

Vale of White Horse Local Plan 2031 Part 2 Schedule of Proposed Draft Main Modifications

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Comments on Glanville Additional Transport Evidence (Delivery) Report TR8171218/BE/DW/028

I believe there are significant doubts about, and questions on, the assumptions and data on which the Glanville report is based as set out below:

1. The Glanville report appears to contradict the previous DIO report (DALTON BARRACKS - TRANSPORT DELIVERY DOCUMENT - November 2017 Carter Jonas - Paul Basham Associates Ltd) as it suggests that the main access to the development from the East is Faringdon Road East. However, the Paul Basham Associates report identified the main exit East as Sycamore Close on to Cholswell Road with Faringdon Rd East providing a footpath and cycle path into the development through one of the green corridors. This appears to be a much better option as it separates pedestrians and cyclists from vehicles.
2. The LPP2 strategic allocation site map clearly shows the site boundary marked in red as extending to and incorporating Sycamore Close and not Faringdon Rd East. This appears to confirm the Paul Basham Associates report and not the submitted Glanville report.
3. The TRICS data ignores the significant through traffic to and from the Manor Preparatory School in Shippon, 2 private schools (St Helens and St Katherines School and Abingdon School and a secondary school (Larkmead School) on the Faringdon Road along the only route into Abingdon (educational commuting).
4. The Glanville report relies on 2011 Census data for Dalton Barracks and Shippon but incorrectly takes no account of the fact that the vast majority of army personnel at the Barracks live either on site or in the adjacent army quarters so walk or cycle to the base. Therefore, the data for non-military use must be considered.
5. Only one new primary school was planned for the new settlement in the original LPP2 submission. However, the draft Main Modifications MM4 states that the new development would include "education provision" ie no reference to a new school. It is likely that any education provision will only be provided once a significant number of dwellings have been occupied Therefore commuting parents will need to drive into Abingdon to take children to primary and secondary school or nursery before onward travel. Therefore, the assessment that 26% of vehicle movements into Abingdon is 'not considered reflective of a future development' cannot be correct.
6. Surveys were undertaken in January 2018 but no date is given. Either the data were taken during term time when school traffic would not have been included or there is something fundamentally

wrong with them (see points 7 and 8 below). Therefore, there would be a significant underestimation of traffic through Shippon in Glanville's analysis.

7. APPENDIX E: Sheet 1: Site Access 2 shows '0' vehicle movements leaving Faringdon Road onto Cholswell Road. This cannot be credible as anyone standing at this point during term time would see a large number of vehicles exiting Barrow Rd onto Elm Tree Walk and onto the Faringdon Rd. See video <https://www.youtube.com/watch?v=xwGH33V2FRk>.

8. APPENDIX E: Sheet 1: At Site Access 1 there are 705 vehicles heading along Barrow Road, yet only 382 vehicles reach the junction of Barrow Road with Faringdon Road. This means that 323 vehicles stay in Shippon which cannot be correct as there is nowhere that could accommodate this volume of vehicles.

9. APPENDIX G: 6051: The proposed changes to Barrow Rd do not address the fundamental constraints for the East section of the road which is restricted by listed buildings with no footpaths or cycle paths. Simply marking out a 1.2m wide advisory footway whilst allowing two-way 20 mph traffic on a 2.9m carriageway would appear hazardous. Indeed, when attending public meetings with the DIO and Carter Jonas it was suggested that Barrow Rd should be made one way East to West, at least for a section at the Eastern end. This would provide a secure dedicated footpath and even a cycle lane.

10. APPENDIX G: 6382: The proposed changes to Faringdon Rd will fundamentally change its rural character and the landscape which MM4 states should be protected. Grass verges are either completely removed or significantly reduced in size. The photograph below (page 3) shows Faringdon Rd with the proposed changes superimposed. Note that the cycle paths are advisory and that as such vehicles can drive and park on them. The reduced carriageway width of 4m means that the No 4 bus, school coaches, other vehicles of 2.5m width will all drive on the cycle paths to pass each other and even to pass cars. At peak school times there are a large number of coaches serving the schools on Faringdon Rd. Further, Faringdon Rd is frequently used as a routine route for the training of lorry drivers by commercial organisations. For all these reasons, the proposal for Faringdon Rd should not be accepted as it is surely not a safe option given that cycling is seen as a key part of the sustainable transport strategy for the site and this route will be the primary cycle route out of the development.

11. Oxford Cambridge Expressway - Impact of the planned Oxford Cambridge Expressway has not been considered in the Glanville report. At a 'Western Parishes' meeting on 8th March 2019 in Seacourt Hall, Botley two possible routes under consideration were highlighted. One would be to the West of the Airfield and the other to the East of the Airfield ie a short distance from the new development. This could have a significant impact not only on transport modelling and strategy but also on air quality for the new development.

Given the significant concerns raised above over the validity of the Glanville Additional Transport Evidence Report, consequently it throws into question the SLR Additional Air Quality Report which relies on the accuracy of the Additional Transport Evidence Report for its analysis.

Glanville consultants proposed changes to Faringdon Rd

