



Land South of Green Lane, Chesterton

Transport Assessment

Client: Wates Developments Ltd

i-Transport Ref: TW/IN/IT14377-004c

Date: 30 August 2022

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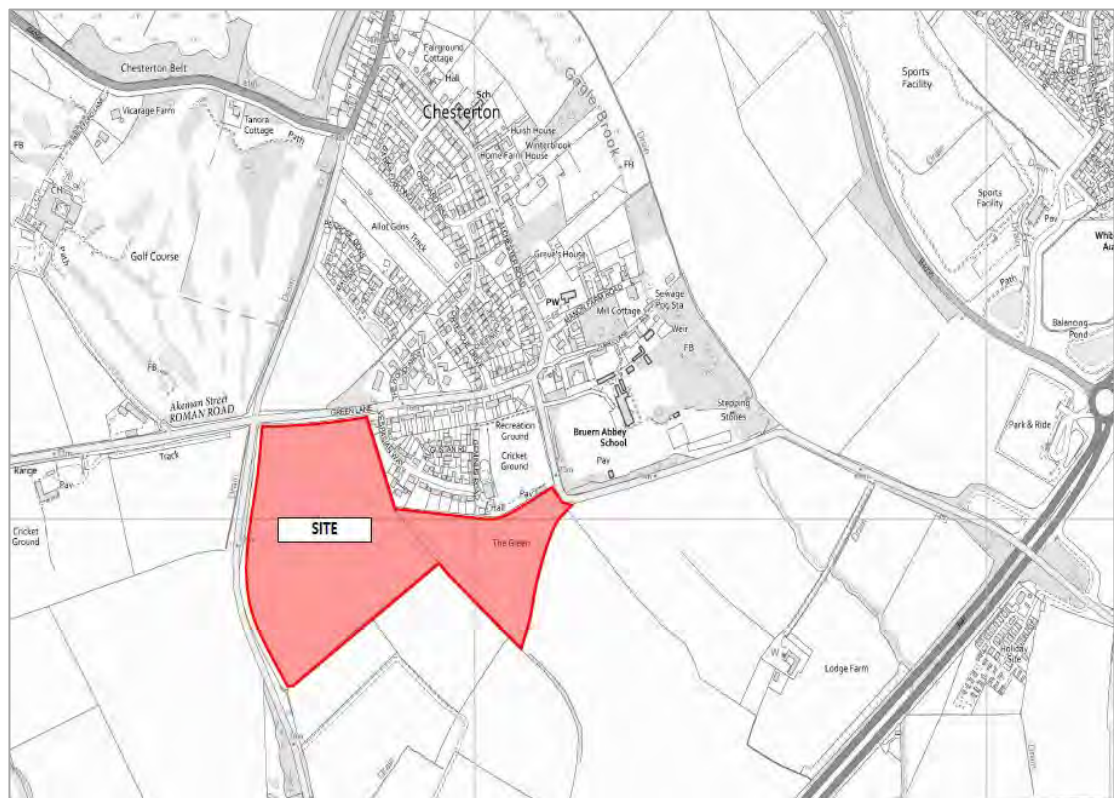
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## SECTION 1 Introduction

- 1.1.1 i-Transport LLP has been appointed by Wates Developments to provide highways and transport advice for an Outline planning application for a proposed residential development of 147 dwellings, sports pitches and public open space on land south of Green Lane, Chesterton.
- 1.1.2 The site is located to the south-west of the village of Chesterton, immediately south of Green Lane, within the district of Cherwell and County of Oxfordshire. To the east and north the site abuts residential dwellings which front onto Vespasian Way and to the west the site abuts a road locally known as Little Chesterton Road, beyond which lies Bicester Sports Association.
- 1.1.3 An indicative site location plan is provided in **Figure 1** with an extract provided at **Image 1.1**, while an indicate site layout is included at **Appendix A**.

**Image 1.1: Site Location**



### 1.2 Approach to Transport Assessment

- 1.2.1 Having regard to the requirements of the National Planning Policy Framework (NPPF), this Transport Assessment (TA) has been prepared to consider the transport impacts that may arise from the proposed development and to demonstrate how the scheme addresses relevant policy.

1.2.2 The TA has been specifically prepared to consider the scheme in the context of local policy and the four key transport tests set out in the NPPF Paragraph 110.

1.2.3 These tests include:

- Will the opportunities for sustainable travel, relative to the nature of use and location of the site, be taken up appropriately?
- Will safe and acceptable access be provided for all users?
- Does the design of streets, parking areas and other transport elements reflect current national guidance?
- Will the transport impacts be acceptable (and not 'severe' (Paragraph 111))?

1.2.4 This TA has been produced in accordance with the guidance contained in the National Planning Practice Guidance and other local and national guidance as necessary.

### 1.3 Pre-Application Engagement

1.3.1 The TA has been prepared based on a scope and methodology of assessment that was submitted to Oxfordshire County Council (OCC - as the relevant local highway authority).

1.3.2 A Transport Scoping Note (Ref: ITB14377-003b) was submitted to OCC in October 2021 with the OCC pre-application response provided at **Appendix B**.

1.3.3 In summary the OCC response raised the following matters which are addressed in the TA:

- Chesterton currently does not benefit from public transport and under this scenario a planning application would meet with an **objection** from the County on the grounds that the site is in an unsustainable location in terms of transport.
- An objection may be mitigated by the timely introduction of transport provisions associated with nearby consented schemes.
- Detailed comments on the Transport Assessment Scoping Note are set out below.
- Should the County's forthcoming Bus Service Improvement Plan result in a service to Chesterton then a S106 contribution would be sought.
- A Travel Plan and Travel Information Pack would be required.
- The proposed access arrangements are acceptable in principle although some amendments may be required.

1.3.4 A public consultation was conducted in April 2022 to engage with local residents and stakeholders and the views expressed have been considered in preparing this TA. The summary matters raised comprised:

- Traffic impact from the proposed development at junctions within Chesterton;
- Impact on the safe operation of the local highway network, particularly at the Green Lane / The Hake / Little Chesterton Road crossroads; and
- Sustainable transport links to Bicester.

1.3.5 These matters have been addressed within the following sections of the Transport Assessment.

## 1.4 Structure of Transport Assessment

1.4.1 The remainder of this Transport Assessment is structured as follows:

- **Section 2** – reviews current national and local transport policy and guidance;
- **Section 3** – summarises the existing transport conditions;
- **Section 4** – describes the development proposal and access arrangements;
- **Section 5** – considers the accessibility and sustainability of the site;
- **Section 6** – assesses the traffic impact of the development; and
- **Section 7** – provides the summary and conclusions.



## SECTION 2 Policy Context and Relevant Guidance

2.1.1 To provide context for the assessment, this section of the TA provides a review of the national and local transport planning policies relevant to the proposed development, as well as summarising the relevant design guidance documents which influence the scheme.

### 2.2 National Policy

#### National Planning Policy Framework (NPPF, July 2021)

2.2.1 The NPPF sets out the Government's planning policies. At the forefront of the NPPF is a **'presumption in favour of sustainable development'** (paragraph 10).

2.2.2 Section 9 of the NPPF covers transport matters. Paragraph 110 presents the key determinative tests for development applications and requires that:

***"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:***

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

2.2.3 Paragraph 111 confirms the conditions required to prevent development proposals, noting 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."***

2.2.4 These are high bars for the rejection of development applications. Only where impacts are very significant (i.e. severe), or unacceptable safety impacts will result from the proposal, should development proposals be refused for transport reasons.

2.2.5 Paragraph 113 confirms that a Transport Assessment and Travel Plan should be provided:

***"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impact of the proposal can be assessed."***

- 2.2.6 Paragraph 105 of the NPPF addresses the location of development relative to the promotion of sustainable travel, and recognises that the opportunities available will vary between rural and urban areas.

***105. The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.***

#### **National Planning Practice Guidance (NPPG)**

- 2.2.7 The web-based NPPG provides a current source of guidance on how the aims and objectives of the NPPF should be applied through the planning process. The NPPG discusses the role of travel plans and transport assessments / statements and how they relate to each other:

***“Travel Plans, Transport Assessments and Statements are all ways of assessing and mitigating the negative transport impacts of development in order to promote sustainable development. They are required for all developments which generate significant amounts of movements. (ID42 – 002);***

***Transport Assessments and Statements can be used to establish whether the residual transport impacts of a proposed development are likely to be “severe”, which may be a reason for refusal, in accordance with the National Planning Policy Framework. (ID42 – 005);***

***Travel Plans are long-term management strategies for integrating proposals for sustainable travel into the planning process. They should not, however, be used as an excuse for unfairly penalising drivers and cutting provision for cars in a way that is unsustainable and could have negative impacts on the surrounding streets. (ID42 – 003)”.***

- 2.2.8 In accordance with NPPG this TA has been prepared to assess the transport impacts of the development, and to consider whether any effects would be ‘severe’.
- 2.2.9 Section 7 of the TA presents a comprehensive assessment of potential transport impacts of the scheme and identifies deliverable and cost-effective mitigation to ensure that impacts associated with the proposed development do not constitute a ‘severe’ impact upon the operation of the highway network or result in unacceptable safety impacts.
- 2.2.10 Additionally, a Travel Plan (TP) is provided to set out a package of deliverable and appropriate measures to ensure that the opportunities for sustainable development relative to the site are taken up. This presents a long-term, realistic strategy for the promotion of sustainable travel designed to reduce car-based travel demand.

## 2.3 Local Policy

### Cherwell Local Plan 2011-2031 (Part 1)

2.3.1 The Cherwell Local Plan sets out how the District will grow and change in the period up to 2031.

2.3.2 The spatial strategy for managing growth throughout the District comprises the following steps:

- Focusing the bulk of the proposed growth in and around Bicester and Banbury;
- Limiting growth in rural areas and directing it towards larger / more sustainable villages;
- Aiming to strictly control development in open countryside.

2.3.3 Policy SLE 4 is centred around improving transport and connections throughout the District. A number of key transport proposals are being supported, including:

- ***“Transport Improvements at Banbury, Bicester and at the Former RAF Upper Heyford in accordance with the County Council’s Local Transport Plan and Movement Strategies;***
- ***Projects associated with East-West rail including new stations at Bicester Town and Water Eaton;***
- ***Rail freight associated development at Graven Hill, Bicester; and***
- ***Improvements to M40 junctions.”***

2.3.4 New development will be required throughout the District to provide financial contributions to mitigate the transport impacts of development. The local plan sets out the requirements for new development and states that:

***“All development where reasonable to do so, should facilitate the use of sustainable modes of transport to make the fullest possible use of public transport, walking and cycling. Encouragement will be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. Development which is not suitable for the roads that serve the development and which have a severe traffic impact will not be supported.”***

2.3.5 Policy EDS 1: Mitigating and Adapting to Climate change sets out that measures will be taken to mitigate the impact of development within the District on climate change. At a strategic level, this includes:

- ***“Distributing growth to the most sustainable locations as defined in this Local Plan;***
- ***Delivering development that seeks to reduce the need to travel and which encourages sustainable travel options including walking, cycling and public transport to reduce dependence on private cars;***

- ***Designing developments to reduce carbon emissions and use resources more efficiently, including water [...];***
- ***Promoting the use of decentralised and renewable or low carbon energy where appropriate [...]***

2.3.6 This approach reflects the thrust of the NPPF, that it is incumbent on development proposals to ensure that the relative opportunities for sustainable travel are taken up, depending on the location of the Site, and that only development which results in severe impacts should be rejected.

#### **Connecting Oxfordshire – Local Transport Plan (LTP4) 2015-2031**

2.3.7 “Connecting Oxfordshire”, the Local Transport Plan (LTP4) sets out Oxfordshire County Council’s policy and strategy for developing the transport system throughout Oxfordshire between 2015 and 2031. The following policies are considered relevant to this development site:

2.3.8 Policy 03 and 19 supports sustainable travel modes:

***“Policy 03 Oxfordshire County Council will support measures and innovation that makes 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 public transport”***

***“Policy 19 Oxfordshire County Council will encourage the use of modes of travel associated with healthy and active lifestyles”***

2.3.9 The site is well located to comply with these policies, and the TA and IRTP sets out how the opportunities for non-car travel can be appropriately taken up.

2.3.10 Policy 34 outlines the requirements for layout and design of new developments and states:

***“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 serve 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***

- ***agree local routeing 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"***

2.3.11 The TA provides a comprehensive assessment of the traffic impact of the development proposal and sets out a suitable and robust mitigation strategy.

#### **Transport for New Developments: Transport Assessments and Travel Plans (March 2014)**

2.3.12 The 'Transport for New Developments: Transport Assessments and Travel Plans' document sets out Oxfordshire County Council's guidance on the threshold for assessments as well as details on the information which should be contained within the technical reports.

2.3.13 In accordance with the thresholds set out in Appendix 1 of the guidance document, a Transport Assessment should be prepared for a proposed development of more than 80 dwellings. On that basis, this TA is provided.

2.3.14 The guidance states that Transport Assessments should consider the following matters:

- ***"the extent and feasibility of the development access proposals, including plans showing any necessary highway improvements and the impact these and any additional traffic will have on the existing local environment;***
- ***how the development can be accessed by walking, cycling, motor cycling, public transport, cars, service and delivery vehicles, and emergency services;***
- ***how encouragement will be given to travel by walking and cycling within the development;***
- ***proposals for new public transport provisions and details of any facilities related to these;***
- ***how future travel patterns will be monitored and reviewed; and***
- ***parking provisions to be made for cars, cycles and motorcycles".***

2.3.15 This Transport Assessment has therefore been prepared in accordance with OCC's on Transport Assessments as set out in the remainder of this document.

#### **Parking Standards for Residential Developments (Oxfordshire Residential Road Design Guide Second Edition (2015)).**

2.3.16 This document sets out maximum parking standards for new residential developments.

2.3.17 The standards provide flexibility on the mix of allocated and unallocated parking spaces, with the maximum number of spaces dependent on the number of bedrooms per property. The standards are summarised in **Table 3.2**.

**Table 3.2: Residential Parking Standards**

No. of bedrooms per dwelling	Number of allocated spaces	Number of spaces when 2 allocated spaces per dwelling are provided		Number of spaces when 1 allocated spaces per dwelling are provided		Number of unallocated spaces when no allocated spaces are provided
		Allocated Spaces	Unallocated Spaces	Allocated Spaces	Unallocated Spaces	
1	1	N/A	N/A	1	0.4	1.2
2	2	2	0.3	1	0.6	1.4
2/3	2	2	0.3	1	0.8	1.6
3	2	2	0.4	1	0.9	1.8
3/4	2	2	0.5	1	1.1	2.1
4+	2	2	0.6	1	1.5	2.4

Source: Table A6.C1, Oxfordshire Residential Road Design Guide (2003) – Second Edition (2015) - Parking Recommendations for all Other Areas in Oxfordshire.

## 2.4 Oxfordshire Cycling Design Standards (2017)

2.4.1 The Oxfordshire Cycling Design Standards set out the requirements for cycling facilities and cycle parking within new developments. The parking standards are set out as minimum standards and require that the following provision is included in new developments:

- Resident cycle parking: 1 space for 1 bed unit, 2 spaces for larger units; and
- Visitor cycle parking: 1 stand per 2 units where more than 4 units.

2.4.2 With regards to cycle parking design, the standards note that garages should be designed to allow space for car plus storage of cycles and cycle parking should be secure and located in convenient positions. Residential visitor cycle parking should be provided as communal parking at convenient and appropriate locations through the development.

## 2.5 Design Policies and Guidance

2.5.1 The application is for Outline consent only, with means of access to be determined. Matters including layout and scale of the development will be for later confirmation and approval as part of Reserved Matters submissions.

2.5.2 Nevertheless, an Illustrative masterplan supports the scheme, prepared in line with the following design guidance:

- Manual for Streets 1;
- Manual for Streets 2;
- National Model Design Guidance;
- Cherwell Residential Design Guide SPD (July 2018); and
- Oxfordshire Street Design Guide (September 2021).

## 2.6 Relevant Local Planning Decisions

2.6.1 There have been a number of recent planning decisions within Chesterton which are relevant to the proposed development which include:

- **Great Wolf** - Planning Application: 19/02550/F for the redevelopment of part of the golf course to provide new leisure resort (sui generis) incorporating waterpark, family entertainment centre, hotel, conferencing facilities and restaurants with associated access, parking and landscaping.
- **BSA Sports Facility** - Planning Application: 19/00934/F for the Change of Use of Agricultural land and extension of the existing Bicester Sports Association facilities for enhanced sports facilities.

### Great Wolf Leisure Resort

2.6.2 An application for a new leisure resort, referred to locally as Great Wolf, was submitted in 2019 and was originally refused by Cherwell District Council for six reasons. Reason for Refusal three related to the proposed traffic impact of the development and stated:

***“The proposed development fails to demonstrate that traffic impacts of the development are, or can be made acceptable, particularly in relation to additional congestion at the Middleton Stoney signalised junction of the B4030 and B430. As such the proposal is contrary to Policy SLE4 and ESD15 of the Cherwell Local Plan 2011-2031 Part 1, Saved Policy TR7 of the Cherwell Local Plan 2011-2031 Part 1, Policy 17 of the Oxfordshire Local Transport Plan 4 and Government guidance contained within the National Planning Policy Framework”***

2.6.3 An appeal was lodged against the decision and the application was allowed in May 2021 (Appeal Reference: APP/C3105/W/20/3259189). The Inspector’s Report considered the traffic impact and highway safety implications of the proposals and concluded that:

***“13. The test in LP Policy SLE 5 and Framework paragraph 109 is that of a severe impact. Given that neither the LP nor the Framework contain a definition of severe, I fall back to the commonly accepted definition of severe as being “very great or intense”. On this basis, further mitigation is unnecessary and the residual cumulative impact of the development on the operation and capacity of the MS junction would not be severe.”***

2.6.4 With regards to the traffic impact on the ‘minor roads’ the Inspector’s Report states that:

*“14. [...] Other than the effect on the MS junction, the level of traffic likely to use these roads were not matters that the HA pursued. Whilst I appreciate the concerns of residents particularly about the stretch of the A4095 through Chesterton, based on likely traffic generation through the village, I saw nothing to suggest that the impact would unacceptably affect the safety and free flow of traffic”.*

2.6.5 The locational sustainability of the site was also considered by the Inspector, who concluded:

*“70. Framework paragraph 103 indicates that significant development should be focused on locations that are or can be made sustainable through limiting the need to travel and offering a genuine choice of transport modes. However, the Framework recognises that opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be factored into any assessment. Thus, Framework paragraph 103 is not a bar to out-of-centre development and it is in this context the Framework reference to limiting the need to travel must be considered. Whilst the proposal does not provide a breakdown of likely mode share, other similar large-scale, tourism and leisure facilities, e.g. Center Parcs, Alton Towers and Legoland, have been permitted in out-of-centre recognising that trips for holiday and leisure are discretionary and that they generate a need to travel, mostly by car. In this context, the essence of the Framework test is whether a genuine choice of transport modes is on offer”.*

*“71. A package of measures is proposed including, the provision of footpath and cycleway links to Chesterton and a financial contribution to upgrade where possible cycle links between Chesterton and Bicester. Whilst the site is not currently served by public transport, a financial contribution for 10 years would be made to provide a public bus service between Bicester and the site capable of offering a half-hourly improvement to the existing Chesterton bus service. In addition, the appellant would provide a dedicated Shuttle Bus service for visitors and staff, which would link the resort with the 2 railway stations and selected locations in Bicester. In addition, the car park would, on opening, provide a material number of spaces dedicated for electric vehicles and constructed in a way that the number of charging points could be increased as the switch to low and ultra-low emission vehicles increases.”*

*“73. Taken in the round, with the package of transport measure proposed, the proposed development would, given its nature, be in a location that can be made locationally sustainable. In this context the proposal would not conflict with the objectives of Policy SLE 3 or the Framework.”*

2.6.6 Consequently, the Inspector found that the development proposals would not result in a ‘severe’ impact on the local highway network and that the proposed development would be considered sustainable once the package of transport measures has been implemented.

2.6.7 A copy of the Inspectors Report is included at **Appendix C**.

#### **Bicester Sports Association**

2.6.8 An application for the extension to the sport facilities and pitches at Bicester Sports Association (planning ref: 19/00934/F), was submitted in 2019 and was originally refused by Cherwell District Council for two reasons.

2.6.9 Reason for Refusal one related to the proposed sustainability of the site and stated:



*“The proposed development would result in the creation of a significant replacement recreation facility to serve Bicester and the surrounding area in a geographically unsustainable location. It has no access via public transport and poor walking and cycling routes and would not reduce the need to travel or be accessible or offer a genuine choice of alternative travel modes over the private motor vehicle. The site would therefore not be an appropriate location for this scale of development whether considered as a replacement facility or a new facility. The proposal therefore conflicts with Policies SLE4, ESD1 and BSC10 of the Cherwell Local Plan Part 1 (2015) and Government guidance in the National Planning Policy Framework”.*

2.6.10 An appeal was lodged against the decision and the application was allowed in August 2021 (Appeal Reference: APP/C3105/W/20/3265278). The Inspector’s Report considered the location of the development and noted that:

*10. “There is no principal objection to the appeal scheme being developed on the appeal site, but the parties disagree as to the extent to which the site is accessible by a range of modes of transport. All aspects of sustainability should be considered in planning decisions, including local circumstances. The Framework is clear that opportunities to maximise sustainable transport solutions will vary from urban to rural areas. Although the Council maintained the proposal does not require a countryside location, it is also not in dispute that there are no other single sites in the Bicester built-up area to accommodate the proposal.*

*11. Actively managing patterns of growth, includes locating significant development in locations which are or can be made sustainable through limiting the need to travel and offering a genuine choice of transport modes. Ultimately, this is to reduce the effects of congestion and emissions, mitigate and adapt to climate change and ensure air quality and public health is improved.*

*16. [...] the appellant proposes the following measures to seek to promote more sustainable modes of transport:*

- *A Travel Plan, including further enhancement of car sharing.*
- *Provision of minibus service for 5 or 10 years.*
- *Improved signage on A4095/Vendee Drive and A41/Little Chesterton junction.*
- *A proposed footway along the eastern side of The Hale between its junction with Penrose Gardens to the north and its junction with Akeman Street/Green Lane.*
- *Tactile crossings over Green Lane and Little Chesterton Road and tactile crossings on A4095 at 2 additional locations.*

*24. Overall, the quality and accessibility of cycling routes I observed in combination with the measures proposed would offer choice to users to cycle to the site [...].*

*30. Whilst some visitors and users may be unable to take advantage of the sustainable transport measures proposed with reliance on the private car, appropriate opportunities to maximise and promote sustainable transport modes have been or can be taken up in this proposal, having regard to type and location. Subject to these measures being secured by condition the proposal would be in a suitable location, with particular regard to the extent to which the site is accessible by a range of modes of transport and reliance on private vehicle journeys.*

*31. Accordingly, it would not be in conflict with Policies SLE4 and ESD1 of the Cherwell Local Plan 2011 – 2031 Part 1 ('the LP'). When taken as a whole these require all development where reasonable to do so, to facilitate the use of sustainable modes of transport to make the fullest possible use of public transport, walking and cycling. Furthermore, that measures are taken to mitigate the impact of development within the district on climate change, delivering development that seeks to reduce the need to travel and which encourages sustainable travel options."*

2.6.11 As such, the Inspector found that the development proposals would enable users to travel to/from the site via sustainable modes of transport. A copy of the Inspector's Report is included at **Appendix D**.

## 2.7 Summary

2.7.1 The NPPF confirms that there is a presumption in favour of sustainable development.

2.7.2 Taken together, national and local transport planning policy requires new development to be accessible by a range of modes of transport including walking, cycling and public transport, so as to minimise the number and length of car journeys, but recognises that the opportunities to travel by sustainable modes will differ between urban and rural areas. Account should be taken of whether the opportunities for sustainable transport modes have been taken up, depending on the nature and location of the site.

2.7.3 Relevant and recent local planning decisions confirm the approach to delivery of sustainable development in the locality.

2.7.4 Safe and suitable access to sites should be achieved for all people.

2.7.5 Proposals should take account of whether improvements can be undertaken within the transport network that cost-effectively limit the significant impacts of the development and confirm that development should only be prevented on transport grounds where the residual cumulative impacts of development are severe (i.e very significant).

2.7.6 The subsequent sections of the TA describe how the proposed development complies with these local and national transport planning policy considerations.

## SECTION 3 Existing Conditions

3.1.1 This section of the TA sets out the existing transport conditions in the local area, including the opportunities for sustainable travel, and a review of the local highway network.

### 3.2 Site Location

3.2.1 The site comprises agricultural fields to the south of Green Lane within the village of Chesterton. To the north-east of the site is existing residential development and to the west is the BSA Sports facility, which has recent approval for significant enhancement.

3.2.2 A site location plan is included as **Figure 1**.

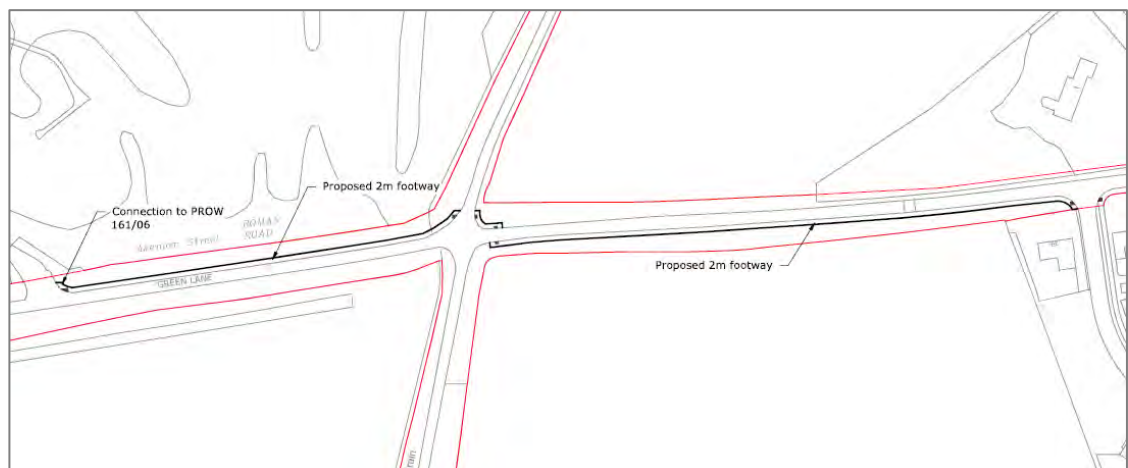
### 3.3 Walking and Cycling Facilities

#### Walking

3.3.1 The proposed development will connect directly to the committed footway improvements along the site frontage to Green Lane which would be delivered as part of the Great Wolf Scheme and connects the existing footways to the east with the PROW network to the west.

3.3.2 Drawing 1803047-15 (**Appendix E**) prepared by Motion forms an approved plan associated within the consent and shows the footway proposals along Green Lane (**Image 3.1**). Further details regarding the proposed pedestrian connections are included in **Section 4** of this report.

**Image 3.1: Extract of Committed Footway Improvements on Green Lane**



Source: Extract of Drawing 1803047-15 prepared by Motion

3.3.3 The committed footway improvement along Green Lane will extend to the east of the site and connect to the existing footway on the south side of Green Lane which extends east from Vespasian Way towards the village centre.

- 3.3.4 Approximately 300m to the east of Vespian Way, an uncontrolled pedestrian crossing comprising dropped kerbs, tactile paving and a pedestrian refuge island is available at the Green Lane/Unnamed Road/Alchester Road priority junction. Footways are provided on both sides of the Unnamed Road which routes south from The Red Cow pub and provides access to the Bruern Abbey School and Geminus Road recreation ground.
- 3.3.5 A short section of shared surface is available to pedestrians along the frontage of The Red Cow pub, with a circa 1.5m footway continuing north of the junction with Tubbs Lane. The footway on the western side of Alchester Road continues north through the village up to the A4095 and provides access to the Chesterton C of E Primary School and Chesterton Playgroup. A footway on the eastern side of Alchester Road commences circa 200m to the south of Orchard Rise and also continues northwards to the A4095.
- 3.3.6 Along the A4095 to the north of Alchester Road, a footway is provided on the western side of the carriageway and extends northwards to the Chesterton Hotel and footpath 161/1/20.
- 3.3.7 To the northwest of the proposed development site is The Hale. At present there are no footways along the southern part of The Hale, however, there is a committed footway improvement as part of the recently consented Bicester Sports Association development to provide a footway connection from the BSA site to the existing footway which commences just north of Penrose Gardens, as shown in **Image 3.2** below and included at **Appendix E**.
- 3.3.8 To the north of Penrose Gardens, the footway with a width of circa 2m continues on the eastern side of the carriageway to the A4095 and provides access to the allotments. Along the A4095 between The Hale and Alchester Road, there is a footway on both sides of the carriageway.

**Image 3.2: Extract of Committed Footway Improvements on The Hale**

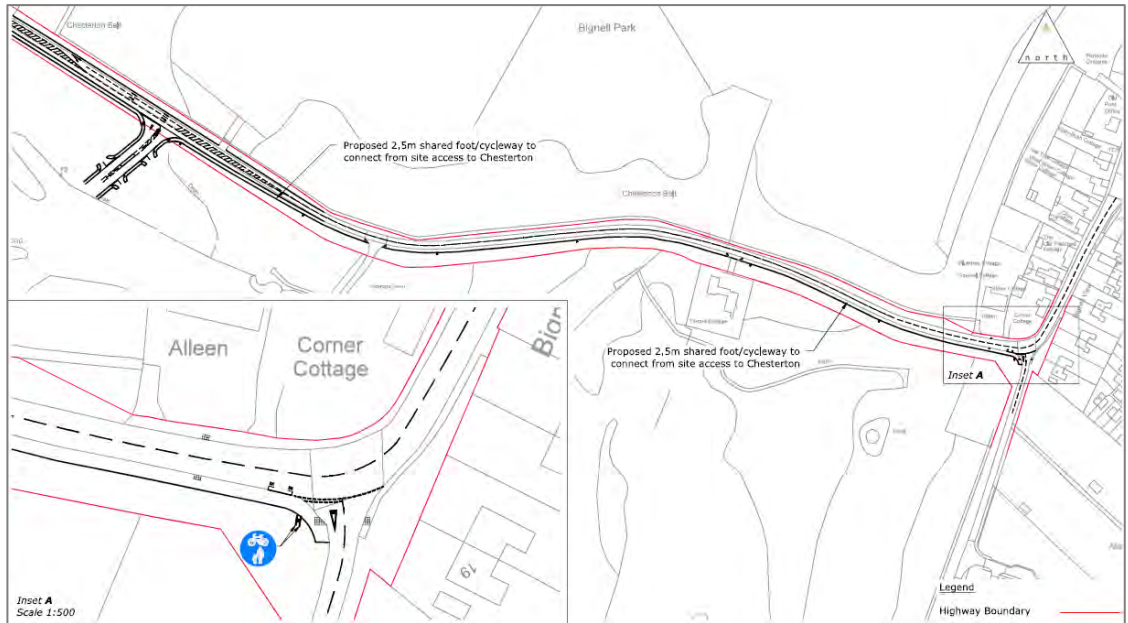


Source: Extract of Drawing A13419-TA-103A Prepared by Pell Frischmann

### **Cycling**

- 3.3.9 A 20mph posted speed limit is present on Green Lane approximately 70m west of Vespien Way which continues throughout the village. Street lighting is also provided throughout Chesterton and good natural surveillance is afforded by surrounding properties. The low-speed roads therefore create an environment conducive to on-carriageway cycling without the need for designated cycle facilities.
- 3.3.10 Further cycle improvements along The Hale, Green Lane, and the unnamed road to the east of the site are proposed as part of this application (see **Section 4** for further details).
- 3.3.11 There are also committed cycle improvements on the south/western side of the A4095 as part of the consented Great Wolf development, which would provide a new cycle route to the leisure / employment site. An extract of the consented footway / cycleway is provided as **Image 3.3** below and included at **Appendix E**.

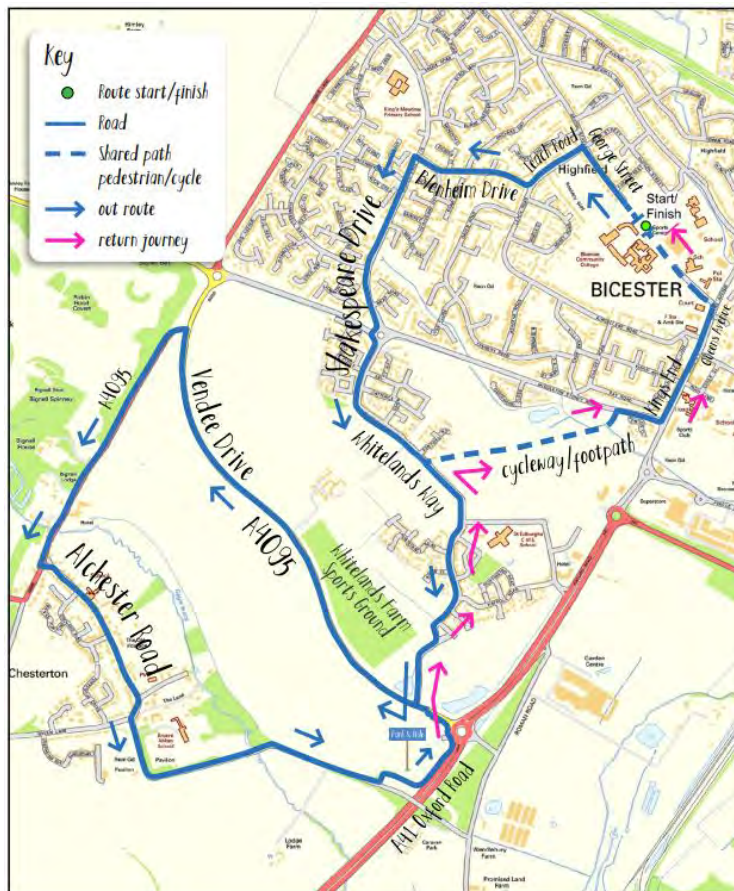
Image 3.3: Extract of Committed Footway / Cycleway along the A4095



Source: Extract of Drawing 1803047-02 A prepared by Motion

3.3.12 The Bicester to Chesterton ‘Oxygen’ route is a circular cycle route starting at Bicester and routing through Chesterton via Vendee Drive, A4095 and Alchester Road.

Image 3.4: Oxygen Cycle Route



3.3.13 From the site, the route can be accessed at the eastern end of Green Lane where it meets Alchester Road. The route consists of shared footway / cycleways, residential roads and rural roads. The route is signed within Chesterton and the proposed cycle improvements along the unnamed road to the east of the site as part of this application would help enhance the route for cyclists. An extract of the route is presented in **Image 3.4**.

**National Cycle Network**

3.3.14 To the east of the site, National Cycle Route 51 (NCN51) can be accessed from Wendlebury Road. The NCN51 is a long-distance route which begins in Oxford and passes Milton Keynes, Bury St Edmunds and Ipswich before reaching the coast at Felixstowe totalling 189miles, however, in the vicinity of the proposed development provides a connection between Oxford and Bicester. **Image 3.5** presents the route in the context of the proposed site.

**Image 3.5: National Cycle Route 51**





Source: Sustrans

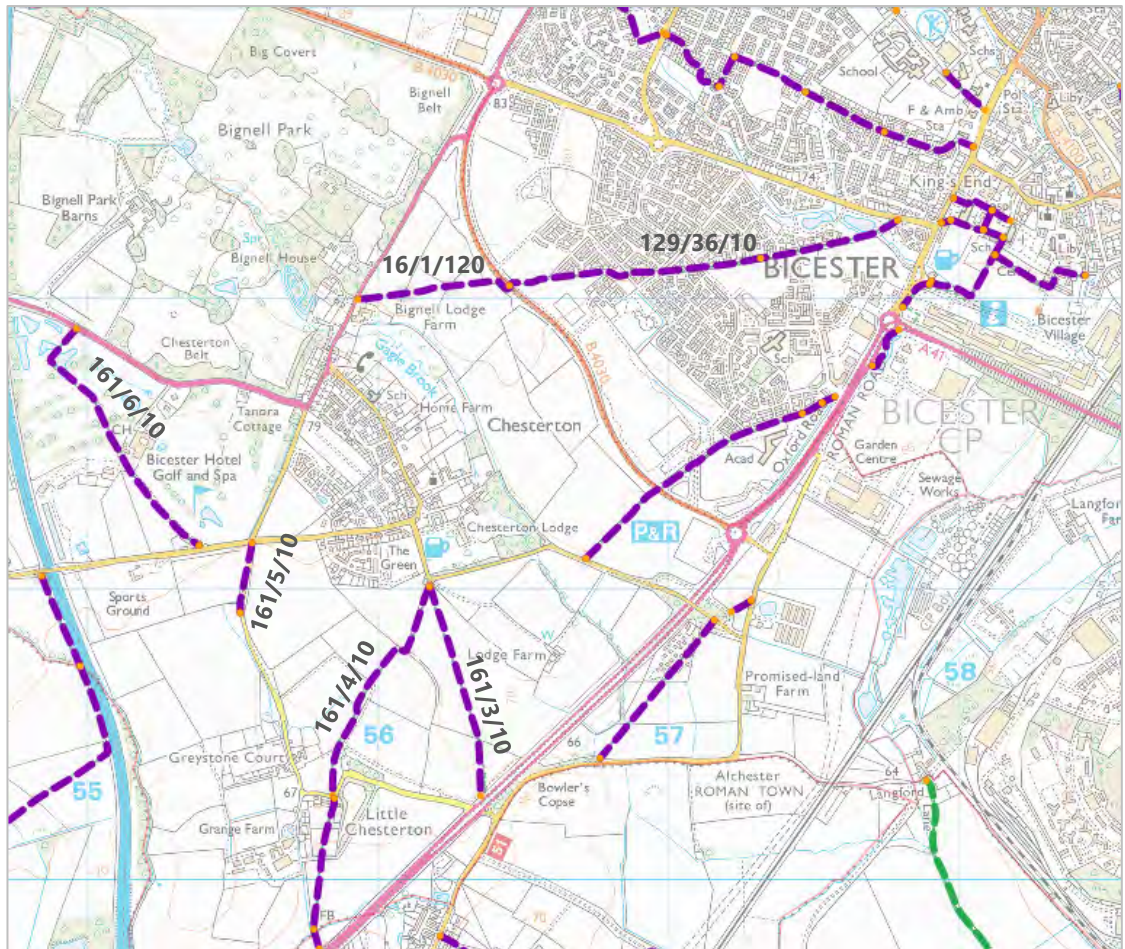
### Public Rights of Way (PRoW)

3.3.15 An extensive PRoW network is also available in the vicinity of the proposed site (**Image 3.6**). A summary of the most notable routes are provided below:

- Footpath 161/1/20: route between A4095 and Vendee Drive;
- Footpath 129/36/10: route between Vendee Drive and Middleton Stoney Road;
- Footpath 161/5/10: Unnamed Road to the west of the site;
- Footpath 161/6/10: route through Bicester Golf Club;
- Footpath 161/4/10: route between the unnamed road to the northeast of the site and the unnamed road to the southwest of the site;
- Footpath 161/3/10: route between the unnamed road northeast of the site and the A41.



Image 3.6: PRow Network



Source: Oxfordshire County Council

### 3.4 Public Transport

#### Bus Services

- 3.4.1 The closest bus stop to the site is located approximately 500m to the east on Green Lane. The bus stop comprises a shelter and information board and is served by the number 21 bus service which currently provides a single outbound journey to Bicester at 07:25 on weekdays.
- 3.4.2 Bicester Park and Ride is located circa 1.9km to the east of the site, a short 5-minute cycle ride. The site provides covered cycle storage meaning cyclists can make the short journey and then use the frequent park and ride service to reach Bicester and Oxford. Alternatively, there are 580 car parking spaces and 14 disabled spaces, therefore a short car journey from Chesterton means residents car park for free and just pay the small fare once on the bus to make their journey more sustainable.
- 3.4.3 The S5 Bus Service runs from Bicester Park and Ride seven days a week on a regular basis into Bicester, as well as Magdalen Street in Oxford City Centre. The service operates every 15 minutes Monday – Saturday, and every 30 minutes on a Sunday, providing a frequent and reliable service.
- 3.4.4 Importantly, the consented Great Wolf development (planning ref: 19/02550/F) would provide a £1.6m contribution (secured through the S106 Agreement) towards a new public bus service linking Chesterton to Bicester town centre and the railway station.
- 3.4.5 As such, existing and future residents in Chesterton would benefit from this bus service which will enhance local accessibility by public transport.
- 3.4.6 As part of the pre-application response, OCC identified that further contributions towards the delivery of the service enhancements would likely be sought. The scheme can provide funding towards improvement of local bus services to supplement the funding already secured and will provide patronage to make these more viable in the longer term.

#### Rail Services

- 3.4.7 Bicester Village is the closest rail station, located approximately 3.7km to the northeast of the site, within comfortable cycle distance. Regular services are provided from Bicester Village Rail Station to high order destinations such as Oxford and London.
- 3.4.8 The rail station provides the following additional facilities:
- 223 car parking spaces with 17 accessible spaces;

- 182 cycle parking facilities; and
- CCTV coverage of the parking facilities.

3.4.9 **Table 3.1** summarises the rail services available at Bicester Village Rail Station, as well as their frequency and journey time.

**Table 3.1: Summary of Rail Services**

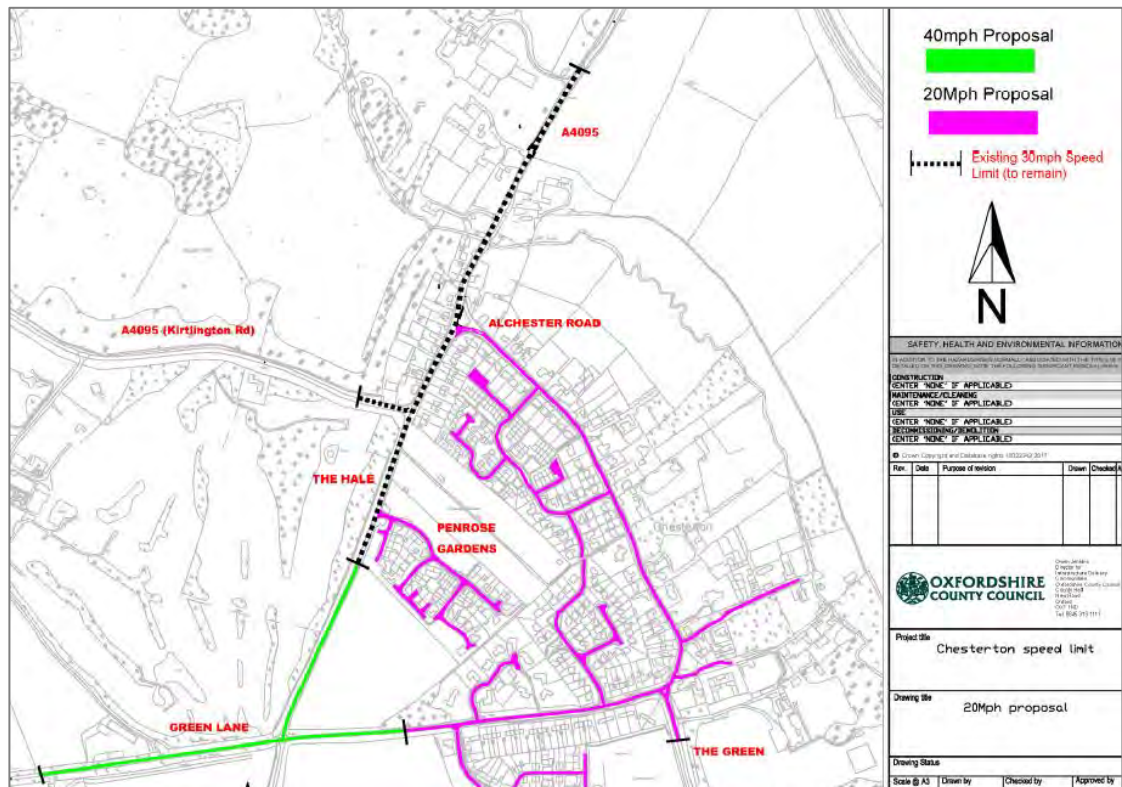
Destination	Average Journey Time	Peak Frequency	Off-Peak Frequency
Oxford	17 minutes	3 per hour	2 per hour
London Marylebone	1 hour 5 minutes	3 – 4 per hour	2 per hour

### 3.5 Local Highway Network

#### Green Lane

3.5.1 Green Lane is a single carriageway road that abuts the northern site boundary and routes west towards Kirtlington and east into Chesterton. The speed limit along the site frontage was reduced in 2021 from a derestricted speed limit to 40mph. Along the eastern extent of the site boundary the speed limit was reduced from 30mph to 20mph, with the 20mph speed limit extending through the village, as shown on **Image 3.7** with an extract from the Cabinet Member for Highway Management Report is included at **Appendix F**.

**Image 3.7: Extract of Traffic Regulation Order**



- 3.5.2 There is a single working priority build out located along the site frontage designed to encourage slow vehicle speeds, with traffic approaching Chesterton from the west giving way to eastbound vehicles. To the east of the traffic calming feature there is street lighting along Green Lane where the road becomes more residential in nature.

#### **Unnamed Road (east of site)**

- 3.5.3 The unnamed road that routes south from Green Lane from The Red Cow pub comprises a single carriageway, initially subject to the new 20mph speed limit, becoming derestricted just south of the Bruern Abbey School access.
- 3.5.4 To the southeast, the unnamed road passes over the A41 before connecting with Wendlebury Road via a simple priority junction. The road is rural in nature and no street lighting is provided.

#### **Alchester Road**

- 3.5.5 Alchester Road is a continuation of Green Lane and routes north from The Red Cow pub. The new 20mph speed limit extends along the entire length of the road and street lighting is present. There is a continuous footway along the eastern side of the carriageway and a footway on the western side of the carriageway between Orchard Rise (southern access road) and the A4095.
- 3.5.6 In proximity to the primary school there are keep clear road markings to prevent parking around the school access as well as a speed cushion to the north of the school to reduce vehicle speeds.
- 3.5.7 At its northern extent, Alchester Road forms the minor arm of a priority junction with the A4095.

#### **A4095**

- 3.5.8 The A4095 is to the north of the site and comprises a circa 6.0m wide single carriageway road that routes west towards Kirtlington and north to form part of the Bicester ring road network.
- 3.5.9 The A4095 through Chesterton is subject to a 30mph speed limit and street lighting is provided. Between Alchester Road and The Chesterton Hotel there are speed cushions on both sides of the carriageway to slow vehicle speeds.

3.5.10 Circa 1.0km to the northeast of Alchester Road, the A4095 forms the minor arm of a turn ghost island priority junction with Vendee Drive. From here, the A4095 continues northwards to the Vendee Drive / Middleton Stoney Road / Howes Lane / B4030 roundabout and then around the outskirts of Bicester to the A4421 / Skimmington Lane / Buckingham Road / A4095 roundabout.

### Vendee Drive

3.5.11 Vendee Drive is a circa 7.5m wide single carriageway, with a 50mph speed limit. To the southeast, Vendee Drive connects with the A41 via the Vendee Drive / A41 / Charles Shouler Way / Park and Ride roundabout and to the north it forms one arm of the Vendee Drive / Middleton Stoney Road / Howes Lane / B4030 roundabout. Street lighting is provided on approach to the roundabouts, as well as at the ghost island junction with the A4095.

3.5.12 A 3.0m wide shared surface footway / cycleway is provided along the entire length of Vendee Drive on the eastern side of the carriageway.

## 3.6 Existing Traffic Conditions

3.6.1 A comprehensive suite of traffic surveys were undertaken in November 2021 to understand traffic flows in the vicinity of the site. At the time that the traffic survey there were no COVID travel restrictions in place. The Traffic Surveys are presented in **Appendix G**.

3.6.2 Nevertheless, to ensure a robust assessment is undertaken, reference has been made to the Department for Transport '*Transport use during the coronavirus (COVID-19) pandemic*' dataset which has monitored the use of transport modes since the start of the COVID-19 pandemic. This has enabled an indexation factor to be applied to the collected traffic data to ensure that this is consistent with pre-COVID conditions. The DfT data shows that traffic levels during the period in which surveys were undertaken were at 95% pre-pandemic levels. Therefore, a COVID-19 factor of 1.0526 has been applied to the survey data to represent 'neutral' traffic conditions.

3.6.3 A summary of the factored 2021 data on Green Lane is summarised in **Table 3.2**, whilst the raw data and factor calculations are provided in **Appendix G**.

**Table 3.2: Factored Green Lane Traffic Flows – November 2021**

Time	Eastbound (vph)	Westbound (vph)	Total (vph)
07:30 – 08:30	58	89	147
17:00 – 18:00	88	44	133

Time	Eastbound (vph)	Westbound (vph)	Total (vph)
Daily (Weekday)	783	680	1,464

Source: November 2021 Factored Traffic Surveys.

- 3.6.4 Overall traffic flows on Green Lane are low, with less than 150 vehicles observed on the Lane in the busiest hours, and less than 1,500 vehicles daily. Traffic flows are tidal, with more vehicles travelling westbound in the morning peak hour and eastbound during the evening peak.
- 3.6.5 The surveys also recorded vehicle speeds as summarised in **Table 3.3**. It should be noted that at the time the surveys were undertaken the speed limit on Green Lane was still subject to the national speed limit. Despite this, the results demonstrate that the speeds were lower than the now implemented 40mph speed limit, with average speeds of 32mph and 85<sup>th</sup> percentile speeds of 38mph for eastbound vehicles, while westbound vehicles had an average speed of less than 30mph while 85<sup>th</sup> percentile speeds were circa 35mph.

**Table 3.4: Speed Survey Results – Green Lane**

Direction	Average Speeds (mph)	85 <sup>th</sup> percentile (mph)
Eastbound	32.1mph	38.0mph
Westbound	29.7mph	34.9mph

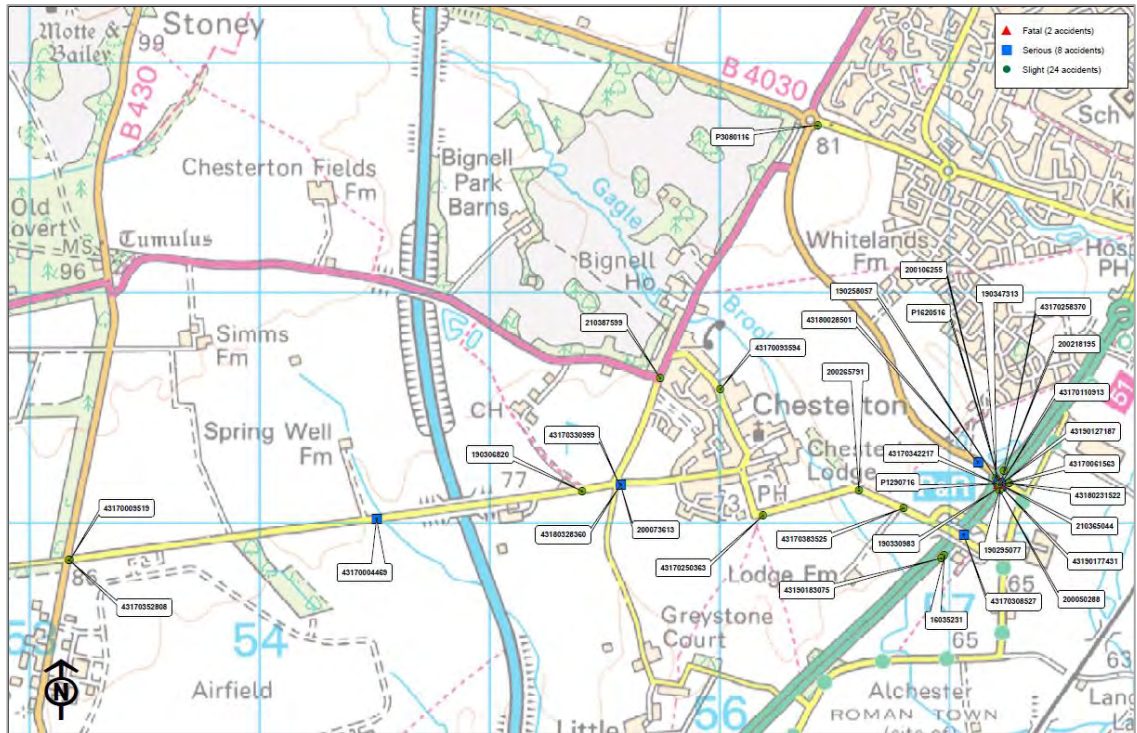
Source: ATC Surveys / Consultant's Calculations.

- 3.6.6 It can be seen from the speed survey results that vehicle travelling along Green Lane on the site frontage are travelling comfortably within the recently posted 40mph speed limit. These vehicle speeds have been used to inform the site access design set out in Section 4 of this Transport Statement.
- 3.6.7 Traffic conditions on the wider network are represented on flow diagrams **TF 1 to TF 4**.

### 3.7 Accident Record

- 3.7.1 Personal Injury Accident data has been obtained from Oxfordshire County Council for the latest available five-year period between 1 January 2016 and 30 November 2021.
- 3.7.2 The data covers a study area consisting of the extent of Chesterton, including the A41 to the east. The study area and the location of accidents is illustrated in **Image 3.6**.
- 3.7.3 A total of 34 accidents were recorded in the study area during the five-year study period, consisting of two fatal accidents, eight serious accidents and 24 accidents of a slight nature.

**Image 3.6: PIA Extent**



Source: Oxfordshire County Council

- 3.7.4 A copy of the full PIA data is included as **Appendix H**, whilst a summary of the personal injury accident data analysis in the vicinity of the proposed development is provided below.
- 3.7.5 The following text provides a description of the eight accidents which occurred within close proximity of the proposed site access, along Green Lane, Alchester Road and The Hale. Of these two were recoded as being serious in nature and the other 6 resulted in a slight injury:
- A serious collision occurred on Akeman Street when a car lost control due to a distraction and came off the carriageway, overturned and hit a tree;
  - A slight collision occurred when a car turned right out of the golf club access but failed to give way to a car already travelling along Green Lane;
  - Three collisions occurred at the junction of The Hale and Green Lane. One accident was classed as serious and was due to a car failing to give way to a car already travelling on Green Lane. The two slight incidents were a result of cars misjudging the junction, one car failed to brake in time and collided with another car, whilst the other pulled out onto Green Lane without giving way to a car on Green Lane;
  - A slight accident occurred on Alchester Road when a car travelling south misjudged the sharp bend and came off the carriageway hitting a tree;

- A slight accident also occurred on Alchester Road when a car parked on the side of the road opened their car door into a path of a car travelling south causing it to leave the carriageway and hit a wall; and
- A slight accident occurred at the junction of The Hale and A4095 when a car waiting to turn right from The Hale lost control and hit a car travelling west on the A4095.

3.7.6 Overall, the assessment does not highlight any significant safety issues or patterns which suggest any safety issue.

3.7.7 There is a small cluster of accidents at the junction of Green Lane / The Hale and whilst assessment does not identify a significant trend in the causation factors of the accidents and these are relatively low in number, there would be merit in an improvement scheme being considered in this location to refresh road markings, improve signage and enhance the visibility and reading of the junction. The applicant would be willing to provide a contribution towards a safety improvement scheme at this location.

3.7.8 Most of the remaining incidents occurred on the A41, in particular the Charles Shouler Way / Vendee Drive and A41 roundabout. Within this area there were two fatal incidents, six serious and 18 slight. However, these accidents are circa 2.5km from the proposed development and so do not have a large influence on the safety of the surrounding roads near the site.

## 3.8 Summary

3.8.1 The site is located south of Green Lane at the southwestern edge of Chesterton.

3.8.2 Pedestrian and cycling facilities are provided within Chesterton and the wider area and a number of further improvements are proposed in line with local development which will enhance local infrastructure, including proximate to the Site. There are a number of Public Right of Footway footpaths within the vicinity of the proposed site, as well as a signed cycle route towards Bicester. Collectively this offers opportunities for the promotion of sustainable movement to the Site in line with Local Plan Policies SLE 4 and ESD 1.

3.8.3 Bicester Park and Ride is located a short cycle away from the site and provides a frequent and reliable bus service into Bicester and Oxford town centre. Bicester Village Rail Station provides a further connection into London Marylebone. As such, future residents will have alternative forms of transport to the private car. Additionally, significant funding has been secured to deliver enhanced bus services in the area which will improve opportunities for travel by public transport.



3.8.4 A review of accident data has showed that there are no specific highway problems in the vicinity of the proposed site access or on any local roads that are likely to experience increases in traffic following development. There is some opportunity to consider an improvement to the junction of The Hale / Green Lane to improve visibility and reading of the junction.

## SECTION 4 Development Proposals

4.1.1 This section of the TA summarises the proposal, the proposed site access arrangements to the local highway network, along with layout considerations including provision to be made for servicing and parking provision, noting the illustrative nature of the layout at this time.

### 4.2 Development Proposal

4.2.1 The development proposal comprises an Outline planning application for the erection of 147 dwellings, including affordable housing, sports pitches and associated public open space and landscaping together with means of access from Green Lane.

4.2.2 An indicative site layout is included as **Appendix A**, although only means of access and the principle of development is to be determined. The mix, scale and layout of the scheme is not for determination at this stage and is provided for illustrative purposes only.

### 4.3 Site Access Strategy

#### Vehicular Access

4.3.1 It is proposed that there will be a single vehicular point of access to the site from Green Lane, located approximately central along the site frontage, and positioned carefully to minimise the impacts on the more important trees fronting Green Lane.

4.3.2 The proposed access onto the Green Lane will take the form of a simple priority junction. The access road will measure 5.5m in width, with 6.0m radii. It is proposed that there will be 2.0m wide footway on the eastern side of the carriageway to connect to the proposed footway (as part of the Great Wolf Scheme) and a 2.0m grassed service margins on the western side.

4.3.3 As described in **Section 3.6**, a speed survey was undertaken in November 2021. The 85th percentile speeds recorded are shown in **Table 4.1**, along with visibility requirements calculated in accordance with the Manual for Streets (MfS) and Design Manual for Roads and Bridges (DMRB) guidance. Extracts of the visibility calculations are included at **Appendix I**.

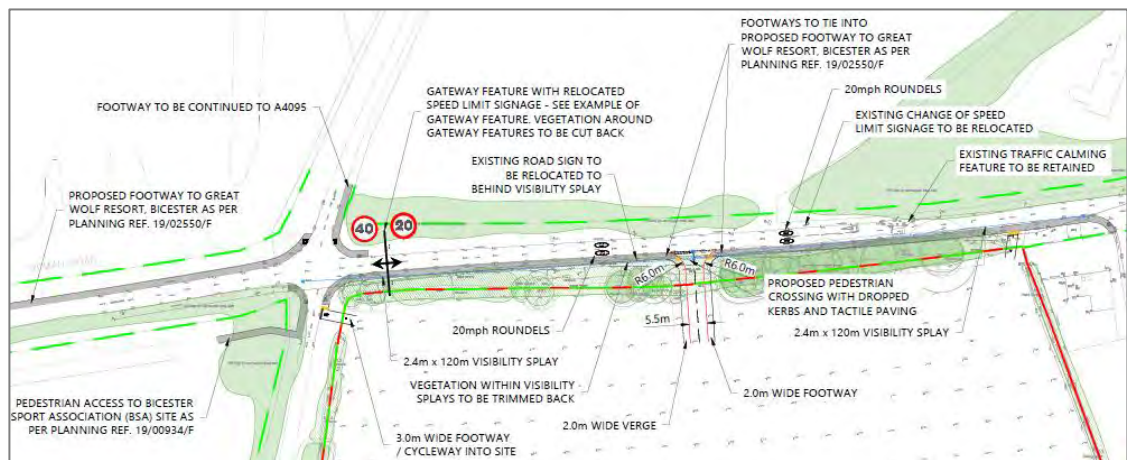
**Table 4.1: Speed survey results and visibility requirements**

Location	Direction	85 <sup>th</sup> percentile (mph)	Visibility requirement based on MfS / DMRB criteria (m)
ATC 1 (North of access)	Eastbound	38.07mph	93m
ATC 2 (South of access)	Westbound	34.89mph	56m

Source: ATC Surveys / Visibility Splay Calculator.

- 4.3.4 **Drawing ITB4377-GA-001F (Image 4.1)** shows the proposed vehicular access arrangements which conforms to design standards. OCC has agreed the principles of access as part of the pre-application engagement for the scheme.
- 4.3.5 The proposed access arrangement demonstrates that visibility splays of 2.4m x 120m can be achieved in both directions, which is in excess of the visibility splay requirements set out in **Table 4.1** and is commensurate with the DMRB requirements for roads with a posted speed limit of 40mph, which is the case for this section of Green Lane.

**Image 4.1: Extract of Proposed Access Arrangement**



Source: Extract of drawing ITB14377-GA-001F

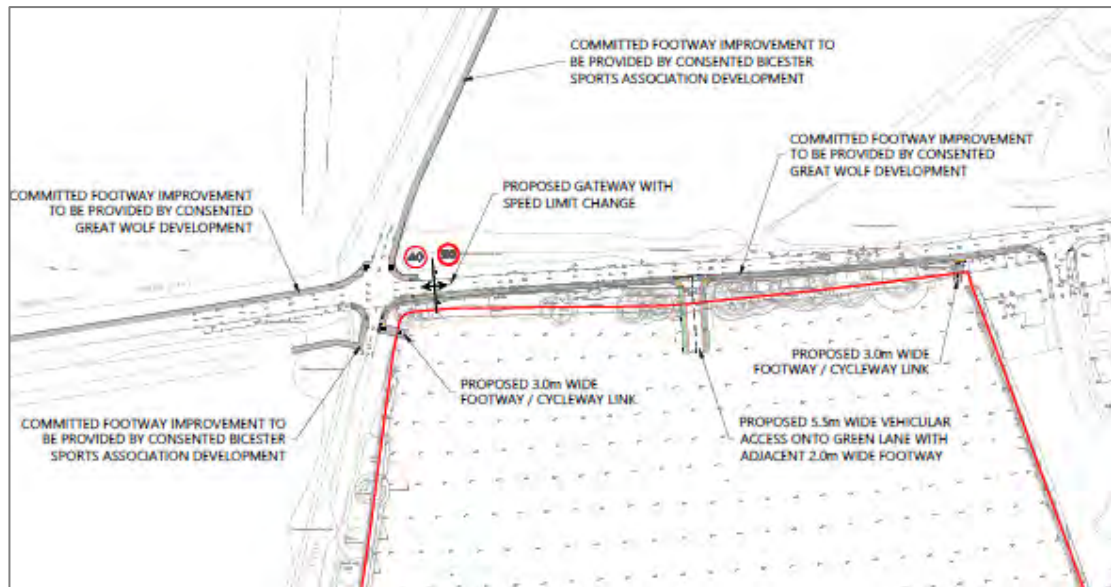
- 4.3.6 Swept path analysis for a super large (11.6m) refuse vehicle has been undertaken at the proposed access, as shown on drawing **ITB14377-GA-010A**, which demonstrates that this vehicle can safely access and egress the junction. A swept path analysis for two cars travelling in opposite directions has also been undertaken, which demonstrates that the proposed access road can accommodate two-way traffic without issue, as shown on drawing **ITB14377-GA-011**.
- 4.3.7 It is also proposed to relocate the existing 20mph speed limit (currently located towards the eastern extent of the site) circa 115m to the west and provide a new gateway feature to encourage slower speeds on approach to the village.

- 4.3.8 The existing single way working priority arrangement Green Lane on approach to Chesterton is proposed to be retained as a 'repeater', however, given the proposed relocation of the speed limit change the 40mph signs and roundels would be replaced with 20mph signs instead.
- 4.3.9 Whilst the alterations proposed to the speed limit are not required to enable safe access (sufficient visibility for posted speed limit / observed speeds can be achieved) this will have the benefit of seeking to reduce speeds along the frontage of the scheme and on approach to the village. OCC confirmed support for this amendment as part of the pre-application response.
- 4.3.10 The Applicant would make a contribution towards the Traffic Regulation Order need and would deliver a gateway feature to identify the speed limit transition (subject to a successful TRO).

#### Pedestrian and Cycle Access

- 4.3.11 It is proposed to provide a 2.0m wide pedestrian access on the eastern side of the proposed access road which will provide a connection to the committed footway improvement along the site frontage which is consented as part of the Great Wolf Development (planning ref: 19/02550/F). The committed footway improvement will provide a link between the Bicester Hotel Golf Club and Spa and the existing footway which commences to the east of Vespasian Way.
- 4.3.12 It is also proposed to provide a further two pedestrian and cycle connections to the local highway network which will provide a permeable and well linked development for future residents, these will be situated in the following locations:
- A 3.0m wide footway / cycleway link in the north-eastern corner of the site, providing a connection to the existing footway network and to Green Lane with a cycle transition (drawing **ITB14377-GA-001F**); and
  - A 3.0m wide footway / cycleway link in the north-western corner of the site, providing connection to Little Chesterton Road (drawing **ITB14377-GA-006A**). This would provide a direct link to the consented Bicester Sports Association access and the committed footway improvements on The Hale (planning ref: 19/00934/F).

**Image 4.2: Extract of Proposed Access Strategy**



Source: Extract of ITB1437-GA-007B

4.3.13 The proposed development would therefore connect with the existing and committed footway network in Chesterton, enabling journeys within the village to be undertaken safely on foot.

4.3.14 The footways along the site frontage on Green Lane and The Hale are consented as part of the Great Wolf and Bicester Sports Association developments respectively. Should the consented developments not come forwards, then it is proposed that the development site could provide a footway on Green Lane along the site frontage and along The Hale to ensure that future residents can access local facilities and services on foot and provide a benefit to the existing residents of Chesterton. On this basis, the applications are not reliant on the delivery of the consented developments.

#### 4.4 **Off-Site Accessibility Improvements**

##### Cycling Improvements

4.4.1 As part of the application, it is also proposed to provide a package of off-site highway improvements to improve access to the site by bicycle.

4.4.2 Through the public consultation event, it emerged that locals had concerns about vehicle speeds through the village, therefore, it is proposed to reinforce the 20mph speed limit along Green Lane through the provision of 20mph speed limit roundels.

4.4.3 It is also proposed to provide 'route recommended for pedal cycles on the main carriageway' signage, wayfinding signs and cycle road markings in both directions on Green Lane, The Hale and the unnamed road to the east of the site to make drivers more aware of the potential presence of cyclists using the road. These proposed improvements will provide a cycle connection to consented cycleway on the A4095 to the west of the Hale to be provided as part of the Great Wolf development and along the Oxygen cycle route along the unnamed road, which also provides a connection to the NCN51 towards Bicester.

4.4.4 The proposed cycle improvements are shown on drawing **ITB14377-GA-003C** and **ITB14377-GA-004B**.

#### **Public Transport Improvements**

4.4.5 It is acknowledged that Chesterton is not currently served by any public bus services (with the exception of one outbound service to Bicester in the morning). The Great Wolf development will provide a substantial contribution to provide a bus service which will connect Chesterton to Bicester and the railway stations in the future, however, this has not yet been implemented.

4.4.6 The Oxfordshire Bus Service Improvement Plan was submitted to the Department for Transport in October 2021 and identified a potential new bus route which would serve Chesterton. The outcome of the bid is still awaited.

4.4.7 Noting the limitations of existing public transport in Chesterton, and consistent with other development proposals, the applicant proposes to make a financial contribution to the improvement of public transport services in the local area.

#### **4.5 Road Safety Audit**

4.5.1 To consider the safety of the proposed junction arrangement and offsite improvements, an independent Stage 1 Road Safety Audit (compliant with GG119) has been completed by Fenley Road Safety Engineering. This is presented in **Appendix J**.

4.5.2 The Audit identified six safety matters:

- **Problem A.3.1** – Recommended that existing signage is relocated in the verge if not undertaken as part of the committed footway improvement scheme on Green Lane;
- **Problem A.3.2** – Recommended that telegraph poles are relocated and adequate headroom is provided beneath the cables on the site frontage;

- **Problem A.4.1** – Recommended that measures are provided to ensure that users slow / stop and become aware of the carriageway and that the existing speed limit sign is relocated at the proposed pedestrian and cycle access onto Little Chesterton Road;
- **Problem A.4.2** – Recommended that that cyclists are advised to give way to pedestrians where the proposed pedestrian/cycle access onto Green Lane meets the committed footway, which should also ensure that cyclists slow on approach and do not suddenly enter the carriageway; and
- **Problem A.5.1** - Recommended that the recommended cycle route signs are located where vegetation is sparse so that visibility can be maximised.

4.5.3 A Designers Response to the RSA is provided as part of the Audit and confirms agreement to the matters raised and proposed design solutions to each. Minor amendments to the scheme have been incorporated in the design drawings to address the matters raised.

4.5.4 The Road Safety Auditor has confirmed that the proposed changes satisfactorily address the matters raised such that there are no residual safety issues.

## 4.6 Internal Site Layout

4.6.1 The site layout will be confirmed at the reserved matters stage. Issues relating to access for refuse and emergency vehicles and car parking will therefore be considered in detail at that time.

4.6.2 Nevertheless, an Illustrative Layout has been prepared to demonstrate that an acceptable scheme is deliverable. The principles of this layout are considered below.

### Access Roads

4.6.3 As previously outlined, the internal site layout will be confirmed at the reserved matters stage, nevertheless, the illustrative layout demonstrates that the main spine road within the site would continue as a 5.5m wide access road with 2.0m wide footways on at least one side of the carriageway. The tertiary roads within the site would have a width of 5.0m with 2.0m wide footways on at least one side of the carriageway. It is also proposed to include shared surface carriageways, in line with Oxfordshire's Street Design Guide, these would have a minimum width of 6.0m (with additional 1.0m safety margins where parallel parking is provided) to enable refuse vehicle access where necessary.

### Car Parking

#### **Residential Development**

- 4.6.4 Site layout is a reserved matter and therefore issues relating to car parking will be considered in detail at that time. However, it is intended that car parking will be provided in line with Oxfordshire County Council's Parking Standards for New Residential Development guidance, both in terms of quantum and design as shown on illustrative site layout in **Appendix A**.

#### **Sports Facilities**

- 4.6.5 Site layout is a reserved matter and therefore issues relating to car parking will be considered in detail at that time. However, the illustrative layout shows an additional 24 parking spaces for the sports pitches and existing community facilities. Oxfordshire does not provide a parking standard for leisure / sports land uses; therefore, the number of parking spaces has been determined through a first principles assessment.
- 4.6.6 It is proposed to provide two football pitches, which would accommodate a total of 44 players when in full use (11 players per site) plus two umpires.
- 4.6.7 The Bicester Sports Association planning application was supported by a Travel plan, which identified that 53% of users drove to site (report ref: A13419/VAA/T02 prepared by Pell Frischmann Associates). Given that the proposed facilities are of a broadly similar nature and are located in close proximity, it can be assumed that a similar number of people will drive to the proposed sports facilities.
- 4.6.8 Consequently, based on the anticipated model split, it is expected that 24 users would drive to the site ( $46 \times 53\% = 24$ ). Therefore, it can be seen that the proposed development would provide sufficient on-site parking to accommodate the demand and as such would not overspill onto the local highway network.

### Cycle Parking

- 4.6.9 Cycle parking will be considered in detail at the Reserved Matters Stage.
- 4.6.10 However, it is intended that cycle parking will be provided in full accordance with OCC's standards set out in the Oxfordshire Cycling Design Standards. Cycle parking for the proposed development will either be provided in garages or in garden sheds (with rear garden access).

### Electric Vehicle Parking

- 4.6.11 This application is in outline and as such detailed layout matters such as electric vehicle charging strategies will be determined at the Reserved Matters stage.



4.6.12 Nevertheless, a commitment is made to provide electric vehicle charging points for all dwellings with private driveways / off road parking in line with the Building Regulations.

#### **Servicing and Refuse Arrangements**

4.6.13 Whilst the internal layout will be subject to a reserved matters application, swept path analysis of a super large refuse collection vehicle (11.6m long x 2.53m wide) is shown on drawing **ITB14377-GA-009E** and **GA-010A** to demonstrate that a refuse vehicle is able to manoeuvre into and out of the proposed site access and that the turning heads provided within the site are sufficient to allow the refuse vehicle to turn and exit in a forward gear.

#### **Emergency Vehicle Access**

4.6.14 A fire tender can enter and egress the proposed development in forward gear and manoeuvre effectively within the development to reach each property, as required by the Building Regulations Approved Documents H and B and Section 6.7 of MfS. Swept path analyses for a fire tender is provided on drawing **ITB14377-GA-008E**.

### **4.7 Summary**

4.7.1 The proposal is an outline application for 147 dwellings, with vehicular access taken from Green Lane, along with pedestrian and cycle access into Green Lane and Little Chesterton Road.

4.7.2 The access strategy has been designed in accordance with design standards and prevailing highways conditions. All relevant highways design standards have been met. The proposals include measures to enhance highway conditions including through proposing amendments to the speed limits on Green Lane with complimentary measures to encourage speed reduction.

4.7.3 Whilst the application is made in outline only, and layout is not for determination, it is demonstrated that the site can be delivered in a manner that ensures:

- The proposed roads and movement network are appropriate to the site and in accordance with design guidance and standards;
- Car and cycle parking are provided in line with OCC's parking guidance; and
- Refuse and emergency vehicles can safely and efficiently access the site.

4.7.4 Overall, the proposed access arrangements are safe and suitable and will create a sustainable pattern of development.

## SECTION 5 Accessibility and Sustainability

5.1.1 Paragraph 110 of the NPPF requires that development proposals ensure that:

***“Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its locations”***

5.1.2 This section of the Transport Assessment considers the accessibility of the site to key local services and facilities by walking, cycling and public transport opportunities. The opportunities for sustainable travel to the site are identified along with measures / initiatives to ensure these opportunities are taken up. This assessment builds on the preceding review of local conditions.

### 5.2 Journey Purpose

5.2.1 When considering sustainable transport, it is important to consider the reasons why future residents of the proposed development will make journeys.

5.2.2 The Department for Transport’s (DfT) National Travel Survey identifies the reasons why people travel. The proportion of all trips by purpose (by all modes) is summarised in **Table 5.1** with the NTS data tables provided at **Appendix K**.

**Table 5.1: Proportion of Trips per year by Journey Purpose (All Modes)**

Journey Purpose	Proportion of Trips
Leisure	26%
Shopping	19%
Commuting / Business	18%
Education / Escort Education	13%
Personal Business	9%
Other Escort	9%
Other (Including Just Walk)	6%

Source: Table TSGB104 (NTS0409) of Transport Statistics Great Britain – 2019 Edition

5.2.3 On this basis, leisure, shopping, and education journeys will account for more 76% of all journeys made by future residents on the site. Travel purpose is therefore well spread across a number of different journey purposes, and each type of journey will have different requirements in terms of destination, time constraints and route choice.

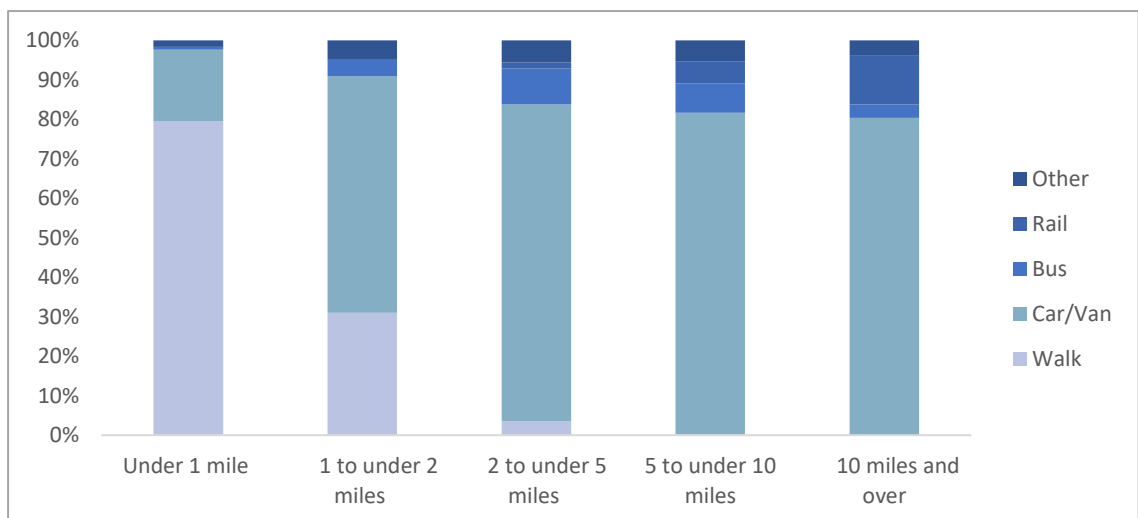
### 5.3 Walking and Cycle Distances

5.3.1 The Chartered Institution of Highways and Transportation (CIHT) guidance ‘*Planning for Walking*’ (2015) states:

*“Across Britain, approximately 80% of journeys shorter than 1 mile are made wholly on foot – something that has changed little in 30 years. The main reason for the decline in walking is the fall in the total number of journeys shorter than 1 mile, which has halved in thirty years. It is not that people are less likely to make short journeys on foot but rather that fewer of the journeys they make can be accomplished on foot. If destinations are within walking distance, people are more likely to walk if walking is safe and comfortable and the environment is attractive.”*

5.3.2 This is consistent with the year-on-year findings of the National Travel Survey (NTS) which identifies the mode share of journeys of different lengths (**Image 5.1 / Appendix K**)

5.3.3 The NTS finds that the vast majority (80%) of trips up to one mile (1.6km) are undertaken on foot, and that approximately 31% of journeys between one and two miles (3.2 km) will also be on foot, i.e., a significant proportion of people are prepared to walk for journeys up to two miles.



**Image 5.1: Mode Share of Trips by Main Mode for Different Trip Lengths: England**

Source: National Travel Survey: England 2019

5.3.4 Therefore, facilities and services within one mile (1.6km) will provide the greatest opportunity for trips to be made by walking. That is not to say that one mile is the maximum that people are prepared to walk, or that development must be located within a mile of everything as it is clear from the NTS data that around one-third of journeys between one and two miles (1.6km-3.2km) are undertaken on foot. Against this background, the following walking distances are identified:

- 800m – A comfortable walking distance which provides a walkable neighbourhood as identified in the Manual for Streets guidance.

- 1,600m - a distance where most people (circa 80%) will walk and offers “the greatest potential to replace short car trips”; and
- 3,200m – i.e., the distance within which a significant proportion (circa one-third) of journeys will be on foot.

5.3.5 Data provided within the National Travel Survey (2019) demonstrates that the average distance per journey by bike is approximately 4.4km, with the current average length of an employment and leisure cycle trip some 5.2km. For the purpose of this assessment, a 5km cycle distance will be used to represent a ‘reasonable’ cycle distance.

5.3.6 A cycling distance of up to around 5km (3 miles) therefore offers the greatest potential to replace cars trips and is therefore a “reasonable” cycling distance, although commuter journeys may be longer at 8km (5 miles). Cycling also regularly forms part of a longer journey in combination with public transport.

5.3.7 By having regard to the main journey purposes of future residents and the main routes for pedestrians, **Table 5.2** summarises the pedestrian and cycle accessibility of the site. **Figure 2** provides an accessibility plan showing the locations of the identified facilities.

**Table 5.2: Key Destination and Services**

Purpose	Destination	Total Distance (m)	Walking Journey Time (mins)	Cycle Journey Time (mins)
Leisure	Chesterton Community Centre and Recreation Ground	250	3	1
	The Red Cow Public House	550	7	2
	Bicester Sports Association	650	8	2
	St Marys Church	650	8	2
	Bicester Hotel, Golf Club and Spa	850	10	3
	Allotments	1,000	12	4
	Great Wolf Water Park (proposed)	1,000	12	4
	The Chesterton Hotel and Brasserie	1,150	14	4
	New Country Park adjacent to Vendee Drive	1,150	14	4
	Whiteland's Farm Sports Ground	2,350	27	9
	Whiteland's Farm Play Area	2,550	30	10
Kingsmere Community Centre	2,850	34	11	
Employment	WIG Engineering	600	7	2
	Bicester Hotel, Golf Club and Spa	850	10	3
	Great Wolf Water Park (Proposed)	1,000	12	4
	The Chesterton Hotel and Brasserie	1,150	14	4
	Grange Farm Industrial Estate	1,400	17	5
	Bicester Gateway Business Park	1,850	22	7
	Bicester Village	3,050	35	12
Education	Bruern Abbey School	550	7	2
	Chesterton CE Primary School	1,000	12	4
	Chesterton Playgroup	1,050	13	4
	Whiteland's Academy	2,450	29	9
	St Edburg's CE Primary School	2,850	34	11
Retail	Bicester Avenue Garden Centre	2,150	26	8
	Co-op Bicester	2,600	31	10
	Tesco Superstore	2,650	32	10
	Bicester Shopping Park	2,650	32	10
	Bicester Village	3,050	35	12
Transport	Bicester Park and Ride	1,900	23	7
	Bicester Village Railway Station	3,700	-	14

Key:

- Within 800m – Comfortable Walking Distance / Short Cycle Distance
- Within 1,600m – Reasonable Walking Distance / Reasonable Cycle Distance (5km)
- Within 3,200m – Maximum Walking Distance / Maximum Cycle Distance (8km)

Source: Consultants Estimates

5.3.8 **Table 5.2** demonstrates that a good range of the local facilities are accessible within a reasonable walking distance (1.6km) including the village hall, play group, primary school, public house, recreation ground, sports facilities and village employment opportunities. All village facilities are also located within a short cycle journey of generally less than 5 minutes.

5.3.9 All facilities are located within a reasonable cycle distance which provides a viable option for local travel.

## 5.4 Sustainable Transport Strategy

5.4.1 To ensure opportunities for sustainable travel are taken up, a 'Sustainable Transport Strategy' has been developed. The strategy will be delivered through the Travel Plan that supports the TA (report ref: ITB1106114377-005 R).

5.4.2 The overarching aims of the Strategy are:

- To reduce the number of car journeys to the site; and
- To improve accessibility to the site by non-car modes of transport and thereby encourage the use of other travel modes.

5.4.3 The key targets of the Travel Plan (TP) are to:

- ***"To reduce the number of vehicle trips generated during the peak hours by 10% from the baseline position; and***
- ***To reduce the modal split for travel by car drivers by 10% from the baseline position."***

5.4.4 To deliver these aims and targets, the Strategy seeks to:

- Reduce the need to travel;
- Promote walking and cycling for short to medium distance journeys;
- Promote public transport use for medium to long distance journeys; and
- Encourage car sharing.

5.4.5 A combination of 'hard' (infrastructure led) and 'soft' (promotion and incentive based) measures are identified to promote and incentivise sustainable travel choices where it is realistic to do so.

5.4.6 The TP identifies a delivery and management strategy for these measures and commits to future monitoring of the success of the travel plan.

5.4.7 An Action Plan is provided in **Table 5.3** which summarises the comprehensive package of measures proposed to be delivered to encourage sustainable access to and from the site. Further detail is provided within the TP that accompanies this TA.

**Table 5.3: Sustainable Transport Strategy**

Objective	Measure	Timescale
Cross-Objective	Develop and maintain community web-site	Prior to Occupation
	Prepare and distribute Travel Welcome Packs	On Occupation
	Deliver an electric vehicle charging strategy – all dwellings with on plot parking will be provided with an EV charging point	Phased with Development
	Offer of a travel voucher with a value of up to £50 to the first occupier of each dwelling for cycle equipment or bus taster tickets	On occupation
Reduce the Need to Travel	Deliver connections to broadband network	Phased with Development
	Whilst the layout is indicative at this stage it is intended to provide home working spaces within some dwellings to reduce the need to commute	Phased with Development
	Promote home delivery services which serve Chesterton	On occupation
Promotion of Walking and cycling	Provision of walking and cycling information and maps to residents highlighting where local facilities and services are located	On Occupation
	Provision of information about why walking and cycling is good for our health and the environment	On Occupation
	Deliver footway / cycleway connections to Green Lane and Little Chesterton Lane	Phased with Development
	Deliver cycle improvements along The Hale, Green Lane and the Unnamed Road to the east of the site to improve cycling conditions in the vicinity of the site.	Phased with Development
	Potential to deliver footway improvements along the site frontage on Green Lane and along The Hale should the Bicester Sports Association and Great Wolf development not come forwards	Phased with Development
	Provision of cycle storage within each unit	Phased with Development
Promotion of Public Transport	Provide a contribution to OCC towards bus service improvements	Phased with Development
	Provide information on local bus services and timetables as well as links on where up to date information can be obtained	On Occupation
	Implement marketing and promotion measures	On Occupation
Encourage Car Sharing	Promotion of car sharing schemes such as oxfordliftshare.com	Prior to Occupation
<b>Management</b>		
	Appoint a Travel Plan Coordinator	Prior to Occupation – retained for five years

Objective	Measure	Timescale
Training of sales team about the Travel Plan		Training as part of induction process.
Production of Sales Stage Travel Packs		To be developed before 1 <sup>st</sup> occupation.
Develop Full Travel Plan		One year after Occupation
Monitoring		
Traffic Surveys at site accesses		Year one, three and five
Travel Questionnaires		Annually (for five years)
Monitoring Report		Year one, three and five

## 5.5 Summary

- 5.5.1 The Transport Statement has demonstrated that in the context of a village location, the site offers good opportunities to use sustainable travel modes. The proposal will connect the site into the local footway network, from which a village facilities and services including a pre-school, primary school and leisure facilities can be accessed within a reasonable walking distance, and all facilities within the local area are within a short and reasonable cycle distance.
- 5.5.2 The site is therefore well located for a range of everyday facilities and amenities within the village, such that walking, and cycling, will represent realistic alternatives to car use for many of these journeys, in line with Local Plan Policies SLE 4 and ESD 1. Given the village location some journeys by car are still anticipated, however, the proximity to neighbouring settlements means that any car journeys will be short.
- 5.5.3 A series of infrastructure enhancements are proposed to improve local walking and cycling facilities, including new footway cycleway connections to Green Lane and Little Chesterton Road, as well a cycle signage improvement on these roads and the Unnamed Road to the east of the site (leading to Bicester).
- 5.5.4 A Sustainable Transport Strategy has been developed which will be delivered through the Travel Plan. This identifies opportunities for the effective promotion and delivery of sustainable transport initiatives e.g. walking, cycling, public transport to reduce the demand for travel by less sustainable modes.
- 5.5.5 Future residents therefore have the opportunity to access a range of destinations by a choice of sustainable transport modes. The proposed development is located where the need to travel will be minimised and, through the Travel Plan, the use of sustainable transport modes can be maximised.

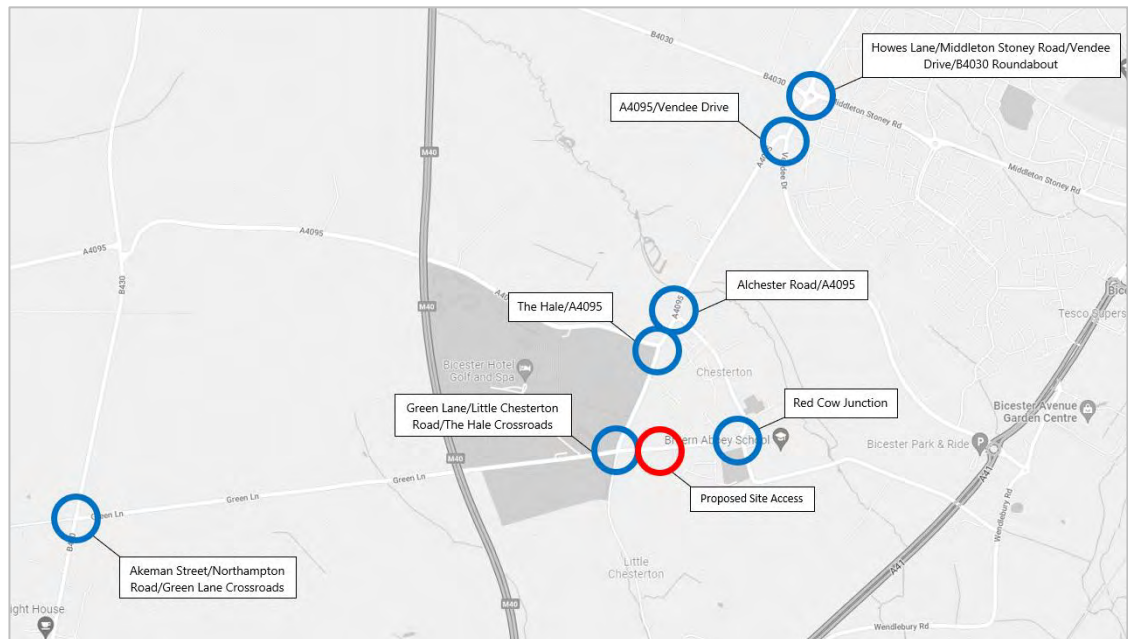


- 5.5.6 On this basis, the development proposal complies fully with guidance in the NPPF and Local Plan Policies SLE 4 and ESD 1 on promoting development in sustainable rural locations, and ensuring that the opportunities available to development sites are taken up.

## SECTION 6 Traffic Impact

- 6.1.1 This section of the TA provides an appraisal of the likely traffic impacts of the site, quantifying the increase in traffic flows on the key parts of the local highway network.
- 6.1.2 Whilst the development proposals consist of 147 dwellings, the traffic impact assessment has been based on a development quantum of 150 dwellings and therefore provides a robust assessment.
- 6.1.3 The study area and parameters of the traffic impact assessment were agreed with OCC during pre-application discussions. The impacts of the proposed development at the junctions shown on **Image 6.1** have been considered as part of this assessment.

**Image 6.1: Junction Assessment Locations**



### 6.2 Development Traffic Generation

#### Trip Generation

##### ***Residential Development***

- 6.2.1 To estimate traffic generation for the residential development, the TRICS database has been utilised. The following parameters / filters were applied to the database to ensure that suitable trip rates were selected:

- Houses Privately Owned;
- Sites between 75-250 dwellings;

- Sites across England (excluding Greater London);
- Weekday surveys only (excl. Mondays and Fridays as per OCC's request); and
- Sites in Edge of Town locations.

6.2.2 The peak hour trip rates and trip generation for the proposed development of up to 150 dwellings are shown in **Table 6.1** and the full TRICS output is included as **Appendix L**.

**Table 6.1: Proposed Development Trip Generation – 150 Dwellings**

Time Period	AM Peak (0800-0900)			PM Peak (1700-1800)		
	In	Out	Two-way	In	Out	Two-way
Trip Rate	0.155	0.381	0.536	0.332	0.159	0.491
Trip Generation	23	57	80	50	24	74

Source: Consultant Calculations

6.2.3 The assessment demonstrates that the proposed development would generate approximately 80 and 74 additional two-way trips in the morning and evening peak periods respectively.

6.2.4 In real terms, this equates to just over one additional vehicle movement each minute during the peak periods and will not cause a significant impact on the local highway network.

#### **Sports Pitches / Multi Use Games Area**

6.2.5 As part of the proposals, it is proposed to provide two sports pitches and a multi-use games area on the eastern part of the site. This will provide an extension to the current recreational and sports facilities provided north of the site, which are currently used by Chesterton Football Club, and will be ancillary to the development.

6.2.6 It is understood that the facilities are currently used outside of the peak periods of the day with typical use occurring on a weekend. It is proposed that this will continue to be the case in the future, as such no material travel demand associated with the sports facilities are expected to arise during peak hours.

### **Traffic Distribution**

6.3.1 The likely journey purpose for the generated car driver peak hour trips can be identified using the National Travel Survey (NTS) 2019<sup>1</sup> (DfT). The proportion of peak hour trips by journey purpose by car is presented in **Table 6.2**.

<sup>1</sup> 2019 Data has been used to reflect pre-pandemic journey purposes which will provide a robust assessment.

**Table 6.2: Proportion of Peak Hour Trips by Journey Purpose (Car Driver Only)**

Trip Purpose	Morning Peak Hour	Evening Peak Hour
Commuting / Business	37.6%	43.9%
All Other Journey Purpose	62.4%	56.1%
<b>Total</b>	<b>100%</b>	<b>100%</b>

Source: Car driver trip start time by trip purpose (Monday to Friday only): Great Britain, 2014/18, National Travel Survey, DfT, 2019.

- 6.3.2 Some 38% of the total vehicular trips generated by the residential development will be for employment journeys in the morning peak hour period. The remaining 62% of the vehicle trips will be all other purposes, including education, shopping, leisure and personal business trips. In the evening peak hour, 44% of journeys are employment related with other journeys comprising 56% of the total vehicular trips.
- 6.3.3 For the purpose of this assessment, the analysis has been undertaken on the basis that 44% of the total vehicular trip generated by the residential development will be for employment journeys and the remaining 56% of the vehicle trips will be for all other purposes for both the morning and evening peak hours. This provides a robust estimate because it assumes a greater proportion of non-local journeys.
- 6.3.4 To provide an accurate assessment of the likely distribution of traffic from the site, separate methodologies have been applied to consider the destinations of commuting and business trips to other trip purposes as confirmed with OCC during pre-application engagement:
- For commuting and business trips, the 2011 National Census Journey to Work data (for car journeys) for the Cherwell 016 Super Output Area – have been used. This dataset identifies existing resident’s employment locations and so existing commuter patterns;
  - For the other journey purpose trips such as personal business, leisure, retail etc, a P/T<sup>2</sup> of gravity model has been undertaken using the population of key urban areas (from the 2011 Census) within a 30-minute drive time of the site (estimate from Google Maps Directions facility).
- 6.3.5 The two sets of data are then combined to generate a single set of distribution parameters to inform the development trip assignment. The combined data is set out in **Table 6.3** with the full analysis included in **Appendix M**.

**Table 6.3: Destination of Resident Trips**

Broad Destination	Employment Trips (44%)	Non-Employment Trips (56%)	Total
Bicester	4.5%	38.5%	43.0%
Chesterton / Wendlebury / Weston on the Green / Otmoor / Islip	3.8%	15.0%	18.8%
Oxford	13.5%	0.0%	13.5%
Yarnton / Oxford Airport	2.5%	0.0%	2.5%
London	1.9%	0.0%	1.9%
Banbury	1.5%	0.0%	1.5%
Ambrosen / Caversfield / Fringford / Finmere	1.5%	0.0%	1.5%
Aylesbury	1.1%	0.0%	1.1%
Kidlington	1.0%	1.9%	2.9%
Other – North*	3.1%	0.5%	3.6%
Other – South*	6.1%	0.0%	6.1%
Other – East*	1.4%	0.1%	1.5%
Other – West*	2.1%	0.0%	2.1%
Total	44.0%	56.0%	100.0%

Source: 2011 Census Data – Journey to Work

Note: \*including destinations with <1% trips which are located in the broad direction from Chesterton

## 6.4 Traffic Assignment

- 6.4.1 The traffic expected to be generated by the site (see **Table 6.1**) has been assigned to the local highway network using the distribution identified in **Table 6.3**.
- 6.4.2 To determine the routing of trips to these destinations, reference has been made to the Google Maps 'Directions' Facility. Within the Directions facility, a morning peak hour start time for journeys was utilised to ensure that peak period traffic conditions are reflected.
- 6.4.3 **Table 6.4** provides a summary of the assignment of development generated trips.

**Table 6.4: Traffic Assignment Summary**

Route Out	% Traffic		Morning Peak			Evening Peak		
	Arrivals	Departures	In	Out	Two-way	In	Out	Two-way
<b>Site Access – Route 1</b>								
Green Lane (East)	43.0%	48.1%	10	27	37	21	11	33
Green Lane (West)	57.0%	51.9%	13	30	43	28	12	41
<b>Route 2</b>								
Green Lane (West)	10.2%	16.4%	2	9	12	5	4	9
Unnamed Road (South towards Wendlebury Road)	35.1%	40.3%	8	23	31	17	10	27
The Hale	35.4%	35.4%	8	20	28	18	8	26
Alchester Road	7.9%	7.9%	2	5	6	4	2	6
Little Chesterton Road	11.4%	0.0%	3	0	3	6	0	6

Source: Consultants Estimates

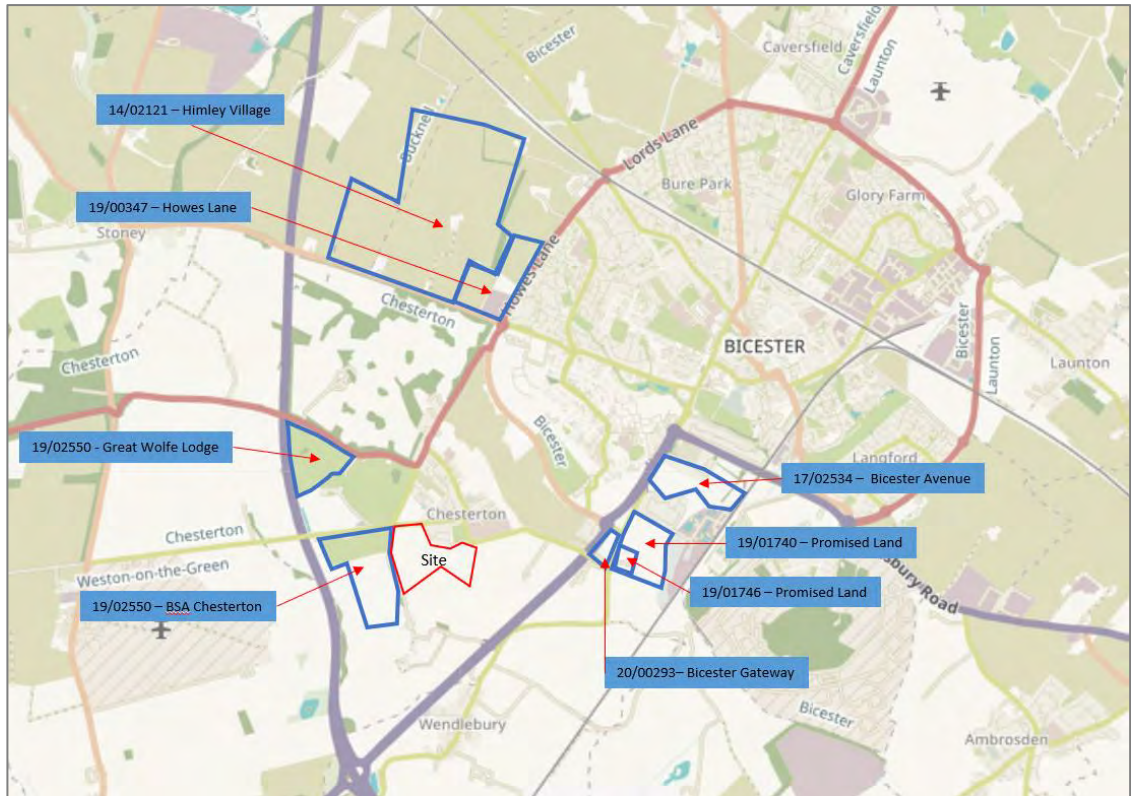
- 6.4.4 It can be seen from **Table 6.4** that the greatest impact of development traffic will occur on Green Lane to the west of the site with circa 43 two-way vehicle movements in the peak periods on any one part of the network, which equate to approximately one vehicle movement every 1-2 minutes. A similar level of demand travels east of the site on Green Lane to Chesterton Village.
- 6.4.5 Beyond the site access development traffic dissipates quickly across the local highway network. Overall, the development will result in small impact and will not materially impact on the local network as demonstrated through the junction capacity assessments and wider impact assessments set out in **Section 6.8** and **6.9** respectively.
- 6.4.6 The full distribution and assignment model, including routing options and proportions, is included as **Appendix M**. The traffic flows on the local Highway Network are shown of **TF12** and **TF13**.
- 6.5 Baseline Traffic Data**
- 6.5.1 The methodology for collecting baseline data on which the traffic impact assessment will be undertaken is set out in **Section 3.6** of this report.

## 6.6 Committed Development

6.6.1 The traffic impact assessment has taken into account the cumulative traffic impact of other developments in the vicinity of the site. The following committed developments have been included within the assessment:

- 20/00293/OUT - Outline application (Phase 1B) for up to 4,413 sqm B1 office space (47,502 sqft) GIA, up to 273 residential units (Use Class C3) including ancillary gym, approximately 177 sqm GIA of café space (Use Class A3), with an ancillary, mixed use co-working hub (794 sqm/ 8,550 sqft GIA), multi-storey car park.
- 19/01740/HYBRID - Outline planning permission (all matters reserved except for access) for B1 development (Use Classes B1a and/or B1b and/or B1c); highway works (including provision of a new roundabout at the junction between Vendee Drive and Wendlebury Road);
- 19/01746/OUT - Outline planning application (with all matters reserved excluding access) for B1 development (B1a and/or B1b and/or B1c); access and associated landscaping and infrastructure works.
- 17/02534/OUT - OUTLINE - The erection of a business park of up to 60,000 sq.m (GEA) of flexible Class B1(a) office / Class B1(b) research & development floorspace
- 14/02121/OUT - OUTLINE - Development to provide up to 1,700 residential dwellings (Class C3), a retirement village (Class C2), flexible commercial floorspace (Classes A1, A2, A3, A4, A5, B1, C1 and D1), social and community facilities (Class D1), land to accommodate one energy centre and land to accommodate one new primary school.
- 14/01675/OUT (as amended by 19/00347/OUT) - OUTLINE - Erection of up to 53,000 sqm of floor space to be for B8 and B2 with ancillary B1 (use classes) employment provision within two employment zones covering an area of 9.45ha;
- 19/00394/F - Bicester Sports Association Facilities located to the west of the proposed development, allowed on appeal. Change of Use of Agricultural land and extension of the existing Bicester Sports Association facilities for enhanced sports facilities.
- 19/02550/F – Land East of M40 and South of A4095, Chesterton (Great Wolfe Lodge) - Redevelopment of part of golf course to provide new leisure resort (sui generis) incorporating waterpark, family entertainment centre, hotel, conferencing facilities and restaurants with associated access, parking and landscaping, allowed on Appeal.

**Image 6.1 – Committed Development Sites**



6.6.2 Traffic flows from the consented development schemes have been obtained from the Transport Assessments submitted alongside the associated planning applications and added onto the local highway network. The total traffic associated with the committed developments included in the assessment are show on **TF7** and **TF8**.

## 6.7 Assessment Scenarios and Traffic Growth

6.7.1 Baseline assessments have been undertaken using the observed 2021 traffic flows for the morning and evening peak hours, as well as the factored 2021 traffic flows to address the potential slight reduction in traffic flows as a result of the COVID pandemic and to ensure that a robust assessment has been undertaken (as set out in **Section 3.6**).

6.7.2 Further to this, future year assessments have been undertaken for the anticipated year of opening (the 'Design Year') of the development, which is expected to be 2025.



- 6.7.3 With the direct inclusion of committed development, the addition of an unadjusted TEMPRO based growth rate will lead to a double counting of traffic, with TEMPRO already including allowances for traffic growth arising from local developments. To remove the potential for double counting of traffic growth, the Alternative Assumptions function within TEMPRO has been used to manually adjust the level of growth, removing development assumptions from TEMPRO.
- 6.7.4 **Table 6.5** demonstrates that the existing assumptions within TEMPRO estimate an increase of 315 households and 67 jobs in Cherwell 016 MSOA between 2021 and 2025.
- 6.7.5 Due to the volume of housing and employment developments that have been included within the committed developments (and so separately added to the assessment), all housing and employment development growth has been removed in Cherwell 016 by using the alternative assumptions function in relation to the local growth rates. **Table 6.5** identifies the existing and adjusted Alternative Assumptions and is presented in full in **Appendix N**.

**Table 6.5: TEMPRO Assumptions**

Scenario	Area	Existing H/Holds	Future H/Holds	Existing Jobs	Future Jobs
<b>2021 – 2025</b>					
Existing Assumptions	Cherwell 016	4,215	4,527	5,685	5,752
Alternative Assumptions	Cherwell 016	4,215	4,215	5,685	5,685

Source: TEMPRO and Consultant

- 6.7.6 Using this methodology, **Table 6.6** below summarises the growth factors which are applied to the 2021 factored traffic flows to derive the 2025 peak hour traffic flows.

**Table 6.6: Traffic Growth Factors**

Growth Period	Time Period	Growth Rate
2021 – 2025	Morning Peak Hour	1.0085
	Evening Peak Hour	1.0083

Source: TEMPRO 7.2b

- 6.7.7 The Future year traffic flows are shown on **Figure TF5-TF6** and **TF9-10**.

## 6.8 Junction Capacity Assessments

6.8.1 To identify the impact of the development proposal on the local highway network, junction capacity assessments has been undertaken using the TRL software Junctions 10 for each of the junctions identified in **Image 6.1**, with the exception of the A4095 / Vendee Drive and Howes Lane / Middleton Stoney Lane / Vendee Drive / B4030 roundabout junctions, which given the very limited traffic impact, are assessed through a percentage impact assessment (**Section 6.9**).

6.8.2 Detailed modelling has been undertaken to consider the operation of the junctions for the following scenarios, as set out in the following paragraphs:

- 2021 Observed Flows;
- 2021 Factored Flows;
- 2025 Future Year Flows;
- 2025 + Committed Development; and
- 2025 + Committed Development + Development.

### Proposed Site Access

6.8.3 **Table 6.6** sets out the modelling results for the proposed site access priority junction. A copy of the Junctions 10 outputs are included at **Appendix O**.

**Table 6.6: Site Access Capacity Assessment**

Arm	Morning Peak Hour			Evening Peak Hour		
	RFC	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)
<b>2025 + Committed Development + Development</b>						
Site Access	0.12	<1	8	0.05	<1	7
Green Lane	0.03	<1	6	0.05	<1	6

Source: Junctions 10

6.8.4 **Table 6.6** demonstrates that the proposed site access will operate well within capacity in both the morning and evening peak hours with negligible delays and no queueing.

### Green Lane / Unnamed Road / Alchester Road Priority Junction (Adj. to the Red Cow)

6.8.5 **Table 6.7** sets out the modelling results for the Green Lane / Unnamed Road / Alchester Road simple priority junction. A copy of the Junctions 10 outputs are included at **Appendix O**.

**Table 6.7: Green Lane / Unnamed Road / Alchester Road Priority Junction**

Arm	Morning Peak Hour	Evening Peak Hour
-----	-------------------	-------------------

Arm	Morning Peak Hour			Evening Peak Hour		
	RFC	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)
<b>2021 Observed</b>						
Unnamed Road	0.11	<1	6	0.09	<1	6
Green Lane	0.11	<1	7	0.07	<1	6
<b>2021 Factored Flows</b>						
Unnamed Road	0.11	<1	6	0.10	<1	6
Green Lane	0.11	<1	7	0.08	<1	6
<b>2025 Baseline</b>						
Unnamed Road	0.11	<1	6	0.10	<1	6
Green Lane	0.11	<1	7	0.08	<1	6
<b>2025 + Committed Development</b>						
Unnamed Road	0.12	<1	7	0.12	<1	6
Green Lane	0.12	<1	7	0.11	<1	7
<b>2025 + Committed Development + Development</b>						
Unnamed Road	0.13	<1	7	0.15	<1	7
Green Lane	0.16	<1	7	0.13	<1	7

6.8.6 **Table 6.8** demonstrates that the junction will operate comfortably within capacity under all scenarios, without material queueing or delay. The proposed development will have a marginal impact on the operation of the junction, with a maximum increase of RFC on Green Lane in the morning peak of 0.04, with less than a second of additional delay and no additional vehicles anticipated to queue.

6.8.7 In the evening peak, the proposed development would result in an increase in RFC of 0.03 of the Unnamed Road and 0.02 on Green Lane, with no discernible increase in delay or queues.

#### **Green Lane / Little Chesterton Road / The Hale Priority Crossroad**

6.8.8 **Table 6.9** sets out the modelling results for the Green Lane / Little Chesterton Road / The Hale Priority Crossroad. A copy of the Junctions 10 outputs are included at **Appendix O**.

**Table 6.9: Little Chesterton Road Crossroads Capacity Testing**

Arm	Morning Peak Hour			Evening Peak Hour		
	RFC	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)
<b>2021 Observed</b>						
Little Chesterton Road	0.03	<1	8	0.03	<1	8
Green Lane (E)	0.04	<1	6	0.01	<1	6
The Hale	0.27	<1	10	0.15	<1	8
Green Lane (W)	0.01	<1	6	0.00	<1	5
<b>2021 Factored Flows</b>						
Little Chesterton Road	0.03	<1	8	0.03	<1	8
Green Lane (E)	0.05	<1	6	0.01	<1	6
The Hale	0.28	<1	11	0.16	<1	9
Green Lane (W)	0.01	<1	6	0.00	<1	5
<b>2025 Baseline</b>						
Little Chesterton Road	0.03	<1	8	0.03	<1	8
Green Lane (E)	0.05	<1	6	0.01	<1	6
The Hale	0.29	<1	11	0.16	<1	9
Green Lane (W)	0.01	<1	6	0.00	<1	5
<b>2025 + Committed Development</b>						
Little Chesterton Road	0.05	<1	8	0.03	<1	8
Green Lane (E)	0.05	<1	6	0.01	<1	6
The Hale	0.31	1	11	0.23	<1	10
Green Lane (W)	0.01	<1	6	0.00	<1	5
<b>2025 + Committed Development + Development</b>						
Little Chesterton Road	0.04	<1	9	0.05	<1	8
Green Lane (E)	0.08	<1	6	0.03	<1	6
The Hale	0.34	1	12	0.27	<1	10
Green Lane (W)	0.01	<1	6	0.00	<1	5

Source: Junctions 10

6.8.9 **Table 6.9** demonstrates that the junction will operate comfortably within capacity under all scenarios, without material queueing or delay. The impact of the proposed development will be marginal on the future consented position. The development traffic is anticipated to have a maximum increase of 1 second of delay on Little Chesterton Road and The Hale, with no noticeable impact on queues.

**B430 Northampton Road / Green Lane / Akeman Street Priority Crossroad**

6.8.10 **Table 6.10** sets out the modelling results for the B430 Northampton Road / Green Lane / Akeman Street Priority Crossroad. A copy of the Junctions 10 outputs are included at **Appendix O**.

**Table 6.10 Northampton Road Crossroads Capacity Testing**

Arm	Morning Peak Hour			Evening Peak Hour		
	RFC	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)
<b>2021 Observed</b>						
Green Lane	0.33	1	11	0.12	<1	9
Northampton Road (N)	0.03	<1	4	0.02	<1	5
Akeman Street	0.14	<1	11	0.18	<1	11
Northampton Road (S)	0.05	<1	5	0.12	<1	5
<b>2021 Factored Flows</b>						
Green Lane	0.35	1	12	0.12	<1	9
Northampton Road (N)	0.03	<1	4	0.02	<1	5
Akeman Street	0.15	<1	11	0.19	<1	11
Northampton Road (S)	0.05	<1	5	0.13	<1	5
<b>2025 Baseline</b>						
Green Lane	0.35	1	12	0.13	<1	9
Northampton Road (N)	0.03	<1	4	0.02	<1	5
Akeman Street	0.15	<1	11	0.19	<1	11
Northampton Road (S)	0.06	<1	5	0.13	<1	5
<b>2025 + Committed Development</b>						
Green Lane	0.35	1	12	0.13	<1	9
Northampton Road (N)	0.03	<1	4	0.02	<1	5
Akeman Street	0.15	<1	11	0.19	<1	11
Northampton Road (S)	0.06	<1	5	0.14	<1	5
<b>2025 + Committed Development + Development</b>						
Green Lane	0.37	1	12	0.14	<1	9
Northampton Road (N)	0.03	<1	4	0.02	<1	5
Akeman Street	0.15	<1	11	0.20	<1	11
Northampton Road (S)	0.06	<1	5	0.14	<1	5

Source: Junctions 10

6.8.11 **Table 6.10** demonstrates that the junction will operate comfortably within capacity under all scenarios, without material queueing or delay. The addition of development traffic to the junction will have a negligible impact on the junction, with a maximum increase of 0.02 RFC on Green Lane arm of the junction, with no noticeable impact on queues.

**The Hale / A4095 Simple Priority Junction**

6.8.12 **Table 6.11** sets out the modelling results for The Hale/A4095 priority junction. A copy of the Junctions 10 outputs are included at **Appendix O**.

**Table 6.11: The Hale/A4095 Capacity Testing**

Arm	Morning Peak Hour			Evening Peak Hour		
	RFC	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)
<b>2021 Observed</b>						
The Hale	0.20	<1	10	0.25	<1	10
A4095	0.01	<1	6	0.01	<1	5
<b>2025 Baseline</b>						
The Hale	0.21	<1	10	0.27	<1	10
A4095	0.01	<1	6	0.01	<1	5
<b>2025 + Committed Development</b>						
The Hale	0.22	<1	11	0.35	1	12
A4095	0.01	<1	6	0.02	<1	5
<b>2025 + Committed Development + Development</b>						
The Hale	0.28	<1	12	0.37	1	13
A4095	0.01	<1	6	0.02	<1	5

Source: Junctions 10

6.8.13 **Table 6.11** demonstrates that the junction will operate comfortably within capacity under all scenarios, without material queueing or delay. The addition of development traffic to the junction will have a negligible impact, with a maximum increase of 0.06 RFC on The Hale arm with only one second of additional delay experienced by users, which is unlikely to be noticeable.

**Alchester Road / A4095 Simple Priority Junction**

6.8.14 **Table 6.12** sets out the modelling results for Alchester Road / A4095 simple priority junction. A copy of the Junctions 10 outputs are included at **Appendix O**.

**Table 6.12: Alchester Road / A4095 Capacity Testing**

Arm	Morning Peak Hour			Evening Peak Hour		
	RFC	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)
<b>2021 Observed</b>						
Alchester Road	0.15	<1	9	0.10	<1	8
A4095	0.02	<1	6	0.03	<1	5
<b>2021 Factored Flows</b>						
Alchester Road	0.16	<1	9	0.10	<1	8
A4095	0.02	<1	6	0.03	<1	5
<b>2025 Baseline</b>						
Alchester Road	0.16	<1	9	0.10	<1	8
A4095	0.02	<1	6	0.03	<1	5
<b>2025 + Committed Development</b>						
Alchester Road	0.16	<1	9	0.11	<1	9
A4095	0.02	<1	6	0.03	<1	5
<b>2025 + Committed Development + Development</b>						
Alchester Road	0.17	<1	10	0.12	<1	9
A4095	0.03	<1	6	0.04	<1	5

Source: Junctions 10

6.8.15 **Table 6.12** demonstrates that the junction will operate comfortably within capacity under all scenarios, without material queuing or delay. The addition of development traffic to the junction will have a negligible impact, with an anticipated increase in RFC of 0.01 of the Alchester Road Arm with negligible impact on queues and delay.

### Summary

6.8.16 The assessments demonstrate that all the junctions are expected to operate effectively, without material queuing and delay and the development proposal will not materially impact on the operation of the junctions, with any impact being negligible and far below severe.

6.8.17 The maximum design capacity of 0.85 Ratio of Flow to Capacity (RFC) is not exceeded at any of the junctions included within the study area. There is significant headroom to accommodate the proposed development across the network and as such it is not proposed to provide any offsite mitigation.

## 6.9 Percentage Impact Assessment

6.9.1 As previously outlined, the proposed development is only anticipated to have a small impact at the A4095 / Vendee Drive and Howes Lane / Middleton Stoney Lane / Vendee Drive / B4030 roundabout junctions, with a maximum impact of 20 vehicle movements on any arm at these junctions in peak periods, which equates to on average approximately one vehicle movement every six minutes.

6.9.2 Consequently, due to the low volume of development-related traffic routing through these junctions, it is not considered appropriate to undertake full capacity assessments. Instead, a percentage impact assessment has been undertaken to assess the traffic impact at these junctions, as summarised in **Table 6.13**.

**Table 6.13: Percentage Impact Assessment (two-way traffic flows)**

Junction	Arm	2025 + Committed Development		Development Traffic		% Impact	
		AM	PM	AM	PM	AM	PM
Vendee Drive Roundabout	Howes Lane	1,835	1,803	4	3	0.22%	0.17%
	Middleton Stoney Road	1,091	1,184	17	15	1.56%	1.27%
	Vendee Drive	2,109	2,062	20	19	0.95%	0.92%
	B4030	1,492	1,536	0	0	0.00%	0.00%
Vendee Drive/A4095 Priority Junction	Vendee Drive S	1,592	1,623	0	0	0.00%	0.00%
	A4095	725	693	20	19	2.76%	2.74%
	Vendee Drive N	2,113	2,059	20	19	0.95%	0.92%

Source: Consultant's Calculations

6.9.3 As shown in Table 6.13, the proposed development would have a very small impact at the A4095 / Vendee Drive junctions, with a maximum anticipated impact of 2.76% on the A4095 (minor arm) at the junction with Vendee Drive. All other arms would experience a circa 1% impact, as such the proposed development would not result in a significant / perceptible change in conditions.



## 6.10 Summary

- 6.10.1 The proposed development is predicted to generate circa 74-80 two-way vehicle movements during the morning and evening peak hour periods. The traffic would quickly dissipate away from the site, with a maximum impact of 43 vehicles on Green Lane to the west of the site in the peak periods, which equates to on average, less than one additional movement every 1 minute and 20 seconds. This level of traffic increase is small and will have a limited impact the safety or operation on the wider local highway network.
- 6.10.2 Operational junction assessments show that both the proposed site access and the junctions within Chesterton will operate well within capacity in the morning and evening peak hours without any queuing or delay. Further from the site, the development site the traffic impact at the A4095 / Vendee Drive and Howes Lane / Middleton Stoney Lane / Vendee Drive / B4030 roundabout junctions will be small. A percentage impact assessment has been undertaken, which demonstrates that a maximum anticipated impact of 1.52% on the A4095 (minor arm) at the ghost island junction with Vendee Drive, with <1% impact on other arms in the peak period.
- 6.10.3 Consequently, no highway improvements are needed to mitigate the impact of the development as the impact is very small and well below a level that could be considered 'severe' in line with the requirements of the NPPF.

## SECTION 7 Summary and Conclusions

### 7.1 Summary

7.1.1 i-Transport LLP has been appointed by Wates Developments to provide transport and highways advice in respect of a proposed residential development on Land South of Green Lane, Chesterton. The development proposal comprises an Outline planning application for 147 residential dwellings, sports pitches and associated public open spaces and landscaping.

7.1.2 This Transport Assessment provides an appraisal of the transport and highways aspects of the proposal, in particular considering the following key tests set out in paragraph 110 of the NPPF:

- Will the opportunities for sustainable travel be taken up appropriately taken up?
- Will safe and acceptable access be provided?
- Does the design of streets, parking areas and other transport elements reflect current national guidance?
- Will the traffic impact be acceptable?

7.1.3 This Transport Statement demonstrates that:

- Appropriate vehicular access arrangements can be achieved onto Green Lane via a proposed 5.5m wide access road with 2.0m wide footway on the eastern side of the carriageway. Visibility splays in excess of the observed vehicle speeds can be achieved in both directions;
- Whilst the proposed development does not rely on the relocation of the speed limit on the site frontage to deliver a safe and suitable access, to help address local residents' concerns, it is proposed to relocate the 20mph speed limit circa 115m to the west and provide gateway traffic calming features to slow vehicles on approach to the village;
- The proposed development site also proposes three footway / cycle connections to the existing committed footway network surrounding the site to provide a permeable and well connected development;

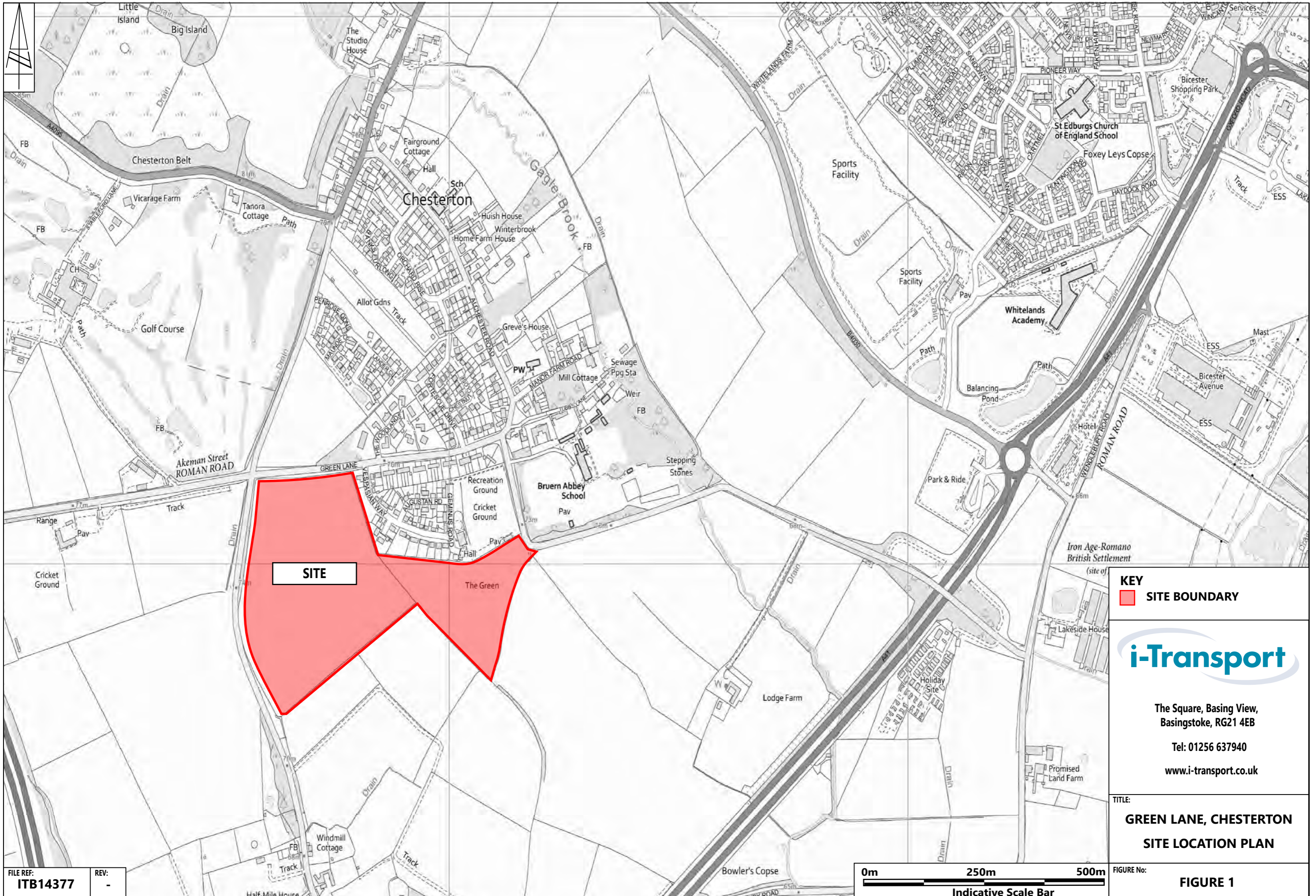
- As part of the development proposals, it is proposed to provide a contribution towards cycling improvements on Green Lane, The Hale and the unnamed road to the east of the site. These consist of signing and lining improvements to help reinforce the speed limit and make road users more aware of the potential presence of cyclists, thus improving highway safety.
- An Independent Stage 1 Road Safety Audit of the site access arrangements has been undertaken which has thoroughly reviewed the safety of the proposed access and traffic calming works and raises no residual safety concerns;
- The Transport Statement has demonstrated that in the context of a village location, the site offers good opportunities to use sustainable travel modes. The proposal will connect the site into the local footway network, from which a village facilities and services including a pre-school, primary school and leisure facilities can be accessed within a reasonable walking distance, and all facilities within the local area are within a short and reasonable cycle distance. Existing bus services can be accessed from the nearby park and ride site which provide a frequent service between Oxford and Bicester, and the consented Great Wolf development (planning ref: 19/02550/F) would provide a £1.6m contribution (secured through the S106 Agreement) towards a new public bus service linking Chesterton to Bicester town centre and the railway station. As such, existing and future residents in Chesterton would benefit from this bus service which will enhance local accessibility by public transport. It is also proposed as part of the development to provide further contributions towards the delivery of the bus service enhancements.
- The site is therefore well located for a range of everyday facilities and amenities within the village, such that walking, and cycling, will represent realistic alternatives to car use for many of these journeys. Enhanced bus services within Chesterton will also be provided in the future. Given the village location some journeys by car are still anticipated, however, the proximity to neighbouring settlements means that any car journeys will be short.

- A Sustainable Transport Strategy has been developed which will be delivered through a Travel Plan. This identifies opportunities for the effective promotion and delivery of sustainable transport initiatives e.g. walking, cycling, public transport to reduce the demand for travel by less sustainable modes. Consequently, the development proposal complies fully with guidance in the NPPF and Local Plan Policies SLE 4 and ESD 1 on promoting development in sustainable rural locations and ensuring that the opportunities available to development sites are taken up.
- The proposed development is predicted to generate 74-80 vehicle movements in each of the morning and evening peak hours. When distributed onto the local highway network this results in a maximum impact of 44 vehicles on Green Lane to the West of the site, which equates to less than one additional vehicle movement on the local highway network every minute. This level of increase is minimal and will not have any noticeable impact on the safety or operation of the local highway network during the peak hours. Junction capacity assessments at the proposed site access and within Chesterton have been undertaken which show the junctions will operate well within capacity with minimal queueing and delays in all scenarios. Percentage impact assessments have been undertaken further afield from the proposed development, which also demonstrate that the proposed development would have an immaterial impact on the operation of the local highway network.

## 7.2 Conclusion

- 7.2.1 The site is in a suitable, relatively accessible location for a residential development and complies with local and national transport policies. The proposal can be accessed safely by both car and non-car modes and the vehicular trips generated by the development can be accommodated satisfactorily on the local highway network.
- 7.2.2 Therefore, considered against the key transport tests set out in the NPPF and local policy, the proposal is fully acceptable in transport and highways terms and there are no reasons that the development should be prevented or refused on highways grounds.

## FIGURES



**SITE**

**KEY**  
■ **SITE BOUNDARY**



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TITLE:  
**GREEN LANE, CHESTERTON**  
**SITE LOCATION PLAN**

FILE REF:  
**ITB14377**  
 REV:  
 -

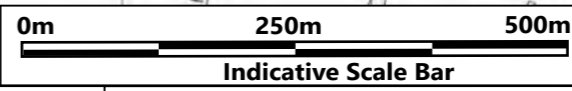
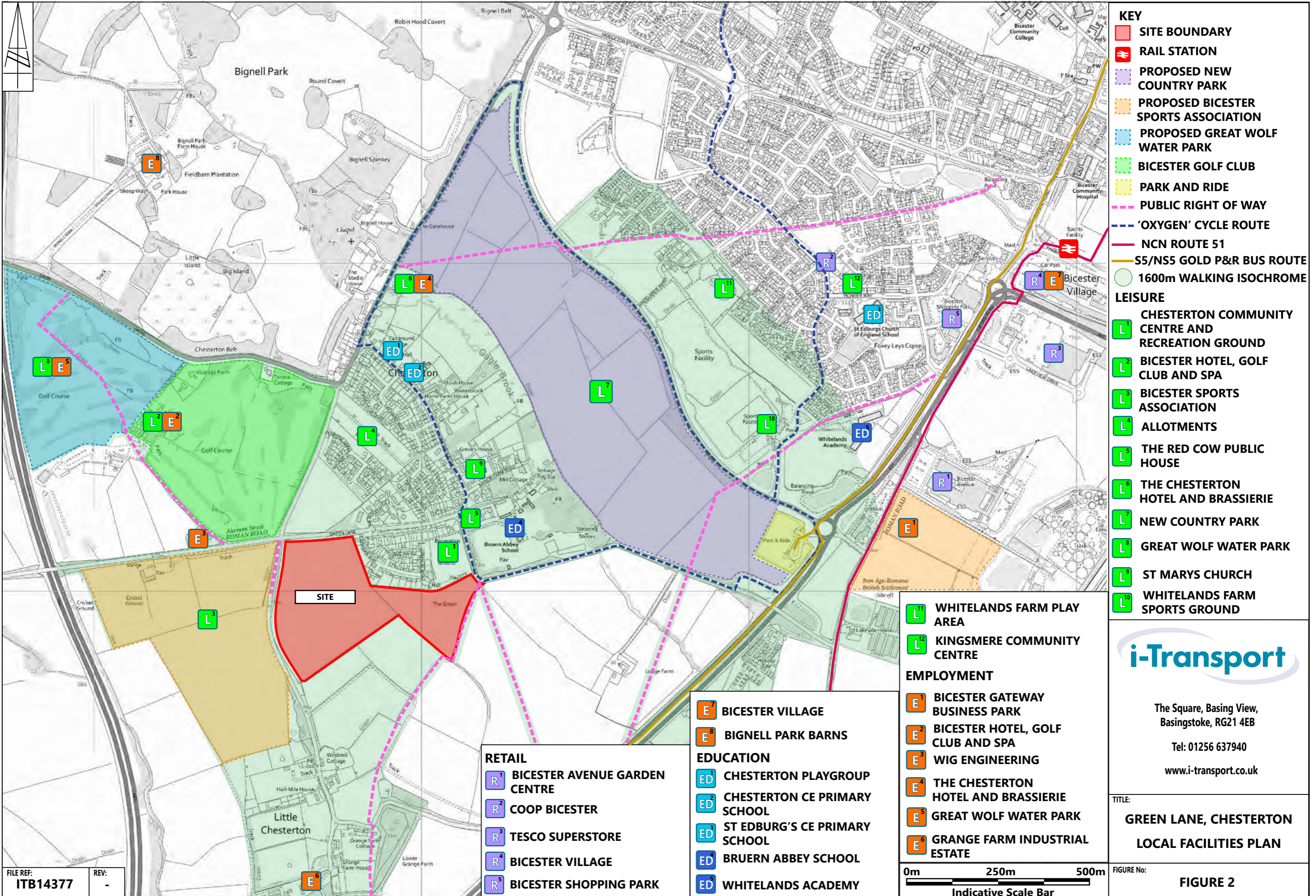


FIGURE No:  
**FIGURE 1**



- KEY**
- SITE BOUNDARY
  - RAIL STATION
  - PROPOSED NEW COUNTRY PARK
  - PROPOSED BICESTER SPORTS ASSOCIATION
  - PROPOSED GREAT WOLF WATER PARK
  - BICESTER GOLF CLUB
  - PARK AND RIDE
  - PUBLIC RIGHT OF WAY
  - 'OXYGEN' CYCLE ROUTE
  - NCN ROUTE 51
  - S5/NS5 GOLD P&R BUS ROUTE
  - 1600m WALKING ISOCHROME

- LEISURE**
- L1 CHESTERTON COMMUNITY CENTRE AND RECREATION GROUND
  - L2 BICESTER HOTEL, GOLF CLUB AND SPA
  - L3 BICESTER SPORTS ASSOCIATION
  - L4 ALLOTMENTS
  - L5 THE RED COW PUBLIC HOUSE
  - L6 THE CHESTERTON HOTEL AND BRASSIERIE
  - L7 NEW COUNTRY PARK
  - L8 GREAT WOLF WATER PARK
  - L9 ST MARYS CHURCH
  - L10 WHITELANDS FARM SPORTS GROUND

- RETAIL**
- R1 BICESTER AVENUE GARDEN CENTRE
  - R2 COOP BICESTER
  - R3 TESCO SUPERSTORE
  - R4 BICESTER VILLAGE
  - R5 BICESTER SHOPPING PARK

- EDUCATION**
- ED1 CHESTERTON PLAYGROUP
  - ED2 CHESTERTON CE PRIMARY SCHOOL
  - ED3 ST EDBURG'S CE PRIMARY SCHOOL
  - ED4 BRUERN ABBEY SCHOOL
  - ED5 WHITELANDS ACADEMY

- EMPLOYMENT**
- E1 BICESTER GATEWAY BUSINESS PARK
  - E2 BICESTER HOTEL, GOLF CLUB AND SPA
  - E3 WIG ENGINEERING
  - E4 THE CHESTERTON HOTEL AND BRASSIERIE
  - E5 GREAT WOLF WATER PARK
  - E6 GRANGE FARM INDUSTRIAL ESTATE



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TITLE:  
**GREEN LANE, CHESTERTON  
LOCAL FACILITIES PLAN**

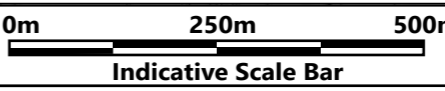
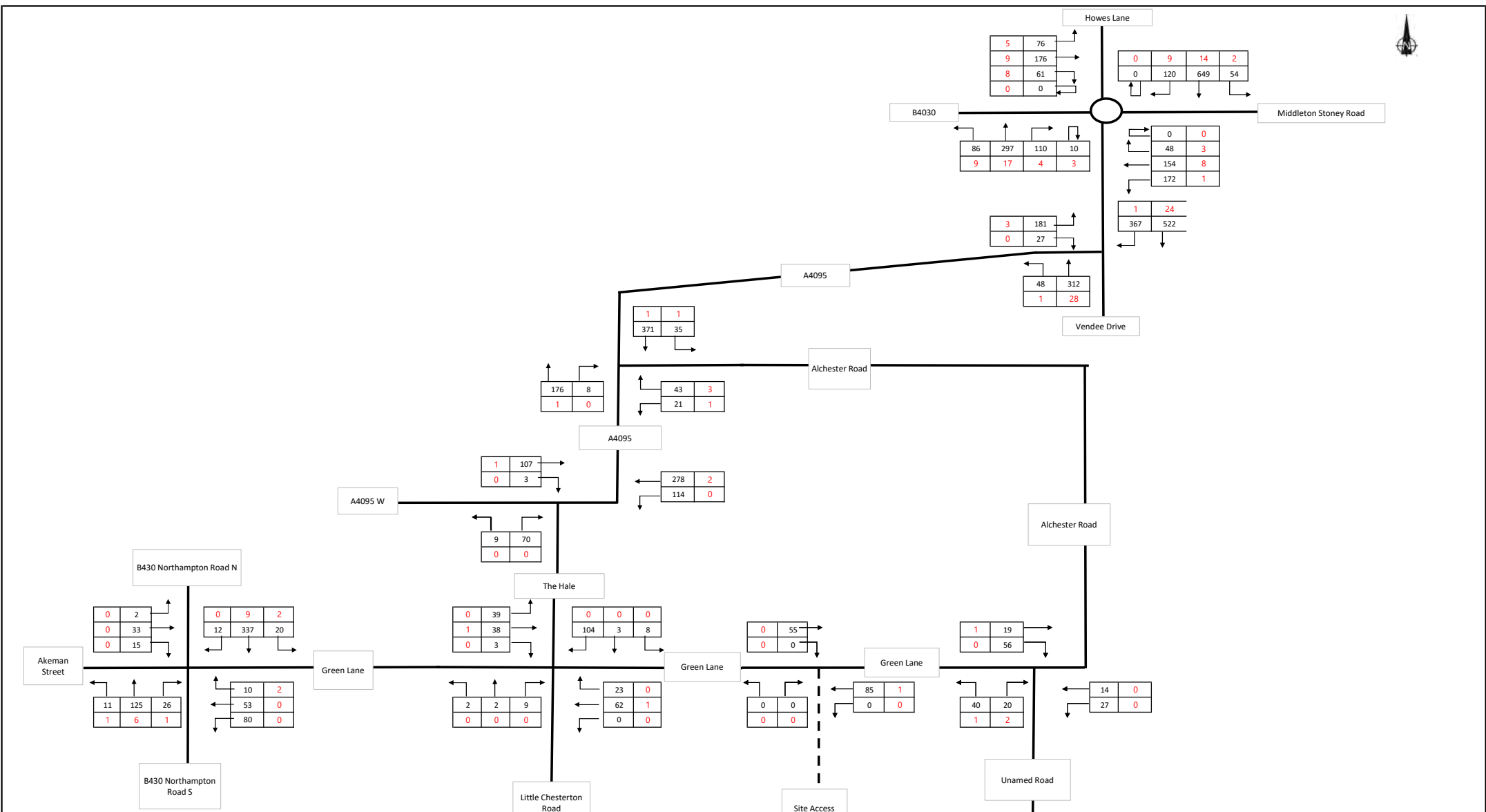


FIGURE No: **FIGURE 2**

FILE REF: **ITB14377** REV: **-**

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GREEN LANE, CHESTERTON

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TF1

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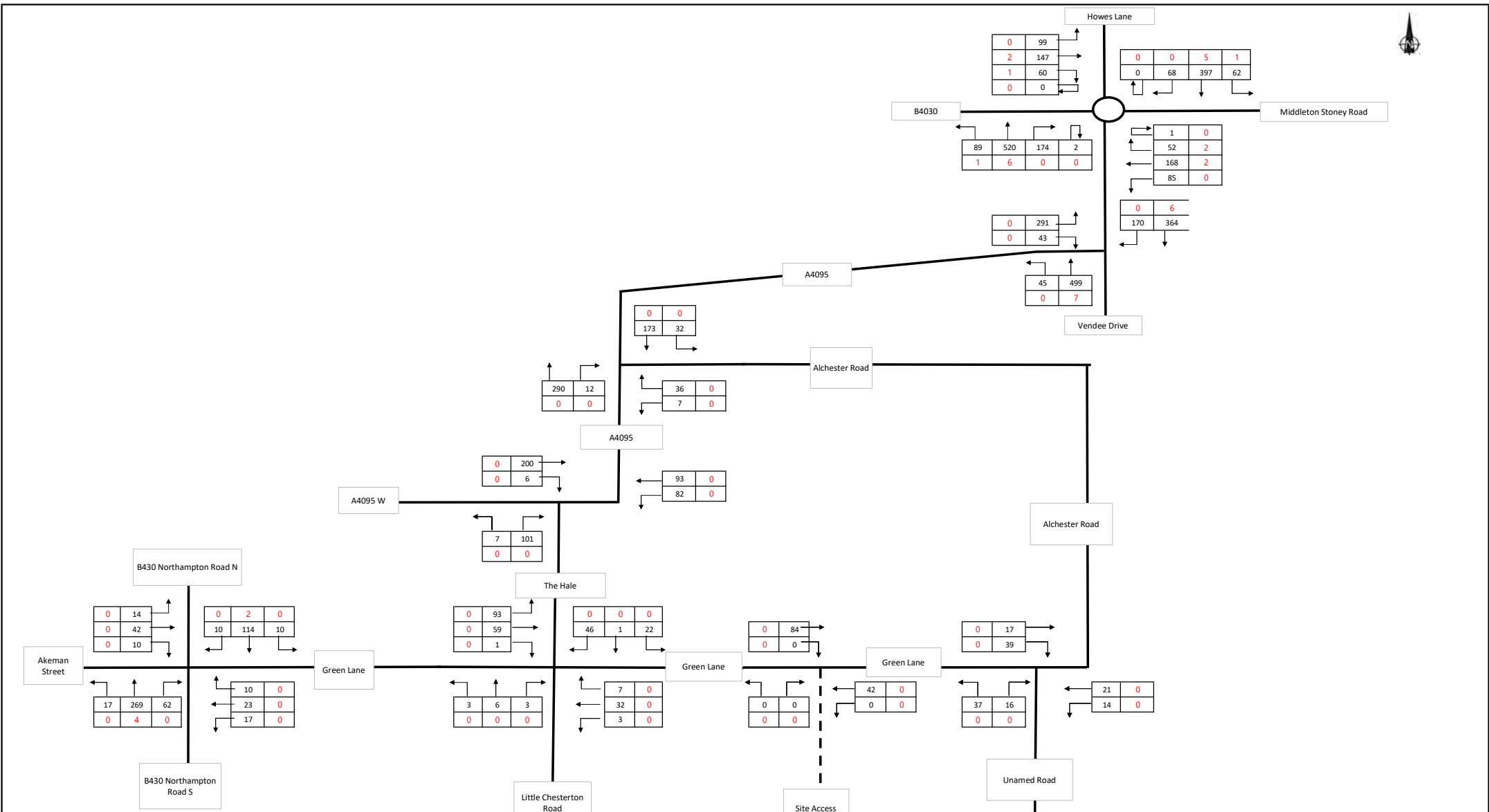
2021 Observed Traffic Flows - AM Peak Hour (0730-0830)

**KEY**

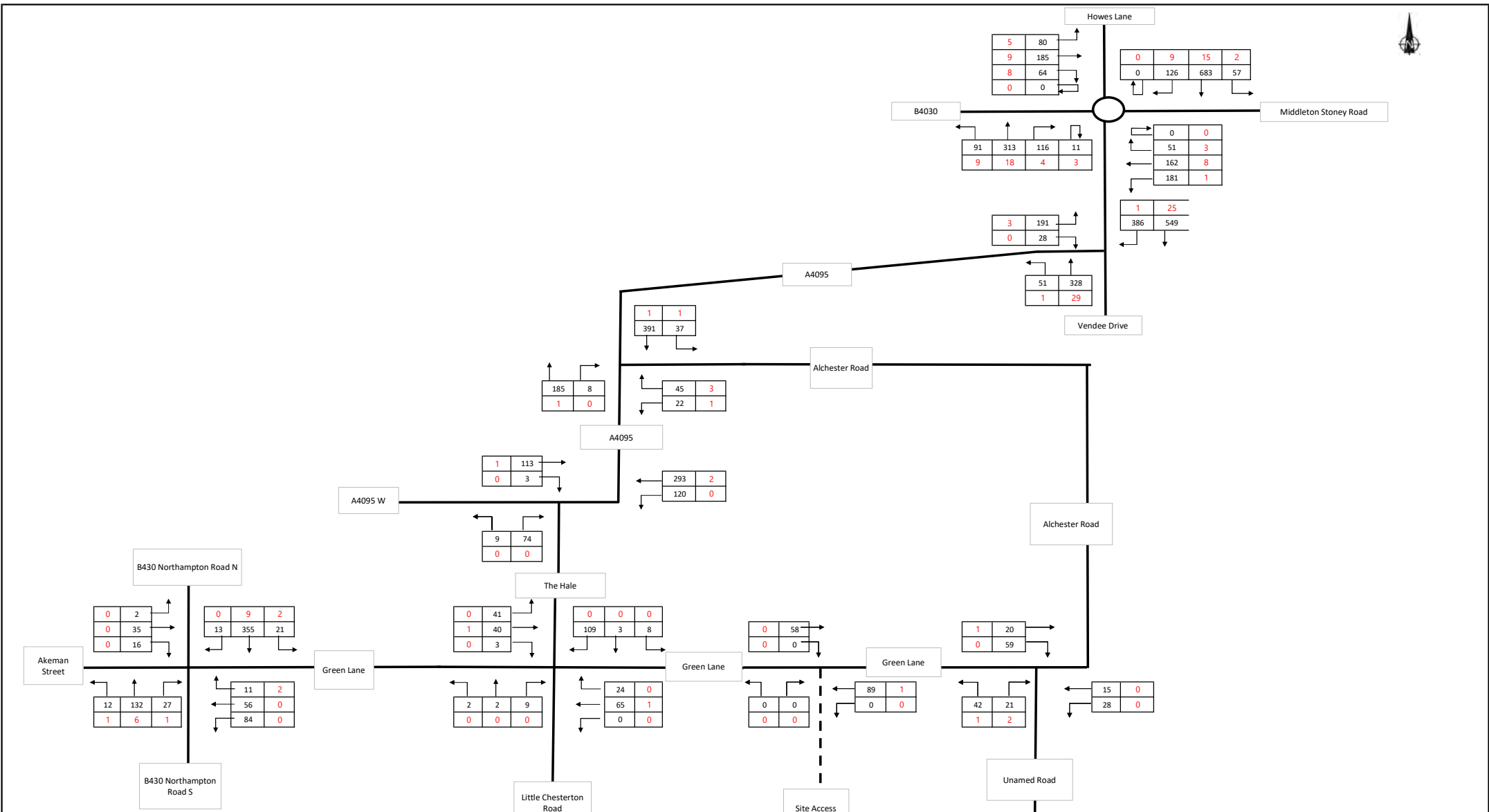
500 = TOTAL VEHICLES

25 = HGVs





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	GREEN LANE, CHESTERTON	500 =
	TF2	25 =
	2021 Observed Traffic Flows -PM Peak Hour (1700-1800)	



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**GREEN LANE, CHESTERTON**

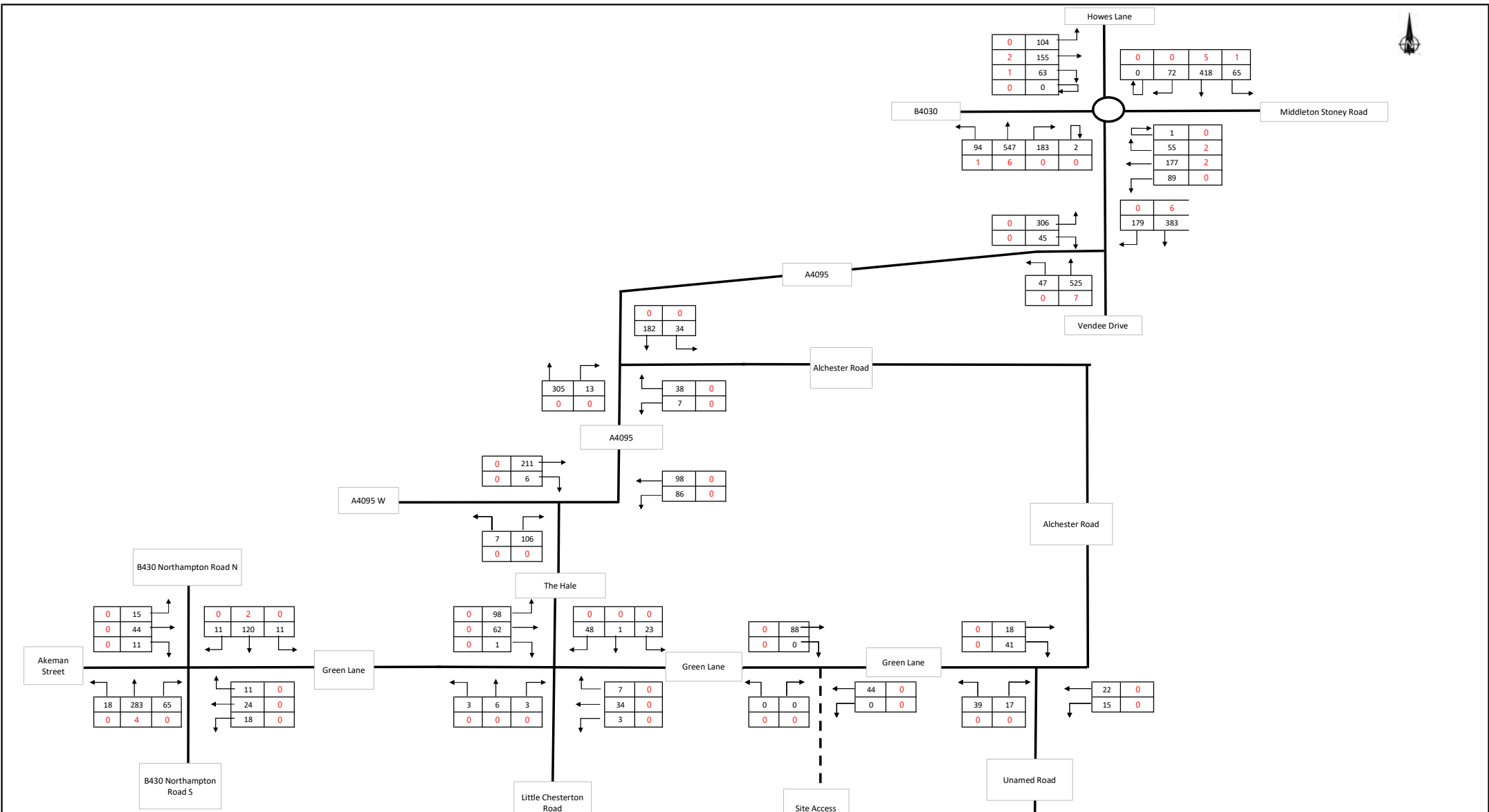
TF3

2021 Factored Traffic Flows - AM Peak Hour (0730-0830)

**KEY**

**500** = TOTAL VEHICLES

**25** = HGVs



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GREEN LANE, CHESTERTON

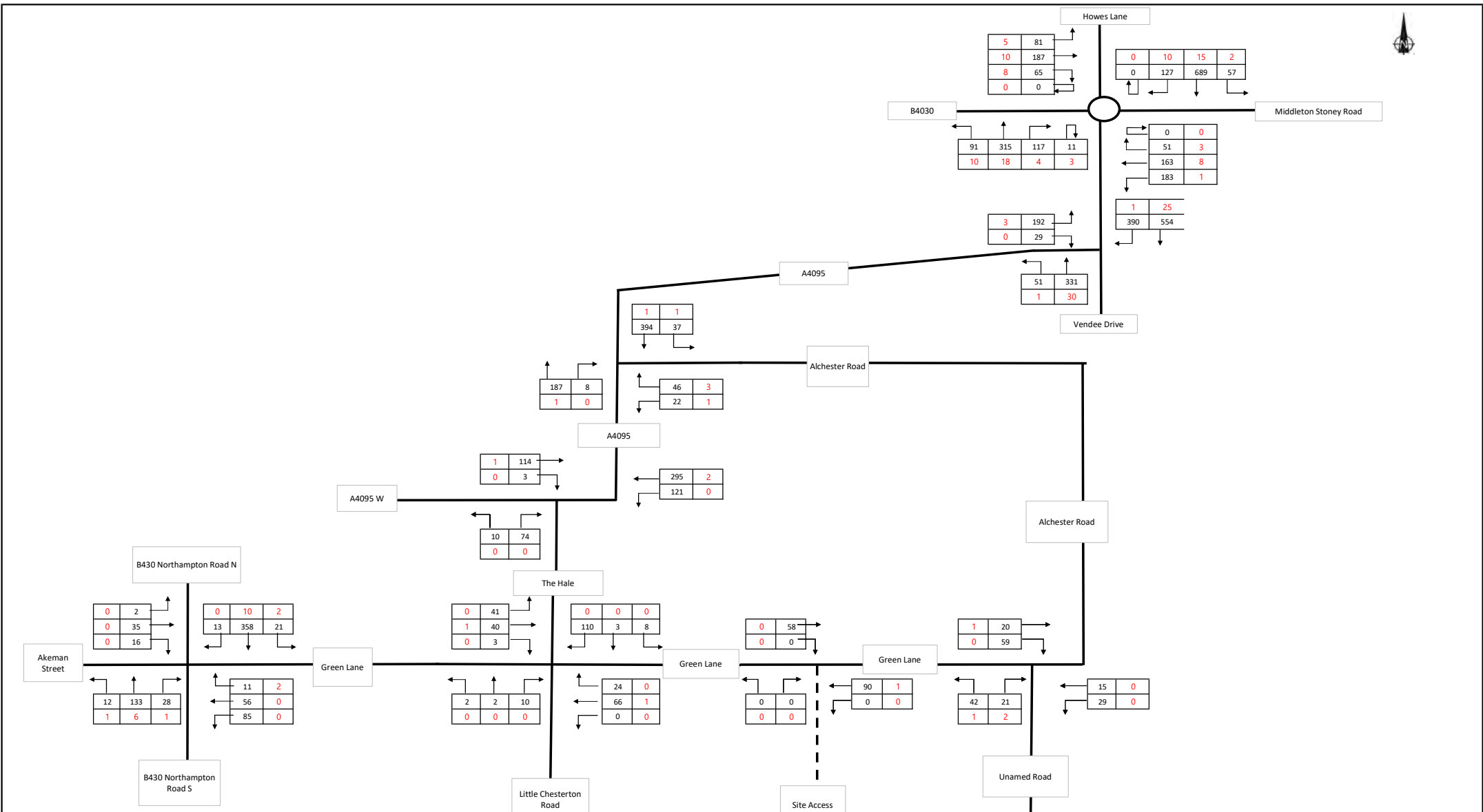
TF4

2021 Factored Traffic Flows -PM Peak Hour (1700-1800)

**KEY**

500 = TOTAL VEHICLES

25 = HGVs



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**GREEN LANE, CHESTERTON**

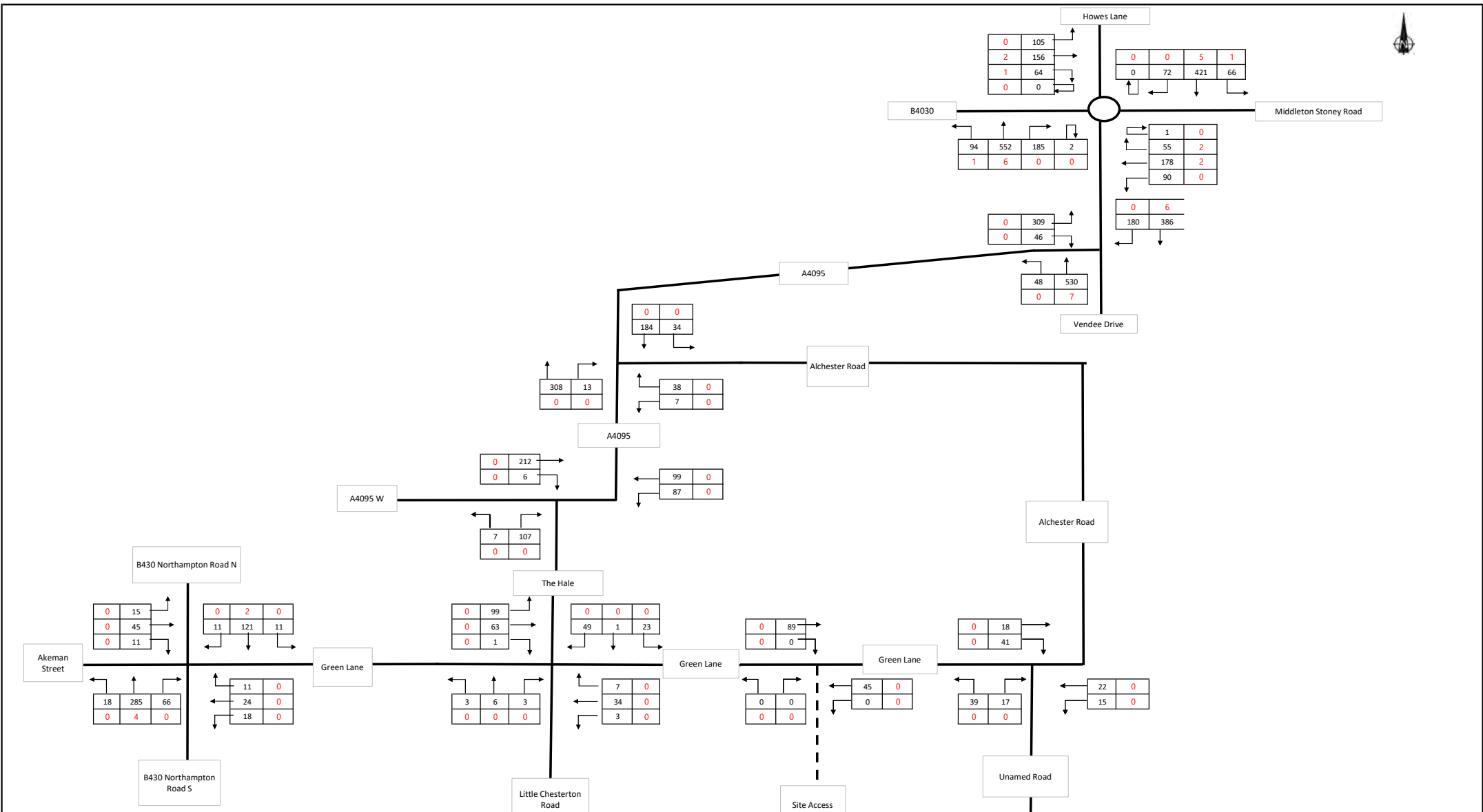
TF5

2025 Future AM Peak Hour (0730-0830)

**KEY**

**500** = TOTAL VEHICLES

**25** = HGVs



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GREEN LANE, CHESTERTON

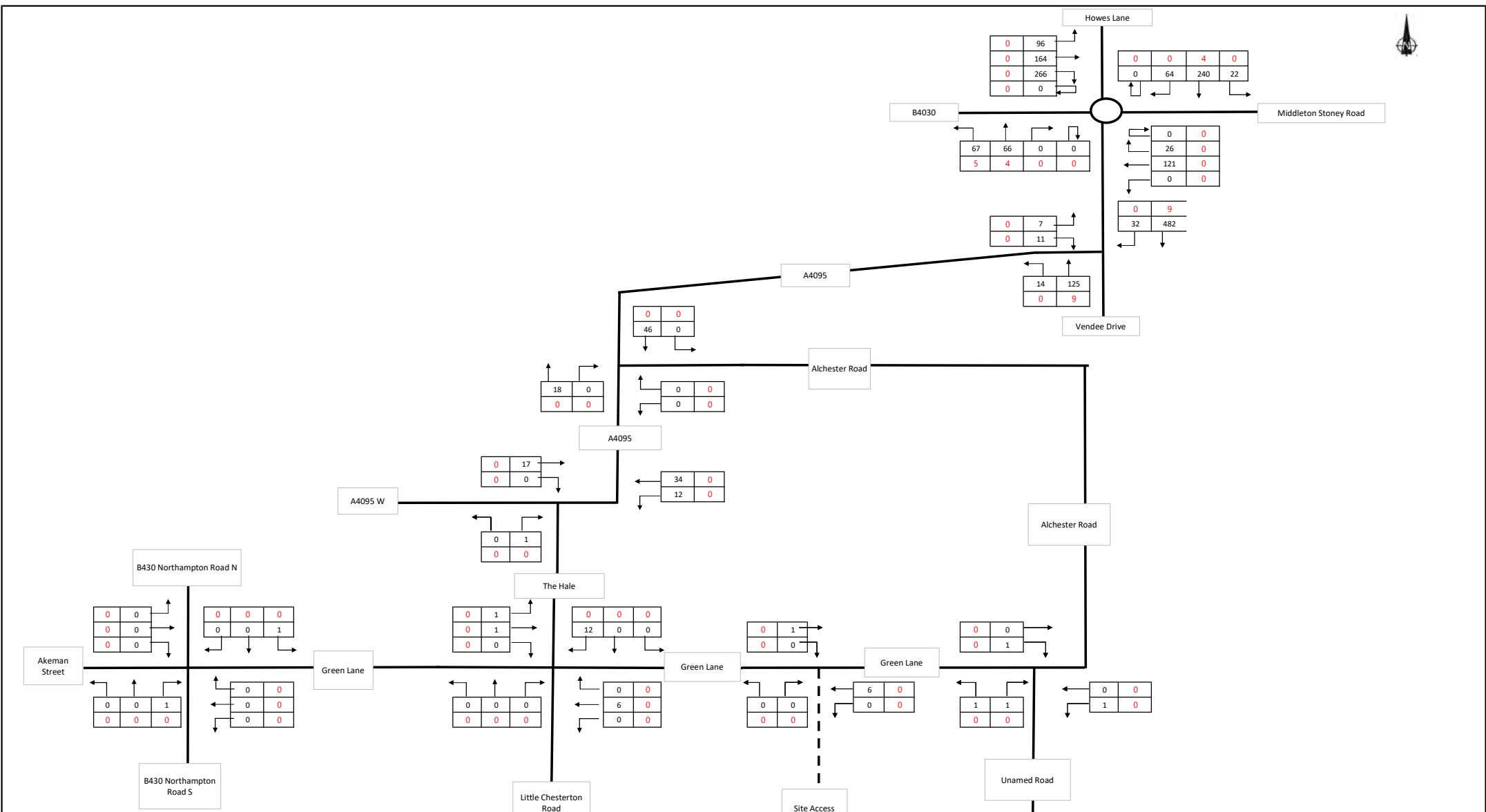
TF6

2025 Future PM Peak Hour (1700-1800)

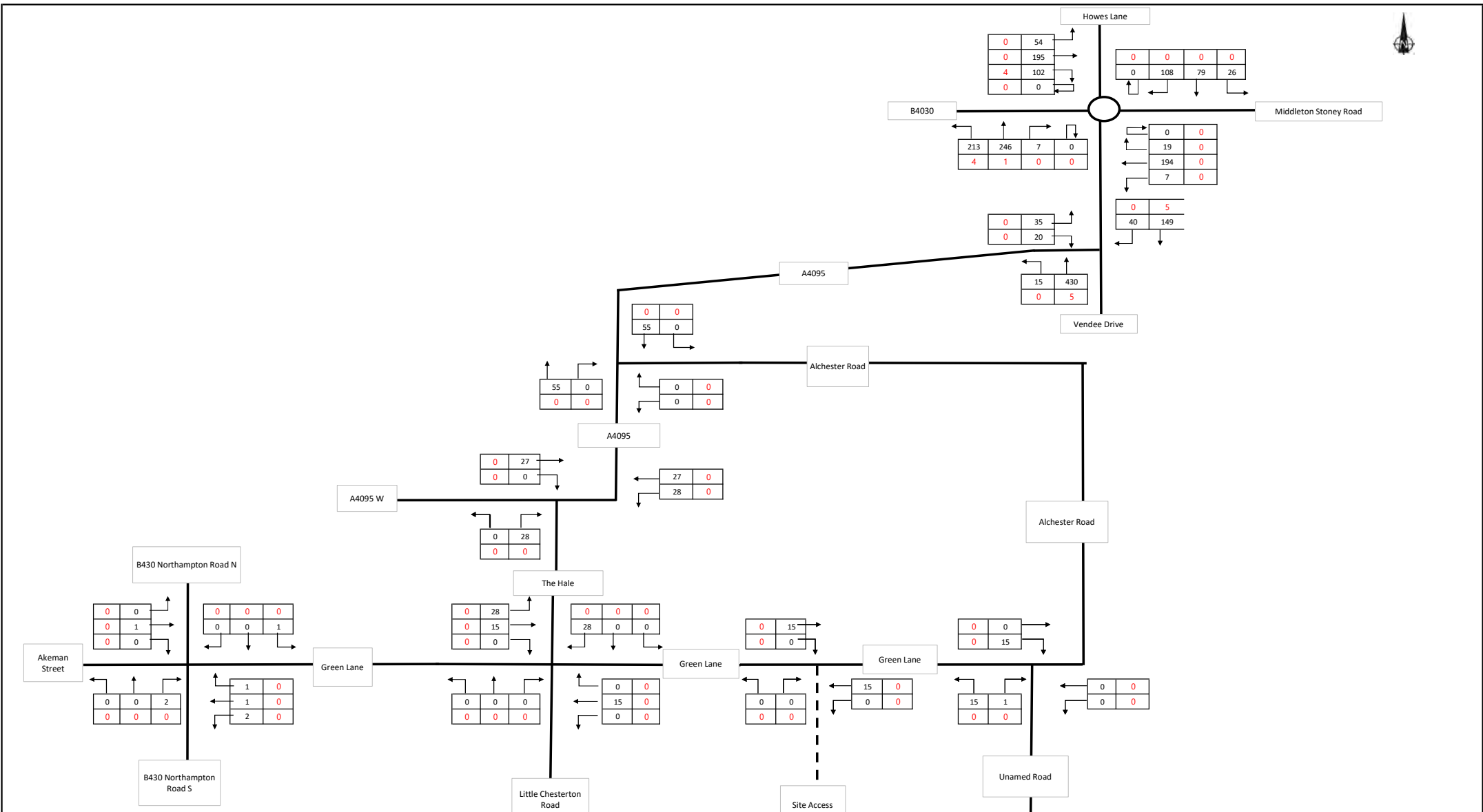
**KEY**

500 = TOTAL VEHICLES

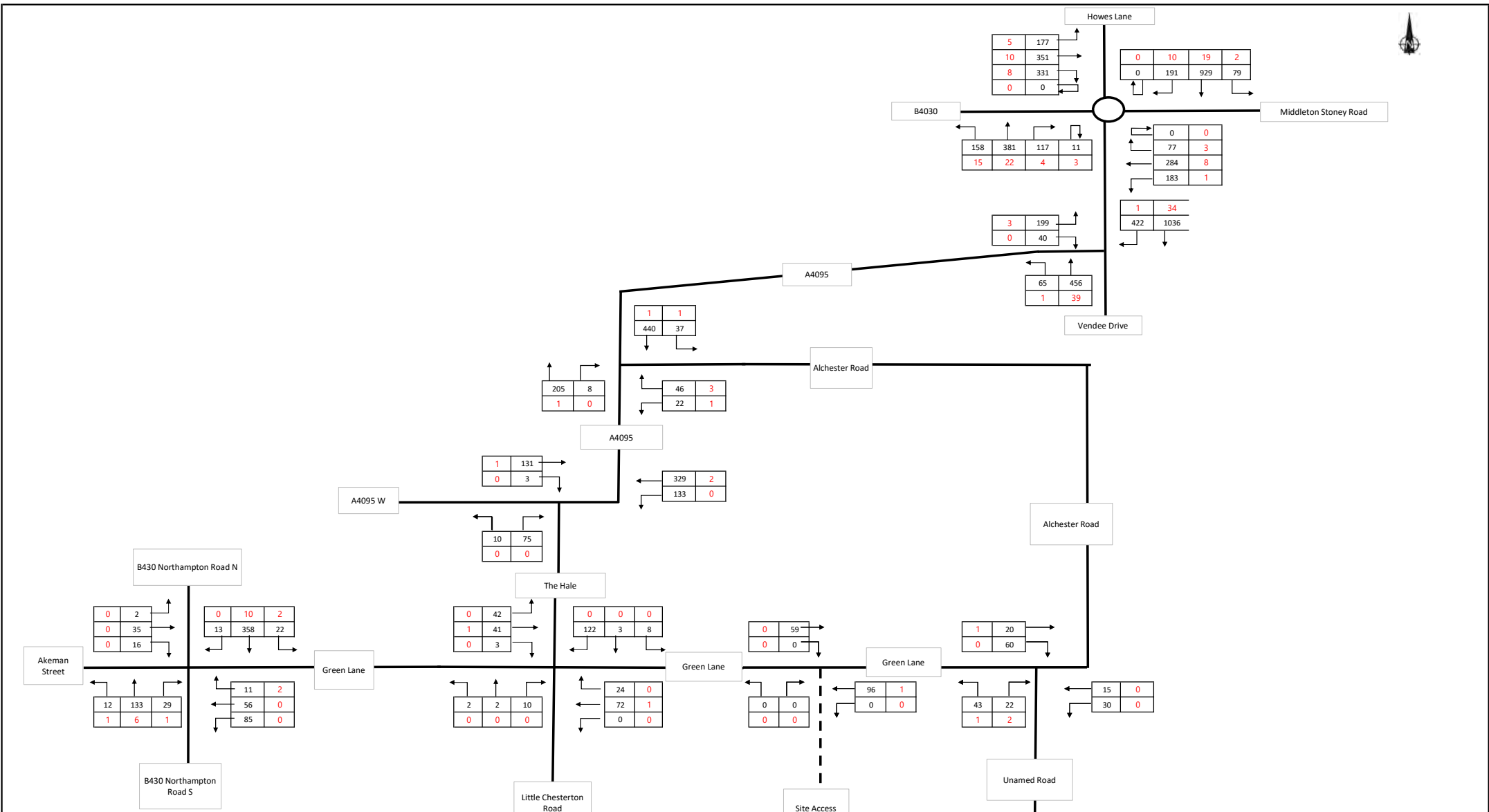
25 = HGVs



	The Square, Basing View, Basingstoke, RG21 4EB Tel: 01256 637940 www.i-transport.co.uk	<b>KEY</b>  500 = TOTAL VEHICLES  25 = HGVs
	GREEN LANE, CHESTERTON	
	TF7	
Total Committed development AM		



	The Square, Basing View, Basingstoke, RG21 4EB Tel: 01256 637940 www.i-transport.co.uk	<b>KEY</b>  500 = TOTAL VEHICLES  25 = HGVs
	GREEN LANE, CHESTERTON	
	TF8	
Total Committed development PM		



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 Basingstoke, RG21 4EB  
 Tel: 01256 637940  
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**GREEN LANE, CHESTERTON**

TF9

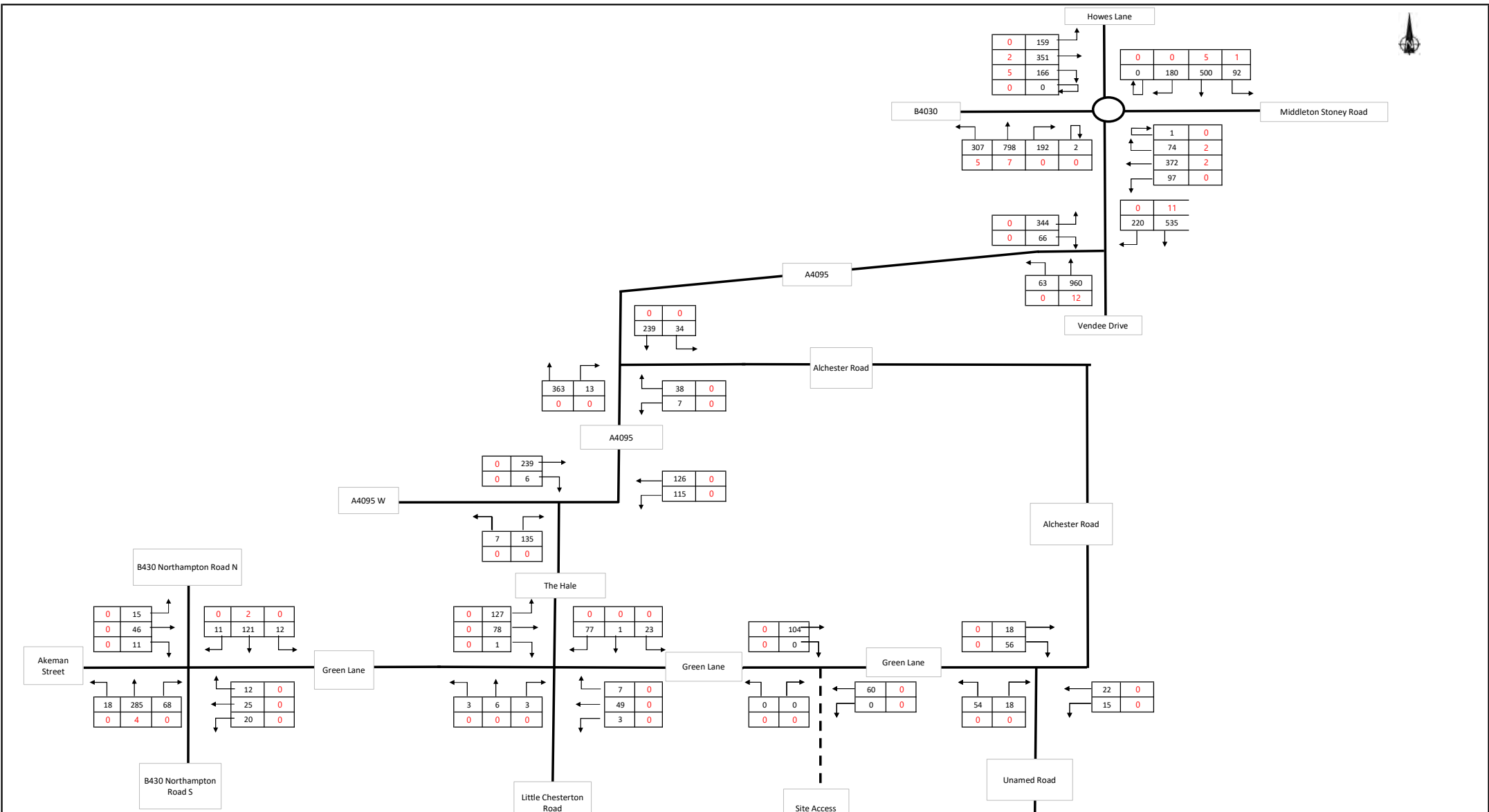
2025 + Committed Development AM Peak Hour (0730-0830)

**KEY**

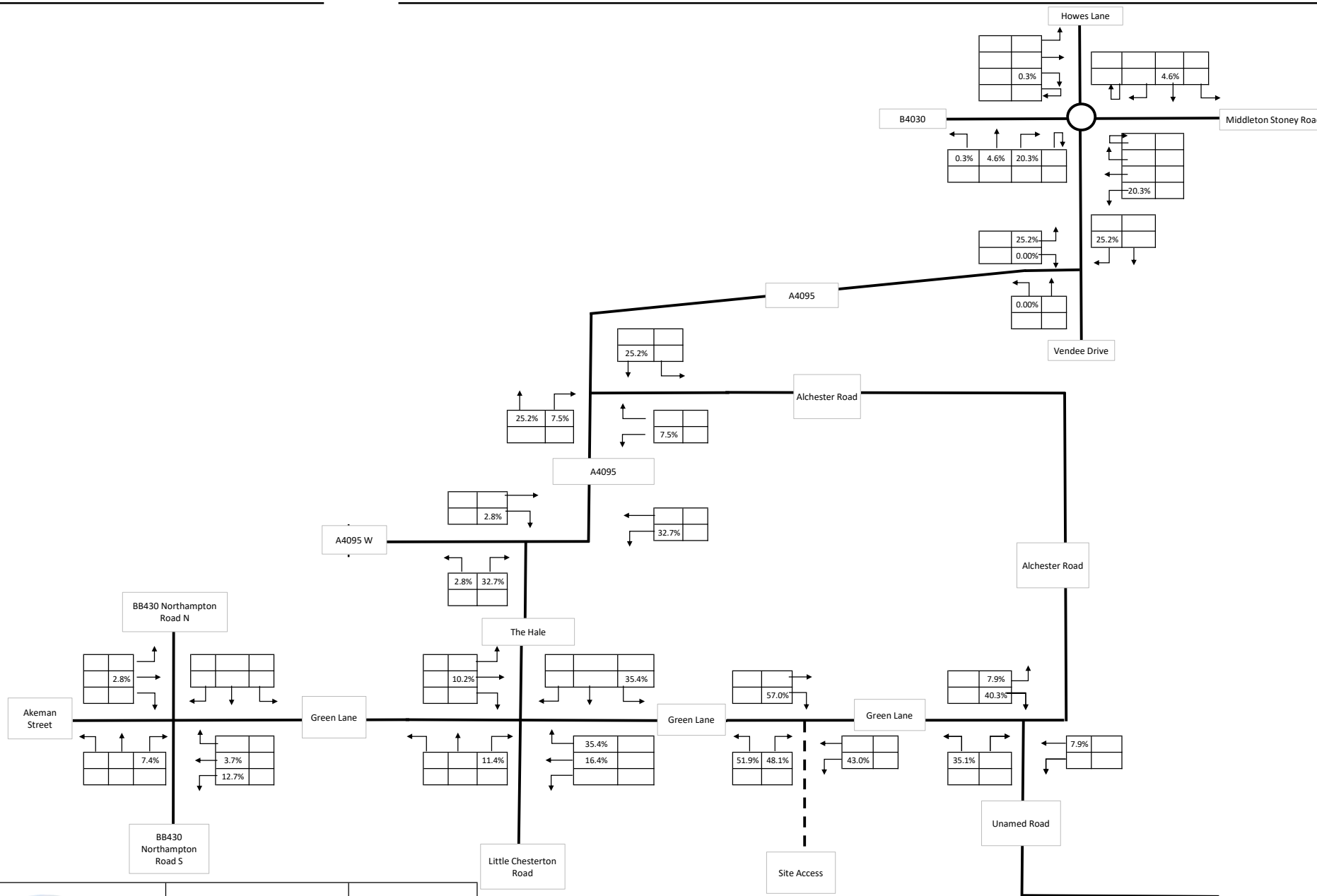
500	=	TOTAL VEHICLES
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25	=	HGVs
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	The Square, Basing View, Basingstoke, RG21 4EB Tel: 01256 637940 www.i-transport.co.uk	<b>KEY</b> <table border="0"> <tr> <td style="border: 1px solid black; padding: 2px;">500</td> <td>=</td> <td>TOTAL VEHICLES</td> </tr> <tr> <td style="border: 1px solid black; padding: 2px;">25</td> <td>=</td> <td>HGVs</td> </tr> </table>	500	=	TOTAL VEHICLES	25	=	HGVs
500	=	TOTAL VEHICLES						
25	=	HGVs						
GREEN LANE, CHESTERTON								
TF10								
2025 + Committed Development PM Peak Hour (1700-1800)								



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**KEY**

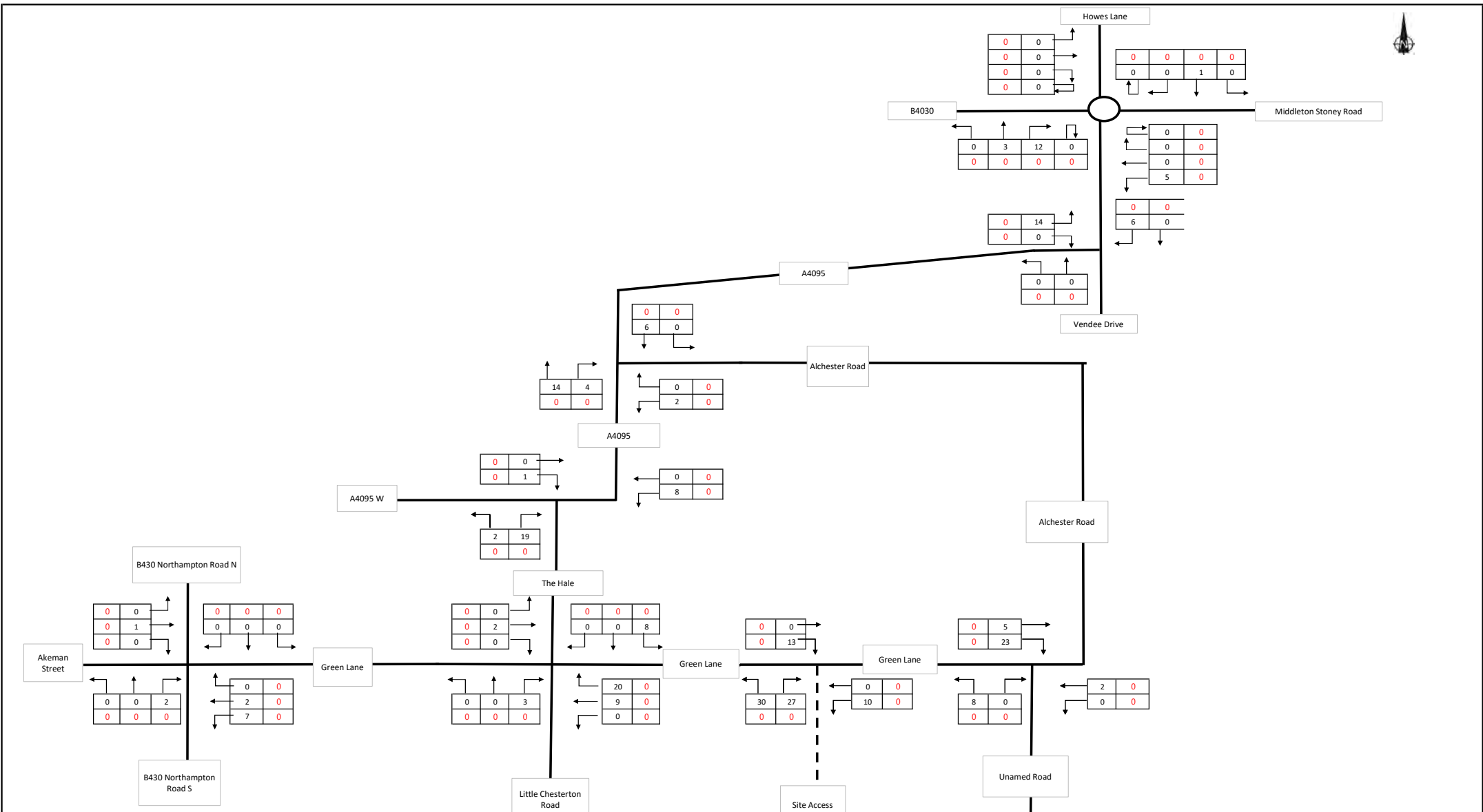
500 = TOTAL VEHICLES

25 = HGVs

GREEN LANE, CHESTERTON

TF11

Development Distribution 2-Way



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 Tel: 01256 637940  
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GREEN LANE, CHESTERTON

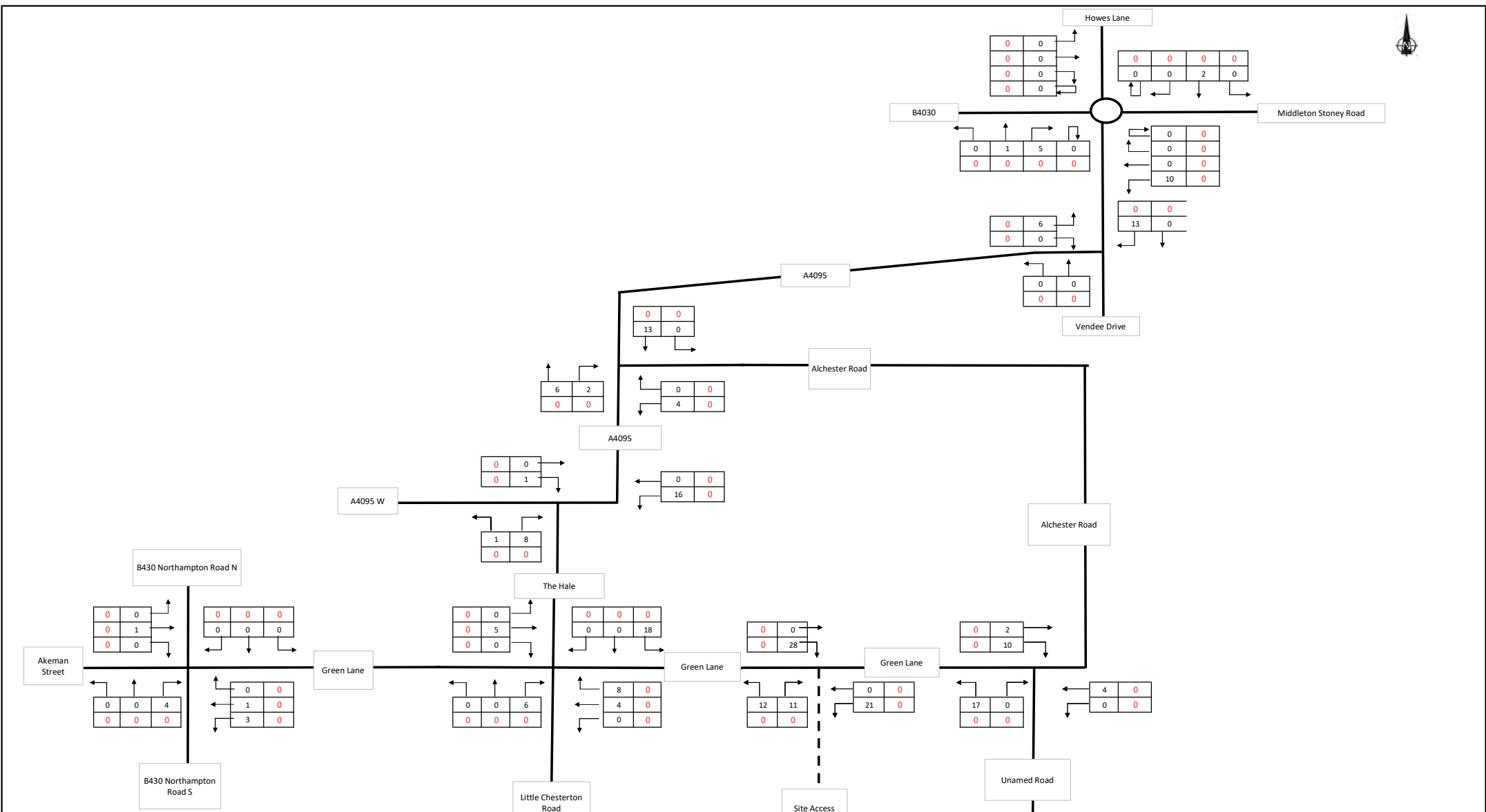
TF12

Development Assignment AM 2-Way

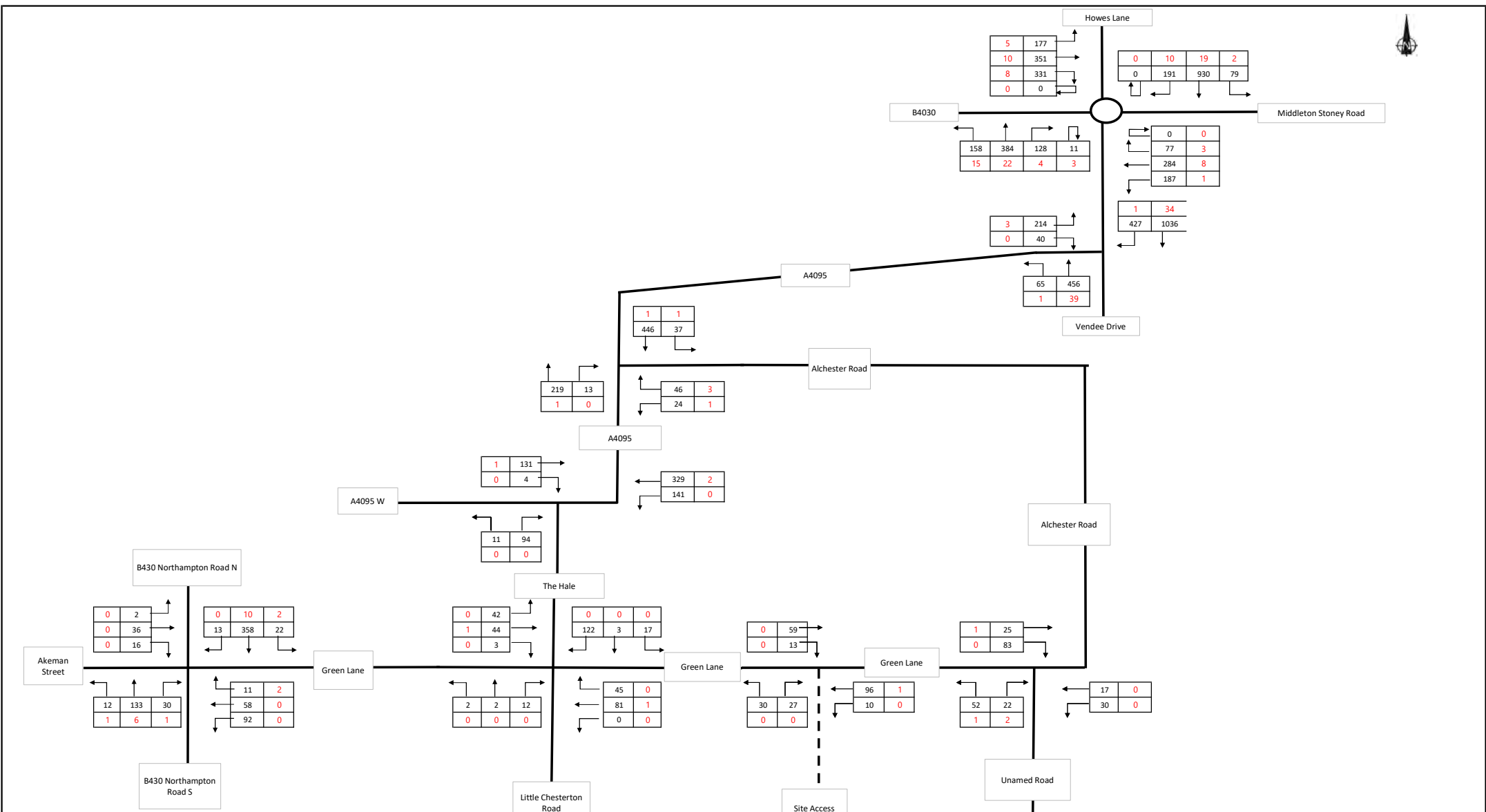
**KEY**

500 = TOTAL VEHICLES

25 = HGVs



	The Square, Basing View, Basingstoke, RG21 4EB Tel: 01256 637940 www.i-transport.co.uk	<b>KEY</b>  500 = TOTAL VEHICLES  25 = HGVs
GREEN LANE, CHESTERTON		
TF13		
Development Assignment PM 2-Way		



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GREEN LANE, CHESTERTON

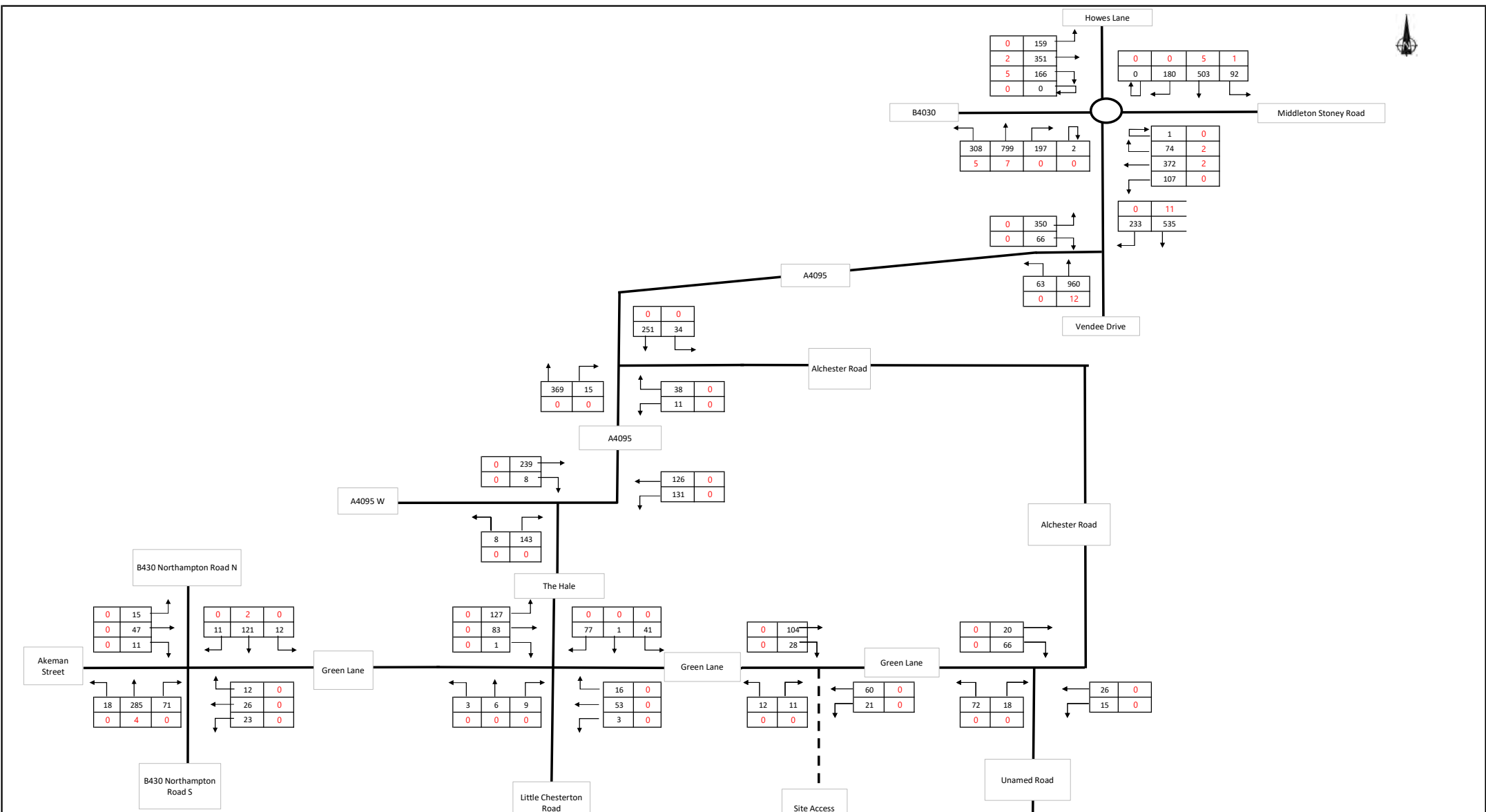
TF14

2025 + Committed Development + Development AM Peak (0730-0830)

**KEY**

500 = TOTAL VEHICLES

25 = HGVs



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GREEN LANE, CHESTERTON

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TF15

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2025 + Committed Development + Development PM Peak (1700-1800)

**KEY**

500 = TOTAL VEHICLES

25 = HGVs