



Proposed Residential Development
Deddington, Oxfordshire
Transport Statement

February 2014

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1 Introduction

1.1 Background

Savoy Consulting has been instructed by their client Banner Homes, to prepare a Transport Statement (TS) to accompany a planning application for a residential development of 26 dwellings on a site in Deddington, Oxfordshire. Associated with the residential development will be an informal car park providing 40 spaces to serve Deddington Castle and the recreational uses taking place thereon.

Access to the site will be by means of a simple 'T'-junction on the south side of Deddington Road.

The site is located within the administrative area of Cherwell District Council in the County of Oxfordshire.

1.2 Report Structure

The TS has been prepared using the Department for Transport's (DfT) document "Guidance on Transport Assessment" and following discussions with the local highway authority on scope and content.

This TS will therefore examine the following matters:

- ❖ An assessment of the existing conditions on the surrounding highway network.
- ❖ A review of the relevant policy guidance applicable to the site.
- ❖ Analysis of the proposed development, including the means of access.
- ❖ Review of transport links available and assessment of sustainable travel options.
- ❖ Assessment of the personal injury accidents (PIAs) recorded on the local highway network within the latest 5 year period.
- ❖ An assessment of the volume of development traffic onto the local highway network.
- ❖ Overall conclusions from the technical work undertaken.

Following the introduction, the report is structured as follows:

- ❖ Chapter 2 describes existing conditions and analyses the PIA data supplied
- ❖ Chapter 3 examines relevant transport and planning policies in relation to the proposed development
- ❖ Chapter 4 considers the proposed development and proposed means of access
- ❖ Chapter 5 assesses the existing facilities in this part of Banbury and existing public transport provision
- ❖ Chapter 7 summaries the work undertaken to prepare the transport statement and presents the overall conclusions.

2 Existing Conditions

The proposed residential development will be located on the south side of the B4031 Clifton Road, Deddington, with the site access being approximately 80m east of the junction Earls Lane. The site is located approximately 600m from the town centre. The site is currently undeveloped land. An indicative layout is attached at **Appendix A**.

As indicated previously, access to the site will be from B4031 Clifton Road which runs generally east/west, linking to Chipping Norton to west and Buckingham to the east. Clifton Road is subject to a 30mph speed limit at the point where the new site access is proposed, but approximately 40m east of proposed site access the speed limit changes to 40 mph.

2.1 Accident Records

Paragraph 4.23 of the DfT document entitled "Guidance on Transport Assessment" (2007) indicates that the transport statement should *"identify any significant highway safety issues and provide an analysis of the recent accident history of the study area"*.

An analysis of the personal injury accident (PIA) data has therefore been undertaken to establish whether there are any existing road safety concerns in the local area which potentially could require mitigation measures as a result of the proposed development. The data obtained covers the most recent five year period available.

The area of the study on Clifton Road extended from, and included, the junction with Tithe Lane to the east and as far as the junction with Hudson Street to the west. It should be noted that an accident is recorded as occurring at a junction if it is reported as being within 20 metres of the junction.

From the analysis of the accident data only one PIA was recorded in the study area during the most recent five year period. This was classified as a "Fatal" accident and occurred in April 2011, involving a motor scooter waiting to turn into a private driveway being hit by a motorcar. The accident was recorded as happening in the hours of darkness when road conditions were dry and weather was fine. No deficiencies in the local highway network were identified as contributory factors.

Apart from this single isolated accident, no other accidents have been recorded in the study area leading Savoy Consulting to believe that there are not any underlying road safety problems in the vicinity of the proposed development and it is not anticipated there would be an increase in the frequency or severity of PIAs resulting from the proposed development. Therefore there are no road safety mitigation measures proposed.

3 Policy Background

Savoy Consulting considered that the most significant transport related policies of relevance to the proposed development are contained within the following documents:

- ❖ National Planning Policy Framework
- ❖ DfT's Towards a Sustainable Transport System
- ❖ Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen
- ❖ Oxfordshire's Local Transport Plan 2011-2030
- ❖ Transport for New Developments, Oxfordshire County Council, June 2012.

3.1 National Planning Policy Framework

In March 2012 the government launched "National Planning Policy Framework" (NPPF). The framework sets out the government's planning policies for England and explains how they expect them to be applied.

As part of a major shakeup of the planning system, the NPPF indicated that the framework allows local people and their accountable councils to produce their own distinct local and neighbourhood plans which reflect the needs and priorities of the communities.

In promoting sustainable transport the government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas.

The new framework states that all applications should be supported by an appropriate transport statement or transport assessment and planning decisions should take account of whether improvements can be undertaken within the transport network that effectively limit the significant impacts of developments.

In Section 4 "Promoting Sustainable Transport" the NPPF states that transport policies have an important role to play in facilitating sustainable development. It indicates that smarter use of technologies can also reduce the need to travel and the transport system needs to be balanced in favour of sustainable transport modes thus giving people a real choice about how they travel.

The NPPF goes on to say that encouragement should be given to solutions which support reduction in greenhouse gas emissions and reduce congestion. Local authorities should therefore support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport.

It also states that Local authorities should work with neighbouring authorities and transport providers to develop strategies for the provision of viable infrastructure to support sustainable development.

At paragraph 34 it states that plans and designs 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. However, this needs to take account of policies set out elsewhere in the Framework, particularly in the case of rural areas.

At paragraph 35 the NPPF indicates that Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods and people. Development should therefore be located and designed where practical to give priority to pedestrian and cycle movements and have access to high quality public transport facilities.

It also notes that it is important to create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians and to incorporate facilities for charging plug-ins and other ultra low emission vehicles whilst considering the needs of people with disabilities using all modes of transport.

The key tool to facilitate this is identified as a travel plan. The NPPF indicates that all developments which generate significant amounts of travel should therefore be required to provide a travel plan.

It goes on to say that planning policies should aim for a balance of land uses within the local authority area so that people can be encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities.

At paragraph 39, the new Policy Framework states that when setting local parking standards for residential development, local planning authorities should take into account the accessibility of the development, the type, impacts and use of the development, the viability and opportunities for public transport and local car ownership levels. It also indicates there is an overall need to reduce the use of high emission vehicles.

The government also sees that advanced high quality communications infrastructure is essential for sustainable economic growth. The development of high speed broadband technology and other communications networks are also seen to play a vital role in enhancing the provision of local and community facilities and services.

At section 6 "Delivering a Wide Choice of High Quality Homes" the NPPF states that to boost significantly the supply of housing, local authorities should use their evidence base to ensure that their Local Plan meets the full, objectively assessed needs for market and affordable housing in the housing market area, including identifying key sites which are critical to the delivery of the housing strategy over the plan period.

At paragraph 55, NPPF states that to promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of local communities. Local planning authorities should therefore avoid permitting new isolated homes in the countryside unless there are special circumstances to do so.

Paragraph 69 goes on to say that the planning system can play an important role in facilitating social interaction and creating healthy inclusive communities. Local authorities should therefore create a shared vision with communities of the residential environment and facilities they wish to see.

To support this vision local authorities should aim to involve all sections of the community in the development of Local Plans and in planning decisions.

The new policy is quite clear however, in stating that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

3.2 Towards a Sustainable Transport System

At a national level, five national transport goals underpin transport policy. The government set the goals for the development of the UK's future transport policy and infrastructure. The goals as set out in DfT's Towards a Sustainable Transport System (2007) include:

- ❖ Maximising the overall competitiveness and productivity of the national economy so as to achieve a sustained high level of GDP growth.
- ❖ Reducing transport's emissions of carbon dioxide and other greenhouse gases, with the desired outcome of avoiding dangerous climate change.
- ❖ Contributing to better health and longer life expectancy through reducing the risk of both injury or illness arising from transport and promoting travel modes that are beneficial to health.

- ❖ Improving quality of life for transport users and non-transport users, including through a healthy, natural environment, with the desired outcome of improving well being for all.
- ❖ Promoting greater equality of transport opportunity for all citizens with the desired outcome of achieving a fairer society.

3.3 Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen (June 2012)

DfT Local Transport's White Paper Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen (June 2012) reiterates the government's vision for a sustainable local transport system that supports the economy and reduces carbon emissions. The document explains how the government is placing localism at the heart of the transport agenda, taking measures to empower local authorities when it comes to tackling these issues in their areas.

3.4 Oxfordshire's Local Transport Plan (LTP3)2011-2030

Oxfordshire, in the LTP, is described as being a vibrant County in the heart of England where a thriving economy blends successfully with a high quality environment. It is also described as being the most rural County in south east England with a highly qualified workforce, low unemployment, good standards of health and life expectancy and low levels of crime.

The LTP goes on to say that Oxfordshire has a well developed network of major roads, railways and high quality bus services. The LTP identifies that Oxfordshire has significant plans for future economic and housing growth with significant development planned at the market towns of Banbury, Carterton and Witney. The LTP sees the major challenge as being able to secure the infrastructure and services required to support this growth.

However, the current challenging financial and funding position means that the County Council bears an even greater need than ever to be clear about their priorities for investment. Their goals for transport aim to make the County attractive for existing residents and business, as well as for new development.

For each settlement type a number of strategies, known as investment strategies, have been developed as part of LTP3. Banbury is identified as being the second largest settlement in Oxfordshire, serving a large rural hinterland that includes parts of Oxfordshire, Northamptonshire and Warwickshire. The challenges facing Banbury are identified as being key routes into the town centre suffering from congestion.

The County Council have developed a set of nine objectives which will form a basis for their actions in delivering the LTP with each of the objectives being rated as high, medium or low priority for different parts of the County. The County will then use these priorities as the basis for assessing individual schemes and developing the implementation for the Plan.

The County Council has also developed a series of general policies to guide the future development of transport over the course of the Plan, together with more specific policies for each of the nine objectives.

In the section on "Tackling Congestion", their core objective is to increase the efficiency of the County's transport system by reducing congestion to improve the economy and relieving environmental problems. It goes on to say that where congestion does occur it can be reduced by either increasing capacity, or reducing demand.

There are seven other objectives which Savoy Consulting consider relevant to the planning application.

Objective 3 is identified as aiming to reduce road casualties and the dangers associated with travel. LTP3 states that road safety continues to be a core priority, both nationally and locally, reflecting the very high human and other costs of road accidents, with drivers comprising the largest category of road user casualties. The County Council goes on to say that there has been a major drive in promoting slower speed limits on the rural roads in the County's villages, market towns and in Oxford City.

Objective 4 is to improve accessibility to work, education and services with the County Council stating that they want to allow people to access the services they need to help reduce social exclusion and develop the County's economy. The County Council say that it is proud of its track record in maintaining a consistent policy of promoting public transport over the last 40 years, which has created a culture of bus use in Oxfordshire which is second to none amongst English Shire Counties.

Objective 5 deals with securing infrastructure and services to support development, with the County Council's core priority being to ensure that a strategic County-wide approach is taken to planning new developments, and the infrastructure required to support them, so that new developments contribute to the social and economic wellbeing of the County, without creating environmental problems.

Objective 6 deals with reducing carbon emissions from transport and is principally focused on encouraging trips to either not be made or to be made in ways which use less carbon.

Objective 7 is to improve air quality, reduce other environmental impacts and enhance the street environment, by ensuring that transport contributes to improvements and the attractiveness and environmental quality of the County, and that this is taken into account in decisions on growth and development.

Objective 8 deals with public transport and the County Council's wish to develop and increase the use of high quality, welcoming public transport with their main ambition being to extend the County's successful public transport model for journeys to all parts of the County.

Objective 9 deals with walking, cycling and rights of way, stating that the County Council will develop and increase cycling and walking for local journeys and recreation, in the recognition that walking and cycling have the least carbon footprint of any transport choice and has few adverse environmental impacts, whilst also contributing to improved health.

Policy SD1 states that the County Council will seek to ensure that the location and layout of new developments minimise the need for travel and can be served by high quality public transport, cycling and walking facilities. Developers will be expected to promote sustainable travel associated with new development and the County Council will ensure that the traffic from new development can be accommodated safely and efficiently on the transport network.

Policy SD2 deals with securing contributions from new developments towards improvements for all modes of transport where required.

The County Council recognise that the amount of new development across the County will have a major impact on the local transport network. The County Council will work with the District Councils to ensure that new development is located in accordance with the relevant spatial policies, and has a minimal adverse impact on the existing highway network.

LTP3 goes on to say that although various bus routes serving Banbury town centre are to their 'premium route' standard, the east and north east of the town are not so well served and therefore improvement to these areas is seen as a key challenge in Banbury.

The strategy for the town is, therefore, to deliver transport improvements with a focus on reducing congestion and improving bus services whilst encouraging walking and cycling, with better information systems and infrastructure improvements being delivered at Banbury bus station.

New bus routes and links in the town centre will be introduced, and improved bus services and facilities between residential and employment areas will be also promoted.

The County Council will also strive to improve the pedestrian environment in Banbury, both within the town centre and to, and within, residential and employment areas, and also develop a high quality cycle network with new and improved links to key destinations, including better connections to the rights of way network.

3.5 Transport for New Developments: Oxfordshire County Council, Residential Design Guide - Main Objectives

The main objectives identified by the County Council as local highway authority to deliver a safe and attractive development are:

- ❖ To ensure that housing layouts contribute towards encouraging more sustainable travel by minimising the need to use cars, particularly for shorter trips to local facilities.
- ❖ Provision of quality facilities for pedestrians, cyclists and public transport, particularly bearing in mind users with mobility difficulties, with a view to reducing car usage. However, the need to accommodate vehicle movement and parking will remain and has to be fully considered in the design process.
- ❖ To help create attractive developments that are enjoyable to live in and safe for all users
- ❖ To help create attractive developments that are accessible, legible and convenient to all users, including the mobility impaired - includes those with difficulty seeing, hearing, walking, finding their way around, or any combination of all these.
- ❖ To provide developments designed to emphasise a sense of place and community, with movement networks to enhance these qualities, but with full links with adjacent areas to ensure permeability.
- ❖ Provision of sufficient non-prescriptive standards to enable more rapid appreciation of the Highway Authority's requirements by developers/planning authorities to minimise negotiation times for both layout determination and future adoption.
- ❖ To secure by design, traffic speeds commensurate with the safety and convenience of all users of the road network. The target speed in such residential areas will be 20 mph or less.
- ❖ To secure an adoptable movement network at a reasonable cost with an extensive design life and low maintenance costs.

4 Proposed Development

4.1 Introduction

The proposed residential development is designed to accommodate 26 dwellings. The indicative layout produced by Banner Homes is included as **Appendix A**. The drawing illustrates the proposed access, the location of the proposed dwellings, the layout of the internal access road and the parking provision for the individual houses.

The drawing also shows a 40 space car park intended to provide off-street car parking for the nearby Deddington Castle. A pedestrian link from the car park to the castle is also proposed.

4.2 Site Access Arrangements

It is proposed to provide vehicular access by means of the construction of a new 'T'-junction on to Clifton Road. The junction has been designed to accord with the emerging guidance published by Oxfordshire County Council entitled "Transport for New Developments".

The proposed vehicular site access will also provide access for pedestrians and cyclists. Due to the relatively low vehicle volume of car traffic anticipated to use the new site access, segregated provision for cyclist has not been considered necessary.

Appropriate visibility splays can be provided at the new junction with Clifton Road in accordance with the advice set out in Manual for Streets.

4.3 Traffic Generation

Based on similar Banner Homes Developments elsewhere it has been calculated that this development will generate in the order of 18 two-way trips in the morning and evening peak hours. Peak hours are traditionally 0800-0900 hrs and 1700-1800 hrs.

Savoy Consulting has also been asked to assess the traffic generation from the proposed car park to serve Deddington Castle.

Deddington Castle is a medieval fortification situated to the east of the village centre. It was built on a former Anglo-Saxon estate by Bishop Odo of Bayeux following the Norman conquest of England in 1066. Odo constructed a large castle with two earthwork baileys and a central motte, intending that the castle administer his property interests in the region and provide a substantial military base in the event of an Anglo-Saxon revolt.

Odo's estates in England were seized following a failed rebellion against William II in 1088, and Deddington Castle was taken back into royal control. The Anglo-Norman lord William de Chesney acquired the castle in the 12th century and rebuilt it in stone, raising a stone curtain wall around a new inner bailey, complete with a defensive tower, gatehouse and domestic buildings.

From the 13th century onward, Deddington Castle fell into disrepair, and contemporaries soon described it as "demolished" and "weak". It was bought by the Canons of Windsor in 1364, who began to sell off its stonework. The remains of the castle were reportedly used by both Royalist and Parliamentary forces during the English Civil War in the 17th century.

In the 19th century Deddington Castle was adapted for use as a sporting facility by the local gentry. It was sold to Deddington's Parish Council, who attempted to build tennis courts in the inner bailey in 1947. Following the discovery of medieval remains and a subsequent archaeological investigation, these plans were abandoned and the western half of the castle became a local park with potential for organised sport, although this has been constrained by the lack of parking.

Savoy Consulting understands that in the past it has been used for cricket and junior football and there was a rifle range nearby. It is believed that due to the heavy demand on recreational facilities at the Windmill Centre the Parish Council is keen to reinstate organised sport at the Deddington Castle site, although the success of this will be largely dependent on provision of the car parking envisaged in our client's application.

English Heritage now manage the inner bailey, with the eastern half remaining in use for farming, and the site as a whole being protected under UK law as a scheduled monument.

The castle is open all year round, seven days a week, during daylight hours. There is no charge to visit the castle.

When people visit the castle they currently have to park on Clifton Road as there is no dedicated car park for the use of castle visitors.

As part of the pre-application consultations with the Parish Council, the Council requested our client provide a dedicated parking area for visitors' use. Because of the obvious road safety benefits of providing off-street car parking, Banner Homes has agreed to this request.

In terms of traffic generation Savoy Consulting believes there will be little or no use of the car park during the traditional peak hour periods as it will mostly be used at weekends and to a degree during the day. Even then it will not be used intensively and it is suggested that at peak visiting times at weekends during the summer months there will be no more than 40 two-way traffic movements per hour.

In the opinion of Savoy Consulting the peak time use of the new junction for the residential development will not coincide with the peak use of the junction by castle visitors, so there will not be a resultant cumulative traffic impact. Therefore, there will not be a material traffic impact on Clifton Road as a result of these development proposals.

5 Accessibility

This chapter of the report examines the availability of sustainable modes of transport in the area, i.e. public transport, walking and cycling.

5.1 Walking Links

Following the completion of the development there will be pedestrian connection from the residential development onto the south side of Clifton Road. This footway link on Clifton Road will provide access to local amenities and the nearest bus stops.

Walking speeds are based on the guidance given in paragraph 3.30 in the IHT's publication "Guidelines for Providing for Journeys on Foot" which states that adopting an average walking speed of 1.4m/second it can be assumed that it is possible to walk approximately 400 metres in five minutes or three miles in an hour. Based on these walking speeds, it has been calculated that it is possible to walk 840 metres in 10 minutes, 1260 metres in 15 minutes and 1680 metres in 20 minutes.

Applying the walking distances quoted it is possible to walk to the all the day-to-day local amenities within 14 minutes.

5.2 Cycling Links

In order to identify facilities that are within a reasonable cycling distance of the development site an accessibility exercise has been carried out based on a cycling speed of 4.4 metres/second. This has been taken from Sustrans Information Sheet FF11 which states that a five mile (eight kilometres) journey can be comfortably cycled by an adult in 30 minutes.

It is calculated that it is possible therefore to cycle approximately 1,300 metres in five minutes, 2.6 kilometres in 10 minutes and up to eight kilometres in 30 minutes.

From the cycle distances quoted it has been established that it is possible to reach all the local day-to-day amenities within a six minute cycle ride.

5.3 Public Transport Links

The nearest bus stops are located in the village centre on Market Place, approximately 550 metres west of the site access. Regular bus services operate from here to the main destinations of Banbury and Oxford, with services also stopping in Adderbury and Kidlington. A summary of the local bus services is shown in the table below.

Local Bus Service Summary

Route No	Route (Provider)	Frequency (Minutes)				
		Weekday		Saturday		Sunday
		Daytime (up to 2000)	Evening	Daytime (up to 2000)	Evening	
S4/59	Banbury-Adderbury-Deddington-Kidlington-Oxford (Stagecoach)	To Oxford 0624 then hourly to 1806 To Banbury 0739 then hourly to 2001	No service No service	To Oxford 0653 then hourly to 1806 To Banbury 0809 then hourly to 2001	No service No service	To Oxford 0851 1121 1421 1651 To Banbury 1032 1302 1602 1832

5.4 Local Amenities

An analysis has been carried out of the local amenities in the area and the results are set out below.

TYPE OF AMENITY	NAME	DISTANCE FROM SITE	JOURNEY TIME ON FOOT	JOURNEY TIME BY BICYCLE
Doctor/Pharmacy	Deddington Health Centre	300m	3.5 mins	1.5 mins
General Store	Co-operative Supermarket	500m	6.25 mins	2.5 mins
Post Office	Deddington Post Office	500m	6.25 mins	2.5 mins
Primary School	Deddington CofE Primary	550 m	7 mins	2.75 mins
Library	Deddington Library	650 m	6.25 mins	3.25 mins
Dentist	Deddington Dental Practice	750 m	8.5 mins	3.75 mins
Nursery	Deddington Village Nursery	1.1 km	13.5 mins	5.5 mins
Secondary School	The Warriner School (11-18 years)	9.6 km	-	-

It can be seen from this analysis that all the necessary day-to-day amenities can be reached on foot or by bicycle without any of the future residents of the development needing to use a private car to reach these local destinations.

Apart from a school bus service to the secondary school there are also private bus services operating from Deddington to Kingham Hall School, Oxford High School for Girls, Headington School and Magdalene College School.

It is therefore concluded that this site is situated in a sustainable location.

6 Summary and Conclusions

Savoy Consulting has been instructed by their client Banner Homes to prepare a Transport Statement to accompany a planning application for a residential development comprising 26 dwellings on Clifton Road, Deddington, located approximately 600m east of the village centre.

As part of the development a car park will also be provided for the use of visitors to Deddington Castle.

Access to the site will be by means of a simple 'T'-junction on Broughton Road, shown on the plan at **Appendix A**.

The Transport Statement has been prepared in accordance with the advice published by the Department for Transport and following consultation with the local highway authority.

The transport statement has assessed existing conditions on the surrounding highway network and an analysis has been carried out of the proposed development, including the means of access to the site and access to local amenities.

As part of this assessment, the personal injury accident records on Clifton Road have been analysed. Only one accident has been recorded in the study area in the last five years and although this was recorded as a fatal accident there were no underlying highway problems that could have contributed to the accident.

The analysis therefore indicates that there is no evidence of any underlying road safety problems on Clifton Road and Savoy Consulting believes the situation will not change as a result of the proposed development.

To support the planning application there has been a review of relevant planning policy guidance and again it is concluded the proposed development accords with all relevant policies and is situated in a sustainable location.

Accessibility to local amenities has also been considered and it has been demonstrated that it is possible to travel to local destinations both on foot and by bicycle without having to travel by private car for these short journeys. It has therefore been concluded that the proposed residential development is in a sustainable location.

As part of preparing the Transport Statement, an assessment has been carried out of the likely traffic generation from the proposed residential development and car park to serve Deddington Castle.

The result of this work demonstrates that there will not be a cumulative traffic impact and there will not be a material increase in traffic flows on Clifton Road resulting from this modest development.

Savoy Consulting has concluded therefore, there are no material or overriding highway or transportation reasons why planning permission should not be granted.