

**Outline Application for up  
to 60 Dwellings on the  
Former Primary School Site,  
Heyford Park**  
**Transport Statement**

On behalf of **The Dorchester Group**

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## Document Control Sheet


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# 1 Introduction

## 1.1 Introduction

- 1.1.1 Peter Brett Associates LLP (PBA) has been commissioned by The Dorchester Group to produce a Transport Statement (TS) in support of a residential development of 2.81 hectares of land located at Heyford Park, Oxfordshire.
- 1.1.2 This Transport Statement will form an update and addendum to the previous transport planning work which supported the successful planning application in 2010 for a mixed use development at Heyford Park. The current proposal is for the outline planning application for the provision of up to 60 new residential dwellings on a site which has extant planning consent for a Primary School facility.

## 1.2 Development Proposals

- 1.2.1 The proposed development comprises up to 60 residential units with access from Camp Road and Dow Street together with pedestrian and cyclist links to Carswell Green.

## 1.3 Background

- 1.3.1 Heyford Park is located on the former RAF Upper Heyford site, which lies approximately 20km due north of Oxford. The nearest towns to the site are Bicester, approximately 7km south east of the site, Brackley approximately 10km north east, and Banbury 15km to the north. **Figure 1** shows the location of the site and wider area.
- 1.3.2 Heyford Park was an operational airfield from the 1960s until 1994 when it closed after a period of reduced activity. When operational, the airfield originally housed some 12,000 American servicemen and their families prior to being used by the RAF. Heyford Park offers a range of infrastructure over a sizeable area due to its military history. Following the closure of the airfield, most of the infrastructure has been retained, with some used for commercial purposes now, although some are disused and derelict.
- 1.3.3 The Upper Heyford Airbase as a whole is designated as a Conservation Area, reflecting the key role that the Airbase played in the Cold War years, and the distinctive architecture and layouts which arose from that use.

### Existing Situation

- 1.3.4 There are currently 315 occupied residential dwellings at Heyford Park and some commercial use (B1/B2/B8) operating from existing buildings previously used by the RAF. Heyford Park is currently going through a phased redevelopment which includes refurbishment of existing buildings and proposed new residential and commercial units.

### Consented Scheme

- 1.3.5 As part of Heyford Park's regeneration, proposals were submitted in 2007 by the then site owners The North Oxfordshire Consortium and permitted by the Secretary of State in January 2010. Arup were commissioned to prepare a Transportation Assessment (TA) to support the successful 2007 planning application. The permitted scheme included a mixed use development which comprised of:
- 1,075 Residential Dwellings;
  - 15,658 sqm B1 Office land use;

- 17,996 sqm B2 Office land use;
  - 86,113 sqm B8 Storage land use;
  - Heritage Centre (4,195 sqm); and
  - Conference Centre (4,150 sqm).
- 1.3.6 The 2007 TA also listed a number of other land uses which were presented as non-trip generating. The following uses were considered to have internalised trips or pass-by trips:
- Retail (743 sqm);
  - Church (680 sqm)
  - Community Centre;
  - Bar/Restaurant (340 sqm);
  - Nursery; and
  - Primary School.
- 1.3.7 Subsequent revisions to the consented internal Masterplan layout were submitted when The Dorchester Group acquired the site. The site gained planning permission in December 2011 for the following:
- Refurbishment of the existing 315 dwellings (as part of the 1,075 permitted dwellings);
  - Provision of 760 new dwellings (together with the refurbished units would form the 1,075 residential units);
  - 240-place primary school;
  - Change of use of building 74 (the former officers mess) for C1/C2 use (either a 120 bed hotel or a 120 bed care home); and
  - Commercial B1/B2/B8 use of existing Airfield buildings predominantly for storage.
- 1.3.8 An application was recently submitted in 2013 for a Free School at a new location – Building 74 which was previously consented for C1/C2 land use and was granted permission for 120 bed care home in December 2011. The Free School opened in temporary accommodation in September 2013 with a temporary permission for one year whilst the former officers mess building 74 is restored.
- 1.3.9 This Transport Statement has been prepared to support the proposals for up to 60 new residential units located on the site previously consented for a Primary School.

## **1.4 Aims of the Transport Statement**

- 1.4.1 This Transport Statement will seek to assess the transport and traffic implications of providing up to 60 new dwellings at Heyford Park.
- 1.4.2 Since the submission of the 2007 Arup TA, economic activity has not been at levels previously predicted. This report considers the actual growth in traffic that has occurred between the date of the original report (2007) and the present day (2013). The main aim is to determine whether the original report over-estimated the impact on the highway network from background growth and the consented development traffic. This report will seek to demonstrate that there is scope

to increase the level of residential development at Heyford Park and remain within the traffic thresholds previously predicted and approved as part of the consented scheme.



## 2 Planning and Policy Context

### 2.1 Introduction

2.1.1 Transport policy is detailed within a comprehensive national and local planning and transport policy framework. This section of the Transport Statement provides a review of the planning policy context relevant to transport in the area around the proposed site.

### 2.2 National Planning and Policy Context

#### National Planning Policy Framework (NPPF)

2.2.1 The National Planning Policy Framework (NPPF), Department for Communities and Local Government, (2012) sets out the Government's economic, environmental and social planning policies for the country. Taken together, these policies articulate the Government's vision of sustainable development, which should be interpreted and applied locally to meet local aspirations.

2.2.2 The NPPF sets out the Government's commitment to ensuring that the planning system does everything it can to support sustainable economic growth. A positive planning system is essential because, without growth, a sustainable future cannot be achieved. Planning must operate to encourage growth and not act as an impediment. Therefore, significant weight should be placed on the need to support economic growth through the planning system.

2.2.3 The NPPF sets out 12 Core Planning Principles at paragraph 17. With regards to the principles that Authorities should consider in determining planning applications (rather than those which specifically relate to plan making), these state that planning should:

*"3. Pro-actively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs. Every effort should be made objectively to identify and then meet the housing, business, and other development needs of an area, and respond positively to wider opportunities for growth...;*

*9. Promote mixed use developments, and encourage multiple benefits from the use of land in urban and rural areas...; and*

*11. Actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable".*

2.2.4 The NPPF recognises the importance transport policies have in facilitating development but also in contributing to wider sustainability and health objectives. The Framework identifies at paragraph 32, that all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- *"The opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;*
- *Safe and suitable access to the site can be achieved for all people; and*
- *Improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe."*

2.2.5 NPPF paragraphs 34 to 36, identifies that Local Authority plans and decisions should ensure developments that generate significant movements are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods and people. Therefore, developments should be located and designed where practical to:

- *“Give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;*
- *Create safe and secure layouts which minimise the conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;*
- *Incorporate facilities for charging plug-in and other ultra-low emission vehicles; and*
- *Consider the needs of people with disabilities by all modes of transport.”*

2.2.6 NPPF recognises that a key tool to facilitate this will be a Travel Plan such that all developments which generate significant amounts of movement should be required to provide a Travel Plan.

## 2.3 Local Policy Guidance

### Oxfordshire Local Transport Plan 2011-2030

2.3.1 The current Oxfordshire Local Transport Plan 2011-2030<sup>1</sup> (LTP3) focuses on attracting and supporting economic investment and growth, delivering transport infrastructure, tackling congestion and improving quality of life. The document was adopted as policy in April 2011.

2.3.2 A set of 9 objectives form the basis for actions in delivering the LTP including:

*“Improve the condition of local roads, footways and cycleways, including resilience to climate change;*

*Reduce congestion;*

*Reduce casualties and the dangers associated with travel;*

*Improve accessibility to work, education and services;*

*Secure infrastructure and services to support development;*

*Reduce carbon emissions from transport;*

*Improve air quality, reduce other environmental impacts and enhance the street environment;*

*Develop and increase the use of high quality, welcoming public transport; and*

*Develop and increase cycling and walking for local journeys, recreation and health.”*

### The Cherwell Local Plan (approved on 21<sup>st</sup> October 2013)

2.3.3 The Cherwell Local Plan sets out how the district will grow and change up to 2031. It sets out the proposals for how they will develop and support the local economy, protect villages and strengthen town centres.

- 2.3.4 Section A sets out objectives for 'Ensuring Sustainable Development' and lists Strategic Objectives such as:

*"Strategic Objective 13. To reduce the dependency on the private car as a mode of travel, increase the attraction of and opportunities for travelling by public transport, cycle and on foot, and to ensure high standards of accessibility for people with impaired mobility."*

*"Strategic Objective 14. To create more sustainable communities by providing high quality, locally distinctive and well designed environments which increase the attractiveness of Cherwell's towns and villages as places to live and work and which contribute to the well-being of residents."*

- 2.3.5 The Cherwell Proposed Submission Local Plan lists the Upper Heyford under 'Section C.5 Our Villages and Rural Areas' and specifically in 'Policy Villages 5: Former RAF Upper Heyford'. Some of the Key specific design and place shaping principles required of the development are:

*"The settlement should be designed to encourage walking, cycling and use of public transport rather than travel by private car, with the provision of footpaths and cycleways that link to existing networks."*

*"Improvements to bus and rail facilities and measures to minimise the impact of traffic generated by the development on the surrounding road network will be required."*

*"Development should provide for good accessibility to public transport services."*

*"A Travel Plan should accompany any development proposals."*

## **2.4 Summary**

- 2.4.1 In providing 60 new residential units in the heart of the Heyford Park community where 1,075 dwellings are to be located, the scheme proposals accord with the principles relating to transport policy set out in national and local guidelines.

## 3 Existing and Consented Transport Conditions

### 3.1 Site Location within Highway Network Context

- 3.1.1 Heyford Park is located within a network of predominately rural roads, many of which are unclassified. The nearest major highway routes are Junction 10 of the M40 motorway located 5km to the east and the A420 Banbury to Oxford road some 6km to the west.
- 3.1.2 The M40 forms part of the strategic route to London in the south east and Birmingham in the north.
- 3.1.3 **Figure 1** illustrates that site within the context of its local environs.
- 3.1.4 The proposed site is currently accessed via an un-named road which extends from Dow Street. Dow Street runs north to south and connects with Camp Road at its northern extent. Camp Road forms the arterial route through Heyford Park. The former runway, taxiway and employment buildings associated with the Flying Field, as well as building 74 the new free school, lie to the north of Camp Road and the proposed site, existing residential and auxiliary buildings lie to the south. The consented housing will be located both to the north and south of Camp Road.
- 3.1.5 Camp Road is approximately 6m wide where it passes through the existing development, with one lane in either direction for the majority of the carriageway, and reduction to single-lane operation at 5 locations to provide traffic calming features. Camp Road is restricted to a 30mph speed limit along its length. Street lighting is provided and pedestrian footpaths are present along its length, although not all of the footways have been formally adopted and are therefore not maintained at public expense by the local authority.
- 3.1.6 Camp Road connects to Upper Heyford village, and Somerton Road / Station Road to the west and to Chilgrove Drive and the B340 in the east.
- 3.1.7 Somerton Road provides connections to the village of Somerton to the north and is subject to a 30mph speed limit through Upper Heyford which increases to 60mph when leaving the village.
- 3.1.8 The B430 forms a north-south link between the M40 and the A43 Trunk Road at Weston-on-the-Green, providing access to other key destinations including Bicester and Oxford. To the north the B430 terminates at Junction 10 of the M40 immediately north of the village of Ardley. The road is subject to a 60mph speed limit which decreases to 40mph through Ardley. To the south the B430 terminates at the A34 Trunk Road. The road is subject to a 60mph speed limit until it reaches the village of Weston-on-the-Green where it decreases to 40mph through the village. The B340 meets the B4030 at a staggered crossroads in Middleton Stoney, located around 3.0 kilometres to the south east of Heyford Park.

### 3.2 Site Accessibility and Non Car Considerations

#### Existing Bus Services

- 3.2.1 Camp Road is currently served by a single bus route, the 25/25A from Oxford to Bicester. The service is operated by Heyfordian Travel and offers approximately one service per hour in each direction on weekdays and Saturdays, with a less-frequent service during the evenings. There is no Sunday service. The closest bus stop to the proposed site is approximately 220m walking distance to the north of the site boundary, situated on a small loop off Camp Road just to the west of the main gate entrance to the Flying Field.
- 3.2.2 As part of the consented scheme it is proposed that the frequency of the bus will be doubled to half hourly and the route will alter slightly to penetrate the consented residential area to the

south of Camp Road. These route alterations also include proposals to introduce a new bus stop adjacent to the proposed site's south western boundary and on the opposite side of the carriageway. This bus stop and the proposals to improve and adjust the location of the bus stop to the north as part of the consented scheme, will allow residents of the proposed site to access bus services within a walking distance of 200 metres.

- 3.2.3 The nearest railway station to the site is at Lower Heyford, approximately 4km to the south-west. The station is served by trains to/ from Banbury to Oxford with train varying frequencies throughout the day on weekdays and Saturdays. There are an increased number of services travelling from Heyford in the commuter peaks provided within a frequency of around an hour. There are no services on Sundays.

### Existing Walking and Cycling Provision

- 3.2.4 **Figure 2** illustrates the existing and consented pedestrian and cycling routes, along with the location of the closest bus-stop to the site and Lower Heyford Rail Station. Camp Road provides walk and cycle access from the main entrance of the site towards Upper Heyford to the west and The Heath and Home Wood to the east, providing commuting, education and leisure travel opportunities for walkers and cyclists. Camp Road is well lit with footpaths towards Upper Heyford of varying widths between 3m and 1m.
- 3.2.5 There are numerous existing PRoW criss-crossing the local area and these existing rural links are made up of the following:
- A network of bridleways (BW7, BW28, BW29, BW30) to the south and east of the site running in a southwest–northeast direction linking Camp Road to Caulcott to the south and Ardley at the northeast of the site;
  - A network of footpaths and bridleways to the northern perimeter of the site including BW8 and FP13 linking Fritwell with Somerton; and
  - A network of footpaths and bridleways to the south and west of the site linking Caulcott in the south to Heyford and Steeple Aston in the west and Somerton to the north.
- 3.2.6 Historically, there were a number of public rights of way (PRoW) crossing the site, but some of these were curtailed when the site came into military use, circa 1915.
- 3.2.7 The key routes which were curtailed when the site came into military use include:
- Portway – a bridleway to the west of the site running in a north – south direction linking to existing BW 9; and
  - Aves Ditch – a bridleway to the east of the site running in a north – south direction linking to existing BW 7.
- 3.2.8 In addition, there were two further historical routes crossing the site, one running in a southwest-northeast direction (on the approximate alignment of the existing runway) and one running in a northwest-southeast direction crossing the runway and connecting the existing BW 8 with the existing BW 29.

As part of the consented development at Heyford Park some of the original PRoW on the site will be reinstated as well as improving connections to existing PRoW elsewhere. In addition, the consented housing will be connected by a network of walk and cycle links penetrating the residential areas and providing a permeable site which facilitates and encourages walking and cycling within the local area.

- 3.2.9 As well as the off-road PRow, low levels of traffic in the predominantly rural area currently allow the potential for additional routes for walkers, cyclists and equestrians along the highway network.

### **3.3 Local Facilities**

- 3.3.1 The existing settlement at Heyford Park benefits from an established community which is supported by a range of facilities these include local retail, ecclesiastical and community buildings. The consented wider scheme proposed an enhancement of community facilities to include a Heritage Centre, a pub restaurant, community centre and retail area.

## 4 Development Proposals

### 4.1 The Proposals

- 4.1.1 The proposals seek outline planning permission for the provision of up to 60 new residential units within Heyford Park. The proposed site comprises an area of land of around 2.81 Hectares that has recently been granted permission for use as a Primary School.
- 4.1.2 The development masterplan illustrates the proposed layout and connections to the existing highway network. A copy of the masterplan is contained at **Appendix B**.

### 4.2 Walking and Cycling Strategy

- 4.2.1 Pedestrian and cycle activity is given a high priority in the access strategy and this is to be reflected in the standard of provision. The proposed internal network is based on a combination of low speed residential streets and clear, convenient and safe connections and adjoining footways and recreational footpaths.
- 4.2.2 The development will be connected directly to Camp Road and Dow Street via the provision of a new avenue that will include pedestrian links which can be used to access facilities on Camp Road such as the local shop and bus stops.
- 4.2.3 To the immediate west of the site the existing residential units are arranged around central green areas known as Carswell Circle. A direct pedestrian connection is proposed to connect with this area passing between the existing residential units.
- 4.2.4 The local topography of the site is conducive to walking and cycling. The low speed design of the routes with the proposed site and traffic calming on Camp road will provide opportunities for safe on road cycling.
- 4.2.5 Cycle parking will be provided on site in accordance with the guidance set out in the OCC standards. Due to the residential nature of the development this is likely to be within dwellings or within garages.

### 4.3 Public Transport Strategy

- 4.3.1 As previously set out in **Section 3**, the site is served by existing bus services offering connections to nearby Bicester.
- 4.3.2 The proposed improvements which have been set out in **Section 3.2**, as part of the consented scheme will see the frequency of the bus services increased to 30 minutes and will allow residents of the proposed site to access bus services within a walking distance of 200 metres.

### 4.4 Vehicular Access Strategy

- 4.4.1 The proposed site access strategy is set out in the proposed masterplan and the details are summarised below.
- A landscaped avenue running north to south forming a new access on Camp Road.
  - Connections from Dow Street, which also connects with Camp Road.

The proposed access junctions will be designed in accordance with relevant guidance and in consultation with the Highway Authority.

## 4.5 Vehicular Parking Strategy

- 4.5.1 Vehicular parking will be provided in accordance with the appropriate OCC standards 'Transport for New Developments Parking Standards for New Residential Developments (December 2011)' or updated policy guidance at the time. The car parking requirements which are set out in the current document relate to maximum parking standards for 'Outside the Transport Central Area' and in relation to the proposals are as follows:

Table 4.1: OCC Parking Provision

Number of bedrooms per dwelling	Maximum number of allocated spaces	Maximum number of spaces when two allocated spaces per dwelling provided		Maximum number of spaces when one allocated space per dwelling is provided		Maximum number of unallocated spaces when no allocated spaces
		Allocated spaces	Unallocated spaces	Allocated spaces	Unallocated spaces	
1	1	N/A	N/A	1	0.4	1.0
2	2	2	0.3	1	0.7	1.5
3	2	2	0.4	1	0.9	1.8
4+	2	2	0.5	1	1.2	2.1

- 4.5.2 The exact schedule of each type of dwelling has not been confirmed as part of the outline application masterplan. Indicatively, the provision of parking for each dwelling will generally be located off road within garages or on private drives.
- 4.5.3 The parking strategy for the site will ensure that vehicles which are associated with the development proposals will be contained within the site and not park on street on the adjacent highway network such as Camp Road.



## 5 Consented Background Traffic and Current Baseline Situation

### 5.1 2006 to 2013 – Predicted Growth versus Actual Growth

- 5.1.1 This section of the report will review the predictions made in the original 2007 TA that background traffic on the local highway network would experience sustained growth through to 2013. Recent experience has shown that during this period of economic downturn this has not been the case.
- 5.1.2 In order to determine the whether background traffic has exhibited growth, further traffic surveys were commissioned to establish the current 2013 baseline traffic situation. These have then been compared to the predicted growth which was forecasted to occur.

### 5.2 2013 Existing Situation

- 5.2.1 The traffic analysis presented within the 2007 Arup TA was originally based upon traffic surveys which were undertaken in 2006 and forecast assumptions were made for the then anticipated opening year of 2013 with full development build out.
- 5.2.2 In order to compare current traffic volumes, on the site to the 2007 predictions, (i.e. the “2006 surveys growthed to 2013 plus existing site traffic with no additional development” scenario), PBA has taken the following steps:
- Deducted the Average 2006 Traffic Flows (without existing site traffic) for the AM and PM periods (Figures 5 and 6 in the Arup TA) from the Average 2006 Weekday Base Flows for AM and PM periods (Figures 7 and 8 in the Arup TA) to provide the Existing Site Traffic Flows;
  - Added the ‘Existing Site Traffic Flows’ to the ‘Average Weekday 2013 Base AM & PM Flows’ (Figures 15 and 16 in the Arup TA) to create a 2013 Network representing what is currently occurring at Heyford Park in 2013.

### 5.3 Updated 2013 Traffic Surveys

- 5.3.1 PBA identified 5 junctions from the network study area illustrated in the Arup TA; these were deemed to be of most strategic relevance to the site. These junctions are highlighted on **Figure 3** and are described below:
- Somerton Road / Camp Road junction (“Junction 1”);
  - Camp Road / Kirtlington Road junction (“Junction 2”);
  - Camp Road / Chilgrove Drive / Minor Road junction (“Junction 3”);
  - B430 / B4030 Heyford Road / B4030 Bicester Road junction “Middleton Stoney” (“Junction 4”); and
  - A4260 Oxford Road / B4030 junction (“Junction 5”).
- 5.3.2 PBA commissioned Manual Classified Counts (MCCs) at each of these junctions for the peak hour periods 08:00hrs – 09:00hrs and 17:00hrs – 18:00hrs, to match the time periods assessed within the Arup TA. The 2013 traffic surveys took place on Tuesday 25<sup>th</sup> June 2013. It was noted by the survey company that on this day, road works were underway on a section of Camp Road between junctions 1 and 2, with that section being re-surfaced. The surveyors noted that there was signage up to indicate Camp Road would be closed to traffic (but only

- during the inter-peak, between the 2 surveyed time periods, with the road remaining open throughout the survey time periods). The traffic surveys went ahead as commissioned and additional MCCs were undertaken on Thursday 27<sup>th</sup> June (when the re-surfacing works were completed) at junctions 1, 2 and 3. This would allow for comparison of traffic flows and confirm whether patterns of movement had been affected by the resurfacing works and/or associated traffic management.
- 5.3.3 The comparison assessment of Thursday 27<sup>th</sup> June results to those collected on Tuesday 25<sup>th</sup> June showed very little difference within daily variation levels, and therefore the Tuesday survey results were deemed acceptable and representative of normal traffic patterns.
- 5.3.4 The 2013 survey results captured the current “background traffic” passing through Heyford Park as well as all the existing Site Traffic currently originated/terminating at Heyford Park – (i.e. traffic associated with the 315 existing dwellings as well as employment traffic associated with the site).
- 5.3.5 The full 2013 survey results are included at **Appendix A** of this report. The 2013 surveyed traffic flows are shown diagrammatically on **Figure 4** for the AM peak hour and **Figure 5** for the PM peak hour. For ease of comparison the 2006 Arup observed flows have also been added alongside the 2013 AM and PM peak hour surveyed flows on **Figures 4** and **5**, respectively.

## 5.4 Comparison of Flows

- 5.4.1 **Table 5.1** below sets out the recorded 2006 flows from the Arup TA, the Arup-predicted 2013 Network (with the 2006 existing Site Traffic added back on) and the recently undertaken 2013 survey results. The flows are presented in junction totals for ease of comparison.

Table 5.1: 2006 and 2013 "Existing Situation" Flows

Location	2006 Observed Flows		2013 Arup-Predicted Flows (Background Growth + 2006 Site Traffic)		2013 Observed Flows	
	AM Junction Totals	PM Junction Totals	AM Junction Totals	PM Junction Totals	AM Junction Totals	PM Junction Totals
1. Somerton Road / Camp Road junction	363	365	387	394	288	297
2. Camp Road / Kirtlington Road junction	304	345	318	360	249	309
3. Camp Road / Chilgrove Drive / Minor Road junction	460	501	477	516	550	376
4. B430 / B4030 Heyford Road / B4030 Bicester Road junction (Middleton Stoney)	1460	1492	1626	1658	1134	1206
5. A4260 Oxford Road / B4030 junction	1671	1114	1871	1246	1413	1344
Totals	4258	3817	4679	4174	3634	3532

Note: Red Text highlights where reduction in traffic flows has been experienced since 2006

- 5.4.2 **Table 5.1** clearly shows that the methodology set out in the Arup TA was robust and over-estimated the network flows in 2013. The Arup TA states, in section 6.2.2, that growth rates of 12.7% for the AM and 12.8% for the PM peak hours were derived from NRTF and TEMPRO forecasting calculations and applied to the 2006 Base (without Site Traffic) flows. In reality, the network as a whole has experienced a retraction rather than a growth, with a reduction of around 15% in the AM (all junction totals combined) and a reduction of around 7% in the PM (all junction totals combined).
- 5.4.3 When the Arup TA was written in 2007, the level of growth used in the assessment was based on predicted housing and employment growth levels at that time. TEMPRO ratios are used in assessments and these reflect housing and employment growth predictions. Since the submission of the Arup TA the economic downturn has affected growth considerably, resulting in smaller increases of traffic upon the network than previously anticipated. This has been reflected recently by TEMPRO release NTEM 6.2 (2011) which takes into account the economic downturn. The difference in flows shown in **Table 5.1** clearly shows this effect.
- 5.4.4 Through a junction-by-junction review, junctions 3 and 5 exhibit a growth over what was observed in 2006 and predicted in the Arup 2013 modelling works. At junction 3 the increase was noted during the AM peak with an increase from 460 vehicles observed in 2006 to 550 vehicles observed in 2013. In the case of junction 5 the PM peak exhibited an increase in observed flows from 1,114 in 2006 to 1,344 in 2013. Junctions 1, 2 and 4 have been noted to

have a reduction in overall traffic at the junction with surveyed traffic being lower than both the 2006 observed flows and the Arup predicted 2013 scenario.

## 6 Development Impact

6.1.1 This section of the TS provides an overview of the likely vehicular travel demand resulting from the proposed development proposals.

### 6.2 Consented Vehicular Trip Rates

6.2.1 The ARUP TA included trip rates that were agreed with Oxfordshire County Council for the traffic generation of the consented residential development. The agreed residential trip rates that were used to calculate traffic generated by the total 1075 dwellings are presented in Section 9.1 of the Arup 2007 TA. The trip rates used and the resultant vehicle trips are detailed in **Table 3.1** below:

Table 6.1: Arup TA Residential Trip Rates and Resultant Trips

Peak Hour Period	Trip Rates (per dwelling)			Number of Trips		
	Arrivals	Departures	Total	Arrivals	Departures	Total
AM	0.17	0.63	0.80	183	677	860
PM	0.51	0.29	0.80	548	312	860

### 6.3 Proposed Development Vehicular Impact

6.3.1 It is considered appropriate for robustness that the agreed residential trip rates associated with the consented scheme are used to determine the traffic impact of the current proposals.

6.3.2 The resultant vehicle trips that could be associated with the proposed residential redevelopment of the site for 60 dwellings are shown in **Table 6.2** below.

Table 6.2: Proposed Development Residential Trip Rates and Resultant Trips

Peak Hour Period	Trip Rates (per dwelling) Agreed with the 2007 TA			Number of Trips		
	Arrivals	Departures	Total	Arrivals	Departures	Total
AM	0.17	0.63	0.80	10	38	48
PM	0.51	0.29	0.80	31	17	48

6.3.3 The trip rate results table above predicts that the proposals for 60 dwellings will generate 48 two way vehicle trips in the AM peak and in the PM peak.

6.3.4 In order to demonstrate the impact of the proposals across the study area, the proposed development traffic has been distributed in accordance with the 2007 TA. The resultant junction by junction impact is shown below in **Table 6.3**, the figures represent total additional movements at the junction.

Table 6.3: Proposed Development Traffic Impact Across the Study Area

Location	Total Additional Movements at Junction	
	AM	PM
1. Somerton Road / Camp Road junction	+19	+19
2. Camp Road / Kirtlington Road junction	+18	+19
3. Camp Road / Chilgrove Drive / Minor Road junction	+24	+24
4. B430 / B4030 Heyford Road / B4030 Bicester Road junction (Middleton Stoney)	+15	+13
5. A4260 Oxford Road / B4030 junction	+17	+17

6.3.5 The results in the table above illustrate that in the worst case there would be an impact of an additional 24 vehicle movements during the AM and PM peak hours at the Camp Road / Kirtlington Road junction. This level of traffic equates to less than one vehicle every two minutes at junctions in the local study area and therefore the impact is considered to be low.

## 6.4 Development Impact Conclusions

The traffic impact of the proposals has been considered in conjunction with the findings of this report that background traffic decreased. The level of reduction in background traffic from the 2006 traffic surveys and from that predicted to occur is quantified in **Table 6.4** below.

Table 6.4: Reduction in Background Traffic Comparison with Proposed Development Traffic

Peak Hour Period	Background Traffic (Table 5.1 Totals)			Reduction in Background Traffic		Proposed Development Traffic Impact (Table 6.2)
	2006	2013 Predicted	2013 Observed	Observed 2006 minus 2013 Observed	2013 Predicted minus 2013 Observed	Total Two Way
AM	4258	4679	3634	-624	-1045	+48
PM	3817	4174	3532	-285	-642	+48

6.4.1 It has been confirmed that the overall reduction in background traffic across the network study area that was observed in 2006 and resurveyed in 2013 is significant with 624 fewer vehicles on the network in the AM peak and 285 fewer in the PM peak. In addition, the consented level of traffic (2013 predicted) is 1045 vehicles higher in the AM peak and 642 vehicles higher in the PM peak to that which is now occurring.

- 6.4.2 The reduction in background traffic clearly equates to a significantly larger number of vehicle trips than that now being proposed as part of this development.
- 6.4.3 Therefore it can be concluded that the additional level of proposed residential redevelopment for up to 60 residential dwellings can be comfortably accommodated within the thresholds of previously consented levels of traffic impact upon the local highway network.

## 7 Travel Plan Framework Strategy

### 7.1 Guidance

7.1.1 In accordance with the DfT documents 'Guidance on Transport Assessments' and 'Good Practice Guidelines: Delivering Travel Plans through the Planning Process' (2009) and OCC's Transport for New Developments – Transport Assessments and Travel Plans, a Travel Plan Statement will be prepared for the proposed residential site.

7.1.2 The key aim of a Travel Plan or statement is to reduce the need to travel by single occupancy car trips by promoting more sustainable alternatives to the car such as car sharing, public transport and by walking and cycling.

7.1.3 The contents of the Travel Plan Statement will include the following:

- Introduction;
- Site Accessibility:
  - General Situation;
  - Walking;
  - Cycling;
  - Bus Use;
  - Trains;
  - Driving; and
  - Neighbouring Land Uses and Local Facilities;
- Action Plan (for staff and for residents and visitors):
  - Informational Measures;
  - Promotional Measures; and
  - Design of the Development;
  - Parking Measures:
    - Cycle, Motorcycle and Car Share Parking; and
    - Car Parking;
  - Management Measures;
  - Off-site Transport:
    - Bus Services;
    - Walking; and
    - Cycling;



- Targets and Outcomes; and
- References.

7.1.4 The Travel Plan Statement would need to be submitted to the Council and agreed prior to occupation of the site and a monitoring and review strategy would be in place as the site becomes occupied.

## 7.2 Site Wide Travel Plan

7.2.1 The Travel Plan Statement will be part of, and comply with, measures set out within the Site Wide Transport Strategies and supporting site wide Residential and Employment Travel Plans and will be guided by the overarching principles within those documents. Likewise, the current residential proposals Travel Plan Statement will comply with the travel plan targets set out within the Site Wide Travel Plan.

7.2.2 The objectives of the Transport Strategies are:

- To improve and enhance the public transport accessibility of the site as part of the successful development at Heyford Park;
- To minimise single occupancy private car use arising from the development;
- To maximise the use of non-car modes from the development;
- To minimize carbon emissions from transport arising from the development;
- To provide accessibility for mobility impaired people; and
- To provide a safe and secure transport system.

7.2.3 The Transport Strategies state that the main opportunities to change travel behaviour at Heyford Park are likely to be:

- a. Maintaining and growing the level of internal trip making;
- b. Promotion of walking and cycling for local journeys;
- c. More effective use of the car;
- d. Promoting and marketing bus travel to/from Bicester and Oxford; and
- e. Easy access to public transport information which is regularly updated.

7.2.4 The inclusion of an additional limited scale site within a strategic residential development site accords with regional and local planning policy, providing an opportunity for the staff and visitors travelling to the site to take advantage of measures which have been implemented to enhance sustainable travel.

7.2.5 The already consented scheme provides opportunities for walking and cycling within the site through the provision of direct, convenient footways and cycleways, and for other local journeys by the provision of a financial contribution towards the provision of improvements to pedestrian and cycle routes along Camp Road.

7.2.6 All consented on-site links will be designed in accordance with *The Manual for Streets* (March 2007) and *Manual for Streets 2* (2010) or other guidance in force at the time of construction, which promotes the use of all streets for all users and will ensure that movement on foot and by cycle is encouraged. Links will be direct, meeting pedestrian and cycle desire lines and will

be lit. This will be achieved by ensuring that the Design Codes incorporate and facilitate such links, which will be designed-in from the outset at the detailed planning and then implementation stage.

## 8 Conclusions and Recommendations

- 8.1.1 Peter Brett Associates LLP has been appointed by The Dorchester Group to produce a Transport Statement to assess the transportation impact of the proposals for up to 60 new residential dwellings on 2.81 hectares of outworn land at Heyford Park.
- 8.1.2 This Report has been prepared to support the proposed outline planning application and forms an update and Addendum to the 2007 TA.
- 8.1.3 There is extant planning consent for a primary school on the site, the revisions to the original consent has now resulted in a Primary and Secondary Free School being provided elsewhere on site.
- 8.1.4 The Transportation Statement has been prepared in accordance with advice set out within 'Guidance on Transport Assessment' (GTA) (Department for Transport, March 2007) and OCC's Transport for New developments – Transport Assessments and Travel Plans.
- 8.1.5 A comprehensive review of the local study area has been undertaken and this has confirmed that the site is located within a settlement which is being redeveloped, and within walking distance of a range of facilities and amenities. The consented mixed use redevelopment and associated transport infrastructure improvements will further enhance facilities and opportunities for travel.
- 8.1.6 Heyford Park is served by a bus service to Bicester. The improvements to the bus service frequency and route that will be provided by the wider consented redevelopment will serve to promote bus travel as an attractive choice for residents.
- 8.1.7 Analysis of vehicular trip generation associated with the development proposals has been presented making use of data which was agreed as part of the existing wider consent for the Heyford Park site. The methodology for determining the level of trips associated with the proposed development has been agreed with the Highway Authority at the time of the 2007 Arup TA.
- 8.1.8 Manual Classified Counts (MCCs) were undertaken at 5 key junctions in order to establish the current traffic levels. The MCC data was then used to determine whether background traffic has grown as predicted in the 2007 TA.
- 8.1.9 The investigations into background traffic confirmed that overall growth has not occurred between 2006 and 2013 and this has been due to the economic climate changing shortly after the planning submission. The method and tools used for forecasting traffic growth, at that time, were showing increases into the future. Growth has not occurred in line with the original predictions set out in the 2007 TA. In addition to no growth, the traffic counts have demonstrated that there has been a retraction in traffic levels in most case below the levels of traffic which was being experienced in 2006.
- 8.1.10 The assessments made in this report confirm that the proposals for 60 dwellings will generate 48 two way vehicle trips in the AM peak and in the PM peak. In the worst case this would translate into an impact of an additional 24 vehicle movements during the AM and PM peak hours at junctions within the study area. This level of traffic equates to less than one vehicle every two minutes and therefore the impact is considered to be low.
- 8.1.11 The resultant development vehicle trips have been demonstrated to be significantly lower than the overall reduction in background traffic from 2006 to 2013. Therefore this additional residential development can be accommodated comfortably within the consented level of traffic which was presented in 2007.

- 8.1.12 It is considered that the proposals, as set out in this report, do not significantly change the outcomes from the original proposals for the consented scheme. The wider Heyford Park scheme assessments suggested mitigation measures and these will come forward as per the consented scheme. These measures, when implemented will produce sufficient improvements to offset the impact of the proposed residential development.
- 8.1.13 A Framework Travel Plan strategy has been presented which confirms that a site specific Travel Plan Statement will be completed and submitted prior to the occupation of the site. This will work in conjunction with and be guided by the principles already set out in the overarching site wide Travel Plan.
- 8.1.14 There are already measures proposed within the consented scheme for the wider site as a whole which will enhance and promote sustainable travel through proposed improvements to bus services, walking and cycling. The location of the proposed site will ensure that future residents of this site will have opportunities to travel to the site without dependency on the private car.
- 8.1.15 This Transport Statement concludes that the traffic associated with the proposals for 60 dwellings at Heyford Park would not have a material impact on the operation of the local highway network. Based on the findings of this report, it is considered that there are no valid highway or transportation reasons that should prevent the development proposals from being awarded outline planning consent.