



**Student Accommodation  
17a, 17b and 19 Between Towns Road  
Cowley  
Oxford**

---

**Transport Statement**

---

---

## **CONTENTS**

<b>SECTION 1</b>	<b>INTRODUCTION</b>	<b>1</b>
<b>SECTION 2</b>	<b>SITE LOCATION, DESCRIPTION &amp; PROPOSED DEVELOPMENT</b>	<b>2</b>
<b>SECTION 3</b>	<b>TRAFFIC IMPACT</b>	<b>4</b>
<b>SECTION 4</b>	<b>SITE SUSTAINABILITY</b>	<b>5</b>
<b>SECTION 5</b>	<b>PARKING</b>	<b>7</b>
<b>SECTION 6</b>	<b>CONCLUSION</b>	<b>8</b>
<b>APPENDIX 1</b>	<b>SITE LOCATION</b>	
<b>APPENDIX 2</b>	<b>PROPOSED SITE LAYOUT</b>	
<b>APPENDIX 3</b>	<b>BUS SERVICES AND FREQUENCIES</b>	
<b>APPENDIX 4</b>	<b>TRICS OUTPUT</b>	

---

## **1.0 INTRODUCTION**

- 1.1 This Transport Statement has been prepared by JD Highways on behalf of Cantay Estates Ltd to accompany a planning application to construct purpose built managed student accommodation comprising 206 student rooms. The scheme also provides a ground floor exhibition space, for use by occupants as well as by prior appointment by members of the public and some ancillary / management space on the ground floor associated with the student accommodation.
- 1.2 The site is located on the eastern side of Between Towns Road at junction with St Luke's Road. The site was previously used as the Cowley Conservative Club at 19 Between Towns Road. There are two retail units on the ground floor of 17 Between Towns Road. The retail units are currently occupied by a betting shop at 17a whilst 17b is occupied by a barber shop. There are 2-bedroom first floor flats above each of the units. The Cowley Conservative Club closed several years ago and has since remained unoccupied. The barber and betting shop are fully operational.
- 1.3 The application site encompasses both 17a/17b buildings, the entire car park and the access driveway up to the highway (Between Towns Road), the Conservative Club building, car park and garages.

## **2.0 SITE LOCATION, DESCRIPTION & PROPOSED DEVELOPMENT**

### Site Location and Description

- 2.1 The site is located towards the eastern side of B4495 Between Towns Road at the junction with St Luke's Road. A plan showing the site location is included as **Appendix 1**. The site is within Cowley Centre, one of Oxford's main district centres. Vehicle access to the Conservative Club car park is to the rear of the building via a wide footway crossover in St Luke's Road. The barber and betting shop share a separate large rear car park which is accessed from a footway crossover with Between Towns Road.
- 2.2 Between Towns Road connects with B480 Oxford Road at a signal-controlled junction 150 metres north of the site. Templars Square Shopping Centre is located approximately 150 metres to the south.
- 2.3 The location fully complies with the requirements of Oxford City Council's Local Plan which highlights the importance of locating student accommodation within a District Centre, where excellent accessibility to public transport is available. The established District Centre has contributed to the transport hub nature of public transport provision which focuses on pedestrian and cyclist facilities.
- 2.4 The District Centre location leads to a demand to park on-street. As a result, the surrounding road network is covered by a series of waiting restrictions designed to prevent inconsiderate and hazardous parking taking place.

### Proposed Development

- 2.5.1 The development consists:
- Construction of 5-storey purpose built student accommodation comprising 206 student study rooms, and associated facilities along with shared exhibition space.

The site layout is included as **Appendix 2**.

- 2.6 It is proposed the development operates on a largely 'car free' basis with only disabled parking permitted on site. Pedestrian access is located directly from Between Towns Road. Two further pedestrian routes are available providing external links between the front of the building and rear courtyard.
- 2.7 The existing vehicle access to Between Towns Road which serves the barber and betting shop will be stopped up as part of the development. The access serving the Conservative Club car park will be relocated a short distance along St Luke's Road.
- 2.8 Planning permission will include a standard requirement for an undertaking stating that the development is to be occupied by students and to include a clause in the tenancy agreement ensuring they will not bring cars to Oxford. An enforcement process will be in place for students found with a car.
- 2.9 A management plan will be included with the application that includes the provision of suitable supervision of residents and servicing of the site. The management plan will also provide details supporting the arrival and departure of students at the start and end of each term.
- 2.10 A provision of up to 4 disabled parking spaces will be included which complies with City Council's Parking Standards SPD (Feb 2007). The dimensions (5.5m x 2.9m + 1.0m) fully comply with Oxfordshire County and City Council Parking Standards.

- 2.11 In terms of cycle parking, covered secure cycle stores are provided with a total capacity of at least 208 bicycles which complies with minimum standards set out by City and County Council.

Servicing Arrangements

- 2.12 The refuse storage point is located along the south eastern boundary of the site adjacent to St Luke's Road. Refuse collection and other servicing can take place from St Luke's Road which is within normal carry distance for operatives. It will be possible for emergency vehicles to easily reach all residential areas of the building.

St Luke's Road Access

- 2.13 The existing Conservative Club access will be relocated a short distance along St Luke's Road. The width will be 3.0 metres and include a controlled entrance gate set back 5.5m from the back edge of the footway to allow for vehicles to wait without obstructing the highway. The internal courtyard will serve up to 3 disabled parking spaces, sufficient space is provided to allow vehicles to turn and exit in a forward gear.
- 2.14 This section of St Luke's Road includes several lengths of marked on-street parking bays restricting parking to 1 hour between 8:00am and 6:30pm Monday to Saturday. As a result of the access relocation parking bays will have to be rearranged to suit. However, the revised layout is not anticipated to lead to any reduction to the level of on-street parking and will be incorporated into the access works. St Luke's Road is covered by an area wide 20mph speed limit.

### 3.0 **TRAFFIC IMPACT**

3.1 The existing site is occupied by a barber, betting shop and former Conservative Club. The barber shop and betting shop share a car park with capacity for at least 30 vehicles. The Conservative Club car park is not formally marked into individual spaces but is likely to easily accommodate c.50 vehicles. The proposal is considered 'car free', the provision of up to 4 parking spaces within the site are reserved for disabled parking and occasional servicing. If on-site parking is used to capacity the proposal will generate significantly fewer vehicle trips than the extant planning permissions covering the current three uses. Typical trip rates for low car/car free student accommodation is included as table 3.1, summary of TRICS output included as **Appendix 4**.

Residential - Student Accommodation						
	Arrivals		Departures		Total two-way	
	Trip rate resident	Total (206 residents)	Trip rate resident	Total (206 residents)	Trip rate resident	Total (206 residents)
AM Peak (07:00 - 08:00)	0.002	0.49	0.002	0.49	0.004	0.98
Development Peak hour (11:00 - 12:00)	0.014	2.98	0.018	3.81	0.032	6.78
PM Peak (16:00 - 17:00)	0.014	2.81	0.01	1.98	0.024	4.8

Table 3.1: Predicted Development Trips

3.2 The tenancy agreement will include a clause which stipulates students are unable to park at the development or any other part of Oxford. As previously stated, the tenancy agreement will include a clause stating that students are not permitted to bring cars to Oxford. A strict enforcement procedure will be applied.

3.3 A Travel Plan (framework) to support a car free development will be submitted. In addition, a Resident's Travel Pack will be provided to new occupants at the beginning of each academic year.

#### 4.0 **SITE SUSTAINABILITY**

4.1 The site lies in a highly accessible location within a primary district centre offering a wide range of services and facilities. The site is immediately adjacent to a major bus route serving Oxford Brookes Headington Campus as well as the City Centre and railway station.

##### Walking and Cycling

4.2 By virtue of its highly sustainable location, the site is afforded excellent access by foot with a variety of walking routes linking with local facilities and amenities. The site is within Cowley Centre and easy walking distance of a wide selection of retail and other facilities.

4.3 Controlled pedestrian crossing facilities are provided along Between Towns Road, which comprise dropped kerbs and tactile paving to assist the visually impaired.

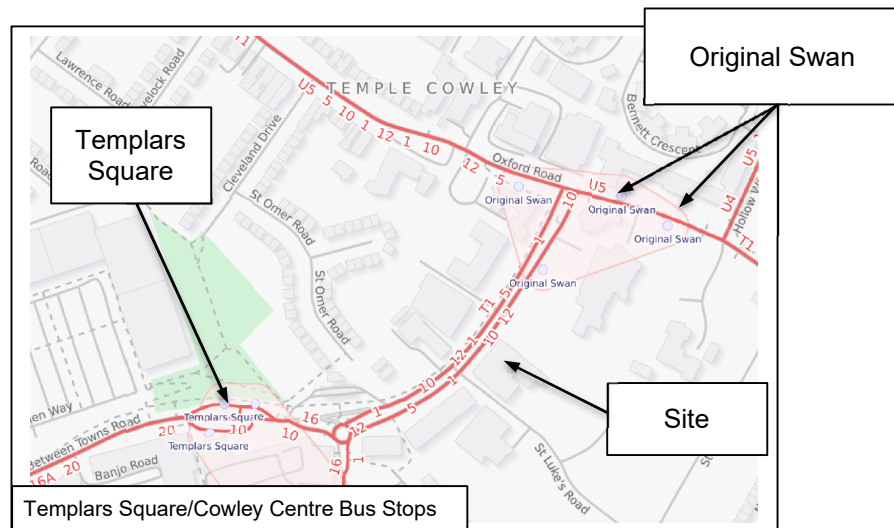
4.4 The footways within the vicinity are well lit with standard lighting columns covering both carriageways and footways.

4.5 Oxford has one of the highest levels of cycling in the country, therefore a number of cycle routes have been provided throughout the city. Between Towns Road includes on-carriageway cycleway. Only a short distance from the site, Rymers Lane is assigned as a recommended cycle route (No.5) which runs north/south through east Oxford to the City Centre.

##### Public Transport

###### *Buses*

4.6 Many local and inter urban bus services can be caught from stops near to the site. As one of the City's District Centres, Cowley Centre acts as a key bus service interchange. The nearest bus stops are within 30m of the site. Two other groups of stops are within easy walking distance and provide access to an extensive variety of frequent bus services across the city and beyond. The bus services and frequencies serving Cowley Centre are summarised in **Appendix 3**.



###### *Rail*

4.7 Oxford Railway Station can be reached using direct bus services from stops adjacent to the site and also well within easy cycling distance along the city's cycle routes. The services from Oxford provide links to Birmingham, Reading and London, with links to international airports and rail services.

**5.0 PARKING**

- 5.1 An undertaking will be provided to ensure students do not bring cars to Oxford. The central courtyard area used throughout term time for disabled parking will also be available purely as a controlled pick-up/drop-off facility for students and families arriving and departing at the start and end of each term. This operation will be covered within the Management Plan.
- 5.2 Minimum cycle parking standards for student accommodation reflect that students are more likely to cycle in Oxford if they live away from their place of study. All cycle parking is covered and secure. Cycle parking is located away from the street frontage but there is convenient level access between bike storage and the street.
- 5.3 Cycle storage capable of accommodating 208 bicycles is provided which fully complies with the City and County Council parking standards.



## **6.0 CONCLUSION**

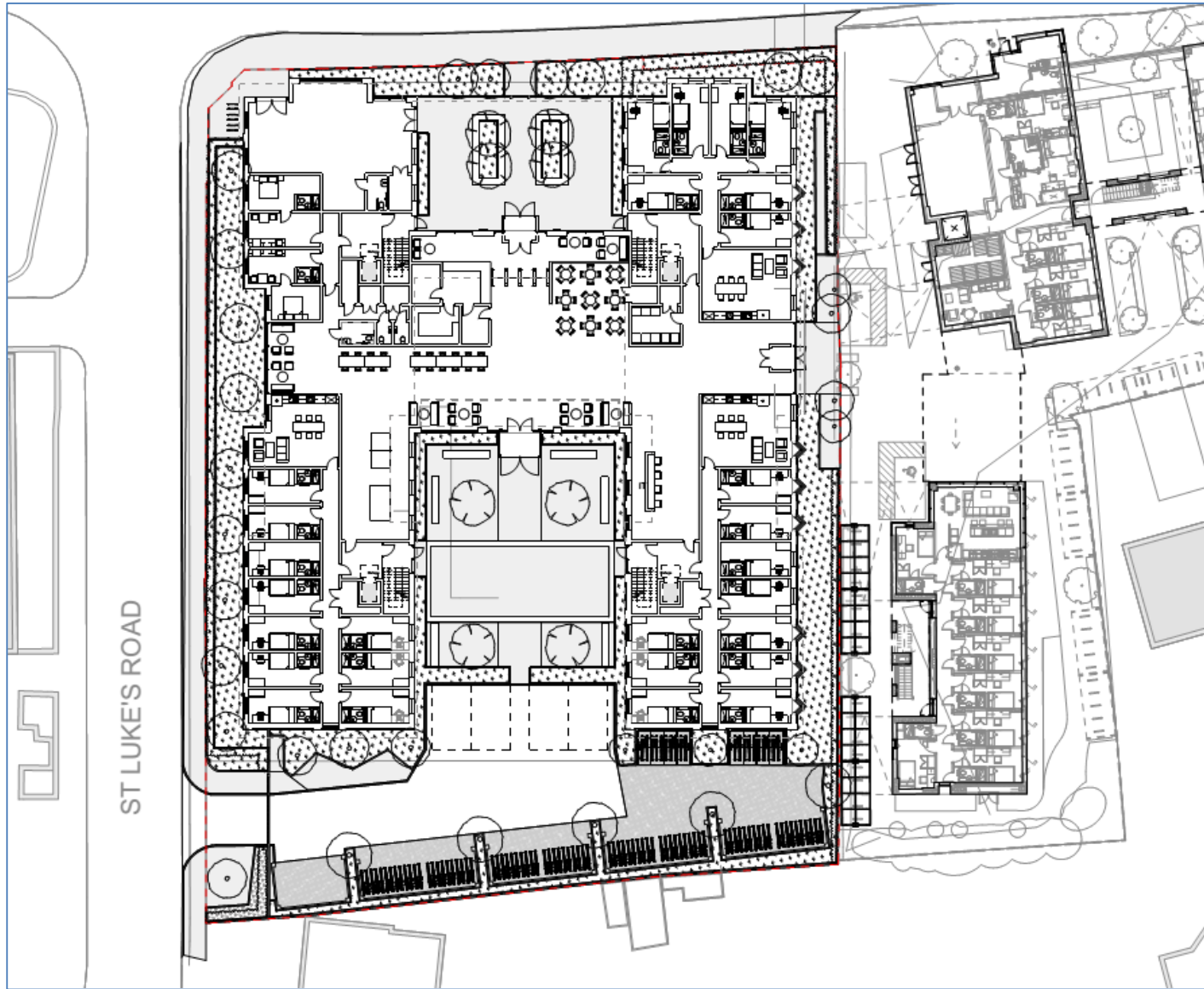
6.1 This Transport Statement has been prepared to accompany a planning application for the redevelopment of 17a, 17b and 19 Between Towns Road, Cowley for the purpose of providing student accommodation. The principal findings of the report are summarised below:

- A tenancy agreement will include a clause which stipulates students are unable to park at the development or any other part of Oxford. All surrounding streets are covered by parking restrictions to prevent inconsiderate or hazardous parking.
- The proposed development is 'car free', apart from the provision of disabled parking spaces there is no allocated parking on site therefore traffic generation is negligible.
- The site is located in a sustainable location within easy walking distance of local facilities. Access to frequent bus services using Barns Road, Oxford Road and Between Towns Road are located a short distance from the site and a national cycle route connecting to the City's facilities is easily assessable.
- An example of a Travel and Management Plan is included in the application documents.

6.2 In conclusion, the development will not result in a detrimental impact on highway safety or the flow of traffic. The access arrangements comply with local requirements and the site's highly sustainable location supported by a Travel Plan will encourage the use of alternative modes of transport. Therefore, the proposal must be considered acceptable in transport terms.



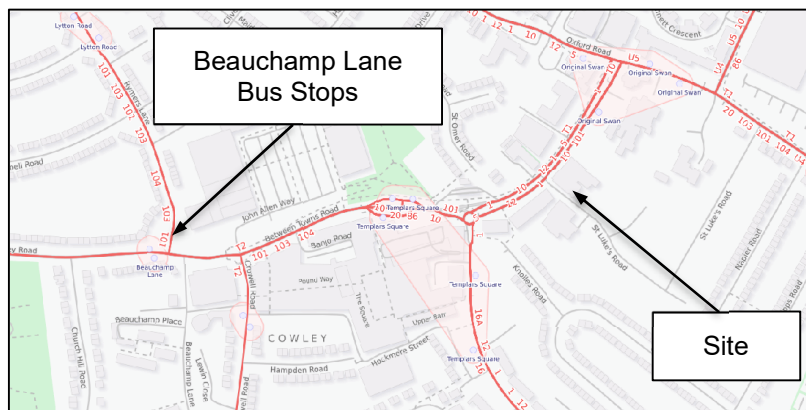
## APPENDIX 2 – PROPOSED SITE LAYOUT



## APPENDIX 3 - BUS SERVICES AND FREQUENCIES

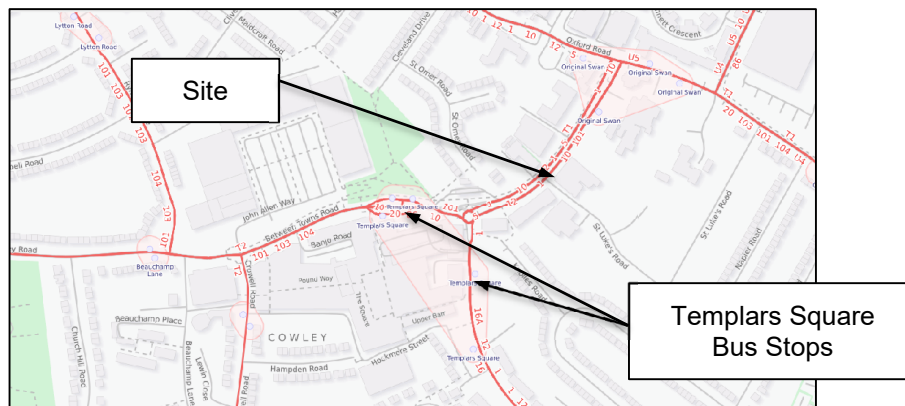
### Beauchamp Lane (opposite) Bus Stop, Church Cowley Road, Florence Park, Oxford

Service	Operator	Route Description	Days of Operation	Daytime Frequency
16	Stagecoach	Oxford : City Centre - Cowley - Minchery Farm	Mon – Sat Sun	30 mins 60 mins
16A	Stagecoach	Oxford : City Centre - Cowley - Littlemore - Minchery Farm	Mon – Sat Sun	30 mins 60 mins
20	Stagecoach	Oxford : Rose Hill - Cowley (Unipart House)	Mon – Fri	30 mins



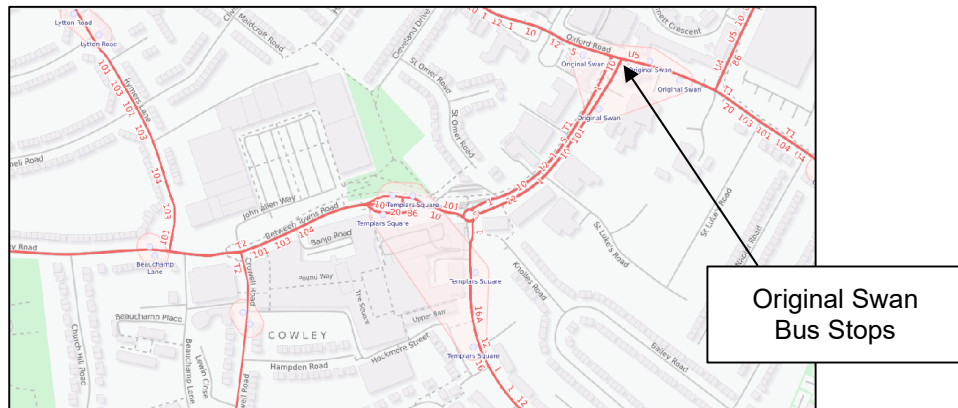
### Templars Square Bus Stop, Between Towns Road, Cowley, Oxford

Service	Operator	Route Description	Days of Operation	Daytime Frequency
10	Stagecoach	Oxford : City Centre - Cowley - John Radcliffe Hospital	Mon – Sat Sun	10 mins 30 mins
103	Heyfordian Travel	Oxford - Wheatley - Great Milton - Little Milton	Mon – Fri Sat	150 mins 4 to 2 hrs
N10	Stagecoach	Oxford : City Centre - Cowley - John Radcliffe Hospital	Mon – Sat Sun	10 mins 30 mins



**Original Swan Bus Stop, Oxford Road, Cowley, Oxford**

Service	Operator	Route Description	Days of Operation	Daytime Frequency
108	Heyfordian Travel	Oxford - Forest Hill - Stanton St John (Elsfield)	Mon – Sat	Daily
103	Heyfordian Travel	Oxford - Wheatley - Great Milton - Little Milton	Mon – Fri Sat	150 mins 4 to 2 hrs
N10	Stagecoach	Oxford : City Centre - Cowley - John Radcliffe Hospital	Mon – Sat Sun	10 mins 30 mins
NU5	Oxford Bus Company	Brookes - City	Mon – Sun	Varies 10 – 20 mins
T1	Thames Travel	Oxford - Garsington - Chalgrove - Watlington	Mon – Fri	Hourly
U4	Oxford Bus Company	John Radcliffe Hospital - Cowley - Oxford : Blackbird Leys	Mon – Fri	Hourly
U5	Oxford Bus Company	Marston - Headington - Cowley - Oxford City Centre	Mon – Sat Sun	30 mins 40 mins
U5X	Oxford Bus Company	Wheatley - Cowley - Oxford City Centre	Mon - Fri	30 mins
12	Stagecoach	Oxford : City Centre - Cowley - Greater Leys	Mon – Fri Sat - Sun	30 mins Hourly
1	Stagecoach	City Centre - Cowley - Blackbird Leys	Mon – Fri Sat - Sun	10 mins 20 mins
5	Oxford Bus Company	Rail Station - City Centre - Cowley - Blackbird Leys	Mon - Sun	20 mins



# APPENDIX 4 – TRICS OUTPUT

TRICS 7.6.3

Trip Rate F Number of residents

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use 03 - RESIDENTIAL  
 Category G - STUDENT ACCOMMODATION  
 VEHICLES

Selected regions and areas:  
 1 GREATER LONDON  
   IS ISLINGTON 1 days  
   KI KINGSTON 2 days  
   TH TOWER H/ 1 days  
 3 SOUTH WEST  
   BA BATH & N/ 1 days  
   DV DEVON 2 days  
 9 NORTH  
   DH DURHAM 1 days

This section displays the number of survey days per TRICS<sup>®</sup> 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 residents  
 Actual Range 100 to 300 (units: )  
 Range Selected 50 to 500 (units: )

Manually Deselected Sites  
 Site Ref Reason for Deselection  
 DE-03-G-0 parking ratio  
 FI-03-G-01 parking ratio  
 LI-03-G-01 parking ratio  
 WK-03-G-1 parking ratio

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION

Calculation Factor: 1 RESIDE

Count Type: VEHICLES

Time Rang Days	No.	Ave. RESIDE	ARRIVALS			DEPARTURES			TOTALS			
			Trip Rate	Estimated No. Trip Rate	Days	Ave. RESIDE	Trip Rate	Estimated No. Trip Rate	Days	Ave. RESIDE	Trip Rate	Estimated 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	1	241	0	0	1	241	0	0	1	241	0	0
07:00-08:00	7	179	0.002	0.533	7	179	0.002	0.533	7	179	0.004	1.066
08:00-09:00	7	179	0.005	1.065	7	179	0.005	1.065	7	179	0.01	2.13
09:00-10:00	7	179	0.005	1.065	7	179	0.002	0.533	7	179	0.007	1.598
10:00-11:00	7	179	0.011	2.486	7	179	0.008	1.775	7	179	0.019	4.261
11:00-12:00	7	179	0.014	3.196	7	179	0.018	4.084	7	179	0.032	7.28
12:00-13:00	7	179	0.006	1.42	7	179	0.007	1.598	7	179	0.013	3.018
13:00-14:00	7	179	0.007	1.598	7	179	0.005	1.065	7	179	0.012	2.663
14:00-15:00	7	179	0.01	2.308	7	179	0.014	3.018	7	179	0.024	5.326
15:00-16:00	7	179	0.01	2.131	7	179	0.012	2.663	7	179	0.022	4.794
16:00-17:00	7	179	0.014	3.018	7	179	0.01	2.131	7	179	0.024	5.149
17:00-18:00	7	179	0.003	0.71	7	179	0.007	1.598	7	179	0.01	2.308
18:00-19:00	7	179	0.006	1.42	7	179	0.009	1.953	7	179	0.015	3.373
19:00-20:00	4	225	0.006	1.239	4	225	0.004	0.991	4	225	0.01	2.23
20:00-21:00	4	225	0.011	2.478	4	225	0.009	1.982	4	225	0.02	4.46
21:00-22:00	2	205	0.005	1.09	2	205	0.007	1.636	2	205	0.012	2.726
22:00-23:00												
23:00-24:00												
Daily Trip Rates:			0.115				0.119				0.234	

Parameter summary

Trip rate p 100 - 300 (units: )  
 Survey dat 01/01/11 - 26/06/19  
 Number of 8  
 Number of 0  
 Number of 0  
 Surveys au 2  
 Surveys mi 4

This section followed the total number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



[www.jdhighways.co.uk](http://www.jdhighways.co.uk)

February 2021