



HVJ TRANSPORT LTD

TRANSPORT STATEMENT

PROPOSED RESIDENTIAL DEVELOPMENT AT
LAND TO THE REAR OF THE GEORGE INN
SANDFORD ROAD, LITTLEMORE

FOR

DAVINDER DHANJAL

PROJECT NO. P902

MARCH 2020

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APPENDIX A – TRICS Data

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Working in conjunction with  GTA Civils & Transport Ltd.



1 INTRODUCTION AND SCOPE

- 1.1 This statement is based upon instructions from Neil Clarke of nca-architecture on behalf of Davinder Dhanjal and relates to the proposed residential development on land to the rear of the George Inn, Littlemore.
- 1.2 The purpose of this Statement is to examine the traffic and transport impacts associated with the proposed development and the scope of work includes:
- Site visit;
 - Review of site permitted development and proposed planning application;
 - Detailing of relevant national and local policies;
 - Review of local transport networks;
 - Review of relevant accident data;
 - Assessment of current accessibility by all transport modes (bus, cycle, walking, etc.);
 - Analysis of trip generations of existing and proposed development using the TRICS Database;
 - Analysis of parking requirements;
 - Assessment of the sightline requirements;
 - Assessment of impacts of proposed development on local and strategic highway networks.
- 1.3 This statement has been written with reference to the following planning frameworks and transport guidance documents:
- National Planning Policy Framework (NPPF) July 2018;
 - Oxfordshire County Council Local Transport Plan 2011-2031;
 - Oxfordshire Cycling Design Standards – Summer 2017;
 - Oxford City Council Local plan 2001-2016 – November 2005;
 - Oxford City Council Sites and Housing Plan 2011 – 2026 (Adopted Feb 2013);
 - Oxford City Council Parking standards, Transport Assessments & Travel Plans SPD;
 - Manual for Streets (MFS) 1 and 2- 2007;
 - TRICS (Trip Rate Information Computer System) Database;



2 PLANNING POLICY GUIDANCE

2.1 National Planning Policy Framework (NPPF)

- 2.1.1 The National Planning Policy Framework, first published in 2012, revised in July 2018 and again in February 2019 sets out the Government's policies for England and how these are expected to be applied. The NPPF provides a framework within which locally-prepared plans for housing and other development can be produced. Section 2 of the document '*Achieving sustainable development*', sets out how the planning system will operate to achieve this. In particular, paragraph 10 states: '*So that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development.*'
- 2.1.2 The NPPF states in paragraph 7 that '*the purpose of the planning system is to contribute to the achievement of sustainable development.*' The three main objectives of sustainable development being; economic, social and environmental.
- 2.1.3 Within Section 9 – '*Promoting sustainable transport*', paragraph 103 recognises that the planning system should actively manage patterns of growth in support of the five objectives listed below so that:
- the potential impacts of development on transport networks can be addressed;
 - opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
 - opportunities to promote walking, cycling and public transport use are identified and pursued;
 - the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
 - patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.
- 2.1.4 At paragraph 108, the document provides guidance for how development proposals should be assessed and determined. It states: '*In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*
- *appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
 - *safe and suitable access to the site can be achieved for all users; and*
 - *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.'*



2.1.5 Paragraph 109 gives clear guidance on how highways related issues are to be considered in determining development applications: *'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.'*

2.1.6 The means by which an assessment of transport issues may be presented is clarified in paragraph 111 which states: *'All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.'*

2.2 PPG13 Transport

2.2.1 Planning Policy Guidance Note 13 (PPG13) has now been replaced by the NPPF but it is still worth taking into account PPG13 as best practice which sets out the overall policy objectives relating to transport and new development as follows:

- Promote more sustainable transport choices for both people and for moving freight;
- Promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling; and
- Reduce the need to travel, especially by car.

2.2.2 Paragraph 6 of PPG13 states that local authorities should:

- *actively manage the pattern of urban growth to make the fullest use of public transport, and focus major generators of travel demand in city, town and district centres and near to major public transport interchanges;*
- *accommodate housing principally within existing urban areas, planning for increased intensity of development for both housing and other uses at locations which are highly accessible by public transport, walking and cycling;*
- *use parking policies, alongside other planning and transport measures to promote sustainable transport choices and reduce reliance on the car for work and other journeys;*
- *give priority to people over ease of traffic movement and plan to provide more road space to pedestrians, cyclists and public transport in town centres, local neighbourhoods and other areas with a mixture of land uses;*
- *ensure that the needs of disabled people (as pedestrians, public transport users and motorists) are taken into account in the implementation of planning policies and traffic management schemes, and in the design of individual developments; consider how best to reduce crime and the fear of crime, and seek by the design and layout of developments and areas, to secure community safety and road safety; and*
- *protect sites and routes which could be critical in developing infrastructure to widen transport choices for both passenger and freight movements.*



2.2.3 Paragraph 50 of PPG13 states that in relation to parking local authorities should:

- *Ensure that, as part of a package of planning and transport measures, levels of parking provided in association with development will promote sustainable transport choices;*
- *Not require developers to provide more space than they themselves wish, other than in exceptional circumstances which might include for example where there are significant implications for road safety which cannot be resolved through the introduction or enforcement of on-street parking controls.*

2.2.4 Where relevant to the policies and with regard to this proposal, all development will be required to:

1. Provide a safe, convenient and attractive pattern of movement into, out of and across the site, particularly for pedestrians, people with disabilities and cyclists, incorporating pedestrian seating and cycle parking as required;
2. Include good links to public transport, incorporating wherever appropriate suitable access for public transport vehicles into the site and associated passenger facilities;
3. Be designed to secure access and mobility for all;
4. Incorporate adequate provision for vehicular access from the highway network without detriment to highway safety or to pedestrians, cyclists or public transport; and
5. Incorporate cycle and vehicle parking to the required standards having regard to the need to promote sustainable transport choices, together with suitable turning and loading facilities in the case of development proposals with significant transport implications, include a transport assessment or statement. Any additional traffic arising from development is capable of being accommodated on the local road network without undue environmental, operational or safety consequences, or the existing road system should be capable of improvement to meet those consequences.

2.3 Oxfordshire County Council Local Transport Plan 4 (LTP4)

The objectives for LTP4 are as follows:

1. Reduce the need to travel and the distance people need to travel;
2. Make more efficient use of available transport capacity through innovative network management and offering a choice of different ways to travel;
3. Improve connectivity to support economic growth: between housing and jobs/ education/ services, and in networks of businesses and their supply chains;
4. Influence the location of development to maximise the use and value of existing and planned strategic transport investment;
5. Reduce overall journey times and increase journey time reliability on strategically important routes;
6. Develop a high quality, resilient integrated transport system that is attractive to customers and generates inward investment;



7. Reduce negative impacts of transport on human health and safety, and the environment, including reducing carbon emissions; and
8. Encourage and facilitate physically active travel to support health.

2.4 Oxford City Council Local Plan 2001-2016

- 2.4.1 Section 3.0 of the Local Plan addresses transport policy issues for the city and states: *'The aim of the City Council's transport policy is to reduce the need to travel, particularly by private car, and to give people greater choice in the way they travel by walking, cycling and public transport. To achieve this, proposed development must be appropriate to its location and it must be recognised that some locations are more suitable for some land uses than others. Furthermore, measures should be implemented that directly improve travel by sustainable modes of transport and control private car use.'*
- 2.4.2 The policy also requires that *'development should be located, designed and implemented to promote access by sustainable modes of transport and to reduce reliance on car travel.'*

2.5 Summary on Policy

- 2.5.1 The proximity of the proposed development at the George Inn in Littlemore is consistent with relevant transport policies and can also make a significant contribution to supporting the local businesses. The development of this nature which is located within easy reach of all facilities and services and within a short walking distance of a frequent bus service, is aligned with Government sustainable development aspirations.



3 DESCRIPTION OF THE SITE

- 3.1 The subject site is located 5km directly south of Oxford city centre in the Oxford district of Littlemore. The shopping and commercial precinct of Templars Square, Cowley is 1.5km to the north and the main Cowley shopping and commercial precinct is a further 2km to the north (Refer Fig. 1).

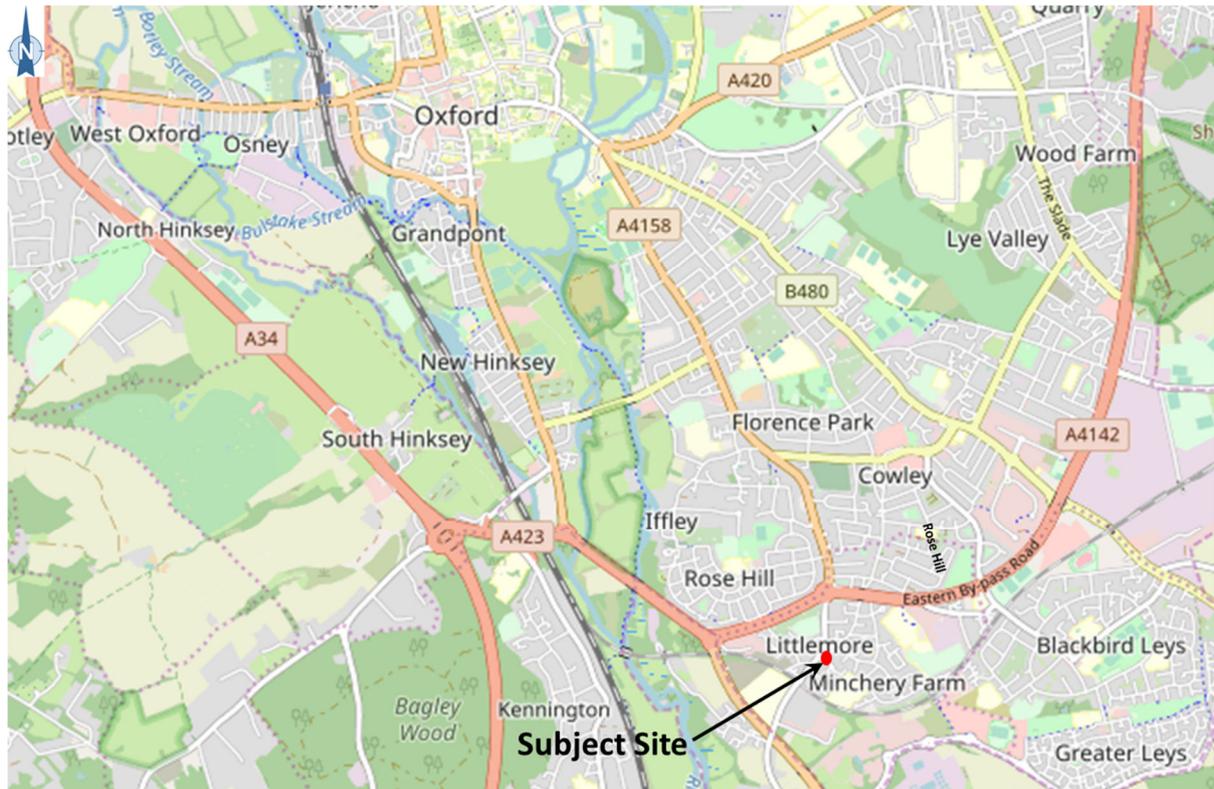


Fig 1: Location plan

- 3.2 As shown in Figure 2, the George Inn public house and a collection of smaller buildings currently occupy this site of approximately 0.24ha. Access to the site exists from the eastern side of Sandford Road and extends between the George Inn and the building to the north (Refer Photos 2 & 3). This access has a tarmac surface and is 4.95m wide between these two buildings at the front boundary and widens to 6.1m at the rear of the George Inn building. It widens further to 7.3m at the pub car park to the rear and there is a set of lockable gates set back 9.85m from the front wall of the George Inn building.
- 3.3 The tarmac car park to the rear currently provides 19 spaces with some additional capacity at the back of the site on some open grass and gravel areas (Refer Photo 1). A collection of small outbuildings and other structures will be removed as part of the development works.



Photo 1: Car park and open space to rear of site



Fig 2: Plan of existing site



Photo 2: Existing access onto Sandford Road



Photo 3: View of access looking back towards Sandford Road



- 3.4 Sandford Road in the vicinity of the site is a two-way single carriageway, 20mph urban road with a system of street lighting and a series of traffic management measures including a pedestrian crossing 18m to the north.
- 3.5 Sandford Road has a total carriageway width of 7.7m with a 4.7m wide tarmac footway on the side fronting the site and a 5.7m wide tarmac footway on the northern side together with an advisory cycle lane along this side of the carriageway. Opposite the site is the Railway Lane junction.
- 3.6 National, regional and local planning policies promote the need for sustainable developments to have good accessibility to services and facilities. Ideally, developments should be located within walking or cycling distance of education, employment, health, retail and leisure facilities. The following amenities and facilities are in the immediate vicinity of the site:

Education services

- Emmanuel Christian School – 120m
- John Henry Newman Academy (Primary) – 700m
- The Oxford Academy (Secondary) – 1.2km
- The Iffley Academy (Special School) – 2.1km

Medical services

- Temple Cowley Medical Group – 2.2km
- Kennington Health Centre – 3.9km
- Iffley Dental – 1.5km
- Westbridge Dental Practice – 1.5km

Transport

- Oxford Rail Station – 6km
- 3A bus stops – 10m
- 16 and 16A bus stops – 270m

Other amenities/services

- Sainsburys supermarket & garage – 550m
- Tesco supermarket and garage – 2.8km
- Oxford Retail Park – 2.8km
- Golden Ball public house – 350m
- The George public house – 10m
- Oxford Science Park – 1.6km
- Vue cinema complex – 1.4km



- 3.7 The nearest public transport links include nos. 3A, 16 and 16A bus services between Oxford City, Cowley and The Oxford Science Park. Further details on the walking, cycling and public transport services are provided in Section 6.
- 3.8 In terms of the operation and safety of the road network, records are kept of personal injury accidents. A guide to the local accident patterns can be viewed at www.crashmap.co.uk. This web site uses data approved by the National Statistics Authority and reported on by the Department for Transport each year. Data is therefore available for this area and indicates that there have been no reported incidents in the past 5 years.



4 PROPOSED DEVELOPMENT

- 4.1 The operational characteristics of the pub have changed over the years with fewer patrons arriving by car and most of the trade being locals arriving on foot or by public transport as is often the case when Oxford United supporters meet before and after local matches. The large area to the rear is underutilised with significantly reduced parking demand. An infill residential development is an obvious option for this space.
- 4.2 The proposal is to redevelop the rear car park area of the site to provide 8 residential dwellings including 3 x 3 bed + 3 x 2 bed + 2 x 1 bed houses as shown on that site plan provided by nca-architecture. This plan also shows the existing access from Sandford Road being retained.
- 4.3 The car and cycle parking provision is in accordance with the requirements of the Oxfordshire City Council (OCC) parking standards and provides for a total of 12 residential spaces and 7 spaces allocated to the pub. Refer Section 7 for the full parking analysis.
- 4.4 According to the document Manual for Streets (MfS) shared surface access ways can be a minimum of 4.1m. MfS also states that *“the access route could be reduced to 2.75m over a short distance (a requirement for an emergency vehicle) provided the pump appliance can get to within 45m of dwelling entrance”*. However, in this instance, the access way is a minimum of 4.95m with adequate turning areas and meets the requirements within MfS and the County Council Residential Road Design Guide. This proposal therefore meets the criteria as set down in MfS 1.
- 4.5 The site layout and design will be fully permeable for pedestrians and cyclists linking to the access point on Sandford Road and the on-site design philosophy and connectivity will take account of MfS requirements. Each of the new build residential dwellings will facilitate secure cycle storage within the curtilage of each plot and in accordance with the Oxfordshire Cycling Design Standards.
- 4.6 The proposed site is very well located for bus services as described in Section 6 and is within walking distance of nearby facilities.



5 DEVELOPMENT TRAFFIC IMPACT

- 5.1 An assessment has been completed which demonstrates that the traffic associated with the proposed development will not have a material impact on the local highway network.
- 5.2 The TRICS database was analysed and sites with similar characteristics were applied to the application site. The database has been interrogated under the land uses Houses – Privately owned and the results are presented in the Tables below. The full TRICS data output is provided in Appendix A.

Trip Periods	Development type / No. of units	Forecast trip generation					
		Trip rate per dwelling			Total trips		
		Arr	Dep	Total	Arr	Dep	Total
AM Peak							
08.00-09.00	8 No.	0.122	0.307	0.429	0.976	2.456	3.432
PM Peak							
17.00-18.00	8 No.	0.265	0.123	0.388	2.120	0.984	3.104
Daily Flows							
07.00-19.00	8 No.	2.143	2.122	4.265	17.144	16.976	34.120

Table 5.1: Trip Generation for 8 Houses, privately owned (Proposed use).

- 5.3 The trip rate peak times associated with the residential housing is between 0800 and 0900 and also between 1700 and 1800. The trip rate in the AM peak hour for the proposed use is 3.43 movements and 3.10 movements during the PM peak. The overall 12 hour trip rate generation is 34.12 movements which on average is approximately 2.8 movements per hour or 1 movement every 21 minutes.
- 5.4 This analysis demonstrates that the traffic volumes associated with the development are not significant when compared to the daily flows on the adjoining roads and certainly within the likely daily variation expected in background traffic.
- 5.5 Based on the analysis it is therefore considered that the proposed development uses, when at peak, are acceptable in terms of highway safety and capacity impacts on Sandford Road. This residential traffic does not coincide with the peak traffic for the adjoining public house.



6 WALKING, CYCLING AND PUBLIC TRANSPORT

6.1 Walking opportunities

- 6.1.1 PPG13 best practice says that walking is the most important mode of travel at the local level and ‘offers the greatest potential to replace short car trips, particularly under 2km.’ It further states ‘more direct, safe and secure walking routes particularly in and around town centres and local neighbourhoods, and to schools and stations, to reduce the actual walking distance between land uses, and to public transport’ should be created. Walking also forms an often forgotten part of all longer journeys by public transport and car.’
- 6.1.2 In terms of the journey purpose, local trips on foot are likely to relate to short shopping trips, access to leisure facilities, trips to school and nursery, local visiting, and trips to bus stops as part of linked trips to further destinations. Walking is usually chosen as the mode for these trips as a result of the relatively short distances involved. However, modal choice for these trips can also be influenced by variables such as route condition, weather and topography.
- 6.1.3 The location of this development site on Sandford Road offers the potential to encourage walking trips to and from the site, especially to public transport links and local shops. The proposed site is less than 50m to the 3A bus stops, 270m to the 16 and 16A bus stops and 550m to the large Sainsbury’s supermarket.
- 6.1.4 The Institution of Highway and Transportation document ‘Planning for Public Transport in Developments’ suggests that new development should be so located, that public transport trips involve a walking distance of no greater than 400m to the nearest bus stop. In the absence of any other form of public transport, the potential for walking trips to and from the application site is extremely probable.
- 6.1.5 The DETR publication entitled ‘Reducing Transport Emissions through Planning’ paragraph 2.4.22 and Table 11 on Page 47, states that *‘some 63% of shoppers who live within 1km of a local shopping and District Centre carry out shopping trips on foot’*. This publication also states that *‘taken as a whole, the analysis shows that walking (at 53%) for journeys to local and non-local centres, is the dominant mode for trips up to 1.6km.’*
- 6.1.6 Given the location of the application site a reasonable proportion of trips can be expected to be made on foot to and from local schools, shops and services. The Institution of Highway and Transportation (IHT) in its ‘Guidelines for Providing for Journeys on Foot-(2000)’ suggests an average walking speed of 1.4m/s can be assumed, so the majority of shopping options, transport and services are well within a walking distance of the 18minutes or less as advocated within this document.



6.2 Cycling opportunities

6.2.1 Use of pedal cycle is relatively high in Oxford. The City Council wishes to maintain and increase this level of usage particularly for journeys under 5km (the City Centre is only 4.5 km from this site), as well as recognizing the potential for cycle use as part of a longer journey.

6.2.2 Figure 3 shows the proximity of the Local and National Cycle Routes. Local route No.6 runs along Sandford Road past the site and National Route 57, which runs along Cowley Road where there are sections of dedicated cycle lane, runs within 3.8km of the site. National Route 5 runs north and south within 700m of the site and as can be seen in Fig. 3, there are a number of other, both on and off road, local cycle routes in the immediate area providing quick connections to nearby commercial and shopping areas.

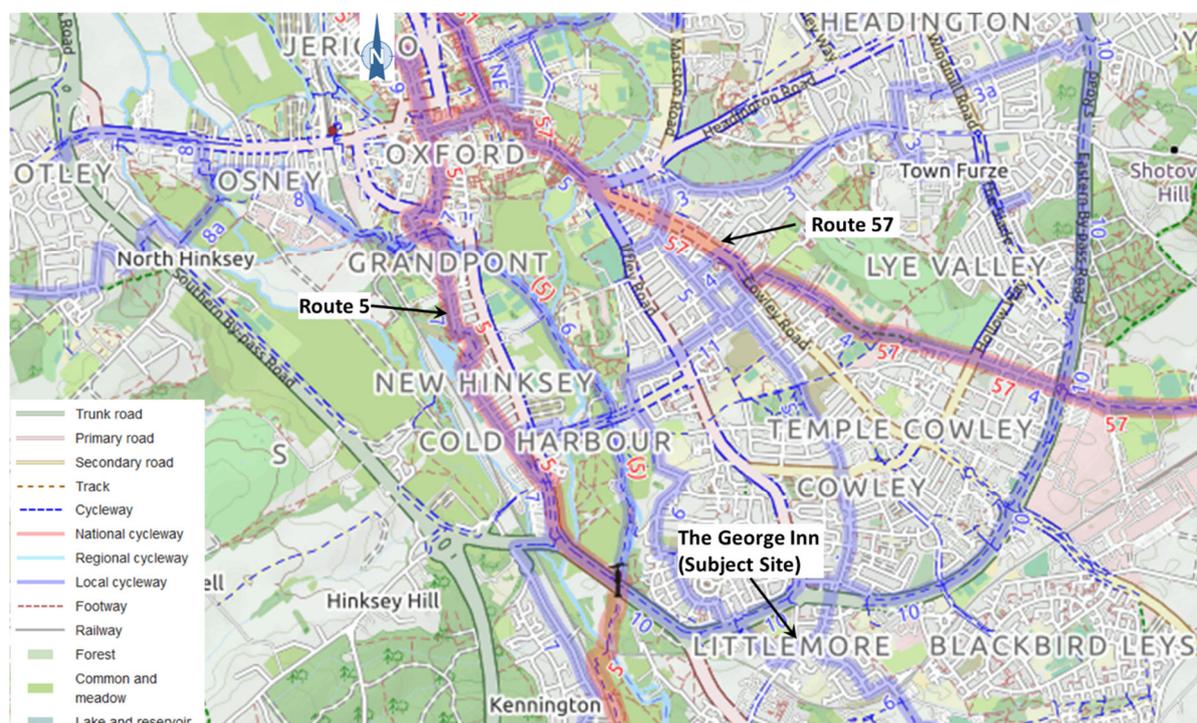


Fig 3: Location of nearest National Cycle Network route

6.2.3 New developments must provide safe and convenient access and appropriate facilities for pedestrians and cyclists. Provision of cycle storage facilities in a safe, secure and sheltered location for residents will encourage cycling for all types of trip. The proposal (Refer App. A) shows adequate cycle parking within the curtilage of each dwelling which together with the proximity of key services and facilities ensures that cycling offer a real choice for all users of the proposed development.



6.3 Public transport links

6.3.1 The nearest rail station is Oxford, approximately 6km from the site and provides 530 car parking spaces and 758 spaces for bicycles. It is served by Great Western Railways (GWR), Cross Country (CC) and Chiltern Railways (CR). These carriers provide services between Herford/Worcester and London Paddington (GWR), Southampton/ Bournemouth to Birmingham and Scotland (CC), Oxford and London Marylebone. Trains run approximately between the times set out in Table 6.1.

Journey	Mon-Fri	Sat	Sun	*Journey Time
Oxford – London Paddington (GWR)	Mainly a half hourly service between 05.23 and 23.00	Mainly a half hourly service between 04.00 and 23.10	Mainly a half hourly service between 07.43 and 22.45	Approx 60 min.
Oxford to London Marylebone (CR)	Trains run at least every 20min between 05.36 and 22.41	Trains run at least every 20min between 06.12 and 22.09	Mainly a half hourly service between 07.43 and 22.07	Approx 65-80 min.
Oxford to Birmingham New St (CC)	Trains run at least every 30min between 06.38 and 22.30	Trains run at least every 30min between 06.39 and 22.12	Trains run at least every 60min. between 09.37 and 22.06	Approx 65-70 min.

*Journey times are for direct services. Additional services that require changing of trains are also available on all routes and with longer journey times.

Table 6.1 Train schedules

6.3.2 The site is served by the No.3 and 3A, bus services which run north along Iffley Road (every 5-10min) to Oxford or south to the Oxford Science Park. The no. 16 and 16A services run every 30min. to Templars Square retail area before heading east to Iffley Road and on to Oxford City. The Cowley Road shopping precinct is accessible by walking (2.0km) or taking any of the 1, 5, 10 or 12 buses that connect from Templars Square to Cowley and Oxford City.

6.3.3 The proximity of these nearby bus services ensures that this site is exceptionally well served by public transport with the No.3 and 16 bus stops being less than 300m from the site and the Oxford rail station can be reached in less than 20min by bicycle.

6.3.4 It is evident that the site is well situated in the context of the surrounding land uses and has various employment, educational and community facilities that are accessible by sustainable transport mode. The proximity of the site to public transport and Oxford city centre provides access to a range of potential sources of employment in varied industries and sectors and as has been noted, London is also in commutable distance using public transport.



7 CAR AND CYCLE PARKING

- 7.1 Managing car parking provision in a more efficient and effective manner will help to:-
- encourage more sustainable use of other modes of transport;
 - reduce the land take of the development;
 - promote linked trips;
 - increase access to development for those without a car; and
 - tackle congestion.
- 7.2 Government planning policy on transport is set out principally in The NPPF. This provides advice on how local authorities should integrate land use and transport, particularly through the development process and promote sustainable transport. Its key objectives are to:
- Ensure that opportunities for sustainable transport have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure.
 - Provide safe and suitable access to the site can be achieved for all people.
 - Give priority to pedestrian and cycle movements and have access to high quality public transport facilities.
- 7.3 In setting local parking standards for residential and non-residential development, the NPPF states that local planning authorities take into account: - the accessibility of the development, the type, mix and use of the development, the availability of and opportunities for public transport, local car ownership levels and an overall need to reduce the use of high-emission vehicles. It also acknowledges that parking policies can influence significantly the demand for travel by car.
- 7.4 In relation to parking local authorities should not require developers to provide more space than they themselves wish, other than in exceptional circumstances which might include for example where there are significant implications for road safety which cannot be resolved through the introduction or enforcement of on-street parking controls.
- 7.5 The Oxford City Council's Sites and Housing Plan (SHP) includes parking standards designed to address more diverse development types and the parking issues that can be associated with such developments in more varied and unusual geographical situations. The standard advises that parking provision should be considered based on likely level of car ownership based the proposed mix of dwelling types and tenure local knowledge and other relevant, up-to date evidence.



7.6 Policy HP16: Residential Car Parking in the SHP states:

Planning permission will only be granted for residential development where the relevant maximum car parking standards set out in Appendix 8 are complied with. Some unallocated spaces must be provided in developments that involve the creation of a new access road. Disabled parking must be provided to comply with Appendix 8. Planning permission will be granted for car-free or low-parking houses and flats in locations that have excellent access to public transport, are in a controlled parking zone, and are within 800 metres of a local supermarket or equivalent facilities.*

The subject site meets all of the criteria for low-parking as defined in Policy HP16.

7.7 The SHP also states that such developments will be considered on its merits and that *“the amount and design of parking should respond to the character of the area, by reflecting the way in which residential parking is provided for existing neighbouring homes. In the tighter built-up areas where densities are high and traditionally no on-plot parking is provided, proposals may not need to include any allocated parking.”*

7.8 Appendix 8 of the SHP makes reference to infill housing development which is described as houses and flats that do not include a new access road or parking court. For sites outside the Transport Central Area, such applications will be decided on their merits, to reflect local context and existing parking capacity and safety issues.

7.9 As in infill development, the parking provision of 12 unallocated spaces as shown on the architect’s layout plan for the 8 units (3 x 3 bed + 3 x 2 bed + 2 x 1 bed) on this proposal is considered appropriate based on the site’s access to sustainable transport options as detailed in Section 6 and the proximity of local shops and services detailed in section 3.6.

7.10 In relation to car parking requirements for the George Inn public house, Appendix 3 of the Adopted Oxford Local Plan 2001-2016 states that for Pubs/ restaurants/ cafes (A3-5 food and drink) the requirement is 1 space per 20m² public floor space plus, 1 space for resident staff. There is 120m² of public access space therefore a minimum of 7 spaces is required as shown on the proposal.

7.11 The car parking spaces provided will be a minimum dimension of 5.0m x 2.5m with clear minimum manoeuvring space of 6.0m as advised within the standards.

7.12 The SHP also requires that space should be made available within new developments for parking of bicycles and the cycle parking allocation is summarised in Table 7.1. Cycle parking is provided in secure and convenient positions and in accordance with the Oxfordshire Cycling Design Standards. Each unit will be provided with cycle storage space within the curtilage of the plot. Three safe, secure and sheltered Sheffield Stands will be provided to meet the needs of the visitors.



7.13 In relation to cycle parking provision for the public house, the requirements nominated in Appendix 4 of the Adopted Oxford Local Plan 2001-2016 (Food and drink (A3-5)) are for 1 space per 40m² public floor space plus 1 space per 5 staff.

Unit type	No. of units	Cycle parking requirement	Cycle parking spaces	Stands
1 Bed units	2	1 spaces per unit	2x1=2	N/A secure on plot storage provided
2 & 3 Bed units	6	2 spaces per unit	6x2=12	N/A secure on plot storage provided
Resident visitor cycle parking	8	1 stand per 2 units where more than 4 units		8/2=4
Public house	N/A	1 space per 40m ² public floor space plus 1 space per 5 staff	(120/40)+1=4	2
Total cycle stands for the site				6 Stands

NOTE:

- 1 stand = 2spaces
- Cycle parking for detached houses is provided within their respective curtilage.

Table 7.1: Cycle parking analysis

7.14 The level of parking provided is aligned with the aims of the policies of the City Council and County Council.



8 SIGHTLINES

- 8.1 The design of sightlines at junctions and access points is discussed in detail in the document Manual for Streets (MfS) which was published in 2007. This guide is also meant to complement local street design guidance produced by local authorities.
- 8.2 Traditionally sightlines were constructed with an emphasis on ensuring motorists had wide splays and generous sightlines so that they can react to hazards ahead of them in plenty of time, based on the speed of traffic using them. It is now accepted this encourages higher speeds because motorists feel comfortable with the speed that they are driving at, especially in approaching residential areas.
- 8.3 Reducing visibility and using alignments which encourage motorists to drive more slowly should not only maintain or improve on current safety levels but will also help create places which are good for social activity and where movement by means other than the car is encouraged. Therefore, some stopping distances have been revised and are shown within Table 7.1 of the MfS.
- 8.4 An 'X' dimension of 2.4m (Refer Fig. 8.1) which is normally used in most built up situations, as this represents a reasonable maximum distance between the front of the car and the driver's eye, is considered suitable at this location. According to MfS, using an 'X' distance in excess of 2.4m is not generally required.

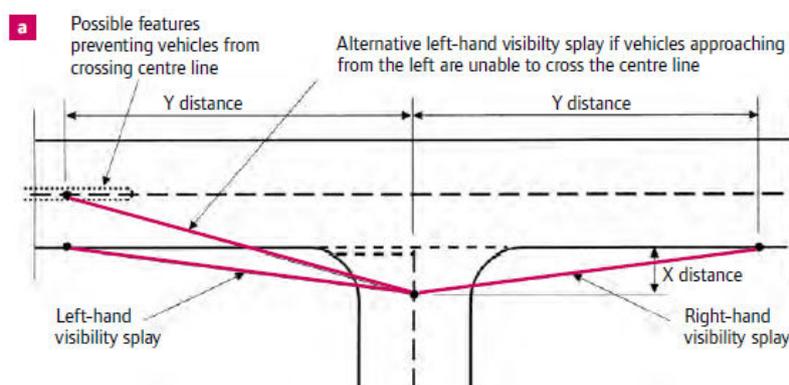


Fig.8.1: Junction visibility requirements

- 8.5 Longer 'X' distances enable drivers to look for gaps as they approach the junction. This increases junction capacity for the minor arm, and so may be justified in some circumstances, but it also increases the possibility that drivers on the minor approach will fail to take account of other road users, particularly pedestrians and cyclists. TRL Report No 184-20 found that accident risk increased with greater minor road sight distance. It is therefore suitable and appropriate for the 'X' distance in this instance to be 2.4m.



8.6 Sightlines at the existing access onto Sandford Road were measured on site and comfortably exceed 100m in both directions (Refer Photos 4 & 5). MfS requires a minimum sight distance for 2.4m (X), of 25m (Y) for the prescribed 20mph speeds and the height of any obstruction within these sightlines must not exceed 0.6m. The sightlines as assessed at this location therefore conform to National Standards for an access of this type.



Photo 4: Sightline to the north (towards Oxford)



Photo 5: Sightline to the south



9 CONCLUSION

- 9.1 This Transport Statement has been completed to support the proposed residential development to the rear of the George Inn, Littlemore.
- 9.2 Analysis of the traffic impact of the development demonstrates that there will be no discernible negative effect on the local highway network when compared to existing traffic levels.
- 9.3 The scheme will be in accordance with the aims and objectives of local and national policy with regard to accessibility by walking, cycling and public transport. It will offer occupiers of the new houses a choice in their mode of travel.
- 9.4 The proposed scheme offers safe and efficient access arrangements for all traffic (cars, delivery vehicles, cyclists and pedestrians).
- 9.5 The proposed development meets the parking requirements for both cars and cycles as laid down in the Oxfordshire County Council and Oxford City Council parking guidance documents and policies.
- 9.6 The junction of the existing access with Sandford Road in respect of both the sightlines and the trip generation satisfies all sightline standards including the government's Manual for Streets.
- 9.7 This review has not identified any aspects of this development which could cause severe harm in highway safety terms and there are no transportation reasons which should prevent the development of this site. The Highway Authority, therefore ought to be able to provide a positive recommendation for approval of this planning application.



APPENDIX A

TRICS Data

Calculation Reference: AUDIT-349901-200225-0251

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : A - HOUSES PRIVATELY OWNED
 VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	2 days
	EX ESSEX	1 days
	HC HAMPSHIRE	2 days
	SC SURREY	1 days
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	DC DORSET	1 days
	SM SOMERSET	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	2 days
	ST STAFFORDSHIRE	1 days
	WK WARWICKSHIRE	1 days
	WM WEST MIDLANDS	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Secondary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of dwellings
 Actual Range: 16 to 99 (units:)
 Range Selected by User: 6 to 100 (units:)

Parking Spaces Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 25/09/19

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	4 days
Tuesday	1 days
Wednesday	4 days
Thursday	5 days
Friday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	15 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town Centre	2
Edge of Town	13

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	15
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This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C3 15 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	3 days
10,001 to 15,000	2 days
15,001 to 20,000	4 days
20,001 to 25,000	2 days
25,001 to 50,000	3 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	4 days
100,001 to 125,000	1 days
125,001 to 250,000	4 days
250,001 to 500,000	4 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	3 days
1.1 to 1.5	11 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	4 days
No	11 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	14 days
2 Poor	1 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	DC-03-A-08 HURSTDENE ROAD BOURNEMOUTH CASTLE LANE WEST Edge of Town Residential Zone Total Number of dwellings: 28 <i>Survey date: MONDAY 24/03/14</i>	BUNGALOWS DORSET	<i>Survey Type: MANUAL</i>
2	ES-03-A-02 SOUTH COAST ROAD PEACEHAVEN Edge of Town Residential Zone Total Number of dwellings: 37 <i>Survey date: FRIDAY 18/11/11</i>	PRIVATE HOUSING EAST SUSSEX	<i>Survey Type: MANUAL</i>
3	ES-03-A-05 RATTLE ROAD NEAR EASTBOURNE STONE CROSS Edge of Town Residential Zone Total Number of dwellings: 99 <i>Survey date: WEDNESDAY 05/06/19</i>	MIXED HOUSES & FLATS EAST SUSSEX	<i>Survey Type: MANUAL</i>
4	EX-03-A-02 MANOR ROAD CHIGWELL GRANGE HILL Edge of Town Residential Zone Total Number of dwellings: 97 <i>Survey date: MONDAY 27/11/17</i>	DETACHED & SEMI -DETACHED ESSEX	<i>Survey Type: MANUAL</i>
5	HC-03-A-21 PRIESTLEY ROAD BASINGSTOKE HOUNDMILLS Edge of Town Residential Zone Total Number of dwellings: 39 <i>Survey date: TUESDAY 13/11/18</i>	TERRACED & SEMI -DETACHED HAMPSHIRE	<i>Survey Type: MANUAL</i>
6	HC-03-A-22 BOW LAKE GARDENS NEAR EASTLEIGH BISHOPSTOKE Edge of Town Residential Zone Total Number of dwellings: 40 <i>Survey date: WEDNESDAY 31/10/18</i>	MIXED HOUSES HAMPSHIRE	<i>Survey Type: MANUAL</i>
7	LN-03-A-04 EGERTON ROAD LINCOLN Edge of Town Centre Residential Zone Total Number of dwellings: 30 <i>Survey date: MONDAY 29/06/15</i>	DETACHED & SEMI -DETACHED LINCOLNSHIRE	<i>Survey Type: MANUAL</i>
8	SC-03-A-04 HIGH ROAD BYFLEET Edge of Town Residential Zone Total Number of dwellings: 71 <i>Survey date: THURSDAY 23/01/14</i>	DETACHED & TERRACED SURREY	<i>Survey Type: MANUAL</i>
9	SH-03-A-05 SANDCROFT TELFORD SUTTON HILL Edge of Town Residential Zone Total Number of dwellings: 54 <i>Survey date: THURSDAY 24/10/13</i>	SEMI -DETACHED/TERRACED SHROPSHIRE	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

10	SH-03-A-06 ELLESMERE ROAD SHREWSBURY	BUNGALOWS		SHROPSHIRE
	Edge of Town Residential Zone			
	Total Number of dwellings:	16		
	Survey date: THURSDAY	22/05/14		Survey Type: MANUAL
11	SM-03-A-01 WEMBDON ROAD BRIDGWATER NORTHFIELD	DETACHED & SEMI		SOMERSET
	Edge of Town Residential Zone			
	Total Number of dwellings:	33		
	Survey date: THURSDAY	24/09/15		Survey Type: MANUAL
12	ST-03-A-08 SILKMORE CRESCENT STAFFORD MEADOWCROFT PARK	DETACHED HOUSES		STAFFORDSHIRE
	Edge of Town Residential Zone			
	Total Number of dwellings:	26		
	Survey date: WEDNESDAY	22/11/17		Survey Type: MANUAL
13	WK-03-A-02 NARBERTH WAY COVENTRY POTTERS GREEN	BUNGALOWS		WARWICKSHIRE
	Edge of Town Residential Zone			
	Total Number of dwellings:	17		
	Survey date: THURSDAY	17/10/13		Survey Type: MANUAL
14	WM-03-A-05 COUNDON ROAD COVENTRY	TERRACED & DETACHED		WEST MIDLANDS
	Edge of Town Centre Residential Zone			
	Total Number of dwellings:	89		
	Survey date: MONDAY	21/11/16		Survey Type: MANUAL
15	WS-03-A-10 TODDINGTON LANE LITTLEHAMPTON WICK	MIXED HOUSES		WEST SUSSEX
	Edge of Town Residential Zone			
	Total Number of dwellings:	79		
	Survey date: WEDNESDAY	07/11/18		Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	50	0.089	15	50	0.295	15	50	0.384
08:00 - 09:00	15	50	0.122	15	50	0.307	15	50	0.429
09:00 - 10:00	15	50	0.143	15	50	0.158	15	50	0.301
10:00 - 11:00	15	50	0.126	15	50	0.152	15	50	0.278
11:00 - 12:00	15	50	0.146	15	50	0.167	15	50	0.313
12:00 - 13:00	15	50	0.142	15	50	0.128	15	50	0.270
13:00 - 14:00	15	50	0.167	15	50	0.156	15	50	0.323
14:00 - 15:00	15	50	0.140	15	50	0.164	15	50	0.304
15:00 - 16:00	15	50	0.229	15	50	0.158	15	50	0.387
16:00 - 17:00	15	50	0.256	15	50	0.130	15	50	0.386
17:00 - 18:00	15	50	0.265	15	50	0.123	15	50	0.388
18:00 - 19:00	15	50	0.225	15	50	0.111	15	50	0.336
19:00 - 20:00	1	97	0.062	1	97	0.052	1	97	0.114
20:00 - 21:00	1	97	0.031	1	97	0.021	1	97	0.052
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.143			2.122			4.265

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected: 16 - 99 (units:)
Survey date range: 01/01/11 - 25/09/19
Number of weekdays (Monday-Friday): 15
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 0
Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.