

**PROPOSED MIXED USE DEVELOPMENT
WOODSTOCK EAST, OXFORDSHIRE
APPLICATION REF. - 14/02004/HYBRID**

TRANSPORT ASSESSMENT APPRAISAL NOTE

This Note has been prepared by Glanville Consultants on behalf of Woodstock Town Council to summarise preliminary findings of a review of the Transport Assessment (TA) prepared by David Tucker Associates (ref. SJT/NES 15291-02j) dated 28 November 2014. The TA accompanies a part outline part full application for mixed use development on approximately 50 hectares of land east of Woodstock, Oxfordshire.

A number of relevant issues have been identified requiring further consideration and / or additional information for clarity and understanding. However, key points at this stage in the process have been identified and are summarised below.

General

1. Reference is made to preparation of the TA having been informed by detailed discussions held with Oxfordshire County Council and the Highways Agency, local stakeholders including residents and public transport operators. It would be useful to see the findings of this consultation process to understand how the site has evolved and relevant issues and concerns addressed.
2. It is usual for a TA to be based upon a scope that has been discussed and agreed with the local Highway Authority. Such a document would typically set out agreed traffic generation trip rates and distribution. Has such a document or similar been prepared other than that prepared for the purposes of the EIA?
3. The TA includes limited assessment of the full detailed planning application part of the scheme for 29 dwellings with associated car parking as well as a new site access junction with the A44. Insufficient information has been provided within the TA to determine suitability of layout, servicing, accessibility, the proposed site access junction etc.
4. Initial impression of the Masterplan site layout is that the principle of the swathe of green land between Woodstock and the main development does not appear to lend itself to sustainable travel to / from Woodstock i.e. does it increase the attractiveness of walking, cycling and the use of public transport rather than use of private car? Is this green land reserved for flood alleviation? How does this fit with MfS guidance?
5. A copy of drawing P100 showing the layout of the detailed application element of the scheme shows the proposed new right-turn lane junction with the A44. The siting of the new access relative to the existing private access opposite appears too close to accord with DMRB guidance which advises a minimum distance of 50m between two minor roads. Have the principles of this arrangement been agreed with OCC together with appraisal through a Stage 1 Road Safety Audit?

Transport Assessment

6. Traffic surveys including manual classified counts (MCCs) and seven-day automatic traffic counts (ATCs) were undertaken in the last full week before public schools broke up on Wednesday 23 July 2014 (MCCs on 15.7.14). It is possible that surveyed flows do not represent typical traffic flows throughout the year due to general fluctuation in traffic flows which can differ from day to day and to some degree, potentially due to private schools most likely having broken up by this time. Whilst the significance of the timing of the surveys is not clear, given the scale of proposed development and potential impact of new traffic on the road network, the validity of surveyed traffic flows should be established to provide comfort that future traffic conditions can be appropriately assessed. This could be done by undertaking supplementary seven-day ATC surveys at an agreed time of the year.

7. No surveyed traffic flow diagrams showing observed queuing or future traffic flow diagrams have been provided, thus it is difficult to understand relevant issues and check junction capacity modelling.
8. The proposed new main site access / A4095 Upper Campsfield Road roundabout design does not appear to conform to DMRB standards in terms of ICD / island ratio. Also, the A4095 approach road alignments are considered poor, particularly as site land appears available to improve this element of the design.
9. The proposed new Marlborough School Coach park and road alignment appears to require third party land and it is not clear whether this is available.
10. In general, the TRICS trip rates used to generate traffic for all elements of the scheme are questionable where the sites and parameters used do not appear to provide entirely reasonable comparison in terms of size, type and location to the proposed development. This may be a limitation of the TRICS data available. However, for example, traffic generation for the proposed 930sqm of retail is based upon large supermarkets, some of which include petrol filling stations.
11. Traffic distribution based upon 2011 National Census data is difficult to follow and further explanation would be helpful.
12. The proposals include for a 'link & ride' facility including for approximately 300 car parking spaces. Whilst the proposal in itself is positive, in simple terms, the provision of only one additional Stagecoach S3 bus per hour would seemingly be insufficient to cater for demand if the car park is fully utilised, in addition to capturing commuters that already park in the town or live in outlying villages. Further, it is questionable whether those commuters that already make the A44 journey to Oxford would use this facility rather than the Peartree P&R where services into Oxford are significantly more frequent than the four an hour the development proposes. Has an assessment of demand been undertaken and how has the size of car park been determined?
13. Notwithstanding the uncertainty relating to traffic generation and distribution assumptions, junction layout diagrams to scale will be required in order to check the capacity modelling undertaken.

Conclusion

Further information will be required to understand the baseline situation against which future proposals can be properly assessed. This includes establishing validity of surveyed traffic flows, provision of traffic flow diagrams and junction layout diagrams to scale.

Proposed development traffic generation should be reviewed together with further explanation of assumed distribution and assignment.

Justification and information on how the proposed 'link & ride' facility would operate should be provided.

Information appropriate for the detailed planning application element of the scheme should be provided.

Proposed site access junctions should be further considered in line with relevant DMRB guidance to ensure safe and viable access from the strategic highway can be provided.

Overall, it is considered that further information should be provided to understand the full potential impact of the proposed development on the highway.