



HVJ TRANSPORT LTD

TRANSPORT TECHNICAL NOTE

PROPOSED RESIDENTIAL DEVELOPMENT ON
LAND TO THE REAR OF 1 AND 2 COLLINWOOD CLOSE, RISINGHURST

OXFORD

FOR

HASELEY HOMES (OXFORD) LTD

PROJECT NO. P1050

FEBRUARY 2021

HVJ Transport Ltd
Registered in England and Wales 10192691.

12, Chaundy Road, Tackley,
Oxfordshire, OX5 3BJ
Tel Office: 01869 331729
Mob: 07501 403969
Email: huwjones@hvjtransport.co.uk



CONTENTS

1	INTRODUCTION AND SCOPE	2
2	PLANNING POLICY GUIDANCE	3
3	DESCRIPTION OF THE SITE and PROPOSED DEVELOPMENT	6
4	CAR AND CYCLE PARKING	11
5	WALKING, CYCLING AND PUBLIC TRANSPORT	14
6	CONCLUSION	17

ATTACHED CAR PARKING BEAT SURVEY

This report contains confidential information intended solely for the recipient. No part of this report may be copied, reproduced or stored electronically without prior written permission from HVJ Transport Ltd. This report has been prepared in accordance with the commissioning brief and is for the client's exclusive use unless otherwise agreed in writing. HVJ Transport Ltd does not accept liability for any use of this report, other than for the purposes for which it is was originally prepared and provided. Third parties should not use or rely on the contents of this report without written permission from HVJ Transport Ltd.

Working in conjunction with  GTA Civils & Transport Ltd.



1 INTRODUCTION AND SCOPE

- 1.1 This Technical Note is based upon instructions from Mr Neil Gorton of Haseley Homes (Oxford) Ltd and relates to the proposed residential development on land at the rear of 1 and 2 Collinwood Close, Risinghurst, Oxford.
- 1.2 The purpose of this Technical Note is to examine the traffic and transport impacts associated with the proposed development and the scope of work includes:
- Site visit;
 - Review of development and proposed planning application;
 - Detailing of relevant national and local policies;
 - Review of local transport networks;
 - Review of car parking data and survey;
 - 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 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 (OCC) Local Transport Plan 2011-2031;
 - Oxford City Council Local Plan 2036 (OCCLP);
 - Oxfordshire County Council Car Parking Standards;
 - Manual for Streets (MFS) 1 and 2 - 2007;
 - The Institution of Highway and Transportation (IHT) in its '*Guidelines for Providing for Journeys on Foot-(2000)*';
 - DETR publication entitled '*Reducing Transport Emissions through Planning*'.



2 PLANNING POLICY GUIDANCE

National Planning Policy Framework (NPPF)

- 2.1 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.*'
- 2.2 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.
- 2.3 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.
- 2.4 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.*'



- 2.5 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.'*
- 2.6 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.'*

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.



Oxford City Council Local Plan 2036 (OCCLP)

2.7 Section 7 (*Ensuring efficient movement into and around the city*) of the Local Plan sets out transport policy that is designed to promote sustainable travel through prioritising walking, cycling, and public transport. Section 7 of the plan also includes the following specific transport policies:

Policy M2: Assessing and managing development

Policy M3: Motor vehicle parking

Policy M4: Provision of electric charging points

Policy M5: Bicycle Parking

2.8 Policy M1: Prioritising walking, cycling, and public transport states that: *“Planning permission will only be granted for development that minimises the need to travel and is laid out and designed in a way that prioritises access by walking, cycling and public transport.”*

Summary on Policy

2.9 The proposed development on Collinwood Close is consistent with relevant transport policies and also makes significant contributions to supporting the local economy. By locating the development within easy reach of all facilities and services and within good walking distance of a frequent bus service, it is aligned with Government sustainable development aspirations.



3 DESCRIPTION OF THE SITE and PROPOSED DEVELOPMENT

- 3.1 The site is located within the Risinghurst suburb of Oxford, approximately 4.0km from Oxford City centre. It comprises a large parcel of land that stands to the rear of no's 1 and 2 Collinwood Close. The land was formally occupied by a number of single storey buildings that were once in use principally as a busy photographic studio. That has now been demolished. Access to the site is via a new pedestrian link that runs from the new parking space to the side of No1 Collinwood Close and down into the site to the rear (Refer Fig. 1) and Photo 1.



Figure 1: Location plan

- 3.2 A site visit was undertaken on Wednesday 10th of February 2021. The proposed site is approximately 31m from the junction of Collinwood Close with Collinwood Road. The roads within this residential area have a speed restriction of 20mph with street lighting evident. Collinwood Close is a typical cul de sac of length 74m where the dwellings all have the benefit of off street car parking-see photo 2. The carriageway of Collinwood Close is approximately 7.3m wide with a footway on the same side as the proposal of 2.4m width and on the opposite side the footway is also 2.4m in width.
- 3.3 The existing vehicular access is approximately 2.45m in width.



Photo 1: Existing vehicular access



Photo 2: Collinwood Close



- 3.4 The site observations made during numerous visits indicate that there is adequate spare capacity on these surrounding residential streets in terms of car parking. With regard to this proposal, there is a genuine demand for low car housing as the proposal is on Collinwood Close where there are no parking restrictions and spare capacity as stated on street as proven by the attached car parking beat survey undertaken by 360 TSL. The proposal is within a 400m walk of a high daytime frequency (5-10 minutes) direct bus route to the city centre. With the introduction of a further 2 x 1 bed flats with no off street car parking this more than accords with the government advice and that this lack of parking will not be deemed as severe as indicated within the NPPF.
- 3.5 There is in fact a direct and frequent bus service stop approximately 240m away from this proposal.
- 3.6 Residents have a choice of safe and convenient cycle routes to key local services and the district centre. This proposal meets this requirement as there is good cycling on road links nearby.
- 3.7 The District Centre of Headington is approximately 10 minutes by cycle from this site.
- 3.8 Key local services are conveniently and safely accessible by foot within a 400m-800m walk. In fact the distance to the city centre with its huge range of shopping facilities is only 4.0km away by a fast and efficient public transport service.
- 3.9 This area is also within Priority 2 for a Controlled Parking Zone and is named as the Headington Quarry and Risinghurst Controlled Parking Zone as approved by Oxfordshire County Council cabinet dated 7th of June 2018. At the time of writing this note the Risinghurst residential estate is under a consultation process for a CPZ which is due to end on the 5th of March 2021 and will be presented to councillors Spring 2021.
- 3.10 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

- Bayards Hill Primary School – 610m
- Sandhills Primary School - 890m
- Endeavour Academy – 385m
- Cheyney School (Secondary) – 2km
- Headington School – 1.8km
- Oxford University – Old Road campus – 1.76km
- Oxford Brookes University – 2.0km



Medical services

- Churchill Hospital – 1.6km
- Health and Medical centre, Headington – 925m
- Manor Surgery – 1.5km
- Wood Farm Health Centre – 1.3km
- John Radcliffe Hospital – 1.5km
- 310 Dental care, London Road – 275m

Transport

- Oxford Rail Station – 5.2km
- Oxford Parkway Rail Station – 7.0km
- Gloucester Green Bus Station – 4.5km
- Local bus stops – Collinwood Road 180m for the service and route no 9 with a bus stop and timetable—bus every 30mins. Thornhill Park and Ride 800m for buses to London, Heathrow and Gatwick
- A40 Risinghurst Turn bus stop for the service and route no’s 275, 280, 800, 900, and U1 with a bus stop, shelter, lay-by and timetable – bus every 5-10mins
- Further details on the walking, cycling and public transport services are provided in Section 5.

Other amenities/services

- Risinghurst local store supermarket and shops – 375m
- Headington district shops including Tesco, Waitrose, Coop, Sainsburys supermarkets, numerous, cafes, specialty shops and other services – 1.2km
- Risinghurst Post office and shop – 165m
- Oxford City centre – 4.0km

3.11 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 for this area is summarised in the table below:

Location	Distance from site	Date	Severity	Number of Vehicles Involved	Number of Casualties Involved
A40 with Collinwood Road	230m North	19/01/17	Slight	2	1
A40 with Collinwood Road	230m North	21/03/19	Slight	2	1
A40 with Collinwood Road	230m North	10/12/19	Slight	2	2

Table 3.1: Road accident data.



- 3.12 As one of the main thoroughfare (A40) in and out of Oxford carrying a significant number of heavy good vehicles, cars and buses the number of reported incidents on this junction with Collinwood Road can be considered to be quite low as noted in Table 3.1. Since these incidents Oxfordshire County Council as Highway Authority has now closed the gap in the middle of the carriageway of the A40 with temporary barriers. Based on the proximity of the incidents to the subject site there is no evidence that the proposed development would cause a material change as the recorded incidents do not relate to access/ egress/ or parking.
- 3.13 The proposed development is to further develop the site to provide an additional 1 x 1 bed enlarged residential unit. Please see the Planning, Access and Design Statement produced by Huw Mellor of Carter Jonas and in particular 4.29 in that report.
- 3.14 Planning permission has already been granted on the site in 2019 to turn the originally approved 1 bed unit in to a 2 bed unit (ref no 19/00897/FUL). This permission then seeks the provision of a new parking space for this 2 bed unit with utilizing the existing vehicular access along with pedestrian access to all 2 no units. The proposed 1 x 1 bed unit is made on the basis of it being car parking free.
- 3.15 The site layout and design will be fully permeable for pedestrians and cyclists linking to the access point on Collinwood Close and the on-site design philosophy and connectivity takes account of MfS requirements. Each of the new build residential units will be provided with secure cycle storage in designated areas as shown on the site plan and in accordance with the guidance.



4 CAR AND CYCLE PARKING

- 4.1 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.
- 4.2 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;
 - ensure safe and suitable access to the site can be achieved for all users; and
 - give priority to pedestrian and cycle movements and have access to high quality public transport facilities.
- 4.3 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 significantly influence the demand for travel by car.
- 4.4 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.
- 4.5 Policy M3 of the new OCCLP requires that *'where development is located within a 400m walk to frequent (15minute) public transport services and within 800m walk to a local supermarket or equivalent facilities (measured from the mid-point of the proposed development) planning permission will only be granted for residential development that is car-free.'* The subject site is within a proposed CPZ given Priority 2 status and close to bus stops served by several frequent bus routes. The nearest supermarket is approximately 375m from the site.



- 4.6 It is recognised that aside from not currently being within the CPZ, the site also has excellent sustainability credentials (Refer Section 5) with excellent bus connectivity and a supermarket nearby that the provision of parking allocations as set out in Appendix 7.3 of the OCCLP may not necessarily deliver outcomes in line with the overall intent of the Policy.
- 4.7 The maximum parking requirements set out in Appendix 7.3 require: 1 space per dwelling (to be provided within the development site, where feasible). It should also be noted that the proposal require that parking standards are to be decided case by case on their merit.
- 4.8 The following site specific circumstances have been considered in determining the appropriate level of parking for the site:
- The overall intent of Policy M3 to reduce reliance on car use in and around Oxford City and in some instances to be car free.
 - The fact that approximately 30% of all homeowners in Oxford City do not own a car.
 - The sustainable location of the site and accessibility to public transport and extensive services (shopping supermarket within 1000m).
 - The impact of being within the CPZ or not.
 - The physical site constraints.
 - The mix of unit types being one bedroom units. Given the proximity of the site to the above and university colleges, students are likely occupants for some of the units, for which there is no parking required.
- 4.9 Following email correspondence with the City Council's Senior Planning Officer Sarah Chesshyre where she stated "However, given there is not currently a controlled parking zone in Risinghurst (and a CPZ would need to be operational at the time permission is granted in order to secure car free development) in principle new dwellings would be required to provide 1 car parking space each in order to be policy compliant. If parking is not to be provided you would need to demonstrate that there is adequate capacity for on street parking – so I would recommend that a parking survey is carried out".

Based on the above comments therefore a car parking beat survey was carried out based on the industry standard practice "the Lambeth Methodology" and undertaken on two separate occasions being Sunday 8th of February and Monday 9th February 2021.



4.10 Analysis of the results of the survey indicate there is only a parking demand and stress of 69% and 71% realising that there is plenty of spare capacity of 31% and 29%. From the survey results as indicated there is spare capacity within this area and locality and indicates that there is spare capacity on this street being Collinwood Close. Extent of survey the minimum expectation is that the survey is to cover a two-minute walk-time from the site. This is complied with regard to this parking beat survey.

There will therefore be no extra parking demand and no overspill parking and no increase in parking demand.

Please see car parking beat survey undertaken by 360 TSL Data Collection which is attached to this Technical Note.

4.11 Cycle parking of 5 spaces is provided in covered, well-located, secure and convenient positions within the site as shown on the layout plan with the application and in accordance with the requirements of OCCLP Appendix 7.4 (Refer Table 4.1).

Unit type	No. of units	Cycle parking requirement	Spaces provided
1 units and apartments	2	2 space per unit	1x2=2
		Min. spaces required	2
		Spaces provided	2

Table 4.1: Cycle parking analysis



5 WALKING, CYCLING AND PUBLIC TRANSPORT

Walking opportunities

- 5.1 Recognised 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. 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.
- 5.2 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.
- 5.3 The location of this development site on Collinwood Close offers the potential to encourage walking trips to and from the site, especially to the shopping districts and public transport links. The proposed site is only 180m and 240m from nearby bus stops and 4.5km to Oxford Station.
- 5.4 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.
- 5.5 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.*'



5.6 Given the location of the application site, a reasonably high proportion of trips can be expected to be made on foot to and from the Headington and local shops of Risinghurst. 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 shopping district centres are well within a walking distance of the 18minutes or less as advocated within this document.

Cycling opportunities

5.7 Use of pedal cycle is relatively high in Oxfordshire. The District and County Councils wish to promote and increase this level of usage particularly for journeys under 5km. Cycle facilities tend to be on road with all of the necessary major amenities and facilities (Refer section 3.7) within an easy cycle distance.

5.8 Provision of cycle storage facilities in a safe, secure and sheltered location for residents will encourage cycling for all types of trip. The proposal shows adequate cycle parking for each dwelling unit to ensure cycling will offer a real choice for all residents of the proposed development.

Public transport links

5.9 The nearest rail station is Oxford, approximately 4.5km 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.

5.10 Oxford Parkway Station provides an alternative option and is approximately 9.0km north of this site and has services provided by Chiltern Railways with two fast trains (journey times of 56 min) per hour running throughout the day between Oxford Parkway and Bicester Village station and London Marylebone see table 5.1.

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.

Table 5.1 Train schedules



5.11 There are 2 bus stops providing multiple services within a one to 2 minute walk of the site as noted below:

Stop	Distance from site	Services	Key destinations
A40 Risinghurst Turn stop	240m	Route nos. 9, 275, 280, 800, 900, U1	Oxford Brookes University, Marston, Cowley, Oxford City centre JR Hospital, Old Road Campus, University Science Area, Oxford Rail Station, Seacourt P&R and Headington
Collinwood Road stop	180m	Route nos. 9	Oxford City centre and Headington

Table 5.2: Bus routes and destinations

5.12 The various services noted in Table 5.2 are provided by the Oxford Bus Company and Stagecoach. The combination of these services ensures that this site is exceptionally well served by a bus network that provides services to all major destinations around Oxford. The sheer number of services ensures buses are constantly available with waiting times of less than 10 minutes.

5.13 The bus services to and from central London and Heathrow or Gatwick airports can also be accessed in Thornhill Park and Ride which is only 10 minute walk from the site.

Summary – site accessibility

5.14 It is evident that the site is exceptionally well situated in the context of the surrounding land uses and has various employment, educational and community facilities that are accessible by sustainable transport modes. Walking and cycling in particular provide viable options for everyday travel.

5.15 The proximity of the site to central Oxford by a fast bus service provides access to a range of potential sources of employment in varied industries and sectors. The various readily accessible transport connections also provide broader commuting options to London via the adjoining Thornhill Park and Ride.



6 CONCLUSION

- 6.1 This Transport Technical Note and attached car parking beat survey has been completed to support the proposed residential development on land at the rear of 1 and 2 Collinwood Close, Risinghurst, Oxford.
- 6.2 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. The site is exceptionally well served by numerous bus links to Oxford City, the main university colleges as well as the Oxford Rail Station.
- 6.3 Nearby services and facilities are easily reached by either walking or bicycle and together with the bus connections, ensure that occupiers of the new apartments have realistic choices in sustainable modes of travel.
- 6.4 There are readily accessible sustainable transport options for commuting to other major employment destinations including London.
- 6.5 The proposal addresses the aims of the parking policies articulated in the new Oxford City Council Local plan 2036 by providing cycle parking that recognises the range of sustainable transport options available to residents at the site.
- 6.6 The attached car parking beat survey as per the planning officer comments realises that there is sufficient spare capacity of between 31% and 29% on the surrounding streets.
- 6.7 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.