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Transport Statement

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Project: The Land North of Old Quarry House, Fenway, Steeple Aston
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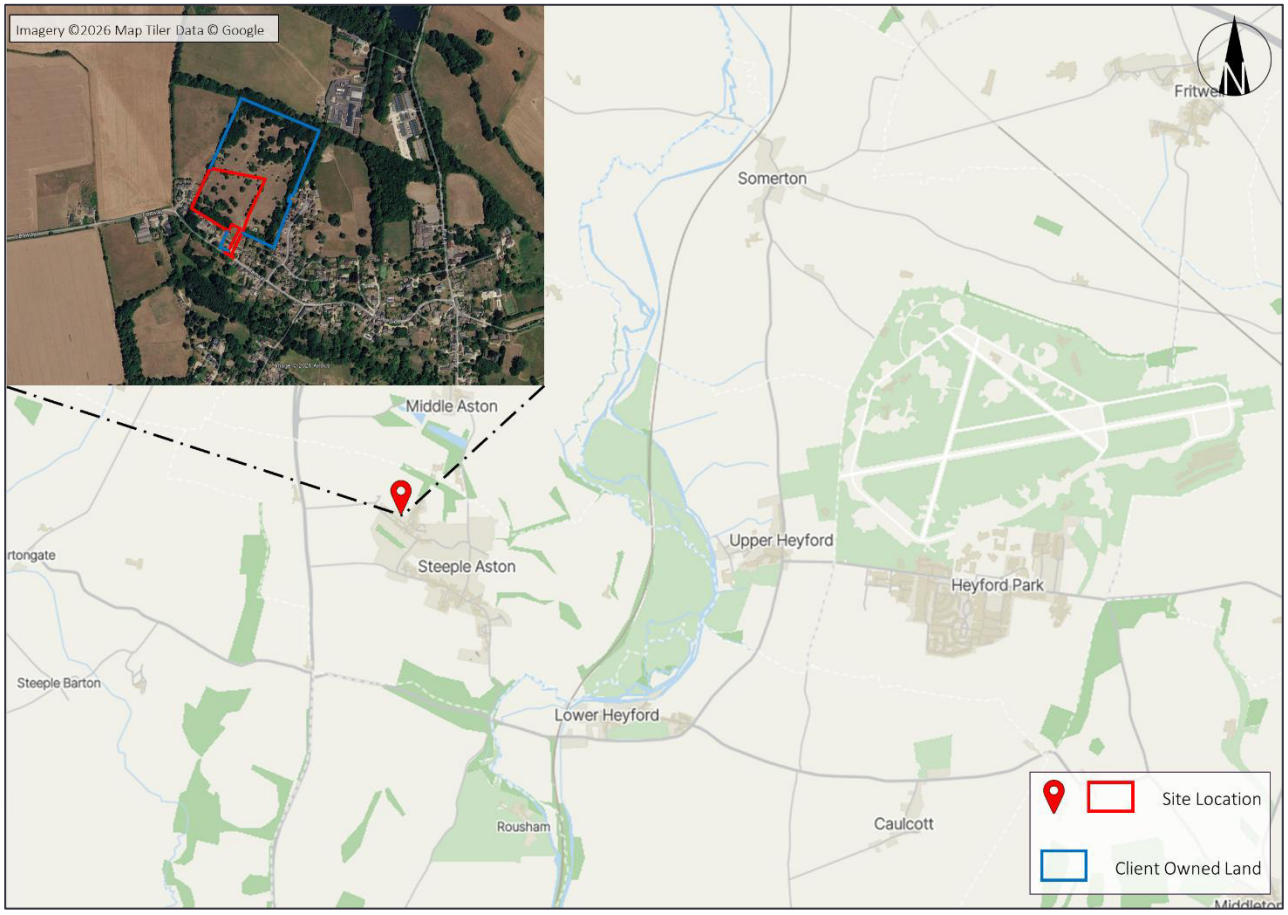
1. Introduction

1.1 Overview

This Transport Statement (TS) has been prepared by TTC on behalf of Matthew Watson (the applicant) to support an Outline Planning Application for 23 dwellings and associated open space with all matters reserved other than access on the land north of Old Quarry House, Fenway, Steeple Aston.

The strategic location of the site is displayed in **Figure 1.1.**

Figure 1.1 Strategic Site Location



1.2 Purpose of the Report

This TS will accompany an Outline Planning Application and has been produced to outline the likely traffic and highways implications of the development proposal. The TS has been produced in response to the scale of the development and demonstrates that the proposal will not result in an unacceptable impact on highway safety, nor give rise to residual impacts on the local transport network that could be considered *'severe'* in accordance with policy TR6(4) of the National Planning Policy Framework (NPPF).

This report will consider the existing conditions in the vicinity of the site, proposed access arrangement, alignment with national and regional policy, the forecast traffic generation and impact on the local road network.

1.3 Structure of Report

This TS is structured as follows:

- **Chapter 2:** Describes the existing situation, the surrounding local highway network as well as identifying the sustainable transport options and reviews the existing highway safety records within the vicinity of the site;
- **Chapter 3:** Determines the Local and National Policy context in relation to the proposed development;
- **Chapter 4:** Describes the proposed development including access arrangements, parking and servicing arrangements;
- **Chapter 5:** Considers the proposed travel demand of the development and impact on the local highway network; and,
- **Chapter 6:** Summarises the findings of the report.

2. Existing Situation

2.1 Overview

This section of the TS outlines the existing conditions within proximity to the site, including the local road network, sustainable transport options, and a review of highway safety records.

2.2 Site Location & Context

The proposed development site is located on the northwestern edge of Steeple Aston on the land to the north of Old Quarry House and adjacent residential dwellings located along Fenway. The site is bound to the west by agricultural land, to the north by land associated with Lakeside Farm Business Park and bound to the east and south by residential properties located off Fenway and Grange Park Road.

Figure 2.1 illustrates the site in a local context and outlines the indicative red line boundary.

Figure 2.1 Site Context



2.3 Local Highway Network

Within the vicinity of the proposed development, the local highway network is managed by Oxfordshire County Council (OCC) in their capacity as the Local Highway Authority (LHA).

Fenway

Fenway is a two-way single carriageway road which routes in an east-to-west alignment to the south of the proposed development site. The road measures approximately 4.2m wide at the site frontage and this widens to 5.1m the west toward Shepherds Hill. Fenway exhibits variable carriageway widths along its length, which is characteristic of rural village settlements and reflects its function and context rather than a uniform engineered street.

Approximately 700m to the west of the proposed site, Fenway forms a priority junction with the A4260 (Oxford Road). While to the east, Fenway routes to the centre of Steeple Aston and forms a priority junction with Fir Lane. Within the boundary of the village, Fenway is subject to a 20mph speed limit, transitioning to the national speed limit (60mph) when leaving the village to the west. Street lighting is provided at regular intervals on Fenway between Shepherds Hill to the west and village centre to the east.

A pedestrian footway, measuring approximately 1.6-1.8m in width, is provided along the northern side of the carriageway, commencing adjacent to Shepherds Hill and routing east into the village.

A4260 (Oxford Road)

Oxford Road is a two-way road which routes in a north to south alignment approximately 700m to the west of the proposed development. Oxford Road forms a link between Banbury to the north and Kidlington and the City of Oxford to the south. Within the vicinity of the priority junction with Fenway, Oxford Road is a single carriageway road but increases to dual carriageway for 1.5km approximately 1km to the north of the priority junction with Fenway.

Within the vicinity of the priority junction with Fenway, Oxford Road is subject to 50mph speed limit.

2.4 Existing Traffic Conditions

An independent traffic surveyor was instructed to install an Automatic Traffic Count (ATC) in order to ascertain the recorded speeds and traffic volumes along Fenway. The ATC captured data between Tuesday 2nd December 2025 and Monday 8th December 2025. The ATC was installed c.50m to the southeast of the existing site access due to absence of fixing points in the immediate vicinity of the proposed access and site frontage. **Figure 2.2** illustrates the location of the ATC installed on Fenway. **Table 2.1** provides a summary of the data captured.

Figure 2.2 Fenway – ATC Location



Table 2.1 Fenway – ATC Data Summary

Time Period	Traffic Flow/Speed Direction		
	Northwest bound	Southeast bound	Two-way
Volumetric Data			
Weekday Average Network AM Peak (08:00-09:00)	40	25	65
Weekday Average Network PM Peak (17:00-18:00)	17	20	37
5-day AADT	331	288	619
7-day AADT	291	262	553
Speed Data			
7-day 85th Percentile Speed	25.2mph	25.0mph	-
7-day Average Speed	20.1mph	20.2mph	-

2.5 Sustainable Transport Connectivity

The following section has been prepared with reference to the following best practice and guidance documents:

- IHT (2000) Providing Journeys on Foot;
- CIHT (2014) Planning for Cycling;
- CIHT (2015) Planning for Walking;
- CIHT (2018) Buses in Urban Developments;
- DCLG (2007) Manual for Streets; and,
- DfT (2020) Local Transport Note 1/20: Cycle Infrastructure Design

Walking Guidance

Walking and cycling form sustainable modes of transport which not only provide benefits but help to reduce the amount of congestion and pollution within the area.

Accessibility guidance provided by the Institution of Highways and Transportation (IHT) in their publication *'Guidelines for Providing for Journeys on Foot'* (2000) suggests that in terms of commuting, walking to school and recreational journeys; walk distances of up to 2,000m can be considered as a preferred maximum with 'desirable' and 'acceptable' distances being 500 and 1,000m respectively. It should however be noted that journeys of a longer length are often undertaken.

Manual for Streets (MfS) reinforces this advice, stating *"walkable neighbourhoods"* should have a range of facilities within 800m (a 10-minute walk). However, this is not regarded as an upper limit for walking journeys and MfS notes that walking offers the greatest potential to replace short car trips, in particular those under 2km.

Guidance on Local Cycling and Walking Infrastructure Plans (LCWIPs) from the Department for Transport (DfT) suggests that typically, walking trips are up to 2km.

Table NTS0303 of DfT National Travel Survey (NTS) indicates that the average walk trip distance in 2024 was 1.5 miles (2.41km) [2025 data has not yet been published by DfT].

As such, it is reasonable to assume that the average person will walk between 800m and 2.41km to a defined destination (such as local facilities).

Cycling Guidance

Guidance documents, policies and data sources including LTN 1/20, and the NTS consider an appropriate cycling distance of 5km, although it is noted that journeys of a longer length may be undertaken.

The SUSTRANS Information Sheet FF11 or *'Cycle Friendly Employers'* Information Sheet' states that *"a five mile journey can be comfortably cycled by an adult in 30 minutes"*, resulting in an average cycling speed of 4.4m/s.

Cycling also provides the opportunity as a substitute for a short car journey, with the CIHT document, *Planning for Cycling*, stating:

> *'The majority of cycling trips are for short distances, with 80% being less than five miles (8km) and with 40% being less than two miles. However, many trips by all modes are also short*

distances (67% are less than five miles, and 38% are less than two miles); therefore, the bicycle is a potential mode for many of these trips (DfT, 2014a).'

In respect of acceptable cycle distances, *Local Transport Note 1/20: Cycle Infrastructure Design* published by DfT, states that *"two out of every three personal trips are less than five miles [8km] in length – which is an achievable distance to cycle for most people".*

Table NTS0303 of the NTS indicates that the average cycle trip distance in 2024 was 3.3miles (5.31km) [2025 data has not yet been published by DfT].

As such, it is reasonable to assume that the average person will cycle between 5.0km and 8.0km to a defined destination (such as local facilities or place of work).

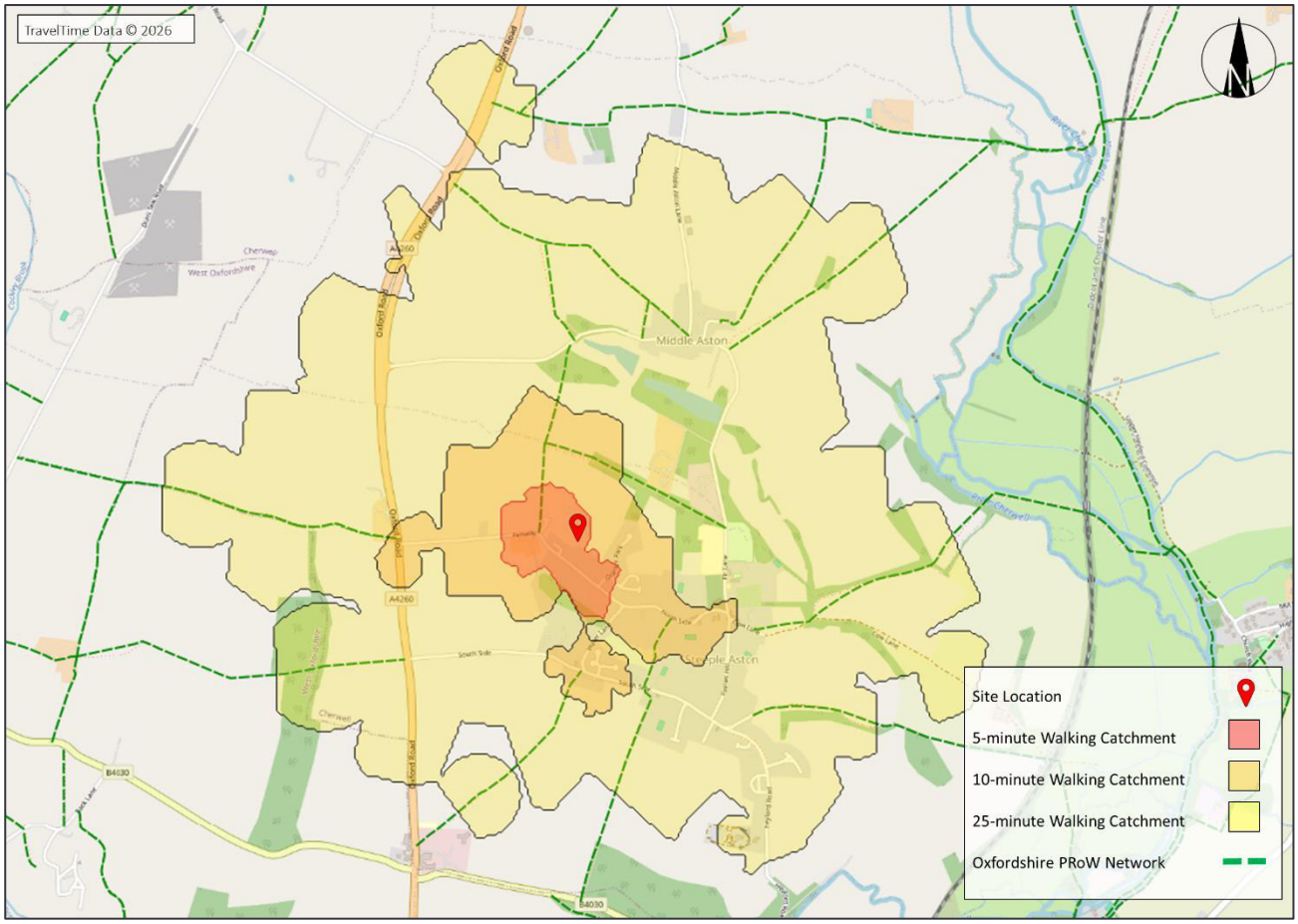
Accessibility by Foot

With regard to walking, the local environment surrounding the site has a network of permeable footways, which provide convenient and safe access to and from the site. The footways are contiguous, hard surfaced and generally in good condition. Dropped kerbs are available at the junction of Fenway / Grange Park. The footway network provides pedestrian access to existing provision on Water Lane and North Side which latterly provides a connection toward Steeple Aston Pre-School and Dr Radcliffe's CofE Primary School (which is made via use of the internal footpaths across St. Peter's and St. Paul's Church). The junction of North Side / Fir Lane benefits from dropped kerbs with tactile paving.

Additionally, the proposed site benefits from the surrounding local Public Rights of Way (PRoW) network, one of which PRoW ref: 296/11/10 routes in an east to west alignment along the northernmost boundary of the client owned land. A further PRoW ref: 364/4/10 provides a link between 296/11/10 and Fenway approximately 185m from the proposed site access.

An illustration of the 5-minute, 10-minute and 25-minute walking isochrones is illustrated within **Figure 2.3** below. **Figure 2.3** additionally outlines the local PRoWs in the vicinity of the proposed site.

Figure 2.3 Accessibility by Foot – Walking Isochrone



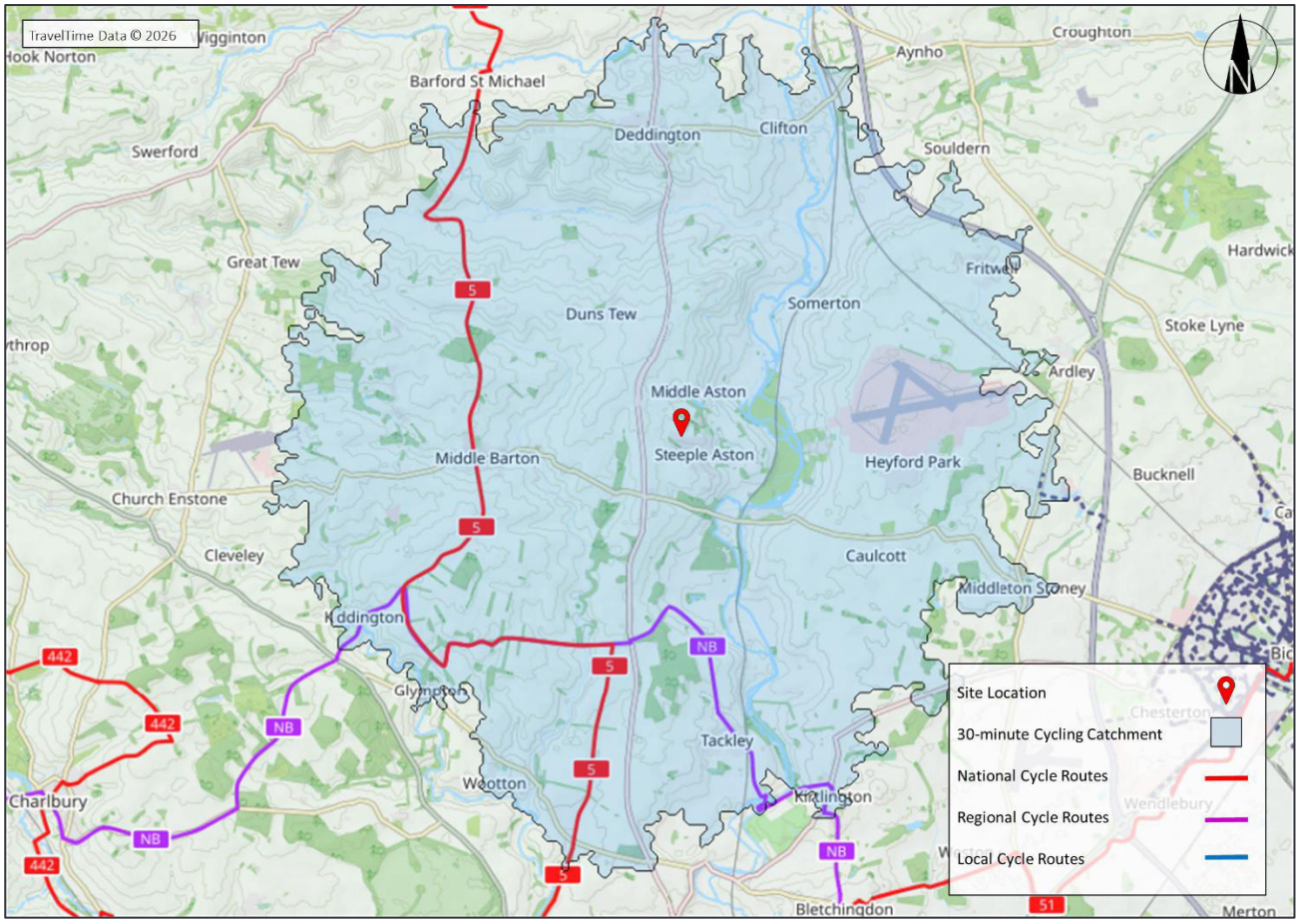
As can be seen in **Figure 2.3**, the 25-minute walking isochrone demonstrates that the site is well positioned for access on foot, with much of Steeple Aston located within a comfortable walking distance utilising existing footway provision through the village. This includes local services, amenities, and bus stops available on South Side.

Accessibility by Bicycle

Although the site lacks any direct access to any defined cycle routes, the site is well situated to make use of the surrounding local highway network to reach the site from local destinations.

In terms of cycling, **Figure 2.4** below illustrates the 30-minute cycling catchment from the proposed development, as well as outlining the site proximity to local, regional and national cycling infrastructure.

Figure 2.4 Accessibility by Bicycle – Cycling Isochrone



Accessibility by Public Transport – Bus Services

With regard to bus services, the closest bus stops to the proposed development are located approximately 600m away (equating to an approximate 7-8-minute walk) on South Side. The 'Red Lion' stops both benefit from a flag and pole with the stop on the southern side of the carriageway benefitting from a shelter.

While this exceeds the commonly referenced 400m distance set out in the IHT *Guidelines for Providing for Journeys on Foot* (2000), this figure represents a guideline rather than a prescriptive standard. *Manual for Streets* (DfT, 2007) emphasises that walkability is influenced not solely by distance, but also by the quality, safety and directness of pedestrian routes. In this case, the route to the bus stop follows established village streets with existing footway provision and a safe pedestrian environment, making it a realistic and attractive option for residents.

Furthermore, in rural settlements such as Steeple Aston, it is widely recognised that opportunities for development within 400m of public transport are inherently limited. National policy, as set out in the NPPF, supports sustainable development in rural areas where it can be demonstrated that sites provide reasonable opportunities to access services and facilities by non-car modes. The walking distance of 600m equates to approximately 7-8-minutes on foot, which remains within a reasonable and achievable range for many users.

Inclusive Mobility (DfT, 2021) acknowledges that walking distances vary depending on individual capability, and therefore supports a flexible, context led approach, particularly where suitable infrastructure and resting opportunities are available. In this regard, the site's accessibility is considered acceptable, particularly when viewed alongside the overall sustainability of the village location and the availability of local services.

Accordingly, while the site lies beyond the 400m guideline, it remains sustainably located in transport terms, and the proposed development is not considered to give rise to unacceptable accessibility impacts.

A summary of the services available from the two stops is provided below within **Table 2.2**.

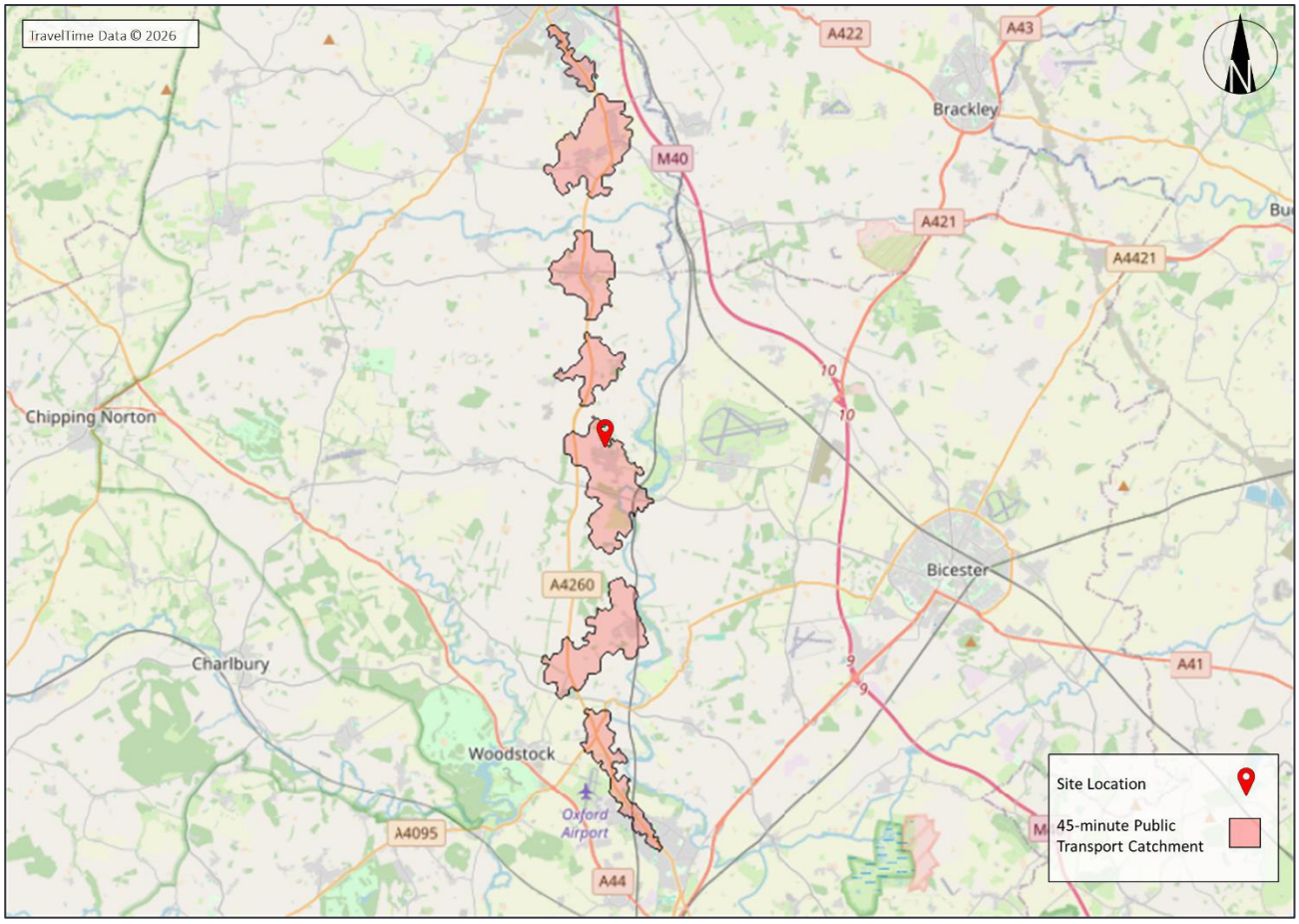
Table 2.2 Bus Service Summary

Bus Stop	Service No.	Route	Weekday Frequency	Saturday Frequency	Sunday Frequency
Steeple Aston, Opp Red Lion	S4	Oxford City Centre Magdalen Street to Banbury Town Centre Bus Station	Hourly 07:59 to 23:42	Hourly 07:59 to 23:42	1 service every 1.5 hours 09:18 to 19:45
Steeple Aston, Adj Red Lion		Banbury Town Centre Bus Station to Oxford City Centre Magdalen Street	Hourly 06:18 to 22:15	Hourly 07:20 to 22:15	1 service every 1.5 hours 09:06 to 18:05

As illustrated within **Table 2.2** the closest bus stops to proposed development benefit from regular service 7-days a week offering a viable alternative to travel by car. In addition to the outlined service above the Barton villages community bus services can be accessed from the stop offering services to Middle Barton, Bicester and Chipping Norton.

Figure 2.5 below illustrates the 45-minute indicative public transport isochrone from the site. Measurements are extracted from GIS database and therefore there may be some inaccuracies if compared directly with Google Maps journey planner function.

Figure 2.5 Public Transport Isochrone – 45-minute catchment



Public Transport – Rail Accessibility

The nearest railway station to the proposed development is Heyford, located approximately 3.5km to the southeast. The station is situated within the acceptable cycle distance equating to c.13-minute cycle.

The station is operated by Great Western Railway and offers frequent services towards Banbury, Oxford and Didcot Parkway.

The station benefits from bicycle storage, sheltered seating/ waiting area all of which is covered by CCTV. **Table 2.3** provides a summary of the train services available from Heyford Station.

Table 2.3 Summary of Train Services – Heyford Station

Destination	Peak Frequency	Approx. Journey Time	Hours of Operation (Weekday)
Banbury	Once per hour	15 minutes	05:34-23:25
Oxford	Once per hour	15 minutes	06:47-00:01
Didcot Parkway	Once per hour	30 minutes	06:47-00:01

Source: www.trainline.com

2.6 Access to Local Services & Facilities

The site's accessibility and sustainable credentials are judged against the Institute of Highways and Transportation (IHT) *Guidelines for Journey on Foot* (2000) in relation to acceptable walking distances to services and facilities.

Table 2.4 summarises the desirable, acceptable, and preferred maximum walking distances to local community facilities and services.

Table 2.4 Recommended Accessibility Thresholds

Service / Amenity	Town Centre	Community / School	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1,000m	800m
Preferred Maximum	800m	2,000m	1,200m

Source: IHT (2000), *Guidelines for Providing Journeys on Foot*. IHT: London

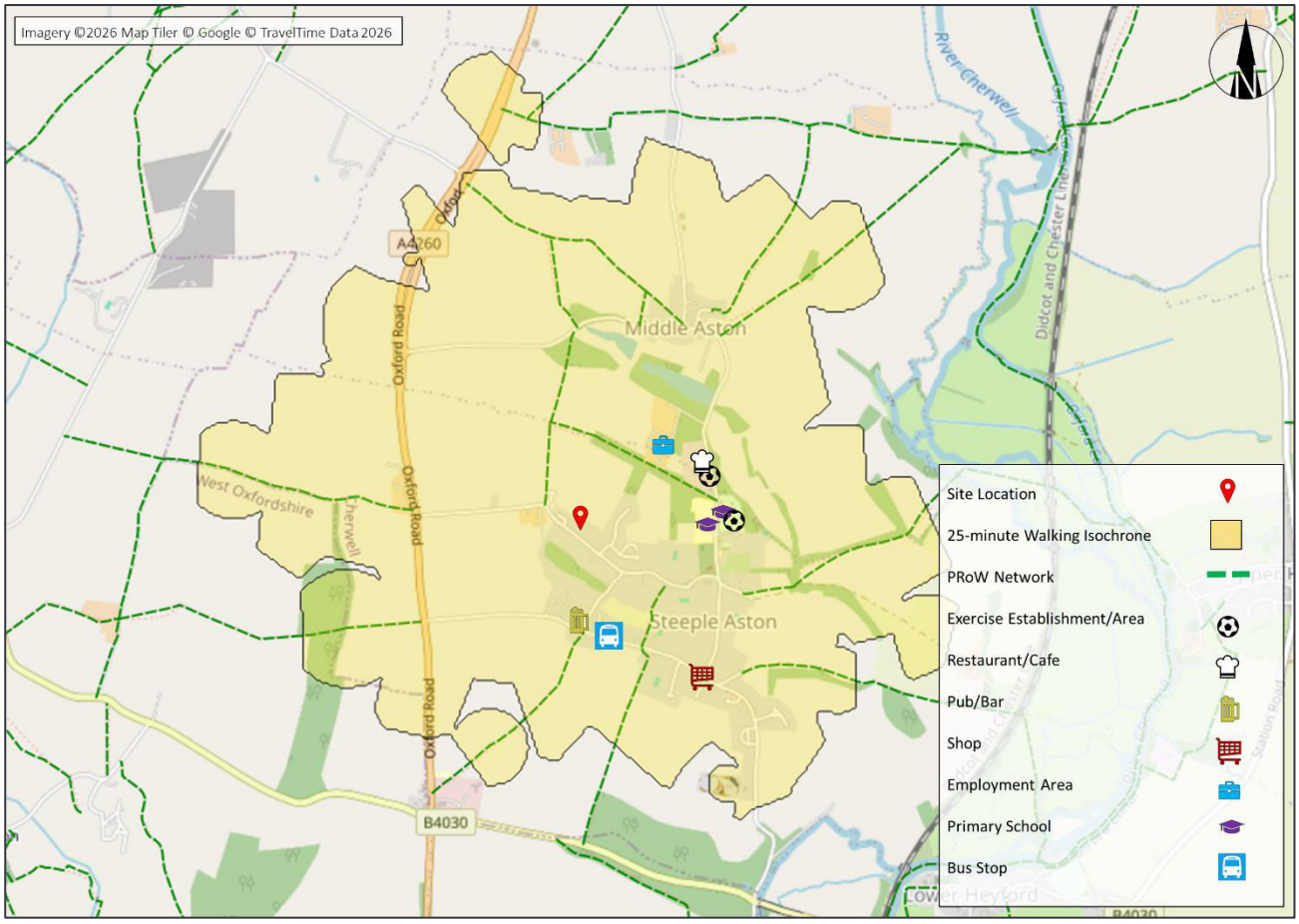
The key local services and facilities within the vicinity of the site are outlined within **Table 2.5**, alongside their respective distances from the centre of the site. These distances are compared with the recommended accessibility thresholds detailed within **Table 2.4**.

Table 2.5 Sites Proximity to Local Services and Amenities

Service/Amenity	Distance	Walk Time	Threshold Classification
The Red Lion Pub	550m	8 minutes	Acceptable
The Red Lion Bus Stops	600m	8 minutes	Acceptable
Steeple Aston Pre-School	750m	10 minutes	Acceptable
Steeple Aston Village Hall and playground	750m	10 minutes	Acceptable
Dr Radcliffe's C of E Primary School	800m	11 minutes	Acceptable

Table 2.5 indicates there are several local facilities within an 'acceptable' walking distance of the proposed development, including a primary school, pre-school, bus stop, community hall, and a pub. This will ensure future residents are not as likely to be dependent on using a private vehicle for everyday needs and reinforces the MfS "*walkable neighbourhoods*". Additional services and amenities are located above this threshold including a café, gym and hair salon approximately 1,000m from the proposed development. **Figure 2.6** below outlines the location of the services and amenities within a 25-minute walking distance.

Figure 2.6 Local Services & Amenities within 25-minute Walking Catchment



2.7 DfT Connectivity Tool

The DfT 'Connectivity Tool Lite' is a publicly accessible, nationally consistent platform that measures the connectivity of any location in England and Wales. The tool generates a connectivity score for every location across England and Wales at a resolution of 100x100m squares, measuring people's ability to reach employment, services and social engagements using walking, cycling and public transport. The tool has been extensively tested with over 40 local authorities and key stakeholders to ensure it is fit for purpose and applicable in real-world policy making and decision taking.

The Connectivity metric measures someone's ability to get where they want to go. It measures the opportunity to travel to employment, services and for social reasons, weighted by people's overall proclivity to take those options. Connectivity scores are assessed across four modes of transport: walking, cycling, public transport, and driving. The default overall score excludes driving to represent sustainable modes of transportation.

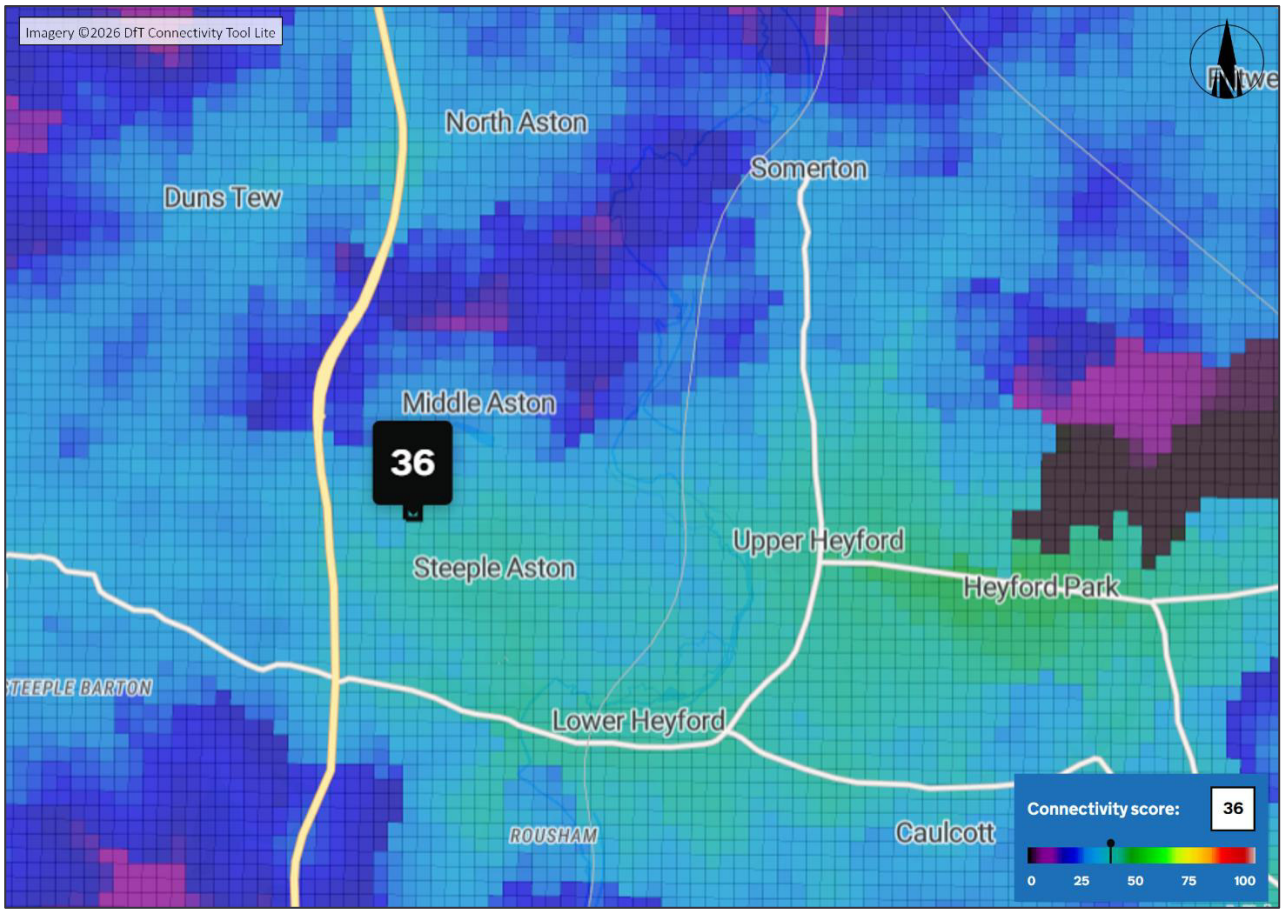
Given the nature of the proposed development, the Connectivity Tool Lite was applied to the proposed development site for Residential and returned an overall connectivity score of 36, placing it 'below average' relative to all locations across England and Wales. The site also scores the following for each sustainable mode of travel:

- Public Transport – 36
- Walking – 32
- Cycling – 47

The connectivity assessment score reflects the rural nature of the site. The below average overall connectivity score reflects the more limited nature of walking, cycling and public transport provision typically associated with rural settings, when measured against national and urban benchmarks. This is a recognised characteristic of many rural sites and is not, in itself, a barrier to sustainable development. Consideration has also been given to measures that support sustainable travel choices where feasible, such as pedestrian links, electric vehicle charging provision, details of which are outlined further within section four of this report, in line with the objectives of the sustainable transport agenda advanced by Active Travel England (ATE), the DfT and the Ministry of Housing, Communities and Local Government.

An extract of the Connectivity Tool is provided in **Figure 2.7**, demonstrating the overall score for the development as a residential development.

Figure 2.7 DfT Connectivity Tool – Residential Overall



2.8 Highway Safety Review

Personal Injury Accident (PIA) data has been extracted from Crashmap (https://www.crashmap.co.uk/), the data is collected by the police and is approved by the UK Statistics Authority and audited by the Department for Transport (DfT) each year.

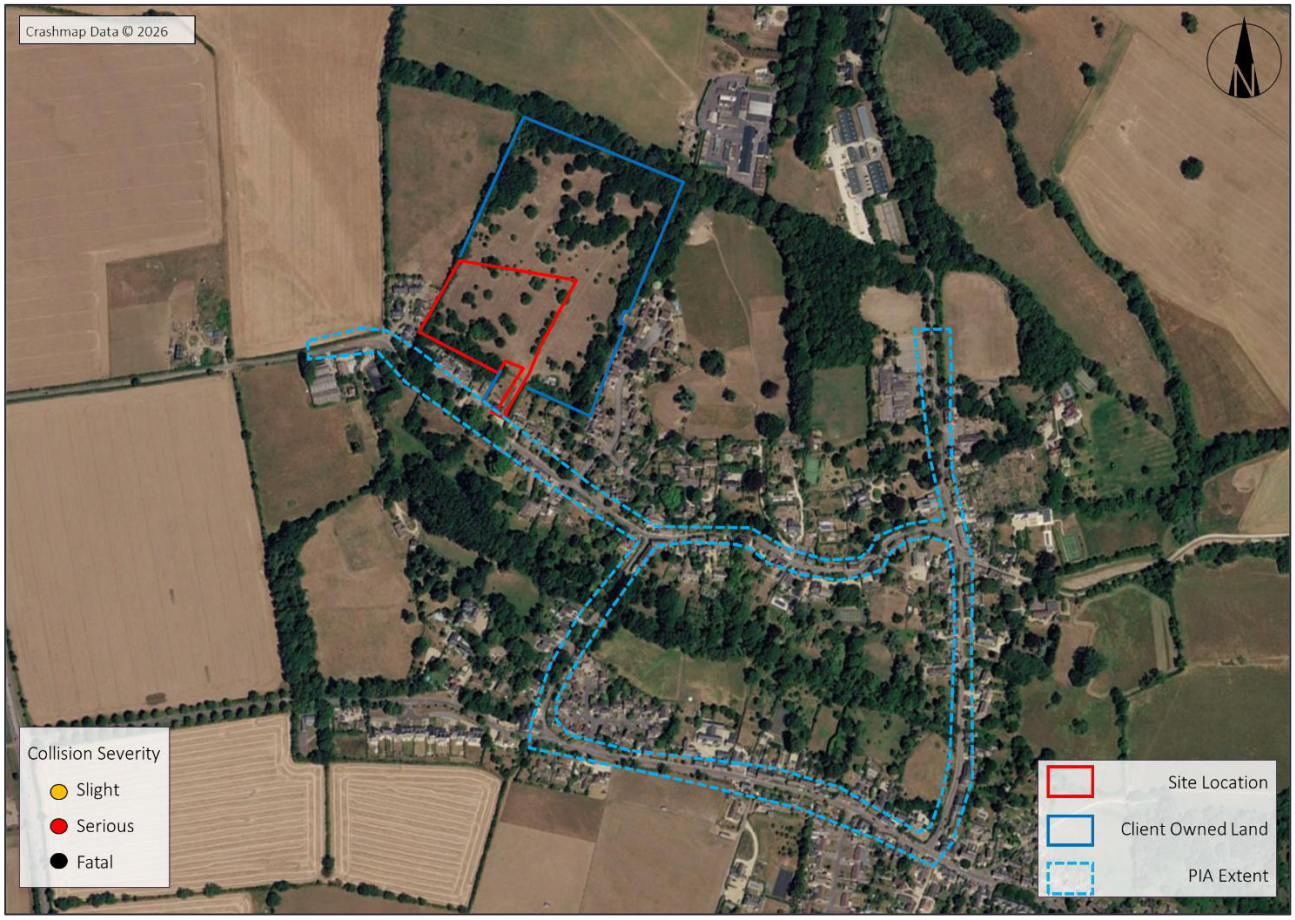
The purpose of assessing recorded PIAs is to determine whether there is history of accidents in proximity to the site and to investigate whether there are any patterns or contributing factors to the accidents recorded. Clusters of accidents could indicate that improvements are required to enable development on the site to come forward.

The impact of casualties differs according to the severity of the injury sustained. Three groups are usually differentiated as follows:

- **Fatal**: any death occurs within 30 days from causes arising out of the accident.
- **Serious**: records casualties who require hospital treatment and have lasting injuries, but who do not die within the recording period for a fatality
- **Slight**: where casualties have injuries that do not require hospital treatment, or, if they do, the effects of the injuries quickly subside.

The assessment considers key links and junctions within the search cordon illustrated in **Figure 2.8** between 2020-2024. Data for 2025 is yet to be released and published on the Crashmap database.

Figure 2.8 Highway Safety Results – 2020 to 2024



A review of the Crashmap database has identified that there have been no recorded accidents within the search cordon over a 5-year period. It can therefore be concluded that the proposed development is not expected to exacerbate the volume or severity of accidents on the network in consideration of the collision rate and sustainable credentials of the site and potential for future residents to make more use of active travel and public transport services.

2.9 Summary

Following a review of the existing site conditions, it can be concluded that the site is:

- Well connected to the surrounding highway, footway and cycle network;
- Situated close to existing bus stops which provide regular access to local and regional destinations;
- Situated within proximity to Heyford Railway Station which can be accessed by bicycle;
- Situated within proximity to a wide variety of local services and facilities within recommended walking distances, which will cater for day-to-day requirements;
- DfT Connectivity Tool places the proposed development within a below average location sustainability, with an overall score of 36 with individual scores for walking (32), cycling (47) and public transport (36); and,
- Not expected to exacerbate highway safety concerns where a low collision rate is evidenced over a five-year period.

3. Policy Context

3.1 Overview

This chapter of the TS outlines the relevant national and local policy guidelines that the proposed development contributes to.

The policies are as follows:

- National Planning Policy Framework (August 2026);
- National Planning Practice Guidance (2024);
- The Cherwell Local Plan 2011-2031 (December 2016); and
- Connecting Oxfordshire: Local Transport Plan (LTP) 2015-2031.

3.2 National Policy

National Planning Policy Framework (August 2026)

The National Planning Policy Framework sets out the government's policies for plan making and for making decisions on development proposals in England. It is a material consideration of critical importance in both contexts. This version replaces the previous National Planning Policy Framework published in December 2024.

With regard to key principles for well-designed places DP3(2)(d)) states:

"*Movement: provide transport infrastructure and choices which support the design vision for the site, provide good connections to the wider settlement (or those nearby), and prioritise walking, wheeling, cycling and public transport.*"

Chapter 15 relates to 'Promoting sustainable transport' and focuses on a vision-led approach to transport.

Policy TR1 outlines the Vision-led approach to planning for transport:

"Sustainable transport should be considered from the earliest stages of plan-making, so that it is reflected in the vision for the plan area and its specific proposals and forms an integral part of a plan's strategy for creating well-designed, sustainable, inclusive and popular places. This should be done by:

a) *Making sustainable transport considerations part of early engagement with local communities, highway and transport authorities, transport infrastructure providers, operators, land promoters and neighbouring councils. This is so that proposals reflect local views, evidence relating to accessibility, capacity and transport service provision, and take opportunities for prioritising and maximising sustainable movement across the area. Plans should align land use policies and allocations with wider strategies (such as Local Transport Plans, Local Cycling and Walking Infrastructure Plans and Rights of Way Improvement Plans) and investments in transport to ensure that the potential impacts of development on transport networks are understood and addressed;*

b) *Locating proposed development where it can support sustainable patterns of movement and make effective use of existing or proposed transport infrastructure, reflecting the principles in policy TR3. The Connectivity Tool (Connectivity Tool - GOV.UK) should be used to inform the assessment and selection of sites for development alongside other relevant quantitative or qualitative evidence;*

c) *Supporting an appropriate mix of uses across the plan area, and within strategic sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;*

d) *Identifying and protecting sites and routes which will widen transport choice and are essential to facilitate sustainable development, including networks for walking, wheeling and cycling, and public transport infrastructure; and,*

e) *Providing for any transport facilities that need to be located in the area, or for their necessary expansion or adaptation, and the infrastructure and wider development required to support them. This includes uses such as ports, airports, lorry parking facilities, freight interchanges, public transport hubs, roadside services, electric vehicle charging and bus and rail depots. In doing so plan-makers should consider whether such development is likely to be a nationally significant infrastructure project and any relevant national policy statements, and the importance of maintaining a national network of aviation airfields."*

Policy TR2 refers to 'Local parking standards' stating the following:

"1. *Development plans should set local parking standards for residential and non-residential development, across the plan area or for specific sites or sub-areas, in a way which aligns with the transport vision for the plan and opportunities to promote sustainable transport.*

2. Maximum standards for car parking should be set where they will support efforts to encourage the use of sustainable transport modes and shared transport, optimise the density of development in well-connected locations, or where they are necessary for managing the local road network.

3. Parking standards should take into account:

a) *The connectivity of development in different locations by different modes of transport, especially in terms of access to employment and day-to-day services;*

b) *Opportunities for improvements in walking, wheeling, cycling and public transport;*

c) *Local car ownership levels and travel trends, and opportunities to promote car sharing and other schemes which may reduce vehicle parking requirements;*

d) *Providing sufficient spaces for electric vehicle charging, blue badge holders, pedal and electric cycles and e-scooters, considering likely future demand and the need for associated infrastructure; and*

e) *The appropriateness of setting different standards for the type and mix of development, including to address specific business requirements where commercial standards are being set; and of using ranges where a degree of flexibility is desirable."*

Policy TR3 refers to 'Locating development in sustainable locations' stating the following:

"1. So that development is located where it can support sustainable patterns of movement, enable good accessibility for different users and make the most of existing and proposed transport infrastructure, development proposals should reflect the following principles, taking into account the vision for the site, the type of development and its location:

a) *Development proposals which could generate a significant amount of movement, in the context of the area within which they would be situated, should be in locations that are sustainable (or which can be made so, taking into account planned improvements, including any provided for as part of the development itself). This means the location should limit the need to travel, particularly by private car, and offer a genuine choice of transport modes for residents and users, unless the nature of the development would make this impractical;*

b) *Opportunities should be taken to utilise existing or proposed transport infrastructure in optimising the amount or density of development which can be accommodated in different locations, especially where this can support more walking, wheeling, cycling and public transport use;*

c) *Any significant adverse impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, should be mitigated to an acceptable degree using a vision-led approach;*

d) *The environmental impacts of traffic and transport infrastructure should be identified, assessed and taken into account – including taking opportunities to avoid or mitigate any adverse environmental effects, and to secure net environmental gains such as reductions in air pollution; and*

e) *In rural areas, opportunities to improve walking, wheeling, cycling and public transport and enhance the connectivity of an area should be taken where they exist and can be supported by the development proposed.*

2. The Connectivity Tool (Connectivity Tool - GOV.UK) should be used alongside other relevant quantitative or qualitative evidence in assessing the connectivity of particular locations proposed for development."

Policy TR4 states that transport considerations should be an integral part of development including:

- Give priority first to pedestrian and cycle movements to facilitate easy access to public transport;
- Incorporate facilities to support this prioritisation;
- Ensure streets are safe, inclusive and attractive for all users;
- Allow for the efficient servicing which does not compromise place-making principles; and
- Provide a suitable number of parking spaces alongside plug-in vehicle charging.

Policy TR6(1) concludes that all developments expected to generate significant amounts of movement should provide:

- *"A transport statement or transport assessment (depending on the extent and significance of the transport issues involved), which is proportionate to the nature and scale of the development, so that the likely impacts of the proposal for transport can be assessed and monitored; and*
- *A travel plan, which indicates how sustainable transport objectives will be delivered, monitored and managed over time"*

Policy TR6(4) continues to state that:

"Development proposals should be refused if they would have a severe adverse impact on the transport network (in terms of capacity and congestion, including cumulative impacts), or an unacceptable impact on highway safety; taking into account any mitigation measures proposed as well as any wider network improvements, including measures to support sustainable patterns of movement. This applies both during the construction phase and following completion."

National Planning Practice Guidance (2014)

The NPPG sets out to describe typically what a TS is and what information should be included within it. It also sets out why a TS are important. Focusing on key issues such as encouraging sustainable travel, creating

inclusive, accessible and connected communities and improving road safety; all of which contribute to reducing carbon emissions and climate impacts and help to improve health outcomes and quality of life.

The NPPG advises that a TS should be:

- *Proportionate to the size and scope of the proposed development to which they relate and build on existing information wherever possible;*
- *Established at the earliest practicable possible stage of a development proposal;*
- *Be tailored to particular local circumstances (other locally-determined factors and information beyond those which are set out in this guidance may need to be considered in these studies provided there is robust evidence for doing so locally);*
- *Be brought forward through collaborative ongoing working between the local planning authority/transport authority, transport operators, rail network operators, Highways Agency where there may be implications for the strategic road network and other relevant bodies. Engaging communities and local businesses in Travel Plans, Transport Assessments and Statements can be beneficial in positively supporting higher levels of walking and cycling (which in turn can encourage greater social inclusion, community cohesion and healthier communities).*

3.3 Local Policy

The Cherwell Local Plan 2011-2031 (December 2016)

The Cherwell Local Plan sets out the long-term spatial vision for the district and contains policies to help deliver that vision. The Plan has been prepared following a detailed examination of the needs and challenges facing Cherwell's towns, villages and rural areas. It provides a proactive, positive set of policies to help these places thrive, to deliver essential and longer-term infrastructure and achieve development that will improve the quality of life in the District. The relevant policies to this development proposal have been extracted below:

Policy SLE 4: Improved Transport and Connections:

- *"All development where reasonable to do so, should facilitate the use of sustainable modes of transport to make the fullest possible use of public transport, walking and cycling*
- *Encouragement will be given to solutions which support reductions in greenhouse gas emissions and reduce congestion"*

The policy is not framed as an absolute requirement. The qualifier *"where reasonable to do so"* is significant, it expressly acknowledges that the extent to which sustainable transport can be facilitated will vary depending on the nature, scale and location of a development. For a proposed development within the rural village of Steeple Aston, the appropriate benchmark is therefore whether the development makes reasonable and proportionate provision for sustainable travel, having regard to the constraints of its rural context. It would not be reasonable to assess the proposals against an urban standard of public transport accessibility or active travel connectivity.

Steeple Aston is a rural settlement. Public transport provision is considered adequate for the setting with hourly services however, opportunities for walking and cycling to higher order services and facilities are constrained by the nature of the surrounding road network and the distances involved. These are characteristics of the settlement that predate and are independent of the proposed development. However, the village does contain local facilities and services, and the site's location within the settlement places future residents within reasonable walking distance of these day-to-day amenities.

In this context, the proposed development responds to the requirements of Policy SLE4 in the following ways:

- The site is located off Fenway within the built extent of Steeple Aston, placing future residents within walking distance of the village's local facilities, services and open spaces;
- Safe pedestrian connectivity is provided between the site and the existing footway network, enabling residents to access the village centre and its facilities on foot without the need to use a private car for shorter journeys;
- Secure cycle parking will be provided within the curtilage of each dwelling in accordance with Oxfordshire County Council's parking standards, encouraging cycle use where appropriate;
- The development will not prejudice the operation of existing public transport services serving Steeple Aston, and future residents will have access to those services for longer distance journeys; and,
- By delivering new housing within an established rural settlement, the development reduces the need for travel compared to more isolated or greenfield locations that are wholly disconnected from local services.

The proposed development therefore makes the fullest reasonable use of sustainable transport modes commensurate with its rural setting and the scale of development proposed. The TS demonstrates that the scheme does not give rise to any unacceptable highway safety impacts and that residual impacts on the road network will not be severe, in accordance with Policy TR6(4) of the NPPF. The proposals are considered to be consistent with the requirements of Policy SLE4 of the Cherwell Local Plan.

Cherwell Local Plan 2042 (Regulation 19 version, December 2024) — Emerging Plan

The Cherwell Local Plan 2042 is currently at Regulation 19 stage.

Policy CSD22: Sustainable Transport and Connectivity Improvements requires that:

"All development should take a 'decide and provide' approach to manage travel demand by reducing the need to travel, planning for sustainable travel modes, and providing for zero emission vehicle use."

Policy CSD23: Assessing Transport Impact / Decide and Provide further requires that development proposals be assessed in line with Oxfordshire's Local Transport and Connectivity Plan 'decide and provide' approach, and be supported by a Transport Assessment or Transport Statement prepared in accordance with the methodology set out in OCC's Implementing Decide & Provide: Requirements for Transport Assessments document (see below).

This TS has had regard to Policies CSD22 and CSD23 in its preparation, notwithstanding that the emerging Plan has not yet been adopted.

Oxfordshire County Council's Implementing Decide & Provide: Requirements for Transport Assessments

OCC, as the Local Highway Authority, requires development proposals to demonstrate a vision-led approach to transport planning in accordance with its Implementing Decide & Provide: Requirements for Transport Assessments document (updated December 2025). This sets out a methodology of sixteen steps, tiered according to development scale, by which a TA or TS should evidence how a scheme's transport vision has been arrived at and delivered.

Given the scale of the proposed development (23 dwellings), the site falls within Tier 1 (1–79 dwellings) of OCC's methodology, for which the following steps are identified as required:

- Step 1: Creating the vision;
- Step 2: Scoping scenarios for modelling;
- Step 5a: Assessing proximity characteristics (residential);
- Step 6: Assessing connectivity characteristics; and,
- Step 9: Identifying connectivity improvements (noting that, at this tier, this step may not require modelling, but the requirement for improvements still needs to be identified, and their deliverability demonstrated).

This TS responds to these requirements as follows: the site's proximity and connectivity characteristics have been assessed in Sections 2.5 to 2.7 above; the DfT Connectivity Tool score has been presented and contextualised against the site's rural setting; and the transport vision for the development, along with the on-site measures proposed to support sustainable travel choices, is set out in Section 4.6. Given the constraints of the site's rural, single-access setting, and that the development does not generate a level of movement that is significant in the context of the surrounding highway network, no off-site connectivity improvements are proposed; on-site measures have instead been prioritised, comprising (see Section 4.6).

Connecting Oxfordshire: Local Transport Plan (LTP) 2015-2031

The Oxfordshire Local Transport and Connectivity Plan (LTCP) *"Outlines a clear vision to deliver a net-zero Oxfordshire transport and travel system that enables the county to thrive whilst protecting the environment and making Oxfordshire a better place to live for all residents"*

The vision outlined with the Oxfordshire LTP is as follows:

"Our Local Transport and Connectivity Plan vision is for an inclusive and safe net-zero Oxfordshire transport system that enables all parts of the county to thrive. It will tackle inequality, be better for health, wellbeing and social inclusivity and have zero road fatalities or serious injuries. It will also enhance our natural and historic environment and enable the county to be one of the world's leading innovation economies."

Version two adopted in November 2024 outlines the following relevant policies in relation to the proposed development:

Policy 2 Cycle and Walking Networks:

"A) Develop comprehensive walking and cycling networks that are inclusive and attractive to the preferences and abilities of all residents in all towns. All new walking and cycling schemes will be designed according to the updated Oxfordshire Walking and Cycle Design Standards published in 2022.

B) Ensure that all new development have safe and attractive walking and cycling connections to the site, include a connected attractive network for when people are walking and cycling within the development and that the internal routes connect easily and conveniently to community facilities and the local cycle and walking network

C) Work closely with stakeholders using co-production methods when developing and improving cycle and walking networks from inception to delivery"

Policy 2 of the LTCP must be read in the context of the proposed development's rural location. Steeple Aston is a small village settlement and the scope for delivering the level of walking and cycling infrastructure envisaged by the LTCP, which is primarily directed at larger towns and strategic growth locations, is inherently constrained. The policy does not set a standard that is uniformly applicable to all development in all locations; it sets a direction of travel that should be reflected in the design and layout of new development to the greatest extent reasonable in context.

The proposed development responds to the objectives of Policy 2 in the following respects:

- Safe pedestrian and cycle connections are provided between the site and the existing highway and footway network at Fenway, ensuring that residents can access the village and its facilities on foot or by bicycle without conflict with vehicular movements;
- The internal layout of the development is designed to prioritise pedestrian movement, with footways and connections that link dwellings to the site access and to one another in a legible and coherent manner;
- The internal pedestrian network connects to the wider village footway network, enabling residents to reach local facilities, open spaces and public transport stops on foot; and,
- Cycle parking is provided at each dwelling in accordance with Oxfordshire County Council's adopted parking standards.

The proposed development is therefore considered to be consistent with the objectives and requirements of Policy 2 of the Oxfordshire Local Transport and Connectivity Plan, to the fullest extent reasonable having regard to the rural character and scale of the proposed development.

4. Development Proposal

4.1 Overview

This chapter of the TS describes the proposed development quantum, outlines the parking standards and provision, gives detail of the access arrangements and servicing requirements of the site.

4.2 Development Description

The development proposal comprises:

- Construction of up to 23 residential dwellings (Use Class C3);
- Construction of a new vehicle access off Fenway (priority T-junction); and,
- Associated landscaping and internal carriageway infrastructure.

4.3 Access Arrangements

Vehicle Access

This application seeks Outline Planning permission with access as the only matter not reserved; the internal road layout and remainder of the site are illustrative only, submitted for indicative purposes, and will be subject to a future Reserved Matters application. The vehicle access itself, as described below, is a fixed element of this Outline Application.

Acknowledging the availability of space to provide suitable access, along with the existing access arrangement to the site, the current access serving Old Quarry House is to be upgraded to accommodate the proposed residential dwellings.

Given that the new access will serve up to 23 residential dwellings, the existing private drive is to be upgraded to a bellmouth access designed to an adoptable standard, reflecting the scale of development. Guidance set out within OCC's *Street Design Guide* characterises the proposed street as a secondary street, for which a carriageway width of 5.0m is to be provided as a guide. For context, OCC permits a maximum of 5 dwellings to be accessed from a private drive, with any increase requiring the road to be considered for adoption. A General Arrangement (GA) plan outlined the proposed access layout is provided at Appendix A.

The proposed access road will incorporate two carriageway build outs, reducing the carriageway width from 5m to 3.5m and providing suitable traffic-calming measures.

Based on recorded speeds on Fenway, visibility requirements calculated in accordance with *Manual for Streets* guidance indicate that splays of 2.4m by 36m to the northwest and 2.4m by 37m to the southeast are achieved. Visibility drawings provided at Appendix B demonstrate that these splays are accommodated within OCC adopted highway extents, ensuring safe and suitable access for the proposed development. Drawings at Appendix C illustrate vehicle tracking of a light private vehicle at the proposed access.

Road Safety Audit Summary

A Stage 1 Road Safety Audit (RSA1) has been undertaken for the proposed vehicular access arrangement, in accordance with GG-119 Revision 2 of the DMRB, Volume 5, Section 2. The Audit was carried out by an independent team (Andy Ashfield, Audit Team Leader; Ben Moseley, Audit Team Member), with no involvement in the scheme design. The Audit included a site visit undertaken on 18th July 2026, between 12:00pm and 12:30pm, in dry, sunny conditions, with low vehicle, cycle and pedestrian flows observed in the vicinity of the site.

The Audit identified three road safety problems, summarised below along with the RSA Team's recommendations:

- Tactile paving depth at the proposed crossing points: the tactile paving shown on the submitted drawings appeared shallower than current guidance recommends, which could reduce the effectiveness of the warning provided to visually impaired pedestrians. It was recommended that the tactile paving arrangements be reviewed and designed in accordance with current guidance, providing a depth of three courses (1.2m) where blister paving is installed in line with pedestrian movement.
- Overhanging vegetation adjacent to the site access: existing trees overhanging the footway and carriageway near the proposed access could, if left unmanaged, restrict driver visibility of pedestrians and approaching vehicles. It was recommended that vegetation be reviewed as part of detailed design, with pruning undertaken where necessary and a long-term maintenance regime established.
- Existing carriageway surface condition on Fenway: the carriageway surface in the vicinity of the proposed site access was observed to be in poor condition, presenting a potential hazard, particularly to cyclists and motorcyclists. It was recommended that the condition of Fenway be reviewed as part of detailed design and highway works, with maintenance or resurfacing undertaken where necessary.

All three recommendations have been considered by the Design Organisation; two have been accepted, with tactile paving provision updated on the drawings and a vegetation maintenance agreement to be put in place. The third, relating to the existing carriageway surface condition, has not been accepted on the basis that carriageway maintenance is the responsibility of the Local Highway Authority, noting that the proposed access will be appropriately tied in with a suitable surface at detailed design stage.

Pedestrian / Cycle Access

Pedestrian footway provision will be provided throughout the proposed development with pedestrian access being achieved from the existing footway along Fenway. In keeping with the surrounding footway provision, in accordance with guidance outlined within OCC *Street Design Guide* secondary streets should provide footway provision of at least 2m in width.

With regards to cycle access, it is proposed that cycle access will be achieved throughout the proposed vehicular access.

4.4 Parking Standards

Parking standards in the area are set out in OCC's *Parking Standards for New Developments* document as part of the Local Transport and Connectivity Plan (LTCP) adopted in July 2022. New developments will be required to provide vehicle and cycle parking in compliance with the following standards outlined in **Table 4.1** below.

Table 4.1 OCC Parking Standards – Villages & Hamlets

Dwelling House	Car Parking Standard	Cycle Standards
1 Bed Units	Up to 1 space	2 spaces per bedroom
2 Bed Units	Up to 2 spaces	2 spaces per bedroom
3 Bed Units	Up to 2 spaces	2 spaces per bedroom
4 Bed Units	Up to 2 spaces	2 spaces per bedroom

Considering this Outline Planning Application, all matters concerning vehicle and cycle parking will be addressed at the Reserved Matters stage. The applicant will commit to providing parking in compliance with the aforementioned standards.

4.5 Servicing Arrangements

Refuse Collection

Refuse collection for the proposed development will be carried out via kerbside collection. For dwellings accessed via private drives, residents will be required to bring their refuse to either the end of the primary street or a refuse collection point to ensure the bin carry distance does not exceed 30m. Swept Path Analysis (SPA), demonstrating refuse vehicle ingress and egress in accordance with OCC vehicle standards is provided in **Appendix C**.

Fire Appliance

SPA drawings provided within **Appendix C** demonstrates fire appliance ingress and egress the proposed development. The drawings also outline that the fire appliance as used by Oxfordshire Fire and Rescue can achieve access within 45m of all parts of a dwelling in accordance with *Building Regulations Approved Document B*.

4.6 Proposed Developments Transport Vision

In keeping the NPPF's policy DP3(2)(d)) "*Movement: provide transport infrastructure and choices which support the design vision for the site, provide good connections to the wider settlement (or those nearby), and prioritise walking, wheeling, cycling and public transport*" the following section outlines the transport infrastructure and choices made to support the design vision for the proposed development.

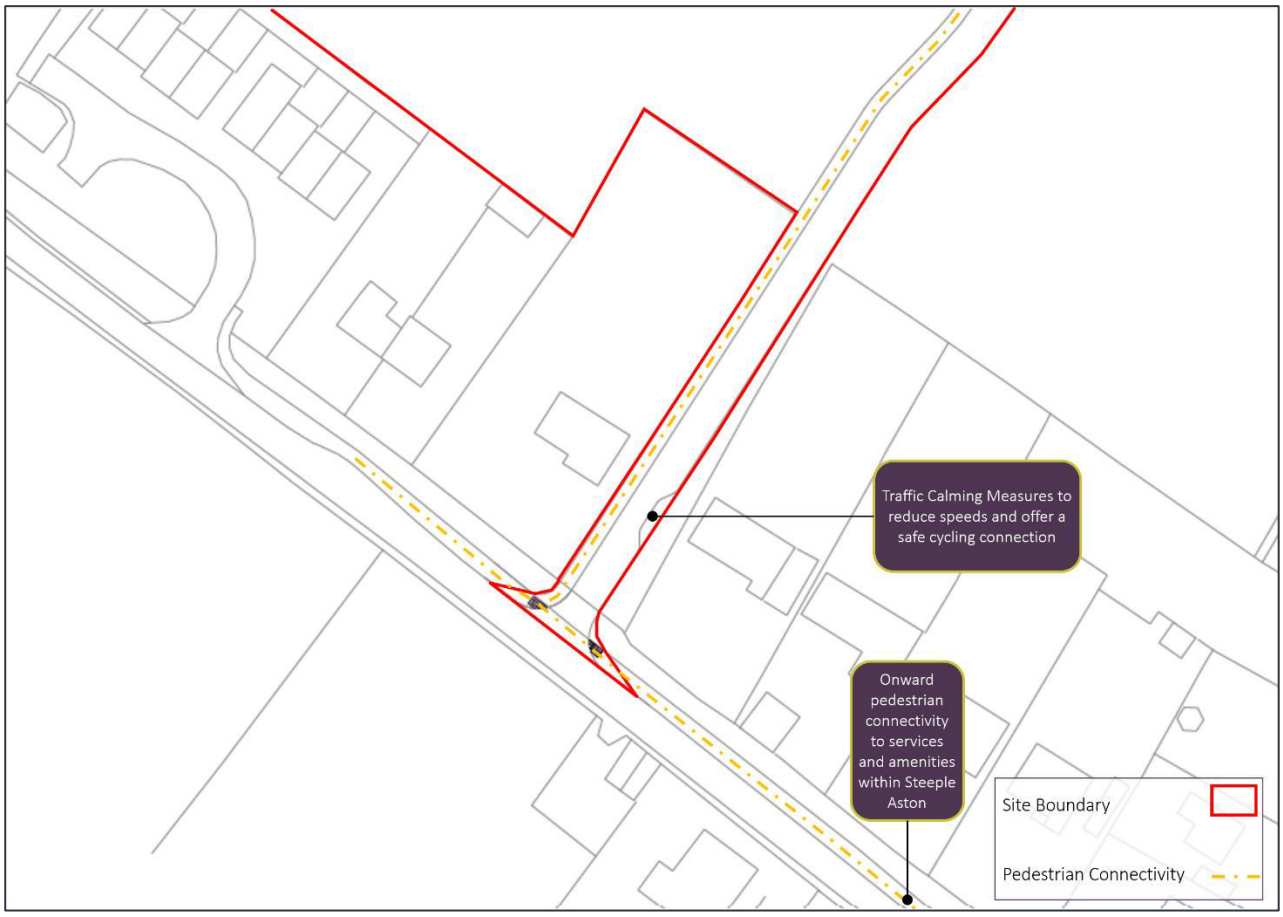
As this application is submitted in outline, with all matters reserved other than access, the internal layout, dwelling mix, and detailed provision of parking and servicing infrastructure will be confirmed at Reserved Matters stage. Notwithstanding this, the applicant commits to the future development incorporating the following measures, to be secured through the Reserved Matters application and/or appropriate planning condition:

- Electric vehicle charging points provided in accordance with OCC's adopted parking standards, appropriate to the number and type of dwellings ultimately proposed; and,
- Secure, covered cycle parking provided within the curtilage of each dwelling, in accordance with OCC's cycle parking standards set out in **Table 4.1**.

These measures represent the applicant's response to Step 9 of OCC's Decide & Provide methodology at the site level, and support the objectives of Policy CSD22 of the emerging Cherwell Local Plan 2042 and Policy TR2 of the NPPF in respect of parking standards and provision for zero emission vehicles.

Figure 4.1 illustrates the sites connectivity to the wider network, encouraging future residents to make more sustainable travel choices. This includes the use of traffic calming measures to reduce vehicle speeds and offer a safe and attractive cycle connection, and onward pedestrian connectivity to services and amenities within Steeple Aston.

Figure 4.1 Transport Design Vision



It should be acknowledged that as an outline application, internal layout, parking, and carriageway design will be addressed at reserved matters stage with priority given to promoting sustainable transport.

4.7 Summary

The application proposes up to 23 residential dwellings (Use Class C3) accessed via a new priority T-junction off Fenway. As an Outline application, internal layout, parking, and carriageway design will be addressed at Reserved Matters stage.

The existing access to Old Quarry House will be upgraded to an adoptable bell mouth arrangement with a 5.0m carriageway width, with visibility splays meeting MfS requirements within OCC adopted highway extents. Pedestrian footways of at least 2m will connect to the existing footway on Fenway, with cycle access via the main vehicular access.

Parking will comply with OCC's Villages & Hamlets standards (LTCP, 2022), with full details confirmed at Reserved Matters. Swept Path Analysis confirms that servicing arrangements meet OCC standards and Building Regulations Approved Document B.

5. Trip Generation & Impact

5.1 Overview

This chapter of the TS sets out the anticipated traffic generation and likely impact of the development proposal on the local road network.

5.2 Trip Generation

To determine the traffic movements that could be generated from the proposed development, a trip rate assessment has been undertaken using the industry standard TRICS (Trip Rate Information Computer System) database. TRICS is a nationally recognised database of traffic surveys covering a multitude of different development types and land uses.

Using TRICS database, an assessment of similar site to determine trip rates for the proposed development has been undertaken; sites were selected for "Residential – Houses Privately Owned". The characteristics of the area have also been examined including:

- Survey conducted of 4 to 25 dwellings;
- Surveys conducted in neighbourhood centres;
- Population range between 5,001 to 25,000;
- Location subcategory of Village; and,
- Weekday only.

Full and detailed TRICS outputs are provided in **Appendix D** with a summary of trip rates and forecast traffic generation resulting from the development proposals outlined in **Table 5.1** below:

Table 5.1 Trip Rates and Trip Generation – Residential Dwellings

Time Range	Arrivals	Departures	Two-way
Trip Rate (per dwelling)			
AM Peak (08:00-09:00)	0.228	0.478	0.706
PM Peak (17:00-18:00)	0.402	0.315	0.717
Daily	4.600	4.484	9.084
Proposed Trip Generation (23 dwellings)			
AM Peak (08:00-09:00)	5	11	16
PM Peak (17:00-18:00)	9	7	16
Daily	106	103	209

Table 5.1 demonstrates that the proposed development could generate up to 16 two-way trips within the AM and PM peak hours, and up to 209 two-way daily trips.

5.3 Traffic Impact

The vehicle trips identified are considered a robust assessment of the proposed development's forecast estimated impact on the local highway network.

With regards to impacts on the local highways, Policy TR6(4) of the NPPF, states:

"*Development proposals should be refused if they would have a severe adverse impact on the transport network (in terms of capacity and congestion, including cumulative impacts), or an unacceptable impact on highway safety; taking into account any mitigation measures proposed as well as any wider network improvements, including measures to support sustainable patterns of movement. This applies both during the construction phase and following completion"*.

It is considered that the development proposal will be immaterial and will not have a *"severe"* or detrimental impact upon the local road network and therefore accords with NPPF policy.

The low number of trips generated will be dispersed throughout the day. Forecast peak hour movements result in approximately one vehicle every 4 minutes in the peak hour periods, and this would be substantially less frequent during the remainder of an average weekday.

6. Summary & Conclusion

6.1 Summary

This Transport Statement (TS) has been prepared by TTC on behalf of Matthew Watson (the applicant) to support an Outline Planning Application for 23 dwellings and associated open space with all matters reserved other than access on the land north of Old Quarry House, Fenway, Steeple Aston.

The information presented within this report demonstrates that:

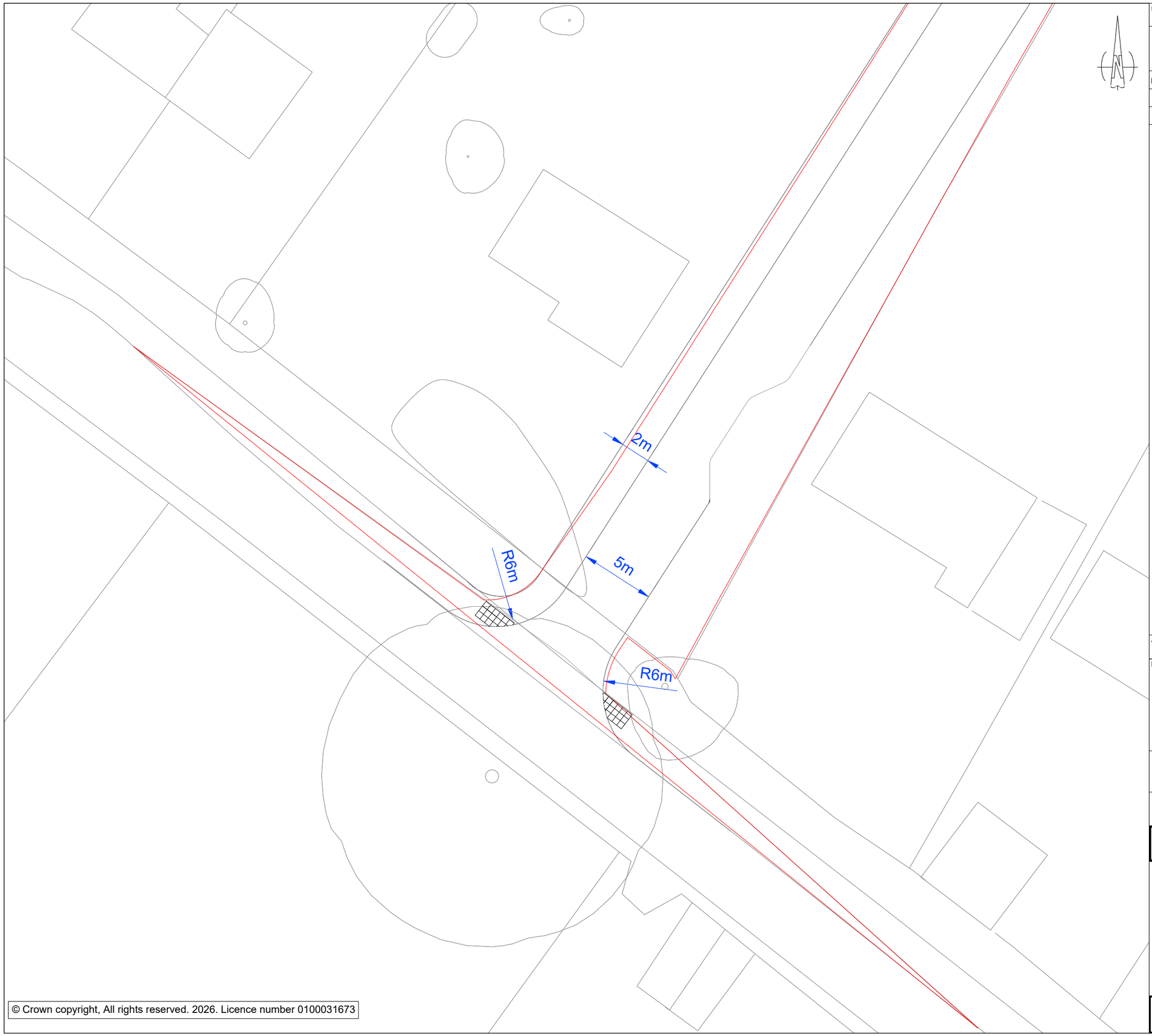
- The site is accessible on foot and by bicycle, with local roads characterised by low traffic volumes and low speeds that are conducive to active travel. Pedestrian connections to the village centre and local facilities are available from the site;
- Public transport services are available within the village, providing onward connections toward Oxford and Banbury for those journeys where the private car is not the preferred mode;
- There are no pre-existing highway safety issues on the local road network that the proposed development would be anticipated to exacerbate;
- The site will generate a total of 16 two-way vehicle movements during the AM and PM peak hours;
- The likely traffic generated by the proposed development is in keeping with the existing profile of the surrounding highway network, which is already established for use by vehicles;
- A Stage 1 Road Safety Audit has been undertaken for the proposed access, by an independent audit team; the three safety issues identified have been reviewed by the Design Organisation, with recommendations accepted and reflected within the design where appropriate;
- The likely traffic generation is not considered to result in *'severe'* impact and not discernible on the local road network; and,
- The level of onsite parking will be provided in-line with local prescribed standards.

6.2 Conclusion

On the basis of the information presented in this report, it is considered that the proposed development can be comfortably accommodated within the local area. As such, there should be no reason why the application cannot be recommended for planning approval in terms of highways and transportation.

It is therefore considered that the proposed development is acceptable from a highway perspective, and is compliant with Policy TR6(4) of the NPPF, which states "*Development proposals should be refused if they would have a severe adverse impact on the transport network (in terms of capacity and congestion, including cumulative impacts), or an unacceptable impact on highway safety; taking into account any mitigation measures proposed as well as any wider network improvements, including measures to support sustainable patterns of movement. This applies both during the construction phase and following completion"*

Appendix A General Arrangement Plan



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Date of 1st Issue	Description	Drawn by	Checked by
01/05/26	First Issue	AL	AS

REVISIONS

Mark	Revision	Drawn	Date	Chkd
A	Updated Site Layout	AL	06/07/26	AS
B	Updated Layout Based On Stage One RSA	AL	29/07/26	AS

Key:

- Site / Application Boundary
- Base Mapping
- Proposed Design
- Dimensions (X.Xm)
- Tactile Paving

Notes:

1. Drawing units are in metres unless specified otherwise.
2. Drawing is based on Architectural Layout (PL003 Rev B) and OS mapping.

A3 SCALE 1:250

0 m — 15 m

Scale 1:250 @ A3

Drawing Title

Old Quarry House
Design Package
General Arrangement
Sheet 1 of 1

Client

Matthew Watson

Drawing Status

Planning

27 Park Street
Leamington Spa
CV32 4QN
E: info@ttc-tp.com

ttc Transportation Consultancy
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Drawing Number	Revision
211426-02	B

Appendix B Visibility Assessment

Date of 1st Issue	Description	Drawn by	Checked by
01/05/26	First Issue	AL	AS

REVISIONS

Mark	Revision	Drawn	Date	Chkd
A	Updated Site Layout	AL	06/07/26	AS
B	Updated Layout Based On Stage One RSA	AL	29/07/26	AS

Key:

- Site / Application Boundary
- Topographical Survey
- Proposed Design
- Visibility Splays (2.4m x 36m Northwestbound 2.4m x 37m Southeastbound)
- Highway Boundary extent

Notes:

1. Drawing units are in metres unless specified otherwise.
2. Drawing is based on topographical survey.
3. Visibility splays based on design speed requirements taken from Manual for Street.

A3 SCALE
1:250

0 m — 15 m
Scale 1:250 @ A3

Drawing Title
Old House Quarry, Steeple Aston
Design Package
Visibility Splays
Sheet 1 of 1

Client
Mr [redacted]

Drawing Status
Planning

27 Park Street
Leamington Spa
CV32 4QN
E: info@ttc-tp.com

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Drawing Number
211426-02

Revision
B

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Appendix C Swept Path Analysis

Car - Left In

Car - Left Out

Car - Right In

Car - Right Out

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Date of 1st Issue	Description	Drawn by	Checked by
01/05/26	First Issue	AL	AS

REVISIONS

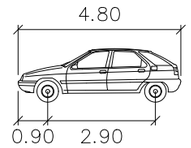
Mark	Revision	Drawn	Date	Chkd
A	Updated Site Layout	AL	06/07/26	AS
B	Updated Layout Based On Stage One RSA	AL	29/07/26	AS

Key:

- Site / Application Boundary
- Topographical Survey
- Proposed Design
- Vehicle Outline
- Vehicle Tyres

Notes:

1. Drawing units are in metres unless specified otherwise.
2. Drawing is based on topographical survey.



SDV

	meters
Width	: 1.80
Track	: 1.80
Lock to Lock Time	: 6.0
Steering Angle	: 37.8

A3 SCALE 1:250

0 m — 15 m

Scale 1:250 @ A3

Drawing Title

Old Quarry House
Design Package
Swept Path Analysis - Car
Sheet 1 of 3

Client

[redacted]

Drawing Status

Planning

27 Park Street
Leamington Spa
CV32 4QN
E: info@ttc-tp.com

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Drawing Number: 211426-02

Revision: B

Fire Tender - Left In

Fire Tender - Left Out

Fire Tender- Right In

Fire Tender - Right Out

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Date of 1st Issue	Description	Drawn by	Checked by
01/05/26	First Issue	AL	AS

REVISIONS

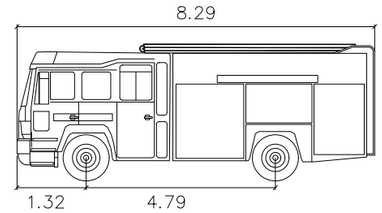
Mark	Revision	Drawn	Date	Chkd
A	Updated Site Layout	AL	06/07/26	AS
B	Updated Layout Based On Stage One RSA	AL	29/07/26	AS

Key:

- Site / Application Boundary
- Topographical Survey
- Proposed Design
- Vehicle Outline
- Vehicle Tyres

Notes:

1. Drawing units are in metres unless specified otherwise.
2. Drawing is based on topographical survey.



Fire Rescue Unit
meters

Width	: 2.50	Lock to Lock Time	: 6.0
Track	: 2.50	Steering Angle	: 34.3

A3 SCALE 1:250

0 m — 15 m

Scale 1:250 @ A3

Drawing Title

Old Quarry House
Design Package
Swept Path Analysis - Fire Tender
Sheet 2 of 3

Client

[redacted]

Drawing Status

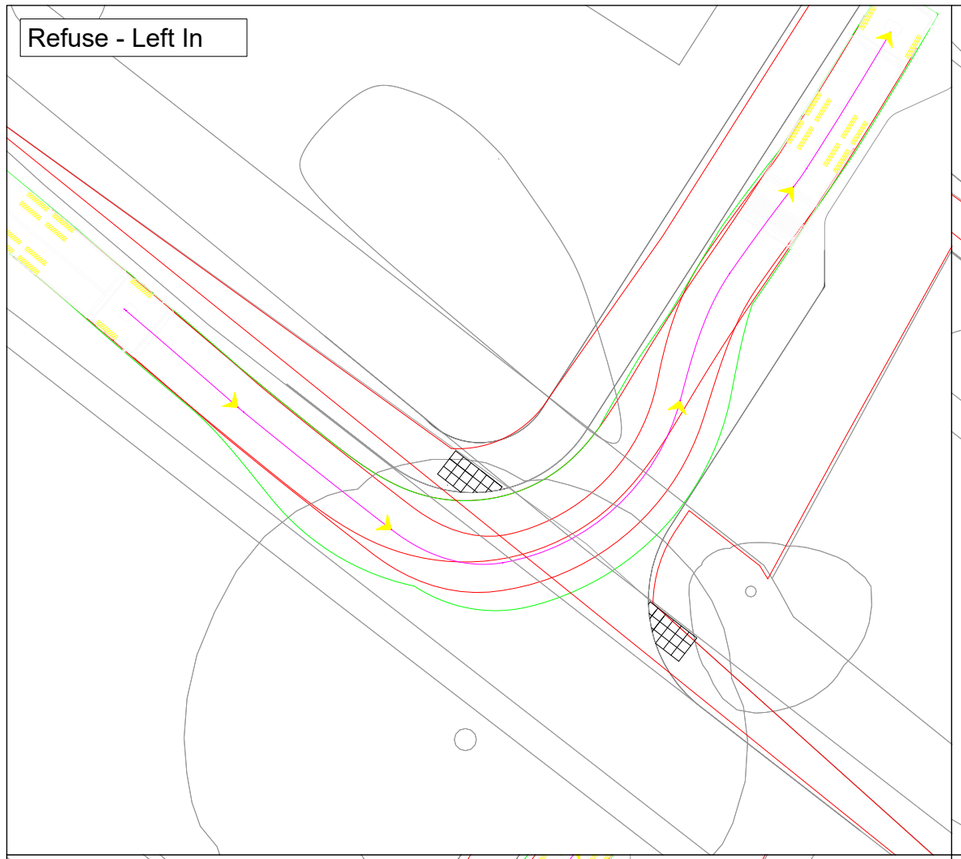
Planning

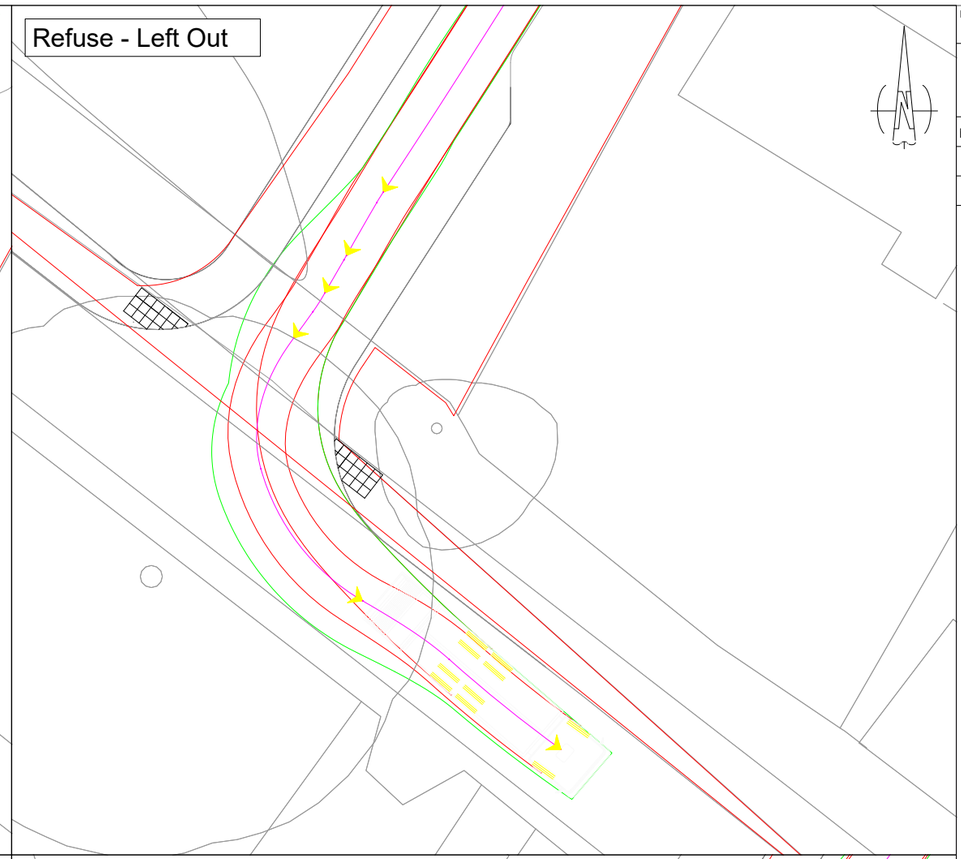
27 Park Street
Leamington Spa
CV32 4QN
E: info@ttc-tp.com

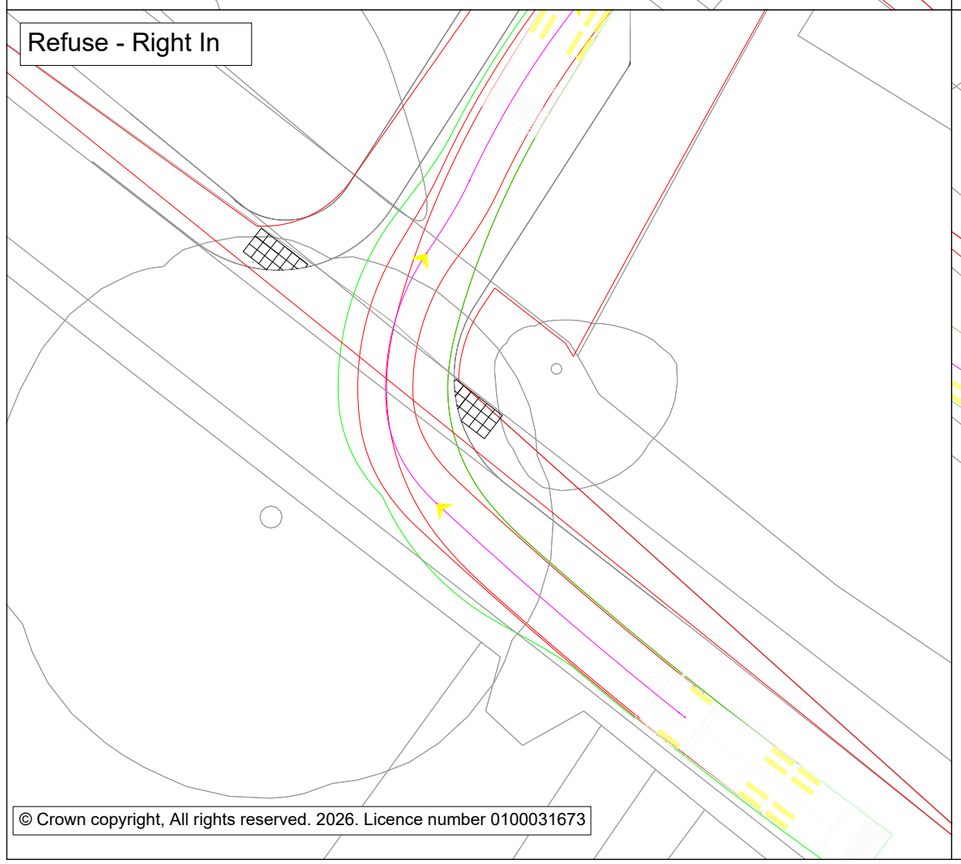
ttc Transportation Consultancy
VALUE · EXCEED · TRUST · EXCELLENCE · CLARITY

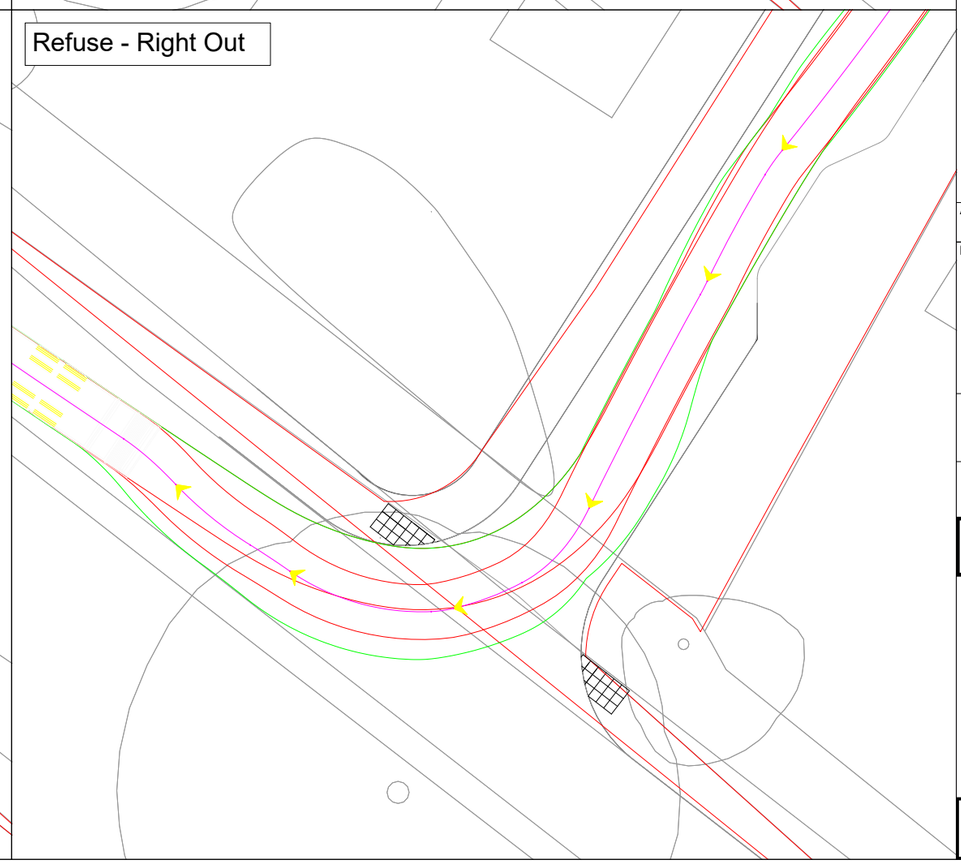
Drawing Number: 211426-02

Revision: B









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Date of 1st Issue	Description	Drawn by	Checked by
01/05/26	First Issue	AL	AS

REVISIONS

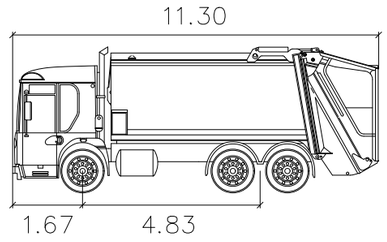
Mark	Revision	Drawn	Date	Chkd
A	Updated Site Layout	AL	06/07/26	AS
B	Updated Layout Based On Stage One RSA	AL	29/07/26	AS

Key:

- Site / Application Boundary
- Topographical Survey
- Proposed Design
- Vehicle Outline
- Vehicle Tyres

Notes:

1. Drawing units are in metres unless specified otherwise.
2. Drawing is based on Architectural Layout (PL003 Rev B) and OS mapping.



Dennis Eagle 6X4 RHS 2013

meters

Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 32.1

A3 SCALE 1:250

0 m — 15 m

Scale 1:250 @ A3

Drawing Title

Old Quarry House

Design Package

Swept Path Analysis - Refuse Vehicle

Sheet 3 of 3

Client

[redacted]

Drawing Status

Planning

27 Park Street
Leamington Spa
CV32 4QN
E: info@ttc-tp.com

ttc Transportation Consultancy

VALUE · EXCEED · TRUST · EXCELLENCE · CLARITY

Drawing Number	Revision
211426-02	B

Appendix D TRICS Report

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: A - HOUSES PRIVATELY OWNED

Selected Vehicle Type: Total Vehicles

**BOLD print indicates peak (busiest) period*

Selected regions and areas:

02	**SOUTH EAST**		
	ES	EAST SUSSEX	1 day
03	**SOUTH WEST**		
	NS	NORTH SOMERSET	2 days
11	**SCOTLAND**		
	HI	HIGHLAND	3 days

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

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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:	DWELLS
Actual Range:	4 to 14 (units:DWELLS)
Range Selected by User:	4 to 25 (units:DWELLS)
Parking Spaces Range:	6 - 2824

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	05/05/87 to 24/03/26

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:

Tuesday	1 days
Wednesday	1 days
Thursday	3 days
Friday	1 days

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

Selected survey types:

Manual count	4
Direction ATC Count	2

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 undertaking using machines

Selected Locations:

Neighbourhood Centre	6 days

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:

Village	6 days

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.

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	1 days
Servicing vehicles Unknown	5 days

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Secondary Filtering Selection:

Use Class:

C3	6 surveys

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

117 - 1000

Population within 1 mile:

1,000 or Less	1 surveys
1,001 to 5,000	5 surveys

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

Population within 5 miles:

5,001 to 25,000	3 surveys
25,001 to 50,000	1 surveys
50,001 to 75,000	2 surveys

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

Car ownership within 5 miles:

1.1 to 1.5	6 surveys

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.

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Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	5 surveys
Yes	1 surveys

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	6 surveys

This data displays the number of surveys within the selected set by PTAL rating category.

COVID-19 Restrictions:

Yes - At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

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1 **ES-03-A-06** **MIXED HOUSES** **EAST SUSSEX**
BISHOPS LANE
RINGMER
Neighbourhood Centre
Village
Number of dwellings: 12.00 DWELLS
Survey date: Wednesday 16/06/2021 Survey Type: Manual

2 **HI-03-A-08** **TERRACED** **HIGHLAND**
BADDON DRIVE
MARYBANK
Neighbourhood Centre
Village
Number of dwellings: 9.00 DWELLS
Survey date: Friday 18/12/1998 Survey Type: Manual

3 **HI-03-A-09** **SEMI DETACHED** **HIGHLAND**
GOLLANHEAD AVENUE
ROSEMARKIE
Neighbourhood Centre
Village
Number of dwellings: 14.00 DWELLS
Survey date: Tuesday 08/12/1998 Survey Type: Manual

4 **HI-03-A-16** **PRIVATLEY OWNED HOUSES** **HIGHLAND**
RIVERSIDE GROVE
NEAR FORT WILLIAM
LOCHYSIDE
Neighbourhood Centre
Village
Number of dwellings: 13.00 DWELLS
Survey date: Thursday 10/10/2024 Survey Type: Manual

5 **NS-03-A-03** **DETACHED** **NORTH SOMERSET**
ROPERS LANE
WRINGTON
Neighbourhood Centre
Village
Number of dwellings: 20.00 DWELLS
Survey date: Thursday 17/09/1992 Survey Type: Manual

6 **NS-03-A-06** **HOUSING** **NORTH SOMERSET**
SCHOOL ROAD
WRINGTON
Neighbourhood Centre
Village
Number of dwellings: 24.00 DWELLS
Survey date: Thursday 17/09/1992 Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
DN-03-A-01	30-06-2010	UK Only
HI-03-A-08	14-12-1998	Removed: Most Recent HI-03-A-08|18-12-1998
HI-03-A-08	15-12-1998	Removed: Most Recent HI-03-A-08|18-12-1998
HI-03-A-08	16-12-1998	Removed: Most Recent HI-03-A-08|18-12-1998
HI-03-A-08	17-12-1998	Removed: Most Recent HI-03-A-08|18-12-1998
HI-03-A-09	04-12-1998	Removed: Most Recent HI-03-A-09|08-12-1998

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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	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00	**2**	**12**	**0.000**	**0.000**	**0.000**
01:00-02:00	**2**	**12**	**0.000**	**0.000**	**0.000**
02:00-03:00	**2**	**12**	**0.000**	**0.000**	**0.000**
03:00-04:00	**2**	**12**	**0.000**	**0.000**	**0.000**
04:00-05:00	**2**	**12**	**0.000**	**0.000**	**0.000**
05:00-06:00	**2**	**12**	**0.087**	**0.087**	**0.174**
06:00-07:00	**2**	**12**	**0.087**	**0.130**	**0.217**
07:00-08:00	**4**	**12**	**0.146**	**0.312**	**0.458**
08:00-09:00	**6**	**15**	**0.228**	**0.478**	**0.706**
09:00-10:00	**6**	**15**	**0.228**	**0.304**	**0.532**
10:00-11:00	**6**	**15**	**0.152**	**0.185**	**0.337**
11:00-12:00	**6**	**15**	**0.337**	**0.370**	**0.707**
12:00-13:00	**6**	**15**	**0.228**	**0.185**	**0.413**
13:00-14:00	**6**	**15**	**0.326**	**0.315**	**0.641**
14:00-15:00	**6**	**15**	**0.228**	**0.217**	**0.445**
15:00-16:00	**6**	**15**	**0.413**	**0.261**	**0.674**
16:00-17:00	**6**	**15**	**0.337**	**0.250**	**0.587**
17:00-18:00	**6**	**15**	**0.402**	**0.315**	**0.717**
18:00-19:00	**6**	**15**	**0.359**	**0.250**	**0.609**
19:00-20:00	**2**	**12**	**0.478**	**0.391**	**0.869**
20:00-21:00	**2**	**12**	**0.304**	**0.304**	**0.608**
21:00-22:00	**2**	**12**	**0.130**	**0.087**	**0.217**
22:00-23:00	**2**	**12**	**0.130**	**0.043**	**0.173**
23:00-00:00	**2**	**12**	**0.000**	**0.000**	**0.000**
Total Rates:			**4.600**	**4.484**	**9.084**

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:	4 - 25 (units: DWELLS)
Survey date date range:	17/09/1992 - 10/10/2024
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	6
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 show. 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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