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CAMPSFIELD IRC

TRANSPORT ASSESSMENT

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Table of contents

Figures

Tables

Appendices

1.0 Introduction

1.1 Introduction

1.1.1 This Transport Assessment (TA) has been produced by Curtins on behalf of the Home Office ('the applicant') in support of the planning application for Campsfield Immigration Removal Centre (IRC), Kidlington, OX5 1RE ('the site').

1.1.2 This planning proposal is seeking the relevant approval for:

"Outline Planning Application with all matters reserved (except for access) for the expansion of Campsfield IRC comprising the development of new accommodation blocks and ancillary supporting accommodation, the conversion of existing site infrastructure, demolition of existing structures, creation of additional car parking, landscaping and associated site infrastructure."

1.1.3 Cherwell District Council are the local planning authority and Oxfordshire County Council are the local highways authority.

1.2 Pre-Application Engagement

1.2.1 A pre-application meeting was held with Oxfordshire County Council highway officers in October 2025 to discuss the proposed scheme. The meeting discussed the details around the improved pedestrian footways linking to the site, trip generation, shift patterns, car parking provision and junction modelling requirements. Comments from OCC were taken on board, this included the request to consider introducing a pedestrian crossing on Langford Lane. This review and the proposed crossing are set out later in this report.

1.3 Purpose of this Report

1.3.1 This TA has been prepared to consider the development proposals and their potential impact on the surrounding area from a traffic and transportation perspective.

1.3.2 The TA will describe the future effect of the redevelopment on the local transport network and demonstrates that the proposals could successfully be accommodated in terms of traffic/highways related matters. In addition, matters pertaining to access, parking, refuse collection, deliveries and servicing and accessibility of the site are also given consideration.

1.4 Structure of Report

1.4.1 Following this introduction, the following key transportation issues are addressed in the TA:

- Section 2 of the report provides a comprehensive description of the existing site and its location, and a description of the local highway network and highway safety within the vicinity of the site;

- Section 3 describes the development proposals in accordance with relevant local and national transport policy;
- Section 4 provides an audit of accessibility by all modes of travel including walking, cycling, and public transport;
- Section 5 details the development proposals including the parking and access proposals for the development;
- Section 6 outlines the traffic forecasting methodology and traffic generation; and
- Section 7 outlines how the development will impact the local highway network.
- Section 8 summarises and concludes the report.

2.0 Site Context & Local Highway Network

2.1 Introduction

2.1.1 This section of the report provides a description of the site location, existing use, and a review of the local transport network.

2.2 Site Location

2.2.1 The site is located to the north-west of Kidlington Village and to the South of Oxford Airport in an area of primarily light industrial and employment uses. The facility is located at the southern end of Evenlode Crescent (east) which forms a cul-de-sac and is accessed via a priority junction with Langford Lane.

Figure 2-1– Site Location Plan

2.3 Existing Site

2.3.1 The IRC has been refurbished and reopened in December 2025. The existing IRC site includes provision for up to 160 residents and 256 staff.

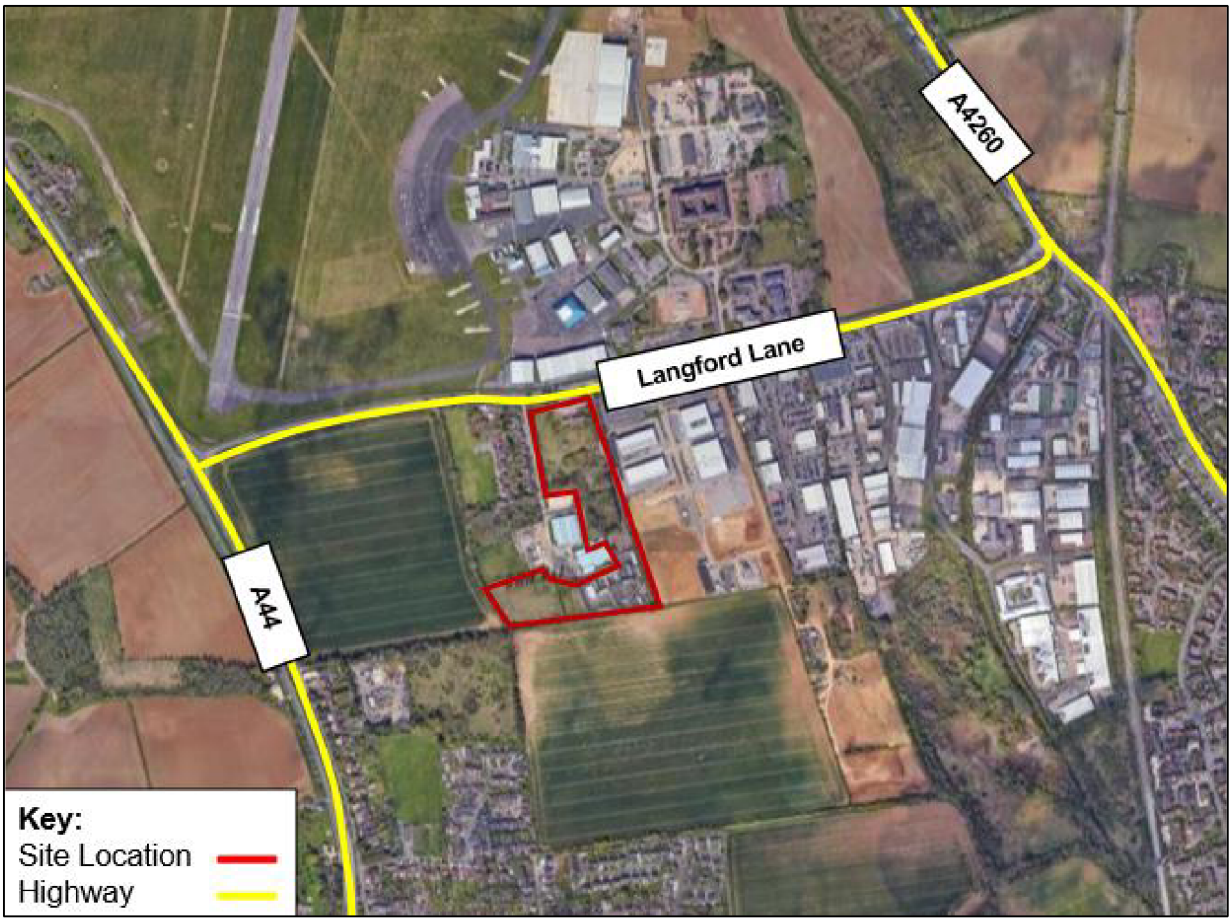
2.3.2 Evenlode Crescent measures approximately 5.2m in width. A new footway has been provided along the eastern carriageway as part of the refurbishment works. This is shown in **Appendix A**.

2.4 Surrounding Highways

2.4.1 The strategic highway routes around the site comprise of the A44 and A4260. The local highways surrounding the site include Evenlode Crescent and Langford Lane.

2.4.2 The local highway plan is shown in **Figure 2.2** below.

Figure 2-2– Local Highway Plan



A44

2.4.3 The A44 is a dual carriageway with a 70mph speed limit, reducing to 50mph approximately 100m to the south and prior to the Begbroke roundabout. The A44 is situated some 620m to the west of the site and can be accessed via Langford Lane. The junction between the A44 and Langford Lane is signal controlled T-junction arrangement.

2.4.4 Either side of the A44 carriageway a shared cycle path/footway is provided which travels in both directions and provides a connection to a footway on Langford Lane.

2.4.5 The A44 provides access to Oxford and the A34 to the south.

A4260

2.4.6 The A4260 Banbury Road routes in a north-south trajectory 1km to the east of the site and is accessible via Langford Lane through a signalised T-junction. The A4260 is a dual carriageway. Banbury Road to the south of the site is 30mph and to the north is subject to a speed limit of 50mph.

2.4.7 The road provides local access to Kidlington and Gosford to the south.

2.5 Local Highway Network

2.5.1 In the vicinity of the site the local highway consists of Langford Lane and Evenlode Crescent (east) which provides access to the site. Another cul-de-sac joins Langford Lane from the south and is also Evenlode Crescent (west); this link does not connect to the development site.

Langford Lane

2.5.2 Langford Lane is situated approximately 120m to the north of the IRC facility and routes in an east-west trajectory to the site. The road is approximately 7.3m in width and is subject to a speed limit of 30mph. To the east, Langford Lane connects to a four-arm roundabout which serves Oxford Airport to the north; Spires Business Park and Oxford Motor Park car showrooms to the south.

2.5.3 The road has double yellow lines along either side of the carriageway, restricting car parking along the road.

2.5.4 Within the traffic surveys completed on 7th November 2023, 940 two-way traffic flows were recorded along Langford Lane within the AM peak period and 1,219 two-way traffic flows in the PM peak period.

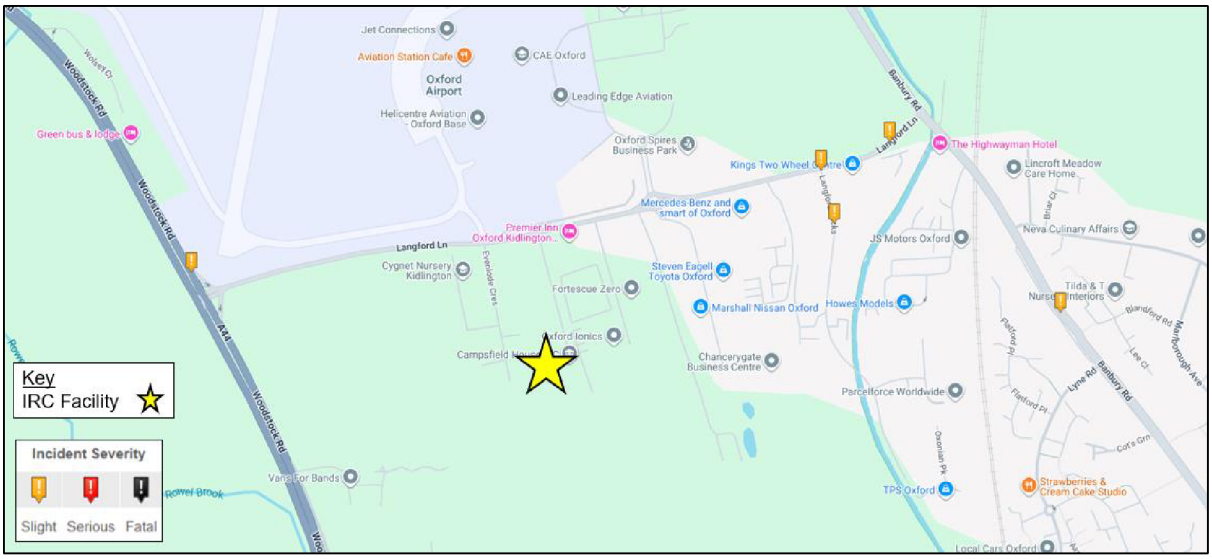
Evenlode Crescent (east)

2.5.5 Evenlode Crescent provides direct access to the site at the southern end and is approximately 5.2m wide. The road is a private road and also serves the NHS ‘Kidlington Resource Centre’. Along the eastern side of the carriageway are on-street parking bays.

2.6 Highway Safety Review

2.6.1 To review highway safety, STATS19 collision data for the local highway network has been analysed using the online collision tool CrashMap for the most recent four-year period (2021-2024). **Figure 2.3** illustrates the collision locations and also notes the accident severity.

Figure 2-3– CrashMap Collision Data



2.6.2 A total of five accidents have been recorded all of which are classed as 'slight' incidents. There are no fatal incidents recorded in the proximity of the site.

2.6.3 Two incidents occurred along Langford Lane. Both of these incidents involved two vehicles whereby there were one or two casualties. These were attributed to driver error as opposed to any design deficiencies within the existing road layout.

2.6.4 One incident occurred on the A44 which was classed as slight and involved two vehicles. A further slight accident occurred on Langford Locks which also involved two vehicles. One slight incident occurred on Banbury Road south of the junction with Langford Lane. This involved two vehicles.

2.6.5 It should be noted as no clusters of incidents were identified; the predominant recorded cause is likely due to driver error, rather than a design issue such as sub-standard highway geometric layout or lack of visibility.

3.0 Transport Planning Policy

3.1 Introduction

3.1.1 This chapter of the TA reviews and addresses the current adopted and emerging transport planning policies and policy guidance documents relevant to the development proposals. It considers both local and national guidance to ensure the development is delivered in accordance with all necessary planning requirements.

3.2 National Planning Policy

Draft National Planning Policy Framework (December 2025)

3.2.1 On 16th December 2025, the Government published a new draft NPPF which is subject to consultation until 10th March 2026. Minor amendments to the draft NPPF were issued in January 2026. Whilst a direction of travel has been outlined within the draft NPPF and accompanying Written Ministerial Statement dated 16th December which are both material considerations, the proposed changes to the NPPF can only be given limited weight at this stage as it is subject to public consultation any may change.

National Planning Policy Framework (December 2024)

3.2.2 The National Planning Policy Framework (NPPF) was updated in December 2024 and outlines the potential benefits and transport issues which should be considered from the earliest stages of plan-making and development proposals.

3.2.3 Section 9 of the NPPF (Promoting Sustainable Transport) outlines the important role that considering development applications should ensure that:

A. ‘Appropriate opportunities to promote sustainable transport can be – or have been – taken up, given the type of development and its location;

B. Safe and suitable access to the site can be achieved for all users;

C. The design of streets, parking areas, other transport elements and the content of associated standards reflect current national guidance, including the National Design Guide and National Model Design Code; and

D. Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

3.2.4 Paragraph 116 of the NPPF states applications for development should:

A. "Give priority to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services and appropriate facilities that encourage public transport use;

B. Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

C. Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter and respond to local character and design standards;

D. Allow for the efficient delivery of goods and access by service and emergency vehicles; and

E. Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."

3.2.5 Paragraph 115 of the NPPF goes onto state that 'development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe'.

3.3 County and Local Planning Policy

Oxfordshire Local Transport and Connectivity Plan LTCP (2036)

3.3.1 LTP4 was updated in 2016 and sets out Oxfordshire County Council's (OCC's) policy and strategy for developing the transport system in Oxfordshire to 2031. This has been superseded by the Local Transport and Connectivity Plan 2022 - 2050 which was adopted in July 2022. The document closely links national and local land use and transport planning policies and is aligned with the NPPF. It also takes into account national and local transport enterprise policies.

3.3.2 The LTCP outlines Oxfordshire long term vision for transport and travel in the county and the policies required to deliver this. The LTCP vision and policies will be used to influence and inform how Oxford manage transport and the types of schemes we implement. In order to achieve these goals, the LTCP has set out targets to track delivery of the vision and key themes. The targets are set out below:

3.3.3 By 2030 OCC's targets are to:

- Replace or remove 1 out of every 4 current car trips in Oxfordshire.
- Increase the number of cycle trips in Oxfordshire from 600,000 to 1 million cycle trips per week.
- Reduce road fatalities or life changing injuries by 50%.

3.3.4 By 2040 OCC's targets are to:

- Deliver a net-zero transport network.
- Replace or remove an additional 1 out of 3 car trips in Oxfordshire.

3.3.5 By 2050 OCC's targets are to:

- Deliver a transport network that contributes to a climate positive future.
- Have zero, or as close as possible, road fatalities or life-changing injuries.

3.3.6 The LTCP sets out a number of relevant policies. The most relevant policies are below:

- Policy 2 – Cycle and walking networks – OCC will develop comprehensive walking and cycling networks that are inclusive and attractive to the preferences and abilities of all residents in all towns;
- Policy 3 – Local Cycling and Walking Infrastructure Plans Walking and cycling - OCC will develop Local Cycling and Walking Infrastructure Plans (LCWIPs) for all main urban settlements (over 10,000 inhabitants) across the county by 2025, according to national guidance and best practice with the aim of increasing walking and cycling activity;
- Policy 4 – Strategic Active Travel Network – OCC will develop a Strategic Active Travel Network in order to identify key routes for walking and cycling between destinations across the county and prioritise interventions to existing and new infrastructure;
- Policy 18 – Bus strategy – OCC will work in partnership with bus operators, District and City councils to maintain a commercially sustainable and comprehensive network of services which is accessible to as many residents as possible. Explore opportunities to accelerate the transition to a zero-emission bus fleet, building on work completed for the Zero Emission Bus Regional Areas (ZEBRA) scheme. Seek to make the bus a natural first choice through development of infrastructure and network management measures which give priority over the private car and improve journey speeds.
- Policy 19 – Community transport – OCC will work with local communities in the development of any new community transport schemes (including expanding existing schemes). Work with transport operators (public buses, community transport and rail) to encourage co-ordinated transport solutions. Work with community transport operators (bus and car schemes) to ensure vehicles used contribute to the Council's aims for carbon reduction.
- Policy 36 – Road strategy – OCC only consider road capacity schemes after all other options have been explored. Where appropriate, adopt a decide and provide approach to manage and develop the county's road network. Assess opportunities for traffic reduction as part of any junction or road route improvement schemes. Require transport assessments accompanying planning applications for new development to follow the County Council's 'Implementing 'Decide & Provide': Requirements for Transport Assessments' document. Promote the use of the 'decide and provide' approach in planning policy development to support site assessment.

Oxfordshire County Council – New Parking Standards – 2022

3.3.7 OCC's new parking standards document outlines a revised approach and subsequent parking standards for new developments in Oxfordshire.

3.3.8 The standards set out the maximum car parking and minimum cycle parking standards. However, there are no specific standards provided for the land use.

3.3.9 Accessible parking bays should be within 50m of the sites entrance and marked with a British Standard Disabled Symbol.

3.3.10 A provision of a minimum of 25% total car parking spaces should have access to a charging point. This has been provided within the car parking proposals at the site.

Oxfordshire County Council – Transport for New Developments, Transport Assessments and Travel Plans (March 2014)

3.3.11 This document sets out the format and requirements of Transport Assessments and Travel Plans associated with new developments throughout Oxfordshire. The following details are expected to be provided:

- The extent and feasibility of the development access proposals, including plans showing any necessary highway improvements and the impact these and any additional traffic will have on the existing local environment;
- How the development can be accessed by walking, cycling, motor cycling, public transport, cars, service and delivery vehicles, and emergency services;
- How encouragement will be given to travel by walking and cycling within the development;
- Proposals for new public transport provisions and details of any facilities related to these;
- How future travel patterns will be monitored and reviewed, and
- Parking provisions to be made for cars, cycles and motorcycles.

The Cherwell Local Plan 2011 – 2031 Part 1 (July 2015)

3.3.12 Part one of the Cherwell Local Plan was adopted in July 2015 and sets out the long-term spatial vision for the district and contains policies to help deliver that vision.

3.3.13 The below policies are relevant to this development:

- Policy SLE 4: 'Improved Transport and Connections' states that the council will support sustainable locations for employment which encourage a modal shift. Development should facilitate the use of sustainable modes of transport and development that have a severe traffic impact will not be supported.

Cherwell Local Plan (November 1996)

3.3.14 There are saved policies from the Adopted Cherwell Local Plan 1996 which remain part of the statutory Development Plan. The saved policies have not been replaced by policies within the Adopted Cherwell Local Plan 2011-2031 (Part 1).

- Policy TR2 'Traffic Management and Highway Safety' states that developments should minimise conflict between vehicles and pedestrians, cyclists and people with restricted mobility through design.
- Policy TR5 'Parking and Servicing provision' states that developments should accommodate all facilities required for access, turning, servicing and parking provision within the site and minimise the visual impact of parking areas.

Kidlington Local Cycling and Walking Infrastructure Plan (LCWIP) 2021

3.3.15 The Local Cycle and Walking Infrastructure Plan (LCWIP) is a document that identifies the locals and types of improvements to the network in the area. The Kidlington Local Cycling and Walking Infrastructure Plan (LCWIP) comprises of the Kidlington and Gosford urban area and links to immediately surrounding villages of Hampton Poyle, Islip, Yarnton, Begbroke, Thrupp, Shipton-on-Cherwell and Bunkers Hill.

3.3.16 The plan sets out an overview for the delivery of cycle routes in the area. In proximity of the site the cycle routes include:

Langford Lane, Kidlington

- Along Langford Lane there are proposals for 20mph speed limit between junction with Banbury and roundabout junction with The Boulevard. Clear transition to off-road cycle infrastructure. All HGVs to route via the A44.
- A shared path to the west of the Boulevard to be 3.0m minimum junction with A44.
- Speed reduction to 30mph between Evenlode Close and the A44.

Banbury Road, Kidlington

- 3m minimum shared use path (cyclist and pedestrians) north of Langford Lane on the eastern side of the carriageway to continue to Shipton-on-Cherwell access.
- Development of a traffic-free route between Bunkers Hill and Shipton-on-Cherwell

3.3.17 As part of the consented development (planning application: 14/02067/OUT) east of the site within Oxford Technology Park, a 2.5m shared footway/cycleway is under construction along Langford Lane connecting the A44 / Langford Lane junction to the Langford Lane / The Boulevard junction. This will improve cyclist accessibility along the road between the A44 and the A4260.

4.0 Site Accessibility Credentials

4.1 Introduction

4.1.1 A key element of national, regional and local policy is to ensure that developments are located in areas where alternative modes of travel are available. It is important to ensure that developments are not isolated but are located close to complementary land uses, notwithstanding the secure nature of the development. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.

4.1.2 The accessibility of the proposed development is considered in this context for the following modes of travel:

- Pedestrian Accessibility;
- Accessibility by Cycle; and
- Accessibility by Public Transport.

4.2 Pedestrian Accessibility

4.2.1 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, and other local facilities. The Chartered Institution for Highways and Transportation (CIHT) document entitled 'Providing for Journeys on Foot' suggests walking distances which are relevant to this planning application. These are reproduced in Table 4.1.

Table 4-1 – CIHT Suggested Acceptable Walking Distances

Classification	Town Centres (m)	Commuting / School / Sightseeing (m)	Elsewhere / Local Services
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

4.2.2 An improved footway is now provided along the eastern carriageway on Evenlode Crescent since the refurbishment on the site. This is complemented by street lighting. Pedestrian connectivity within the vicinity of the site is considered to be of a satisfactory standard, comprising footways and lighting to the south, east and west of the junction with Langford Lane. This enables connectivity to the wider pedestrian network and local bus stops. Dropped kerbs are also provided at the appropriate crossing points to assist safe pedestrian movement along key desire lines in the local area.

4.2.3 The southern side of Langford Lane provides a well-lit and convenient connection for staff/visitors to reach local bus stops.

4.2.4 **Table 4.2** sets out local amenities located within walking distance of the site.

Table 4-2 - Local Amenities

Amenity	Walking Distance
Cygnet Nursery Kidlington	180m
Evenlode Crescent Bus Stop	250m

4.3 Accessibility by Cycling

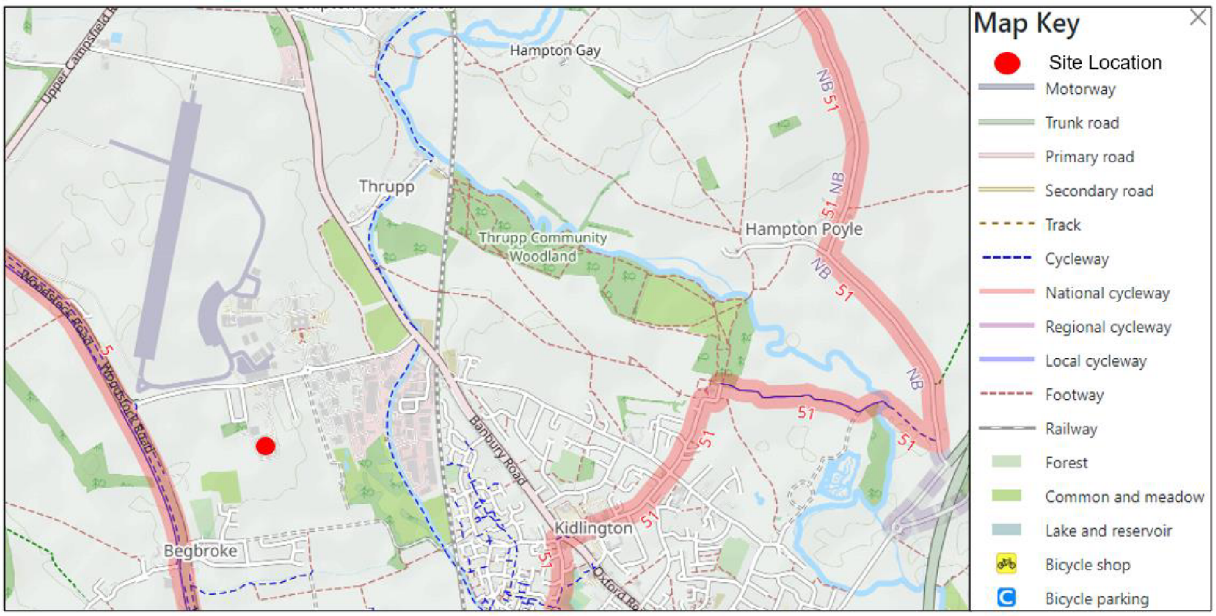
4.3.1 Cycling is an efficient and healthy way to travel. Cycling also provides a predictable arrival time which, depending on location, can be quicker than driving or using public transport, and is subject to fewer delays.

4.3.2 The local cycle network shows that the site is in close proximity to National Cycleway Route 5. The cycle route is situated along the A44 and provides a connection between Stratford-upon-Avon and Oxford. To the east of the site is national cycleway Route 51, located along the A406, which provides a connection between Bedford and Oxford.

4.3.3 We are aware of the proposed off-road cycle route to be located along Langford Lane and this will improve cyclists' connectivity to the site, with safe and segregated provision provided up until the site access.

4.3.4 **Figure 4.1** shows the location of the site in the context of the local cycle network.

Figure 4-1– Local Cycle Network



4.4 Accessibility by Public Transport

4.4.1 Guidance from the Chartered Institution of Highways and Transportation (CIHT) document 'Guidelines for Planning for Public Transport in Development' indicates that ideally, a bus stop should be located within 400m of a new development. In rural areas this is considered to be difficult to achieve, where 800m is considered to be the limit at which public transport would be considered to be accessible.

Bus Services

4.4.2 The nearest bus stops to the site are located along Langford Lane approximately 250m to the north of the site access and fall within the recommended walk distance. The bus stops are situated either side of Langford Lane are recognised by a bus flag, service information, and a raised kerb. The bus services provide access to connections to Kidlington, Oxford Parkway Railway Station and Oxford City Centre.

4.4.3 Other bus stops within the vicinity of the site are located at Oxford Airport approximately 1.1km to the north of the development and Langford Lane West on the A44 west of the development.

4.4.4 **Table 4.3** details the public and school bus services that call at these stops and associated frequencies.

Table 4-3 – Summary of Bus Service Frequencies

No.	Bus Stop Location	Route	Operator	Approximate Frequency (Minutes)		
				Mon – Fri	Sat	Sun
S3 Gold	A44	Oxford – Chipping Norton	Stagecoach	Every 15 – 30 minutes	30	30
S4 Gold	Oxford Airport	Oxford - Banbury	Stagecoach	Every 60 minutes	30	30
S7	Evenlode Crescent	Oxford Railway Station to Woodstock and Chipping Norton	Stagecoach	Every 30 mins	30	30

4.4.5 As part of the S106 agreement at the nearby Oxford Technology Park development, a bus stop is to be provided on the northbound section of the Boulevard. This will provide an additional local bus stop within walking distance from the site and allow for safer access with the need to cross fewer roads. This would positively benefit the future connectivity Campsfield IRC.

4.4.6 The new bus stop will help connect the local area with increased frequency and hours of operation of bus services between Oxford Airport / Langford Lane, Oxford City Centre and Oxford Parkway Station.

Railway Services

4.4.7 The nearest train station is Oxford Parkway Railway Station which is located 5 miles to the south of the site. Oxford Parkway Railway Station is served by Chiltern Railways providing direct services to London Marylebone and Oxford. **Table 4.4** shows the frequency of rail services in the network peak hours.

Table 4-4 – Summary of Train Service Frequencies

Direction	AM Peak (08:00-09:00)	PM Peak (17:00-18:00)
London Marylebone	3	2
Oxford	2	2

4.4.8 Oxford Parkway Railway Station can be accessed from the development and is a circa 15-minute bus ride from the closest bus stop located on Evenlode Crescent. Oxford Railway Station in the city centre can be accessed from the development in a circa 38-minute bus ride from the closest bus top on Evenlode Crescent.

4.5 Summary

4.5.1 It is considered that the site has a good level of accessibility by sustainable modes of transport. The surrounding area exhibits satisfactory levels of pedestrian infrastructure and there is an acceptable level of bus and train services.

4.5.2 The nearest railway station is Oxford Parkway, accessible in approximately a 15-minute bus journey. Buses serve the local bus stop on average between every 15-30 minutes.

4.5.3 Planned improvements to local cycling and pedestrian infrastructure will further increase the appeal of active modes of transport to reach Campsfield IRC.

5.0 Development Proposals

5.1 Introduction

5.1.1 This section of the report details the development proposals including access arrangements, proposed car parking provision, refuse collection and servicing.

5.2 Development Proposals

5.2.1 The Home Office will operate Campsfield IRC, with a main on-site operator responsible for the day-to-day operations at the site. The facility will accommodate approximately 400 residents once fully operational. The redevelopment of the IRC will be a mixture of refurbished and new-build accommodation, built to the latest standards, and will provide safe, secure and fit-for-purpose accommodation.

5.2.2 The facility was refurbished and reopened in December 2025 and comprises 160 beds for residents.

5.2.3 The proposed development consists of the erection of up to 11,500 sqm of new accommodation for 240 residents. The new accommodation will provide provision for accommodation blocks, care and specialist unit, gatehouse, visitors reception, interview rooms, administration, drivers' rest area, kitchen and faith rooms.

5.2.4 The proposed development will include an Escort Base which will be provided to the north of the IRC and be accessed via Evenlode Crescent. The Escort Base comprises of 47 staff car parking spaces, 10 escort vehicles, and 1 escorting van space.

5.2.5 The Escort Base will provide an operational hub where personnel handle the transport and security of individuals who are being transferred between facilities. An internal perimeter road is also proposed to support the day-to-day operation of the site.

5.3 Operating the Site

5.3.1 The site operates for 24 hours a day for 365 days per year. IRC staff members will work a shift pattern and will consist of operational staff, home office staff and NHS/medical staff. In addition, there will be staff associated with the escort unit.

5.3.2 

5.4 Site Layout

5.4.1 The site layout is shown in **Figure 5.1** and **Figure 5.2** below with the full version contained in **Appendix B**.

Figure 5-1 – Indicative Car Park Layout

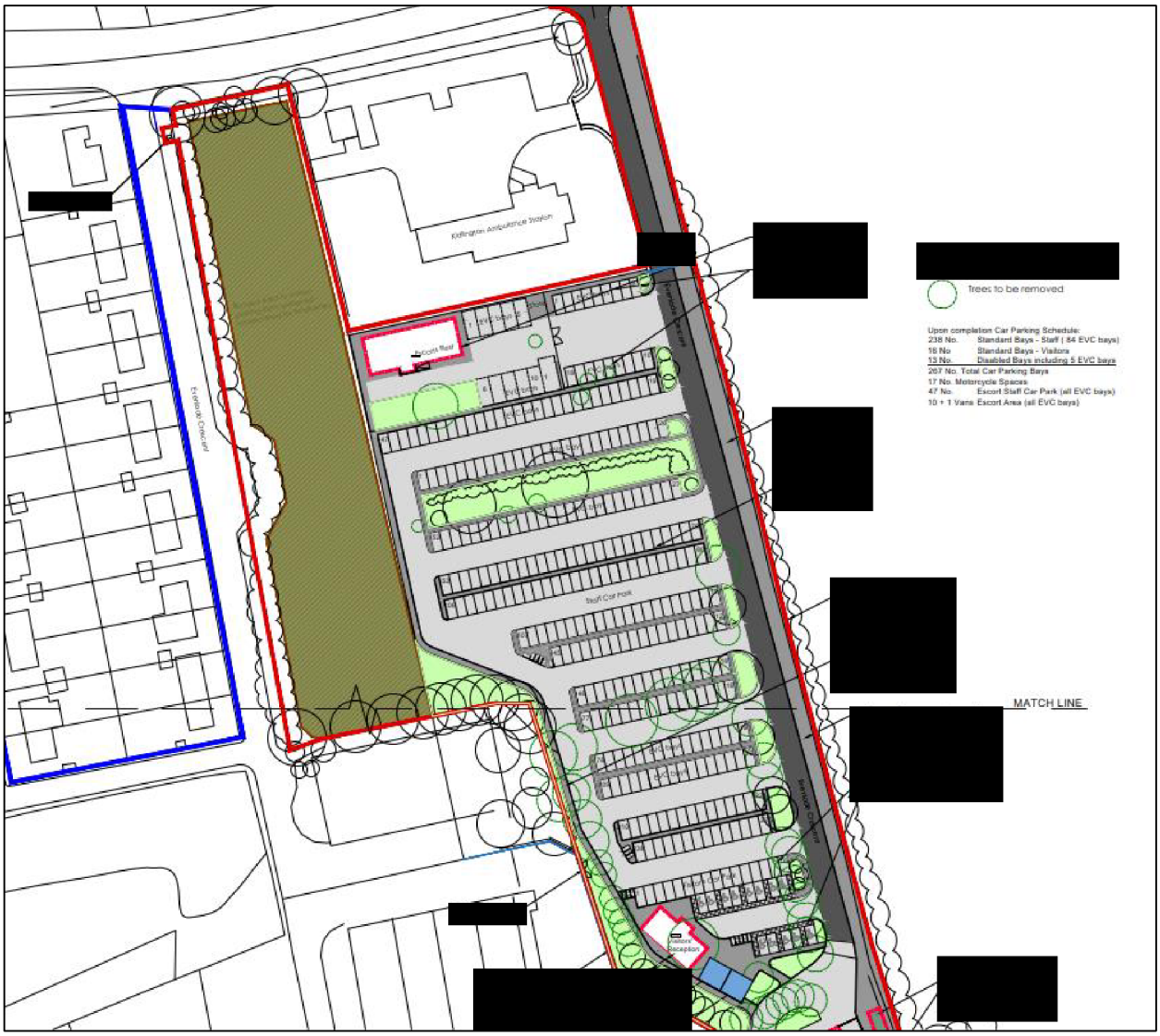
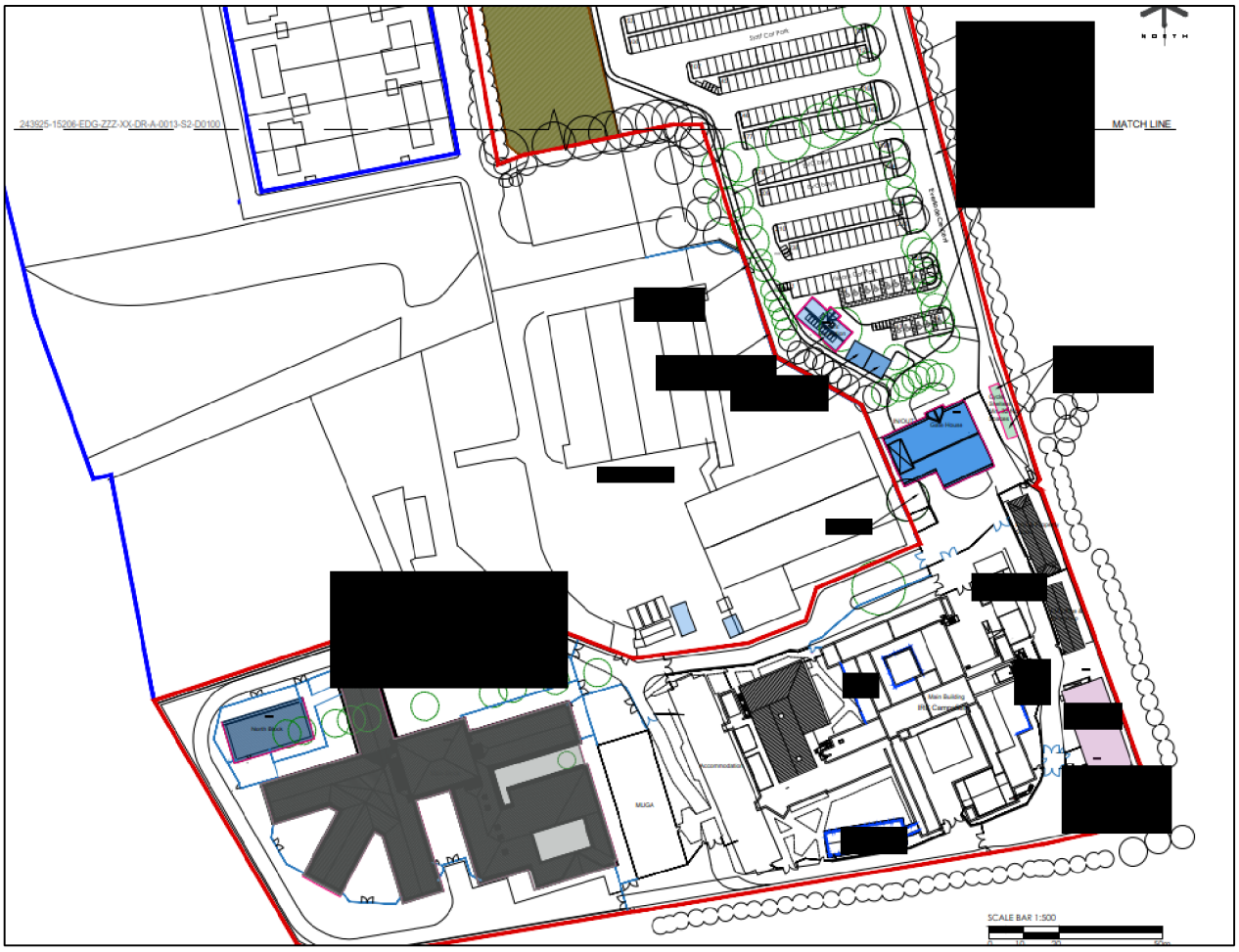


Figure 5-2 – Indicative Proposed Site Layout



5.5 Vehicle Access Arrangements

5.5.1 [redacted]

5.5.2 [redacted]

5.5.3 The types of vehicles expected to visit the site include:

- Cars associated with staff/visitors;
- Light vans;
- Coaches (ad hoc); and
- Refuse vehicles.

5.5.4 Vehicle swept path analysis drawings are provided at **Appendix C** for a bus and refuse vehicle accessing the site.

5.5.5 The Home Office have advised that based on similar sites, a maximum of 26 weekly deliveries will occur at the site with [redacted] This includes food deliveries, supplies and maintenance deliveries.

5.6 Pedestrian and Cyclists Access

5.6.1 Pedestrians will access through the main entrance from Evenlode Crescent. A pedestrian path is provided along Evenlode Crescent to provide a safe route through the site to access the site and visitors' reception.

5.6.2 All staff and visitors to the site will be required to report to the reception to sign in on arrival.

5.6.3 The proposed access arrangements are shown in the figure below:

Figure 5-3 – Access Arrangements

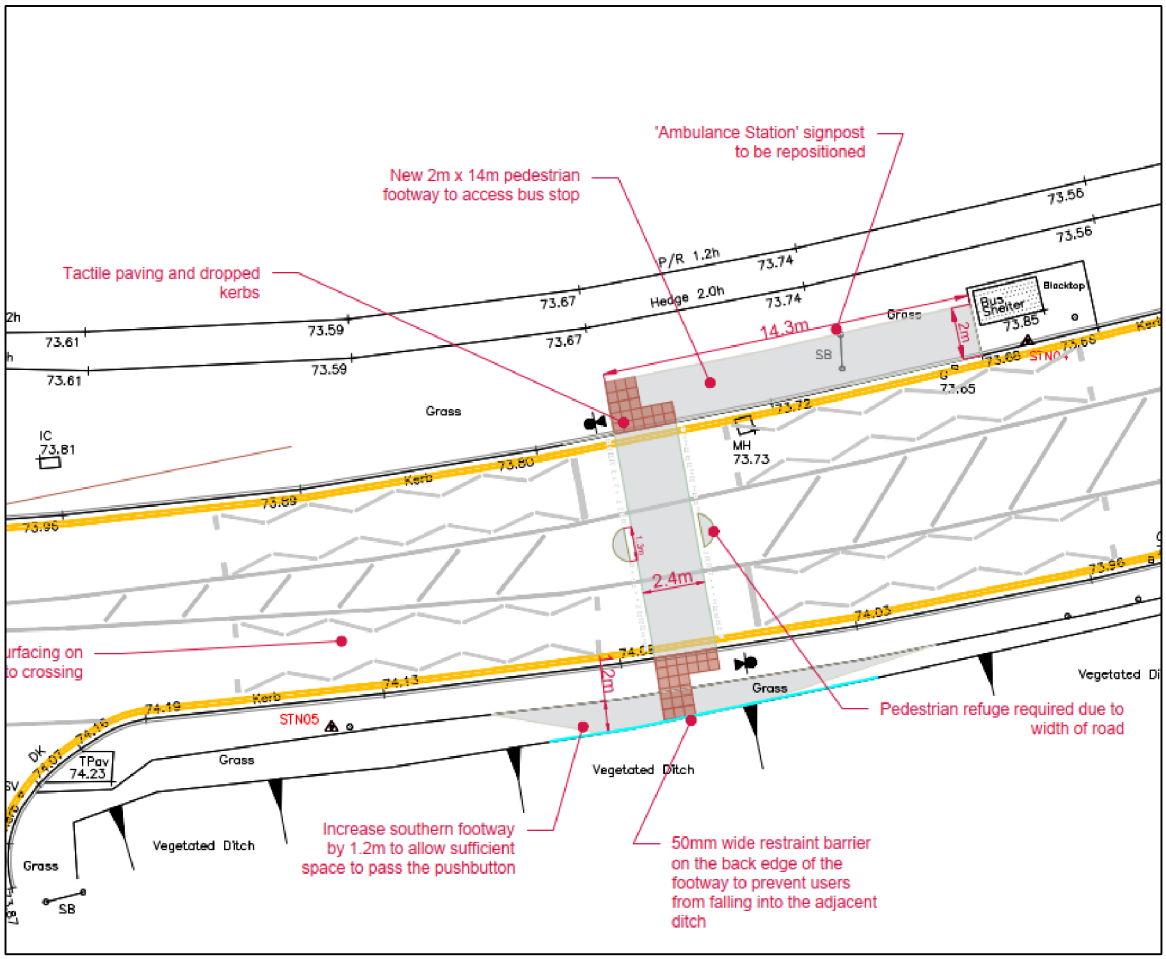
5.6.4 A new pedestrian crossing is proposed on Langford Lane to support sustainable travel options to/from the site. The proposed signalised pedestrian crossing will provide safe access to the eastbound bus stop and significantly improve the accessibility of the bus stop and access to the services available. The proposed pedestrian crossing is presented in **Figure 5.4** with the full drawing included in **Appendix D**.

5.6.5 A Stage 1 Road Safety Audit (RSA) was undertaken for the proposed crossing in February 2026 and can be found in **Appendix E** alongside the Designer's response prepared by Curtins.

5.6.6 The Stage 1 RSA identified two safety considerations. The first item raised the risk of the proximity of the ditch on the south side of the crossing for pedestrians. It is suggested a restraint barrier is provided and maintained. This has been incorporated into the proposed plan.

5.6.7 The second point raised related to the risk of speeding causing collisions. It is suggested that speed restraint measures are provided on Langford Lane approach to the crossing such as surface markings, a gateway feature or suitable warning signs. This has incorporated into the proposed plan and will be reviewed again within the next detailed design stage.

Figure 5-4 – Proposed Langford Lane Pedestrian Crossing



5.7 Visitor Access

5.7.1 Visitors will access the site through the main entrance. Visitors will be able to visit the site during a period of 10 hours per day. Exact timings will be determined by the operator once appointed. There will be a booking system in place so visitors will be allocated slots in advance to ensure not all visitors arrive at the same point each day. Daily visitors at the site will be capped up to 20 per day.

5.8 Visitor Management

5.8.1 Visitors will book in advance and proceed to the gate upon arrival at the IRC.

5.8.2 In the past, the site has seen activity by protestors. If a protestor approaches the security barrier, they will not have a booked appointment and so will not be given access into the secure boundary of the site.

5.8.3 Protests tend to be arranged in advance and tend not to involve a large number of attendees and are typically peaceful. Currently, protests affecting the existing IRCs are predictable as they occur in a regular cycle, and/or law enforcement partners alert detention services of any planning/advertising of forthcoming protests.

5.9 Cycle Parking

5.9.1 Cycle parking policy guidance is not provided for IRC's. However, the proposed cycle parking provision has been discussed with OCC and no concerns have been raised.

5.9.2 Cycling parking is provided within close proximity of the site entrance, within the car park. A total of 41 cycle parking spaces are provided in a secure cycle store for both staff and visitors.

5.9.3 The cycle and car parking arrangements are shown in **Figure 5.5**.

5.10 Car Parking

5.10.1 The car park at the site is to be reconfigured, with the creation of an additional car park for staff and visitors reflecting the site's increased capacity.

5.10.2 Car parking spaces will be split into the following:

- 238 staff spaces in car park
- 16 visitor spaces
- 13 blue badge spaces
- 17 motorcycle spaces
- 25% Electric Vehicle Charging
- Total = 267 car parking spaces.

5.10.3 In addition to staff parking, the Escort Base provided to the north-west of the site has capacity for 10 operational vehicles including three larger vans and three smaller vans.

5.10.4 Escort Base spaces are set out below:

- Provision between 18 - 47 escort staff bays spaces
- 10 spaces for escort vehicles and 1 for escorting vehicles
- Total = 57 parking spaces

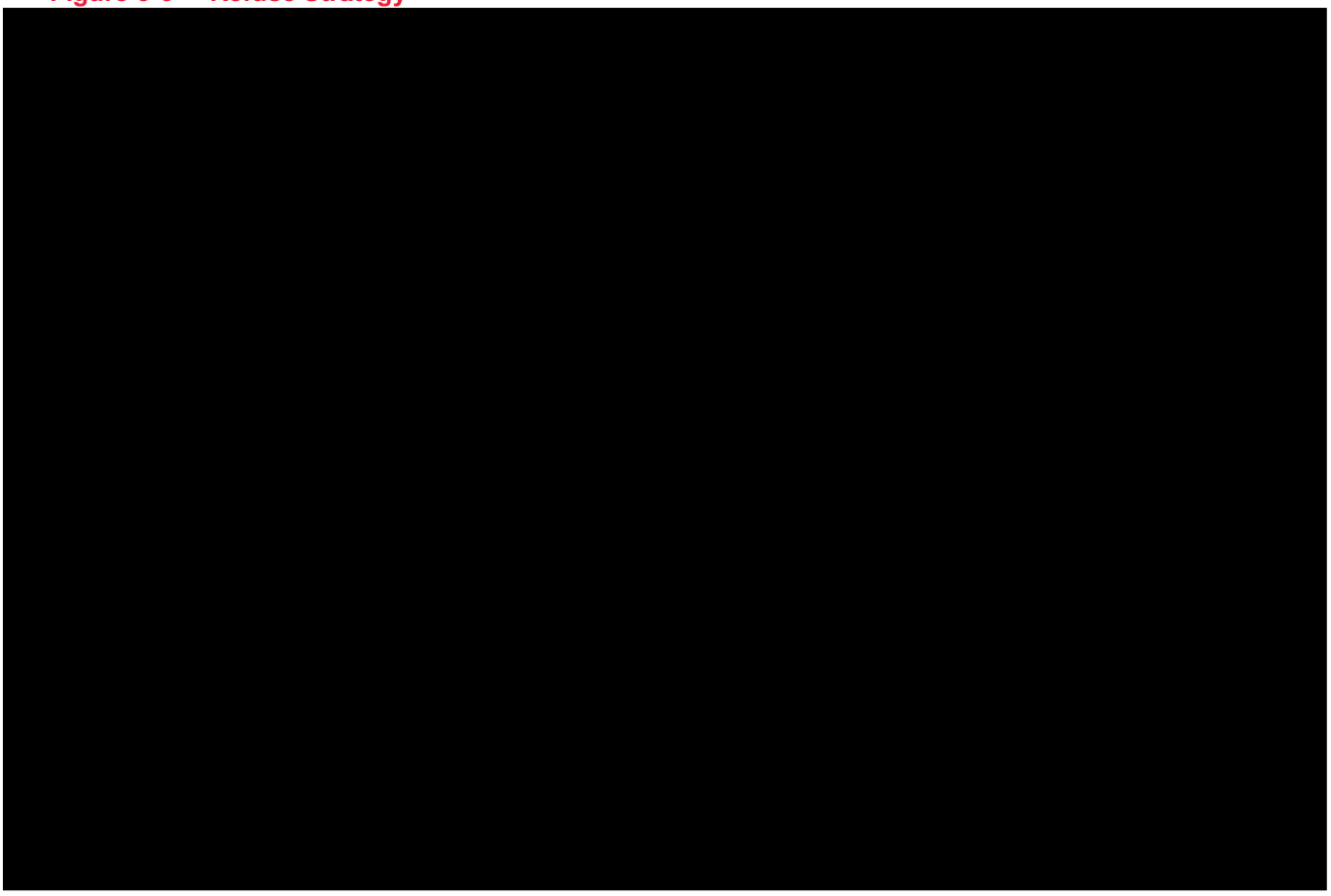
5.10.5 17 motorcycle parking spaces are also provided.

5.11 Refuse Collection

5.11.1 [redacted] There will be two compactors, including one for general waste and one for recyclables. The waste collection frequencies will be confirmed by the main on-site operator.. Refuse tracking is shown in **Appendix C**.

5.11.2 [redacted]

Figure 5-6 – Refuse Strategy



6.0 Trip Generation

6.1 Introduction

6.1.1 This section of the report assesses the impact of the development on the local highway network, with an emphasis on the network peak hours.

6.2 Existing Site

6.3 Escort Base Staff Trip Generation

[redacted]

[redacted]

6.4 Visitor Trip Generation

6.4.1 The average amount of visitors expected daily is expected to be 10-20 persons. There are facilities on-site to support Zoom calls, reducing the need for visitors to physically travel to the site.

6.4.2 Visitors will have to book their visit at least 24-hours in advance. This provides the operator a degree of control, dictating how many people arrive and at what times.

6.4.3 For a robust assessment, it has been assumed that all visitors to the site would arrive / depart via vehicle. For the purposes of this assessment, we have assessed 10% of visitors (approximately 2 people) arriving and departing the site within the peak hours.

6.4.4 The proposed visitor trip generation is presented in **Table 6.5**.

Table 6-5 - Existing Visitor Trip Generation

Travel Mode	Mode Split	AM (08:00 – 09:00)			PM (17:00 – 18:00)			Daily
		In	Out	Total	In	Out	Total	
Car	100%	2	2	4	2	2	4	40

6.5 Detained Persons Trip Generation

6.5.1 Detained persons will enter and leave the site by secure transport. The only exception is when someone is being discharged and their family are collecting them. In this instance, they will leave through the pedestrian access.

[redacted]

6.5.4 It is understood that detained person arrivals and discharges could take place anytime throughout a 24-hour period. [redacted]

6.5.5 In some instances, coaches may be used to transfer detained persons. These instances will be the exception as opposed to the rule.

6.5.6 

6.5.7

6.5.8

6.5.9

6.6 Proposed Trip Generation

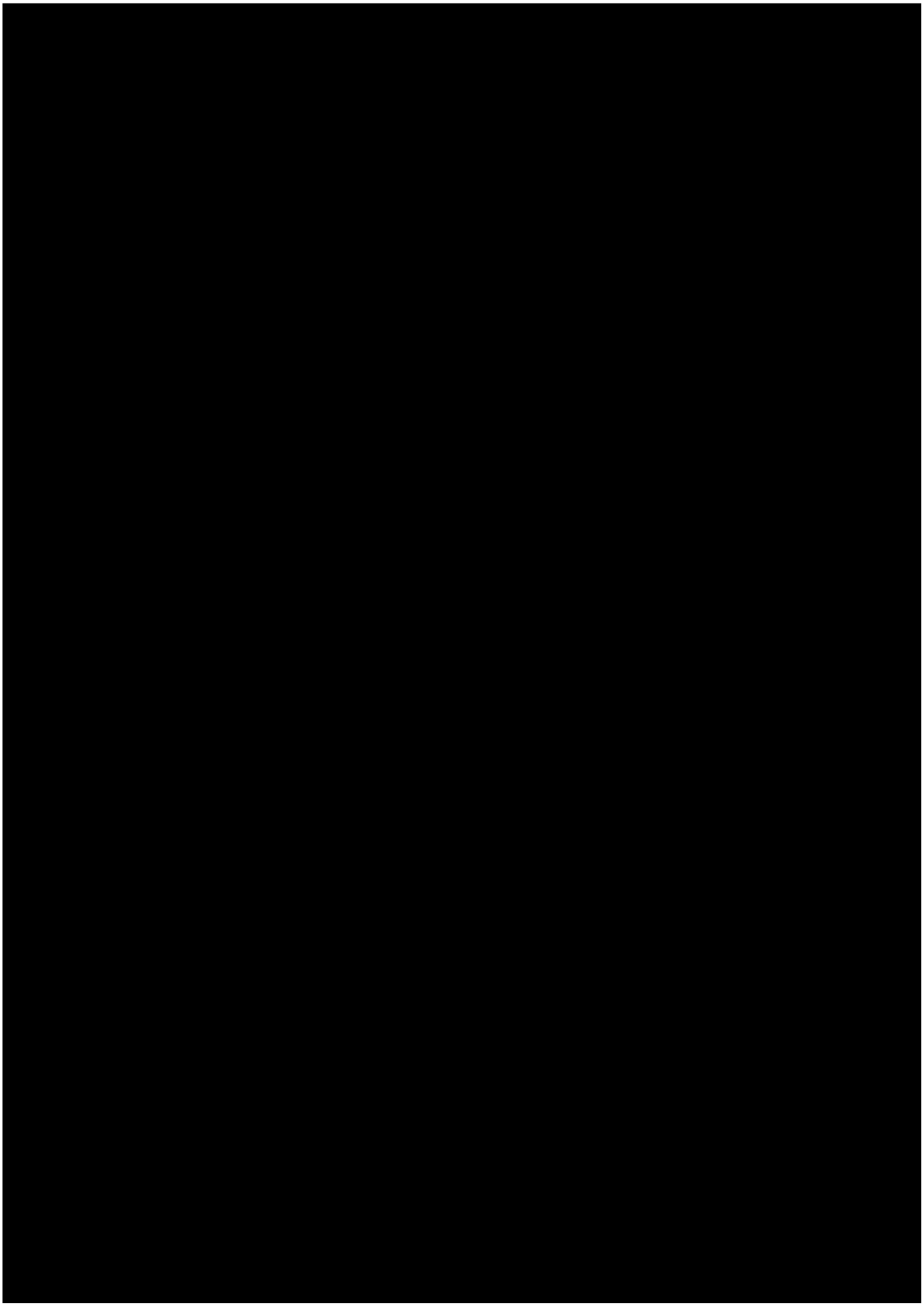
6.6.1 The proposed trip generation is based upon the following uplift in staff and visitors.

6.6.2

6.6.3

6.6.4

6.6.5



6.6.6 [redacted]

6.7 Escort Base Staff Trip Generation

6.7.1 [redacted]

6.7.2 The proposed trip generation is set out below.

[redacted]

6.8 Visitor Trip Generation

6.8.1 The same assumptions and information as presented for existing situation have been used for the uplift. 10% of visitors (approximately 2 people) are assumed to arrive and depart the site within the peak hours.

6.8.2 The proposed visitor trip generation is presented in **Table 6.12**.

Table 6-12 - Proposed Visitor Trip Generation

Travel Mode	Mode Split	AM (08:00 – 09:00)			PM (17:00 – 18:00)			Daily
		In	Out	Total	In	Out	Total	
Car	100%	2	2	4	2	2	4	40

6.9

[redacted]

6.9.1

6.9.2

6.9.3

6.9.4

6.9.5

6.9.6

6.10 Total Proposed Trip Generation

6.10.1 The total proposed trip generation when the expanded site is operational and combined with the existing trips is presented in **Table 6.15**.

7.0 Highway Impact Assessment

7.1 Introduction

7.1.1 This section of the report examines the potential impact from the proposed development on the local highway network.

7.2 Car Parking Accumulation

7.2.1 A total of 314 car parking spaces are proposed to support Campsfield IRC. As discussed in Section 5, this is broken into the following provision:

7.2.2 Car parking spaces will be split into the following:

- 238 staff spaces in car park
- 16 visitor spaces
- 13 blue badge spaces
- Minimum of 18 and up to 47 Escort staff spaces

7.2.3 [redacted]

7.2.4

7.2.5 The outcome of this assessment is provided in **Appendix F**. The peak car parking accumulation is calculated as being 258 spaces and demonstrates that there is sufficient car parking capacity at the site to ensure that there would not be an impact or overspill on the local highway network.

7.2.6 [redacted]

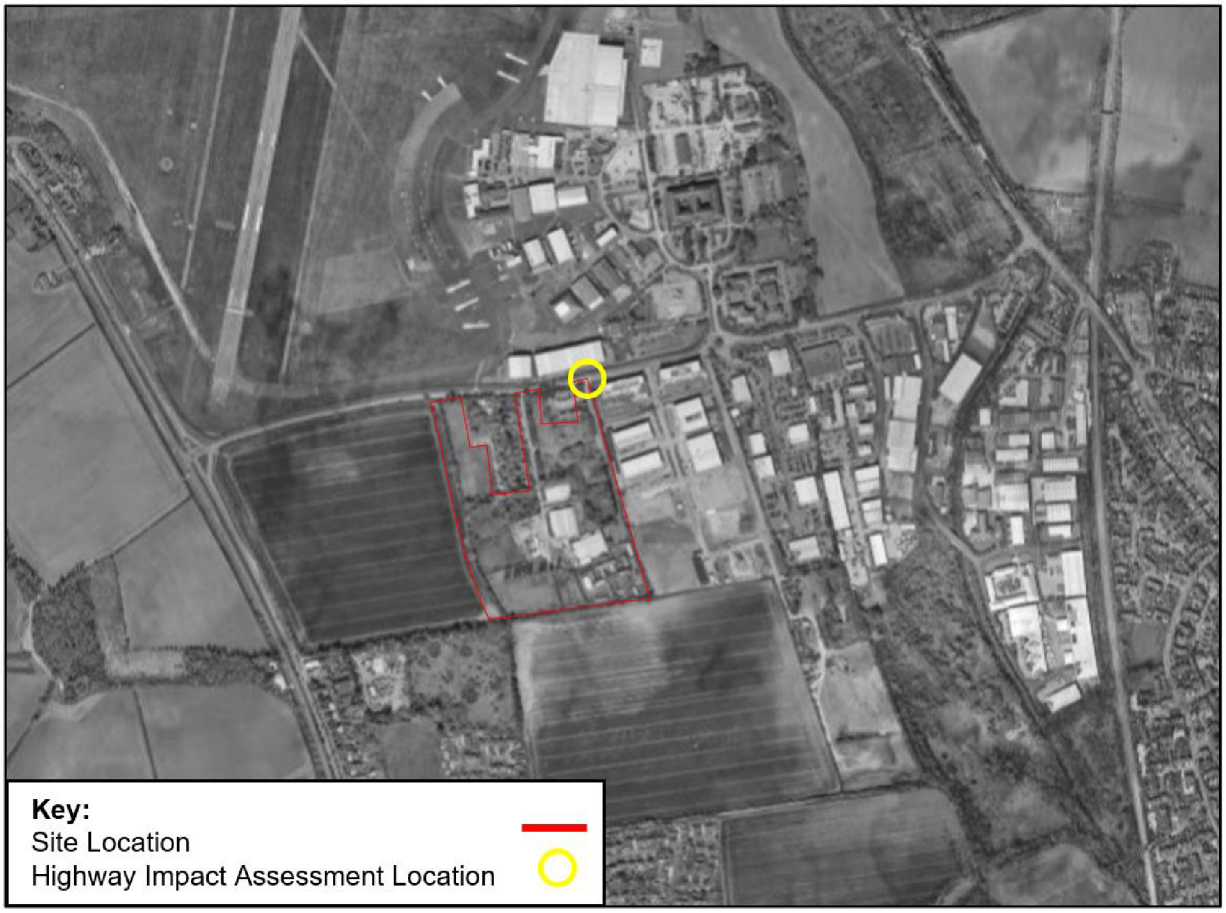
7.2.7 It is important that an element of additional car parking capacity is provided at the site to support additional staff growth in the future. The political ask of the Estate has shifted with the Illegal Migration Act and with assisting the Immigration Detention Estate. Subsequently, the Home Office has upstaffed across most areas to handle the changing nature of this work. [redacted]

7.3 Highway Network Area

7.3.1 The following junction has been assessed in proximity to the site:

- Langford Lane / Evenlode Crescent

Figure 7-1 – Highway Impact Assessment Locations



7.4 Proposed Distribution

7.4.1 The total proposed trip generation has been applied to the existing traffic surveys conducted for the Langford Lane / Site access junction in November 2023.

7.4.2 The traffic flows at the site have been distributed in line with an already consented scheme to the east of the site (planning application: 24/00305/ADV).

7.4.3 Based on this, within the AM peak, 45.8% of inbound development trips are likely to turn left from Langford Lane to Evenlode Crescent into the site. Whilst the inbound development trips from vehicles travelling eastbound along Langford Lane and turning right into the site would equate to 54.2%.

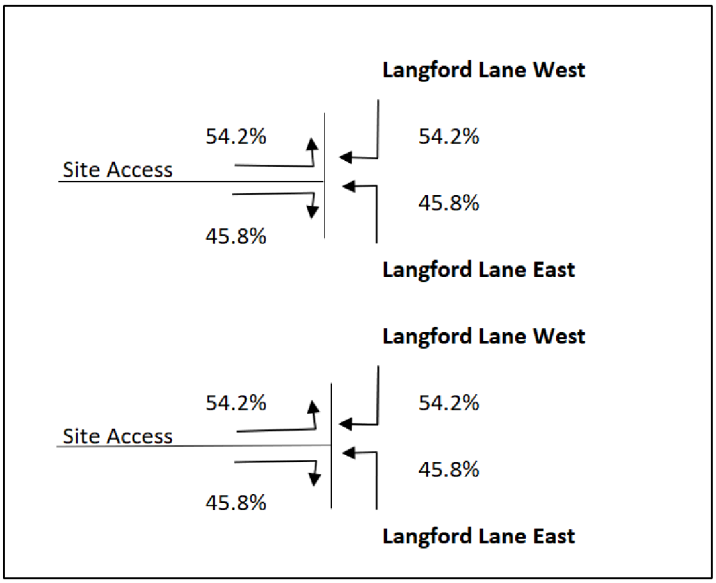
7.4.4 Those exiting the site during the AM peak would be distributed at 54.2% turning left onto Langford Lane and 45.8% turning right onto Langford Lane.

7.4.5 Within the PM peak period, 45.8% will enter the development from Langford Lane East. A further 54.2% will enter the site from Langford Lane West

7.4.6 The outbound distribution in the PM peak period will be 45.8% turning east onto Langford Lane and 54.2% will be turning west.

7.4.7 This is shown in **Figure 7.2**.

Figure 7-2 – Traffic Distribution



7.5 Assessment Scenarios

7.5.1 The junction within the study area has been assessed against the following scenarios:

1. 2023 Baseline;
2. 2027 Do Nothing (2023 Base + Existing + Committed Dev); and
3. 2027 Do Something (Do Nothing + Proposed).

7.5.2 The accompanying traffic flow diagrams produced for the assessment are included in **Appendix G**.

7.5.3 Since the traffic surveys have been collected, Campsfield IRC has become operational. On that basis, the trips associated with the existing site have been added to the 2027 Do Nothing scenario.

7.5.4 Committed development in the area has been considered and added to both the 'Do Nothing' and 'Do Something' scenarios. This includes traffic associated with Oxford Technology Park (ref: 14/02067/PUT) and Land Southwest of Begbroke (ref: 23/02098/OUT).

7.6 Evenlode Crescent / Langford Lane Junction

7.6.1 The Evenlode Crescent / Langford Lane junction has been assessed using the PICADY module of Junctions 9. PICADY results refer to the Ratio of Flow to Capacity (RFC) and maximum queue length

predicted on each arm of the junction. An RFC of 1.00 indicates that the arm in question is operating at its theoretical capacity, whilst an RFC of 0.85 or less indicates that the arm is operating within its practical capacity.

7.6.2 **Table 7.1** summarises the PICADY results with the full model outputs provided at **Appendix G** at the end of the report.

Table 7-1 – PICADY Results: Evenlode Crescent / Langford Lane Junction (2023 Baseline)

Arm	AM Peak		PM Peak	
	RFC	Queue	RFC	Queue
Evenlode Crescent	0.08	0.1	0.16	0.2
Langford Lane	0.01	0.0	0.01	0.0

7.6.3 **Table 7.1** shows that the Evenlode Crescent arm operates well within capacity [redacted] with 92% residual capacity during the AM and an 84% residual capacity in the PM peak. Langford Lane is also operating well within capacity with 99%-100% residual capacity in both peak periods. A comparison of the observed queues indicates that the above results are representative of the current operation.

Junction Impact

7.6.4 The results of the PICADY assessment for all scenarios is summarised in **Table 7.2**, whilst the full output report is provided at **Appendix H**.

Table 7-2 – PICADY Results: Evenlode Crescent / Langford Lane

Arm	AM Peak		PM Peak	
	RFC	Queue	RFC	Queue
2023 Baseline				
Evenlode Crescent	0.08	0.1	0.16	0.2
Langford Lane	0.01	0.0	0.02	0.0
Do Nothing 2027 (Baseline + Existing + Committed Dev)				
Evenlode Crescent	0.14	0.2	0.50	1.1
Langford Lane	0.11	0.1	0.03	0.0
Do Something 2027 (Baseline + Existing + Committed Dev + Proposed Development)				
Evenlode Crescent	0.17	0.2	0.72	2.6
Langford Lane	0.17	0.2	0.03	0.0

7.6.5 The results demonstrate that the Langford Lane/Evenlode Crescent junction has sufficient capacity to accommodate all the traffic movements associated with the proposed development. In the worst-case scenario 'do something 2027' there is a minimum of 84% residual capacity in the AM peak and 28% residual capacity in the PM peak. Therefore, on the above basis, it is considered that the proposed development traffic will not be severe at this junction.

7.7 Summary

7.7.1 This level of impact is considered to be insignificant and well within the daily variation that could be expected in traffic flows. The modelling work completed for Evenlode Crescent / Langford Lane Junction demonstrates that the development proposals would have a negligible impact on the operation on the local highways network.

8.0 Summary & Conclusion

8.1 Summary

8.1.1 This Transport Assessment (TA) has been produced by Curtins on behalf of the Home Office ('the applicant') in support of the planning submission for the expansion of the Campsfield Immigration Removal Centre (IRC), Kidlington, OX5 1RE ('the site').

8.1.2 The proposed development site is located approximately 1.5km to the north-west of Kidlington. The site is situated in a predominantly light industrial area.

8.1.3 The proposed development is for the expansion of the site to provide accommodation for an additional 240 residents with associated services for healthcare, visitors, interview rooms, administration, drivers rest area, kitchen and faith areas. The proposals also include an Escort Base with associated operational parking and staff car parking for the day to day running of the escort area.

8.1.4 Cherwell District Council are the local planning authority and Oxfordshire County Council are the local highways authority.

8.1.5 It is considered the site has a good level of accessibility by sustainable modes of transport. The surrounding area exhibits satisfactory levels of pedestrian infrastructure and there is an acceptable number of public transport opportunities which provide connections to surrounding areas. The proximity of local services and opportunities to use public transport is a positive benefit for the site.

8.1.6 The proposed scheme retains the main point of access from Evenlode Crescent [redacted]

8.1.7 Pedestrians will access through the main point of access from Evenlode Crescent. An off-street footpath has been provided along Evenlode Crescent to provide a safe route through the site. All staff and visitors to the site will be required to report to the reception to sign in on arrival.

8.1.8 There will be a rearrangement of existing car parking and the creation of additional car park for staff and visitors. The car parking spaces is split into 238 staff spaces, 16 visitor spaces and 47 escort spaces. The peak car parking accumulation is calculated as being 258 spaces and demonstrates that there is sufficient car parking capacity at the site to ensure that there would not be an impact on the local highway network.

8.1.9 [redacted] The modelling work completed for Evenlode Crescent / Langford Lane Junction has shown that the development proposals would have a negligible impact on the operation on the local highway network.

8.2 Conclusions

8.2.1 It is concluded that the proposed redevelopment is in accordance with the NPPF, which is in favour of sustainable development and advises that 'development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe'.

8.2.2 In light of the evidence presented within this report, it is considered that the development's transport impacts cannot be regarded as severe in the context of the NPPF. Therefore, the local Highway Authority should be able to recommend approval of the planning application.