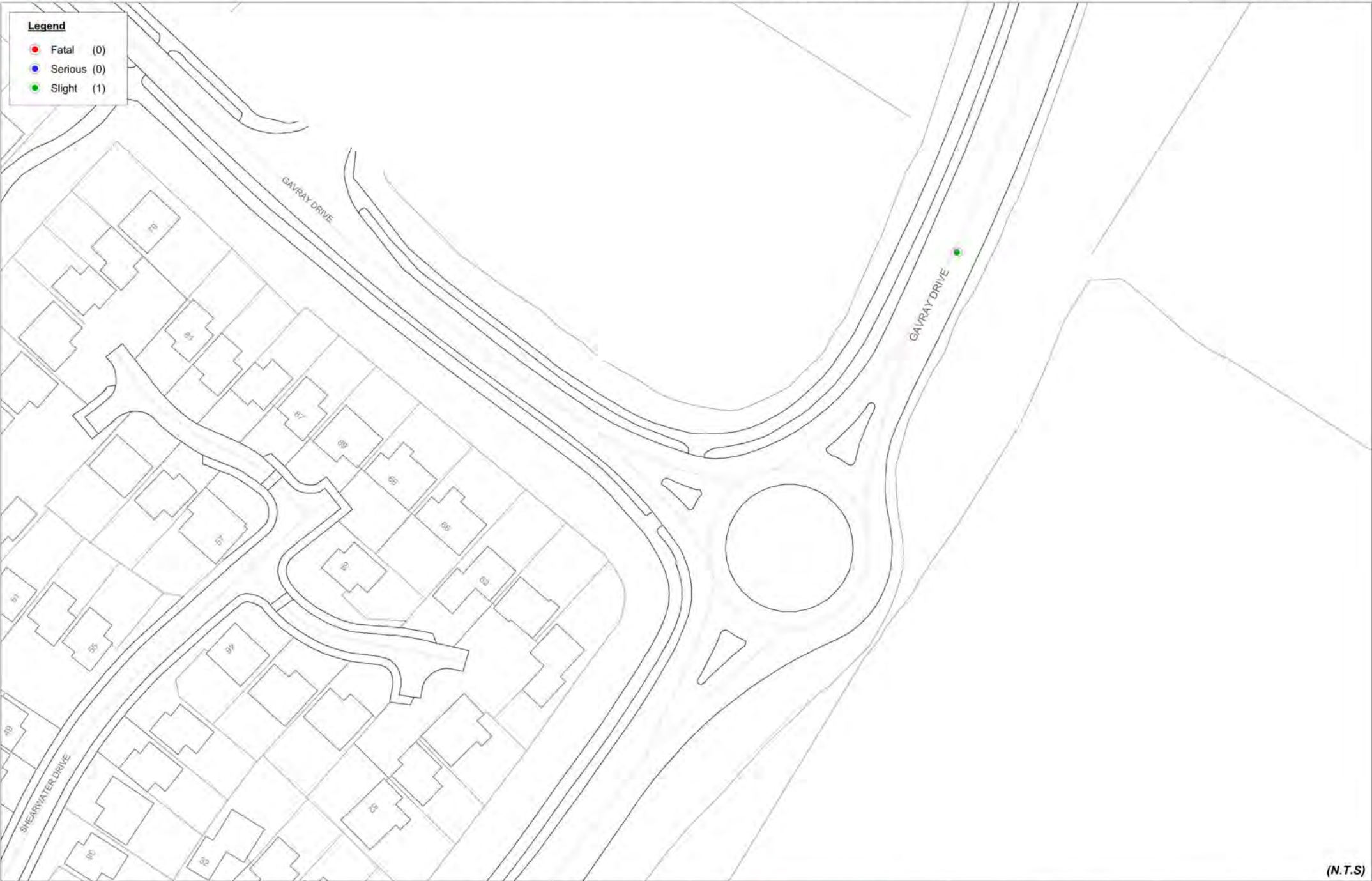


NOTES

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH PLAN DRAWINGS 14-033-002 TO 005 AND CROSS SECTIONAL DRAWING 14-033-006.

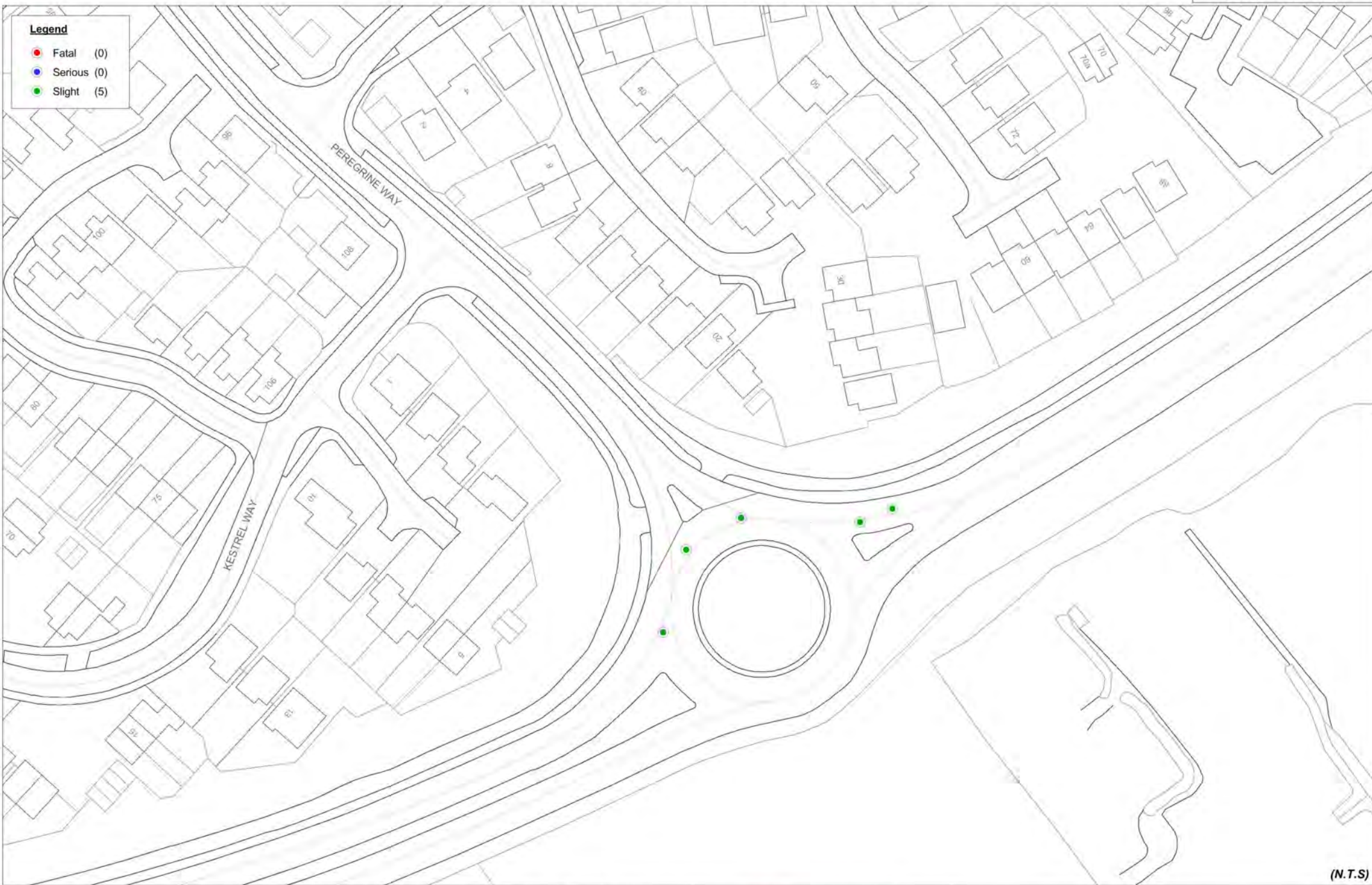
<p>Odyssey Markides          Elizabeth House          50, Park Road          Bicester, Oxfordshire          OX26 2EJ          Tel: 01295 242444          Fax: 01295 242445          E: enquiry@odyssey-markides.com          W: www.odyssey-markides.com</p>	
<p>Job Title: GAVRAY DRIVE, BICESTER</p>	
<p>Drawing Title: SITE ACCESS</p>	
<p>Client: GALLAGHER ESTATES</p>	
Scale: 1:500 @ A3	Date: 27/04/2015
Drawn: DCP	Checked: AS
Approved: JB	Design: DCP
Job No: 14-033	Drawing No: 14-033/009
Rev: B	



(N.T.S)

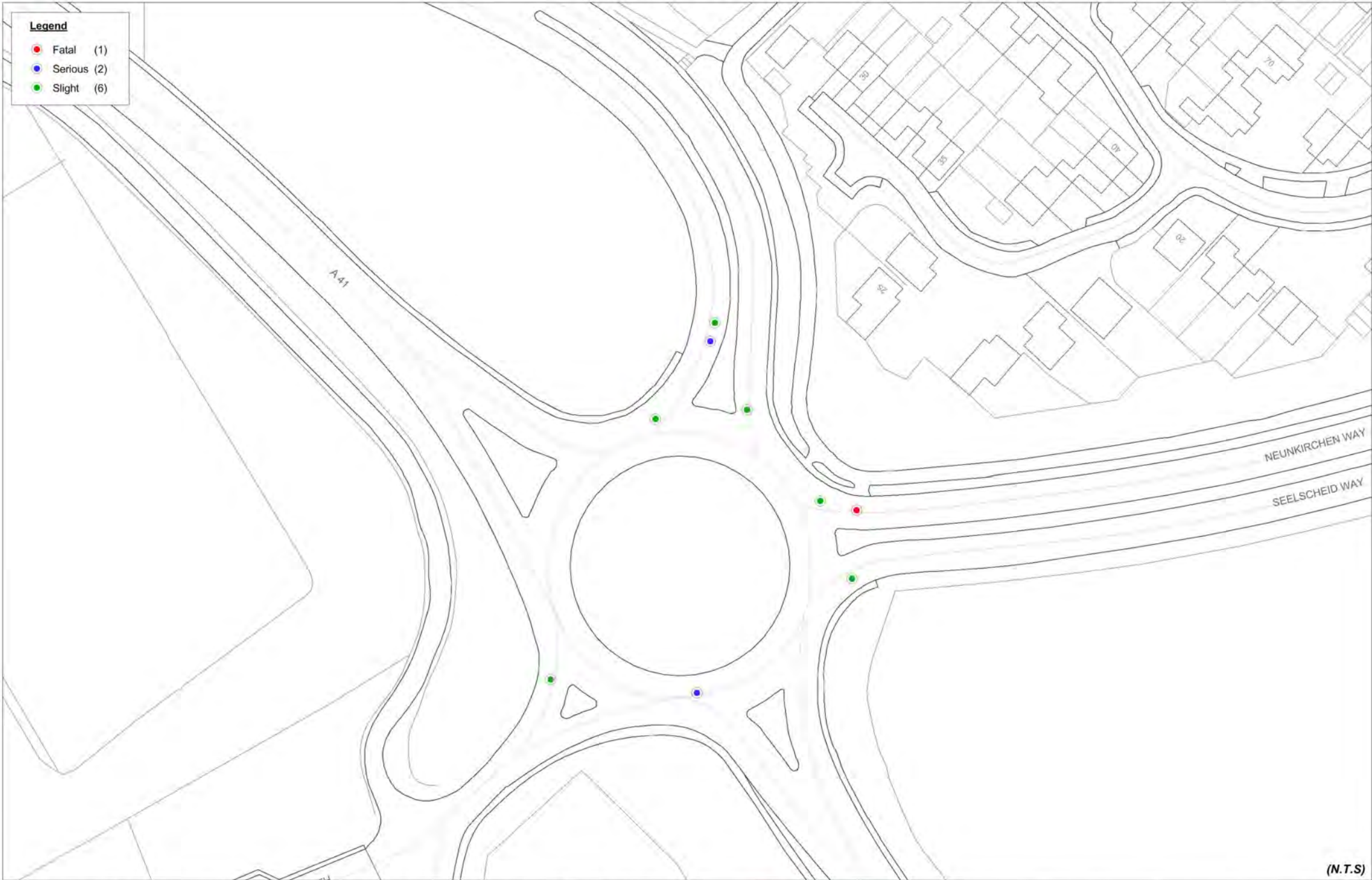


(N.T.S)



**Legend**

- Fatal (1)
- Serious (2)
- Slight (6)



(N.T.S)

# Technical Notes



## Gavray Drive, Bicester

Project No. 17167-01

27 November 2017

Client **GALLAGHER ESTATES LIMITED**

Author Konstantina Solomou

Authorised Jenny Baker

---

### 1. INTRODUCTION

- 1.1 A Transport Assessment (TA) for the proposed residential development of 180 dwellings and public open space on land to the north of Gavray Drive, Bicester had previously been prepared by Odyssey Markides. The TA was submitted as part of a planning application on behalf of Gallagher Estates Limited in May 2015 (Ref: 15/00837/OUT).
- 1.2 Cherwell District Council determined, at the 15<sup>th</sup> June 2017 Planning Committee, that the application should be refused. The Council concluded that the proposed development 'was in conflict with the Development Plan', although it should be noted that there were no highway related matters associated with the refusal decision.
- 1.3 Gallagher Estates Limited have launched an appeal against the Council's decision. However, due to the delay in taking the scheme to Committee, the conditions under the TA and ES, that were produced some time ago, have changed; Therefore, Gallagher Estates have commissioned Markides Associates (MA) to update the TA.
- 1.4 On the 13<sup>th</sup> October 2017, a meeting was held at Oxfordshire County Council (OCC) between MA and OCC to discuss and agree how the assessment work should be approached. It was agreed that the assessments should be carried out for the design years of 2021 and 2026 for both peak periods using as baseline flows from Bicester SATURN model. It was also agreed that the assessment should include some traffic going into Langford Village to reflect the trips that are associated with school drop-offs and visiting the shops in the area, something that was missing from the previous TA.
- 1.5 The aim of this Technical Note is to describe the assumptions that have been made regarding the development traffic distribution for agreement with OCC.

### 2. METHODOLOGY

#### Introduction

- 2.1 In order to assess the impact of the development proposals on the local transport network, it is necessary to estimate the number of peak hour vehicular trips that will be generated by the scale of development and the distribution profile of these movements.

- 2.2 The generated trips have been taken from the previous submitted TA as there is no change in terms of the type, scale and location of the development.
- 2.3 The trip distribution profile has been reviewed to consider the traffic that goes to the Langford Village for educational or shopping purposes.

### Vehicular Trip Generation

- 2.4 As described in the previous TA, the analysis adopted trip rates from the TRICS database. Further description of the adopted methodology can be found in the previously submitted TA. These were found acceptable by OCC and it is therefore proposed that the same trip rates are applied in the updated assessments.
- 2.5 **Table 2.1** shows the trip generation from the proposed development (180 residential units) and the additional trips that would be generated with the delivery of a further 120 residential units on the land parcel to the east which would result in a total of 300 unit across the Wider Site, reflecting the allocation within the Local Plan.

**Table 2.1 Anticipated Vehicular Trip Generation**

Location	Allocation	AM Peak			PM Peak		
		IN	OUT	TOTAL	IN	OUT	TOTAL
The Site (180 units)	Private	40	51	91	51	46	98
	Affordable	10	18	28	20	14	34
	Total	50	69	119	71	60	131
Eastern Land Parcel (120 units)	Private	27	34	61	34	31	65
	Affordable	7	12	19	14	9	23
	Total	34	46	80	48	40	88
Total (Wider Site Allocation 300 units)	Private	67	85	152	85	77	163
	Affordable	17	30	47	34	23	56
	Total	84	115	199	119	100	219

- 2.6 **Table 2.1** shows that the Site is anticipated to generate a total of 119 two-way vehicular movements during the AM peak and 131 two-way vehicular movements during the PM peak.
- 2.7 When added to the allocated scale of development for the Wider Site, the total trip generation is anticipated to be 199 two-way vehicular movements during the AM peak and 219 two-way vehicular movements during the PM peak.

### Vehicular Trip Distribution

- 2.8 Reference has been made to 2011 Census data to determine the predicted trip distribution for the proposed residential development. Through referencing “Location of usual residence and place of work by method of travel to work” at the Mid Super Output Area (MSOA) level, information has been obtained for the locations where people normally work. This has been undertaken for the “Cherwell 015” MSOA area that covers the Site and south-west of it which is an existing residential area and therefore provides a representative guide for travel to work patterns.
- 2.9 Subsequently, reference has been made to journey planning software to provide an assessment of the likely routes used by drivers for vehicle-based trips in travelling from Gavray Drive to their place of work.

2.10 It has been assumed that all trips the A4421 to access the site, **Table 2.2** below summarises the predicted vehicular trip distribution during the peak hours.

**Table 2.2 Vehicular Trip Distribution Based on Census Journey to Work Data**

Road	Distribution
Charbridge Lane	25.83%
A41 South	10.36%
A41 North	62.97%
London Road	0.84%
<b>Total</b>	<b>100%</b>

2.11 These distribution results are presented on **Figure 2.1** towards the rear of this report.

2.12 Before applying the trip distribution percentages to the development traffic, further assumptions have been made regarding the trips that are associated with school and shopping purposes towards Langford Village.

2.13 The best way to estimate those trips is to assume that before reaching their final destination, a certain percentage of the trips shown on **Figure 2.1** visit the Langford Village for the above-mentioned purposes.

#### **Trips Accessing Langford Village**

2.14 Langford Village is a residential area that includes a primary school and local shops. Trips associated with the new development into the Langford Village during the peak periods are only likely to relate to school drop-offs or with visiting the local shops. In order to estimate education and retail visits from the site to Langford Village it is necessary to examine trip purpose information from the National Travel Survey. **Table 2.3** shows the percentage of trips undertaken during the peak hours of the day for each purpose as they were derived from the Statistics for Trip Purpose “NTS0502 Table”.

**Table 2.3 Trip start time by trip purpose (Monday to Friday): England, 2011/15-NTS0502**

Start Time	Commuting	Business	Education	Escort Education	Shopping	Other work, other escort and personal business	Visiting friends/entertainment/sport	Holiday/Day trip/Other
<b>0800-0900</b>	22%	3%	29%	21%	4%	14%	3%	3%
<b>1700-1800</b>	34%	4%	3%	2%	12%	20%	19%	6%

2.15 As **Table 2.3** shows that 25% and 14% of the people in UK travel for escort education and shopping purposes during the AM and PM peak respectively. It has further been assumed that 75% of development trips are going to the school and shops at Langford Village (as the second closest school and a larger supermarket store are located about 4km far from the site) as part of their wider journey.



2.16 To distribute the trips that visit Langford Village the following assumptions have been made:

- Traffic that would otherwise be exiting Gavray Drive to the north is assumed to turn south, right into Peregrine Way priority junction, left out of the Peregrine Way priority junction and then continues northwards along Wretchwick Way;
- Traffic that would otherwise be continuing south on Wretchwick Way turns right into the Peregrine Way priority junction and right out at the Peregrine Way roundabout before continuing southwards; and
- The reverse assumptions are made for vehicle heading towards the site.

2.17 **Figure 2.2** presents the results of the above assumptions with the traffic flows distributed on the links.

2.18 These final percentages have been applied to the proposed development traffic. Subsequently, **Figures 2.3-2.6** present the predicted traffic generation distributed throughout the assessed local road network for the Weekday AM and PM peak hours for 180 and 300 residential units.

### 3. SUMMARY AND CONCLUSIONS

3.1 In summary, it is proposed:

- The residential trip rates used in the TA supporting the planning application are applied for this updating exercise;
- The 2011 Census Journey to Work Data for Cherwell 015 is used to estimate the wider distribution of traffic associated with the proposals; and
- National Travel Survey data relating to escort education and retail trips in the peak periods is used to estimate how much traffic would access Langford Village as a stage in part of its longer journey.

3.2 The resultant traffic flow estimates are presented in **Figures 2.3 to 2.6** and it is requested that OCC review these and respond on their appropriateness for assessing the impact of the proposed development.

## FIGURES

Figure 2.1 – DISTRIBUTION PROFILE

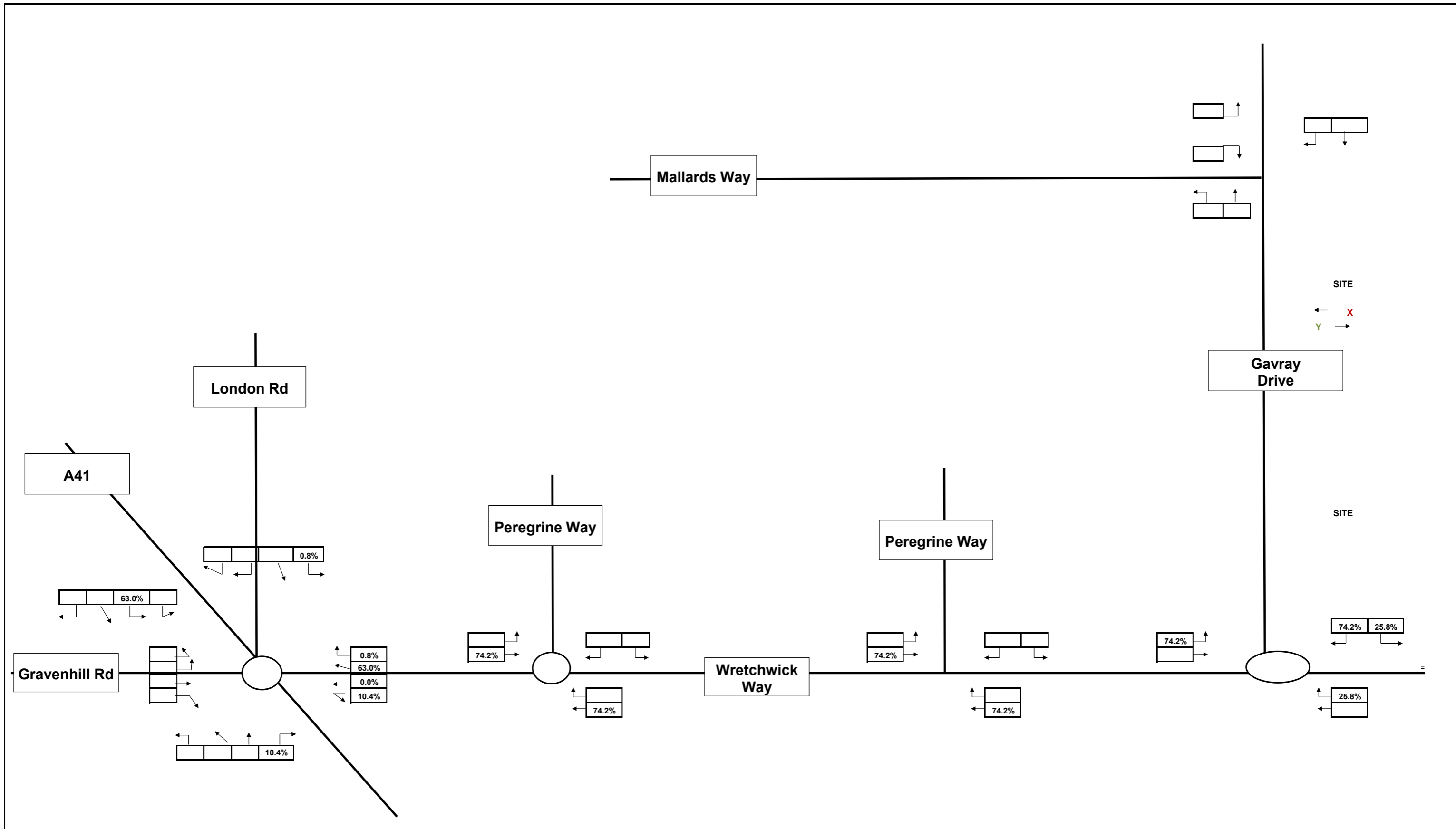
Figure 2.2 –DISTRIBUTION PROFILE WITH ASSUMPTIONS

Figure 2.3 – AM PEAK TRIP GENERATION-300 UNITS

Figure 2.4 – PM PEAK TRIP GENERATION-300 UNITS

Figure 2.5 - AM PEAK TRIP GENERATION-180 UNITS

Figure 2.6 – PM PEAK TRIP GENERATION-180 UNITS



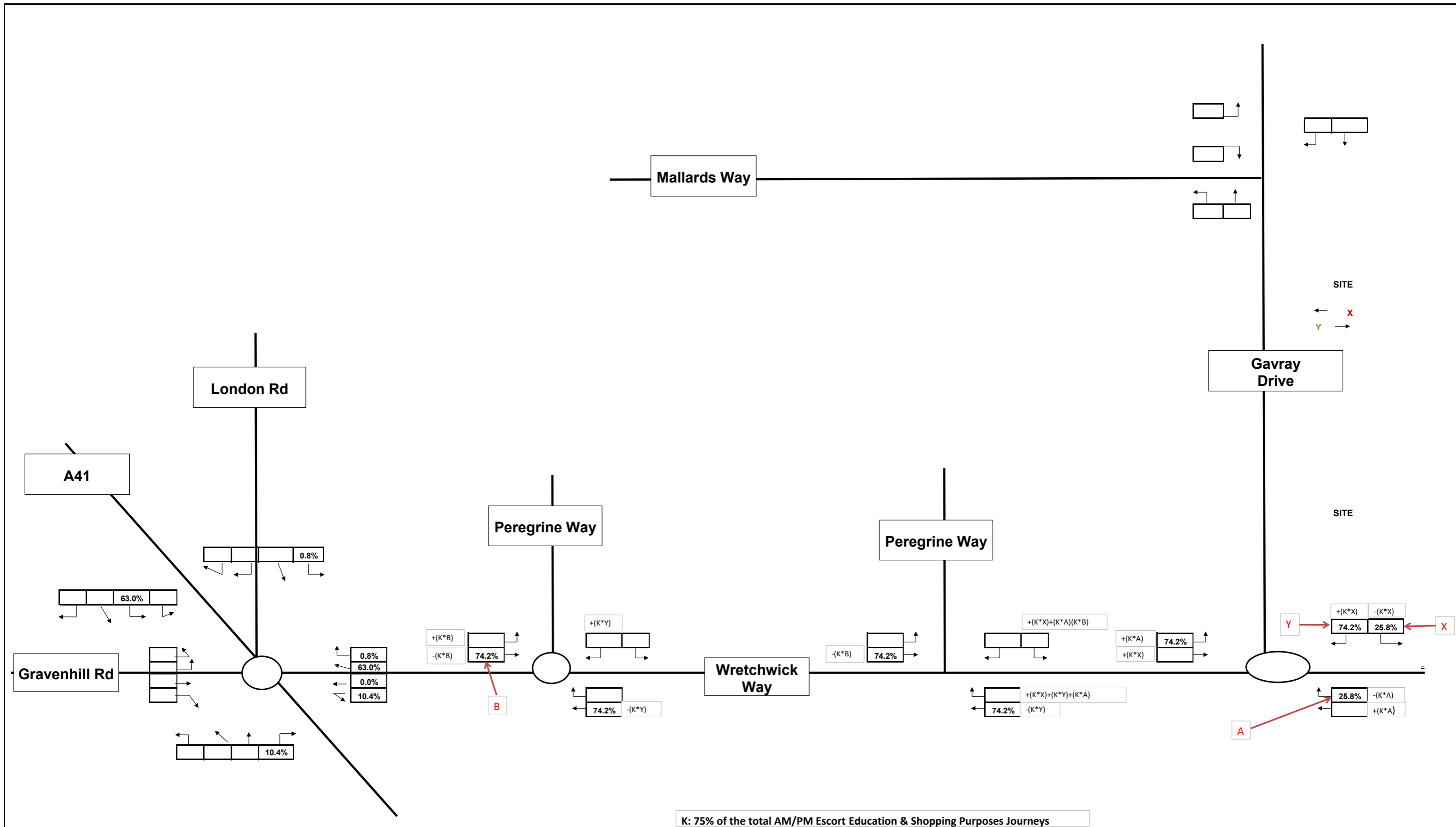
Notes

Job Title:	<b>GAVRAY DRIVE, BICESTER</b>	Drawing No:	<b>FIGURE 2.1</b>	Job No:	<b>17-167</b>
Drawing Title:	<b>DISTRIBUTION PROFILE</b>	Client:	<b>GALLAGHER ESTATES</b>	Date:	<b>20/11/2017</b>

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W: www.markidesassociates.co.uk



Notes

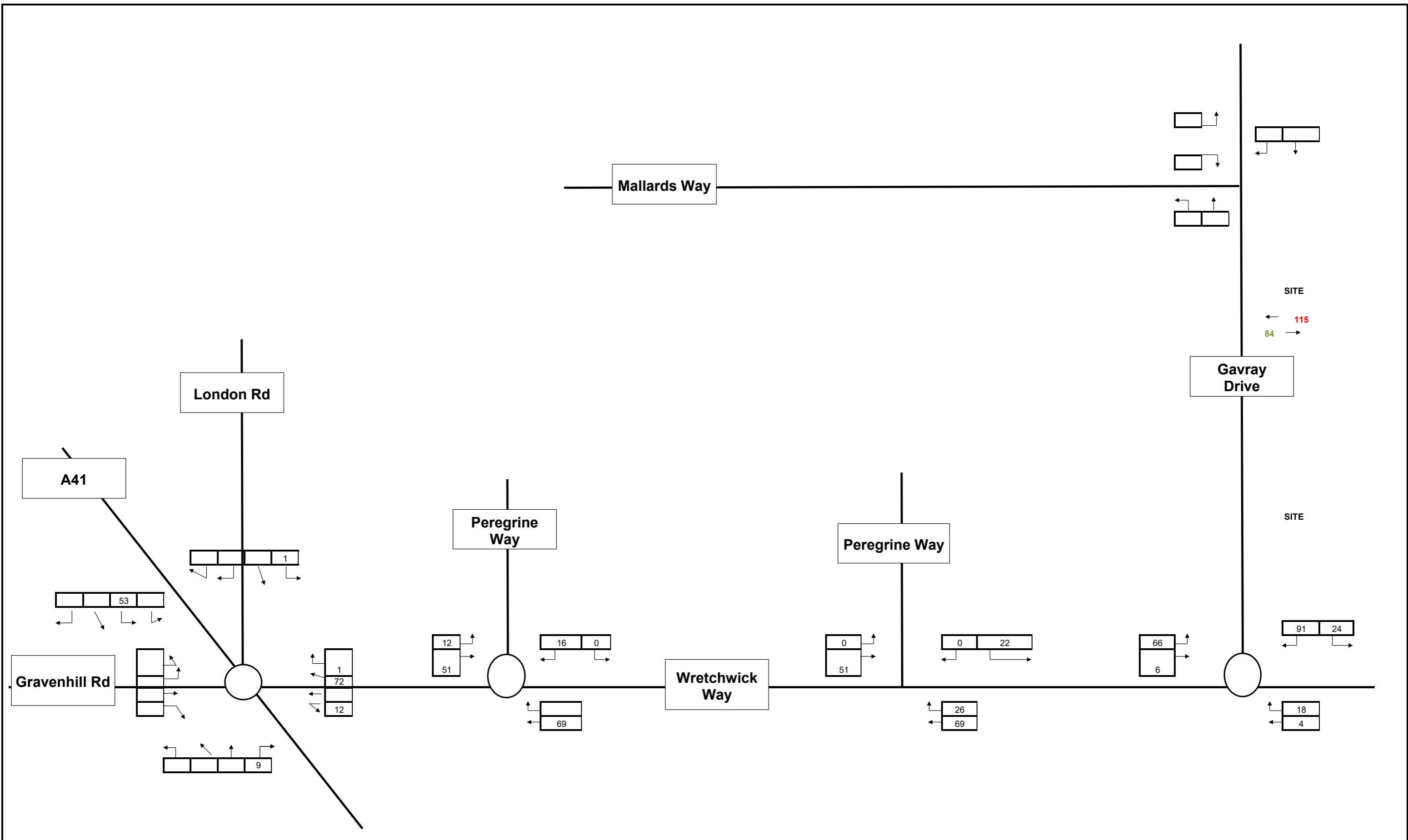
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<b>GAVRAY DRIVE, BICESTER</b>	<b>FIGURE 2.2</b>	<b>17-167</b>
Drawing Title:	Client:	Date:
<b>DISTRIBUTION PROFILE WITH ASSUMPTIONS</b>	<b>GALLAGHER ESTATES</b>	<b>20/11/2017</b>



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Notes

Job Title:  
**GAVRAY DRIVE, BICESTER**

Drawing Title:  
**AM PEAK TRIP GENERATION-300 UNITS**

Drawing No:  
**FIGURE 2.3**

Client:  
**GALLAGHER ESTATES**

Job No:  
**17-167**

Date:  
**20/11/2017**

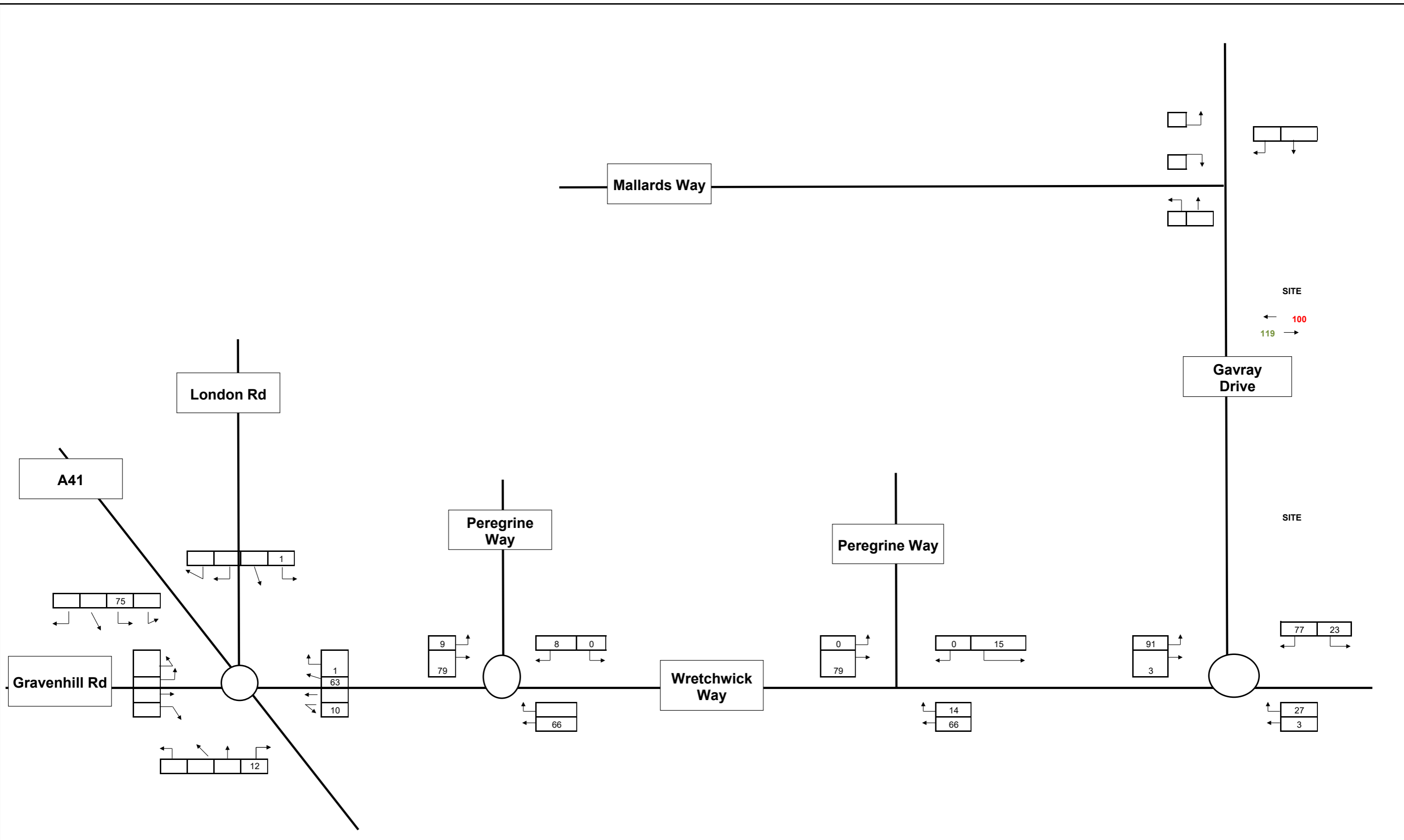


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Notes

Job Title:  
**GAVRAY DRIVE, BICESTER**

Drawing Title:  
**PM PEAK TRIP GENERATION-300 UNITS**

Drawing No:  
**FIGURE 2.4**

Client:  
**GALLAGHER ESTATES**

Job No:  
**17-167**

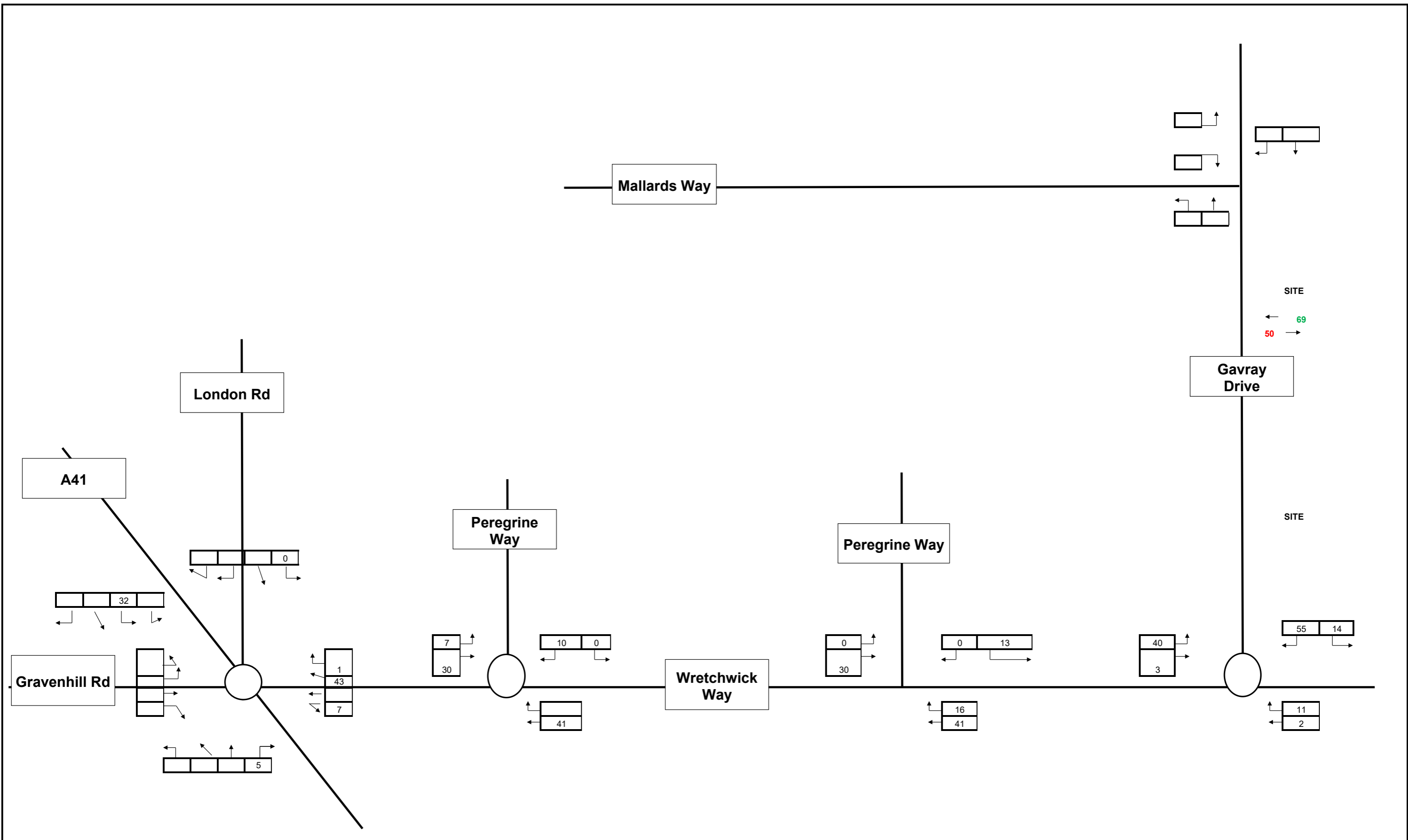
Date:  
**20/11/2017**

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Notes

Job Title:	<b>GAVRAY DRIVE, BICESTER</b>
Drawing Title:	<b>AM PEAK TRIP GENERATION -180 UNITS</b>

Drawing No:	<b>FIGURE 2.5</b>
Client:	<b>GALLAGHER ESTATES</b>

Job No:	<b>17-167</b>
Date:	<b>20/11/2017</b>

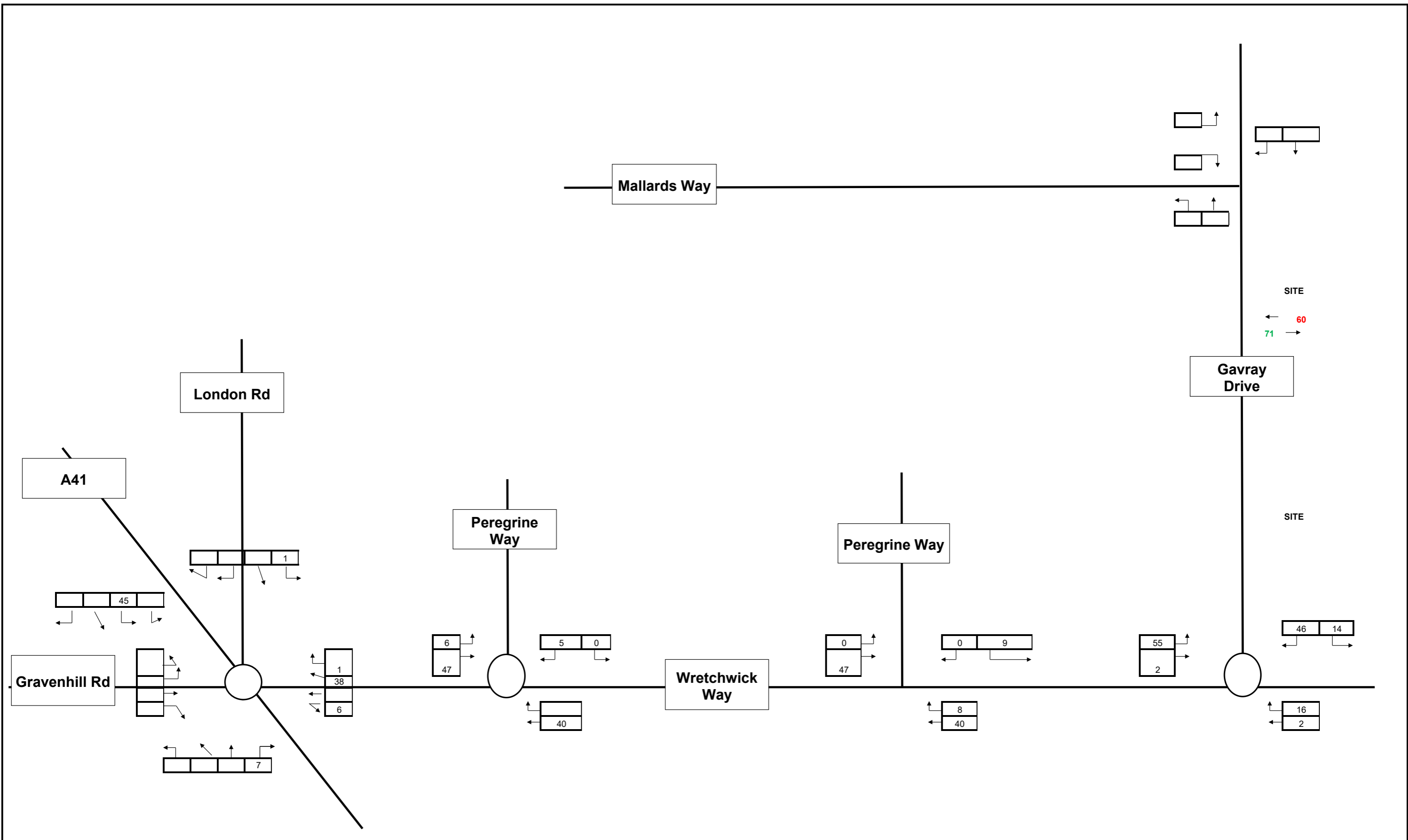


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Notes

Job Title:	<b>GAVRAY DRIVE, BICESTER</b>
Drawing Title:	<b>PM PEAK TRIP GENERATION -180 UNITS</b>

Drawing No:	<b>FIGURE 2.6</b>
Client:	<b>GALLAGHER ESTATES</b>

Job No:	<b>17-167</b>
Date:	<b>20/11/2017</b>



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## Jenny Baker

---

**From:** Jenny Baker  
**Sent:** 07 December 2017 15:13  
**To:** 'White, Joy - E&E'  
**Cc:** Smith, Benjamin - E&E; Cox, Jacqui - E&E  
**Subject:** RE: Gavray Drive, Bicester

Thanks for coming back to me on this, Joy. So we're OK to assume improvements.

With regard to the inclusion of Gavray Drive in the DM scenario, would the easiest way for us to address this be to treat the SATURN Do Minimum scenario as our 'with development' situation and then subtract off our assumed traffic generation / distribution as shown in the note we submitted?

If you are happy with that approach then we can go forward with obtaining the flows from Jacqui.

Kind regards

**Jenny Baker**

Director



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---

**From:** White, Joy - E&E [mailto:Joy.White@Oxfordshire.gov.uk]  
**Sent:** 07 December 2017 14:38  
**To:** Jenny Baker <jenny@markidesassociates.co.uk>  
**Cc:** Smith, Benjamin - E&E <Benjamin.Smith@Oxfordshire.gov.uk>; Cox, Jacqui - E&E <Jacqui.Cox@Oxfordshire.gov.uk>  
**Subject:** FW: Gavray Drive, Bicester

Hi Jenny

I attach the Bicester Model Uncertainty log, which shows that the SE Link Road and E Corridor improvements are assumed not to be in in 2021 or 2026. Ben has pointed out that the Do Minimum scenario includes 300 homes at Gavray Drive from 2021 so this will need to be addressed.

Kind regards

Joy

---

**From:** Jenny Baker [<mailto:jenny@markidesassociates.co.uk>]  
**Sent:** 30 November 2017 17:09  
**To:** Cox, Jacqui - E&E  
**Cc:** Smith, Benjamin - E&E; White, Joy - E&E  
**Subject:** RE: Gavray Drive, Bicester

Thanks for coming back so quickly Jacqui. I can confirm that the fee is acceptable.

Joy, are you comfortable that we work on the basis that there is no south-east road link in place and no improvements on the eastern corridor for the purposes of our modelling? Within the TA we've assumed that the signalisation of the Rodney House Roundabout takes place in the future year scenarios as that is a requirement of a committed development scheme (Graven Hill).

Kind regards

**Jenny Baker**

Director



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---

**From:** Cox, Jacqui - E&E [<mailto:Jacqui.Cox@Oxfordshire.gov.uk>]  
**Sent:** 30 November 2017 16:02  
**To:** Jenny Baker <[jenny@markidesassociates.co.uk](mailto:jenny@markidesassociates.co.uk)>  
**Cc:** Smith, Benjamin - E&E <[Benjamin.Smith@Oxfordshire.gov.uk](mailto:Benjamin.Smith@Oxfordshire.gov.uk)>; White, Joy - E&E <[Joy.White@Oxfordshire.gov.uk](mailto:Joy.White@Oxfordshire.gov.uk)>  
**Subject:** RE: Gavray Drive, Bicester

Hi Jenny

The cost for extracting this data based on the junctions you set out below and the 2021 and 2026 models, would be £306 (this includes 20% which we take towards maintenance of the model). WYG would invoice us for the data and in turn we would invoice Markides.

They need us to confirm what you want in the Do Minimum in terms of schemes. For other data requirements in these interim years we have assumed no south east perimeter road and no capacity improvements along the eastern corridor on the basis that these don't have confirmed funding allocated to them to ensure delivery in that timescale. Please can you confirm that this is the run you want the SATURN model data from. I can then get a timescale from WYG.

Kind regards

*Jacqui*

**Jacqui Cox** (Mrs)  
Cherwell Locality Lead (interim)  
Localities, Policies & Programmes  
Communities  
Oxfordshire County Council

07919 298304

---

**From:** Jenny Baker [<mailto:jenny@markidesassociates.co.uk>]  
**Sent:** 30 November 2017 10:14  
**To:** Cox, Jacqui - E&E  
**Cc:** Smith, Benjamin - E&E; White, Joy - E&E  
**Subject:** RE: Gavray Drive, Bicester

Hi Jacqui

I think Joy has mentioned to you that we're producing an updated assessment of the above development project, which was refused at Committee but has been appealed.

The previous assessment relied on using traffic surveys and data from TA's associated with committed developments to predict future traffic flows. Things have obviously moved on since that work was undertaken in 2015 and for us to be consistent with other development schemes in the area we now need to utilise the SATURN model to carry out the assessment. Joy has agreed that the scale of development means that we don't need to do bespoke model runs, but we would need to extract turning flow data from the SATURN model for 2021 and 2026 AM and PM peak periods at the following locations:

- Gavray Drive / Mallards Way priority junction (if it is covered in the model)
- Gavray Drive / A4421 Wretchwick Way roundabout
- Peregrine Way / A4421 Wretchwick Way priority junction
- Peregrine Way / A4421 Wretchwick Way / A4421 Neunkirchen Way roundabout
- A41 / B4100 London Road / A4421 Seelscheid Way/ Gravenhill Road roundabout

I'd be grateful if you could let me know the cost and timescale for obtaining the required data.

Kind regards

**Jenny Baker**

Director



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---

**From:** Jenny Baker

**Sent:** 30 November 2017 09:59

To: 'White, Joy - E&E' <[Joy.White@Oxfordshire.gov.uk](mailto:Joy.White@Oxfordshire.gov.uk)>

Cc: 'benjamin.smith@Oxfordshire.gov.uk' <[benjamin.smith@Oxfordshire.gov.uk](mailto:benjamin.smith@Oxfordshire.gov.uk)>; 'Cox, Jacqui - E&E' <[Jacqui.Cox@Oxfordshire.gov.uk](mailto:Jacqui.Cox@Oxfordshire.gov.uk)>

Subject: Gavray Drive, Bicester

Hi Joy

Following our meeting, we've done some work looking at the distribution of traffic and what might visit Langford Village to the south. I attach a Technical Note covering this. I'd be grateful if you could review and let me know if you are happy with the assumptions that we have made so that we can go on with the capacity assessment updates.

Kind regards

**Jenny Baker**

Director



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## Jenny Baker

---

**From:** Jenny Baker  
**Sent:** 11 December 2017 12:18  
**To:** White, Joy - E&E  
**Cc:** Smith, Benjamin - E&E; Cox, Jacqui - E&E  
**Subject:** RE: Gavray Drive, Bicester

Thanks for coming back to me Joy, yes that approach is acceptable as is the additional cost. I anticipate that we would need to use the proportions from the SATURN model screenshots and then make the same adjustments to reflect the trips into Langford Village, unless they are already specifically picked up within the modelling.

If we could get the data asap I'd be grateful, I'm keen to crack on with the junction modelling this side of Christmas if I can.

Kind regards

**Jenny Baker**

Director



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---

**From:** White, Joy - E&E [mailto:Joy.White@Oxfordshire.gov.uk]  
**Sent:** 11 December 2017 12:09  
**To:** Jenny Baker <jenny@markidesassociates.co.uk>  
**Cc:** Smith, Benjamin - E&E <Benjamin.Smith@Oxfordshire.gov.uk>; Cox, Jacqui - E&E

<Jacqui.Cox@Oxfordshire.gov.uk>  
**Subject:** RE: Gavray Drive, Bicester

Hi Jenny

This looks acceptable.

Regarding subtracting flows from the SATURN Do Minimum flows to arrive at a set of baseline flows for the assessment, WYG can extract the flows for the 300 dwellings from the zone to show the routing through the model. These can then be factored to the new level of trips. They can provide pdf screen shots for 2021/2026 for the local network area for a small fee - around £50. Can you let me know if that would be acceptable and I will arrange it.

I note that in your original TA you modelled the four-arm roundabout assuming the new arm had the same geometry as Gavray Drive. Since then I believe there are drawings and modelling for the proposed Wretchwick Green roundabout access, which I am trying to obtain.

Kind regards

Joy

---

**From:** Jenny Baker [<mailto:jenny@markidesassociates.co.uk>]  
**Sent:** 08 December 2017 11:14  
**To:** White, Joy - E&E  
**Cc:** Smith, Benjamin - E&E; Cox, Jacqui - E&E  
**Subject:** RE: Gavray Drive, Bicester

Hi Joy

I attach a spreadsheet showing the route assumptions, which we've done from scratch this time. We've used Google maps and been a little more refined this time, taking several points with the MSOA's, which has shown that different routes would be preferable for different parts of the MSOA. The result is a slight difference in the final percentage distributions, but it remains very similar:

	Previous TA	New Distribution
Gavray Drive North	0%	0.00%
Charbridge lane-(A4421)	27.28%	25.83%
A41 South	9.54%	10.36%
A41 North	60.37%	62.97%
London Road	2.81%	0.84%
Gravenhill Road	0	0.00%

With regard to the onward distribution of trips from Langford Village, we've assumed 75% of the retail / escort education trips associated with the site would visit Langford Village (the other 25% going to other locations for shopping / education) and that 100% of the trips that visit Langford Village then continue on following the wider distribution. We haven't assumed that any of the Langford Village trips head back to the site, which means that we are being robust in terms of our traffic flow levels at the various off-site junctions to the south.

Hope that helps and I'd be grateful if you can confirm you are happy with us subtracting these trips off of the SATURN Do Minimum flows to arrive at a set of baseline flows for our assessment.

Kind regards

## Jenny Baker

Director



## Transport Planning and Engineering

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**From:** White, Joy - E&E [<mailto:Joy.White@Oxfordshire.gov.uk>]

**Sent:** 07 December 2017 16:27

**To:** Jenny Baker <[jenny@markidesassociates.co.uk](mailto:jenny@markidesassociates.co.uk)>

**Cc:** Smith, Benjamin - E&E <[Benjamin.Smith@Oxfordshire.gov.uk](mailto:Benjamin.Smith@Oxfordshire.gov.uk)>; Cox, Jacqui - E&E

<[Jacqui.Cox@Oxfordshire.gov.uk](mailto:Jacqui.Cox@Oxfordshire.gov.uk)>

**Subject:** RE: Gavray Drive, Bicester

Hi Jenny

I am generally happy with the methodology but notice the distribution profile is slightly different from the original TA – can this be put down to more recent use of Google maps to determine the quickest route?

It would help to provide the table showing the census destinations and the route assumptions made for each.

Regarding the assumption that 75% of the trips to the school and convenience shop in Langford Village in the peaks are linked with trips to onward destinations, is there any evidence of this? (Ben, Jacqui, do you have a view on this?)



Kind regards

Joy

---

**From:** Jenny Baker [<mailto:jenny@markidesassociates.co.uk>]  
**Sent:** 30 November 2017 09:59  
**To:** White, Joy - E&E  
**Cc:** Smith, Benjamin - E&E; Cox, Jacqui - E&E  
**Subject:** Gavray Drive, Bicester

Hi Joy

Following our meeting, we've done some work looking at the distribution of traffic and what might visit Langford Village to the south. I attach a Technical Note covering this. I'd be grateful if you could review and let me know if you are happy with the assumptions that we have made so that we can go on with the capacity assessment updates.

Kind regards

**Jenny Baker**

Director



## Transport Planning and Engineering

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**APPENDIX B –  
ACCIDENT DATA**

