

Appendix A

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**Transport Assessment  
Scoping Note**



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## Transport Assessment Scoping Note

### Introduction

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Arup has been commissioned by North Oxfordshire Consortium to undertake a Transport Assessment for the proposed development of the former military airbase at Upper Heyford in Oxfordshire.

The scope of the Transport Assessment was discussed at a meeting held with Tony Clark and Suzanne Roberts of Oxfordshire County Council, the Highway Authority, and Douglas Rounthwaite of the Highways Agency at Oxfordshire County Council offices on 5th July 2006 and at a further meeting with Tony Clark and Suzanne Roberts on 4<sup>th</sup> October supplemented by telephone conversations and e-mails.

This Scoping Note sets out the proposed coverage and methodology to be employed for the Transport Assessment.

### Proposed Development

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Details of the proposed development will be set out including:

- Description
- Development content
- Access arrangements

### Planning & Policy Framework

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The development will be examined within the context set by national guidance, the Local Transport Plan, the Structure/Local Plans and Development Framework.

### Travel Characteristics / Existing conditions

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Base Traffic Data will be established based on the surveys agreed at the meeting on 5<sup>th</sup> July. A description and plan of the local highway network will be provided along with details of the current performance of 9 key junctions:

- A4260 crossroads junction between Duns Tew and North Aston
- A4260 crossroads with B4030 at Hopcrofts Holt
- A4260 staggered crossroads with A4095
- B4030 staggered crossroads with B430 at Middleton Stoney
- B430 between Middleton Stoney and Ardley – junction with minor road to Upper Heyford
- Chilgrove Drive crossroad immediately east of Upper Heyford airfield
- Minor junction on Camp Road immediately east of Upper Heyford village
- 'T' junction in Upper Heyford village
- Junction of Portway with B4030

The attached map shows the junction locations.

Existing public transport, walking and cycling facilities will be reviewed.

## Highway Impacts

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### Trip rates

The following trip rates have been agreed with Oxfordshire County Council for traffic generation of the residential development.

	Arrivals	Departures	Totals
AM peak	0.17	0.63	0.8
PM peak	0.51	0.29	0.8

The mix of employment uses on the site, and the extent of existing commercial uses that are to be retained has not been finalised. It has therefore been agreed to develop two scenarios for the employment trip generation; a 'most likely' case based on the latest proposals in terms of retained uses and likely new uses, and a 'worse case' that will assume a higher proportion of B1 office use than is presently forecast.

### Distribution

The directional distribution will be developed using travel to work origins and destinations from the Office for National Statistics census data. Heyford Park falls within the Heyford and the Astons Ward. Data will be disaggregated for an area enclosed approximately by the M40, A4260, Kirklington and Souldern.

The data will be validated against that for an area of recent residential development in south east Bicester.

### Committed Development

Details of any committed development for inclusion will be obtained from Cherwell District Council.

### Design years

In terms of impact assessment the opening year of the development (fully completed) is required by Oxfordshire County Council and the Highways Agency. In addition, the Highways Agency requires a test for 15 years after opening. Background growth from 2006 to test years will be calculated using TEMPRO.

### Junction Assessments

Junction capacity assessments will be carried out at any junctions where traffic generated by the development represents an increase of 5% or greater in the test years.

The Highways Agency requires consideration of the impacts on Junction 10 of the M40 and possibly, Junction 9 (to be confirmed when traffic flows from the new development are established).

### Appraisal of Impacts

Transport impacts will be summarised in a brief NATA style multi-criteria appraisal based on an Appraisal Summary Table and in accordance with the government's WebTAG guidance.

### Mitigation

Consideration will be made of measures to mitigate the impact of traffic in the locality and particular surrounding villages. Access arrangements for commercial vehicles will be considered.

### Accidents

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The area for which accident data is to be collected has been agreed with Oxfordshire County Council. Accidents on the M40 main carriageways are to be excluded. Personal injury accident data will be obtained for the latest five year period, August 2001 to July 2006.

It is proposed that accidents will be grouped into the links and junctions where they occurred. Junctions and links exceeding an accident rate of one accident per year will be investigated further. A comparison to the predicted COBA rate will be undertaken to ascertain if the observed rate is in excess of the predicted accident rate. All personal injury accidents involving a vulnerable road user will be investigated regardless of the total

accident rate on the link/junction where they occurred. A summary table will be generated displaying the number of accidents and casualties and their severities for ease of understanding. In addition, the accidents will be displayed on a local road network map detailing their severity and type to clearly display any accident clusters. Potential solutions to clusters of accidents will be discussed.

### **Measures to Influence Travel / Public Transport, Walking and Cycling**

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The following non-car modes will be considered:

- Pedestrian routes around the site, to the local school and the development centre;
- Cycle routes;
- Bus service provision; and,
- Rail services.

Particular consideration will be given to access to Bicester which is the closest large settlement and is likely to provide many key services including secondary education.

### **Travel Plan**

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The Transport Assessment will contain an outline Travel Plan comprising the following sections:

- Process required to develop a TP
- Involvement of Site Occupiers
- Key Players
- Objectives, Targets and Monitoring
- Travel Plan Measures

### **Construction Issues**

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Issues that may arise during the construction stage will be considered in the Transport Assessment including access routes for contractors vehicles, parking, on-site traffic and pedestrian movement and construction/demolition waste processing.





CHERWELL DISTRICT

CHERWELL VALLEY HOTEL

Weston-on-the-Green

Bletchington

Deddington

North Aston

Middle Aston

Steeple Aston

Rousham

Tackley

Bunkers Hill

Somerton

Upper Heyford

Lower Heyford

Northbrook

Kirtlington

Bletchington

Southern

Fritwell

Middleton Stoney

Weston-on-the-Green

Roundhill Fm

Fewcott

Middleton Park

Chesterton Fields Fm

Little Chesterton

Weston Park Fm

B4031

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4030

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