



TRANSPORT STATEMENT
Land at Clifton Hampden, OX14 3EG

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1.0 Introduction

- 1.1 This Transport Statement has been prepared by Glanville Consultants on behalf of Thomas Homes Ltd to accompany a planning application for a proposed mixed-use development on two parcels of land off Abingdon Road, Clifton Hampden, under a Neighbourhood Development Order (NDO).

Pre-Application

- 1.2 Pre-application advice was sought from South Oxfordshire District Council (SODC) and Oxfordshire County Council (OCC), in relation to the draft NDO.
- 1.3 The Local Highway Authority (LHA) provided pre-application comments on the draft NDO; a copy of their response is provided in full at Appendix A, while a summary is provided below.

Allotments Site

- Secure, covered cycle parking for the maisonettes should be provided next to the maisonettes;
- Justification is required of the number of parking spaces for the doctor's surgery;
- Details of how the car park would operate in the context of school drop-off and pick-up is required;
- Visibility splays of 59m to the west and 71m to the east are required;
- A capacity analysis is required of the site access and adjacent Clifton Hampden Signalised junction to determine whether a ghost-island right-turn lane is necessary to serve the Allotments;
- A refuse vehicle should be shown passing a large car within the Allotments;
- All footway, carriageway, parking space dimensions and junction radii are required to be shown on the site layout; and
- There is concern regarding the potential queuing of vehicles waiting to enter the doctor's surgery car park.

Paddocks Site

- Further detail is required around the operations of the proposed burial garden, to justify the parking arrangements;
- Further justification is required of the visibility cross-section; and
- All footway, carriageway, parking space dimensions and junction radii are required to be shown on the site layout.

Assessment Methodology

- Formal accident data is required for the past 5 years from OCC;
- The number of trips generated by the proposals would not be significant, however the trip rates are required to be revised to exclude sites in Ireland, Scotland and London and to include sites of a more comparative scale; and
- A comparative assessment is required of the existing doctor's surgery, versus the proposed.

Mitigation

- A 3.5m wide footway/cycleway will be required across the frontage of both sites, as part of the a future connection between Culham and Berinsfield as set out in the SODC Local Plan;
- A new Toucan crossing will be required to enable pedestrians and cyclists to cross the A415 in the vicinity of the new development; and
- The existing 30mph speed limit will be required to be located further to the west.

General

- A Stage 1 Road Safety Audit will be required of the proposed accesses and internal layout, along with an accompanying Designer's Response.

Report Structure

- 1.4 This report describes the use of the existing sites and scale of the proposed development. Matters pertaining to access, traffic generation, parking and accessibility of the sites by means other than the car are also given consideration. Where necessary, the LHAs pre-application comments are taken into consideration and duly responded to.
- 1.5 This Transport Statement has been prepared in accordance with Central Government policies set out in the National Planning Policy Framework (July 2021) and in line with planning policy guidance, Travel Plans, Transport Assessments and Statements (March 2014).

2.0 Existing Situation and Sustainable Travel Opportunities

Site Description

- 2.1 The sites comprise two parcels of land on the western edge of Clifton Hampden, the easternmost of which is herein referred to as 'the Allotments' and the westernmost as 'the Paddocks'. A site location plan is provided at Appendix B.

The Allotments

- 2.2 The Allotments is bordered to the south by Abingdon Road (A415), by agricultural fields to the west and north and by residential buildings and their gardens to the east.
- 2.3 Clifton Hampden Village Hall is located to the immediate southeast of the site along with an adjacent car park providing circa 10 informal parking spaces. A small area of allotments are located just to the north. The remainder of the site is agricultural in nature.
- 2.4 The existing access to the Allotments is taken by way of a vehicle crossover from Abingdon Road, from the western end of a lay-by adjacent to the village hall. A bus stop is also located in the lay-by. Further small field accesses are located in the north-western and north-eastern corners of the site.

The Paddocks

- 2.5 The Paddocks site is bordered to the north by the A415 and to the west, south and east by residential properties and their associated gardens.
- 2.6 The Paddocks is currently in use as paddocks/agricultural land and has two small outbuildings located in its western field and is accessed via a small, gated field access in the north-eastern corner of the site.

Existing Highway and Footway Network

- 2.7 As mentioned above, the A415 Abingdon Road forms the southern and northern borders of the Allotments and the Paddocks respectively. The A415 is subject to a 30mph speed limit along the frontage of the Allotments and the eastern 50m of the Paddocks.
- 2.8 Thereafter, fronting the remainder of the Paddocks, the speed limit increases to the national speed limit.
- 2.9 A footway circa 2.0m wide is provided in front of the easternmost 30m of the Allotments, which connects to the centre of Clifton Hampden. A footway runs along the entirety of the southern side of the A415 from Clifton Hampden, which provides a direct connection to Culham and Culham Science Centre.
- 2.10 A controlled pedestrian crossing is provided 60m east of the Allotments, which connects the two aforementioned footways.
- 2.11 Public Rights of Way 171/10 and 171/2 wrap around the western, northern and eastern boundaries of the Allotments and connect the A415 to the northeast of Culham Science Centre and to the north of Clifton Hampden.

2.12 Public footpath 171/1 runs alongside the eastern and south-eastern boundaries of the Paddocks, connecting Abingdon Road to High Street.

Accident Data

2.13 Formal accident data has been obtained from OCC, covering all roads and junctions within 500m of both site accesses including the length of Abingdon Road up to the Abingdon Road/High Street junction to the west. The data output is provided at Appendix C.

2.14 The data reveals that there have been seven recorded accidents within the above study area in the past 5 years for which data is available: 2017-2022. Five accidents were recorded as 'slight' in terms of severity, whilst two were considered 'serious'.

2.15 The location of the accidents are as follows:

- Two on High Street, one 'Slight' accident just to the south of the Post Office and one 'Serious' near to the High Street gyratory (near Penrose Barn);
- A 'Slight' accident on Oxford Road, just to the north of the Oxford Road / Abingdon Road junction;
- A 'Slight' accident on Clifton Hampden Bridge;
- One 'Slight' and one 'Serious' accident, just to the west of the Turnpike Filling Station junction; and
- One 'Slight' accident just to the east of the Abingdon Road / High Street junction, west of the Paddocks.

2.16 It is considered that the minimal traffic impact arising from the development as discussed in Section 5.0 would not result in an increase in the frequency of accidents on the highway network, especially when taken in the context of the proposed forthcoming changes to the local highway network, set out in Section 6.0 of this report.

Sustainable Travel Opportunities

Walking and Cycling

2.17 It is generally considered that 2km is an acceptable walking distance to local facilities and amenities. As such, the sites are within walking distance of Culham Science Centre and the villages of Clifton Hampden, Long Wittenham and the western edge of Burcot.

2.18 It is generally considered that 5km is an acceptable cycling distance to local facilities and amenities. Therefore, Burcot, Berinsfield, Dorchester, Nuneham Courtenay, Radley, Culham, Sutton Courtenay, Long Wittenham, Abingdon town centre and the northern fringe of Didcot are accessible by cycling.

2.19 Clifton Hampden has an extensive network of Public Rights of Way, with Public Footpaths forming the northern, eastern and western borders of the Allotments and the eastern border of the Paddocks.

2.20 A copy of the Public Rights of Way map is provided at Appendix D.

Bus Services

- 2.21 An eastbound bus stop is located in the lay-by adjacent to the village hall. A westbound bus stop is located opposite on the southern side of Abingdon Road. Both bus stops provide lay-bys, shelters and timetable information. A controlled pedestrian crossing is provided just to the east of the bus stops to enable bus passengers to safely cross Abingdon Road. Table 1 provides details of the bus services from these stops.

Table 1: Summary of Local Bus Services

Route No.	Route Description	Frequency*		Operator
		Weekday	Weekend	
45	Abingdon – Culham Science Centre – Berinsfield – Oxford Science Park – Cowley**	Eastbound – 1 per hour (07:59 – 17:50) Westbound – 1 per hour (07:56 – 18:15)	-	Thames Travel
95	Culham Science Centre – Clifton Hampden – Long Wittenham – Didcot***	Eastbound – 5 per day (07:22 – 18:49) Westbound – 5 per day (07:12 – 18:36)	-	

* Timings are those from Clifton Hampden Village Hall bus stops (October 2022).

** Some early and late services only operate Abingdon to Culham Science Centre.

*** Operates during peak periods only.

- 2.22 As the table above demonstrates, buses are available to a number of primary employment and leisure destinations such as Abingdon, Didcot and Culham Science Centre, as well as smaller destinations including Berinsfield, Long Wittenham and Burcot.

Rail Services

- 2.23 The nearest railway station is Culham, located 2km west of the site and is therefore within walking distance. Culham railway station is on the Cherwell Valley Line between Didcot Parkway and Banbury.
- 2.24 Hourly services are provided to Didcot Parkway and Oxford, some of which are extended beyond Oxford to Banbury or Moreton in Marsh. Culham railway station is accessible via a 2 minute bus ride on the 45 or 95, a 20 minute walk or a 6 minute cycle.
- 2.25 Didcot Parkway is located 5.5 kilometres south of the site and provides direct services to London, Reading, Oxford, Swindon, Bristol, Cardiff, Swansea and Taunton. From these stations, rail connections to the rest of the country and airports are available.

3.0 Proposed Development

3.1 Across the two sites, the proposals comprise a mixed-use development of 17 residential units, a new doctors' surgery, an extension to the village hall, a burial garden, allotments, associated car parking and landscaping. The quantum of development split across the two sites is as follows:

Allotments

- 4 No. 1-bed maisonettes;
- 2 No. 2-bed bungalows;
- 6 No. 2-bed houses;
- 2 No. 3-bed houses;
- A new doctor's surgery (replacing the existing surgery on Watery Lane);
- An extension to the existing village hall; and
- Allotments.

Paddocks

- 2 No. 4-bed houses;
- 1 No. 5-bed house; and
- A burial garden of approximately 0.25ha (with informal grasscrete parking).

3.2 The proposed site layout for both sites is provided at Appendix E. The proposed layouts provide dimensions for footways, carriageways and junction radii.

Residential Units

Car Parking

3.3 Car parking will be provided in line with OCC's adopted car parking standards, with the Allotments being provided with 24 allocated and 5 unallocated spaces and the Paddocks being provided with 6 allocated and 2 unallocated spaces.

3.4 Parking will be provided in a mix of on and off-plot spaces, including within garages, as shown on the parking allocation plan at Appendix F, with the plan also showing the appropriate dimensions for each space.

Cycle Parking

3.5 Cycle parking will be provided in line with OCC's adopted cycle parking standards. 4 visitor cycle parking spaces will be provided for the maisonettes.

3.6 Cycles will be stored in garages or sheds in rear gardens, for those properties that have them, including for the maisonettes. Visitor cycle parking will be provided by way of secure and covered Sheffield stands.

Doctor's Surgery

- 3.7 A new doctor's surgery will be constructed to the west of the existing village hall replacing Clifton Hampden's existing surgery on Watery Lane off Abingdon Road, which is located 150m east of the Allotments. The surgery is open on weekdays only between 09:00-17:00 on Tuesday, Thursday and Friday and 09:00-18:30 on Monday and Wednesday.
- 3.8 The new surgery proposed on the Allotments will measure 350m², an increase of 132.5m² from the existing surgery. The increase in floor area will allow the provision of 4 more consulting rooms than the existing surgery and additional space for staff and patients. No changes are envisaged to the surgery's opening hours.

Parking

- 3.9 The surgery will be provided with 16 car parking spaces in the main parking area to the west of the surgery and a further 6 along the western and northern façades of the surgery, 2 of which will be disabled parking bays.
- 3.10 The level and layout of parking represents a significant improvement over the existing arrangement for the surgery on Watery Lane, where parking is tight and limited.
- 3.11 Notwithstanding, in their pre-application response, the LHA requested that *"in order to confirm that the proposed number of car parking spaces are appropriate, a formal assessment will be required to be undertaken."*
- 3.12 A parking accumulation assessment has been undertaken at paragraph 5.14, demonstrating that the proposed surgery car park is sufficient to meet likely parking demand.
- 3.13 Cycle parking will be provided in line with OCC's adopted parking standards, with a total of 22 covered cycle storage spaces, in the form of Sheffield stands located within the curtilage of the surgery, to encourage sustainable travel.

Burial Garden

- 3.14 The burial garden within the Paddocks will act as an extension to Clifton Hampden's existing burial ground. It will be served by an overspill grasscrete parking area for 18 cars, formed to the north of the development.

Village Hall

- 3.15 The existing village hall will be extended to provide a new toilet block and will be provided with 14 formalised spaces, 1 of which will be a disabled parking bay and 5 of which will be shared with the allotments.
- 3.16 Many of the uses of the village hall are likely to be at evenings and weekends and it is therefore envisaged that the village hall would also be able to make use of the surgeries' parking spaces when it is closed and vice versa. The LHA were content with the proposed parking provision at pre-application stage.

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- 3.17 In regard to cycle parking, the village hall will also make use of the excess cycle storage within the curtilage of the surgery. As noted above, the village hall will mainly be used during evenings and weekends, therefore plenty of cycle parking is expected to be available.

School Drop-Off

- 3.18 The surgery and village hall car parking areas will act as a formalised drop-off for Clifton Hampden CE Primary School, which is located on the opposite side of A415 Abingdon Road. The school currently caters for around 80 pupils, aged 4-11.
- 3.19 The existing parking provision at the school is limited; it is therefore proposed that parents would park in the car park, then walk their children across the road to the school via the existing controlled crossing to the east of the site (or just drop them off, in the case of older pupils). For the most part, it is envisaged that parents would use the village hall car park, which is likely to be fairly empty during the morning, as is common practice currently.
- 3.20 The school day starts at 08:45, with a breakfast club which begins at 07:50. Arrivals into the car park are therefore expected to be staggered between approximately 07:40-08:40. It is expected that cars will not be parked in the car park for much longer than 10-15 minutes.
- 3.21 As such, the vast majority of cars using the car park as a drop-off will have left the site by the time the surgery has opened and there will be minimal crossover between the uses.

Summary

- 3.22 The residential units at both the Allotments and the Paddocks are provided with car and cycle parking which complies with OCC guidance, whilst the surgery, village hall and burial ground are provided with a sufficient level of parking to accommodate their operational requirements.
- 3.23 The formalisation of parking for the village hall and allotments represents a significant improvement over the existing situation where informal parking leads to underutilisation of parking spaces.

4.0 Access

- 4.1 New accesses are proposed to be formed onto Abingdon Road for both the Allotments and the Paddocks. The existing access to the Allotments will be closed off, with a new access formed to the west, reducing the chance of potential conflict with buses that may be turning into the layby.

Visibility

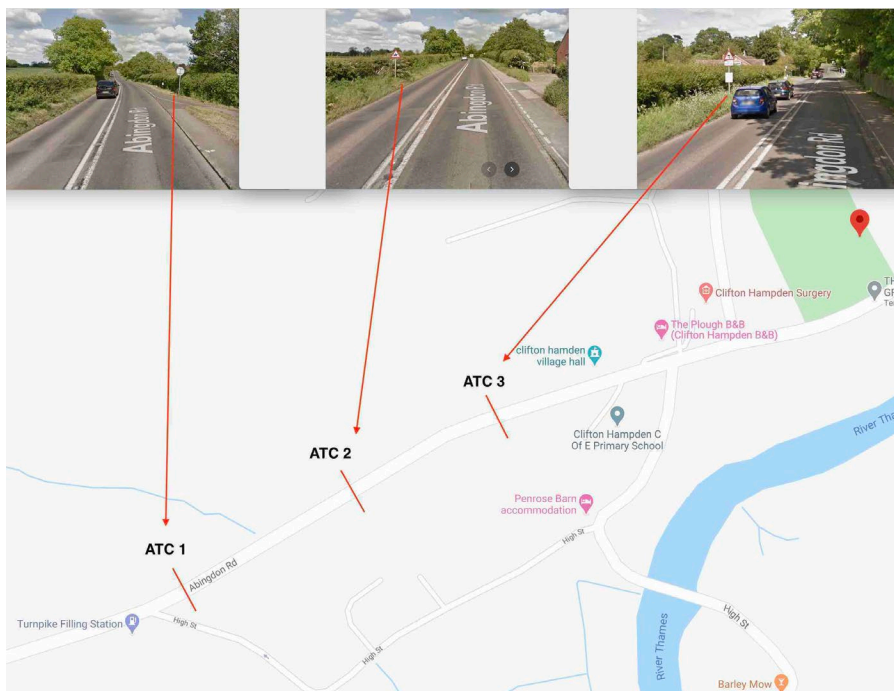
Paddocks

- 4.2 In order to determine the appropriate location for the Paddocks access, three speed surveys, undertaken by way of Automatic Traffic Counters (ATCs) were undertaken on 16th to 22nd July 2020. The recorded 85th percentile speed of traffic is set out in Table 2 and the locations of the ATCs shown in Figure 1 below. The ATC results are provided at Appendix G.

Table 2: ATC Results

Direction of Travel	ATC 1	ATC 2	ATC 3
Southwest-bound	50.6mph	50.0mph	40.3mph
Northeast-bound	48.8mph	48.1mph	35.7mph

Figure 1: ATC Locations – Abingdon Road, Clifton Hampden



- 4.3 The recorded 85th percentile speed upon approach to the proposed Paddocks access was 48.8mph travelling northeast and 40.3mph travelling southwest. These speeds require visibility splays of 144m to the left and 103m to the right respectively.

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- 4.4 The Paddocks visibility splay drawing at Appendix H demonstrates that visibility commensurate with the recorded speeds is achievable upon egress from the access, along with the proposed relocation of the 30mph speed limit.
- 4.5 There is a notable dip in the road when travelling westbound along Abingdon Road from the Paddocks access. The point where the left-hand visibility splay would land is 2.3m lower than the proposed Paddocks access.
- 4.6 In order to demonstrate that visibility is achievable in the vertical plane upon egress from the access, a vertical visibility splay cross-section has been undertaken. This demonstrates that from a drivers' height of 1.05m, the driver of another car sitting at 1.05m approaching from the southwest would be visible and vice versa, as shown at Appendix H.
- 4.7 Furthermore, given it is proposed the 30mph speed limit is moved further west of the Paddocks site access (subject to a Traffic Regulation Order (TRO)), it is reasonable to assume that speed upon approach to the access would decrease and therefore the above would be a worst-case scenario. Thus, Appendix H likewise demonstrates a visibility splay of 43m, suitable for an approach speed of 30mph.

Allotments

- 4.8 The proposed Allotments access is well within the 30mph zone within Clifton Hampden, especially given the proposed relocation noted above. Under Manual for Streets guidance, an approach speed of 30mph requires visibility splays of 43m to be provided.
- 4.9 However, the speed surveys shown in Table 2 demonstrate that the recorded 85th percentile speeds of northeast-bound traffic upon approach to the proposed Allotments access was 35.7mph, which requires a visibility splay of 59m to be provided.
- 4.10 The LHA also requested that visibility of 71m to the west be achieved upon egress from the site access. The Allotments visibility splay drawing demonstrates that a maximum visibility of 71m to the left is achievable to the nearside kerb, avoiding the bus stop in the layby on the northern side of Abingdon Road.
- 4.11 Furthermore, given the 30mph speed limit is proposed to be relocated to the western edge of the Paddocks, it is considered that the above visibility splays would be more than sufficient to allow drivers exiting the site to see drivers travelling along the A415.
- 4.12 At pre-application stage, the LHA requested that analysis of the access is undertaken to establish the requirement for a right-turn lane.
- 4.13 Given the low number of traffic movements generated by the site (see Section 5.0) and the reduction in mainline flow along the A415 once HIF has opened, a right-turn lane is considered unnecessary.
- 4.14 However, in order to ensure that right turn movements do not block traffic travelling along the mainline, it is proposed that the 'KEEP CLEAR' markings at the existing site access are relocated and extended across the new site access, as shown at Appendix I.

Swept Path Analysis

- 4.15 The swept path analysis provided at Appendix J demonstrates that an 11.6m refuse vehicle can enter both the Allotments and the Paddocks, travel through both sites, turn in the turning heads provided, before exiting in a forward gear. Refuse drag and carry distances will comply with Manual for Streets guidance.
- 4.16 A refuse vehicle can pass a car at the Allotments access and within the site layout.
- 4.17 A fire tender and delivery vehicle are smaller than the refuse vehicle that has been tracked in Appendix J and therefore, they will also be able to enter the site with sufficient turning space to manoeuvre and exit the site in a forward gear.

Stage 1 Road Safety Audit and Designer's Response

- 4.18 In their pre-application response, the Highways Officer noted that "*A Stage 1 Road Safety Audit (RSA) will be required to be undertaken in relation to the layout of both sites and the means of access, which shall be submitted together with a designer's response in support of a formal planning application*".
- 4.19 A Stage 1 RSA has been undertaken, with all problems identified duly addressed in the Designer's Response. Both documents are provided in full at Appendix K.

5.0 Traffic Impact

- 5.1 This section of the report sets out the likely traffic generation arising from the proposed development at both the Allotments and the Paddocks.
- 5.2 The sites are in use as allotments and paddocks and therefore would have a small amount of associated traffic generation. However, for the purposes of a robust assessment, it will be assumed that the site does not currently generate any vehicular traffic and that all development traffic is new to the network.
- 5.3 In regard to the trip rates submitted at pre-application stage, the LHA stated that “*the selected sample sites are not representative due to their location, including Ireland, Scotland and London. Additionally, the number of dwellings and the size of GP Surgeries within the sample sites are significantly higher than that proposed*”.
- 5.4 The sites selected from the TRICS database at pre-application stage were selected in line with TRICS Good Practice Guide 2022, which recommends the selection of a wide range of regions and samples to obtain a robust ‘weighted’ 85th percentile trip rate.
- 5.5 Notwithstanding, the trip rates have been revised in line with the LHAs requested guidance.

The Allotments

Trip Rates and Traffic Generation

Residential

- 5.6 The TRICS database has been interrogated to establish trip rates for privately owned houses. The trip rates and resultant traffic generation of the 10 houses is outlined in Tables 3 and 4 respectively. The full TRICS output data is available at Appendix L.

Table 3: Vehicular Trip Rates – Houses Privately Owned

Period	Vehicular Trip Rates (per unit)		
	Inbound	Outbound	Two-Way
AM Peak (08:00 to 09:00)	0.173	0.395	0.568
PM Peak (17:00 to 18:00)	0.389	0.160	0.549
Daily (07:00 to 19:00)	2.328	2.399	4.727

Table 4: Vehicular Traffic Generation – 14 Dwellings

Period	Traffic Generation (vehicles)		
	Inbound	Outbound	Two-Way
AM Peak (08:00 to 09:00)	2	5	7
PM Peak (17:00 to 18:00)	5	3	8
Daily (07:00 to 19:00)	35	36	71

Doctor's Surgery

- 5.7 The TRICS database has been interrogated to establish trip rates for the doctor's surgery. The trip rates and resultant traffic generation of the 350m² doctor's surgery are outlined in Tables 5 and 6 respectively. The full TRICS output data is available at Appendix L.

Table 5: Vehicular Trip Rates – GP Surgeries

Period	Trip Rates (per 100m ²)		
	Inbound	Outbound	Two-Way
AM Peak (08:00 to 09:00)	2.684	1.450	4.134
PM Peak (17:00 to 18:00)	1.324	2.008	3.332
Daily (07:00 to 19:00)	24.421	24.209	48.630

Table 6: Traffic Generation – 350m² Doctor's Surgery

Period	Traffic Generation (vehicles)		
	Inbound	Outbound	Two-Way
AM Peak (08:00 to 09:00)	9	5	14
PM Peak (17:00 to 18:00)	5	7	12
Daily (07:00 to 19:00)	85	85	170

- 5.8 It is worth noting however that the surgery proposed at the Allotments will act as a replacement for the existing Clifton Hampden Surgery on Watery Lane. Table 7 below outlines the existing traffic generation of Clifton Hampden Surgery, based on the trip rates in Table 5.

Table 7: Vehicular Traffic Generation – Existing Clifton Hampden Surgery (217.5m²)

Period	Traffic Generation (vehicles)		
	Inbound	Outbound	Two-Way
AM Peak (08:00 to 09:00)	6	3	9
PM Peak (17:00 to 18:00)	3	4	7
Daily (07:00 to 19:00)	53	53	106

- 5.9 In their pre-application response, the LHA requested that the net traffic generation of the doctor's surgery is calculated (Table 6 minus Table 7). This is provided in Table 8 below.

Table 8: Net Vehicular Traffic Generation – Doctor's Surgery

Period	Net Traffic Generation (vehicles)		
	Inbound	Outbound	Two-Way
AM Peak (08:00 to 09:00)	3	2	5
PM Peak (17:00 to 18:00)	2	3	5
Daily (07:00 to 19:00)	32	32	64

- 5.10 The impact of removing trips from the existing Clifton Hampden Surgery on Watery Lane is further discussed in Section 6.0.

Parking Accumulation

- 5.11 In their pre-application response, the LHA raised concerns around parking capacity of the Doctor's surgery and queuing back from the surgery car park to the site access.
- 5.12 A parking accumulation study has been undertaken, as per Table 9 below, using the trip rates identified at Appendix L, multiplied by 350m².

Table 9: Doctor's Surgery Car Park – Parking Accumulation

Period	Parking Accumulation (vehicles)		
	Inbound	Outbound	Accumulation
07:00-08:00	3	1	2
08:00-09:00 (AM Peak)	9	5	6
09:00-10:00	10	9	7
10:00-11:00	10	10	7
11:00-12:00	8	9	6
12:00-13:00	7	8	5
13:00-14:00	6	7	4
14:00-15:00	9	8	5
15:00-16:00	8	8	5
16:00-17:00	7	8	4
17:00-18:00 (PM Peak)	5	7	2
18:00-19:00	2	4	0

- 5.13 The table above identifies that the doctor's surgery car park would generate a maximum parking accumulation of 7 cars in any one hour, thus the provision of 22 car parking spaces as set out in the proposed site layout is considered sufficient and could also accommodate additional parking associated with school drop-offs/pick-ups.
- 5.14 Swept path analysis (see Appendix J) has been undertaken of two cars passing at the car park access, which demonstrates that two-way flow is achievable and cars would not have to queue back to the site access.
- 5.15 In addition, Appendix J shows that 3 cars could queue within the site without blocking back to the A415 occurring.
- 5.16 Furthermore, given the provision of 'KEEP CLEAR' markings at the site access, this will help to ensure that turning movements into and out of the site are unobstructed.

The Paddocks

- 5.17 In order to determine the traffic generation for the Paddocks, the 'Houses Privately Owned' trip rates identified in Table 3 have been applied to the proposed 3 houses, with the resultant traffic generation set out in Table 10.

Table 10: Traffic Generation – 3 Houses

Period	Traffic Generation (vehicles)		
	Inbound	Outbound	Two-Way
AM Peak (08:00 to 09:00)	1	1	2
PM Peak (17:00 to 18:00)	1	1	2
Daily (07:00 to 19:00)	8	8	16

Burial Garden

- 5.18 The LHA requested further details around the operations of the burial garden in their pre-application response. There are no specific details around the operation of the burial garden available at this time.
- 5.19 However, given the burials would generally be attended by family and friends, it is reasonable to assume that many of those travelling to the burial garden could car-share and its use would tend to be at off-peak times, thus the burial garden's impact on peak hour traffic is expected to be minimal.
- 5.20 Therefore, 18 car parking spaces is considered to be sufficient to accommodate any parking associated with the burial garden.

Other Uses

- 5.21 The village hall extension only comprises a new toilet block. The car park will act as a formalised drop-off area for the school. As such no additional traffic will be generated by any of the above uses.

6.0 Housing Infrastructure Fund Impact

- 6.1 OCC successfully applied to Central Government to secure monies from the Housing Infrastructure Fund (HIF) to help deliver a number of key strategic highway schemes across South Oxfordshire and the Vale of White Horse.
- 6.2 Amongst these schemes is a new bypass for Clifton Hampden, which will run to the north of the village, joining B4015 to the northeast with the A415 at Culham Science Centre to the southwest and in so doing, removing a significant amount of east - west traffic movements from the centre of the village.
- 6.3 As such, although the signal-controlled junction in the centre of Clifton Hampden (at the intersection of B415 and A415) has historically experienced queuing and delay, this will be duly alleviated following implementation of the HIF works.
- 6.4 Given the forthcoming delivery of HIF (expected November 2026) OCC have now implemented a 'Releasing Development Strategy' for new developments in the vicinity of HIF 1 schemes, as adopted at Cabinet on 21 June 2021, which allows some development to come forward prior to HIF being delivered.
- 6.5 Within the above document, the development proposed herein falls under 'Tier 3', which is described as:
- "Development sites of 10+ houses that will generate new vehicular movements in the morning and evening commuter peak periods are no longer to be objected to by OCC officers on traffic impact (HIF 1) grounds. This is on the basis HIF 1 funding has been secured and OCC is confident in delivering HIF 1. Tier 3 development proposals will be assessed on their merits and strategic highway and public transport contributions will be sought. Off-site and on-site highway infrastructure will be expected to be delivered early on for these development sites to encourage sustainable and active travel patterns. Occupation controls will be applied to development sites to lessen the cumulative impact on the highway network."*
- 6.6 With respect to the proposed development, it is worth noting that with the surgery's existing location on Watery Lane, this requires any traffic travelling to the surgery to turn left or right into Watery Lane from Abingdon Road, as well as to travel through two sets of lights (for vehicles travelling from the east or north) and through one set of lights (for vehicles travelling from the west).
- 6.7 The relocation of Clifton Hampden Surgery from Watery Lane to the proposed development site will intercept trips to the surgery travelling from the west before they reach Clifton Hampden signalised junction.
- 6.8 Whilst the traffic travelling from any other direction will still be required to travel through two sets of lights, these trips will remain on the mainline (Abingdon Road), rather than having to wait to turn right into Watery Lane and therefore blocking traffic travelling westbound along the mainline.

- 6.9 Overall, the relocation of Clifton Hampden Surgery will have the effect of removing 9 turning movements into and out of Watery Lane in the AM peak, 7 in the PM peak and 106 throughout the day, as shown in Table 7.
- 6.10 However, the increase in Clifton Hampden Surgery's floor area will lead to an increase of 5 two-way vehicle movements in both peak hours and 64 throughout the day, as shown in Table 8.

Mitigation

- 6.11 In line with the 'Releasing Development Strategy', mitigation is proposed to allow some development to come forward prior to the opening of HIF, which is discussed in further detail below.

Public Footpaths

- 6.12 Mitigation will be provided by way of upgrading the Public Footpaths surrounding the sites through resurfacing and improving signage. The footpaths to be upgraded are as follows:
- Footpath 171/1 – which runs along the eastern edge of the Paddocks, connecting High Street to Abingdon Road;
 - Footpath 171/2 – which runs along the northern and eastern boundaries of the Allotments, connecting Abingdon Road to Footpath 171/10; and
 - Footpath 171/10 – which runs along the western edge of the Allotments, connecting Abingdon Road to the edge of Culham Science Centre. Once the Clifton Hampden Bypass has been constructed, this will provide a direct route into the Science Centre.

Footway/Cycleway

- 6.13 In their pre-application response, the LHA requested that further mitigation is provided by way of a 3.5m footway/cycleway across the frontage of both sites, which will form part of the Culham-Berinsfield active travel link.
- 6.14 It is understood that OCCs latest thinking with regard to Culham-Berinsfield link is to provide a footway/cycleway on the southern side of the A415 and therefore it is considered unnecessary to provide the link across the frontage of the Allotments.
- 6.15 Additionally, given the limited number of pedestrian and movements arising from the development on the Paddocks, and given firm plans are not in place at this stage as to how the Culham-Berinsfield active travel link will be delivered, the Applicant considers it unnecessary to deliver such a significantly wide connection at such an early stage, given its impacts on landscaping, ecology and heritage.
- 6.16 Furthermore, uncontrolled crossings will be provided to link from the footway/cycleway to Public Footpath 171/10 which runs adjacent to the Allotments, which in turn connects into the Public Open Space within the Allotments and on to the allotments to the rear of the site and to the doctors surgery, thus promoting sustainable travel connections.
- 6.17 A further uncontrolled crossing will be provided to connect the southern footway on the A415 to the footway on the western side of the Allotments access (see Appendix I).

Toucan Crossing

6.18 The LHAs pre-application response requested that a Toucan crossing is delivered in the vicinity of the development.

6.19 Paragraph 57 of the NPPF states that:

"Planning obligations must only be sought where they meet all of the following tests:

- a) necessary to make the development acceptable in planning terms;*
- b) directly related to the development; and*
- c) fairly and reasonably related in scale and kind to the development"*.

6.20 Given the modest scale of development (net 17 dwellings, relocation and extension of a doctor's surgery, burial garden and other ancillary provisions), it is considered that the requirement to provide a Toucan crossing is unnecessary and disproportionate to the scale of development, especially given:

- a) The future Culham-Berinsfield footway/cycleway link would only be delivered on the southern side of the A415, in line with OCCs latest thinking;
- b) An existing Pelican crossing is provided just to the east of the Allotments site;
- c) Two new uncontrolled crossings will be provided to connect the southern and northern sides of the A415;
- d) The provision of a new signalised crossing would negatively impact the flow of mainline traffic along the A415, particularly prior to the delivery of HIF; and
- e) Traffic flows are expected to reduce substantially once HIF has been delivered.

6.21 Therefore, no Toucan crossing will be delivered as part of the proposed development.

Summary

6.22 As set out above, the proposals will remove turning movements from the existing signalised junction in Clifton Hampden, and will deliver mitigation proportionate to the scale of development to encourage sustainable and active travel patterns from the outset, in line with OCCs 'Releasing Development Strategy'.

6.23 On the basis of the above, it is considered that the LHA should accept that any impacts arising from the development hereby proposed would not be severe and furthermore, any short-term impacts on the local highway network will be fully addressed following completion of HIF.

6.24 On the basis of the above, the residual cumulative impact on the highway network is not considered to be severe in the context of paragraph 111 of the NPPF.

7.0 Summary and Conclusion

- 7.1 This Transport Statement has been prepared by Glanville Consultants on behalf of Thomas Homes Ltd to accompany a planning application for a proposed mixed-use development on two parcels of land off Abingdon Road, Clifton Hampden.
- 7.2 The two parcels of land are located on the western edge of Clifton Hampden and are known as 'the Allotments' and 'the Paddocks' respectively. As their names suggest, the Paddocks is in use as paddocks, whilst the Allotments comprises allotments and fields along with Clifton Hampden village hall and its associated car park to the southeast.
- 7.3 Across the two sites, the proposals comprise a mixed-use development of 17 residential units, a new doctors' surgery, an extension to the village hall, a burial garden, allotments, associated car parking and landscaping.
- 7.4 This Transport Statement has demonstrated the following:
- The site is in a sustainable location within walking distance of bus and rail services;
 - Car and cycle parking will be provided in line with local guidelines;
 - New accesses can be formed off Abingdon Road to serve the Allotments and the Paddocks;
 - Visibility commensurate with the recorded speed of traffic along the A415 can be achieved upon egress from both accesses;
 - Refuse vehicles can enter both sites and turn within their respective turning heads, then exit in a forward gear;
 - The proposals will result in a modest traffic generation of 24 two-way vehicle movements in the AM peak and 20 two-way vehicle movements in the PM peak; and
 - The funded HIF infrastructure will address any modest highway impacts arising as a result of the proposals.
- 7.5 It is concluded that the proposed development is in accordance with the National Planning Policy Framework (July 2021), which is in favour of sustainable development and advises at paragraph 111 that '*Development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe*'.
- 7.6 In light of the evidence presented in this report, it is considered that the development would not have an unacceptable impact on highway safety and the development's transport impacts cannot be regarded as severe. Therefore, the local Highway Authority should have no objection to the proposed development.

Appendices

Appendix A

Local Highway Authority Pre-Application Comments

OXFORDSHIRE COUNTY COUNCIL'S RESPONSE TO CONSULTATION ON THE FOLLOWING DEVELOPMENT PROPOSAL

District: South Oxfordshire

Application no: DraftNeighbourhoodDevelopmentOrder

Proposal: Draft Neighbourhood Development Order

Location: Two sites – northern site, land north of Abingdon Road, Clifton Hampden known as the Allotments Site. Southern site, land south of Abingdon Road, Clifton Hampden, known as the Paddocks Site. Proposed development for each of these sites are provided below.

Response Date: 29th September 2022

This report sets out the officer views of Oxfordshire County Council (OCC) on the above proposal. These are set out by individual service area/technical discipline and include details of any planning conditions or Informatives that should be attached in the event that permission is granted and any obligations to be secured by way of a S106 agreement. Where considered appropriate, an overarching strategic commentary is also included. If the local County Council member has provided comments on the application these are provided as a separate attachment.

Application no: Draft Neighbourhood Development Order

Location: Two sites – northern site, land north of Abingdon Road, Clifton Hampden known as the Allotments Site. Southern site, land south of Abingdon Road, Clifton Hampden, known as the Paddocks Site.

Transport Development Control

As you may be aware, Oxfordshire County Council is a consultee of the local planning authority and provides advice on the likely transport and highways impact of development where necessary.

It should be noted that the advice below represents the informal opinion of an Officer of the Council only, which is given entirely without prejudice to the formal consideration of any planning application, which may be submitted. Nevertheless, the comments are given in good faith and fairly reflect an opinion at the time of drafting given the information submitted.

At this stage in the process, the main issues associated with the proposal are set out under the detailed comments heading, which are based on a review of the submitted plans and accompanying Transport Statement.

The following links provide basic information needed to assist in the highway and transport consideration of many proposals.

- [OCC Street Design Guide \(oxfordshire.gov.uk\)](http://oxfordshire.gov.uk)
- [OCC Cycling Design Standards A guide for Developers, Planners and Engineers 2017](#)
- [OCC Walking Design Standards](#)
- [OCC Parking Standards](#)
- [OCC Local Standards and Guidance for Surface Water Drainage](#)
- [OCC Guidance on Transport Assessments and Travel Plans](#)
- [GOV.UK - Cycle infrastructure design \(LTN 1/20\)](#)

County Council Transport Guidance for new developments

[Transport for new developments | Oxfordshire County Council](#)

TRICS – National information source for assisting the prediction of trip generation from new developments. <http://www.trics.org/>

Local Planning Guidance and Information

South Oxfordshire

[South Oxfordshire Design Guide](#)

[South Oxfordshire Local Plan 2035](#)

Legal agreement required to secure:

S278.

Provision of necessary off-site works associated with the means of access and mitigation works along the local highway network.

S106.

The requirements for a Section 106 agreement will be defined on receipt of a formal planning application and associated Transport Statement. However, it is likely that financial contributions will be sought in relation to improvements associated with public transport services and infrastructure adjacent to the development.

Conditions:

The requirements for planning conditions will be defined on receipt of a formal planning application and associated Transport Statement.

Informatives:

The Advance Payments Code (APC), Sections 219 -225 of the Highways Act, is in force in the county to ensure financial security from the developer to off-set the frontage owners' liability for private street works, typically in the form of a cash deposit or bond. Should a developer wish for a street or estate to remain private then to secure exemption from the APC procedure a 'Private Road Agreement' must be entered into with the County Council to protect the interests of prospective frontage owners.

Where works are required to be carried out within the public highway, the applicant is advised not to commence such work before formal approval has been granted by Oxfordshire County Council by way of either:

- i. a Section 184 Notice under the Highways Act 1980, or

- ii. a legal agreement between the applicant and Oxfordshire County Council.

Detailed comments:

Summary

Pre-application advice is sought in relation to a mixed-use development on two separate land parcels located along each side of the A415 (Abingdon Road) within the village of Clifton Hampden.

The land parcels and the nature of development of each site are identified as;

Allotment Site (north of A415) - 14 dwellings
- Doctors Surgery
- Extension (toilet block) to existing Village Hall

Paddock Site (south of A415) - 3 dwellings
- Burial Garden

The following comments are provided in relation to the submitted Transport Statement (TS) and associated plans.

Allotment Site

Parking

The TS informs that 28 allocated and 6 unallocated car parking spaces will be provided to serve residents and visitors associated with the proposed dwellings. In addition, a total of 44 cycle parking spaces will also be provided.

From reviewing the car parking provision, based on the number of bedrooms in each dwelling, this appears to have been calculated incorrectly and is slightly above the council's requirement (24 allocated and 5 unallocated spaces). Nevertheless, the number of spaces shown on the parking allocation plan provided within the TS is correct.

In terms of cycle parking, the number of spaces proposed are acceptable. However, the TS informs that cycle parking in relation to the maisonettes at the site will be provided within the curtilage of the proposed doctors surgery, which would not be accepted. As a result, this cycle parking will be required to be located adjacent to the proposed maisonettes, secured and undercover.

When considering car parking associated with the proposed doctor's surgery, it is noted that the Council does not currently have specific standards. Nevertheless, the TS proposes 22 car parking spaces and simply informs that this is sufficient to meet operational capacity and future growth. However, in order to confirm that the proposed number of car parking spaces are appropriate, a formal assessment will be required to be undertaken.

With regards to car parking associated with the village hall, this will be retained as existing (10 spaces) albeit relocated within the site. When reviewing, based on the nature and size of the proposed extension and that the hall is an existing facility, this is considered acceptable.

It is noted that car parking for the proposed doctor's surgery and village hall within the site will also be used for the dropping off/picking up of pupils attending the adjacent Clifton Hampden Primary School.

While the principle of this appears acceptable, there are concerns that the car parking required for the doctor's surgery will be taken by parent's dropping off/picking up pupils, particularly during the afternoon. As a result, details of how this would operate and be managed to retain adequate car parking for the surgery during both morning and afternoon drop off/pick up periods will be required.

Access

Access to the site will be provided via a simple priority junction along the A415 (Abingdon Road). Visibility from the access is proposed at 2.4m x 56m to the west and 2.4m x 58m to the east. However, when reviewing the speed surveys (ATC 3) provided within the TS, visibility is required to be provided at 59m to the west and 71m to the east.

Additionally, should a formal planning application be submitted, a review of the proposed access will be required to be undertaken to establish the requirement for a right turn lane. This will require a capacity analysis of the access and the adjacent signal-controlled junction of Abingdon Road/High Street, taking account of the proposed HiF improvement works, in order to review the interaction between each junction and associated queuing.

The swept paths provided within the TS at the site access appear acceptable. However, swept paths will also be required showing a 11.6m long refuse vehicle passing a large car within the site.

Layout

In order to provide formal comments in relation to the layout of the site, the submitted plans are required to show all dimensions associated with parking bays, carriageway

and footway widths and junction radii etc. In addition, the boundary of the adjacent highway will be required to be clearly shown on the submitted plans.

Notwithstanding the above, there are concerns in relation to the location of the access that will serve the proposed surgery car park and that of the site, which are located in close proximity to each other. As this could lead to vehicle queuing and congestion along the site access road and adjacent highway, the access to the car park will be required to be relocated.

Paddock Site

As noted, the Paddock Site will include the construction of 3 No. dwellings and a burial **garden**, which will act as an extension to Clifton Hampden's existing burial **ground**. However, in order to undertake a meaningful review, further details in relation to the specific use and operation of the proposed burial garden will be required to be provided in support of a formal planning application.

Parking

The TS informs that 6 allocated and 2 unallocated car parking spaces will be provided to serve residents and visitors associated with the proposed dwellings, which is in accordance with the council's standards. In addition, a total of 10 cycle parking spaces will also be provided, which is acceptable.

In terms of the proposed burial garden, the TS informs that around 20 car parking spaces will be provided. However, before further comment can be provided in this regard, details of the burial garden (as above) are required to be provided.

Access

Access to the site will be provided via a simple priority junction along the A415 (Abingdon Road). Visibility from the access is proposed at 2.4m x 144m to the southwest and 2.4m x 103m to the northeast, which is acceptable based on the speed surveys provided within the TS.

However, it is noted that there is a fall in the carriageway level to the west of the access, which appears to obstruct visibility along the vertical plane. As a result, the TS has provided a cross-section of the carriageway in order to demonstrate that visibility is achievable.

Nevertheless, the cross-section does not provide sufficient detail to confirm that appropriate visibility can be provided. Therefore, should a formal planning application be submitted, further detail in this regard will be required to be submitted.

Layout

In order to provide formal comments in relation to the layout of the site, the submitted plans are required to show all dimensions associated with parking bays, carriageway and footway widths and junction radii etc. In addition, the boundary of the adjacent highway will be required to be clearly shown on the submitted plans.

Assessment Methodology

A review of road traffic accidents along the adjacent highway network has been undertaken within the TS, based on information obtained from the Crashmap website for a period between 2017 and 2021. However, data obtained from the Crashmap website is not accepted as this is not considered to be accurate or up to date. As a result, a review will be required to be undertaken based on data obtained from Oxfordshire County Council.

The trip rates identified within the TS have been derived from the TRICS Database, which is acceptable. However, the selected sample sites are not representative due to their location, including Ireland, Scotland and London. Additionally, the number of dwellings and the size of GP Surgeries within the sample sites are significantly higher than that proposed and no meaningful details associated with the proposed burial garden have been included.

While noting that the trip generation associated with the proposals would not be significant, these details will be required to be addressed should a formal planning application be submitted.

Additionally, a comparative assessment of the existing and proposed doctors' surgery will be required to be undertaken in terms of the associated traffic generation. This should include details in relation to the number of staff and consultation rooms at each.

Mitigation

The TS informs that a number of public rights of way adjacent to the site will be upgraded by way of resurfacing and enhanced signage, in order to improve sustainable travel options.

While these improvements are welcomed, the applicant will also be required to provide a 3.5m wide cycle/footway across the frontage of both sites. The cycle way/footway will form part of future facilities that will provide a link between Berinsfield and Cullham as identified within the SODC Local Plan.

In addition, a TUCAN crossing will be required to be provided along the A415 (Abingdon Road) within the vicinity of the development and the existing national speed limit/30mph transition will be required to be relocated further to the west (location to be confirmed).

General Comments

It should be noted that A Stage 1 Road Safety Audit will be required to be undertaken in relation to the layout of both sites and the means of access, which shall be submitted together with a designer's response in support of a formal planning application.

Officer's Name: Paul Harrison

Officer's Title: Development Control Consultant (Transport)

Date: 23/09/2022

Application no: DraftNeighbourhoodDevelopmentOrder

Location: Two sites – northern site, land north of Abingdon Road, Clifton Hampden known as the Allotments Site. Southern site, land south of Abingdon Road, Clifton Hampden, known as the Paddocks Site. Proposed development for each of these sites are provided below.

Lead Local Flood Authority

Recommendation:

No objection subject to conditions and planning

Conditions:

Condition 1:

Construction shall not begin until a detailed surface water drainage scheme for the site, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall include:

- A compliance report to demonstrate how the scheme complies with the “Local Standards and Guidance for Surface Water Drainage on Major Development in Oxfordshire”;
- Full drainage calculations for all events up to and including the 1 in 100 year plus 40% climate change and 10% urban creep (Note: the C_v values should be set to 0.95 for roofs and 0.90 for paved areas and MADD should be 0.0);
- A Flood Exceedance Conveyance Plan;
- Comprehensive infiltration testing across the site to BRE DG 365 (to include three tests at each location and using the full depth of the trial pit);
- Detailed design drainage layout drawings of the SuDS proposals including cross-section details;
- Detailed maintenance management plan in accordance with Section 32 of CIRIA C753 including maintenance schedules for each drainage element;
- Details of how water quality will be managed during construction and post development in perpetuity; and
- Consent for any connections into third party drainage systems

Reason:

To ensure that there is no flooding due to the site drainage and that the water environment is protected.

Condition 2:

Prior to first occupation, a record of the installed SuDS and site wide drainage scheme shall be submitted to and approved in writing by the Local Planning Authority for deposit with the Lead Local Flood Authority Asset Register. The details shall include:

- As built plans in both .pdf and .shp file format;
- Photographs to document each stage of the drainage system on site;
- Photographs of the completed installation of the drainage structures on site;
- The name and contact details of any appointed management company.

Reason:

In accordance with section 21 of the Flood and Water Management Act 2010.

Detailed comments:

This application is in the nature of a pre-app and only requires general comments at this stage. There is no obvious reason why the sites cannot be developed in a satisfactory manner. The applicant is advised to consider SuDS at an early stage and to allow room for swales and other above ground measures in his plans.

Officer's Name: Diane Rotherham

Officer's Title: Flood Risk Engineer

Date: 28/09/2022

Application no: DraftNeighbourhoodDevelopmentOrder

Location: Two sites – northern site, land north of Abingdon Road, Clifton Hampden known as the Allotments Site. Southern site, land south of Abingdon Road, Clifton Hampden, known as the Paddocks Site. Proposed development for each of these sites are provided below.

Minerals & Waste

Recommendation:

Comment

Key issues:

Legal agreement required to secure:

Conditions:

Informatives:

Detailed comments:

The northern site, known as the Allotment Site, and the southern site, known as the Paddock Site, are located within the built-up area of Clifton Hampden.

Neither of the sites lie close to a Safeguarding Waste Management Site.

The Allotment Site does not fall within a Mineral Consultation Area. The Paddock Site falls within the Mineral Consultation Area for a Mineral Safeguarding Area. However, the Paddock Site does not actually fall within the safeguarding Sharp Sand and Gravel Area which lies to the south of the site. The proposed Neighbourhood Development Order would not increase the existing constraints on mineral working within the nearby Minerals Safeguarding Area due to the need for adequate unworked margins (buffer zones) between existing development and any mineral extraction. Therefore, we raise no objection to the proposed Neighbourhood Development Order.

Officer's Name: Naomi Woodcock
Officer's Title: Minerals & Waste Planner
Date: 27/09/2022

Application no: DraftNeighbourhoodDevelopmentOrder

Location: Two sites – northern site, land north of Abingdon Road, Clifton Hampden known as the Allotments Site. Southern site, land south of Abingdon Road, Clifton Hampden, known as the Paddocks Site. Proposed development for each of these sites are provided below.

Education Comments

Section 106 contributions can only be required from a housing development if they are:

- (a) necessary to make the development acceptable in planning terms;
- (b) directly related to the development; and
- (c) fairly and reasonably related in scale and kind to the development.

The scale of housing development proposed would be expected to generate 4 additional primary school pupils, and 3 additional secondary school pupils, so less than 1 per year group. On this basis, it is not expected that the county council would seek any contribution towards school capacity from the proposed development. However, should the scale of development increase, then the council would need to reassess.

Officer's Name: Louise Heavey

Officer's Title: Access to Learning Information Analyst

Date: 29/09/2022

Appendix B
Site Location Plan



Client / Project
Thomas Homes Ltd.
SITES at CLIFTON HAMPDEN

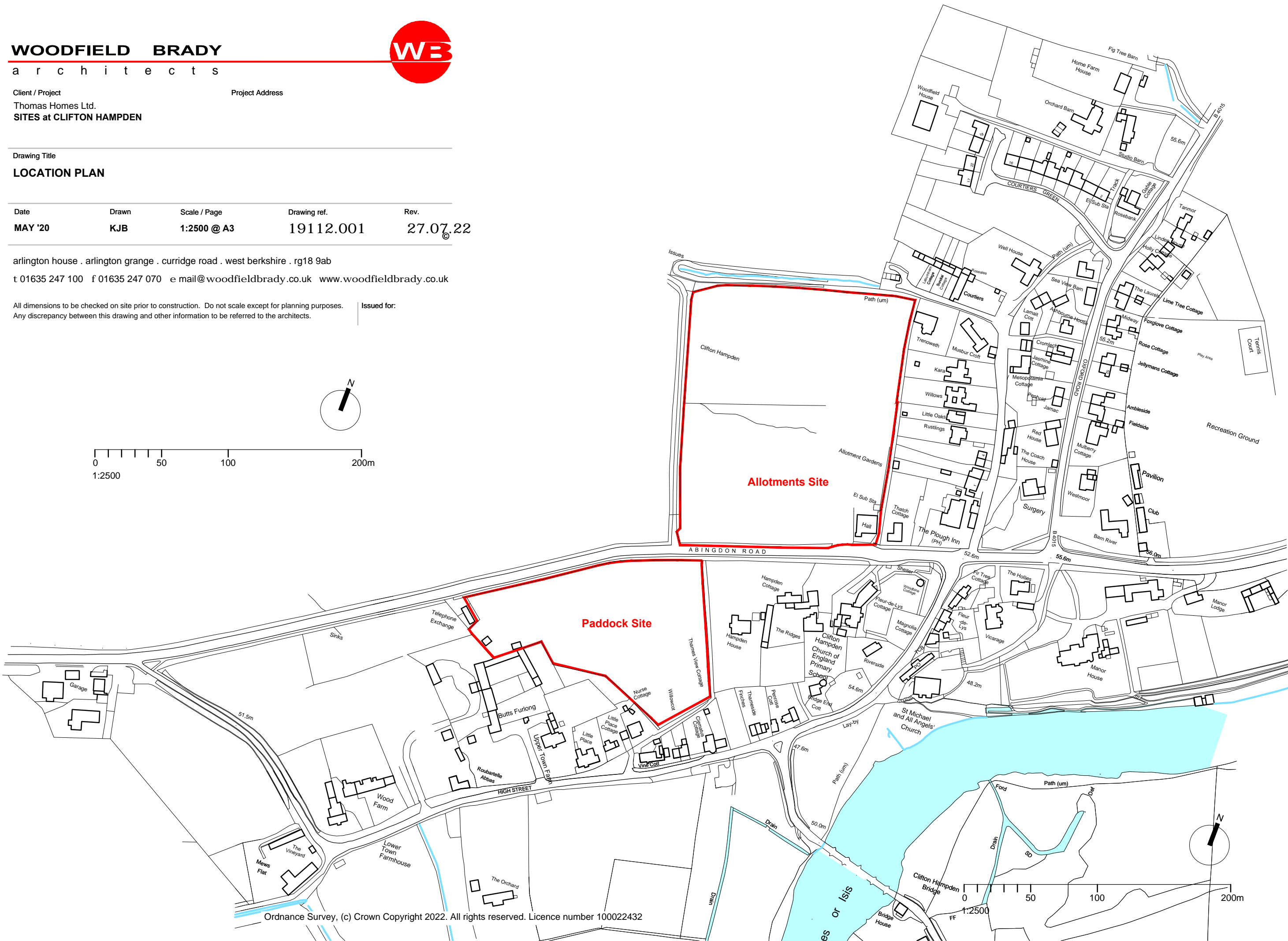
Project Address

Drawing Title
LOCATION PLAN

Date	Drawn	Scale / Page	Drawing ref.	Rev.
MAY '20	KJB	1:2500 @ A3	19112.001	27.07.22

arlington house . arlington grange . curridge road . west berkshire . rg18 9ab
t 01635 247 100 f 01635 247 070 e mail@woodfieldbrady.co.uk www.woodfieldbrady.co.uk

All dimensions to be checked on site prior to construction. Do not scale except for planning purposes. Issued for:
Any discrepancy between this drawing and other information to be referred to the architects.



Appendix C
Accident Data

Accidents between dates 01/01/2017 and 31/08/2022 (68) months

Selection: Notes:

Selected using Manual Selection

Friday 05/05/2017 Time 2146 Slight at CLIFTON HAMPDEN ROAD APPROX 300M N OF LOWER FARM LONG WITTENHAM
 E: 454796 N: 194660 Junction Detail: 0 Control
 Fine without high winds Road surface Dry Darkness: no street lighting
 Vehicle Reference 1 Car Moving from S to N Going ahead other
 Vehicle Reference 2 Car Moving from N to S Going ahead other
 Casualty Reference: 1 Age: 19 Female Driver/rider Severity: Slight Injured by vehicle: 2

Tuesday 04/07/2017 Time 1709 Slight at A415 APPROX 50M E OF J/W HIGH STREET CLIFTON HAMPDEN - SOME UNCERTAINTY OVER EXACT LO
 E: 454188 N: 195378 Junction Detail: 0 Control
 Fine without high winds Road surface Dry Daylight
 Vehicle Reference 1 Car Moving from NE to S Going ahead other
 Casualty Reference: 1 Age: 50 Female Driver/rider Severity: Slight Injured by vehicle: 1
 Vehicle Reference 2 Car Moving from NE to S Going ahead other
 Vehicle Reference 3 Car Moving from NE to S Going ahead other

Thursday 31/08/2017 Time 1050 Slight at A415 APPROX 50M W OF J/W ACCESS TO CULHAM SCIENCE CENTRE CULHAM
 E: 453425 N: 195190 Junction Detail: 0 Control
 Fine without high winds Road surface Dry Daylight
 Vehicle Reference 1 Car Moving from E to W Going ahead other
 Casualty Reference: 1 Age: 56 Female Driver/rider Severity: Slight Injured by vehicle: 1
 Vehicle Reference 2 Goods 3.5 tonnes mgw and under Moving from E to W Going ahead but held up
 Casualty Reference: 2 Age: 33 Male Driver/rider Severity: Slight Injured by vehicle: 2
 Vehicle Reference 3 Pedal Cycle Moving from E to W Going ahead other

Accidents between dates 01/01/2017 and 31/08/2022 (68) months

Selection: Notes:

Selected using Manual Selection

Friday 10/08/2018 Time 1030 Slight at A415 ABINGDON RD J/W ACCESS TO TURNPIKE GARAGE CLIFTON HAMDEN
 E: 454078 N: 195334 Junction Detail: 8 Control 4
 Raining without high winds Road surface Wet/Damp Daylight
 Vehicle Reference 1 Car Moving from W to E Going ahead other
 Vehicle Reference 2 Car Moving from W to E Going ahead other
 Casualty Reference: 1 Age: 41 Female Passenger Severity: Slight Injured by vehicle: 2
 Casualty Reference: 2 Age: 10 Male Passenger Severity: Slight Injured by vehicle: 2

Thursday 13/12/2018 Time 1855 Slight at HIGH STREET BY PARKING LAYBY OPPOSITE PRIMARY SCHOOL CLIFTON HAMPDEN
 E: 454673 N: 195492 Junction Detail: 0 Control
 Fine without high winds Road surface Dry Darkness: no street lighting
 Vehicle Reference 1 Car Moving from NE to S Going ahead other
 Vehicle Reference 2 Car Moving from NE to Parked
 Casualty Reference: 1 Age: 45 Female Pedestrian Severity: Slight Injured by vehicle: 2

Tuesday 19/02/2019 Time 1135 Slight at A415 APPROX 75M W OF ACCESS TO CULHAM SCIENCE CENTRE BY FULLAMORE FARM CULHAM
 E: 453353 N: 195183 Junction Detail: 0 Control
 Raining without high winds Road surface Wet/Damp Daylight
 Vehicle Reference 1 Goods 7.5 tonnes mgw and over Moving from E to W Going ahead other
 Vehicle Reference 2 Car Moving from E to W Stopping
 Casualty Reference: 1 Age: 44 Female Driver/rider Severity: Slight Injured by vehicle: 2

Accidents between dates 01/01/2017 and 31/08/2022 (68) months

Selection: Notes:

Selected using Manual Selection

Tuesday 08/10/2019 Time 1605 Slight at B4015 OXFORD RD APPOX 20M N OF J/W A415 CLIFTON HAMPDEN
 E: 454776 N: 195672 Junction Detail: 3 Control 2
 Other Road surface Wet/Damp Daylight
 Vehicle Reference 1 Goods 3.5 tonnes mgw and under Moving from N to S Going ahead other
 Vehicle Reference 2 Car Moving from N to S Going ahead but held up
 Casualty Reference: 1 Age: 55 Female Driver/rider Severity: Slight Injured by vehicle: 2
 Casualty Reference: 2 Age: 56 Male Passenger Severity: Slight Injured by vehicle: 2

Wednesday 01/01/2020 Time 1042 Serious at HIGH STREET J/W LONG WITTENHAM ROAD CLIFTON HAMPDEN
 E: 454635 N: 195468 Junction Detail: 3 Control 4
 Fine without high winds Road surface Wet/Damp Daylight
 Vehicle Reference 1 Pedal Cycle Moving from S to N Going ahead right bend
 Casualty Reference: 1 Age: 37 Male Driver/rider Severity: Serious Injured by vehicle: 1

Sunday 16/08/2020 Time 1215 Slight at CLIFTON HAMPDEN RIVER BRIDGE CLIFTON HAMPDEN
 E: 454710 N: 195385 Junction Detail: 0 Control
 Fine without high winds Road surface Dry Daylight
 Vehicle Reference 1 Car Moving from N to SE Going ahead other
 Vehicle Reference 2 Pedal Cycle Moving from N to SE Going ahead other
 Casualty Reference: 1 Age: 68 Male Driver/rider Severity: Slight Injured by vehicle: 2

Accidents between dates 01/01/2017 and 31/08/2022 (68) months

Selection: Notes:

Selected using Manual Selection

Tuesday 08/03/2022 Time 1104 Serious at A415 ABINGDON RD OUTSIDE TURNPIKE SERVICE STATION CLIFTON HAMPDEN

E: 454094 N: 195339 Junction Detail: 8 Control 4

Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc Moving from S to E Starting

Casualty Reference: 1 Age: 35 Female Driver/rider Severity: Serious Injured by vehicle: 1

Vehicle Reference 2 Car Moving from E to W Going ahead other

Vehicle Reference 3 Car Moving from S to E Going ahead but held up

Thursday 17/03/2022 Time 1630 Slight at A415 ABINGDON RD BY ENTRANCE TO CULHAM SCIENCE PARK CULHAM

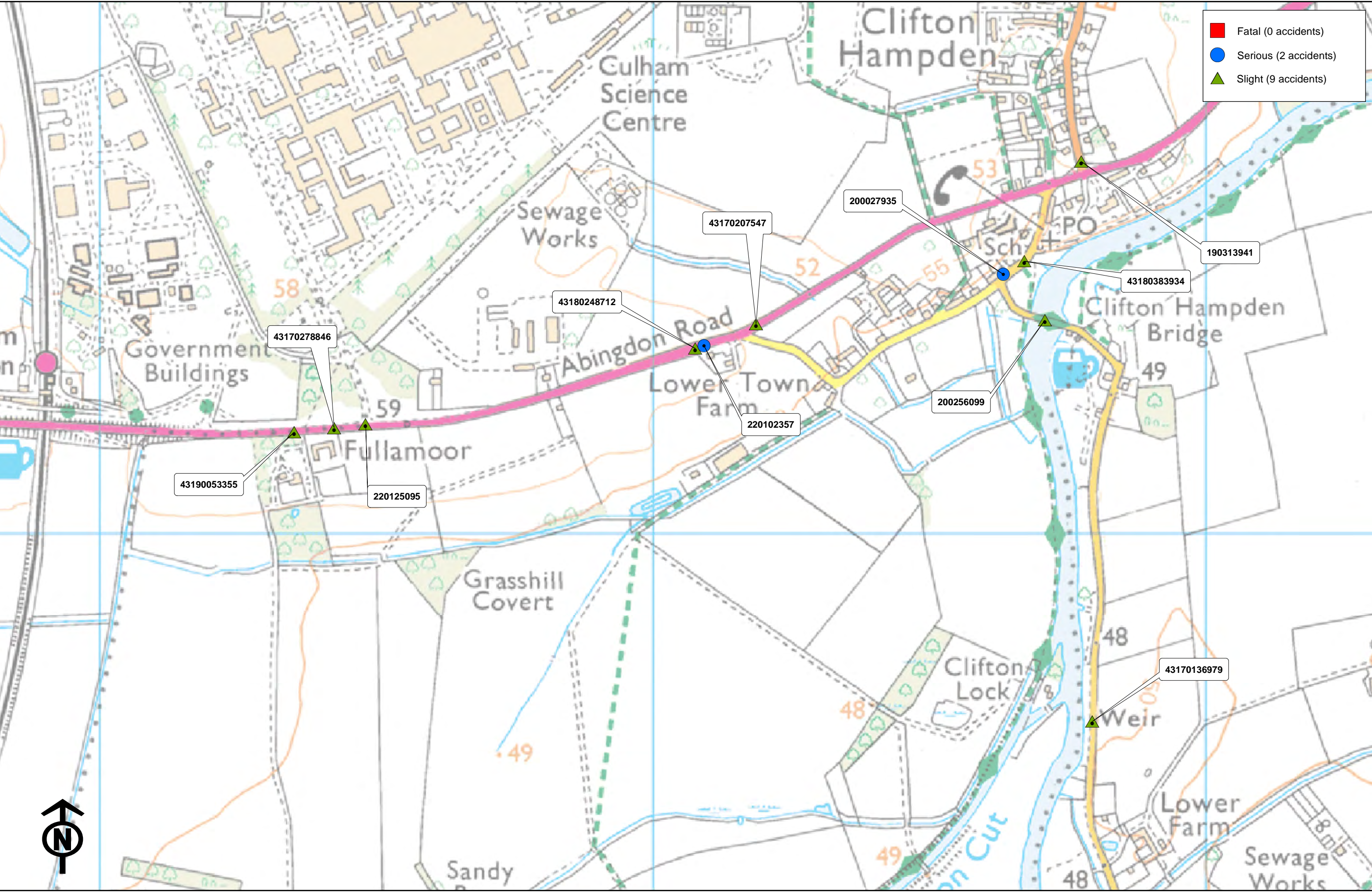
E: 453482 N: 195197 Junction Detail: 3 Control 4

Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Motor Cycle over 125 cc and up to 500cc Moving from E to W Going ahead other

Vehicle Reference 2 Motor Cycle over 125 cc and up to 500cc Moving from E to N Waiting to turn right

Casualty Reference: 1 Age: 40 Male Driver/rider Severity: Slight Injured by vehicle: 2



Appendix D
Public Rights of Way Map

Clifton Hampden PROW

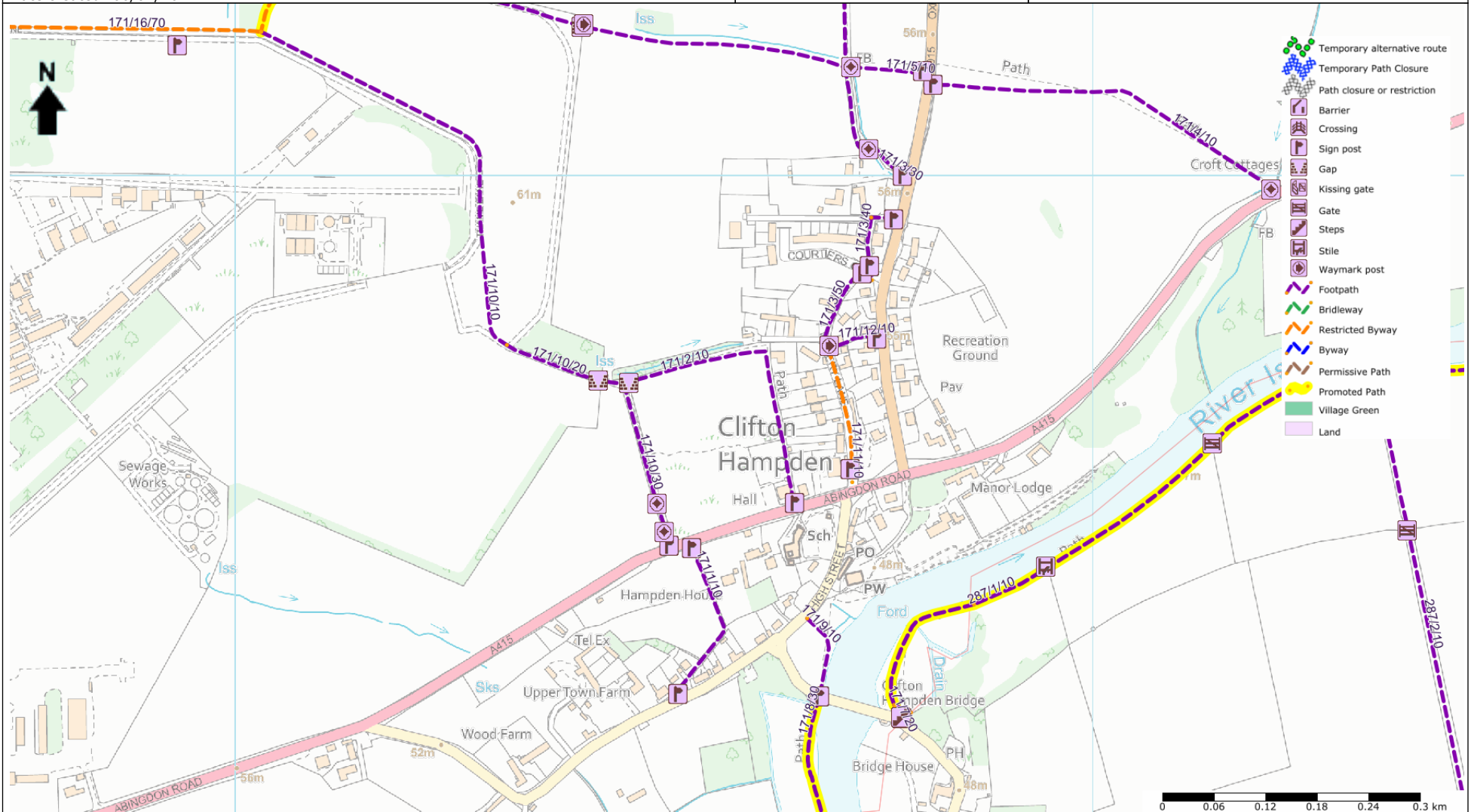
The Public Rights of Way data shown is not the legal record and is just indicative of recorded public rights of way. Any information shown has limitations and may only ever be used as a guide. The map is not to scale and the width of a public right of way is not shown. The purpose of this map is for guidance only. Due to the changing nature of the countryside, actual conditions encountered may differ from some of the information shown.

Countryside Access
Oxfordshire County Council



OXFORDSHIRE COUNTY COUNCIL

Date created: 06/07/2022



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Produced from Oxfordshire County Council's Countryside Access Interactive Map

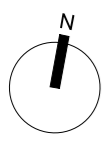
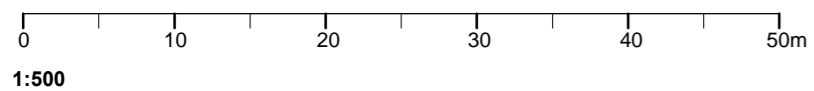
Appendix E
Proposed Site Layout

Drawing Title
SITE PLAN - GENERAL LAYOUT

Date	Drawn	Scale / Page	Drawing ref.	Rev.
JUNE '20	KJB	1:500 @ A1	19112.003	D

arlington house, arlington grange, curridge road, west berkshire, rg18 9ab
t 01635 247 100 f 01635 247 070 e mail@woodfieldbrady.co.uk www.woodfieldbrady.co.uk

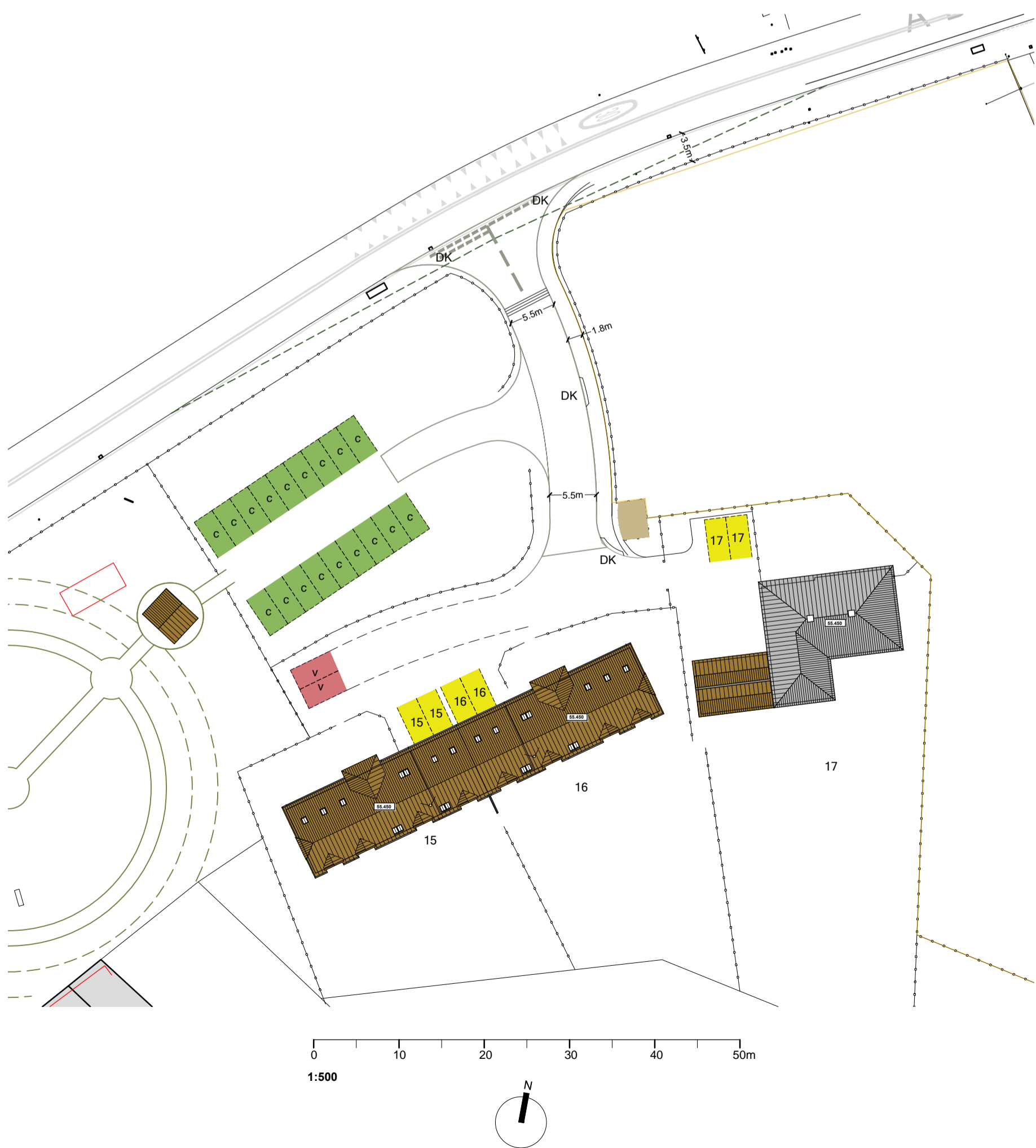
All dimensions to be checked on site prior to construction. Do not scale except for planning purposes. Issued for:
Any discrepancy between this drawing and other information to be referred to the architects.



- A: Plots 1-6 roofplan amended, drop kerbs indicated, footpath link through surgery carpark, surgery parking entrance amended, road/pathway widths indicated - 14.11.22/KJB
- B: 1.8m close boarded fence to Plot 14 for noise protection from highway - 09.12.22/KJB
- C: Pathway to highway edge at surgery, dropped kerb & tactile paving to allotments site entrance - 14.12.22/KJB
- D: Highway hedgerows retained, surgery pathway - 15.12.22/KJB



Appendix F
Parking Allocation Plan



- a/vh allotments/village hall (14)
- s surgery (23)
- 4 dwelling (number) (30)
- v visitor - residential (7)
- c cemetery (18)

C: residential visitor spaces number updated (summary) - 14.12.22/KJB
 B: Paddocks site included - general amendments - 14.12.22/KJB
 A: General updates to layout - 21.06.22/KJB

WOODFIELD BRADY
 architects



Client / Project
 Thomas Homes Ltd.
SITES at CLIFTON HAMPDEN

Project Address

Drawing Title
PARKING ALLOCATION (excluding garaging to plots 7, 15, 16 & 17)

Date	Drawn	Scale / Page	Drawing ref.	Rev.
AUG '21	KJB	1:500 @ A2	19112.07	C

arlington house . arlington grange . curridge road . west berkshire . rg18 9ab
 t 01635 247 100 f 01635 247 070 e mail@woodfieldbrady.co.uk www.woodfieldbrady.co.uk

All dimensions to be checked on site prior to construction. Do not scale except for planning purposes. Issued for:
 Any discrepancy between this drawing and other information to be referred to the architects.

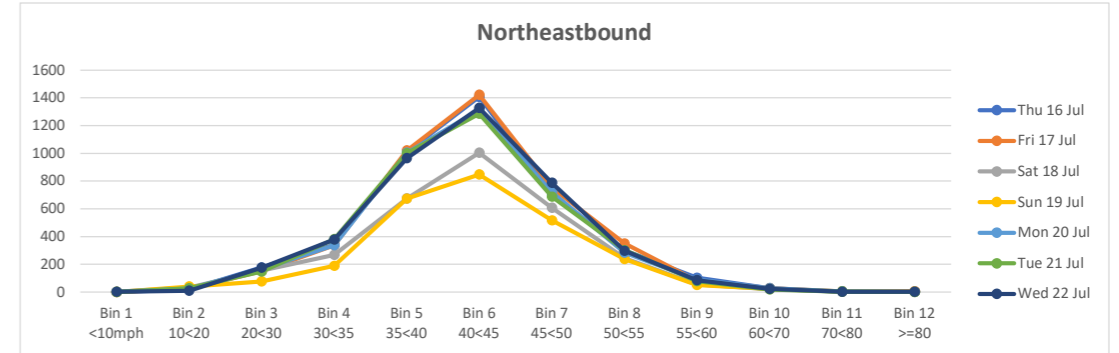
Appendix G

Speed Survey Results

Clifton Hampden ATC, Abingdon Road (Site 1)

Channel: Northeastbound

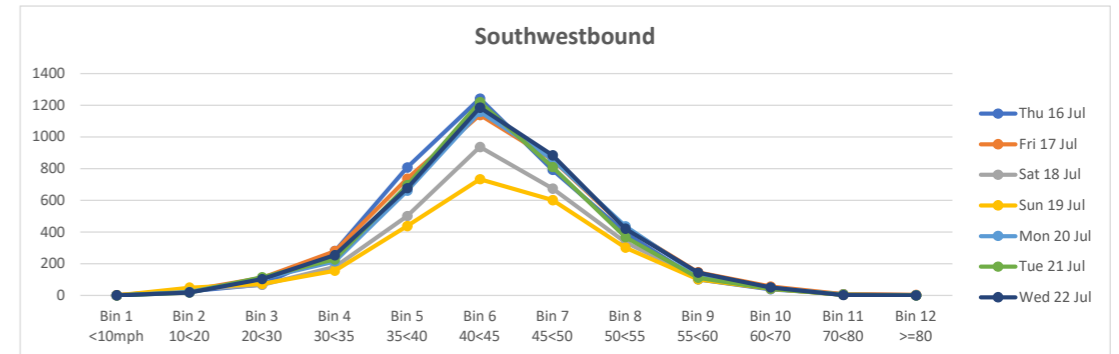
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Thu 16 Jul	4102	48.7	41.7	7.3	0	19	178	341	1011	1407	710	300	104	28	1	3
Fri 17 Jul	4171	49.0	42.0	7.3	0	22	149	338	1020	1422	751	350	82	27	4	6
Sat 18 Jul	3066	48.9	41.6	7.6	1	33	153	269	675	1004	607	245	56	21	2	0
Sun 19 Jul	2658	49.2	42.0	7.6	0	39	77	188	673	847	516	239	50	24	4	1
Mon 20 Jul	3973	48.7	41.7	7.4	1	25	163	338	1005	1314	721	284	89	26	5	2
Tue 21 Jul	3931	48.6	41.5	7.2	0	26	148	381	1001	1285	688	302	79	18	3	0
Wed 22 Jul	4054	48.7	41.7	7.1	1	10	176	378	965	1328	788	297	86	22	2	1
5 Day Ave.	4046	48.7	41.7	7.2	0	20	163	355	1000	1351	732	307	88	24	3	2
7 Day Ave.	3708	48.8	41.7	7.4	0	25	149	319	907	1230	683	288	78	24	3	2



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Channel: Southwestbound

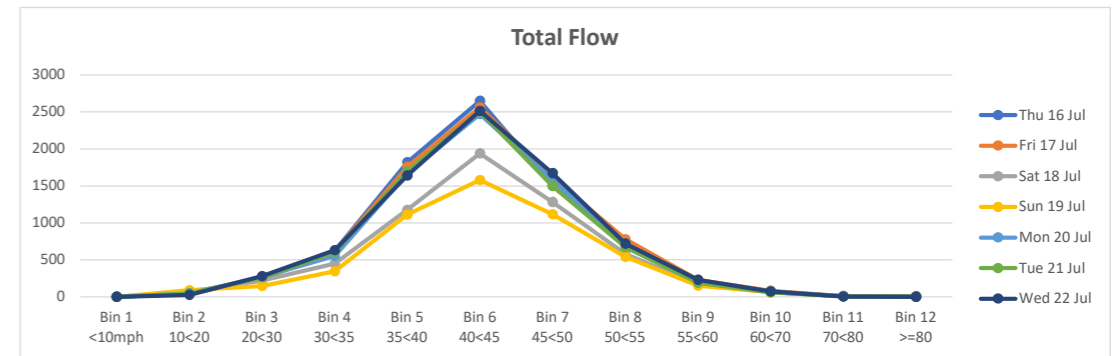
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Thu 16 Jul	3761	49.9	43.0	7.3	1	26	70	280	807	1242	792	394	101	39	8	1
Fri 17 Jul	3794	50.8	43.3	8.0	1	32	110	280	737	1138	856	427	146	56	7	4
Sat 18 Jul	2891	51.0	43.6	7.9	0	36	66	181	501	936	673	336	112	45	4	1
Sun 19 Jul	2496	51.2	43.4	8.5	1	49	72	156	437	732	601	301	101	42	4	0
Mon 20 Jul	3636	50.8	43.6	7.6	0	22	107	215	660	1158	857	436	128	47	5	1
Tue 21 Jul	3611	49.9	43.1	7.4	0	19	115	227	696	1219	810	367	110	43	5	0
Wed 22 Jul	3737	50.7	43.5	7.5	1	18	103	254	676	1185	883	421	144	50	2	0
5 Day Ave.	3708	50.4	43.3	7.6	1	23	101	251	715	1188	840	409	126	47	5	1
7 Day Ave.	3418	50.6	43.3	7.7	1	29	92	228	645	1087	782	383	120	46	5	1



360 TSL Ltd

Channel: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
Thu 16 Jul	7863	49.3	42.3	7.3	1	45	248	621	1818	2649	1502	694	205	67	9	4
Fri 17 Jul	7965	49.7	42.6	7.7	1	54	259	618	1757	2560	1607	777	228	83	11	10
Sat 18 Jul	5957	49.7	42.6	7.8	1	69	219	450	1176	1940	1280	581	168	66	6	1
Sun 19 Jul	5154	50.0	42.7	8.1	1	88	149	344	1110	1579	1117	540	151	66	8	1
Mon 20 Jul	7609	49.6	42.6	7.5	1	47	270	553	1665	2472	1578	720	217	73	10	3
Tue 21 Jul	7542	49.3	42.3	7.3	0	45	263	608	1697	2504	1498	669	189	61	8	0
Wed 22 Jul	7791	49.6	42.6	7.4	2	28	279	632	1641	2513	1671	718	230	72	4	1
5 Day Ave.	7754	49.5	42.5	7.4	1	44	264	606	1716	2540	1571	716	214	71	8	4
7 Day Ave.	7126	49.6	42.5	7.6	1	54	241	547	1552	2317	1465	671	198	70	8	3



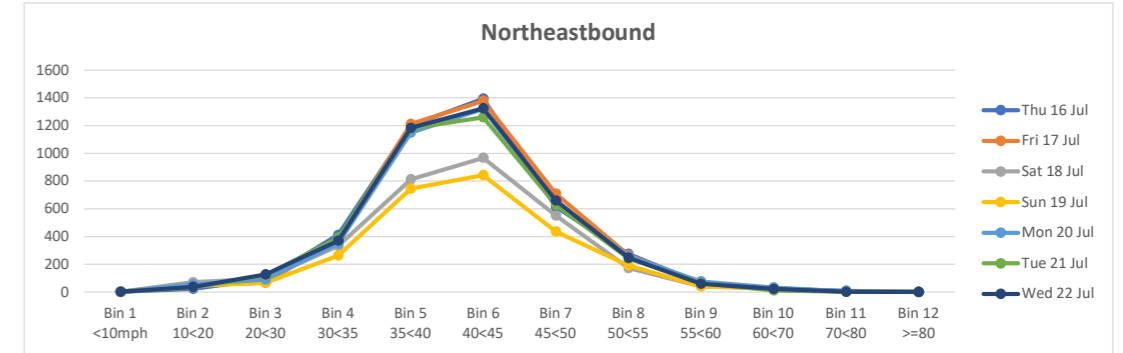
360 TSL Ltd

Clifton Hampden ATC, Abingdon Road (Site 2)

Channel: Northeastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
Thu 16 Jul	4111	48.0	41.3	6.9	1	24	95	412	1200	1395	613	275	63	23	10	0
Fri 17 Jul	4169	48.2	41.4	7.0	0	54	68	381	1212	1379	709	265	68	30	1	2
Sat 18 Jul	3075	48.0	40.8	7.8	1	70	97	332	813	968	551	172	40	27	3	1
Sun 19 Jul	2663	48.4	41.2	7.6	4	44	66	264	745	843	436	191	43	23	3	1
Mon 20 Jul	3985	48.3	41.4	7.3	3	55	89	350	1151	1321	643	258	77	33	4	1
Tue 21 Jul	3932	47.9	41.0	6.9	3	31	120	392	1178	1260	627	242	64	13	1	1
Wed 22 Jul	4034	47.9	41.1	7.0	2	38	127	370	1183	1324	659	248	59	22	2	0
5 Day Ave.	4046	48.1	41.2	7.0	2	40	100	381	1185	1336	650	258	66	24	4	1
7 Day Ave.	3710	48.1	41.2	7.2	2	45	95	357	1069	1213	605	236	59	24	3	1

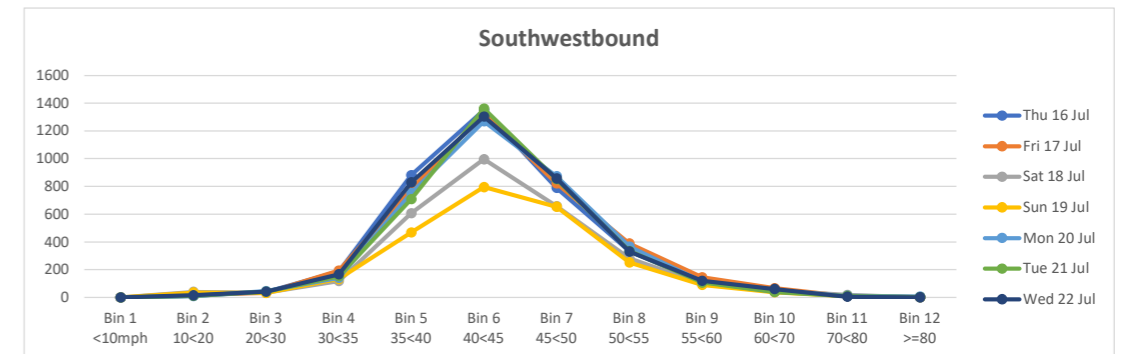
360 TSL Ltd



Channel: Southwestbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
Thu 16 Jul	3756	49.6	43.3	6.8	0	12	38	188	881	1350	790	332	107	47	11	0
Fri 17 Jul	3793	50.6	43.9	7.3	0	21	33	194	781	1328	821	389	145	67	11	3
Sat 18 Jul	2900	50.2	43.6	7.8	0	40	36	119	606	996	657	281	98	49	18	0
Sun 19 Jul	2509	50.3	43.8	7.8	0	35	33	133	468	795	654	252	90	37	10	2
Mon 20 Jul	3635	50.0	43.9	7.0	0	10	47	140	753	1270	873	367	114	42	12	7
Tue 21 Jul	3617	49.7	43.7	6.7	0	12	41	153	708	1361	851	334	107	38	10	2
Wed 22 Jul	3730	49.8	43.6	6.9	0	15	41	167	829	1303	857	331	120	60	6	1
5 Day Ave.	3706	49.9	43.7	6.9	0	14	40	168	790	1322	838	351	119	51	10	3
7 Day Ave.	3420	50.0	43.7	7.2	0	21	38	156	718	1200	786	327	112	49	11	2

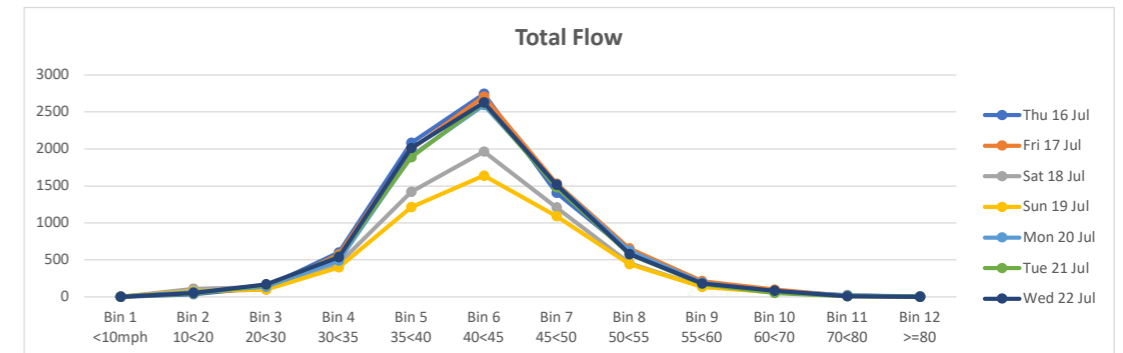
360 TSL Ltd



Channel: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
Thu 16 Jul	7867	48.9	42.3	6.9	1	36	133	600	2081	2745	1403	607	170	70	21	0
Fri 17 Jul	7962	49.3	42.6	7.2	0	75	101	575	1993	2707	1530	654	213	97	12	5
Sat 18 Jul	5975	49.1	42.2	7.9	1	110	133	451	1419	1964	1208	453	138	76	21	1
Sun 19 Jul	5172	49.4	42.4	7.8	4	79	99	397	1213	1638	1090	443	133	60	13	3
Mon 20 Jul	7620	49.2	42.6	7.3	3	65	136	490	1904	2591	1516	625	191	75	16	8
Tue 21 Jul	7549	48.9	42.3	6.9	3	43	161	545	1886	2621	1478	576	171	51	11	3
Wed 22 Jul	7764	49.0	42.3	7.0	2	53	168	537	2012	2627	1516	579	179	82	8	1
5 Day Ave.	7752	49.1	42.4	7.1	2	54	140	549	1975	2658	1489	608	185	75	14	3
7 Day Ave.	7130	49.1	42.4	7.3	2	66	133	514	1787	2413	1392	562	171	73	15	3

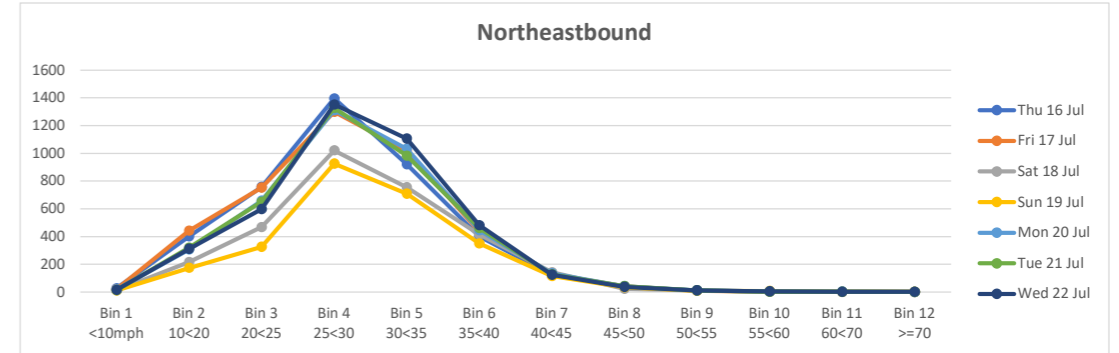
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Clifton Hampden ATC, Abingdon Road (Site 3)

Channel: Northeastbound

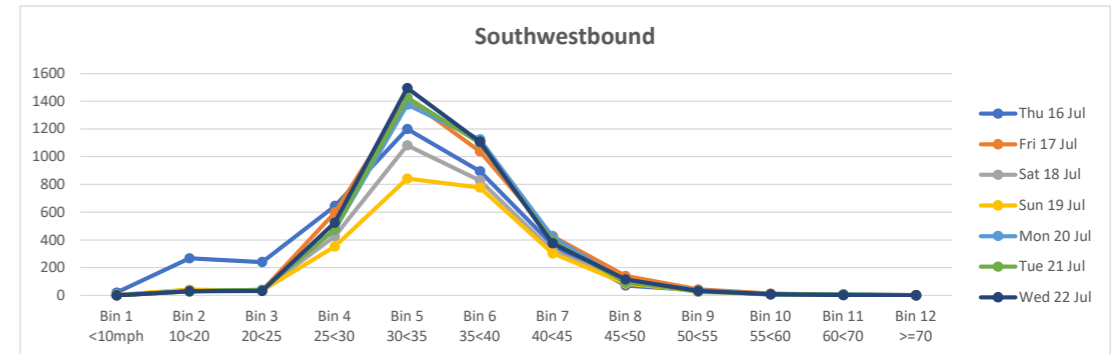
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Thu 16 Jul	4088	34.8	28.1	7.2	26	401	758	1396	922	402	126	39	11	4	3	0
Fri 17 Jul	4156	35.0	28.2	7.3	21	443	753	1300	1020	436	128	41	9	3	1	1
Sat 18 Jul	3068	36.6	29.3	7.0	13	217	467	1021	755	415	143	24	12	1	0	0
Sun 19 Jul	2665	36.7	29.7	7.1	12	174	326	926	709	350	115	35	9	7	2	0
Mon 20 Jul	3968	35.5	28.9	7.1	18	307	657	1310	1032	446	135	43	13	4	3	0
Tue 21 Jul	3941	35.6	28.8	7.0	14	320	649	1328	983	461	127	43	13	1	1	1
Wed 22 Jul	4047	35.6	29.1	6.9	16	312	598	1352	1107	481	125	38	12	4	1	1
5 Day Ave.	4040	35.3	28.6	7.1	19	357	683	1337	1013	445	128	41	12	3	2	1
7 Day Ave.	3705	35.7	28.9	7.1	17	311	601	1233	933	427	128	38	11	3	2	0



360 TSL Ltd

Channel: Southwestbound

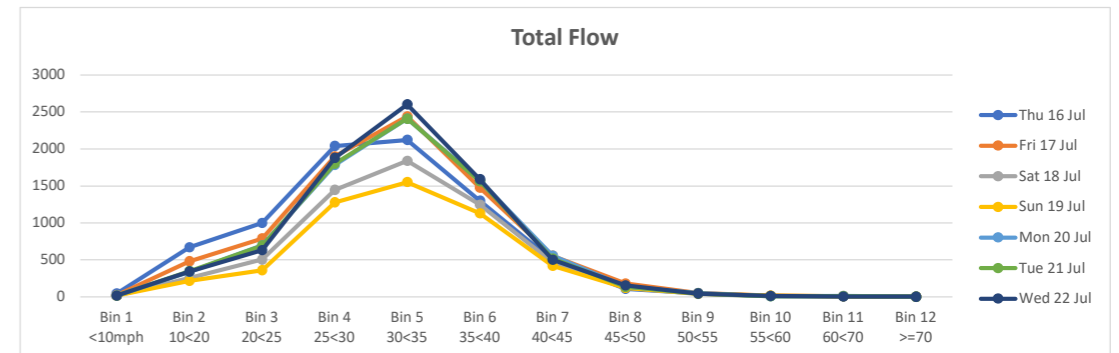
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Thu 16 Jul	3755	39.6	32.4	7.9	19	268	241	645	1199	896	365	72	37	9	3	1
Fri 17 Jul	3761	40.8	34.9	6.2	1	37	36	598	1419	1038	427	140	43	14	6	2
Sat 18 Jul	2880	40.5	34.8	6.2	2	38	37	426	1082	830	323	100	26	9	7	0
Sun 19 Jul	2492	41.1	35.1	6.6	5	42	34	352	842	777	304	86	32	9	7	2
Mon 20 Jul	3617	40.3	35.0	5.9	2	30	38	475	1376	1125	423	95	38	4	9	2
Tue 21 Jul	3605	40.0	34.9	5.7	1	29	42	475	1425	1100	392	93	33	9	5	1
Wed 22 Jul	3728	39.9	34.8	5.7	1	30	33	525	1495	1109	376	115	32	8	3	1
5 Day Ave.	3693	40.1	34.4	6.3	5	79	78	544	1383	1054	397	103	37	9	5	1
7 Day Ave.	3405	40.3	34.6	6.3	4	68	66	499	1263	982	373	100	34	9	6	1



360 TSL Ltd

Channel: Total Flow

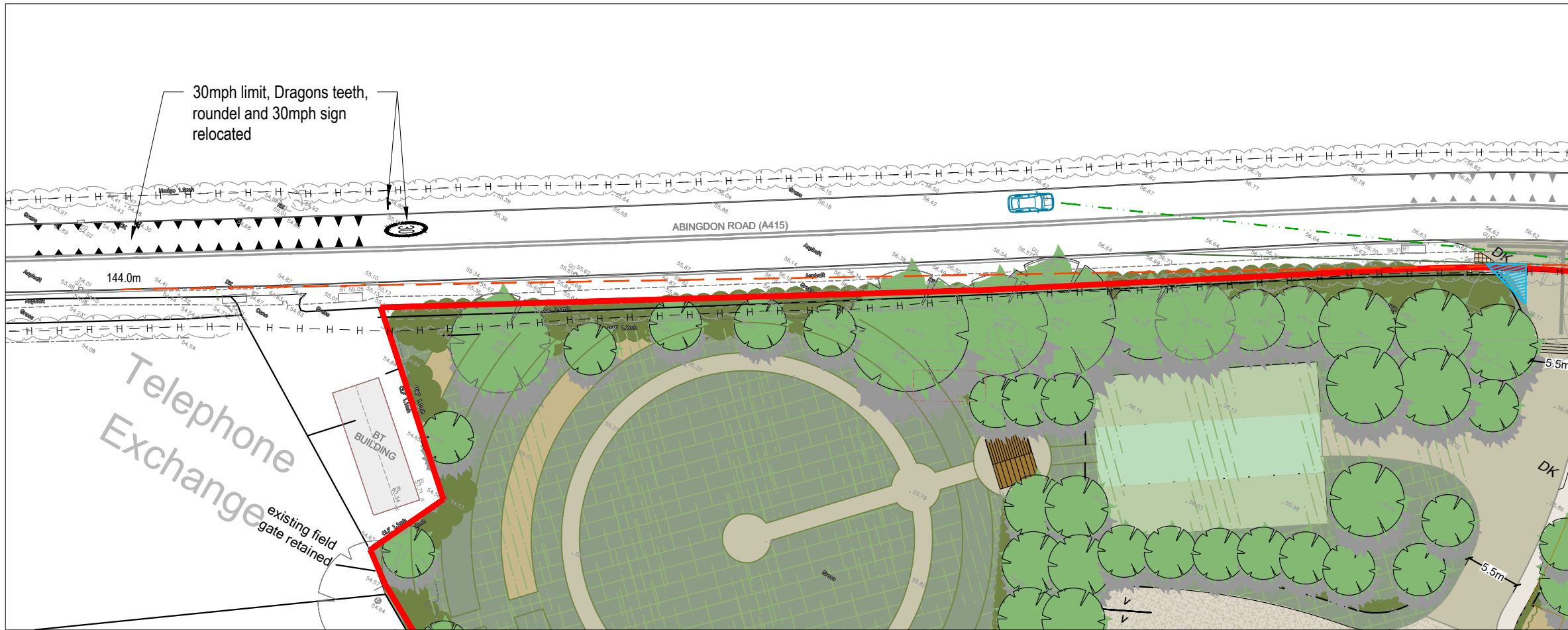
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Thu 16 Jul	7843	38.0	30.2	7.8	45	669	999	2041	2121	1298	491	111	48	13	6	1
Fri 17 Jul	7917	38.7	31.4	7.6	22	480	789	1898	2439	1474	555	181	52	17	7	3
Sat 18 Jul	5948	39.0	32.0	7.2	15	255	504	1447	1837	1245	466	124	38	10	7	0
Sun 19 Jul	5157	39.3	32.3	7.4	17	216	360	1278	1551	1127	419	121	41	16	9	2
Mon 20 Jul	7585	38.8	31.8	7.2	20	337	695	1785	2408	1571	558	138	51	8	12	2
Tue 21 Jul	7546	38.7	31.7	7.1	15	349	691	1803	2408	1561	519	136	46	10	6	2
Wed 22 Jul	7775	38.6	31.8	7.0	17	342	631	1877	2602	1590	501	153	44	12	4	2
5 Day Ave.	7733	38.6	31.4	7.3	24	435	761	1881	2396	1499	525	144	48	12	7	2
7 Day Ave.	7110	38.7	31.6	7.3	22	378	667	1733	2195	1409	501	138	46	12	7	2



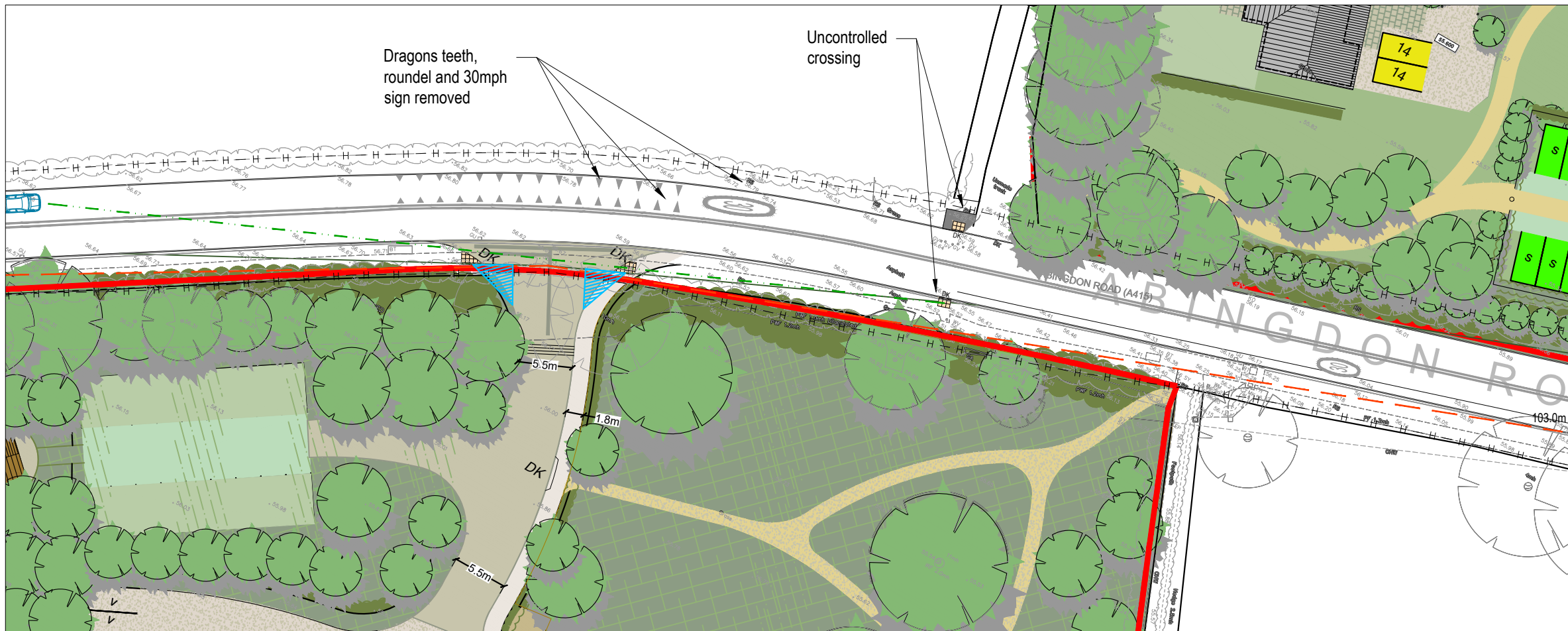
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Appendix H

The Paddocks – Access Arrangement and Visibility



VISIBILITY TO WEST UPON EGRESS



VISIBILITY TO EAST UPON EGRESS

NOTES

1. This drawing is to be read in conjunction with all relevant documents and specifications.
 2. Dimensions are not to be scaled.
- Source: Glanville survey drawing 8200425/4101-4104 Rev A
Woodfield Brady drawing 19112.04 Rev D

KEY

- 2.4m x 9m visibility splays
- - - 90m forward visibility
- ▨ 4x4m pedestrian vehicle intervisibility
- H - H - Highway boundary interpreted from OCC records



Rev.	Description	Date	Chkd
F	Forward visibility to crossing added.	16/12/22 T. Hart	AD
E	Forward visibility to crossing and 4x4m pedestrian vehicle intervisibility added.	14/12/22 T. Hart	AD
D	Highway boundary added.	14/11/22 T. Hart	AD
C	Speed limit relocated. 3.5m footway/cycleway added.	12/10/22 T. Hart	AD
B	Architect's layout updated.	16/06/22 T. Hart	AD
A	Architect's layout updated.	19/08/21 T. Hart	AD

Glanville
Cornerstone House
62 Foxhall Road, Didcot
Oxon, OX11 7AD
Tel: (01235) 515550 Fax: (01235) 817799
postbox@glanvillegroup.com www.glanvillegroup.com

Client :
Thomas Homes Ltd.

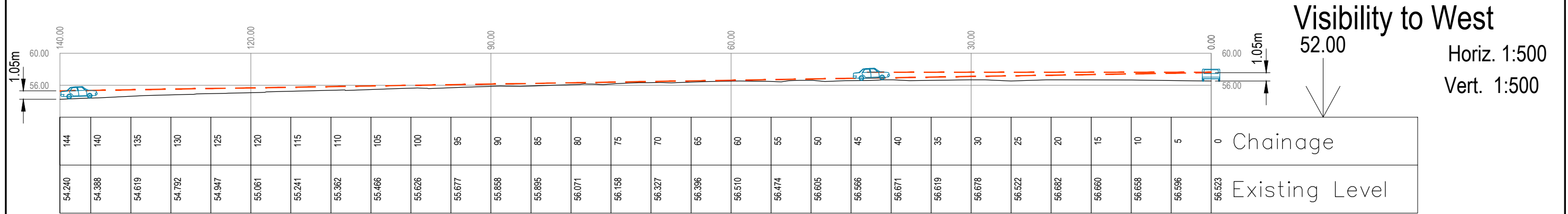
Project :
**Clifton Hampden
Neighbourhood Plan Sites
OX4 3EG**

Title :
**Site Access Visibility Splays
Paddocks Site**

Project Engineer : T. Hart Scale : 1:500 @ A3
Project Director : T. Foxall Date : July 2021

Status :

Drawing No. 8200269/6101 Rev **F**



144	140	135	130	125	120	115	110	105	100	95	90	85	80	75	70	65	60	55	50	45	40	35	30	25	20	15	10	5	0
54.240	54.388	54.619	54.792	54.947	55.061	55.241	55.362	55.466	55.626	55.677	55.858	55.895	56.071	56.188	56.327	56.396	56.510	56.474	56.605	56.566	56.671	56.619	56.678	56.522	56.682	56.660	56.658	56.596	56.523
																Chainage											Existing Level		

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 Tel: (01235) 515550 Fax: (01235) 817799
 postbox@glanvillegroup.com www.glanvillegroup.com

Client :
 Thomas Homes Ltd.

Project :
 Clifton Hampden
 Neighbourhood Plan Sites
 OX4 3EG

Title :
 Site Access Visibility Splays
 Paddocks Site

Project Engineer : T. Hart Scale : 1:500 @ A3
 Project Director : T. Foxall Date : November 2022

Status :

Drawing No. 8200269/6103 Rev

Appendix I

The Allotments – Access Arrangement and Visibility



NOTES

1. This drawing is to be read in conjunction with all relevant documents and specifications.
2. Dimensions are not to be scaled.

Source: Glanville survey drawing 8200425/4101-4104 Rev A
Woodfield Brady drawing 19112.03 Rev D

KEY

- — — 2.4m x y'm visibility splays
- — — 2.4m x 43.0m visibility splays
- 4x4m pedestrian vehicle intervisibility
- H H Highway boundary interpreted from OCC records

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Rev.	Description	Date	Chkd
F	Footway proposals revised.	16/12/22 T. Hart	AD
E	Crossing across access and 4x4m pedestrian vehicle intervisibility added.	14/12/22 T. Hart	AD
D	Highway boundary added.	14/11/22 T. Hart	AD
C	Keep Clear markings shown to be removed. Keep Clear markings added at site access.	12/10/22 T. Hart	AD
B	Architect's layout updated.	16/06/22 T. Hart	AD
A	Architect's layout updated.	31/08/21 T. Hart	AD

'Keep Clear' markings provided

Existing 'Keep Clear' markings removed

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postbox@glanvillegroup.com www.glanvillegroup.com

Client :
Thomas Homes Ltd.

Project :
**Clifton Hampden
Neighbourhood Plan Sites
OX4 3EG**

Title :
**Site Access Visibility Splays
Allotments Site**

Project Engineer : T. Hart Scale : 1:500 @ A3
Project Director : T. Foxall Date : July 2021

Status :

Drawing No. 8200269/6102 Rev **F**

Appendix J
Swept Path Analysis



TURNING AREA - ENTRY

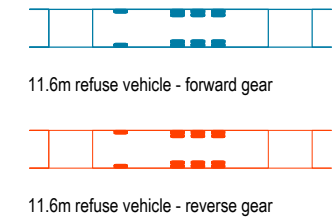


TURNING AREA - EXIT

NOTES

1. This drawing is to be read in conjunction with all relevant documents and specifications.
 2. Dimensions are not to be scaled.
- Source: Glanville survey drawing 8200425/4101-4104 Rev A
Woodfield Brady drawing 19112.04 Rev D

KEY



Rev.	Description	Date	Chkd
E	Crossing across access added.	16/12/22 T. Hart	AD
D	Cars added.	14/11/22 T. Hart	AD
C	Architect's layout updated. Swept paths revised to suit.	19/10/22 T. Hart	AD
B	Architect's layout updated. Swept paths revised to suit.	16/06/22 T. Hart	AD
A	Architect's layout updated. Swept paths revised to suit.	19/08/21 T. Hart	AD

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Client :
 Thomas Homes Ltd.

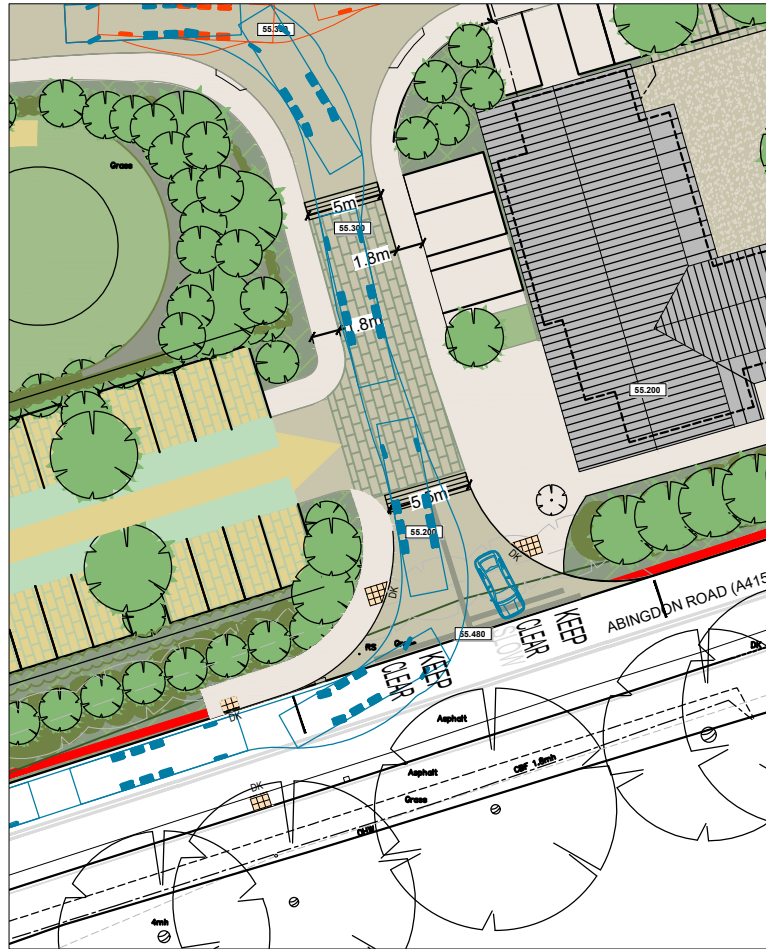
Project :
 Clifton Hampden
 Neighbourhood Plan Sites
 OX4 3EG

Title :
 Swept Path Analysis - Paddocks Site
 11.6m Refuse Vehicle

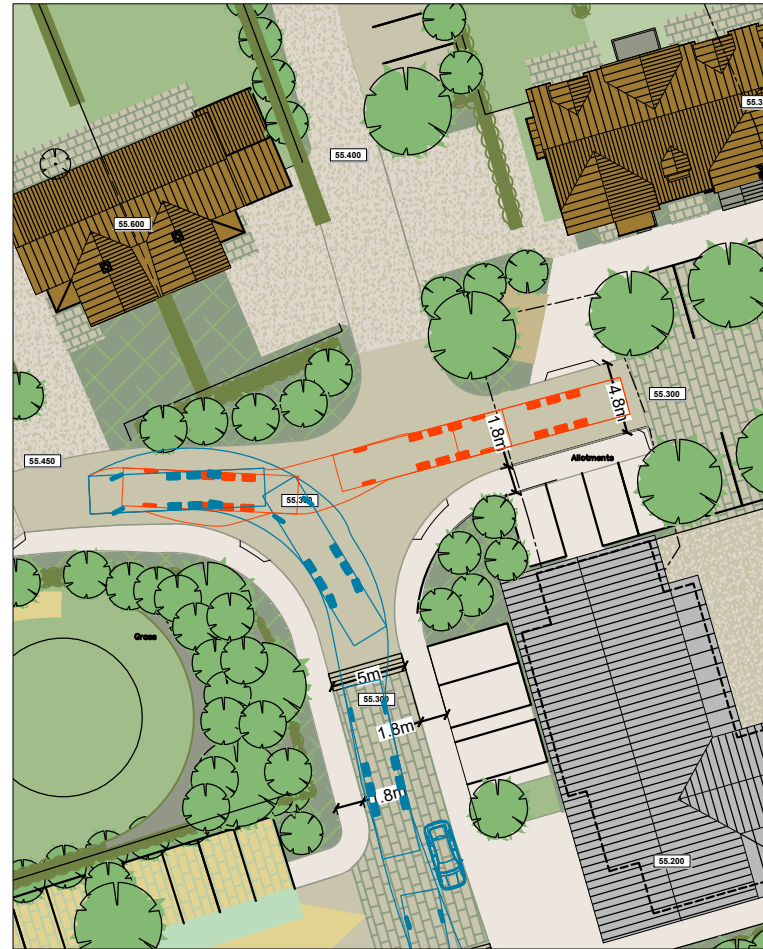
Project Engineer : T. Hart Scale : 1:500 @ A3
 Project Director : T. Foxall Date : July 2021

Status :

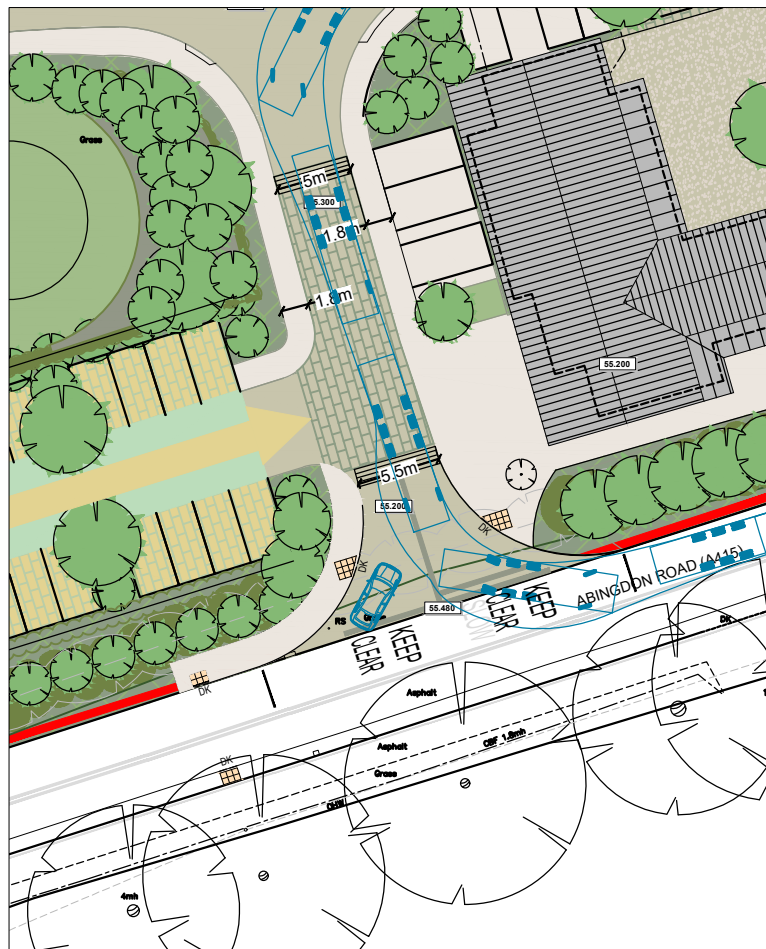
Drawing No. 8200269/6201 Rev E



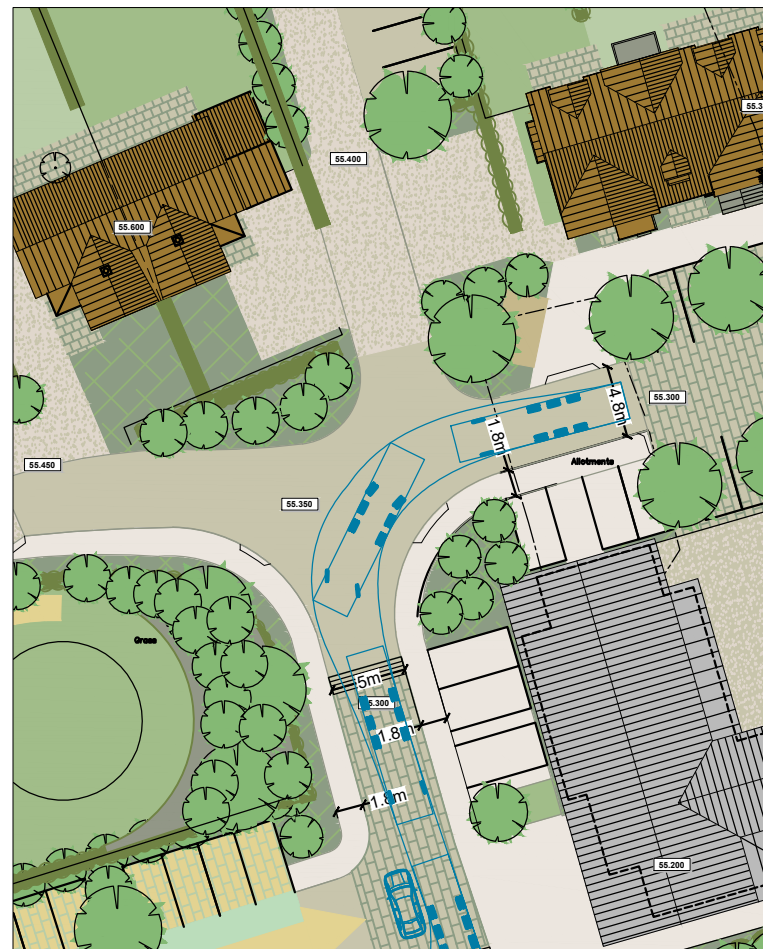
SITE ACCESS - ENTRY



TURNING AREA - ENTRY



SITE ACCESS - EXIT

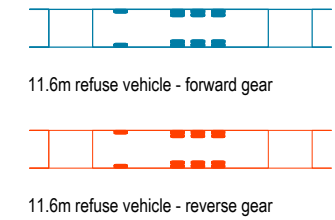


TURNING AREA - EXIT

NOTES

1. This drawing is to be read in conjunction with all relevant documents and specifications.
 2. Dimensions are not to be scaled.
- Source: Glanville survey drawing 8200425/4101-4104 Rev A
Woodfield Brady drawing 19112.03 Rev D

KEY



Rev.	Description	Date	Chkd
E	Crossing across access added.	16/12/22 T. Hart	AD
D	Cars added.	14/11/22 T. Hart	AD
C	Architect's layout updated. Swept paths revised to suit.	19/10/22 T. Hart	AD
B	Architect's layout updated. Swept paths revised to suit.	16/06/22 T. Hart	AD
A	Architect's layout updated. Swept paths revised to suit.	19/08/21 T. Hart	AD

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Client :
 Thomas Homes Ltd.

Project :
 Clifton Hampden
 Neighbourhood Plan Sites
 OX4 3EG

Title :
 Swept Path Analysis - Allotments Site
 11.6m Refuse Vehicle

Project Engineer : T. Hart Scale : 1:500 @ A3
 Project Director : T. Foxall Date : July 2021

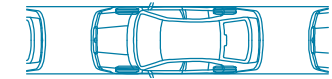
Status :

Drawing No. 8200269/6202 Rev E

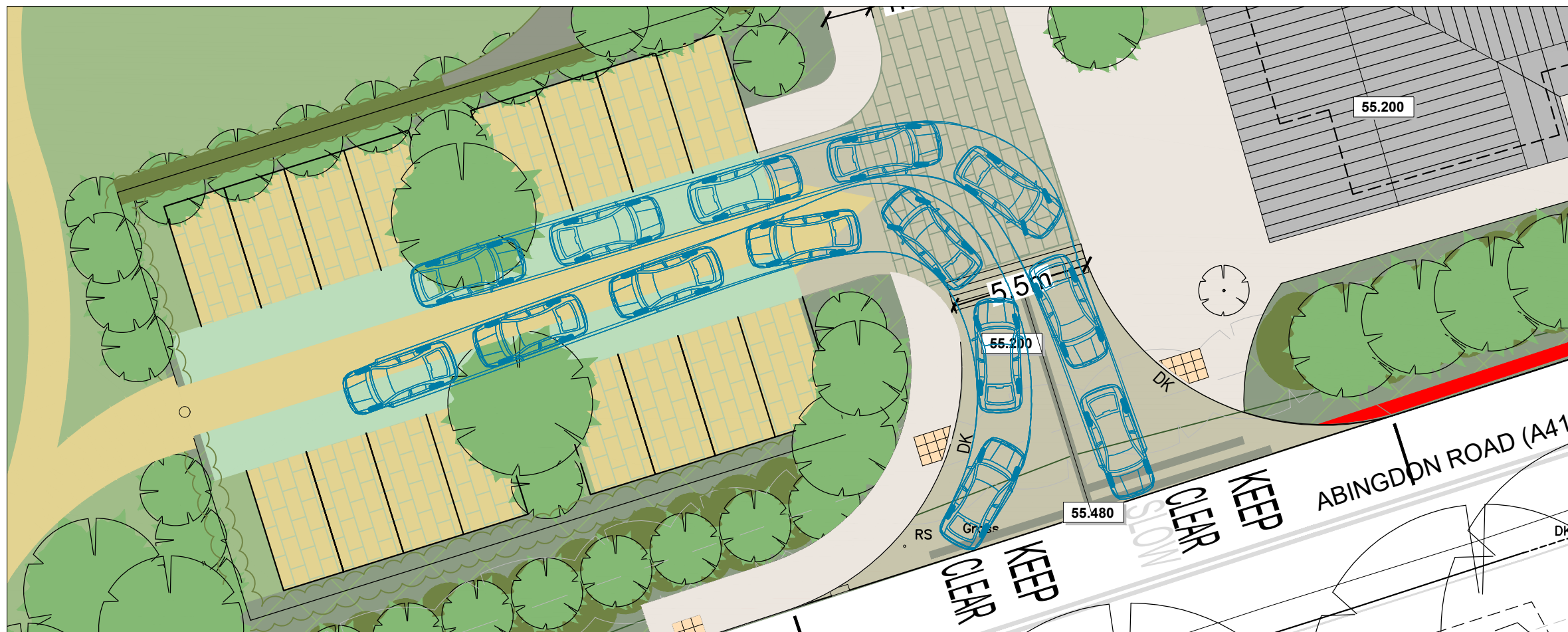
NOTES

1. This drawing is to be read in conjunction with all relevant documents and specifications.
 2. Dimensions are not to be scaled.
- Source: Glanville survey drawing 8200425/4101-4104 Rev A
Woodfield Brady drawing 19112.03 Rev D

KEY



Car - forward gear



Rev.	Description	Date	Chkd
B	Crossing across access added.	16/12/22 T. Hart	AD
A	Architect's layout updated.	22/11/22 T. Hart	AD

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Client :
 Thomas Homes Ltd.

Project :
 Clifton Hampden
 Neighbourhood Plan Sites
 OX4 3EG

Title :
 Swept Path Analysis - Surgery Car Park
 Car

Project Engineer : T. Hart Scale : 1:200 @ A3
 Project Director : T. Foxall Date : November 2022

Status :

Drawing No. 8200269/6204 Rev B

Appendix K


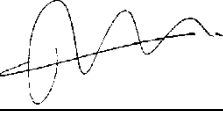
Stage 1 Road Safety Audit and Designer's Response

Project Details

Report title:	Stage 1 Road Safety Audit Response
Date:	16 December 2022
Document reference and revision	012_8200269_AD_RSA_Response
Prepared by:	Glanville Consultants
On behalf of:	Oxfordshire County Council

Authorisation Sheet

Project:	8200269
Report title:	Clifton Hampden Neighbourhood Plan Sites

Prepared by	
Name:	Asher Davey
Position:	Transport Planner
Signed:	
Organisation:	Glanville Consultants
Date:	16 December 2022
Approved by	
Name:	T Foxall
Position:	Managing Director
Signed:	
Organisation:	Glanville Consultants
Date:	16 December 2022

Introduction

Enter brief description of scheme including highway works.

Key Personnel


Overseeing Organisation:	Enter highway authority representative
RSA Team:	Audit Team Leader Audit Team Member
Design Organisation:	
Developer's Representative:	

Road Safety Audit Decision Log

RSA Problem	RSA Recommendation	Design Organisation's Response	Overseeing Organisation's Response	Agreed RSA Action
1	It is recommended that measures are taken to ensure that pedestrians are provided with an easily identifiable route, which is more on the desire line, when travelling between the Paddocks site and the existing bus stop.	The recommendation is accepted and the footway has been revised to deliver a clearer route behind the existing vegetation to the bus stop, along with a dropped kerb and tactile paving.		
2	It is recommended that the landscaping is removed, relocated or a low growth / spread species is proposed to ensure that intervisibility is in no way obstructed.	Landscaping will be removed or provided as low-growth vegetation such that a minimum 4m x 4m vehicle-pedestrian intervisibility splay can be achieved.		
3	It is recommended that measures are taken to ensure that pedestrian / vehicle intervisibility is appropriate for the crossing location and future speed of the carriageway.	Drawing 6101_F has been updated to identify a visibility splay of 90m (in line with the robust DMRB standards for the proposed 30mph speed limit road) from the pedestrian crossing, demonstrating that this splay would be achievable solely within the highway boundary and would allow a car travelling eastbound to see a pedestrian and vice versa.		
4				
5				
6				

Design Organisation and Overseeing Organisation Statements

Design Organisation Statement

On behalf of the design organisation, I certify that:	
1) the RSA actions identified in the response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.	
Name:	Asher Davey
Signed:	
Position:	Transport Planner
Organisation:	Glanville Consultants
Date:	16 December 2022

Overseeing Organisation Statement

On behalf of Overseeing Organisation, I certify that:	
1) the RSA actions identified in the response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation; and	
2) the agreed RSA actions will be progressed.	
Name:	
Signed:	
Position:	
Organisation:	
Date:	






STAGE 1 ROAD SAFETY AUDIT
Off-Site Highway Works
Neighbourhood Plan Sites, Clifton Hampden

Prepared for: Thomas Homes Ltd
Ref: 010/8200269/GT
Issue 1: 9 December 2022

Project Details

Report Title	Stage 1 Road Safety Audit
Prepared on behalf of	Oxfordshire County Council

Control

	Name	Date	Signature
Author	Graeme Turner	9 Dec 2022	
Checker	Duncan Lord	9 Dec 2022	
Authoriser	Graeme Turner	9 Dec 2022	

Report Version

RSA Report Ref	Issue No.	Date of Issue
010_8200269_GT	Issued to Asher Davey (Glanville)	9 Dec 2022

Glanville

Glanville Consultants is a multi-disciplinary engineering, design and surveying consultancy with the following expertise:

Structural Engineering | Transport and Highways | BIM
Civil Engineering | Geomatics | Building Surveying

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1.0	Introduction	1
2.0	Items Raised at Previous Road Safety Audit	4
3.0	Items Resulting from Stage 1 Road Safety Audit	5
	Audit Team Statement	7

Figures

Figures 1&2 Location of Problems

1.0 Introduction

- 1.1 This report results from an independent Stage 1 Road Safety Audit carried out on proposed off-site highway works in connection with the mixed-use development of two parcels of land off Abingdon Road, Clifton Hampden, Oxfordshire. The audit was carried out at the request of Asher Davey, representing the Design Organisation (Glanville) and the developer (Thomas Homes Ltd) and on behalf of the Overseeing Organisation (Oxfordshire County Council).

The Audit Team membership was as follows:

Road Safety Audit Team Leader

G. Turner BEng MSoRSA
Associate, Glanville Consultants

Road Safety Audit Team Member

D Lord IEng FIHE
HE Approved RSA Certificate of Competency (2012)
Duncan Lord Road Safety Consultancy

- 1.2 The terms of reference of the Road Safety Audit are as described in GG 119 '*Road Safety Audit*' (Revision 2), which forms part of the Design Manual for Roads and Bridges. The Audit Team has examined and reported only on the road safety implications for users of the scheme as presented. The scheme has not been examined or verified for compliance with any other standards or criteria. However, to clearly explain a safety problem or a recommendation to resolve a safety problem, the Audit Team may on occasion refer to a design standard for information only. Any recommendations or comments made in this report should not be construed as implying that a technical audit of the scheme, as presented, has been undertaken in any respect.
- 1.3 Any recommendations included within this report should not be regarded as being prescriptive design solutions to the safety problem identified. Recommendations are intended only to indicate a proportionate and viable means of eliminating or mitigating the safety problem identified, in accordance with GG 119 (Revision 2), and considered by the Audit Team to require action to improve the safety of the scheme and to minimise accident occurrence. The Audit Team recognises that there may be alternative methods for addressing a safety problem which may be equally acceptable in achieving the desired elimination or mitigation and thus such alternatives should also be considered when responding to this report.
- 1.4 The Audit Team has not been involved in any aspect of the scheme design and the Design Organisation has not been involved in the road safety auditing process, other than to respond to any safety concerns identified herein.
- 1.5 Although a formal Audit Brief has not been issued to the Audit Team, it is nevertheless satisfied that adequate information has been provided to enable them to carry out a valid Road Safety Audit.

1.6 The Audit took place in December 2022 and comprised examination of the following information:

Drawings

- 8200269/6101 Rev D Site Access Visibility Splays (Paddocks Site)
- 8200269/6102 Rev D Site Access Visibility Splays (Allotments Site)
- 8200269/6103 Site Access Visibility Splays (Paddocks Site)
- 8200269/6201 Rev D Swept Path Analysis 11.6m Refuse Vehicle (Paddocks Site)
- 8200269/6202 Rev D Swept Path Analysis 11.6m Refuse Vehicle (Allotments Site)
- 8200269/6204 Rev A Swept Path Analysis – Surgery Car Park
- 19112.003 Rev A Site Plan General Layout

1.7 The sites (referred to as the 'Paddocks' and the 'Allotments') are both located on the western edge of Clifton Hampden, Oxfordshire and are currently undeveloped, except for a village hall situated in the south-east corner of the Allotments site. The Paddocks and Allotments sites are located on the southern and northern sides of the A415 Abingdon Road respectively.

1.8 Abingdon Road broadly lies on a south-west / north-east alignment. There is a continuous shared footway / cycleway facility on the southern side of the carriageway (which was noted to be of sub-standard width) whilst a footway is provided on the northern side of Abingdon Road, commencing at the eastern corner of the Allotments site and continuing east. There is a signal-controlled pedestrian crossing approximately 60 metres to the east of the Allotments site, which forms part of a signal-controlled junction. The posted speed limit along the Allotments site frontage is 30mph whereas the same limit only covers part of the Paddocks site frontage with the remaining frontage, and continuing west, being subject to the national speed limit. There is no street lighting. There is an existing bus stop and layby on the northern side of Abingdon Road, immediately east of the Allotments site.

1.9 It is proposed to provide a total of 17 residential units across both sites with 14 no. units at the Allotments site and 3 no. units at the Paddocks site. The Allotments site will also include a doctor's surgery and extended village hall. Both sites will include car parking and landscaping. Access to each site will be achieved via a simple priority bellmouth junction on the A415. In addition, the existing western 30mph limit on Abingdon Road will be moved further to the west therefore including the entire frontage of the Paddocks site. An uncontrolled pedestrian crossing facility will be provided across the Paddocks site access and two further uncontrolled crossing facilities will be provided across Abingdon Road, between the two site accesses.

1.10 The road safety audit has been requested in respect of the proposed off-site highway works as described above. The Audit Team has not been asked to review any other part of either site, beyond that to be offered for adoption, unless expressly requested.

- 1.11 A site visit was undertaken on 9 December 2022 between 12.15 and 13.00 hours to review the proposals in context. The weather conditions were fine and dry and the carriageway and footway surfaces were dry. No vulnerable road users were observed.
- 1.12 The Audit Team is not aware, nor has it been notified, of any requirements for a Departure from Standard, pending or otherwise, or Relaxation of Standards applied in connection with the proposed highway works.
- 1.13 No details have been provided in respect of drainage, surfacing materials, traffic signs or street lighting for the Audit Team to review. It is recommended that these are reviewed as part of a Stage 2 Road Safety Audit to be conducted following completion of the detailed design proposals.
- 1.14 All safety problems and recommendations are referenced to the layout drawings at Figures 1 and 2.

2.0 Items Raised at Previous Road Safety Audit

- 2.1 The Audit Team is not aware that any previous Road Safety Audits have been carried out on these, or similar, proposals.

3.0 Items Resulting from Stage 1 Road Safety Audit

3.1 Problem 1

Location: Existing bus stop.

Summary: Absence of pedestrian facilities leading to possible trips or falls.

Pedestrians travelling between the Paddocks site and the existing bus stop will likely use the easternmost uncontrolled facility when crossing Abingdon Road. From the northern side of the carriageway the Audit Team understands that pedestrians must then enter the Allotments site to use an 'internal' route leading to the bus stop. This route is not on a desire line and could easily be missed by some pedestrians, who may then attempt to access the bus stop via the grassed verge fronting the site or by walking in the carriageway. This uneven surface may lead to trips and falls and walking in the carriageway may lead to pedestrian / vehicle collisions. Both may result in personal injury.



*Verge on northern side of Abingdon Road
(bus stop approximately at location of emerging white car)*

Recommendation

It is recommended that measures are taken to ensure that pedestrians are provided with an easily identifiable route, which is more on the desire line, when travelling between the Paddocks site and the existing bus stop.

3.2 Problem 2

Location: Proposed landscaping.

Summary: Risk of pedestrian / vehicle collisions owing to obstructed visibility.

The on-site layout proposes landscaping on the corners of the accesses for both sites. There is a concern that pedestrian or cyclist / vehicle intervisibility could be obstructed which may lead to collisions with possible personal injury occurring.

Recommendation

It is recommended that the landscaping is removed, relocated or a low growth / spread species is proposed to ensure that intervisibility is in no way obstructed.

3.3 Problem 3

Location: Western uncontrolled pedestrian crossing facility.

Summary: Risk of pedestrian / vehicle collisions.

There is reduced intervisibility between pedestrians standing at the southern tactile landing of the proposed western uncontrolled crossing facility and drivers travelling eastbound towards the crossing. This is owing to the existing carriageway alignment, which bends to the south. There is a concern that reduced intervisibility may lead to pedestrians crossing into the path of an approaching vehicle leading to possible collisions with personal injury occurring. The Audit Team accepts that the existing '30' limit will be extended west, although vehicle speeds may still be higher than what will become the future legal limit, post-development.



Visibility to the left from location of proposed southern tactile landing

Recommendation

It is recommended that measures are taken to ensure that pedestrian / vehicle intervisibility is appropriate for the crossing location and future speed of the carriageway.



NOTES

1. This drawing is to be read in conjunction with all relevant documents and specifications.
2. Dimensions are not to be scaled.

Source: Glanville survey drawing 8200425/4101-4104 Rev A
Woodfield Brady drawing 19112.04 Rev A

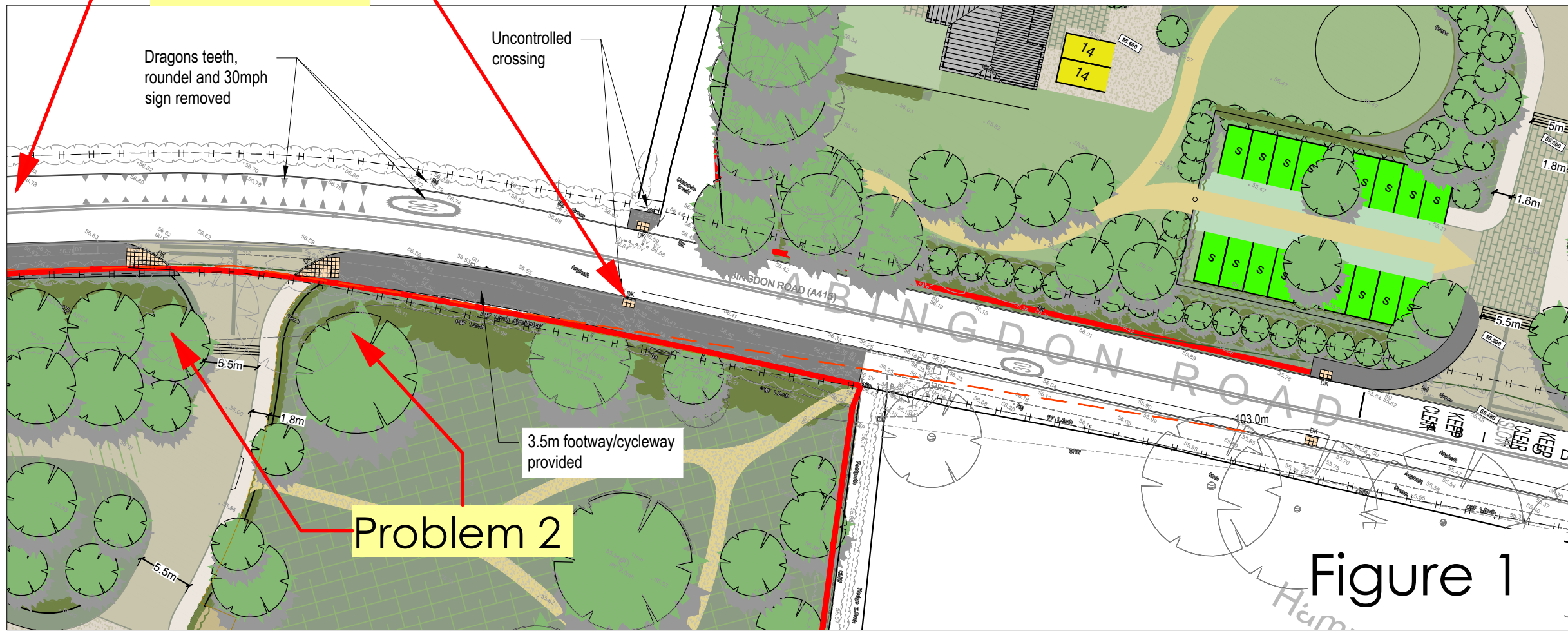
KEY

- — — — — 2.4m x 1y'm visibility splays
- H — H — Highway boundary interpreted from OCC records



Problem 3

VISIBILITY TO WEST UPON EGRESS



Problem 2

VISIBILITY TO EAST UPON EGRESS

Rev.	Description	Date	Chkd
D	Highway boundary added.	14/11/22 T. Hart	AD
C	Speed limit relocated. 3.5m footway/cycleway added.	12/10/22 T. Hart	AD
B	Architect's layout updated.	16/06/22 T. Hart	AD
A	Architect's layout updated.	19/08/21 T. Hart	AD

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Tel: (01235) 515550 Fax: (01235) 817799
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Client : Thomas Homes Ltd.

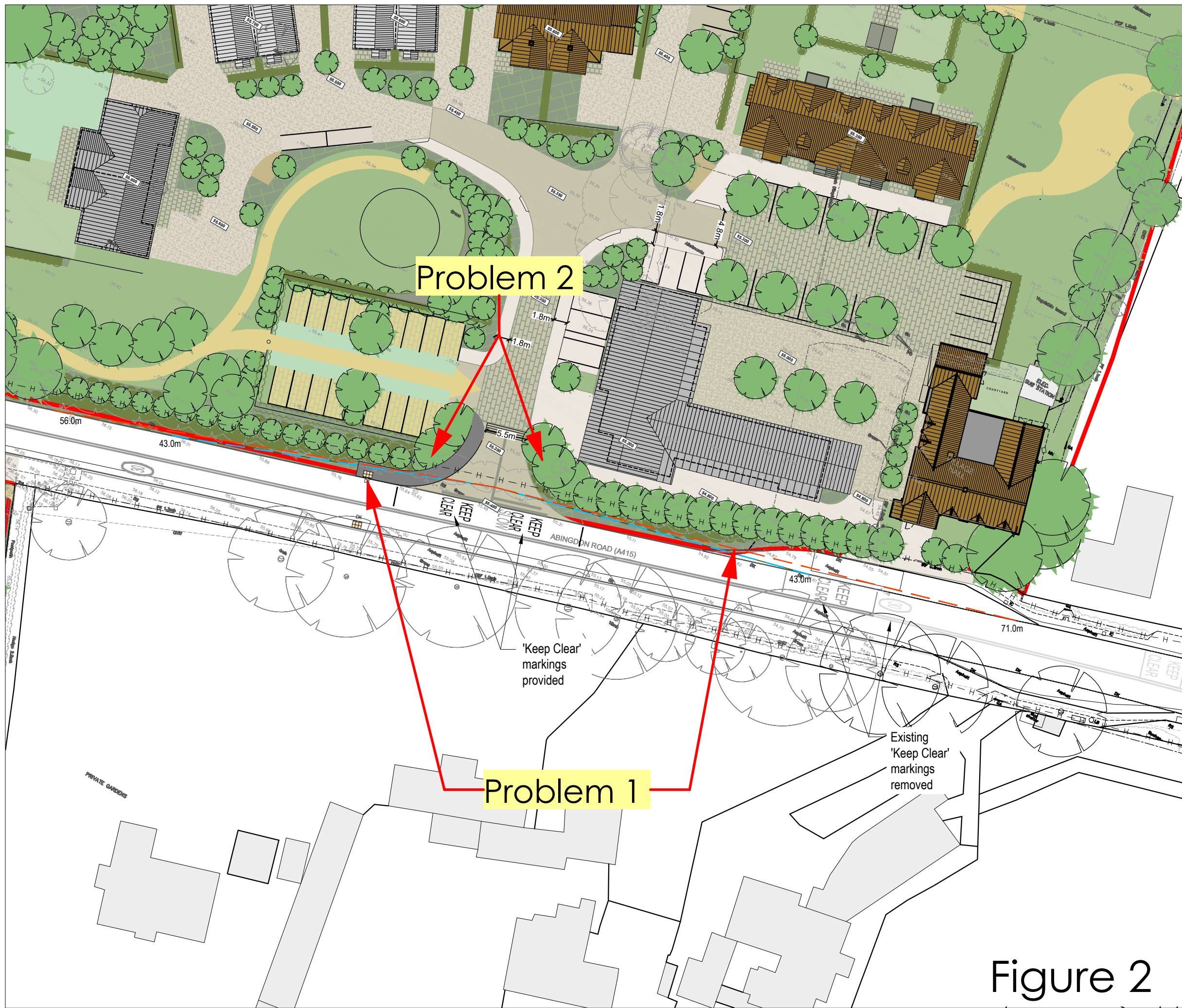
Project : Clifton Hampden Neighbourhood Plan Sites OX4 3EG

Title : Site Access Visibility Splays Paddocks Site

Project Engineer : T. Hart Scale : 1:500 @ A3
Project Director : T. Foxall Date : July 2021
Status :

Drawing No. 8200269/6101 Rev D

Figure 1



NOTES

- This drawing is to be read in conjunction with all relevant documents and specifications.
- Dimensions are not to be scaled.

Source: Glanville survey drawing 8200425/4101-4104 Rev A
Woodfield Brady drawing 19112.03 Rev A

KEY

- — — 2.4m x 'y'm visibility splays
- — — 2.4m x 43.0m visibility splays
- H — H — Highway boundary interpreted from OCC records

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Rev.	Description	Date	Chkd
D	Highway boundary added.	14/11/22 T. Hart	AD
C	Keep Clear markings shown to be removed. Keep Clear markings added at site access.	12/10/22 T. Hart	AD
B	Architect's layout updated.	16/06/22 T. Hart	AD
A	Architect's layout updated.	31/08/21 T. Hart	AD

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Client : Thomas Homes Ltd.

Project : Clifton Hampden
Neighbourhood Plan Sites
OX4 3EG

Title : Site Access Visibility Splays
Allotments Site

Project Engineer : T. Hart Scale : 1:500 @ A3
Project Director : T. Foxall Date : July 2021
Status :

Drawing No. 8200269/6102 Rev D

Figure 2

Audit Team Statement

We certify that this Road Safety Audit has been carried out in accordance with GG 119 (Revision 2).

Road Safety Audit Team Leader

G Turner BEng MSoRSA
Associate
Glanville Consultants

Signed: 

Date: 9 December 2022

Road Safety Audit Team Member

D Lord IEng FIHE
Duncan Lord Road Safety Consultancy

Signed: 

Date: 9 December 2022



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- Civil Engineering
- Transport & Highways
- Geomatics (Land Surveying)
- Building Surveying
- BIM

Appendix L
TRICS Data Output

Calculation Reference: AUDIT-225601-221114-1153

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	CT	CENTRAL BEDFORDSHIRE	1 days
	HC	HAMPSHIRE	2 days
	SC	SURREY	1 days
03	SOUTH WEST		
	BC	BOURNEMOUTH CHRISTCHURCH & POOLE	1 days
	DC	DORSET	1 days
	SM	SOMERSET	1 days
04	EAST ANGLIA		
	NF	NORFOLK	3 days
05	EAST MIDLANDS		
	NT	NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS		
	ST	STAFFORDSHIRE	1 days
	WK	WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
08	NORTH WEST		
	EC	CHESHIRE EAST	1 days
	LC	LANCASHIRE	1 days
09	NORTH		
	DH	DURHAM	1 days

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

Primary 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: No of Dwellings
 Actual Range: 24 to 70 (units:)
 Range Selected by User: 20 to 70 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling 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: 01/01/14 to 22/06/22

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	3 days
Tuesday	2 days
Wednesday	6 days
Thursday	2 days
Friday	4 days

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

Selected survey types:

Manual count	17 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:

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	16
No Sub Category	1

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	17 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 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	4 days
10,001 to 15,000	6 days
15,001 to 20,000	2 days
20,001 to 25,000	3 days
25,001 to 50,000	1 days

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

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	2 days
50,001 to 75,000	1 days
75,001 to 100,000	3 days
100,001 to 125,000	1 days
125,001 to 250,000	6 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	13 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	7 days
No	10 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	17 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters (Cont.)

9	NF-03-A-04 NORTH WALSHAM ROAD NORTH WALSHAM	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		40	
	<i>Survey date: WEDNESDAY</i>		<i>18/09/19</i>	<i>Survey Type: MANUAL</i>
10	NF-03-A-05 HEATH DRIVE HOLT	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		40	
	<i>Survey date: THURSDAY</i>		<i>19/09/19</i>	<i>Survey Type: MANUAL</i>
11	NF-03-A-25 WOODFARM LANE GORLESTON-ON-SEA	MIXED HOUSES & FLATS		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		55	
	<i>Survey date: TUESDAY</i>		<i>21/09/21</i>	<i>Survey Type: MANUAL</i>
12	NT-03-A-08 WIGHAY ROAD HUCKNALL	DETACHED HOUSES		NOTTINGHAMSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		36	
	<i>Survey date: MONDAY</i>		<i>18/10/21</i>	<i>Survey Type: MANUAL</i>
13	NY-03-A-14 PALACE ROAD RIPON	DETACHED & BUNGALOWS		NORTH YORKSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		45	
	<i>Survey date: WEDNESDAY</i>		<i>18/05/22</i>	<i>Survey Type: MANUAL</i>
14	SC-03-A-07 FOLLY HILL FARNHAM	MIXED HOUSES		SURREY
	Edge of Town Residential Zone Total No of Dwellings:		41	
	<i>Survey date: WEDNESDAY</i>		<i>11/05/22</i>	<i>Survey Type: MANUAL</i>
15	SM-03-A-01 WEMBDON ROAD BRIDGWATER NORTHFIELD	DETACHED & SEMI		SOMERSET
	Edge of Town Residential Zone Total No of Dwellings:		33	
	<i>Survey date: THURSDAY</i>		<i>24/09/15</i>	<i>Survey Type: MANUAL</i>
16	ST-03-A-08 SILKMORE CRESCENT STAFFORD MEADOWCROFT PARK	DETACHED HOUSES		STAFFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		26	
	<i>Survey date: WEDNESDAY</i>		<i>22/11/17</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

17 WK-03-A-04 DETACHED HOUSES WARWICKSHIRE
 DALEHOUSE LANE
 KENILWORTH

Edge of Town
 Residential Zone
 Total No of Dwellings: 49
Survey date: FRIDAY 27/09/19 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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BO-03-A-01	Undertaken during Covid restrictions
WO-03-A-07	Undertaken during Covid restrictions

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

TOTAL 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	17	42	0.075	17	42	0.302	17	42	0.377
08:00 - 09:00	17	42	0.176	17	42	0.350	17	42	0.526
09:00 - 10:00	17	42	0.155	17	42	0.225	17	42	0.380
10:00 - 11:00	17	42	0.165	17	42	0.181	17	42	0.346
11:00 - 12:00	17	42	0.170	17	42	0.205	17	42	0.375
12:00 - 13:00	17	42	0.188	17	42	0.214	17	42	0.402
13:00 - 14:00	17	42	0.195	17	42	0.159	17	42	0.354
14:00 - 15:00	17	42	0.176	17	42	0.221	17	42	0.397
15:00 - 16:00	17	42	0.304	17	42	0.204	17	42	0.508
16:00 - 17:00	17	42	0.318	17	42	0.188	17	42	0.506
17:00 - 18:00	17	42	0.336	17	42	0.194	17	42	0.530
18:00 - 19:00	17	42	0.274	17	42	0.143	17	42	0.417
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.532			2.586			5.118

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:	24 - 70 (units:)
Survey date range:	01/01/14 - 22/06/22
Number of weekdays (Monday-Friday):	17
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	2

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.

Calculation Reference: AUDIT-225601-221216-1237

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
 Category : G - GP SURGERIES
 TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	IW ISLE OF WIGHT	1 days
	SC SURREY	1 days
03	SOUTH WEST	
	SD SWINDON	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	2 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	SY SOUTH YORKSHIRE	1 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	1 days
	GM GREATER MANCHESTER	1 days
	LC LANCASHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	3 days

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

Primary 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: Gross floor area
 Actual Range: 215 to 1400 (units: sqm)
 Range Selected by User: 200 to 1400 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 25/05/22

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	1 days
Tuesday	3 days
Wednesday	4 days
Thursday	3 days
Friday	5 days

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

Selected survey types:

Manual count	16 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	3
Neighbourhood Centre (PPS6 Local Centre)	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:

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:

E(e) 16 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 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 75,000	2 days
125,001 to 250,000	4 days
250,001 to 500,000	5 days
500,001 or More	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	9 days
1.6 to 2.0	1 days
2.1 to 2.5	1 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:

Not Known	1 days
No	15 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	16 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	AC-05-G-04 KINGSMEAD SQUARE NORTHWICH KINGSMEAD Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Gross floor area: <i>Survey date: FRIDAY</i>	GP SURGERY 650 sqm 07/06/19	CHESHIRE WEST & CHESTER	<i>Survey Type: MANUAL</i>
2	ES-05-G-02 JUZIERS DRIVE EAST HOATHLY Neighbourhood Centre (PPS6 Local Centre) Village Total Gross floor area: <i>Survey date: WEDNESDAY</i>	MEDICAL CENTRE 215 sqm 13/07/16	EAST SUSSEX	<i>Survey Type: MANUAL</i>
3	GM-05-G-02 MOORSIDE ROAD SALFORD SWINTON Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Gross floor area: <i>Survey date: FRIDAY</i>	GP SURGERY 1160 sqm 21/06/19	GREATER MANCHESTER	<i>Survey Type: MANUAL</i>
4	IW-05-G-01 NEWPORT ROAD COWES Edge of Town Residential Zone Total Gross floor area: <i>Survey date: WEDNESDAY</i>	GP SURGERY 1400 sqm 26/06/19	ISLE OF WIGHT	<i>Survey Type: MANUAL</i>
5	LC-05-G-01 DOCTORS LANE ECCLESTON Neighbourhood Centre (PPS6 Local Centre) Village Total Gross floor area: <i>Survey date: WEDNESDAY</i>	GP SURGERY 700 sqm 20/04/22	LANCASHIRE	<i>Survey Type: MANUAL</i>
6	LE-05-G-01 GLEN ROAD LEICESTER OADBY Edge of Town Residential Zone Total Gross floor area: <i>Survey date: THURSDAY</i>	GP SURGERY 550 sqm 30/10/14	LEICESTERSHIRE	<i>Survey Type: MANUAL</i>
7	LE-05-G-02 THE SANDS NEAR MELTON MOWBRAY LONG CLAWSON Neighbourhood Centre (PPS6 Local Centre) Village Total Gross floor area: <i>Survey date: TUESDAY</i>	GP SURGERY 363 sqm 29/11/16	LEICESTERSHIRE	<i>Survey Type: MANUAL</i>
8	NF-05-G-03 MILE END ROAD NORWICH MOUNT PLEASANT Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Gross floor area: <i>Survey date: FRIDAY</i>	GP SURGERY 600 sqm 08/11/19	NORFOLK	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

9	SC-05-G-02 ESHER GREEN DRIVE ESHER SANDOWN PARK Edge of Town Residential Zone Total Gross floor area: <i>Survey date: WEDNESDAY</i>	GP SURGERY 310 sqm 22/06/16	SURREY <i>Survey Type: MANUAL</i>
10	SD-05-G-01 CRICKDALE ROAD SWINDON Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Gross floor area: <i>Survey date: FRIDAY</i>	GP SURGERY 300 sqm 23/09/16	SWINDON <i>Survey Type: MANUAL</i>
11	SY-05-G-01 GOODISON BOULEVARD DONCASTER CANTLEY Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Gross floor area: <i>Survey date: THURSDAY</i>	GP SURGERY 1050 sqm 23/09/21	SOUTH YORKSHIRE <i>Survey Type: MANUAL</i>
12	TW-05-G-02 BIDDLESTONE ROAD NEWCASTLE HEATON Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Gross floor area: <i>Survey date: FRIDAY</i>	GP SURGERY 878 sqm 13/11/15	TYNE & WEAR <i>Survey Type: MANUAL</i>
13	TW-05-G-03 CHURCH ROAD NEWCASTLE GOSFORTH Neighbourhood Centre (PPS6 Local Centre) High Street Total Gross floor area: <i>Survey date: MONDAY</i>	GP SURGERY 678 sqm 29/04/19	TYNE & WEAR <i>Survey Type: MANUAL</i>
14	TW-05-G-04 MANOR WALK NEWCASTLE UPON TYNE BENTON Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Gross floor area: <i>Survey date: THURSDAY</i>	GP SURGERY 1400 sqm 18/10/18	TYNE & WEAR <i>Survey Type: MANUAL</i>
15	WM-05-G-01 LEACH HEATH LANE BIRMINGHAM RUBERY Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Gross floor area: <i>Survey date: TUESDAY</i>	GP SURGERY 250 sqm 10/11/15	WEST MIDLANDS <i>Survey Type: MANUAL</i>
16	WM-05-G-04 STOURBRIDGE ROAD DUDLEY Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Gross floor area: <i>Survey date: TUESDAY</i>	GP SURGERY 600 sqm 21/11/17	WEST MIDLANDS <i>Survey Type: MANUAL</i>

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 05 - HEALTH/G - GP SURGERIES

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1400	0.071	1	1400	0.000	1	1400	0.071
07:00 - 08:00	16	694	0.928	16	694	0.153	16	694	1.081
08:00 - 09:00	16	694	2.684	16	694	1.450	16	694	4.134
09:00 - 10:00	16	694	2.783	16	694	2.567	16	694	5.350
10:00 - 11:00	16	694	2.972	16	694	2.774	16	694	5.746
11:00 - 12:00	16	694	2.332	16	694	2.612	16	694	4.944
12:00 - 13:00	16	694	2.080	16	694	2.305	16	694	4.385
13:00 - 14:00	16	694	1.828	16	694	1.972	16	694	3.800
14:00 - 15:00	16	694	2.432	16	694	2.152	16	694	4.584
15:00 - 16:00	16	694	2.278	16	694	2.378	16	694	4.656
16:00 - 17:00	16	694	2.125	16	694	2.305	16	694	4.430
17:00 - 18:00	16	694	1.324	16	694	2.008	16	694	3.332
18:00 - 19:00	15	697	0.488	15	697	1.196	15	697	1.684
19:00 - 20:00	2	1039	0.096	2	1039	0.337	2	1039	0.433
20:00 - 21:00	1	1400	0.000	1	1400	0.000	1	1400	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			24.421			24.209			48.630

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:	215 - 1400 (units: sqm)
Survey date range:	01/01/14 - 25/05/22
Number of weekdays (Monday-Friday):	16
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.



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