

vectos.

Appendix J

Allocation	Committed Developments	TA/Application Available	Application Number	Distribution Used	Trip Rates Used	No. Dwellings	Employment
Partial Review							
PR6a	Land East of Oxford Road	Yes	Vectos-173341	PR6	PR9	637	No
PR6b	Land West of Oxford Road	Yes	Vectos-173341	PR6	PR9	512	No
PR6c	Land at Frieze Farm						
PR7a	Land South East of Kidlington	No	No	PR6	PR9	243	No
PR7b	Land at Stratfield Farm	No	No	PR6	PR9	120	No
PR8	Land East of the A44	No	No	PR9	PR9	1500	Not within the LP
PR9	Yarnton Site			Own	Own	540	
PR10	Removed						
Oxford Local Plan							
SP24	St Drideswide Farm	No	No			125	No
SP28	Pear tree Farm	No	No	In lieu of Planning applications the distribution and trip rates from ONG will be used	In lieu of Planning applications the distribution and trip rates from ONG will be used	122	No
SP52	Oxford University Press Sports Ground, Jordan Hill	No	No			130	Maybe complementary B1
Other							
ONG	Oxford Northern Gateway	Yes	18/02065/OUTFUL	Own	Own	500	90,000sqm
BSP	Begbroke Science Park	Yes	18/00803/OUT	Own	Own		12,500sqm B1a/b/c

*Numbers are taken from the latest inspectors report of the 2011-2031 LP Partial Review

Partial Review Sites

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Trip Generation PR6 and PR7 Dwellings	0.068	0.251	0.321	0.272	0.117	0.387
1512	103	379	485	411	176	584
Trip Generation PR8 Dwellings						
1500	102	376	481	407	175	580

Route	Distribution
A44 North	13%
A4260 North	17%
A34 East	9%
A34 West	16%
A40 East	28%
A4165 South	12%
A40 West	7%

Site Access is onto the A4165 Oxford Road as such those highlighted in grey to not distribute onto the network
Assume that 60% of the vehicles travelling to the A34 do so via the A4260

60%

Begbroke Science Park

The flows for Begbroke Science Park were extracted directly from the TA (18/00803/OUT) flow diagrams

Oxford Gateway and North Oxford Allocation Sites

Peak Period Split

Total Development Trips						
07:00-08:00	08:00-09:00	09:00-10:00	16:00-17:00	17:00-18:00	18:00-19:00	
	1075	983	842	985	967	779
Peak Period Hourly Weighting						
	37%	34%	29%	36%	35%	29%

Obtained from the Vissim inputs

TA Vehicle Trip Generation

Period (Original)	AM		PM	
	In	Out	In	Out
B1	1914	316	281	1735
Residential	75	237	234	154
Hotel	49	81	92	63

Hour (Based on 8-9 and 17-18 split above)	AM		PM	
	In	Out	In	Out
B1	649	107	99	614
Residential	25	80	83	55
Hotel	17	27	33	22

Derived Trip Rates

480 Dwellings			
Vehicle Trip Rates (per Dwelling)	Arrive	Depart	
AM	0.053	0.167	
PM	0.173	0.114	
87300 sqm			
Vehicle Trip Rates (per 100sqm B1)	Arrive	Depart	
AM	0.743	0.123	
PM	0.114	0.704	
180 Bed			
Vehicle Trip Rates (per Bed)	Arrive	Depart	
AM	0.092	0.153	
PM	0.181	0.124	

Resultant Updated Trip Generation

500 Dwellings			
Dwelling Vehicle Trip Generation	Arrive	Depart	
AM	26	84	
PM	86	57	
90000 sqm			
B1 Vehicle Trip Generation	Arrive	Depart	
AM	669	110	
PM	103	633	
180 Bed			
Hotel Vehicle Trip Generation	Arrive	Depart	
AM	17	27	
PM	33	22	

Combined Uses Vehicle Trip Generation

	AM		PM	
	Arrive	Depart	Arrive	Depart
Oxford Gateway Vehicle Trip Generation				
Employment	669	110	103	633
Residential + Hotel	43	111	119	79
Total	712	222	221	712
North Oxford Allocations (SP24/SP28/SP52) Vehicle Trip generation				
No. Dwellings:	377	20	63	65

Oxford Gateway Distribution

	AM		PM	
	To	From	To	From
A4260 East	4%	7%	8%	7%
Cassington Road				
Langford Lane				
A4095 East				
A4095 West				
A44 North	7%	7%	6%	6%

Obtained from the Vissim inputs for the combined distribution of Employment/ Residential

Other Distribution from the Yarnton Proposed Development has been used for PR8

Exit Network Point	Distribution
A44 North	1.49%
A44 South	61.67%
A4095 West	1.57%
A4095 East	15.82%
Langford Lane	10.23%
Spring Hill Road	0.00%
Begbroke Hill	0.00%
Sandy Lane	0.00%
Yarnton Road	0.55%
Cassington Road	0.67%
Private Access Road	0.00%
A4260 Frieze Way	7.99%
Total	100.00%

Allocation	Committed Developments	TA/Application Available	Application Number	Distribution Used	Trip Rates Used	No. Dwellings	Employment
Partial Review							
PR6a	Land East of Oxford Road	Yes	Vectos-173341	PR6	PR9	690	No
PR6b	Land West of Oxford Road	Yes	Vectos-173341	PR6	PR9	670	No
PR6c	Land at Frieze Farm						
PR7a	Land South East of Kidlington	No	No	PR6	PR9	430	No
PR7b	Land at Stratfield Farm	No	No	PR6	PR9	120	No
PR8	Land East of the A44	No	No	PR9	PR9	1950	Not within the LP
PR9	Yarnton Site			Own	Own	540	
PR10	Removed						
Oxford Local Plan							
SP24	St Drideswide Farm	No	No			125	No
SP28	Pear tree Farm	No	No	In lieu of Planning applications the distribution and trip rates from ONG will be used	In lieu of Planning applications the distribution and trip rates from ONG will be used	122	No
SP52	Oxford University Press Sports Ground, Jordan Hill	No	No			130	Maybe complementary B1
Other							
ONG	Oxford Northern Gateway	Yes	18/02065/OUTFUL	Own	Own	500	90,000sqm
BSP	Begbroke Science Park	Yes	18/00803/OUT	Own	Own		12,500sqm B1a/b/c

*Numbers are taken from the latest inspectors report of the 2011-2031 LP Partial Review

Partial Review Sites

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Trip Generation PR6 and PR7 Dwellings	0.068	0.251	0.321	0.272	0.117	0.387
1910	130	479	612	519	223	738
Trip Generation PR8 Dwellings						
1950	133	489	625	530	227	754

Route	Distribution
A44 North	13%
A4260 North	17%
A34 East	9%
A34 West	16%
A40 East	28%
A4165 South	12%
A40 West	7%

Site Access is onto the A4165 Oxford Road as such those highlighted in grey to not distribute onto the network
Assume that 60% of the vehicles travelling to the A34 do so via the A4260

60%

Begbroke Science Park

The flows for Begbroke Science Park were extracted directly from the TA (18/00803/OUT) flow diagrams

Oxford Gateway and North Oxford Allocation Sites

Peak Period Split

Total Development Trips						
07:00-08:00	08:00-09:00	09:00-10:00	16:00-17:00	17:00-18:00	18:00-19:00	
	1075	983	842	985	967	779
Peak Period Hourly Weighting						
	37%	34%	29%	36%	35%	29%

Obtained from the Vissim inputs

TA Vehicle Trip Generation

Period (Original)	AM		PM	
	In	Out	In	Out
B1	1914	316	281	1735
Residential	75	237	234	154
Hotel	49	81	92	63

Hour (Based on 8-9 and 17-18 split above)	AM		PM	
	In	Out	In	Out
B1	649	107	99	614
Residential	25	80	83	55
Hotel	17	27	33	22

Derived Trip Rates

480 Dwellings			
Vehicle Trip Rates (per Dwelling)	Arrive	Depart	
AM	0.053	0.167	
PM	0.173	0.114	
87300 sqm			
Vehicle Trip Rates (per 100sqm B1)	Arrive	Depart	
AM	0.743	0.123	
PM	0.114	0.704	
180 Bed			
Vehicle Trip Rates (per Bed)	Arrive	Depart	
AM	0.092	0.153	
PM	0.181	0.124	

Resultant Updated Trip Generation

500 Dwellings			
Dwelling Vehicle Trip Generation	Arrive	Depart	
AM	26	84	
PM	86	57	
90000 sqm			
B1 Vehicle Trip Generation	Arrive	Depart	
AM	669	110	
PM	103	633	
180 Bed			
Hotel Vehicle Trip Generation	Arrive	Depart	
AM	17	27	
PM	33	22	

Combined Uses Vehicle Trip Generation

	AM		PM	
	Arrive	Depart	Arrive	Depart
Oxford Gateway Vehicle Trip Generation				
Employment	669	110	103	633
Residential + Hotel	43	111	119	79
Total	712	222	221	712
North Oxford Allocations (SP24/SP28/SP52) Vehicle Trip generation				
No. Dwellings:	377	20	63	65

Oxford Gateway Distribution

	AM		PM	
	To	From	To	From
A4260 East	4%	7%	8%	7%
Cassington Road				
Langford Lane				
A4095 East				
A4095 West				
A44 North	7%	7%	6%	6%

Obtained from the Vissim inputs for the combined distribution of Employment/ Residential

Other Distribution from Yarnton proposed development used for PR8

Exit Network Point	Distribution
A44 North	1.49%
A44 South	61.67%
A4095 West	1.57%
A4095 East	15.82%
Langford Lane	10.23%
Spring Hill Road	0.00%
Begbroke Hill	0.00%
Sandy Lane	0.00%
Yarnton Road	0.55%
Cassington Road	0.67%
Private Access Road	0.00%
A4260 Frieze Way	7.99%
Total	100.00%