

LOCAL HIGHWAY AUTHORITY CONSULTATION



To: **Cherwell District Council**

Planning Application No	13/00001/SCO	Planning Officer	Rebecca Horley
OCC ref No	n/a	OCC Officer	Geoffrey Arnold
Date	11.04.13	Recommendation	Final

RE: Land Between Birmingham London Rail Line And Gavray Drive Bicester Scoping Opinion - Residential Development

Key issues:

- Highway Safety
- Accessibility
- Traffic Impact

Legal Agreement required to secure:

- Section 106 Town & Country planning Act
- Section 38 Highways Act 1980
- Section 278 Highways Act 1980

Submission Requirements

- Detailed Plans of Access and Layout
- Transport Assessment
- Travel Plan
- Heads of Terms

Detailed Comments:

Introduction

Sustainability is at the core of the National Planning Policy Framework and must be the focus of a comprehensive Transport Assessment (TA) that will be required in support of any submission. The TA will need to demonstrate that the site and local highway network, with mitigation where necessary, would be able to accommodate associated trips in a safe manner; would provide access to employment, education, recreation and public transport hubs whilst encouraging the use of sustainable modes of transport; would not have any significant adverse upon highway capacity, queuing, delay or air quality; and would not conflict with the Draft Cherwell Local Plan, Oxfordshire Local Transport Plan 3 and emerging documents Bicester Master Plan and Bicester Movement Study. The TA should be supported by a Travel Plan and appropriate plans of access, layout and any proposed off-site works. I expect matters relating to highway drainage to be incorporated in the principal drainage strategy for the site.

On-site - Layout and Access

Matters for consideration:-

- Development layout to accord with MfS (and to be constructed to OCC specifications);
- Car parking standards to OCC/CDC adopted standards
- Cycle parking standards to OCC standards (attached)
- HGV, Bus and car parking tracking plans

Access is noted as being taken via the existing spurs from Gavray Drive. The geometry of these access points requires consideration as they are relatively wide with large sweeping radii and allow turning movements to be made at relatively high speed. Appropriate provision must be made for pedestrians and cyclist to access the site and negotiate the proposed junctions safely.

The detailed layout of the development should be designed in accordance with the guidance of Manual for Streets, prioritising pedestrians, cyclists and public transport users respectively before considering the private car. A design speed of 20mph should be incorporated throughout. Appropriate provision must be made for parking, not only in terms of number but in terms of size, convenience and location. A mix of allocated and unallocated parking would provide greater efficiency; visitor parking must be provided and on-street parking may be incorporated. Parking areas as streets and footpaths should be overlooked and appropriately lit to ensure security and encourage use. OCC Parking Standards have been adopted by CDC and provide an appropriate bench mark.

Provision must be made for waste collection with appropriate turning heads for HGVs/refuse vehicles. Areas for adoption must include a service strip of 600mm, and doors, windows, etc must not open over any area to be adopted as public highway. SUDS must be incorporated within development and associated highway.

Please note access works are likely to be subject to a Section 278 agreement. Areas for adoption would be subject to a Section 38 agreement. The Advance Payments Code(APC), Sections 219 - 225 of the Highways Act, is in force in the county to ensure financial security from the developer to off-set the frontagers' liability for private street works, typically in the form of a cash deposit or bond. Should a developer wish for a street or estate to remain private then to secure exemption from the APC procedure a 'Private Road Agreement' must be entered into with the County Council to protect the interests of prospective frontage owners.

Off-Site - Transport Assessment and Mitigation

Matters for consideration:-

- Accessibility of Essential Services by Walking, Cycling and Public Transport
- Trip Generation and Distribution
- Junction Modelling
- Accident History
- Mitigation/Improvement

The development must contribute to encouraging sustainable transport choices in accordance with Local and National Planning Policies and Strategies. With regard to the TA, Oxfordshire County Council Officers would welcome the opportunity for pre-application discussions to ensure all relevant matters are considered appropriately.

The TA is required to appraise the accessibility of essential services, shops and public transport links. Local destinations will need to be identified and where appropriate pedestrian and cycle audits should be provided and mitigation or improvements proposed. Gavray Drive benefits from separate pedestrian and cycle provision, however, its carriageway is straight and relatively wide resulting in high vehicular speeds. The proposal should address this point and will need to consider pedestrians and cyclists crossing the carriageway. In a similar manner public transport links and services must be identified and appraised.

The TA is required to assess potential trip generation and distribution of the developed site and to provide models of local junctions including development traffic and existing traffic flows adjusted for traffic growth/other development. Junctions to be modelled are as the submitted document:

- Gavray Drive / Mallards Way
- Gavray Drive / Wretchwick Way
- Peregrine Way / Wretchwick Way
- Peregrine Way / Wretchwick Way / Neunkirchen Way
- A41 / London Road / Seelschied Way

Beyond these junctions the TA should justify why further modelling is not required i.e. demonstrate traffic dissipation to insignificant levels.

In the interests of providing a robust assessment the Local Highway Authority considers 85thile trip rates should be used, taken from interrogation of the TRICS database, giving due consideration to the type, scale and location of the development. Pertinent times for modelling are the am peak hour (0800-0900) and the pm peak hour (1700-1800). For the purposes of this proposal PICADY and ARCADY software would provide appropriate models.

Mitigation works should be identified, where necessary, and must not conflict with the emerging Bicester Plan and Bicester Movement Study. NB This Council's Infrastructure Development Team may require further modelling work to be undertaken.

Accident history for the previous five years should be reported with any clusters identified and accounted for.

Mitigation works would be subject to appropriate safety audits and legal agreements under S106 T&C PA and S278 HA .

Travel Plan

Matters for consideration:-

- Targets for Modal Shift
- Travel Plan Coordinator
- Travel Information Packs

A Travel Plan will be required to promote the use of sustainable transport modes and reduce single occupancy car trips. The plan should set out reasonable targets and include inter alia the appointment of a Travel Plan Coordinator and travel information packs for new residents.

Heads of Terms

Heads of Terms must be provided with an undertaking to carry out necessary mitigation works or provide an appropriate financial contribution to County Council for those purposes. A financial contribution toward sustainable transport infrastructure and services will be sought in accordance with Cherwell District Council's Draft Supplementary Planning Document, Planning Obligations.

Please contact me if you would like any further comments on this application.

Signed: Geoffrey Arnold 11.iv.13
For Oxfordshire County Council as Local Highway Authority
Officer Name: Geoffrey Arnold
Officer Title: Senior Engineer