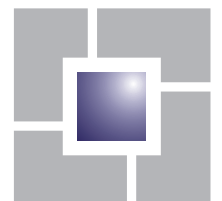


EP Barrus Ltd
Launton Road, Bicester

Transport Statement



david tucker associates
transport planning consultants



EP Barrus Ltd
Launton Road, Bicester

Transport Statement

12th November 2012
RJM/JLS/14140-02 Transport Statement

Prepared by:

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Figure 1 Site Location Plan

Appendices

Appendix A PIA Data

Appendix B Parking and Access



1 INTRODUCTION

- 1.1 This Transport Statement has been prepared on behalf of E. P. Barrus Ltd to consider the highway and transport implications of their proposal for increased parking on land adjacent to Launton Road, Bicester. This Statement has been prepared in line with Department for Transport 'Guidance on Transport Assessment' issued in March 2007.
- 1.2 The proposals envisage the use of an area of landscaping to the west of the existing building for car parking. The need for this parking arises from additional demand on training days and conferences which are held at the site on a regular basis. During these times on-street parking and parking on grass verges is common. The proposal will seek offer an improvement over the existing situation by formalising and managing the parking.
- 1.3 The additional car park will be managed to prevent misuse on normal days at the site. The proposed management measures are set out in detail within this report.
- 1.4 The report concludes that there will be no significant negative impact of the proposals on the local highway network in terms of junction operation or highway safety. The proposals will provide benefits to local road users and the operation of adjacent units.
- 1.5 On this basis, it is therefore concluded that there are no highways or transport grounds for objection.



2 SITE LOCATION

Description

- 2.1 The existing building is approximately 5,908m² and is operated by EP Barrus Ltd. Barrus are manufacturers and importers of leading brands across a diverse range of markets including Marine, Garden Machinery, Vehicle and Industrial sectors. Barrus currently carry out a wide range of functions from the site including administration, manufacturing, technical training and sales and distribution from the site.
- 2.2 To ensure the efficient servicing of the site it is proposed to form a new access onto Launton Road. This will take the form of simple priority junction. The new arrangement will overcome existing issues experienced.
- 2.3 The site is located on the eastern side of Bicester town centre within an existing industrial estate. The location of the site is shown in **Figure 1**.
- 2.4 Formal car parking bays are provided on site for 71 vehicles.

Local Road Network

- 2.5 Launton Road is a single carriageway road with a shared cycleway/footway on the western side. Street lighting is provided within the vicinity of the site.
- 2.6 Access to Granville Way from Launton Road is via a priority junction with a separate right-turn lane at the south western corner of the site. There is a dropped kerb crossing with a central refuge and tactile paving at the site frontage on Launton Road.
- 2.7 The site itself is accessed from a service road which runs parallel to Launton Road. The service road is accessed from Granville Way. The service road junction within Granville Way is approximately 35m from the junction with Launton Road. This service road is not a public highway but an estate road which provides access to both E. P. Barrus and an adjacent site.
- 2.8 A mini roundabout is located at the northern corner of the site on Launton Road linking Churchill Road and providing access to the western area of the industrial estate.



Highway Safety

- 2.9 Personal Injury Accident (PIA) data were obtained from Oxfordshire County Council for the latest 5 year period for roads surrounding the site. The study area included Launton Road approximately 400m either side of the site access. The full data and location plan are included in **Appendix A**.
- 2.10 A total of 5 accidents were recorded, one of which was classed as "serious". The remaining accidents were classed as "slight" and there were no fatalities.
- 2.11 The "serious" accident occurred at the mini roundabout junction of Launton Road with Wickes Stores to the south of the site. The accident involved a pedal cyclist who was intoxicated, hit the kerb and fell off the bicycle. A "slight" accident also occurred at this location and involved a goods vehicle hitting the rear of a car braking sharply to give way at the junction.
- 2.12 One "slight" accident occurred at the junction of Launton Road with Granville Way. This accident involved a goods vehicle turning right from Ganville Way whereby the driver failed to give way/look properly at the junction and collided with a pedal cyclist.
- 2.13 The two remaining "slight" accidents took place at the priority junction of Murdock Road with Launton Road. One involved a car failing to give way to a pedestrian crossing Murdock Road. The other accident involved a car turning right into Murdock Road from Launton Road failing to give way to another car travelling northbound on Launton Road.
- 2.14 In conclusion, there did not appear to be any patterns in the location or causal factors of the accidents recorded. Subsequently, there are no specific accident issues or black spots which need to be addressed as a result of the proposed additions to the site.



3 ACCESSIBILITY

Walking and Cycling

- 3.1 The site is located in an established employment area with good linkages to nearby residential areas. Typically walking is considered to be an attractive mode for trips up to 2km in length which equates to a 20-25 minute walk. The majority of the residential areas within Bicester are within this distance.
- 3.2 Pedestrian access within the vicinity of the site is good with footways provided on all local roads. Tactile paving and dropped kerbs are provided on Launton Road. Churchill Road benefits from a zebra crossing within the vicinity of the bus stops.
- 3.3 Typically cycling is considered to be an attractive mode for trips up to 5km in length which equates to a 20-25 minute cycle ride. The whole of Bicester is within this distance as well as a number of the surrounding villages.
- 3.4 The site benefits from a shared cycleway/footway on Launton Road which links to the wider cycle network. Bicester town has several off road cycleways. The A roads forming the outer edge of the town all benefit from shared cycle/footway facilities and there are several off road routes linking the outer routes to the town centre.
- 3.5 Bicester is connected further afield via designated on-road cycleway National Route 51.
- 3.6 Overall, the site is very well located with respect to the local workforce within Bicester who have a choice of non-motorised modes of travel to work.

Bus Services

- 3.7 For employees who live further afield there are bus stops on Churchill Road approximately 600m from the site. Services include 18 and S5. The frequency and routes of these services are summarised in **Table 1**.

**Table 1** – Bus Services on Churchill Road

Service	Operator	Route	Frequency		
			Monday-Friday	Saturday	Sunday
18	Langston and Tasker	Bicester-Launton-Steeple Clayton-Buckingham-Aylesbury	5 journeys	No service	No service
S5	Stagecoach	Oxford-Gosford-Bicester-Glory Farm-Launton	Every 60 mins	Every 60 mins	Every 60 mins (Not to Launton)

Rail Services

- 3.8 There are two railway stations in Bicester.
- 3.9 Bicester Town Railway Station is situated approximately 1.2km to the south of the site. Actual walking distances are slightly longer, but there are relatively few main roads cross and journey times are likely to be around 15 minutes. The station provides services to Oxford.
- 3.10 Bicester North Station situated approximately 800m to the west of the site. Actual walking distances are slightly over 1km equating to a 10-15 minute walk. The station is on the Chiltern Line and provides up to 3 trains per hour to London Marylebone, and an hourly service to Banbury and Birmingham Snow Hill.



4 DEVELOPMENT PROPOSALS

- 4.1 There are existing car parking pressures within the wider employment area as a whole.
- 4.2 For Barrus, there are frequent occasions due to the use of the site by a number of their representatives who visit the site for sales presentations, technical training and other meetings, which generates a high demand for operational car parking over that required for staff parking. This results in car parking on street and on the grass.
- 4.3 Barrus therefore require the additional car parking for the use of their traders who will travel from further afield to attend technical training sessions and sales conferences at the Launton Road site. The Company has nine divisions and approximately 1,500 traders countrywide, with each division organising their own training sessions at varying times. In addition, the site has training sessions for staff covering a thousand man days a year.
- 4.4 As set out above, Barrus plan for additional investment in the site adding 1,100m² to their warehousing by building RUBB structures. The additional warehousing is likely to result in an additional 8 employees. As such, the parking demand is unlikely to materially change as part of this separate proposal.
- 4.5 The proposals include the provision of 66 additional car parking spaces to be located on the grass verge/landscape area to the north west of the existing building. The proposed car parking area is shown in **Appendix B**. This is equivalent to a parking provision of 1 space per 50m². Considering the current site uses and the specific operational requirements this is considered to consistent with current parking guidance.
- 4.6 The parking will be accessed via the internal estate road. This road is not publically adopted highway but serves both Barrus and the adjacent employment unit to the north.
- 4.7 The use of the additional car parking will be controlled and managed by Barrus, such that staff will be discouraged from using it. The management measures are discussed in Section 5.



5 MANAGEMENT MEASURES

- 5.1 A number of measures will be implemented by Barrus ensure that the parking remains available for use by their representatives and visitors. This will be required to prevent the car parking area from being used by staff at Barrus or by staff from adjacent units which could erode the utility of the additional parking.
- 5.2 In addition, the measures will be in place to prevent use of the car park by the general public. Signage at the entrance to the car park will clearly signify to car drivers that the car park is a private facility for use by Barrus and their visitors only.
- 5.3 The vehicular entrance to the additional car parking area will be closed off with a barrier when not required. The car park will not be surrounded by a wall or fence or other physical boundary. To limit access to the car park via the barrier controlled entrance the kerb upstand will be sufficient high to prevent over running of the car park boundary.
- 5.4 The management at Barrus will be responsible for keeping the protocols under-review to ensure that the parking is being effectively used.



6 TRAFFIC IMPACT

- 6.1 There will be no new traffic associated with the new parking area. The additional car parking will provide an improvement over the existing situation where representatives and other staff are required to park on street or on the grass thus imposing a potential highway safety issue. The proposed changes to provide more car parking will greatly increase not only the efficiency and safety of our operation, but also the whole of the Chaucer Business Park site.
- 6.2 On this basis, there will be no material impact in terms of traffic generation which warrants the assessment of off-site highway impacts or mitigation.



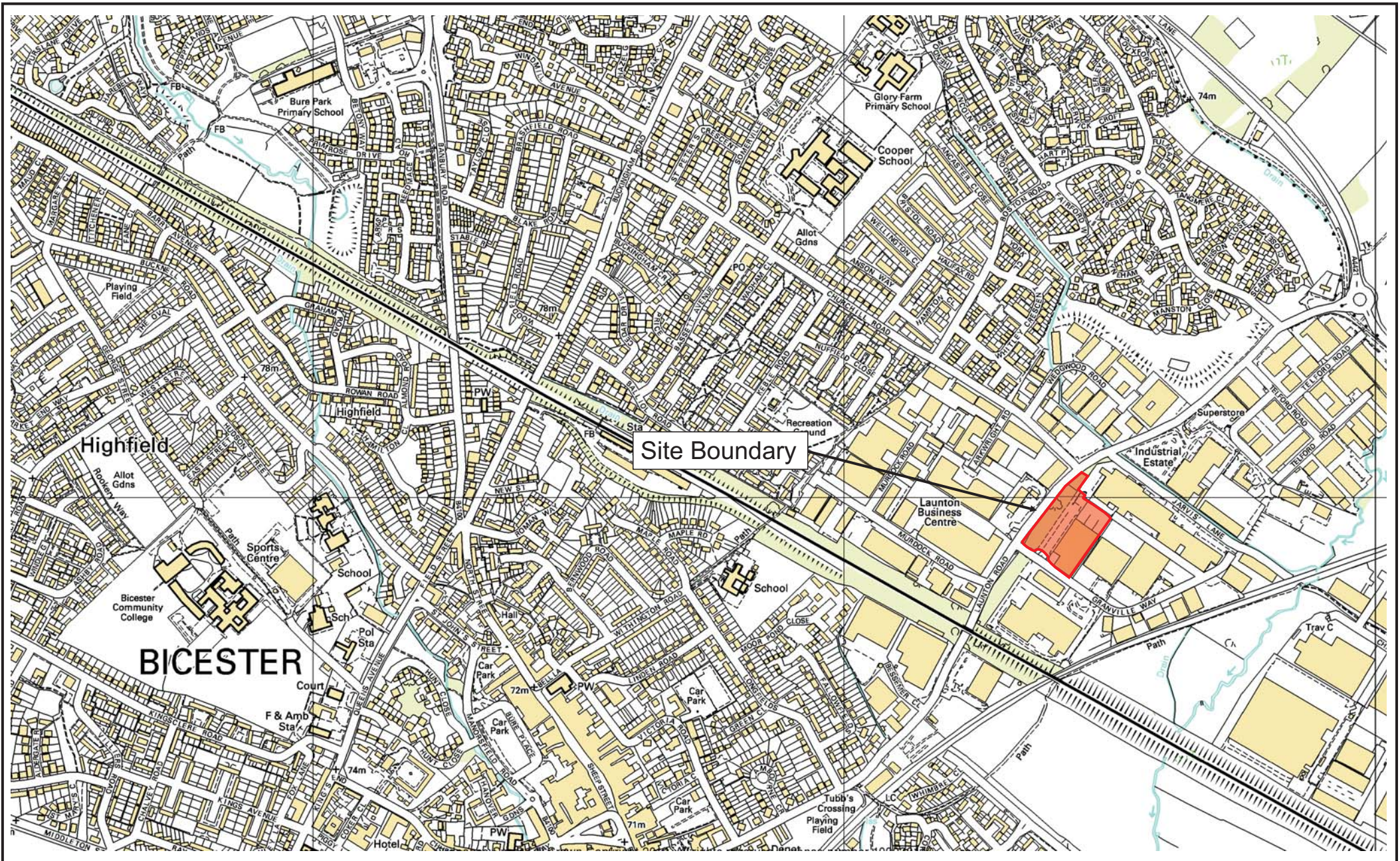
7 CONCLUSIONS

- 7.1 This report has been prepared on behalf of E. P. Barrus Ltd to review the transport implications of the proposed additional operational car parking for the existing industrial unit adjacent to Launton Road, Bicester.
- 7.2 The additional car parking spaces will be provided and these will be managed to ensure they are being effectively used for their intended purpose.
- 7.3 The accident record for the surrounding road network has been analysed and there is no evidence to suggest that there are any existing road safety issues which need to be address as a result of the proposals.
- 7.4 There will be an overall benefit in providing the additional car parking on site and on this basis there are no grounds for objection from a highways perspective.

RJM/JLS/14140-02 Transport Statement
12th November 2012



Figure 1



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Notes:

Figure 1
 Drawing Title
 Job Title
 Client

Drawing No : 14140-05
 Site Location Plan
 Launton Road, Bicester
 E. P. Barrus Ltd

Scale : NTS





Appendix A

Accidents between dates 01/01/2007 and 30/06/2012 (66) months
 Selection: Notes:
 Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Friday 25/05/2007 Time 1533 Slight at LAUNTON ROAD AT MINI RBT J/W ACCESS TO WICKES STORE BICESTER
 E: 459167 N: 222620 Junction Detail: 2 Control 4
 Fine without high winds Road surface Wet/Damp Daylight:street lights present
 GDS1 TRAV NE ON LAUNTON ROAD HIT REAR OF STAT C2 WHICH HAD BRAKED SHARPLY TO GIVE WAY TO VEH
 TURNING RT FROM WICKES STORE ONTO LAUNTON ROAD
 Road Type Roundabout Vehicles 2 Casualties 1 Police Ref. P4050507 Speed limit 30
 Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0129

Causation

	Factor:	Participant:	Confidence:
1st:	Sudden braking	Vehicle 1	Very Likely
2nd:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
3rd:	Failed to look properly	Vehicle 2	
4th:			
5th:			
6th:			

Vehicle Reference 1	Goods over 3.5 tonnes and under 7.5 tonnes mgw	Moving from	to 0	Stopping
Not in restricted lane				Skidded
First point of impact Front	Age of Driver 43	Sex of Driver Male	Breath test	Negative
Vehicle Reference 2	Car	Moving from	to 0	Stopping
Not in restricted lane				Skidded
First point of impact Back	Age of Driver 34	Sex of Driver Male	Breath test	Negative
Casualty Reference: 1	Age: 34	Male	Driver/rider	Severity: Slight
Ped. Location	Ped. Movement	Ped. Direction	Ped. Injury 0	Injured by vehicle: 2
				School pupil: 0

Accidents between dates 01/01/2007 and 30/06/2012 (66) months
 Selection: Notes:
 Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Wednesday 20/06/2007 Time 1712 Slight at LAUNTON ROAD J/W GRANVILLE WAY BICESTER
 E: 459325 N: 222908 Junction Detail: 3 Control 4
 Fine without high winds Road surface Dry Daylight:street lights present
 HGVI TURNED RT FROM GRANVILLE WAY FAILING TO GIVE WAY TO PC2 TRAV SW ON LAUNTON ROAD
 Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P2250607 Speed limit 30
 Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0129

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1	Goods 7.5 tonnes mgw and over	Moving from SE to NE	Turning right
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact Front	Age of Driver 44	Sex of Driver Male	Breath test Negative
Vehicle Reference 2	Pedal Cycle	Moving from NE to S	Going ahead other
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact Front	Age of Driver 48	Sex of Driver Male	Breath test Positive
Casualty Reference: 1	Age: 48	Male	Driver/rider
Ped. Location	Ped. Movement	Ped. Direction	Severity: Slight Injured by vehicle: 2
			Ped. Injury 0 School pupil: 0

Accidents between dates 01/01/2007 and 30/06/2012 (66) months

Selection: Notes:

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Monday 25/10/2010 Time 0627 Slight at LAUNTON RD J/W MURDOCK RD BICESTER

E: 459266 N: 222837 Junction Detail: 3 Control 4

Other Road surface Dry Darkness: street lights present and lit

C1 TRAV NE ON LAUNTON RD TURNED LT AT J/W MURDOCK RD BUT FAILED TO GIVEWAY TO PED TRAV SW XING
MURDOCK RD TO SW & HIT OCCURRED

Road Type Single carriageway Vehicles 1 Casualties 1 Police Ref. P2651010 Speed limit 30

Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0129

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from S to N Turning left
 Not in restricted lane No skidding, jack-knifing or overturning
 First point of impact Front Age of Driver 30 Sex of Driver Male Breath test Negative
 Casualty Reference: 1 Age: 61 Male Pedestrian Severity: Slight Injured by vehicle: 1
 Ped. Location 5 Ped. Movement 3 Ped. Direction 6 Ped. Injury 0 School pupil: 0

Accidents between dates 01/01/2007 and 30/06/2012 (66) months
 Selection: Notes:
 Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Friday 25/02/2011 Time 1330 Slight at LAUNTON RD J/W MURDOCK RD BICESTER
 E: 459270 N: 222838 Junction Detail: 3 Control 4
 Fine without high winds Road surface Dry Daylight:street lights present

C1 TRAV E ON MURDOCK RD TURNED RIGHT INTO LAUNTON RD FAILING TO GIVE WAY TO C2 TRAV N ON LAUNTON RD & HIT OCCURRED

Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P2480211 Speed limit 30
 Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0129

Causation

	Factor:	Participant:	Confidence:
1st:	Poor turn or manoeuvre	Vehicle 1	Possible
2nd:	Junction restart	Vehicle 1	Possible
3rd:	Failed to judge other persons path or speed	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle Reference 1	Car	Moving from W to S	Turning right
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Offside	Age of Driver 42 Sex of Driver Male	Breath test Negative
Vehicle Reference 2	Car	Moving from S to N	Going ahead other
Not in restricted lane			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver 46 Sex of Driver Male	Breath test Not requested
Casualty Reference: 1	Age: 14 Female	Passenger	Severity: Slight Injured by vehicle: 2
Ped. Location Unknown	Ped. Movement	Ped. Direction General	Ped. Injury 0 School pupil: 0

Accidents between dates 01/01/2007 and 30/06/2012 (66) months
 Selection: Notes:
 Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Friday 22/04/2011 Time 0020 Serious at LAUNTON ROAD AT MINI RBT J/W ACCESS TO WICKES STORE BICESTER
 E: 459172 N: 222632 Junction Detail: 2 Control 4
 Fine without high winds Road surface Dry Darkness: street lights present and lit
 PC1 (RIDER INTOXICATED / WEARING HIGH HEEL SHOES) TRAV NE ON LAUNTON RD ENTERED MINI RBT J/W ACCESS
 TO WICKES STORE LOST CONTROL FOR U/K REASON HIT KERB & RIDER FELL
 Road Type Single carriageway Vehicles 1 Casualties 1 Police Ref. P2490411 Speed limit 30
 Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0129

Causation

	Factor:	Participant:	Confidence:
1st:	Impaired by alcohol	Vehicle 1	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Pedal Cycle Moving from S to NE Going ahead other
 Not in restricted lane No skidding, jack-knifing or overturning
 First point of impact Front Age of Driver 49 Sex of Driver Female Breath test Not applicable
 Casualty Reference: 1 Age: 49 Female Driver/rider Severity: Serious Injured by vehicle: 1
 Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates 01/01/2007 and 30/06/2012 (66) months

Selection: Notes:

Selected using Build Query :

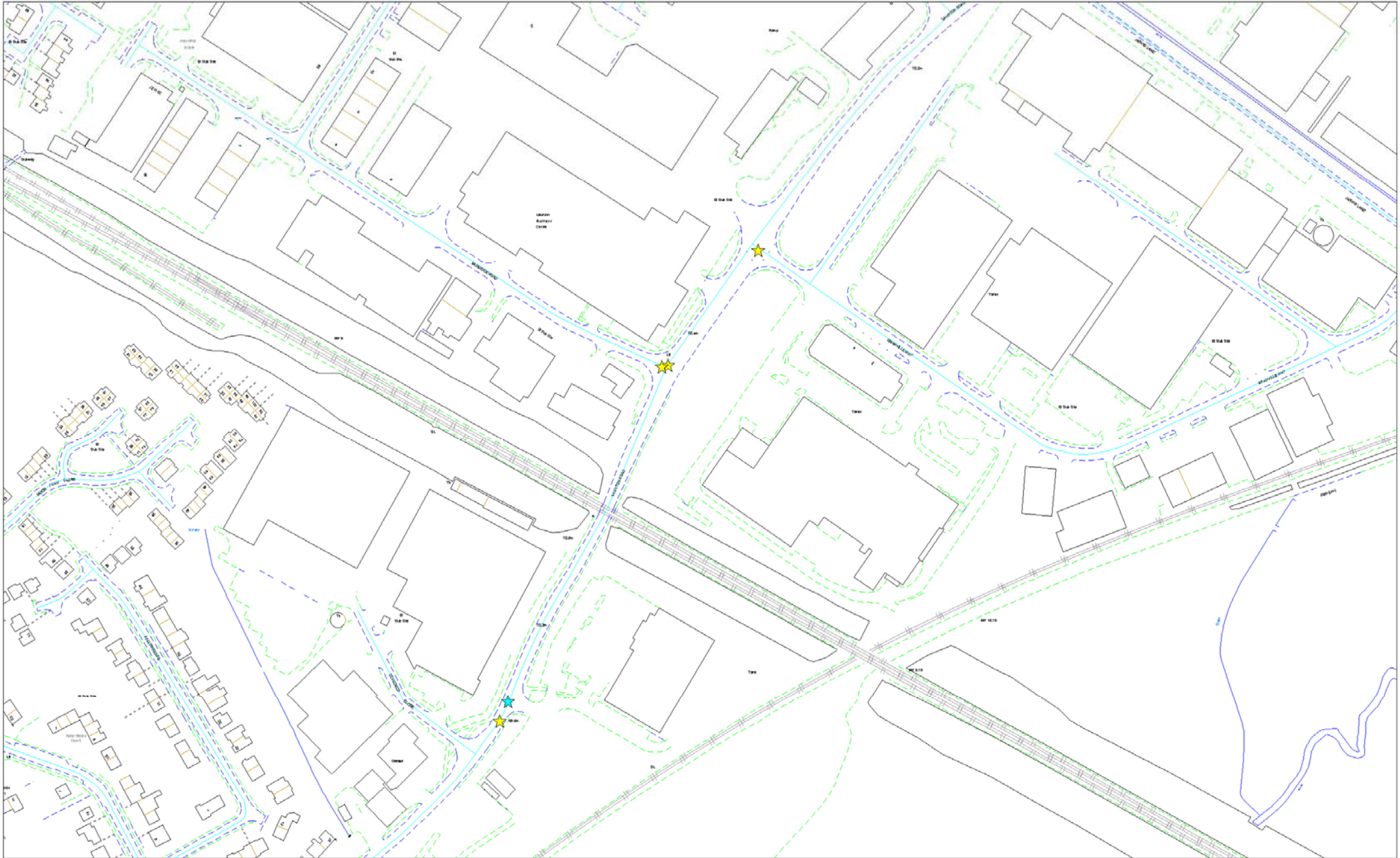
CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Accidents involving:

	Fatal	Serious	Slight	Total
Vehicles only	0	0	3	3
Motor cycles	0	0	0	0
Bicycles	0	1	1	2
Total	0	1	4	5

Casualties:

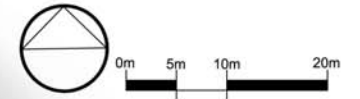
	Fatal	Serious	Slight	Total
Vehicle Driver	0	0	1	1
Passenger	0	0	1	1
Motorcyclist	0	0	0	0
Cyclist	0	1	1	2
Pedestrian	0	0	1	1
Total	0	1	4	5





Appendix B

NOTES:
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Proposed access road

Proposed tree planting to close gap in tree canopy

66 proposed car park spaces

Removal of existing trees for car parking

Parking spaces requiring manual excavation in RPA's

REV	DATE	NOTE	DRAWN	CHK'D
REVISIONS				

aspect landscape planning

TITLE
 Launton Road, Bicester
 Landscape Masterplan

CLIENT
 EP Barrus Ltd.

SCALE 1:500@A3 DATE Aug 2012 DRAWN EW

DRAWING NUMBER 5098/ ASP3 REVISION B



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