

PROPOSED CHILTERN RAILWAYS (BICESTER TO OXFORD IMPROVEMENTS)**TWA ORDER****ORIGINS AND DESTINATIONS OF TRAFFIC USING****LANGFORD LANE LEVEL CROSSING****1 Introduction**

- 1.1 The quantitative evidence available to the Inquiry concerning vehicular and other traffic which, at present, uses Langford Lane level crossing is contained in **CD/2.18**, which are manual classified counts undertaken from 18th to 21st June 2020.
- 1.2 Objectors, in particular Topbreed (**OBJ/189**), Primepark (**OBJ/190**) and Van Wijngaarden on behalf of Merton Grounds Farm (**OBJ/191**) have given evidence on the additional diversion distances for traffic using the replacement Langford Lane bridge. These were addressed in CRCL's Rebuttals to these Objectors and a revised version of the tables provided in those rebuttals is in **CRCL/INQ/34**.
- 1.3 Graham Candy, on behalf of the Calcutt and Deeley Trustees (**OBJ/194**) has given evidence, without quantification, of the inconvenience to his clients who farm holdings centred on Astley Bridge Farm, but also have land at Wendlebury and need, from time to time, to use the private section of Langford Lane and the level crossing to move between these holdings.
- 1.4 Catherine Quinn (**OBJ/230**), who lives at Merton Grounds Farm Cottage, has given evidence of her family's use of Langford Lane crossing, in making car and cycle trips to and from Bicester North station (and elsewhere in Bicester) and has calculated the extent to which she, as a car user, will be inconvenienced.
- 1.5 This inquiry note draws, in particular, on **CD/2.18** and on the other evidence, to provide estimates of the likely origins and destinations of vehicular traffic using the existing Langford Lane crossing. This will enable the Inspector to come to a balanced view of the evidence provided by Objectors who have presented the case that the 'Orange' route should have been promoted by CRCL.

2 Likely Origins and Destinations of Vehicular Traffic using Langford Lane Crossing

- 2.1 The manual counts at Langford Lane were undertaken between 08.00 and 13.00 and 14.00 and 18.00 over a Friday to Monday in June. The principal purpose of this survey was to establish the likely use of the crossing by pedestrians, cyclists and equestrians, who are the user groups who might find the length of the diversion more inconvenient than those using motor vehicles. No origins or destinations or journey

purposes were collected but it is possible to make reasonable estimates based on geography and the evidence of individual objectors.

2.2 Table 1 is derived from the data for cars, motorcycles, LGVs and HGVs from **CD/2.18**. The following assumptions and adjustments have been made:

- (i) The assumption that a June survey is an accurate reflection of use at other times of year. In reality, since a significant proportion of the traffic are customers of the Wendlebury Gate Stables, this could be an over-estimate of the annual average.
- (ii) The assumption that the Monday and Friday counts provide a reasonable weekday average.
- (iii) The survey excluded parts of the usual highway peak hours and an adjustment ought to be made generally for traffic outside the survey periods. There are no available automatic traffic counts available to verify this factor, but given the nature of the origins and destinations east of the railway (essentially 4 dwellings, the Stables, Merton Grounds Farm and other farmland) it would be reasonable to assume that the surveys captured 80% of the daily trips. For the purposes of analysis in Table 1, this factor has been ignored.
- (iv) There is no evidence of the origins/destinations west of the railway crossing, except that from Catherine Quinn, but common sense suggests 70% of these are likely to be to and from Bicester, 20% to and from Oxford, south of Junction 9 of the M40 and 10% to and from nearby villages such as Wendlebury, Chesterton etc.
- (v) The assumption is that all of the trips have an origin/destination east of the railway at one of the premises mentioned in (iii) above. Graham Candy gave evidence that his clients may make occasional through journeys over the crossing to and from Merton Road via the private sections of Langford Lane but these are likely to be few in number, which is in line with Mr Van Wijngaarden's and Ms Quinn's evidence about private rights.
- (vi) The assumption that LGV traffic can be assigned to the same origins and destination as car traffic, while the HGV traffic can reasonably be assigned 67% to Merton Grounds and other farms and 33% to the Stables.
- (vii) Based on Catherine Quinn's evidence of an average of 18 out or return trips per week by car and making a reasonable allowance for delivery and visitor trips, suggests a generous average of 30 trips per week to and from each of the residential properties east of the railway.

2.3 While each of these assumptions may not be exactly correct, they represent reasonable averages and any errors are likely to cancel each other out. The results of this analysis are set out in Table 1.

Table 1: Number of Vehicle Trips per week with Origins or Destinations East of Langford Lane Level Crossing

Origin or destination	Cars and LGVs			HGVs		
	To and from Bicester	To and from Oxford	To and from Other	To and from Bicester	To and from Oxford	To and from Other
Merton Grounds Farm and other farmland	21	6	3	3	1	0
Merton Grounds Farm Cottage	21	6	3	0	0	0
Alchester House	21	6	3	0	0	0
Bramlow	21	6	3	0	0	0
Wendlebury Gate Stables	319	91	45	1	1	0
Total	403	115	57	4	2	0

2.4 A total of 575 car and LGV trips each week are shown in Table 1, together with 6 HGV trips.

3 Summary and Conclusion

3.1 The principal conclusion that can be drawn is that up to 80% of all vehicle trips across the Langford lane crossing are likely to have origins or destinations at Wendlebury Gate Stables and 84% of all trips have origins or destinations in the northern group of properties accessed by the adopted part of Langford Lane.

3.2 Based on the assumptions in this analysis, all of the residents, businesses and their customers, east of Langford Lane will suffer the same inconvenience from the CRCL proposals for the diversion of Langford Lane, with the exception of Alchester House. This is because they all enter or leave the current adopted highway in the immediate vicinity of the Stables.

