

Traffic Survey at Langford Lane

By

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On behalf of:

Owner and residents of Merton Grounds Farm, Bicester, OX25 2NS

Obj/191

And

Topbreed Ltd OBJ/189

And

Primepark Ltd OBJ/190

Objection to part of the “The Chiltern Railways (Bicester to Oxford Improvements) Order”; The line of the proposed route, as a result of the closing of the Langford Lane level crossing

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1 Introduction

- 1.1 This document has been created in response to assumptions made by Chiltern Railways in document CRCL/INQ/33. The aforementioned document concludes in 3.1 that about 80% of all traffic traveling via Langford Lane originates from - or is destined for - Wendlebury Gate Stables only and a total of 84% to the Northern group of properties accessed by the adopted part of Langford Lane. Thus, Chiltern Railways make the assumption that only 16% of all traffic using Langford Lane originates from - or travels to - points South beyond Wendlebury Gate Stables (i.e. Merton Grounds Farm, Topbreed Ltd, Primepark Ltd, Merton Grounds Farm Cottage, and the Deeley Trustees' grain store).
- 1.2 My clients, other local residents and - in particular - the owners and proprietors of Wendlebury Gate Stables, know from their own experience that there is a significant amount of traffic destined for and originating from South of the stables and bungalow at Bramlow. For this reason, an independent traffic survey was conducted on behalf of my clients, Topbreed Ltd and Primepark Ltd.
- 1.3 CTS Traffic and Transportation Ltd was instructed to conduct the traffic survey in such a way that the origin and or destination would be determined.
- 1.4 This independent survey shows that Chiltern Railways' methodology and conclusions in document CRCL/INQ/33 are flawed.
- 1.5 The traffic surveys conducted on behalf of Chiltern Railways failed to establish either the destination or the origin of the traffic counted in those surveys, which crossed the Langford Lane railway crossing. As they had no evidence of where the vehicles had come from, or where they were going to, their conclusion that this traffic was destined for the Stables alone was based purely on assumption. If Chiltern Railways' survey had logged the origin/destination of each journey (to or beyond the Stables), their findings would have been very different, as this document will show.
- 1.6 This document also provides clear evidence that Chiltern Railways' conclusions about the volume of traffic using Langford Lane to points South, i.e. to Merton Grounds Farm etc., are inaccurate. The independent traffic survey conducted on 8 and 11 January 2011 by CTS Traffic and Transportation Ltd demonstrates that nearly 50% of the traffic, and not 20% as suggested by CRL, traveled South beyond Wendlebury Gate Stables or originated from that direction.
- 1.7 The following paragraphs explain the findings of the independent traffic

survey in greater detail and show clearly that at least half of the vehicles using the Langford Lane crossing are traveling either to or from points South (i.e. Merton Grounds Farm and neighbouring properties).

2 Survey dates

- 2.1 To be able to achieve a balanced result, the survey was conducted on 2 days, a weekday and a weekend day. Due to the adverse weather conditions in December, it was not possible to conduct the survey until January.
- 2.2 The survey days were Saturday 8th January and Tuesday 11th January. On both days traffic was counted over a 12-hour period from 07:00 till 19:00.

3 Weather conditions

- 3.1 Saturday 8th Jan: Mostly cloudy, with light rain showers in the morning.
- 3.2 Tuesday 11th Jan: Mostly cloudy, with rain showers throughout the day.

4 Circumstances

- 4.1 CTS Traffic and Transportation Ltd recorded no significant events or unforeseen circumstances to affect the results of the survey.
- 4.2 Mr Offord of the riding stables has stated that both Saturday 8th January and Tuesday 11th January were exceptional busy days for the stables, as they had a lot of bookings from people who cancelled their appointments due to the snow the weeks before.
- 4.3 Due to the time of year, it was to be expected that no agricultural machinery movements would be recorded.
- 4.4 Again due to the time of year, it was to be expected that there would not be many passing pedestrian, cycling or equestrian movements.

5 Survey points

- 5.1 Figure 1 is a map of the area showing the cordon points, Langford Lane in white, the Chiltern Railways proposed (Order) Route in Red and the alternative route (Orange Route) preferred and supported by local residents and land owners in orange.

Figure 1: Map of area with cordon points



- 5.2 Traffic was counted at Point A to show the traffic flow over the railway crossing heading east and west.
- 5.3 At A, it was also noted when traffic entered or exited Alchester house at point D.
- 5.4 Traffic was counted at Point B to determine the traffic flow heading north and south at this point, showing the proportion of traffic that passed point A, also travelled passed point B. This shows the traffic destined for or originated from Merton Grounds Farm, Merton Grounds Farm Cottage, Topbreed Ltd and Primepark Ltd land, The Deeleys Trustees' land or grain store or other users of the bridleway.
- 5.5 The difference between the traffic recorded at A and that recorded at B will equate to traffic destined to or originated from the properties between the two points. As point D was recorded, the remainder is assumed to have visited the stables and/or the bungalow at point C.

6 Results

- 6.1 Due to the low number of non-motorised traffic and the likelihood that most if not all equestrian traffic originated and returned to the stables, only vehicle movements have been used to determine the proportion of traffic designated to the various properties.
- 6.2 Table 1 and Table 2 below, show all traffic at both survey cordon points. Table 3 shows a summary of all motorised vehicles, with calculated average trips per day and per week for the various locations.

Table 1: Survey results of 8th January 2011

8th January 2011				
Total Counts	Point A		Point B	
		%		%
Vehicles	136	87.74	61	75.31
Pedestrians	6	3.87	6	7.41
Cyclists	1	0.65	0	0.00
Equestrians	12	7.74	14	17.28
-	155	100.00	81	100.00

Table 2: Survey results of 8th January 2011

11th January 2011				
Total Counts	Point A		Point B	
		%		%
Vehicles	126	96.92	60	88.24
Pedestrians	0	0.00	2	2.94
Cyclists	4	3.08	4	5.88
Equestrians	0	0.00	2	2.94
-	130	100.00	68	100.00

Table 3: Survey vehicle count results summary

Date	Destination/Origin						Total
	Alchester House		Stables + Bramlow		Properties South		
Sat 8 Jan	4.0	2.9%	71.0	52.2%	61.0	44.9%	136.0
Tue 11 Jan	6.0	4.8%	60.0	47.6%	60.0	47.6%	126.0
Total	10.0	3.8%	131.0	50.0%	121.0	46.2%	262.0
Ave trips/Day	2.5	3.8%	32.8	50.0%	30.3	46.2%	65.5
Ave trips/Wk	17.5	3.8%	229.3	50.0%	211.8	46.2%	458.5

7 Information validation

- 7.1 Mr Offord supplied the figures shown in Table 4, which are based on written records, that have to be completed for their accounts. The HGV counts are based on delivery invoices over a whole year, the LGV counts are based on delivery invoices over a month and the vehicle count for the stables is based on their diary entries for the first week of November for lessons, shop visits and livery clients. According to Mr Offord, November can be seen as an average month. For the house, the visits are based on regular visits plus an estimate, based on experience. To allow for unrecorded visits, an additional 25% has been included to both figures, which according to Mr Offord is very generous.

Table 4: Vehicle visits at Wendlebury Gate Stables and Bungalow

Counts by Offord	Per Year	Per Month	Per Week	Per Day	%
HGV	46.0	3.8	0.9	0.1	0.5%
LGV	336.0	28	6.5	0.9	3.7%
cars stable total	6935.0	577.9	133.4	19.1	77.4%
cars house total	1645.0	137.1	31.6	4.5	18.4%
Trips	8962.0	746.8	172.3	24.6	100.0%

- 7.2 Table 4 shows an average of nearly 25 vehicle trips per day for November. The average on the survey days was nearly 33. The difference is probably due to fact that, as explained in 4.2, the survey days were exceptionally busy for the business.
- 7.3 Based on the figures from CD/2.18, as well as table 1 of CRCL/INQ/33, the proportion of HGV's is about 1%. If one assumes that 1% of the traffic in the survey was an HGV, the total number of HGV's using Langford Lane crossing would result in 246 trips per year. Taking the Offords average (which is based on actual figures in one year, not just November), the proportion of HGV's to the stables is 19%, which means more than 80% travelling to the southern properties.

8 Conclusions

- 8.1 The survey has proved that Chiltern Railways' assumption that 80% of the traffic is destined for the stables (CRCL/INQ/33 point 3.1) is incorrect and that actually nearly 50% of traffic is destined South, beyond the stables, to either Merton Grounds Farm, Merton Grounds Farm Cottage, agricultural destinations of Topbreed Ltd, Primepark Ltd or the Deeley Trustees or the general public using the bridleway to get to and from the Merton to Ambrosden Road.
- 8.2 Based on the figures provided by Mr Offord in Table 4 and the fact that he stated that the survey days were exceptional busy, it is reasonable to assume that in fact more than 50% of all traffic is destined South of the stables at Bramlow.
- 8.3 Based on calculations in CRCL/INQ/34/1 with corrections based on OBJ/189/7, it can be concluded that with the order route, the visitors to the southern properties have to travel about 850m per journey further than with the Orange Route. It also can be concluded that the visitors to the northern properties would have to travel approximately 350m less per journey with the Order Route. This report proves that the overall impact of

total extra journey length is more than double with the Order Route than with the Orange Route, on top of the extra distance the Evergreen3 scheme already imposes.

- 8.4 The survey results show that, the periods of 8 am to 1pm and 2 pm to 6 pm, as used in the Chiltern Railways' survey, only cover on average about 80% of the results in the 12-hour survey period. This means that it is unlikely that their survey captured 80% of the total traffic as they assumed in CRCL/INQ/33 point 2.2 (iii). Our estimate is that the survey by CTS covered about 85 to 90% and therefore quite accurate as it does include the peak times of the days.
- 8.5 Although the survey did not differentiate between cars and HGV's, we would dispute the assumption in CRCL/INQ/33, point 2.2 (vi), that only 67% of all HGV's travel past the stables and bungalow heading south. The stables have very few deliveries by HGV's and in particular from articulated lorries. Based on the calculations in 7.3, actually more than 80% of the HGV's pass the stables and bungalow before heading south. Due to seasonal nature of agriculture, it is very hard to base the actual HGV traffic on a random survey. Harvest time is generally the busiest time for lorries collecting crop, at which time they may be driving up and down the road very regularly for a period of a number of weeks. Because of this reason, the calculated 80% is probably conservative. As harvest time normally coincides with school holidays, this is generally also a busy period at the stables, particularly with children. Taking away more than 80% of the HGV traffic from the stables would seriously increase the safety at the stables.
- 8.6 From the actual traffic count times and direction, it can be concluded that the 4 cyclist counts on 11th January were all passing cyclist and not visiting the stables. 3 cyclists travelled from the south to the north and 1 in the opposite direction. It would be reasonable to assume these figures to be higher in the spring and summer months.
- 8.7 As the pedestrian counts were even numbers in both directions, it is not possible to make any conclusions if they were passing journeys, however due to the time of the year one would not expect many walkers.
- 8.8 From the actual traffic count times and direction, it is reasonable to assume that all equestrian traffic was coming from and returning to the stables. These are most likely to be customers who take their horses out for a ride. From the numbers on the Saturday, it shows that nearly as many riders choose to go along the public highway, passing point A as there are using the bridleway passing point B.

- 8.9 The above point 8.8 shows that horse riders from the stables are happy to use the current public highway, which is shared with all traffic currently using Langford Lane. This is in contradiction to Chiltern Railways' arguments made during cross examination at the inquiry, that with the proposed Orange Route, it would be a problem for horse riders to use part of the new public highway, which would replace the bridleway from the stables to where the Orange Route would cross Langford Brook. It is worth highlighting that with the Orange Route, that part of the new public highway would actually have about 50% less traffic than the bridleway currently endures.
- 8.10 The conclusions in 8.8 and 8.9 also help to support the reason why the owners of the stables prefer the Orange Route, as it will make the surroundings of their premises safer and because their clients, who choose to ride out, no longer have to share the part of the bridleway which will become public highway with nearly 50% of the traffic they currently share that part with.
- 8.11 It is also worth emphasising the fact that, with the Orange Route, equestrian users, as well as other bridleway users (pedestrians, cyclists) not destined to the stables, have less distance to travel on the new public highway between the bridleway and the access point of the Order route to the main road to the West of the railway, compared to the proposed Order Route.

Signed

Dated
