

Application no: 22/03078/FUL

Location: Land Bounded by Meadow Lane and Church Way, Iffley, Oxford

Construction Traffic Impact Assessment

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1. Introduction

- 1.1** The applicants submission deals solely with the analysis of the traffic implications of the development when in use. It does not deal with construction traffic.
- 1.2** There is an obligation on developers to take a holistic view of the traffic impact during both preconstruction, construction and the development when in use.
- 1.3** An outline Construction Traffic Management Plan CTMP has not be submitted as part of the applicants submission to allow the Planning Officer to make a quantitative assessment of the construction impact.

2 Applicant's Transport Statement

- 2.1** This states that 'This Transport Statement has been prepared on the basis of the formal pre-application transport response from both OCoC and OCC. Ref Will Madgwick, Transport Planners report 20th October 2021'.
- 2.2** In these responses the following direction to the applicants has been given by OCC:-
 - A CTMP will be required. OCC will be looking for enhanced measures to be in place
 - No reversing out of the site will be allowed
 - A swept path analysis will be required for construction vehicles
- 2.3** The National Planning Policy Framework NPPF is cited and clauses highlighted saying that the applicant's proposals have addressed these requirements. Relative to construction these are:-
 - Paragraph 104: Transport issues should be considered at the earliest stages of plan-making and development proposals, in particular
 - potential impacts of the development on transport networks
 - the environmental impacts of traffic and transport infrastructure
 - Paragraph 107: the accessibility of the development

- Paragraph 112: allow for the efficient delivery of goods and access by service and emergency vehicles

2.3 *Despite the above requirements of the NPPF, no evidence has been presented by the applicant that the scheme design development has been influenced by the major unique logistic issues and restrictions associated with the sites location to address the above points.*

2.4 The applicant has stated that BREEAM certification is targeted for this development. As a public body this is a requirement and the minimum standard to be achieved is BREEAM rating 'Excellent'. BREEAM has minimum targets in relation to traffic management and also construction environmental controls. The submission is silent on the principles to be used to achieve these targets. And no outline Construction Environmental Plan CEMP has been provided.

3 OcCo Highways objections to the scheme

3.1 These have been posted on the planning portal. With respect to constructability of the scheme their comments very much support the assertions we make in our commentary.

3.2 However we are particularly concerned by OcCo's preference that the construction entrance and presumably the egress is from Church Way. (bullet point seven on the first page under key issues of their submission) Compared with access from Meadow Lane this has the additional fundamental issues of:-

- Access and egress on a blind bend
- At a junction, Tree Lane & Church Way
- High traffic volumes from The Tree Hotel customers
- No room for holding areas
- The ground from the Church Way gate falling away hence not suitable for heavy vehicles



4 Construction traffic loading on the road network

- 4.1** The construction period will be around 15 months. Therefore the construction traffic impact, and associated harm, is a major issue that needs evaluation when assessing the viability, acceptability and policy compliance of the development.

Operatives

- 4.2** The peak number of operatives is likely to be 60 with an average of say 40. This will generate the following vehicle movements. It can reasonably be assumed that no more than 10% of these (and quite probably significantly less) will arrive by public transport (the construction industry is renowned for little use being made of public transport/bikes). Operatives also have to bring tools etc to site. Assume 20%. There will be a mix of cars and white vans. Say 60% cars with 50% car sharing and 40% white vans.

- 4.3** For the average situation, this translates to:

Cars = 19

White vans = 13

Total movements 32

With at peak these figures being 50% greater

- 4.4** This generates two issues requiring assessment:-

- Space to park these vehicles;
- Vehicle movements through the village, with movements concentrated in the 07.30-08.30 start of work window and 15.30-16.30 leaving work window.

HGV movements (typically 30T eight wheel vehicles)

- 4.5** The applicant's Air Quality Assessment gives a figure of between 10-50 outward HGV movements which thus means the same for inbound movements.

Vehicles for delivery of specialised plant and bulk materials

- 4.6** There will be articulated vehicles delivering:

- Construction plant, (e.g. 30T excavators);

- Deliveries of materials such as precast planks, blocks, plaster board etc

Other vehicle movements

4.7 The site will also generate white van deliveries, 2.5T flat bed trucks and courier vans each day.

5 Access to the proposed development site

5.1 The village can only be accessed from Henley Ave, at either lower or upper Iffley Turn, leading on to the Church Way mini roundabout. Then the access route is along Church Way and a right turn onto Meadow Lane. This is a constrained network, with extensive sections along Church Way and Meadow Lane rendered essentially single carriageway due to parked cars, and with blind bends and restricted sightlines.

5.2 These issues have led to significant restrictions being imposed on previous construction projects. For example, no construction traffic can use Iffley Village for the (currently ongoing) construction of the Court Place redevelopment due to the unsuitability of the road network. There is a restriction to this effect within the contractor Felthams OcCo approved CTMP. This restriction would still be in place when construction of the Meadow Lane development starts, if approved, as Court Place doesn't complete until Sept 2024. See village signage opposite.



6 Specific pinch points

Entry to the village from lower Iffley Turn

6.1 Since the remodelling of this junction for the Quickway scheme large vehicle movements are very difficult particularly right turning into it from Henley Ave.

6.2 The route from this junction to the Church Way mini roundabout is effectively a single carriageway due to the cars parked there 24/7 (see image right).



6.3 This route also goes past the Iffley Mead School entrance where many pupils are delivered by taxi at just the time when construction traffic is at its peak.

Entry to the village from Upper Iffley Turn

6.4 This is constrained by the central refuge in Iffley Turn and the lack of parking restrictions at the turn hence parked cars close to this junction.

6.5 At all times of the day large vehicles have to wait at the turn to gain access due to vehicles coming in the opposite direction.

6.6 The road between Upper Iffley Turn and the mini roundabout is effectively single carriageway due to cars parked on both sides of the road. A lorry and car can't pass each other.

Mini Roundabout to Mercure (Hawkwell) Hotel

6.7 Cars continuously park on this stretch of Church Way rendering it a single carriageway.

6.8 The traffic flows are further restricted when events take place at the hotel and coaches are frequently accessing the hotel.

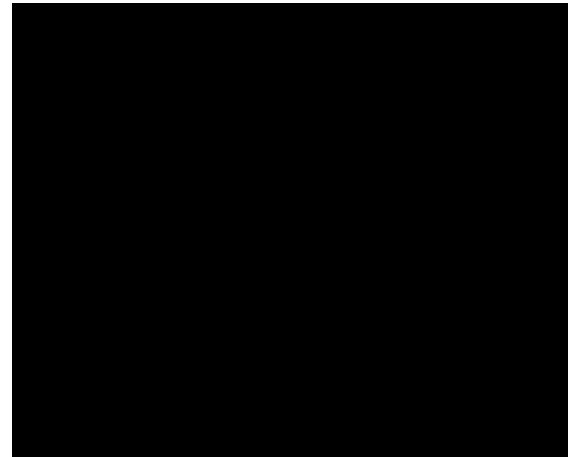
Bend just before Meadow Lane junction

6.9 This is a blind and hazardous bend, even at the design speed of 20 mph.

6.10 It is restricted to a single carriageway at the bend due to disabled parking bays which are in constant use as less able residents of Lucas and Remy House use these spaces as their permanent parking place.

Meadow Lane

- 6.11 Cars are constantly parked on one side of Meadow Lane, rendering it effectively a single carriageway road.
- 6.12 The corner of Meadow Lane and Church Way is a drop off point for ambulances, carers and medical deliveries.
- 6.13 It is used by the fire services to access the building, there are regular attendances at Lucy and Remy Place



7 Construction vehicle movements impact on the road network

- 7.1 The applicant's Traffic Statement solely analyses traffic movements generated by the completed development. The conclusions are detailed in the tables below.
- 7.2 The Meadow Lane Flow profile indicates a vehicle trip generation of 12 movements between 08.00 and 09.00 which will be the time for peak construction vehicle movements.
- 7.3 Our analysis above shows construction movements during this period will be generally c.2.5x higher (32), with a peak significantly higher and this is exclusive of delivery vehicles entering the site at this time.

- 7.4** Afternoon peak construction vehicle movements are between 15.30 and 16.30 and our analysis above shows these movements to also be generally 32. By contrast, the applicant's assessment of Meadow Lane flow profile shows the completed development generates 7-8 movements in this time window.
- 7.5** So during the 15 month construction period traffic flows on the Iffley road network will be between 3-5 times greater than that generated by the completed development.
- 7.6** The applicant presents no analysis of this capacity of the network to accommodate these movements.
- 7.7** Additionally the applicant hasn't analysed the heavy vehicle deliveries being made to the site throughout the working day.
- 7.8** Hill (as the applicant's Construction advisor) is a Construction Logistics and Community Safety CLOCS Champion which means they have signed up to operating a CLOCS compliant regime. This necessitates the production of a Construction Logistic Plan which is integral to the development of the scheme design. The applicant's documents are silent on this point.

Figure 6: Five-day average flow Profile – Meadows Lane

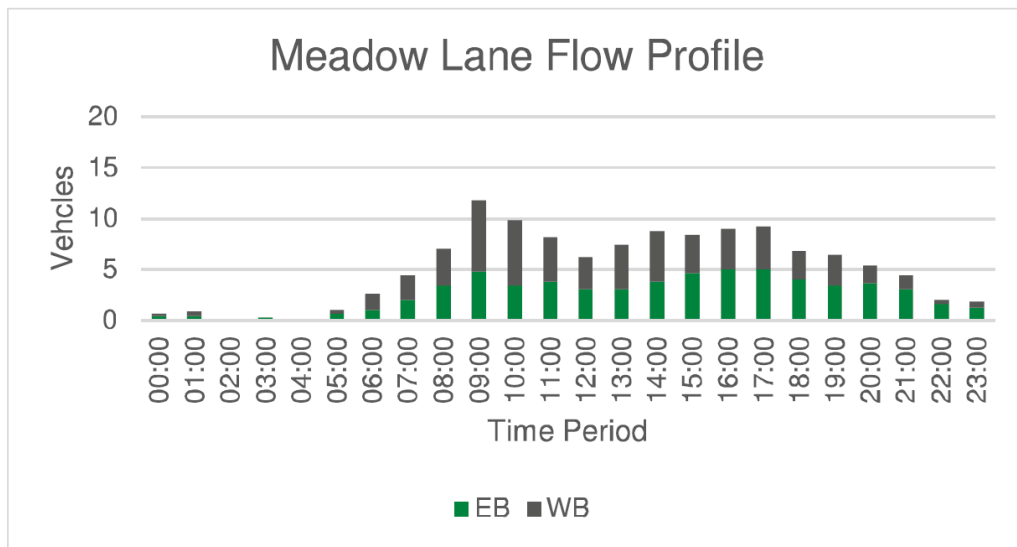


Table 6: Proposed Vehicle Trip Generation

Land Use	Peak Hour	Arrivals	Departures	Total
C3 – 32 dwellings	AM Peak (08:00-09:00)	4	8	12
	PM Peak (17:00-18:00)	9	6	15

5.2.4. **Table 6** shows that the proposals could generate a total two-way flow of 12 vehicle movements in the AM peak and 15 movements in the PM peak. This equates to vehicle approximately every five minutes in the AM peak hour and a vehicle approximately every four minutes in the PM peak hour.

8 Availability of parking for operatives

- 8.1** At best there will be limited parking available to operatives on site and during the mobilisation phase and earthworks phase (3-5 months), there will be no parking available on site.
- 8.2** Meadow Lane on-street parking is fully utilised everyday and is a vital facility for those servicing Lucy and Remy Place (e.g. carers etc) to park. At weekends availability of parking is even more restricted.
- 8.3** Similarly the Church Way parking by the Mercure hotel is fully utilised.
- 8.4** Further into the village past the Tree Hotel there are few parking places.
- 8.5** At Iffley Turn the parking there is much in demand and is always full during working hours as it is used as a parking area for those commuting into Oxford, parking and then catching a bus.
- 8.6** The applicant presents no strategy or solution for contractor and site operative parking during the construction phase.

9 Impact of heavy Vehicle deliveries

- 9.1** There are several critical issues associated with the prospect of 30T eight wheel vehicles and articulated lorries delivering to site:
- The capacity of the Iffley Road network to accommodate heavy vehicle movements
 - The need for these vehicles to have to queue on Meadow Lane to gain access to the site creating a safety hazard. Especially as Meadow Lane forms part of a Quiet Route and has shared road space for vehicles, pedestrians and horses
 - The pollution generated from queuing traffic especially as Lucy and Remy have gardens where residents sit out on their Meadow Lane frontage
 - The morning afternoon school rush periods when Meadow Lane cycle and pedestrian (large proportion of children walking and cycling) is at its peak

10 The applicant's traffic vehicle manoeuvring analysis

- 10.1** The applicant's have provided swept curve analysis only for a refuse lorry servicing the completed development.
- 10.2** This is a six wheel vehicle. Typical construction delivery vehicles will be 8 wheel vehicles with, in addition, some articulated lorries all having more onerous swept path requirements.
- 10.3** The Meadow Lane/Church Way junction as well as the proposed entrance into the site are unlikely to meet minimum road safety requirements. Coaches over shooting the Mercure (Hawkwell house) Hotel entrance frequently cause blockages when trying to enter and leave Meadow Lane.

11 Conclusions

- 11.1** Analysis shows that the Iffley road network cannot accommodate the volume construction traffic associated with this development without creating unacceptable safety risks to the public.
- 11.2** The applicant has taken no steps to analyse construction risk in their application submission. There is no outline CTMP or CEMP and the applicant has not addressed the requirements of CLOCS and Considerate Constructors Scheme (CCS) principles; the latter being a policy of OCC that all its schemes are CCS compliant .

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