

Planning

HEAD OF SERVICE : **Adrian Duffield**



CONSULTATION WITH FYFIELD AND TUBNEY PARISH COUNCIL

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**PLEASE RETURN TO VOWH NOT LATER
THAN 12 NOON ON 7 DECEMBER 2018**

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135 Eastern Avenue Milton Park
ABINGDON OX14 4SB

Application Reference: P18/V2791/O (Outline)

Application Type (see definition over): Major

Proposal: A hybrid planning application comprising:

- 1) an outline planning permission, with all matters reserved except for access, for development of up to 700 homes (use class C3) extra care development of up to 70 units (use class C2), a local centre of up to 0.5ha (use classes A1, A2, A3, A4, A5, B1(a), C2, and D2) a one form entry primary school on an area for education provision of up to 2.2ha, playing field and car parking, informal open space, landscape and sustainable drainage areas, access, footpaths, cycle ways, infrastructure and associated engineering works (including a noise attenuation bund and acoustic fence) and
- 2) a full planning permission for construction of a three arm roundabout to the A420 (Oxford Road).

Address: Land East of Kingston Bagpuize

FYFIELD AND TUBNEY PARISH COUNCIL:

FULLY SUPPORTS this application for the following reasons

has **NO OBJECTIONS** to this application

has **NO OBJECTIONS** to this application but wish the following comments to be taken into account :

OBJECTS to this application for the following reasons :

If you have a current Parish Plan does it support your view on this application?

If so, please give details of the relevant section below:

~~YES~~/NO
(Please circle)

.....
S. Lucas 7/12/18
.....

Signed on behalf of Fyfield And Tubney Parish Council

Traffic growth in the Kingston-Bagpuize – Frilford – Marcham area 2017 to 2027

Addendum to FLAG note of July 2018 on cumulative traffic growth

At the public examination of VoWH LPP2 in July 2018 Fyfield & Tubney PC/FLAG presented writtenⁱ and verbal evidence that, as a consequence of committed and proposed developments in the Kingston Bagpuize (KBS) area, by 2026 the cumulative traffic growth on the A420 and the A415 would be severe, and unsustainable in the absence of any improvements to the local infrastructure.

The estimates, shown in Figure 1 on page 3, indicated that by 2026 the traffic on the A420 east of Fyfield would increase by over 30 percent, and by approximately 45 percent on the A415 towards Abingdon, via the Frilford junction with the A338 and the Marcham AQMA.

This evidence was clearly heard by the VoWH DC and OCC and during the examination the VoWH DC proposed the major modification to LPP2 that no dwellings on the LEKB site should be occupied before the completion of improvements to the Frilford junction. Several parties also argued that it would be illogical to improve the Frilford interchange without building a Marcham bypass.

The FLAG estimates are more than amply confirmed by a recent and more comprehensive analysis made by Key Traffic Consultants (KTC) to accompany a planning application (P18/V2791/O, November 2018) for development on the Land East of Kingston Bagpuize (LEKB) site.

Figure 2 shows the fractional increases in traffic (AADFⁱⁱ) on the main roads in the Fyfield-KBS-Frilford-Marcham area between 2017 and 2027 based on the KTC predictions for 'Do Nothing' (no LEKB development) and 'Do Something' (with full development at LEKB). The 2017 baseline figures were obtained from the Department for Transport data sets and the estimated 2027 traffic flows from Tables 5.5 and 5.6 of the KTC assessment. The figures for traffic flows and 2017 increases are given in Table 1 below.

There is no reason to doubt the KTC estimates. They show increases in traffic due to cumulative effects of up to sixty percent higher than the original FLAG estimates. In other words, the situation in 2027 would be substantially worse than expected at the time of the LPP2 examination.

The difference between the two estimates arises because the KTC analysis included cumulative traffic from committed and allocated developments over a wider area than the FLAG analysis. The latter included only committed developments around KBS whereas the KTC assessment included developments further west along the A420 corridor and those at Dalton Barracks (but only 450 houses by 2027) and the Hanneys. Both estimates assumed similar rates for the growth of 'background' traffic over ten years (*circa* 18 and 20 percent)ⁱⁱⁱ. It is not, however, clear that the traffic from the Bloor development of 280 houses in KBS is treated quite correctly in the KTC analysis^{iv}; the uncertainty associated with this is shown by the grey bars on Figure 2.

The KTC assessment gives estimates for the increase in traffic through the Marcham AQMA which would amount to 6300 vehicles per day with no development at LEKB and 7800 with full development at LEKB. In other words, development at LEKB would contribute – an entirely avoidable – quarter of the increased traffic through the Marcham AQMA.

Figure 3 shows the increase in average daily traffic on the major roads from 2017 to 2027; Figure 4 shows the predicted average daily traffic in 2027 compared with 2017. Both figures use the KTC estimates for 2027 and 2017 baseline figures from the DfT data sets.

It is clear from the Figures and the numbers in Table 1 that by 2027 cumulative effects would be severe. To summarise (in round numbers) the most significant effects, by 2027:

1. The daily volume of traffic on the A420 east of Fyfield would increase by 9500 vehicles per day, a nearly 50 percent increase. The daily volume of traffic would exceed that currently on the A40 to the west of Oxford^v.
2. The daily volume of traffic on the A415 at Frilford would increase by 6100 vehicles per day, a 55 percent increase, and
3. The daily traffic through the Marcham AQMA would increase by 7800 vehicles per day, an increase of approximately 60 percent over the 2017 level.

It is evident from Figure 2 that the substantial increases in traffic on the A420, A415 and through the Marcham AQMA arise because the committed and planned developments are in the wrong place – they are to the west whereas the employment centres of Oxford and Science Vale are to the east.

The potential increase of 60 percent in traffic through the Marcham AQMA would undoubtedly have a severe impact on air quality. A sophisticated model is not necessary. Simple arithmetic and the VoWH estimate that 46 percent of the pollutants is due to private vehicles shows that, all else being equal, the concentration of pollutants would increase by approximately thirty percent^{vi} without mitigation.

It is clear that a substantial fraction, roughly one fifth to one third, of the increases in traffic on the A420 and A415 and through Marcham can be avoided by not developing the LEKB site. It is worth noting that a ten percent increase is roughly equivalent to a five years of natural growth of traffic. Not developing the LEKB site would give at least a five year breathing space in which to make the necessary improvements to the highway infrastructure.

Table 1 Average Annual Daily Traffic flows in 2027 (from KTC assessment); 2017 baseline flows from DfT data sets. The figures include traffic from development at LEKB; the figures in parentheses give the LEKB contribution.

Road	AADF 2017	AADF 2027	Increase 2017 to 2027	Percent Increase 2017 to 2027
A420 to Swindon West of KBS	19864	25126	5262 (455)	26.5 (2.3)
A415 to Witney North of KBS	9863	12131	2268 (239)	23.0 (2.4)
A420 to Oxford East of Fyfield	19369	28796	9427 (1573)	48.7 (8.1)
A415 to Abingdon West of Frilford	11188	17324	6136 (1745)	54.8 (15.6)
A415 via Marcham AQMA	13606	21395	7789 (1482)	57.2 (10.9)

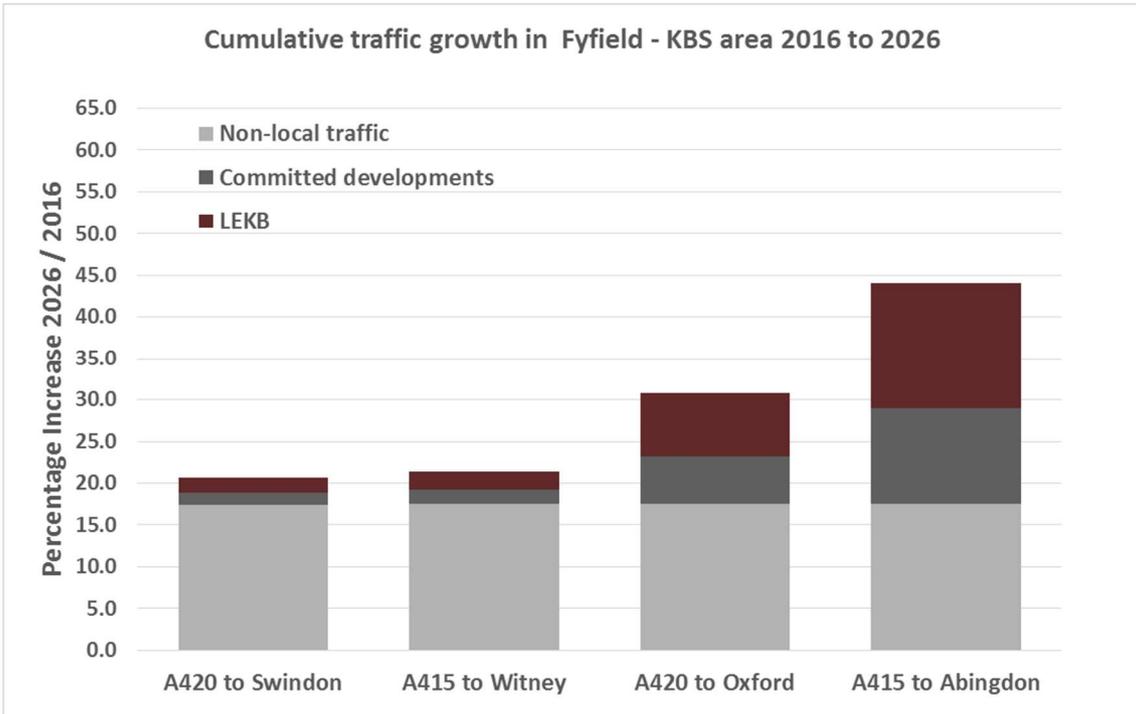


Figure 1 FLAG estimates of cumulative traffic growth 2016 – 2026.

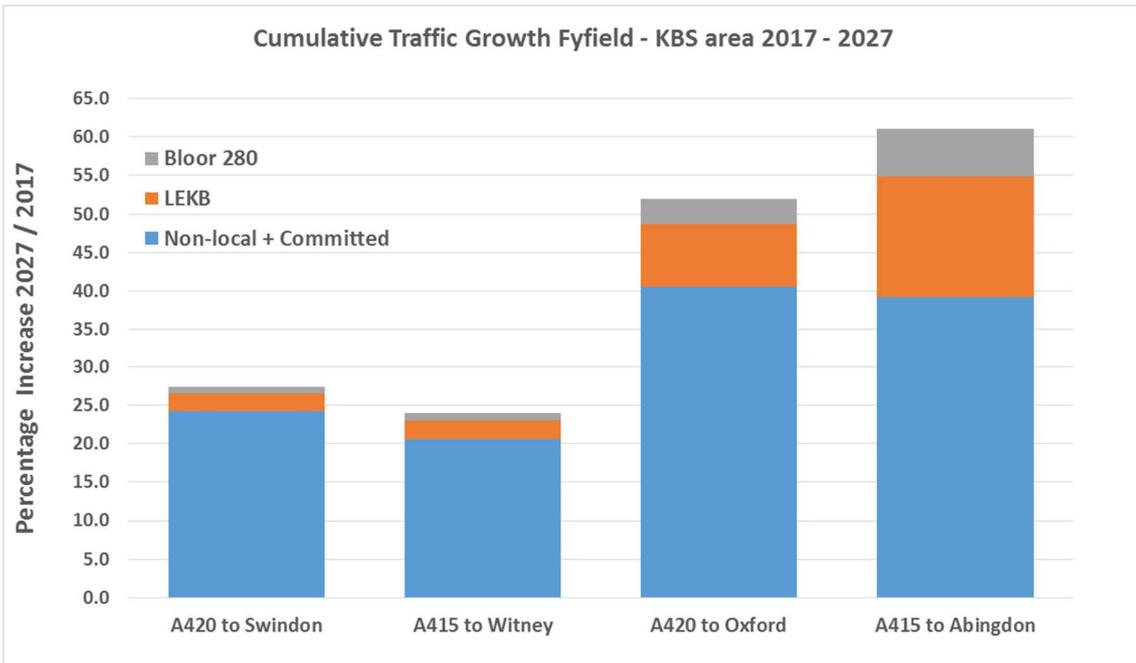


Figure 2 Estimates of Traffic Growth 2017 – 2027 based on the KTC traffic assessment. The increase of 20 to 25 percent in traffic on the A420 to Swindon and the A415 to Witney (leftmost two columns) is primarily due to 'natural' growth; the extra 25 to 35 percent growth on the A420 to Oxford and the A415 to Abingdon results from developments in the KBS area. The orange bands are the potential component from development at LEKB.



Figure 3 Increase in average daily traffic flows (AADF) 2017 – 2027 on roads in the KBS – Frilford – Marcham area.

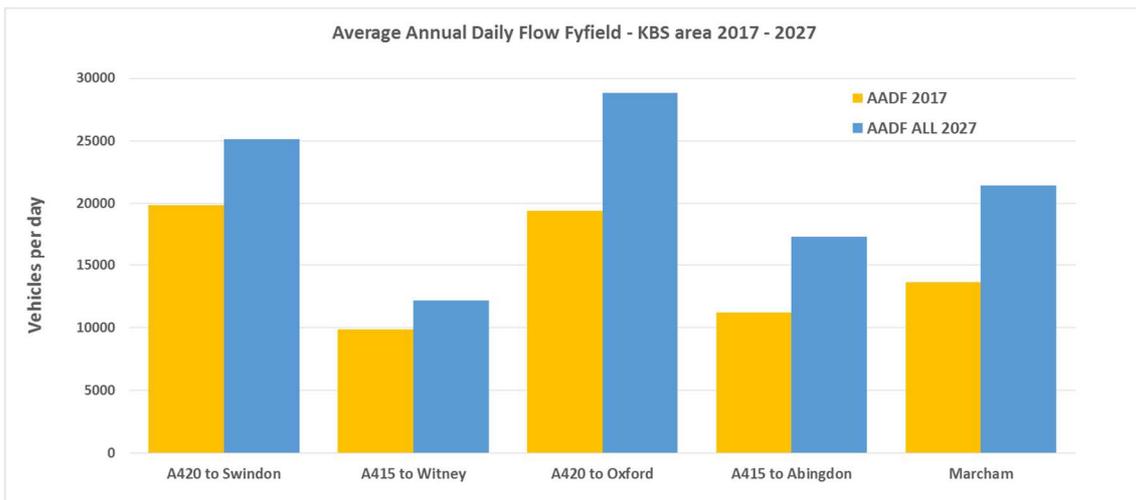


Figure 4 Annual Average Daily Flow of Vehicles on main roads in the KBS – Frilford – Marcham area 2017 and 2027. The 2017 figures are from DfT. Note that 2017 DfT estimate for the A420 to Oxford of 19369 is actually ten percent smaller than the 2016 flow measured by OCC's automatic traffic counter CP232 at Kingston Bagpuize of 21500.

ⁱ 'The cumulative impact on traffic due to committed and proposed housing developments in the Fyfield and Kingston Baguize-Southmoor area'. J. H. Cobb, July 2018, appendix to Written Material for the examination of LPP2, Matter 4, submitted by Fyfield & Tubney PC/FLAG.

ⁱⁱ Average Annual Daily Flow

ⁱⁱⁱ It is immaterial that the two ten year periods (2016 – 2026 and 2017 – 2027) are offset by one year.

^{iv} In the KTC analysis the traffic from the Bloor development of 280 houses at Kingston Bagpuize was assumed to be included in the TEMPro (overall) growth rates and was not included manually. This was said to be done to avoid double counting. That seems unreasonable: the Bloor development is contiguous with the LEKB site

and would have a very large local effect. The possible additional contribution from the Bloor 280 dwelling development is therefore shown by the grey bands at the top of the bars on Figure 1.

^v At DfT CP 16409, just east of Eynsham, AADF 2017 of 24578 (counted).

^{vi} This estimate is approximate and can be refined; the result would nevertheless be a substantial increase.