.

3.13 Subsequently to the OCC response to the initial revision of the TA, the Development Brief has now been approved by OCC for Development Control purposes. The application was progressed against the draft Development Brief and the final approved Brief makes no material changes. Furthermore, the planning application considers the majority of the southern extremity of PR7a, delivering up to 370 dwellings. This

application is being progressed in advance of the residual land to the north, controlled by Hill Residential. The Hill application has now been submitted as a full application (Ref: 22/03883/F) for 96 homes, confirming that the total number of homes will not exceed 466 homes with the Paramics traffic model is based on 430 homes. Applying the agreed trip rates the additional 36 homes will generate an additional two way trips of 8 trips in the peak periods. This will not have a significant impact on the overall conclusions, in that the highway interventions (but not all) identified within the IDP mitigate the impact of the PR allocations.

OCC Comment: The Design and Access Statement suggests that both pedestrians and cyclists shall be accommodated along a 5m wide Greenway route onto Oxford Road, that shall provide direct connectivity to both the Oxford Parkway Station and the Oxford Parkway Park and Ride.

3.14 That is correct. The alignment is indicated in **Appendix A**.

OCC Comment: The application has not given much regard to the anticipated route for pupils walking and cycling to the nearest schools. For directness, it is envisaged that pupils of Edward Field Primary School, and possibly also Gosford Hill Secondary School, would route via the northern parcel (under Hill Residential) and hopefully cross Bicester Road via the access arrangement into that parcel. With this in mind, OCC would need to see proposals of a controlled crossing facility provided at/around the point of the secondary access (into the parcel that would be delivered by Hill Residential Properties) to northern end of PR7a where it aligns with the Kidlington LCWIP. This is in consideration of suitable connectivity to both the primary and secondary schools that are envisaged to serve this development in line with Policy KCW 5 of the Kidlington Local Cycling and Walking Infrastructure Plan adopted in January 2022. The above comments are an indication that the application has not given consideration of the walking and cycling strategy in the vicinity of the site. There is an absence of reference to the Kidlington LCWIP and needs updating to reflect the opportunity and intention to create a well-rounded sustainable transport network.

3.15 As indicated above, the northern parcel of PR7a is now subject of a planning application and both applications for PR7a are being progressed. The approval of 22/00747/OUT is not predicated on the Hill Application. It is an unrealistic and unjustifiable suggestion that the planning application for the southern area of PR7a is held back until such a time where the full proposals for the northern parcel are confirmed. Fundamentally, the planning application needs to be delivered in such a way that it is not relying on the delivery of a third party application. The planning application includes a provision for pedestrians and cyclists to cross Bicester Road in a safe manner at an appropriate location to facilitate access to education facilities. The delivery of any additional crossing facilities that can be secured via the Hill Residential will only enhance the opportunities for sustainable trips.

OCC Comment: This being a Partial Review (PR) site whose cumulative impact with other PR sites triggered the need to consider an infrastructure strategy – a package of measures needed to support these developments; the application needs to assess a wider area on the network than just a single junction. This would be consistent with the approach other PR sites are taking. Such an approach would determine the level of impact on the wider network and in turn inform the level of mitigation required.

3.16 As indicated previously, the traffic model being progressed to assess the cumulative impacts was not identified during the scoping discussions with OCC. The Applicant is now part of the consortium that is considering the cumulative impacts and additional transport evidence Is contained in **Appendix A**. This confirms the package of measures necessary to support the development.

OCC Comment: The table is a list of infrastructure schemes that the development shall be required to make proportional financial contributions (to be secured through a s106 Agreement) as have been identified in the adopted Cherwell Local Plan 2011 – 2031 (Part 1) Partial Review.

3.17 This is noted. The update to the modelling assumes that delivery of a range (but not all) of the highway interventions identified within the IDP. These highway interventions are identified to mitigate the impact from all of the PR sites and a mechanism for confirming the proportional financial contributions will be required.

OCC Comment: A contribution towards bus service improvements will be required to ensure there is an appropriate level of bus service to be attractive, to maximise bus modal share from the site, and therefore suppress car journeys. With reference to the views of the bus operator in the area, Stagecoach, regarding where to focus bus service improvements, as set out in their response to this application, the contribution will be to enhance service provision primarily to local employment destinations, such as Headington, where service provision is currently weaker but greatest opportunity exists to enhance this and increase bus modal share. While the highest proportion of bus use is towards the city centre, to some extent this is influenced by the better provision of bus service compared to alternate destinations. Public transport currently has a higher mode share for journeys towards the city centre. There is a need to raise mode share towards other destinations around Oxford but not necessarily the city centre in order to maximise the suppression of car journeys from the site. It is intended to seek similar contributions from the other Partial Review sites 6a, 6b and 7a and combine them to achieve a higher level of improvement. The contribution rate has been calculated based on the provision of three additional buses to enhance bus route frequencies, on a declining subsidy basis over eight years while passenger numbers grow (with the aim of financial sustainability after this time). This is the approach applied for similar sites elsewhere in Oxfordshire.

Eight year declining subsidy cost: 3x £720,000 = £2,160,000

Per dwelling contribution rate based on Partial Review allocations for 6a, 6b, 7a and 7b: £2,160,000 / 1,910 = £1,131 per dwelling.

The contribution for this site is therefore 370 x £1,131 = £418,470

3.18 This is noted. OCC are requested to provide details regarding the route and timetable for the enhanced service as Stagecoach in their response has already identified the site is served by a high quality public transport route. Details on how the subsidy cost has been calculated are also requested. This can then form part of the wider section 106 discussions.

OCC Comment: There is currently about 1km between the pairs of bus stops on Bicester Road. In an urban setting, there would normally be at least one additional pair of stops over this distance. As the road between the existing pairs of stops will become fully urban, a new pair of bus stops will be required to minimise walking distances to access the bus from the site. The new pair of bus stops have been identified in the Emerging Development Brief around the secondary access north of the cemetery to align with the proposed controlled crossing in the same Brief. The best location for a new pair of stops would appear to be roughly at the division between the north of this application and the south of the Hill Land field. The stops would then serve both developments (with the provision of appropriate direct walking routes) and be roughly mid-way between the existing pairs of bus stops.

Walking distances to bus stops would then be acceptable from the full PR7a allocation area. Bus stop specification, to be delivered as S278 works, with adequate hardstanding to ensure that adjacent footway/cycleways widths are not compromised.

Southbound bus stop:

1. *Four bay RTI compatible shelter*
2. *Bus stop pole and flag to OCC S278 spec*
3. *Full segregation from any cycling facilities*

4. *Layby if need identified by bus operator*
5. *3x cycle Sheffield stands*
6. *Direct walking routes into development*

Northbound bus stop:

1. *Three bay RTI compatible shelter*
2. *Bus stop pole and flag to OCC S278 spec*
3. *Full segregation from any cycling facilities if highway space permits*
4. *Layby if need identified by bus operator*
5. *3x cycle Sheffield stands*
6. *Appropriate crossing facilities to access development*

Additionally, the existing southbound Bicester Road stop needs upgrading as follows:

1. *Addition of four bay RTI compatible shelter*
2. *Full segregation from any cycling facilities*
3. *A S106 contribution will be required for fit out of shelters with RTI equipment as follows; 4 x £8,904 in-shelter TFT display = £35,616*

3.19 OCC are requested to justify the need for a four/three bay after considering the services that operate along Bicester Road. The proposal includes bus stops to be provided adjacent to the development, as indicated within the appendix, which will encourage public transport usage. OCC are requested to justify the need to upgrade the existing southbound Bicester Road bus stop, bearing in mind that the majority of the future residents are likely to use the new bus stops that are being provided.

OCC Comment: In line with OCC Local Transport Connectivity Plan, the aspiration of all the PR sites is to identify a mitigation strategy focussing on sustainable transport, delivering more sustainable means of travel where possible, rather than highway infrastructure. This will have due regard to the package of interventions identified at Appendix 4 of the Local Plan. For consistency with modelling work undertaken on other PR sites, the approach on modelling scenarios should be based on a 2022 base year scenario (rather than 2018 which is also out of date), reference case.

3.20 This is noted. The update to the traffic modelling identifies that the implementation of a range (but not all) interventions identified within the IDP will be sufficient to mitigate the impact of the development. On that basis it is suggested that a proportionate contribution is made towards those inventions.

OCC Comment: Para 6.8 suggests that in order to assess the impact on the junctions specifically, the applicant has used TEMPRO growth factors (produced by the Department for Transport) and the proposed traffic generation for Cherwell 18 MSOA. The resultant factors and how these were applied is not shown. Further information required.

3.21 The 2023 future year traffic provided by OCC were increased by growth factors predicted by TEMPRO, the nationally accepted method to derive growth projections. The growth factors applied to the morning and evening peak traffic levels were 1.0931 and 1.0827 respectively. Further to this, the additional modelling discussed in **Appendix A**, presents an updated traffic scenario. The assumptions for growth were discussed and agreed with OCC, in line with the 'Decide and Provide methodology.

OCC Comment: Para 6.9 of the TA mentions that assignment of trips on the network has utilised the census travel to work statistics in order to determine how vehicular movements are distributed. It however does not furnish a bit more on this statement to understand its applicability. Which Census is being referred to here, 2011 or 2021? And does this refer to the entire Kidlington or a particular MSOA? Further information required.

3.22 The use of census travel to work statistics to distribute development trips is nationally accepted. The current available data is based on 2011 data, the 2021 data is not yet available. This is based on data for the middle super output area (MSOA) Cherwell 18. However, the update to the development impact is based on a micro simulation traffic model provided by OCC which inherently includes assumptions for trip assignment, with the details provided in **Appendix A**.

OCC Comment: Traffic generation has been derived using TRICS software, the assessment of which has resulted in a trip rate which is considered acceptable. I find it questionable why the exercise needs to separate the affordable house and market house type trip rates. I do not suppose TRICS have comparable sites to the scale of this development that comprise of exclusively open market houses or affordable only. So, regarding the mix of house types from these sites I recommend that the application should use percentage mixes rather than separate exercises. That said, the trip rates are considered realistic, therefore this approach is agreed.

3.23 Acceptance of the method used is noted. However, it should be noted that the update of the traffic modelling will incorporate amended trip rates that will be applied across all of the PR sites. These updated trip rates have been discussed with OCC prior to the commencement of the traffic modelling. The amended trip rates respond to the 'Decide and Provide' methodology which is in compliance to OCC policy. The use off the amended trip rate for all of the PR sites provides a more consistent modern approach.

OCC Comment: The submission predicts that there will be about 171 and 173 two-way movements in the AM and PM peak periods respectively. Whilst this volume is considered realistic from this parcel of residential development, the trip generation has not included trips that would likely be generated from the Hill land to the north and also the sports facility. As such, without this information, I am not in a position to conclude that a satisfactory assessment has been undertaken. Reason for objection.

3.24 The updated traffic modelling, as reported in **Appendix A,** includes the provision of 430 homes. The planning application considers the majority of the southern extremity of PR7a, delivering up to 370 dwellings. The Hill application has now been submitted for 96 homes, confirming that the total number of homes will not exceed 466 homes. As indicated previously, the Paramics traffic model is based on 430 homes. Applying the agreed trip rates the additional 36 homes will generate an additional two way trips of 8 trips in the peak periods. This level of increase will be indiscernible and will be no more than the daily variation expected in traffic flows. This will not have a significant impact on the overall conclusions, in that the highway interventions (but not all) identified within the IDP mitigate the impact of the PR allocations.

OCC Comment: The resultant traffic flow diagrams have been appended to the TA, interrogation of which is seemingly impossible to interpret. First, the diagrams need to show base year flows before introducing development flows, but instead the application has presented all movements under the future year scenario. The flow diagram is hence incoherent and needs to be simplified further. Turning movements cannot be interpreted, taking an example of the site access junction the distribution of vehicles plus development in 2031 AM peak. I however fail to interpret where 38 is taken from the 93 movements on the left turn from the site? The 28 movements shown to be accessing the site need to be explained.

1. *Besides the site access junction and the Kidlington roundabout, other junctions mapped on the flow diagram are simply a guess work.*

2. *Arms of junctions need to be named*

3. *It would be helpful for base year flows, committed development flows and future year flows to be separated out*

4. *What is the significance of the percentages are shown, what do they stand for?*

3.25 The traffic flow diagrams requested are contained in **Appendix E**.

OCC Comment: The TA does not assess the impact of development traffic from the entire PR7a allocation i.e. the Barwood parcel, Hill Land parcel and the sports facility. Even though the Hill Land development is expected to assess its impact when an application is submitted, the individual assessments do not capture the cumulative impact from both parcels of the entire site and hence on this basis each would fail to robustly appraise the overall impact on the network. Instead, we would have expected to see assessment of the entire site based on the total number of dwellings proposed for the entire site, which we assume will be in the order of 500 dwellings which is more than the 430 dwellings as allocated in the Local Plan in order for the assessment to be considered somewhat robust. Reason for objection.

3.26 As indicated previously, the planning application considers the delivery of up to 370 dwellings. The Hill application has now been submitted for 96 homes, confirming that the total number of homes will not exceed 466 homes with the Paramics traffic model is based on 430 homes. Applying the agreed trip rates the additional 36 homes will generate an additional two way trips of 8 trips in the peak periods, which will not be greater than daily variations in traffic. This will not have a significant impact on the overall conclusions, in that the highway interventions (but not all) identified within the IDP mitigate the impact of the PR allocations.

OCC Comment: It is also noted that Policy PR7a (4) requires the development to include provision of 11 hectares of land for formal sports facilities for use by the wider community. The (draft) Development Brief goes on to indicate that a circa 250sqm clubhouse pavilion and car park sufficient to accommodate 4 teams shall be in place as associated infrastructure. Undoubtedly, the sports facility land-use would generate movements that cannot be ignored albeit outside of the am peak but highly probable that the pm peak shall be influenced. These movements have not been captured by the TA – hence it is not possible to fully assess the impact of the development in accordance with para 109 and 111 of the NPPF. Reason for objection.

3.27 When sports facilities are provided as part of a wider development, typically these are used by both the future residents of that development together with existing residents. As indicated by OCC the sports pitches are unlikely to be used in the morning peak. In the evening peak, the sports pitches has the greater potential to be used but are unlikely to be fully utilised. The expected vehicle trip generation for the sports facilities is likely to be minimal, with any trips that are generated likely to be carried out by sustainable modes. Any residual vehicle trip generation is likely to be retained within the local road network adjacent to the Application Site and will not affect the identified highway mitigation schemes.

3.28 As a method to identify the likely trip generation, the available data contained within TRICS has been reviewed. The trip rates (per ha) for the closest matching category (Football five a-side) included within TRICS is indicated below.

Arrivals AM – 3.152
Departures AM – 0.860
Arrivals PM – 9.670
Departures PM – 7.075

3.29 The maximum trip generation likely to be generated by the Application Site is indicated below, based on four hectares.

Arrivals AM – 12
Departures AM – 3
Arrivals PM – 39
Departures PM – 28

3.30 The demand for the sport pictures will be generated from the Application Site as well as the wider Kidlington area. Based on the population within the hinterland against the future population within the Application Site it is likely that circa 85% of the generated trips could be from the wider Kidlington area. However, It is likely that a proportion of the 85% trips generated within Kidlington already exist and currently use sport facilities elsewhere. In relation to 15% of new trips generated by the development, these trips would be included within the trip generation for the homes and as such no specific allowance needs to be made.

3.31 Based on the above it is considered appropriate to include a 20% assumption for new trips within the road network, with the resulting trips presented below.

Arrivals AM – 2
Departures AM – 0
Arrivals PM – 8
Departures PM – 6

3.32 This level of trip generation would not affect the operation on the road network.

OCC Comment: While not attempting to undermine the modelling that follows in the TA, in view of the above, I yeah consider the highway capacity/modelling has been based on inaccurate detail to render the traffic impact assessment unfit for its purpose. I expect more information/amendments to consider the following;

1. *Undertake a more recent analysis of the local personal injury collision data*
2. *Trip generation must include trips associated with other land uses on site i.e. sports facilities*
3. *Assess the cumulative impact from both parcels of PR7a (on the basis of the full allocation)*
4. *Present a more coherent flow diagram*

3.33 The response to the four points are indicated below:

1. This is dealt with by a separate point below.
2. As indicated above, the sports facilities will not generate significant external vehicle trip generation and an allowance does not need to be made for such uses.
3. As indicated earlier, the updated traffic modelling takes account of the allocation.
4. Traffic flow diagrams requested by OCC are attached to this note for completeness.

3.34 Furthermore, attention is drawn to the revised traffic modelling that utilise is the micro simulation traffic model. Further details of which are provided in **Appendix A**.

OCC Comment: Besides the site access junction, the TA has assessed one other junction – the Kidlington roundabout. Beyond this roundabout, the TA assumes that development traffic dissipates out to levels that may not require assessing. Again, this being a Partial Review (PR) site whose cumulative impact with

other PR sites triggered the need to consider an infrastructure strategy – a package of measures needed to support these developments; the application needs to assess a wider area on the network than just a single junction. This would be consistent with the approach other PR sites are taking. Such an approach would determine the level of impact on the wider network and in turn inform the level of mitigation required.

3.35 As indicated at the outset, the nature of the assessment was discussed with OCC. Subsequently to these discussions, the cumulative assessment has been progressed, with appropriate details provided in **Appendix A.**

OCC Comment: 5.13 to 5.15 of the TA attempts to analyse the recent personal injury accident history on the highway network in the vicinity of the site. Analysis of the personal injury accident records on the public highway in the vicinity of the site was obtained from OCC. This range of data is a 5-year period from 2015 to 2019. This period, however, is not the most recent and to undertake a satisfactory assessment from which to identify any significant highway safety issues, the application should analyse the most recent 5-year period. Reason for objection.

3.36 The accident history presented in the TA was based on the latest data from OCC that was available at the time of document production. The latest accident history is reviewed and reported in **Appendix F.**

OCC Comment: OCC Comment: Para 3.42 reports that by way of updating the collision data beyond 2019, Crashmap was used to obtain the 2020 record. The updated record is however not presented anywhere in this TA for us to corroborate this information. The collision map included in Appendix C of the TA is the data obtained by OCC but not Crashmap.

3.37 The latest accident history has been presented in **Appendix F**.

OCC Comment: The personal injury collision study area appears to focus more on vehicular routes and less on routes that pedestrians/cyclists would be attracted to. To put this into context, Fig 3-2: PIC Study Area of the TA shows the study area covering Frieze Way and the A44 but only stops a few hundred metres along the A4260 Oxford Road north of the Kidlington roundabout. Kidlington is the nearest centre within walking distance from the site with a number of local amenities hence I would have expected to see the study area covering more of the A4260 stretch into Kidlington in anticipation of more walking trips.

3.38 The latest accident history within the suggested study area has been considered, concluding that the Application Site will not have a material impact on personal injury collisions.

OCC Comment: This development affects public rights of way inside and outside the redline area. Standard measures below will apply. The public rights of way network outside of the site will be placed under greater pressure as a result of the development. A s106 contribution of £55,000 will be requested to allow the Countryside Access Team to plan and deliver improvements with third party landowners in a reasonable time period and under the Rights of Way Management Plan aims. The contribution would be spent on improvements to the public rights of way in the vicinity of the development – in the 'impact' area up to 3km from the site, predominantly to the east, south and north of the site. Primarily this is to improve the surfaces of all routes to take account of the likely increase in use by residents of the development as well as new or replacement structures like gates, bridges and seating, sub- surfacing and drainage to enable easier access, improved signing and protection measures such as anti-motorcycle barriers. New short links between existing rights of way would also be included.

3.39 OCC are requested to confirm the routes that are to be improved, how the improvements are related to the planning application and how this links with the coordinated response to the PR sites.

OCC Comment: Correct route of public rights of way: Note that it is the responsibility of the developer to ensure that their application takes account of the legally recorded route and width of any public rights of way as recorded in the definitive map and statement. This may differ from the line walked on the ground and may mean there are two routes with public access. The Definitive Map and Statement is available online at www.oxfordshire.gov.uk/definitivemap.

3.40 This is noted. The public rights of way are identified on the masterplan.

OCC Comment: Protection from breaks in public rights of way and vehicle crossings/use of public rights of way: Many public rights of way are valuable as access corridors and as continuous wildlife and landscape corridors. As a matter of principal, PRoW should remain unbroken and continuous to maintain this amenity and natural value. Crossing PRoW with roads or sharing PRoW with traffic significantly affects wildlife movements and the function of the PRoW as a traffic free and landscape corridor. Road crossings of PRoW should be considered only as an exception and in all cases provision must be made for wildlife access and landscape, and with safe high quality crossing facilities for walkers, cyclists and equestrians according to the legal status of the PRoW. Vehicle access should not be taken along PRoW without appropriate assessment and speed, noise, dust and proximity controls agreed in advance with OCC Countryside Access.

3.41 This is noted and no additional breaks are expected as a result of the development.

OCC Comment: Mitigation and Improvements of routes. Public rights of way through the site should be integrated with the development and improved to meet the pressures caused by the development. This may include upgrades to some footpaths to enable cycling or horse riding and better access for commuters or people with lower agility. The package of measures needs to be agreed in advance with OCC Countryside Access. All necessary PRoW mitigation and improvement measures onsite need to be undertaken prior to first occupation so that new residents are able to use the facilities without causing additional impacts and without affecting existing users to ensure public amenity is maintained.

3.42 This is noted and the public rights of way that cross the site are integrated within the masterplan.

OCC Comment: Protection of public rights of way and users. Routes must remain useable at all times during a development's construction lifecycle. This means temporary or permanent surfacing, fencing, structures, standoffs and signing need to be agreed with OCC Countryside Access and provided prior to the commencement of any construction and continue throughout. Access provision for walkers, cyclists and horse riders as vulnerable road users needs to be maintained. This means ensuring noise, dust, vehicle etc impacts are prevented.

3.43 This is noted and the impact on public rights of way will be fully considered during the construction phase of the development.

OCC Comment: Temporary obstructions and damage. No materials, plant, vehicles, temporary structures or excavations of any kind should be deposited / undertaken on or adjacent to the Public Right of Way that obstructs the public right of way whilst development takes place. Avoidable damage to PRoW must be prevented. Where this takes place repairs to original or better standard should be completed within 24hrs unless a longer repair period is authorised by OCC Countryside.

3.44 This is noted and can be incorporated into the Construction Traffic Management Plan.

OCC Comment: Route alterations. The development should be designed and implemented to fit in with the existing public rights of way network. No changes to the public right of way's legally recorded direction or

width must be made without first securing appropriate temporary or permanent diversion through separate legal process. Note that there are legal mechanisms to change PRoW when it is essential to enable a development to take place. But these mechanisms have their own process and timescales and should be initiated as early as possible – usually through the local planning authority. Any proposals for temporary closure/diversion need to have an accessible, level, safe and reasonably direct diversion route provided with necessary safety fencing and stand-off to ensure public amenity is maintained for the duration of the disturbance.

3.45 It is considered that no alterations to any public right of way is required.

OCC Comment: Gates / right of way: Any gates provided in association with the development shall be set back from the public right of way or shall not open outwards from the site across the public right of way.

3.46 This is noted.

OCC Comment: This application is in outline only, so detailed comments are not offered on the layout of the indicative masterplan. The following are high level comments only:

1. *All internal roads leading up to the sports facility shall need to be designed with anticipation of the 'higher than average' residential demand. This should factor in width requirements for tractors that would occasionally maintain the grounds as well as the occasional mini-bus/vans transporting various competing teams. So, irrespective of whether tertiary roads lead up to the sports facilities, these must be designed with the ability to accommodate the sports facility associated vehicles.*
2. *Clarity is needed on which routes are pedestrian and which are pedestrian/cycle routes*
3. *Roads within the development must be designed to allow speeds of no more than 20mph. There must be no lengths of straight road more than 70m without some features to calm traffic.*
4. *Electric Vehicle charging must align with the Oxfordshire Electric Vehicle Infrastructure Strategy and provide the necessary infrastructure to enable scaling up to match demand as it continues to grow but with minimal interruption to existing provisions within the site boundaries.*
5. *Para 4.12 states that the primary street shall be designed to around 5.5m wide. This is contrary to the Access Strategy Plan illustrated by Drawing no. 10669-SK-05 Rev A. which shows a 6.0m wide carriageway. Such contradictions need to be addressed.*
6. *Access works will be subject to a Section 278 application with the Road Agreements Team, and designed in accordance with the 40mph speed limit design requirements (unless the section is being reduced to a 30mph)*
7. *OCC require a swept path analysis for an 11.6m in length refuse vehicle passing an on-coming or parked family car throughout the layout. The carriageway will require widening on the bends to enable this manoeuvre.*
8. *The Highway boundary needs to be checked with OCC Highway Records (highway.records@oxfordshire.gov.uk) to determine whether or not it coincides with the site boundary at the proposed access junction. The highway boundary is usually identified along the roadside edge of the ditch.*

3.47 As indicated, the application is for outline approval. The issues raised above would be taken on board during the reserved matters stage.

OCC Comment: This development will require a Residential Travel Plan to be produced prior to occupation and then updated on occupation of 50% of the site (180th dwelling) when adequate survey data is available. Further information regarding the required criteria can be found within appendices 5 and 8 of the OCC guidance document 'Transport for New Developments – Transport Assessments and Travel Plans – March 2014'. A link to this guidance document is here: https://www2.oxfordshire.gov.uk/cms/sites/default/files/folders/documents/roadsandtransport/transportpoliciesandplans/newdevelopments/Transport%20assessments%20and%20travel%20plans.pdf

3.48 A residential travel plan has been produced to support the planning application.

OCC Comment: A Residential Travel Information Pack will also be required. This should be produced prior to first occupation and then distributed to all residents at the point of occupation. Reason – to ensure all residents are aware of the travel choices available to them from the outset. Further information regarding the required criteria can be found within the OCC guidance document. This has also been attached with this response for ease of reference.

3.49 The residential travel information pack is referenced within the travel plan document as the welcome pack.

OCC Comment: An obligation to enter into a s278 Agreement will be required to secure mitigation and/or improvement works. This is to be secured by means of s106 restriction not to implement development (or occasionally other trigger point) until s278 agreement has been entered into. The trigger by which time s278 works are to be completed shall also be included in the S106 agreement. Identification of areas required to be dedicated as public highway and agreement of all relevant landowners will be necessary in order to enter into the s278 agreements.

3.50 This is acceptable to the Applicant.

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

1. *A Construction Traffic Management Plan should be submitted to the Local Planning Authority and agreed prior to commencement of works.*
2. *Prior to first occupation a Residential Travel Plan and Travel Information Pack should be submitted to the Local Planning Authority. The Travel Plan is to be updated on occupation of 50% of the site (180th dwelling).*

3.51 This is acceptable to the Applicant.

4 Conclusion

4.1 This technical note has been drafted to respond to the observations raised by OCC in relation to the TA that supports the planning application for the residential development located to the east of Bicester Road. Many of the observations raised by OCC required the provision of additional details, relating to the treatment of Bicester Road together with confirmation of walking and cycling improvements. These details have been provided and are highlighted within the specific responses to the observations.

4.2 Several of the observations related to the modelling protocol that was adopted within the assessment. Subsequent to these observations, the impacts of the development were assessed within the strategic traffic model provided by OCC. The traffic model has been used by a consortium that are promoting the PR sites.

The traffic modelling process has been carried out in full cooperation with OCC over the past two years, with specific details provided in **Appendix A**.

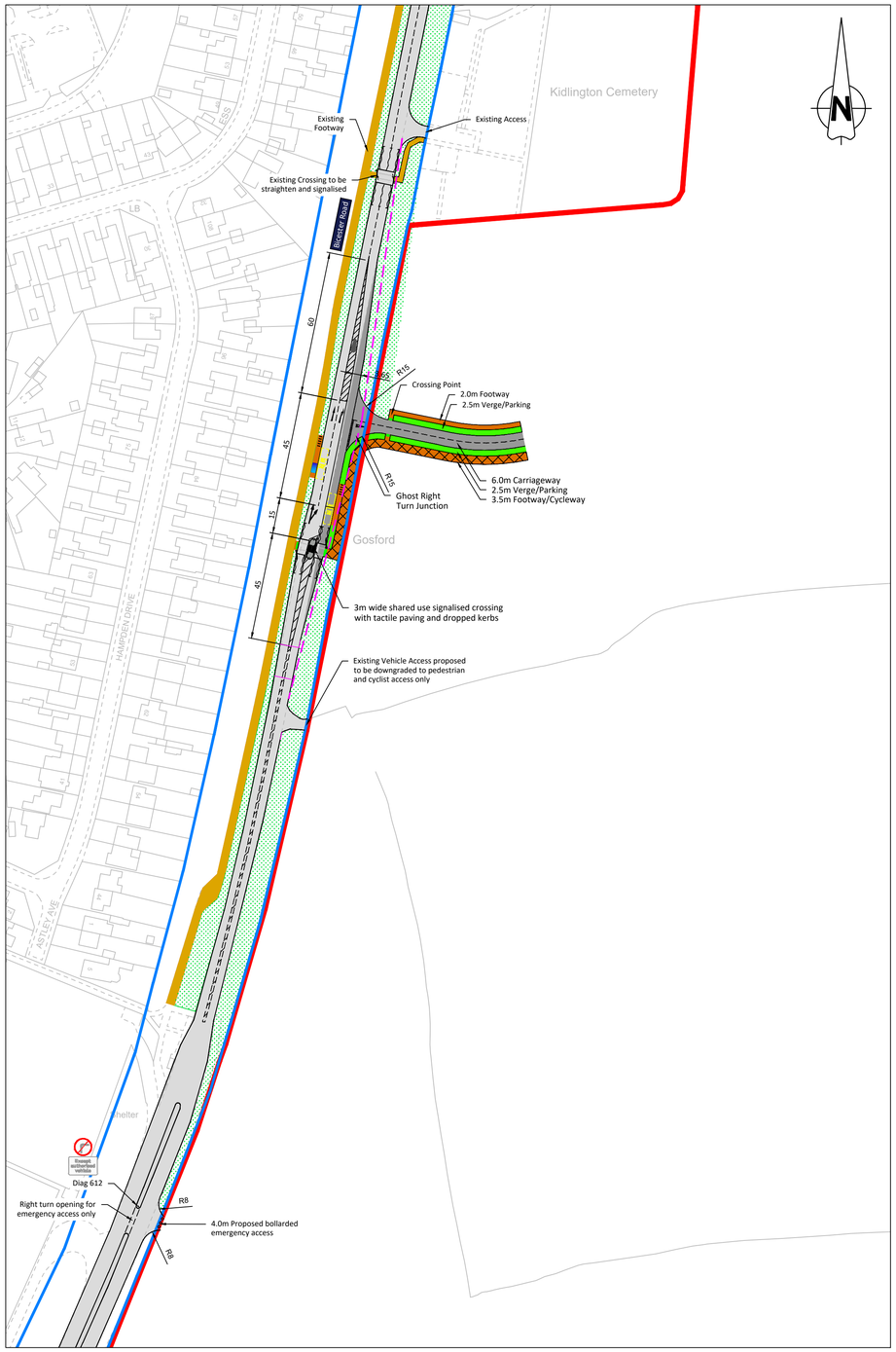
4.3 The traffic modelling confirms that the impact of all the PR sites can be mitigated following the introduction of a range of highway interventions. These interventions have been identified within the IDP. The interventions broadly fall into two categories, those that are associated with specific PR sites and those that provide cumulative benefits. The list of highway interventions that have been included within the modelling is confirmed in the report contained in **Appendix A**. The modelling has confirmed that only a selection of the IDP cumulative schemes are necessary to mitigate the impact of the PR sites. A proportionate contribution towards the schemes can be secured via the section 106 mechanism.

4.4 It is concluded that the application site will be supported by a package of measures that will mitigate the potential impacts. On that basis the planning application should be supported from a highways and transportation perspective.

Appendix A – Updated Traffic Modelling

Appendix B - Site Access Drawing

Original Drawing Size A1



Context Plan
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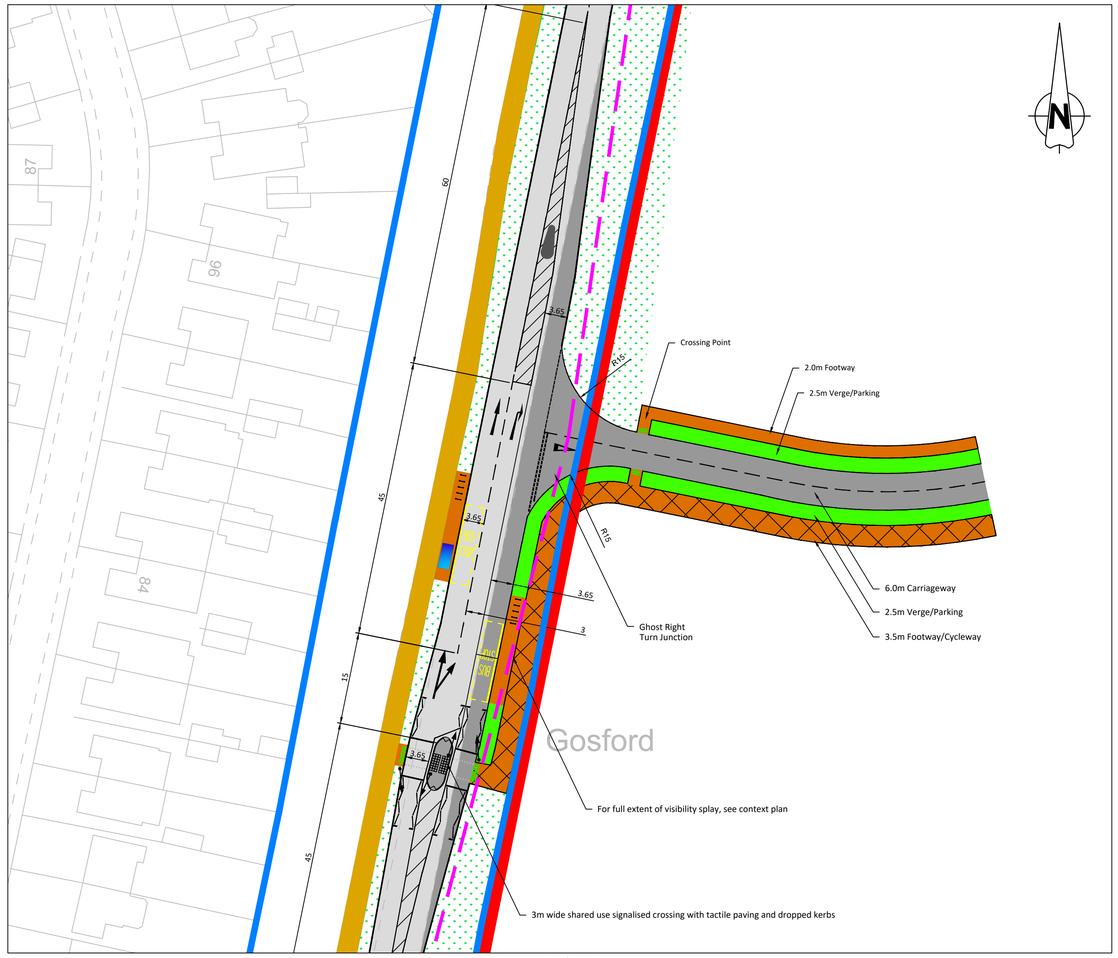
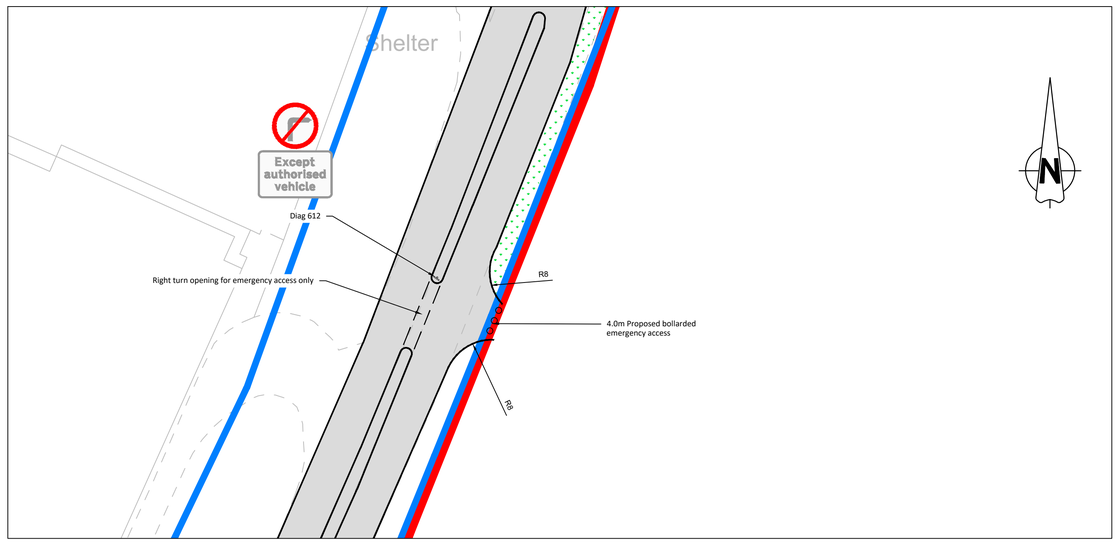


Northern Access
1:500



Southern Access
1:500

P:\10669\CAD\BCL\Working Drawings\10669-SK-05D - Access Strategy.dwg

Construction Design and Management (CDM)
Key Residual Risks

Contractors entering the site should gain permission from the relevant land owners and/or principle contractor working on site at the time of entry. Contractors shall be responsible for carrying out their own risk assessments and for liaising with the relevant services companies and authorities. Listed below are Site Specific key risks associated with the project.

1) Overhead and underground services
2) Street Lighting Cables
3) Working adjacent to water courses and flood plain
4) Soft ground conditions
5) Working adjacent to live highways and railway line
6) Unchartered services
7) Existing buildings with potential asbestos hazards

NOTES:

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2. All dimensions are in metres unless otherwise stated.
3. Brookbanks Consulting Ltd has prepared this drawing for the sole use of the client. The drawing may not be relied upon by any other party without the express agreement of the client and Brookbanks Consulting Ltd. Where any data supplied by the client or from other sources has been used, it has been assumed that the information is correct. No responsibility can be accepted by Brookbanks Consulting Ltd for inaccuracies in the data supplied by any other party. The drawing has been produced based on the assumption that all relevant information has been supplied by those bodies from whom it was requested.
4. No part of this drawing may be copied or duplicated without the express permission of Brookbanks Consulting Ltd.
5. Preliminary design based on OS data and therefore subject to detailed design and survey.

KEY:

- Development Boundary
- Existing Highway Boundary
- Tactile Paving
- Existing Carriageway
- New / Overlaid Carriageway
- Existing Verge
- Proposed Verge
- Existing Footway and Cycleway
- Proposed Footway
- Proposed Footway and Cycleway
- Visibility Splay (DMRB 70kph - 4.5 x 120 m)
- Illustrative Signal head, posts and pedestrian crossing equipment
- Proposed Bus Shelter
- Proposed Cycle Parking Stand
- Proposed Road Sign

D	Visibility Splay updated, Bus stop added, Pedestrian crossing amended	CL	AE	AE	25.04.23
C	Visibility Splay amended	KS	AE	AE	31.03.23
B	Shared use refuge island added	HG	AE	DS	14.04.22
A	Bollards added to drawing	HG	DS	DS	02.03.22
-	First Issue	HG	AE	AE	22.02.22

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6150 Knights Court, Solihull Parkway, Birmingham, B37 7WY
T +44 (0)121 329 4330 E mail@brookbanks.com
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Barwood Land

Land South East of Kidlington, Oxfordshire

Access Strategy

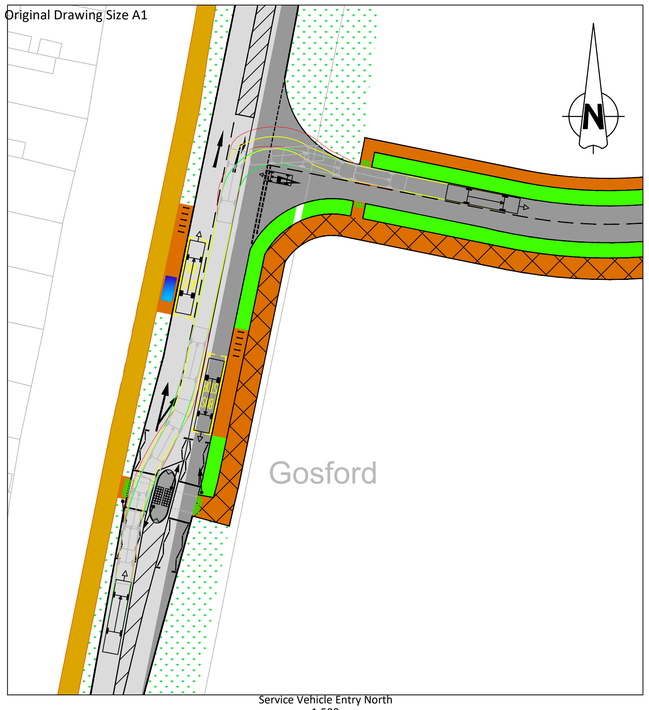
Status		Status Date
Information		Feb 2022
Drawn	**Checked**	**Date**
HG	AE	22.02.22
Scale	**Number**	**Rev**
As shown	10669-SK-05	D

0 10 20 30 40 50
METRES

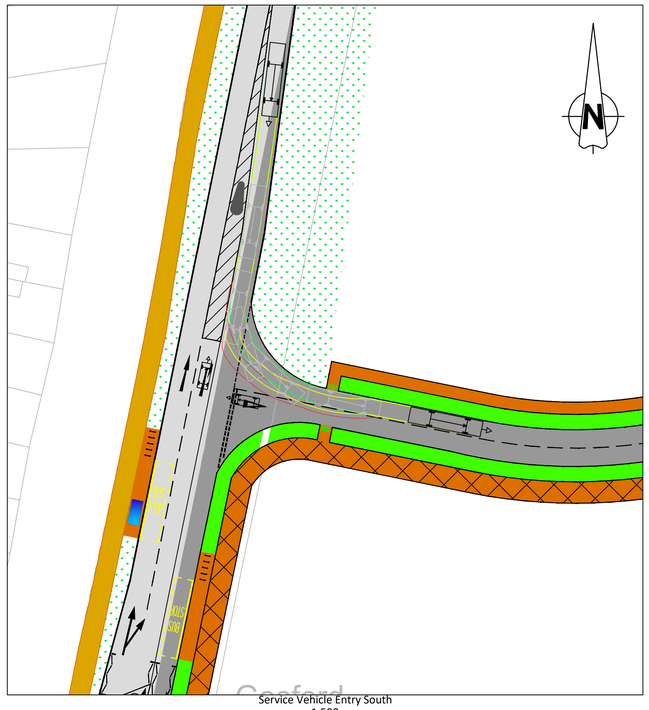
UNTIL TECHNICAL APPROVAL HAS BEEN OBTAINED FROM THE RELEVANT LOCAL AUTHORITIES, IT SHOULD BE UNDERSTOOD THAT ALL DRAWINGS ARE ISSUED AS PRELIMINARY AND NOT FOR CONSTRUCTION. SHOULD THE CONTRACTOR COMMENCE SITE WORK PRIOR TO APPROVAL BEING GIVEN, IT IS ENTIRELY AT HIS OWN RISK.

Appendix C – Vehicle Tracking

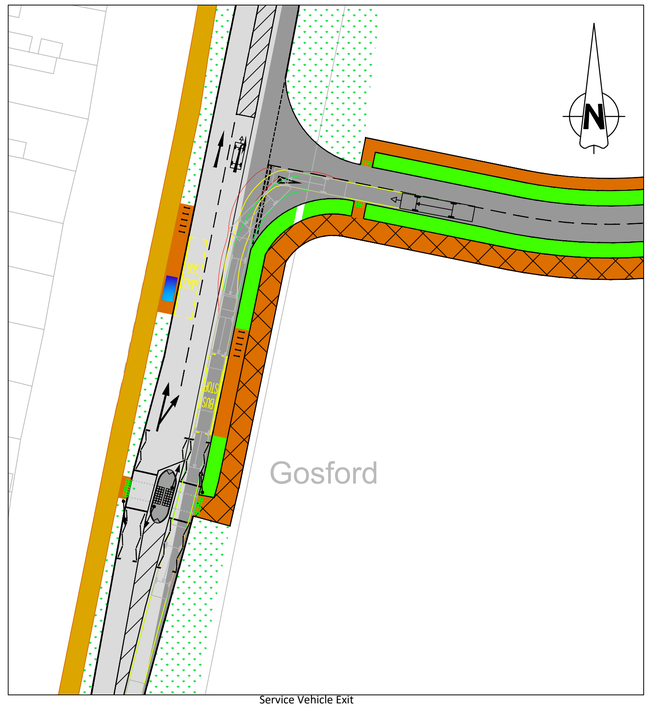
Original Drawing Size A1



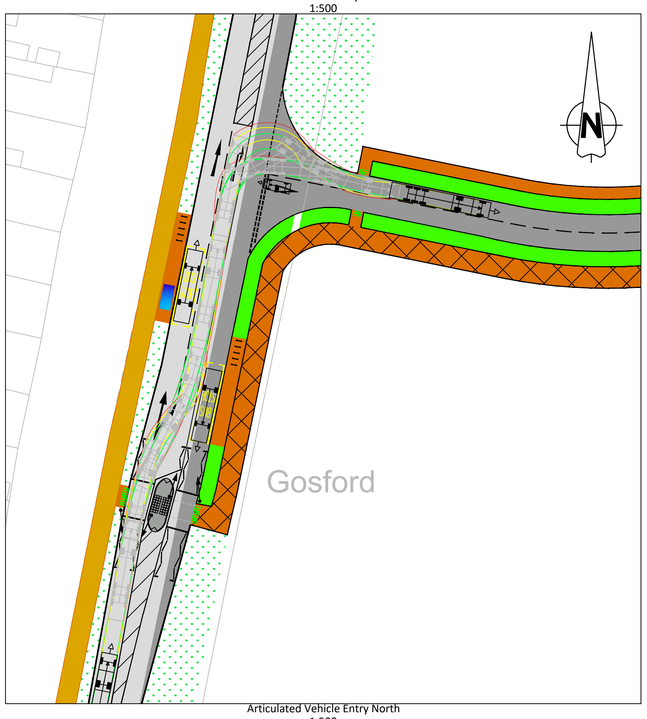
Service Vehicle Entry North
1:500



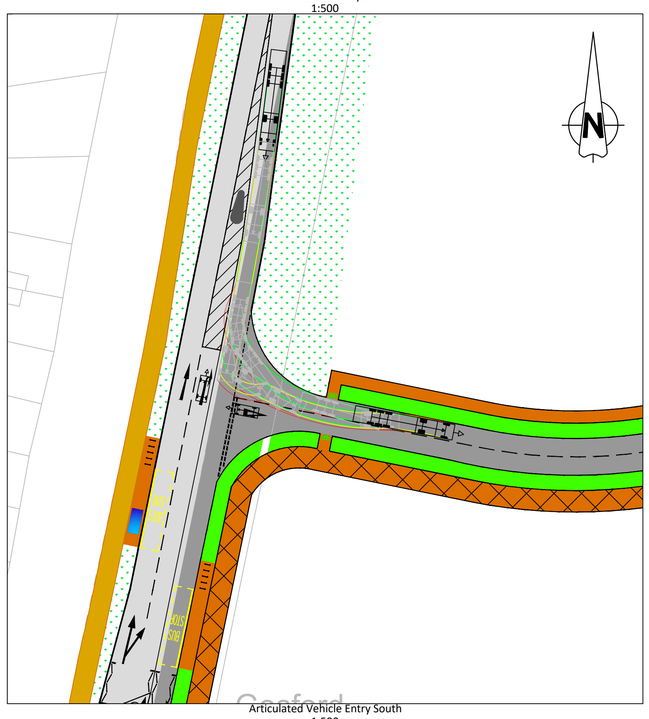
Service Vehicle Entry South
1:500



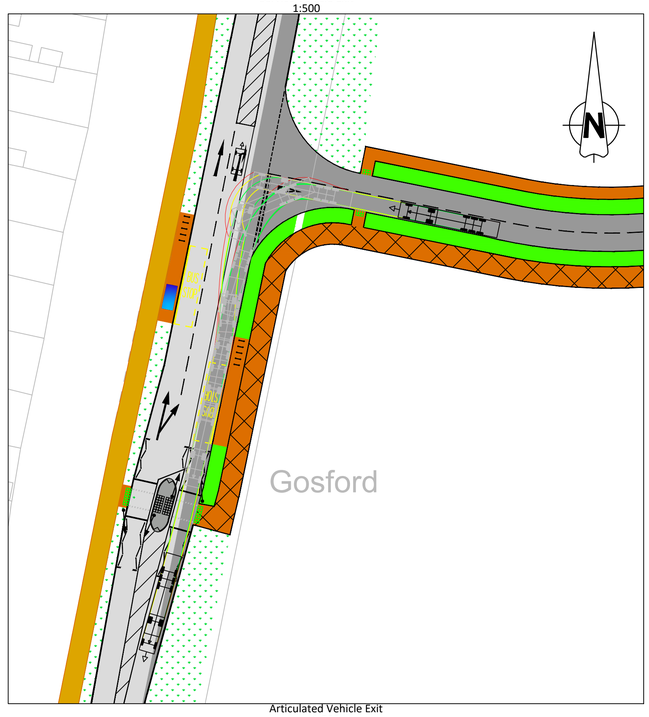
Service Vehicle Exit
1:500



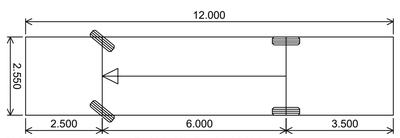
Articulated Vehicle Entry North
1:500



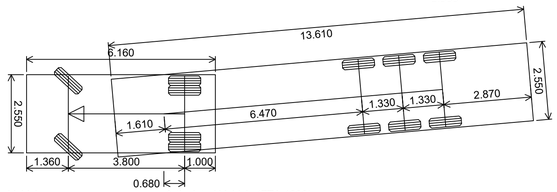
Articulated Vehicle Entry South
1:500



Articulated Vehicle Exit
1:500



Vehicle name	Rigid Public Service Vehicle
Description	TRRL Report 662
Overall length (m)	12.000
Overall width (m)	2.550
Maximum track width (m)	2.550
Kerb to kerb radius (m)	10.500



Vehicle name	Articulated Vehicle (FTA 1998)
Description	Designing for deliveries, FTA 1998
Overall length (m)	16.480
Overall width (m)	2.550
Maximum track width (m)	2.470
Kerb to kerb radius (m)	6.550
Maximum articulation (degrees)	90.0

Construction Design and Management (CDM)
Key Residual Risks

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1) Overhead and underground services
2) Street Lighting Cables
3) Working adjacent to water courses and flood plain
4) Soft ground conditions
5) Working adjacent to live highways and railway line
6) Unchartered services
7) Existing buildings with potential asbestos hazards

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KEY:

Vehicle Envelope

Front Wheels Tracking

Back Wheels Tracking

P:\10669\CAD\BCL\Working Drawings\10669-SK-06 - Main Access Tracking.dwg

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-	First Issue	CL	AE	AE 24.04.23

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6150 Knights Court, Solihull Parkway, Birmingham, B37 7WY
T +44 (0)121 329 4330 E mail@brookbanks.com
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Barwood Land

Land South East of Kidlington, Oxfordshire

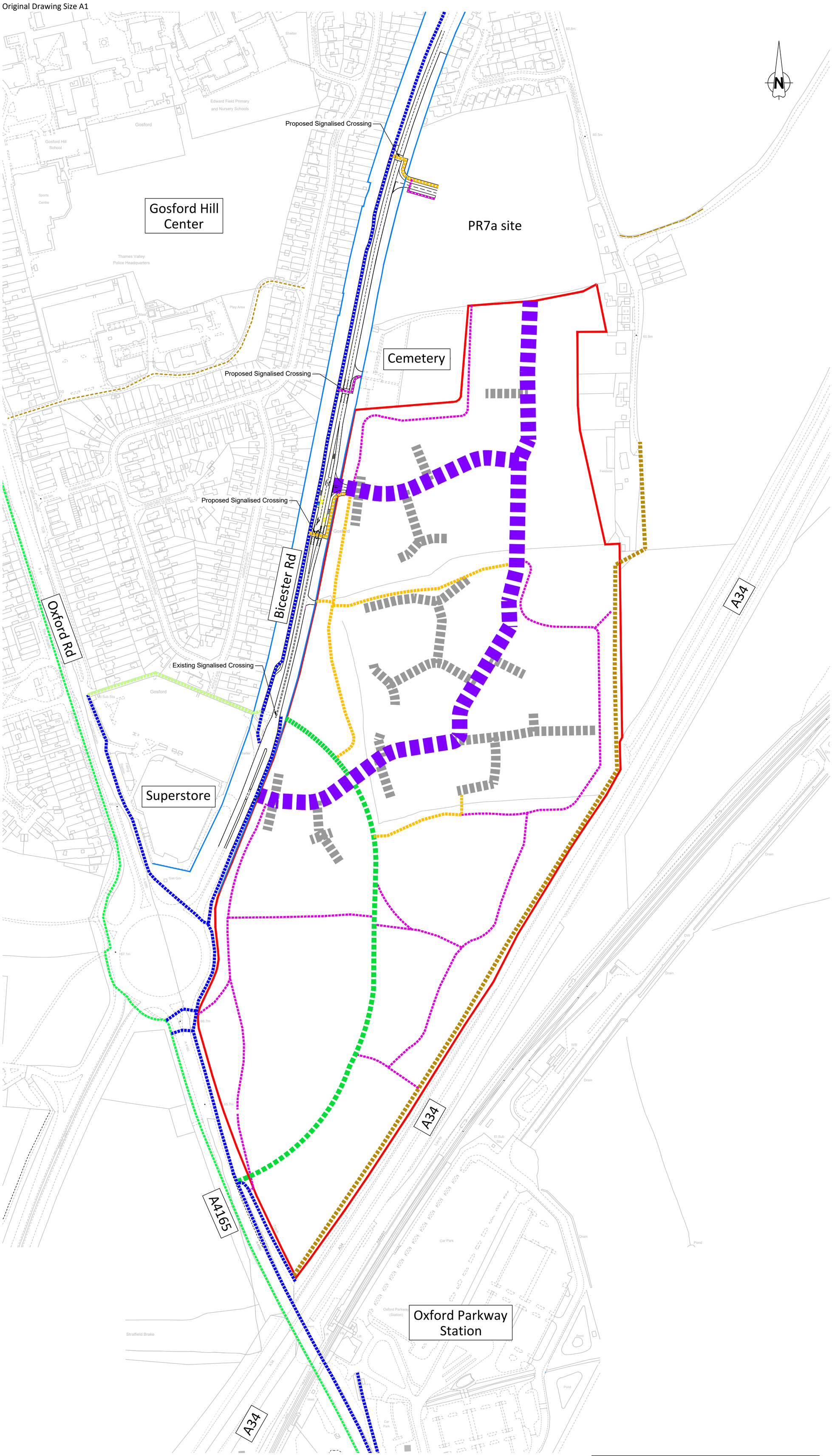
Main Access
Vehicle Tracking

Status		Status Date
Information		April 2023
Drawn	**Checked**	**Date**
CL	AE	24.04.2023
Scale	**Number**	**Rev**
1:500	10669-SK-06	-

0 10 20 30 40 50
METRES

Appendix D – Walking / Cycling Routes

Original Drawing Size A1



Construction Design and Management (CDM)
Key Residual Risks

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4. No part of this drawing may be copied or duplicated without the express permission of Brookbanks Consulting Ltd.

KEY:

- Development Boundary
- Existing Highway Boundary
- Proposed Spine Road
- Proposed Secondary Streets
- Proposed 5m Greenway
- Proposed Footway/Cycleway
- Proposed Pedestrian Footway
- Existing Public Right of Way
- Existing Bridleway
- Existing Footway/Cycleway
- National Cycle Network Route 51
- Existing Greenway

A	Updated to comments from Pegasus Group	SMG AE	AE 21.06.23
-	First Issue	CL AE	AE 27.04.23

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T +44 (0)203 958 5400 E mail@brookbanks.com
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Land South East of Kidlington, Oxfordshire

Walking & cycling route layout

Status		Status Date
Draft		April 2023
Drawn	**Checked**	**Date**
CL	AE	25.04.2023
Scale	**Number**	**Rev**
1:2000	10669-SK-07	A

0 40 80 120 160 200
METRES

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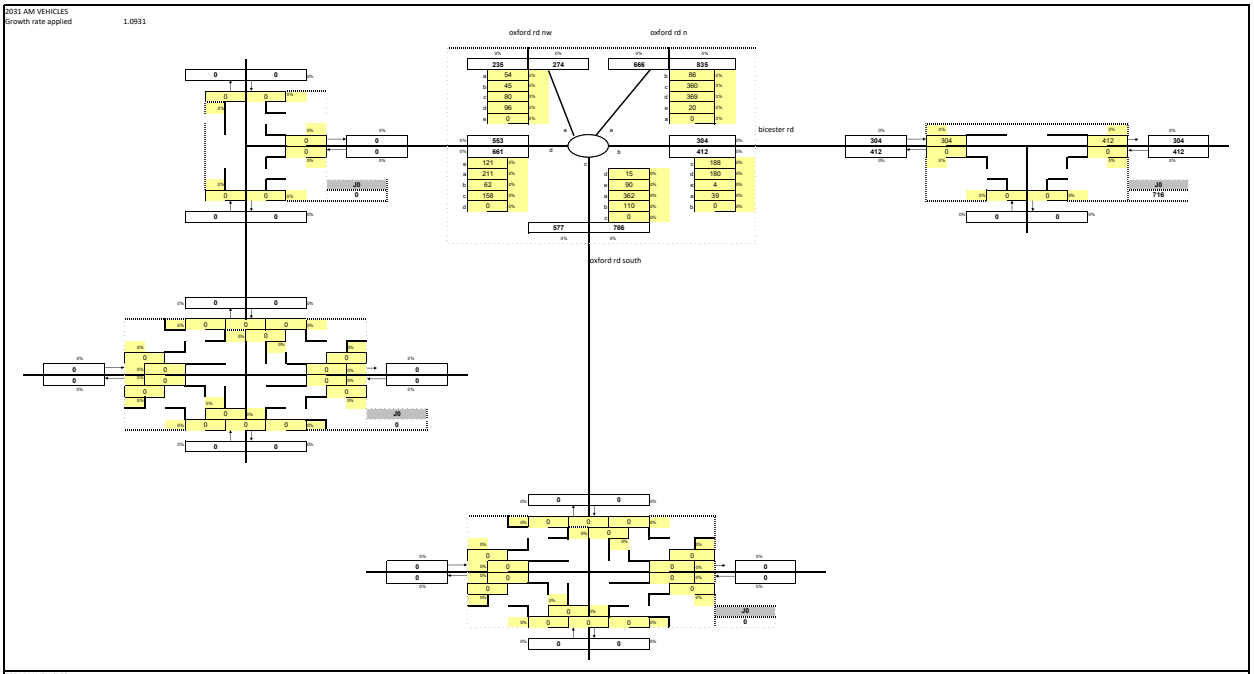
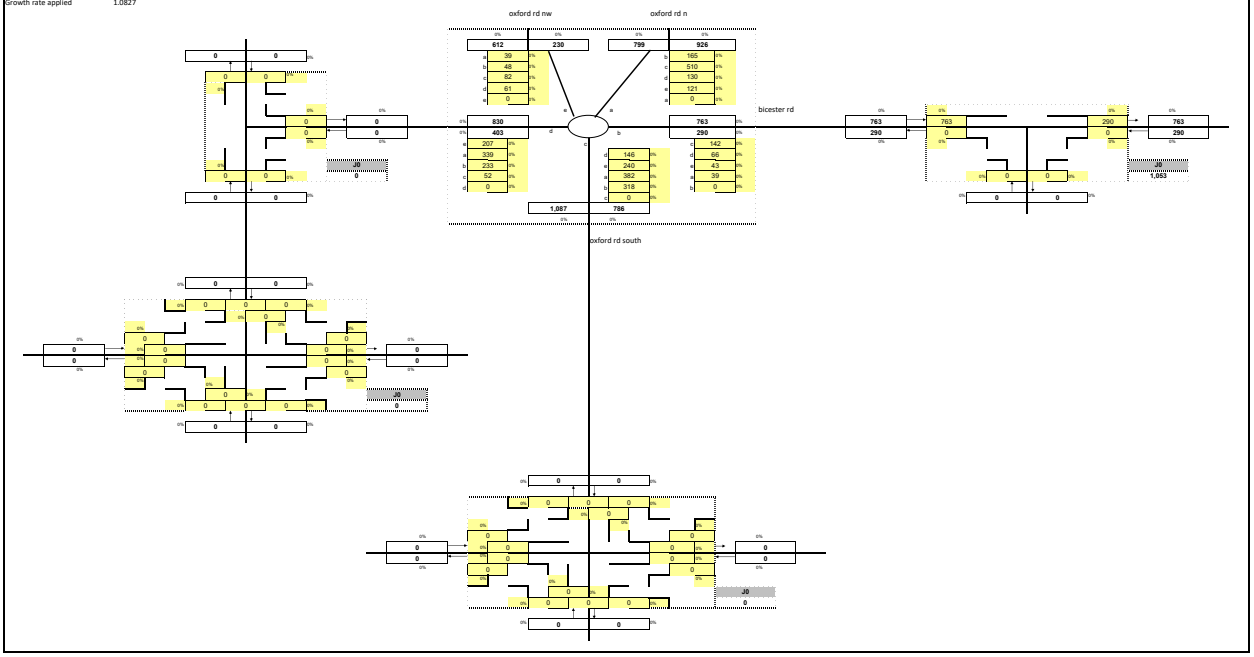
P:\10669\CAD\BCL\Working Drawings\10669-SK-07A - Walking and cycling route layout.dwg

Appendix E - Traffic Flow Spreadsheet

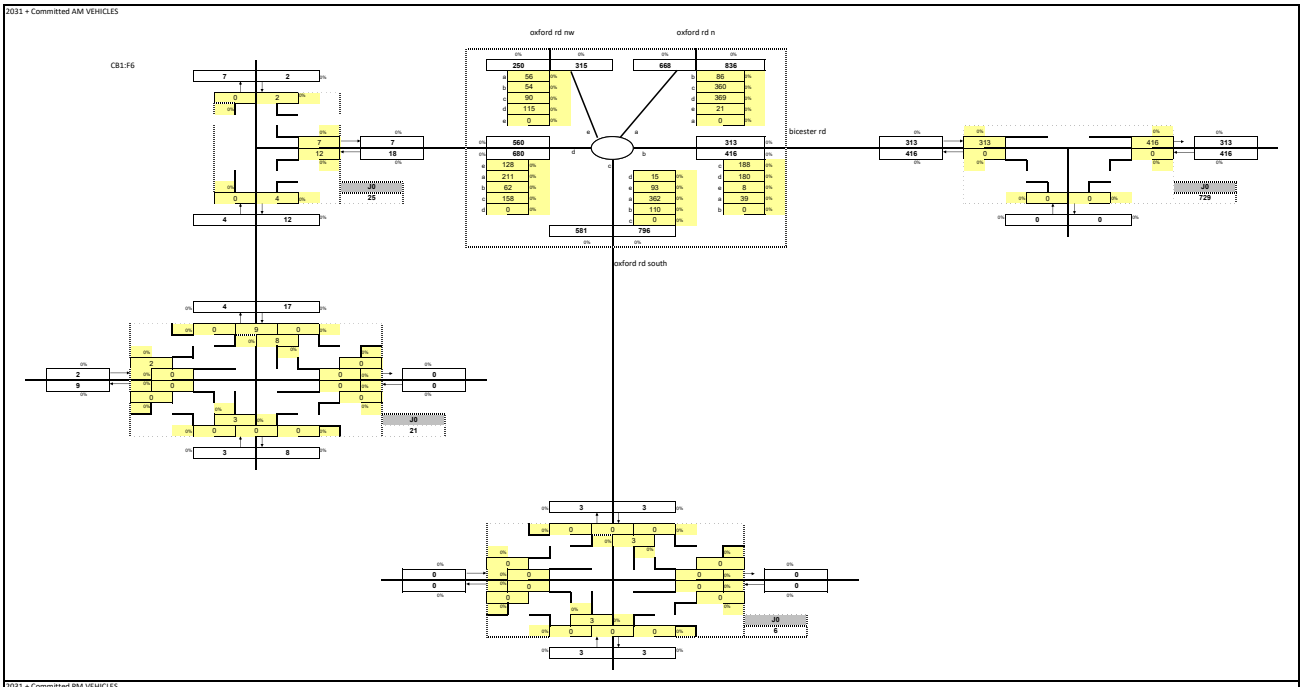
2031 AM VEHICLES
Growth rate applied 1.0931



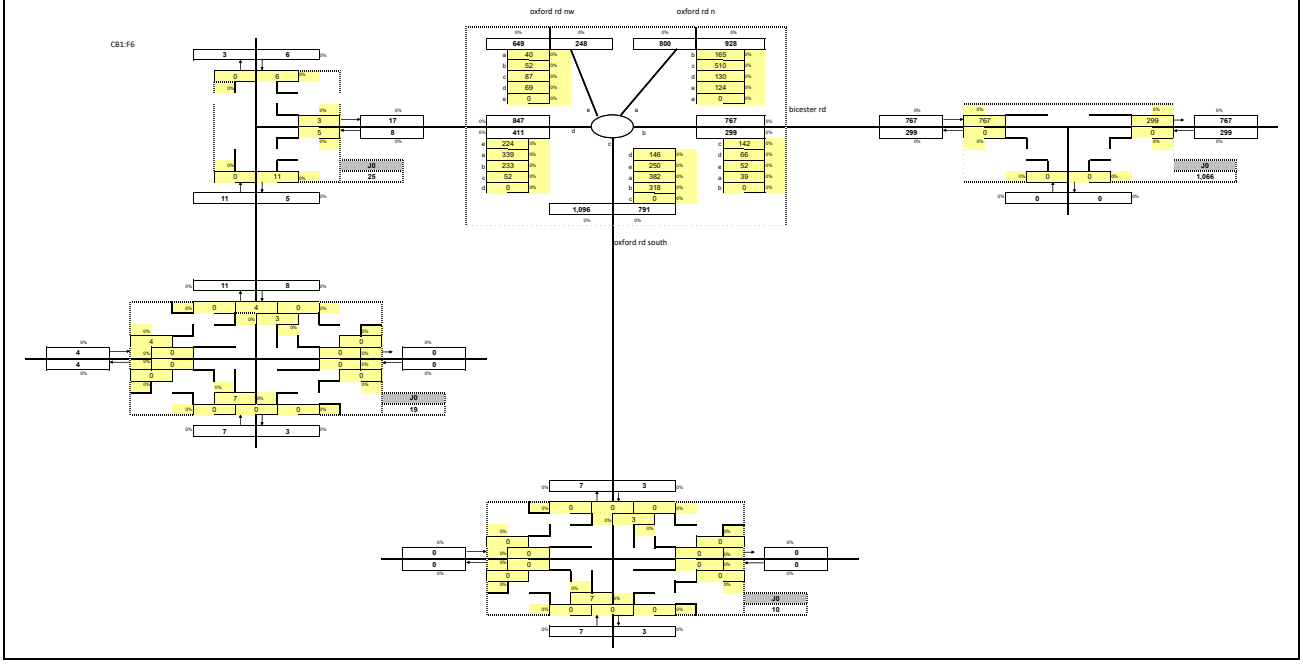
2031 PM VEHICLES
Growth rate applied 1.0827



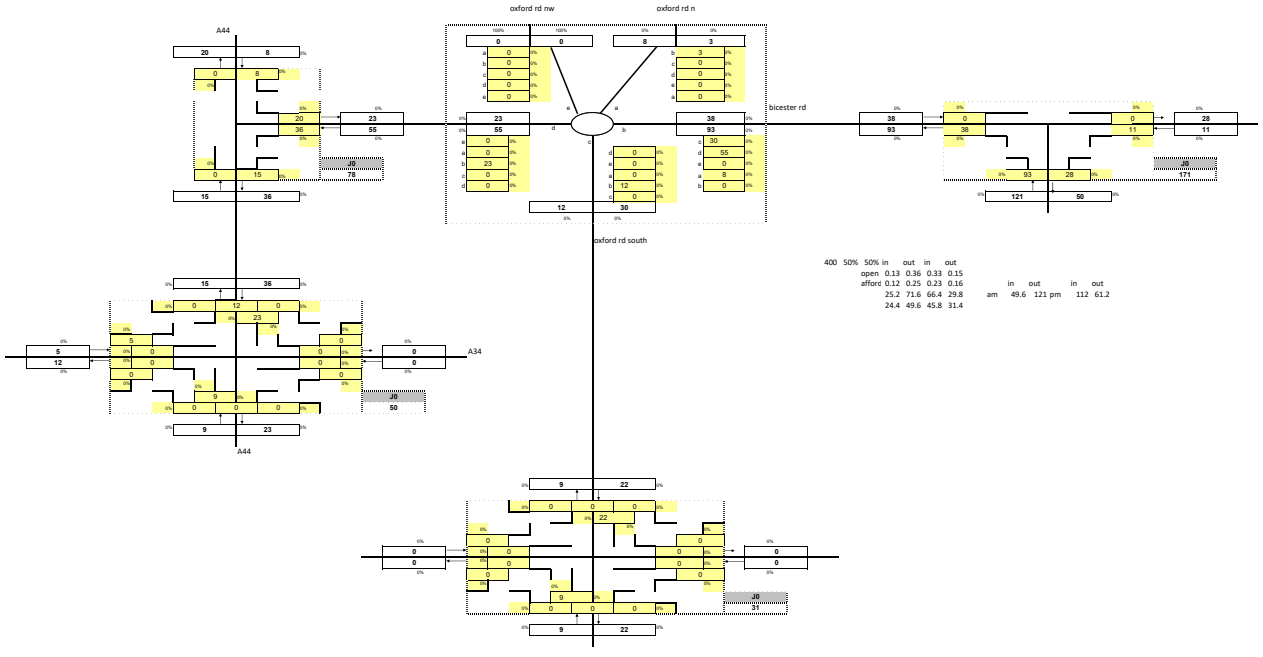
2031 + Committed AM VEHICLES



2031 + Committed PM VEHICLES



Development traffic vehicles

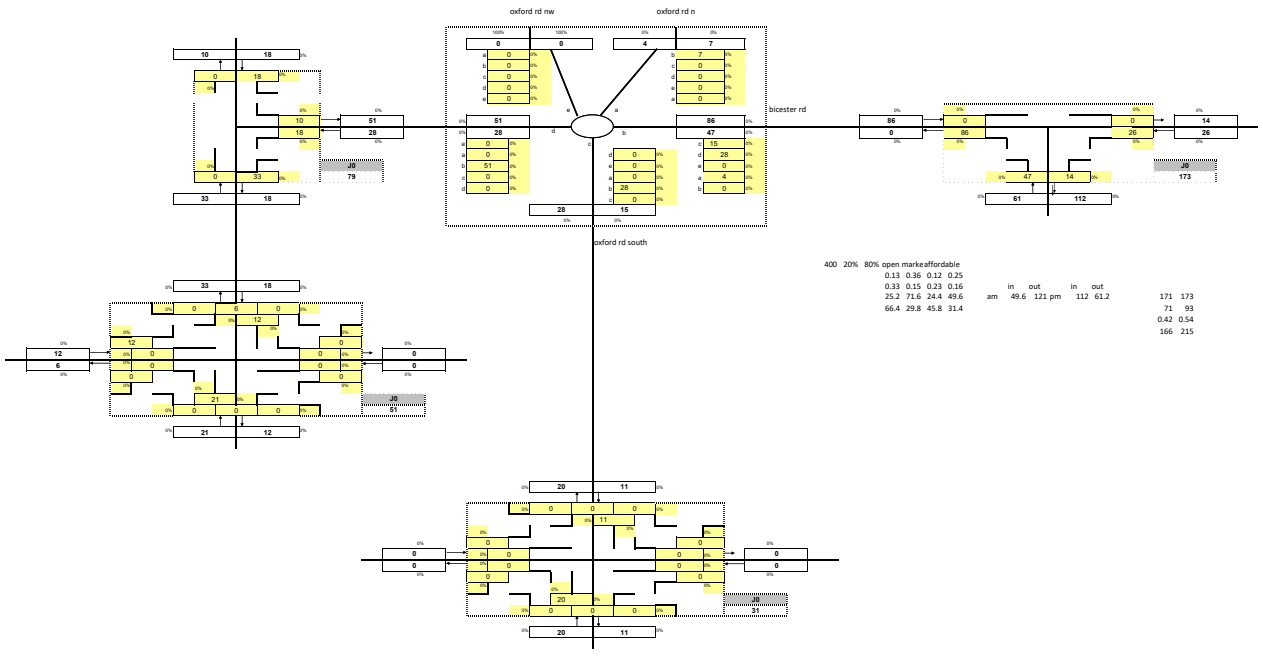


400 50% 50% in out in out

open	0.13	0.36	0.33	0.15
afford	0.12	0.25	0.23	0.16
	25.2	71.6	66.4	29.8
	24.4	49.6	45.8	31.4

	in	out	in	out
am	49.6	121	pm 112	61.2

Development traffic

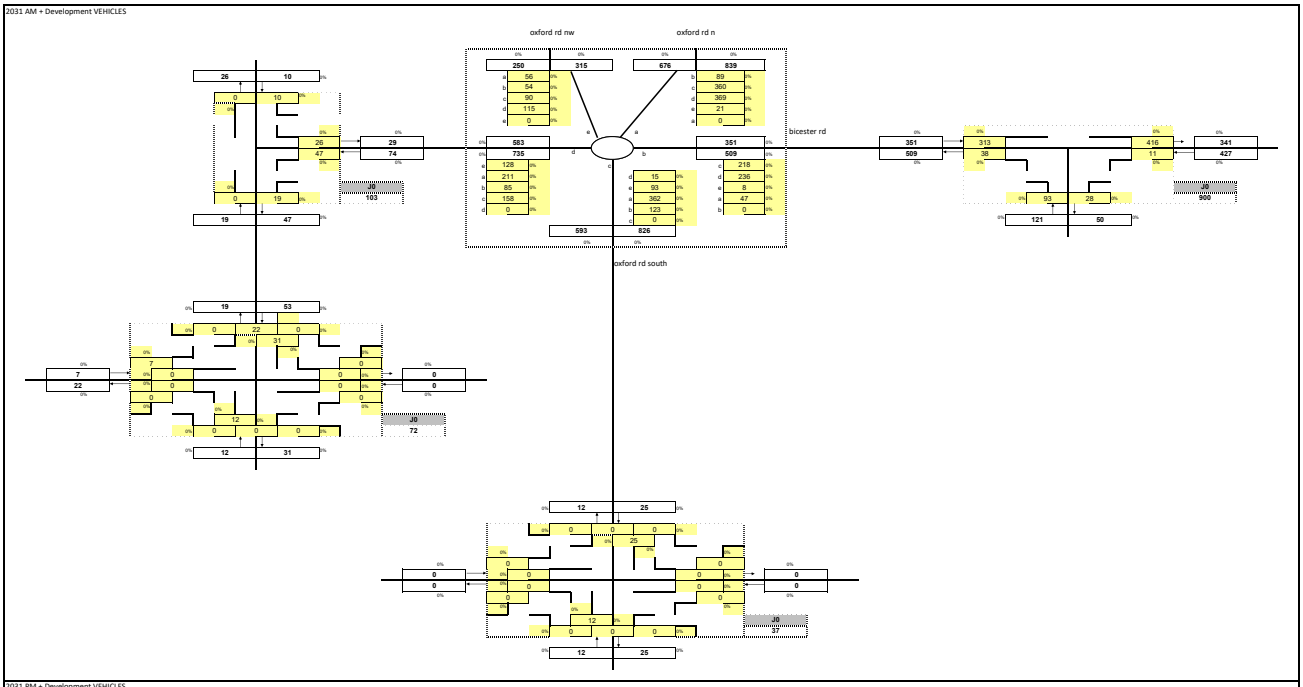


400 20% 80% open marke affordable

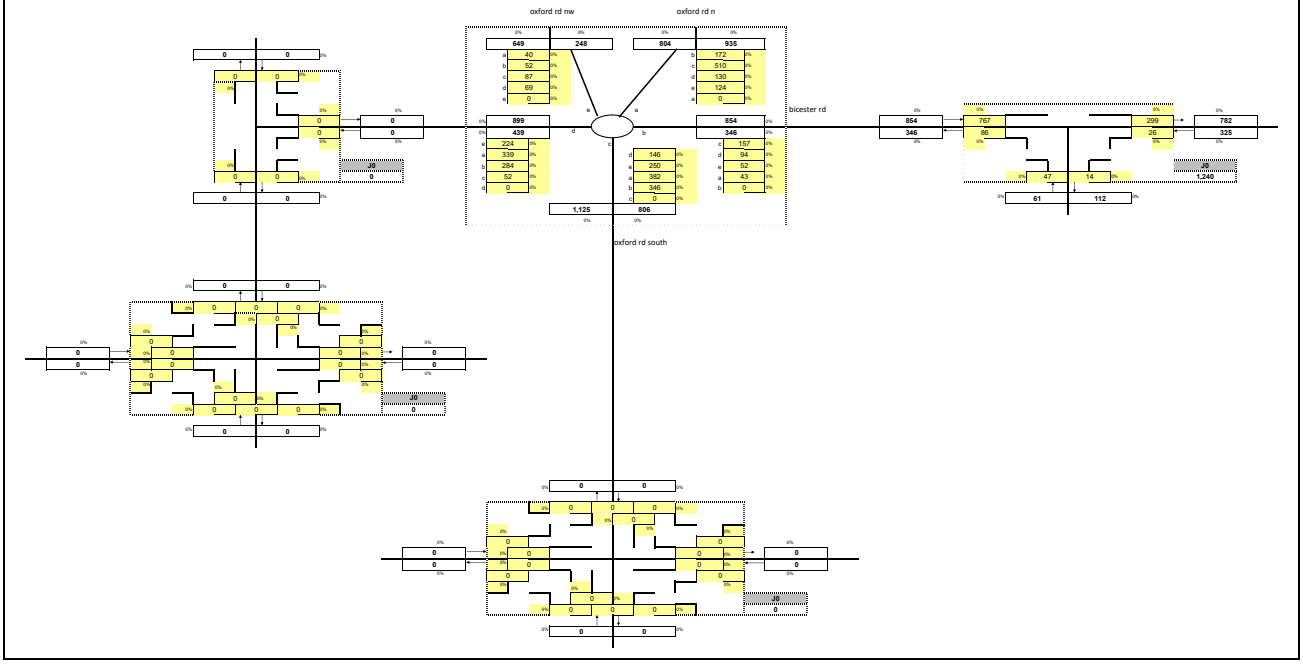
	0.13	0.36	0.12	0.25
	0.33	0.15	0.23	0.16
	25.2	71.6	24.4	49.6
	66.4	29.8	45.8	31.4

	in	out	in	out		
am	49.6	121	pm	112	61.2	
					171	173
					71	93
					0.42	0.54
					166	215

2031 AM + Development VEHICLES



2031 PM + Development VEHICLES



Appendix F – PIC Review

Highway Safety Review

1.1 Personal Injury Collision (PIC) data was obtained from Crashmap.co.uk (2023) to consider the existing accident trends on the local road network for the most recent five-year period.

1.2 The most recent accident data available on Crashmap.co.uk dates back to 2021, and thus the data reviewed in this section includes data from 2017 to 2021.

1.3 The location and severity of incidents have been reviewed in order to ascertain if the development will exacerbate any identified problems.

1.4 The study area is illustrated by the dotted black line in **Figure 1-1** below, with the location of the proposed development indicated by the red line boundary. Figure 1-1 indicates the location of the fatal accidents.

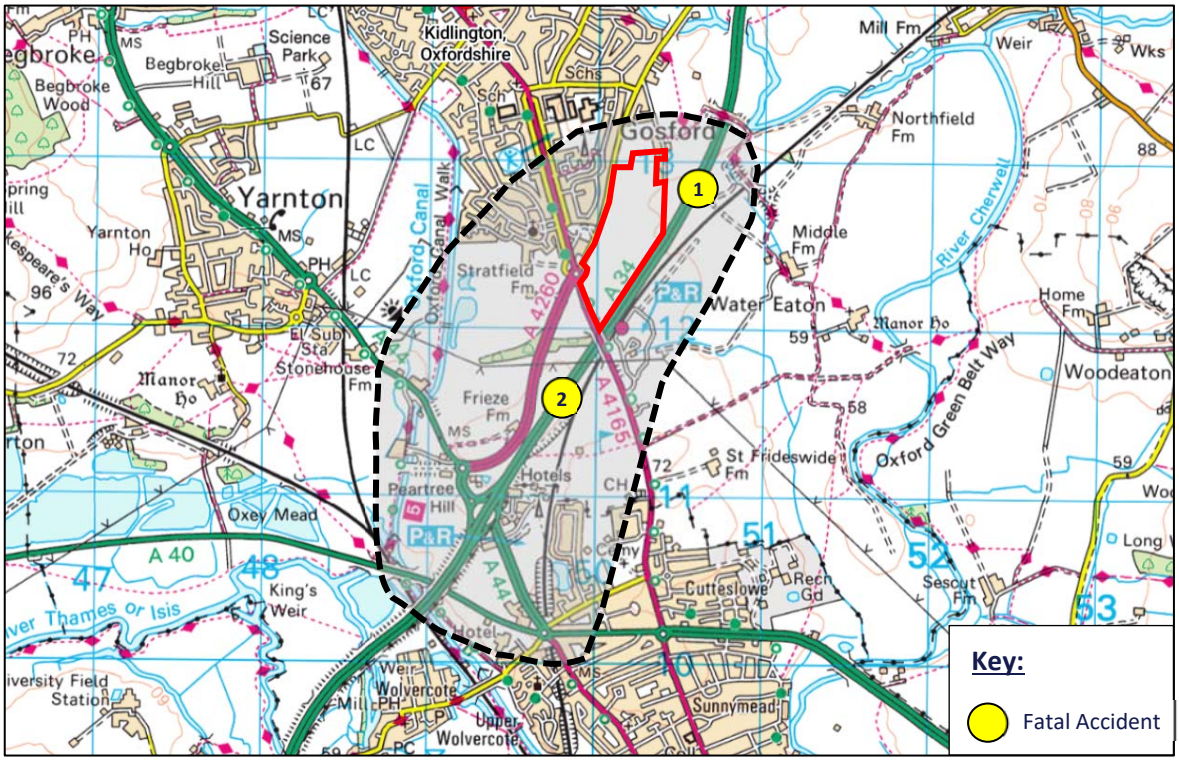


Figure 1-1: Accident Study Area

1.5 The data indicates that there were 91 incidents in total that resulted in 113 casualties, as indicated below.

Vehicle	Fatal	Serious	Slight	Total
Motor vehicle	1	4	56	61
Two wheeled motor vehicle	1	5	7	13
Bicycle	0	4	13	17
Horses and other	0	0	0	0
Total	2	13	76	**91**

Table 1-1: Accident Severity

1.6 As previously mentioned, the 91 incidents resulted in 113 casualties. A review of the casualty type is presented in **Table 1-2**.

Casualty	Fatal	Serious	Slight	Total
Vehicle Driver/ Passenger	0	5	75	80
Motorcyclist	1	6	6	13
Cyclist	0	4	12	16
Pedestrian	1	1	2	4
Total	2	16	95	**113**

Table 1-2: Casualty Severity

1.7 Of the 113 casualties, a total of 20 vulnerable road users (equating to approximately 18%) were involved in the recorded incidents, with the majority of users belonging to the cyclist group.

1.8 The two fatal injuries are shown in **Figure 1-1,** with Accident 1 occurred on 03/06/2017 and involved a motorcyclist and goods vehicle. Accident 2 occurred on 29/11/2019 and involved a car and pedestrian. However, it is important to note that both incidents occurred along the A34, a dual carriageway running along the eastern side of the site, and both were not near any junctions. These incidents were unrelated and not linked to similar contributing factors. Therefore, the traffic associated with the Application Site is unlikely to have an impact in this regard.

1.9 In addition, approximately 84% of incidents were considered to be a of a 'slight' severity, with serious and fatal incidents accounting for 14% and 2%, respectively.

1.10 A chronological review of the incident occurrence is provided in **Table 1-3** below.

Year	Fatal	Serious	Slight	Total
2017	1	3	21	25
2018	0	3	15	18
2019	1	5	14	20
2020	0	2	12	14
2021	0	0	14	14
Total	2	13	76	**91**

Table 1-3: Accident Period

1.11 The highest occurrences were recorded in 2017 where there were 25 recorded incidents. Most recently, years 2020 and 2021 have recorded the lowest number of incidents (14 incidents each) with no fatalities and only two serious incidents recorded.

1.12 The study area includes several junctions together with long sections of carriageway. Crashmap data map identifies that there is no single location that has a reported higher than average accident record. As part of the IDP a number of highway interventions have been identified which includes the improvement for walking

and cycling. Following the accident review, it has been concluded that the Application Site will not adversely affect the future accident trends and furthermore the support provided towards the IDP interventions will enhance the road safety for vulnerable road users.