
**DALTON BARRACKS
PROPOSED STRATEGIC HOUSING ALLOCATION**

TRANSPORT DELIVERY REPORT

1.0 Introduction

1.1 This Transport Delivery Report has been prepared by Glanville Consultants on behalf of the Defence Infrastructure Organisation (DIO) in respect of the proposed allocation, through the Vale of White Horse Local Plan (Part 2), of Dalton Barracks in Shippon for large scale residential development.

1.2 The report has been prepared in response to the Inspector's letter of 30 October 2018 to the Vale of White Horse District Council, specifically to address the following paragraph extract:

'...more detailed evidence of the potential impacts of the initial 1,200 dwellings is required... This should include estimated traffic generation, trip distribution and the identification as far as possible of any off-site highway infrastructure, improvement or mitigation measures that might be required. This could usefully be informed by more walking, cycling and public transport strategies if available...'

1.3 This report is also prepared having regard to Paragraph 47, Footnote 12 of the National Planning Policy Framework (NPPF, 2012) which states that *'to be considered developable, sites should be in a suitable location for housing development and there should be a reasonable prospect that the site is available and could be viably developed at the point envisaged.'*

1.4 A number of positive meetings and workshops have been held with Oxfordshire County Council (OCC) in its role as the local Highway Authority regarding matters such as those identified above, which have helped to inform this report.

2.0 Development Parameters

2.1 For the purposes of this report, the following development parameters have been applied:

- 1,200 new homes, of which less than 1% are anticipated to be flats;
- 35% 'affordable' homes (420);
- Provision of a two-form entry primary school; and
- Vehicular access to Barrow Road and Faringdon Road East.

2.2 A change in priority is proposed at the Barrow Road site access, aimed at reducing through-traffic along the road further east, when combined with a traffic calming scheme also proposed.

2.3 The Faringdon Road East access would take the form of a continuation of the road into the site. Where Faringdon Road meets Cholswell Road to the east, it is envisaged a signal controlled junction would be provided, incorporating pedestrian crossing facilities.

2.4 The above access works are shown indicatively on preliminary drawings provided at Appendix A for information, while a drawing of the Barrow Road traffic calming scheme is provided at Appendix G.

3.0 Traffic Generation

Vehicular Traffic

- 3.1 Discussions with OCC regarding the selection parameters used within the TRICS database¹ resulted in the following series of vehicle trip rates being agreed as appropriate for assessing the highway impacts arising from development at Dalton Barracks. All corresponding TRICS Outputs are provided in Appendix B.

Table 1: Trip Rates – Houses Privately Owned

Period	Trip Rates (per Dwelling)		
	Inbound	Outbound	Two-Way
AM Peak (08:00 to 09:00)	0.144	0.398	0.542
PM Peak (17:00 to 18:00)	0.339	0.148	0.487
Daily (07:00 to 19:00)	2.284	2.323	4.607

Table 2: Trip Rates – Affordable / Local Authority Houses

Period	Trip Rates (per Dwelling)		
	Inbound	Outbound	Two-Way
AM Peak (08:00 to 09:00)	0.157	0.343	0.500
PM Peak (17:00 to 18:00)	0.200	0.143	0.343
Daily (07:00 to 19:00)	1.914	2.015	3.929

- 3.2 The above trip rates have been used to calculate traffic associated with the proposed allocation as outlined in the following series of tables, which assumes 35% affordable dwellings in line with Core Policy 24 of the Local Plan Part 1.

Table 3: Traffic Generation – 780 Private Houses

Period	Traffic Generation		
	Inbound	Outbound	Two-Way
AM Peak (08:00 to 09:00)	112	310	423
PM Peak (17:00 to 18:00)	264	115	380
Daily (07:00 to 19:00)	1,782	1,812	3,593

Table 4: Traffic Generation – 420 Affordable Houses

Period	Traffic Generation		
	Inbound	Outbound	Two-Way
AM Peak (08:00 to 09:00)	66	144	210
PM Peak (17:00 to 18:00)	84	60	144
Daily (07:00 to 19:00)	804	846	1,650

¹ TRICS is the national standard system of trip generation and analysis in the UK and Ireland, and is widely used as part of the planning process by both developers and local authorities. It is a database system containing survey data which allows its users to establish potential levels of trip generation for a wide range of development types.

- 3.3 On the basis of the above, the proposed allocation is anticipated to generate the level of trips set out in the table below.

Table 5: Total Traffic Generation – 1,200 Homes

Period	Traffic Generation		
	Inbound	Outbound	Two-Way
AM Peak (08:00 to 09:00)	178	454	633
PM Peak (17:00 to 18:00)	348	175	524
Daily (07:00 to 19:00)	2,586	2,658	5,243

- 3.4 The trips summarised above are connected with a number of journey purposes, including education-bound trips. The primary school within the proposed allocation is provided with the intention that it serve the development only, rather than providing any material additional capacity to serve existing primary school demand arising off-site.
- 3.5 As such, trips associated with the school will be internalised, i.e. a trip rate will not be required per pupil and no allowance is necessary for associated external trips within the AM peak hour (the only network peak hour that coincides with a school peak period).
- 3.6 However, it should also be acknowledged that a proportion of trips outlined in Table 5 will be destined only to primary education in terms of trip purpose. Some trips would be linked to other uses, such as an onward journey to employment, but those that are solely being made for the purposes of a primary education destination must be deducted from the site's external traffic generation, as these would be internalised due to the presence of the primary school. A methodology for quantifying this has been agreed with OCC and is outlined in the following paragraphs.
- 3.7 Reference has been made to the National Travel Survey (NTS). Table 502 of the NTS provides the following percentage split for person trips to education: AM 29%, PM 3% and Daily 9%, of which 54% are to primary education.
- 3.8 Table 614 of the NTS provides a car/van modal split of 19% to education. Therefore, 3% of trips in the AM peak hour ($29 \times 0.54 \times 0.19$), 0.3% of trips in the PM peak hour ($3 \times 0.54 \times 0.19$) and 0.9% of daily trips ($9 \times 0.54 \times 0.19$) can be internalised and therefore deducted from Table 5. The relevant NTS tables are included at Appendix C.
- 3.9 As such, the following table provides a summary of the total external traffic that would be generated by the allocation, taking account of the internalisation of primary education bound trips.

Table 6: Approved Total External Traffic Generation – 1,200 Homes

Period	Traffic Generation		
	Inbound	Outbound	Two-Way
AM Peak (08:00 to 09:00)	173	440	614
PM Peak (17:00 to 18:00)	347	174	522
Daily (07:00 to 19:00)	2,562	2,633	5,195

Existing Barracks Vehicular Traffic

- 3.10 The barracks site is an existing traffic generator in its own right and during the course of the delivery of the 1,200 home allocation, the military presence on site will diminish and ultimately cease altogether. This offers the opportunity to 'net-off' the existing trip generation of the site against the future traffic generation set out in the table above.
- 3.11 In this respect, the following table summarises the results of traffic surveys undertaken at the two main site accesses.

Table 7: Dalton Barracks Existing Traffic Generation

Period	Surveyed Traffic Flows					
	Barrow Road Access			Cholswell Road Main Gate		
	Inbound	Outbound	Two-Way	Inbound	Outbound	Two-Way
AM Peak	54	14	68	74	38	112
PM Peak	7	20	27	32	117	149

- 3.12 Given that this traffic is already present on the local highway network, it has been deducted from surveyed traffic flows for the 2031 assessment year, when the barracks will have closed and relocated.

Multi-Modal Trip Generation

- 3.13 The following tables provide a breakdown of multi-modal trip generation, derived from the TRICS datasets used above.

Table 8: Multi-Modal Trip Rates and Resulting Trip Generation – 780 Private Dwellings

Period	Multi-Modal Trip Rate (Trips)								
	Pedestrians			Cyclists			Public Transport Users		
	In	Out	Two-Way	In	Out	Two-Way	In	Out	Two-Way
AM Peak	0.030 (23)	0.108 (84)	0.138 (108)	0.004 (3)	0.011 (9)	0.015 (12)	0.000 (0)	0.025 (20)	0.025 (20)
PM Peak	0.064 (50)	0.041 (32)	0.105 (82)	0.014 (11)	0.008 (6)	0.022 (17)	0.013 (10)	0.002 (2)	0.015 (12)
Daily	0.562 (438)	0.545 (425)	1.107 (863)	0.058 (45)	0.068 (53)	0.126 (98)	0.078 (61)	0.081 (63)	0.159 (124)

Table 9: Multi-Modal Trip Rates and Resulting Trip Generation – 420 Affordable Dwellings

Period	Multi-Modal Trip Rate (Trips)								
	Pedestrians			Cyclists			Public Transport Users		
	In	Out	Two-Way	In	Out	Two-Way	In	Out	Two-Way
AM Peak	0.071 (30)	0.357 (149)	0.428 (180)	0.014 (6)	0.043 (18)	0.057 (24)	0.000 (0)	0.014 (6)	0.014 (6)
PM Peak	0.257 (108)	0.043 (18)	0.300 (126)	0.014 (6)	0.000 (0)	0.014 (6)	0.000 (0)	0.000 (0)	0.000 (0)
Daily	1.629 (684)	1.628 (684)	3.257 (1368)	0.085 (36)	0.071 (30)	0.156 (66)	0.028 (12)	0.028 (12)	0.056 (24)

Table 10: Multi-Modal Trips – Total Proposed Allocation

Period	Multi-Modal Trips								
	Pedestrians			Cyclists			Public Transport Users		
	In	Out	Two-Way	In	Out	Two-Way	In	Out	Two-Way
AM Peak	53	233	288	9	27	36	0	26	26
PM Peak	158	50	208	17	6	23	10	2	12
Daily	1,122	1,109	2,231	81	83	164	73	65	148

4.0 Distribution

- 4.1 Discussions have been held with OCC regarding the distribution of trips generated by the proposed allocation.
- 4.2 For the purposes of this report and assessment, two vehicular accesses are assumed, to Barrow Road, broadly where the existing access is located but with a change in priority, and at the end of Faringdon Road, to the east of the site.
- 4.3 Distribution of traffic has been derived through interrogation of multiple Census 2011 areas, to ensure a robust and defensible approach.
- 4.4 Census 'Lower Super Output Areas' V03E, V04B, V05C, V06C and V06E have been used in the assessment, as these contain residential areas most closely reflecting the proposed site in terms of density and location. The Census areas are illustrated on the plan provided at Appendix D.
- 4.5 The Census area containing Dalton Barracks and Shippon (V03A) was specifically excluded from this analysis due to the bias of military personnel living and working in the same area. Similarly, the village areas V03B Marcham and V03G Wootton were excluded because their geographical location, away from Abingdon, resulted in different travel characteristics than expected at Dalton Barracks. Some areas within Abingdon have also been excluded due to a bias towards working in the town centre, which is considered unrealistic for development at Dalton Barracks, particularly towards the end of the plan period when employment growth is focused in the Science Vale and the Oxford Eastern Arc.

- 4.6 An average of the 'travel to work' data was taken for Census areas V03E, V04B, V05C, V06C and V06E, in order to derive a proportional percentage for each destination listed within the datasets.
- 4.7 The resulting average percentage proportions to each broad work destination are listed in Table 11 below. It was clear that the Census areas used still resulted in a high proportion (26%) of residents working in Abingdon, which is not considered reflective of a future development at Dalton Barracks given that all major employment growth is focused in Science Vale (south) and Oxford Eastern Arc (north).
- 4.8 The Census 2011 pre-dates growth in the Science Vale, which commenced in 2012 and is on-going. Science Vale includes two enterprise zones in and around Didcot, with the potential to generate 20,000 new jobs by 2031. With such growth to the south of Abingdon, it was considered appropriate to redistribute 11% of trips indicated to be heading to Abingdon to the south, towards Harwell Campus and Milton Park, within Science Vale.
- 4.9 This is also summarised in the table below, while the distribution and corresponding flow diagrams assigning the traffic in Table 6 are provided at Appendix E.

Table 11: Broad Distribution Destinations

Destination	Distribution	
	Census 2011	Adjusted
Bicester / Banbury	5%	5%
Eynsham	2%	2%
Botley	3%	3%
Oxford	27%	27%
Witney	2%	2%
Kingston Bagpuize	3%	3%
Wantage	3%	3%
Abingdon	26%	15%
Wootton	2%	2%
Culham	3%	3%
Milton Park	7%	13%
Harwell	5%	10%
Didcot	5%	5%
South of Chilton	5%	5%
Wallingford	2%	2%

5.0 Traffic Impact Assessment

Study Area

- 5.1 In order to consider the impact of the vehicle trips outlined in Table 6 on the local highway network, a local Study Area for the purposes of the Local Plan Examination has been identified consisting of the following key junctions which are also illustrated on the plan provided at Appendix F:

1. Marcham Road / Unnamed Road 'T' junction (with ghost island right-turn lane);
2. Barrow Road / Unnamed Road 'T' junction;
3. Barrow Road / Faringdon Road 'T' junction;
4. Long Tow / Wootton Road 'T' junction;
- 5a. Fox Lane / Wootton Road 'T' junction;
- 5b. Honneybottom Lane / Wootton Road 'T' junction; and
6. Marcham Interchange.

Traffic Surveys

- 5.2 In order to determine baseline traffic flow information, traffic surveys were undertaken in January 2018 at the above junctions in order to establish turning movements during the network peak hours of 08:00-09:00 and 17:00-18:00.

Background Traffic Growth

- 5.3 For the purposes of this report, a single assessment year of 2031 has been used (the final year of the Local Plan and also consistent with OCC's Evaluation of Transport Impacts). Surveyed traffic flows have been growthed to these levels using growth rates derived from *TEMPRO* v7.2, which incorporates growth factors from the National Traffic Model (NTM AF15). The growth factors used are as follows:

- 2018 - 2031 AM 1.2017 (20%)
- 2018 - 2031 PM 1.2114 (21%)

- 5.4 The corresponding without development ('Do Nothing') traffic flows are shown on the flow diagrams provided at Appendix E. As noted at paragraph 3.12, existing barracks traffic has been removed from this baseline.

Development Impact

- 5.5 The following table provides a summary of the anticipated percentage uplift in two-way traffic flows at each junction resulting from development at Dalton Barracks, based on the above parameters.

Table 12: Percentage Impact Assessment

Ref.	Junction	2031 Two-Way Flows			
		AM Peak		PM Peak	
		Without Dev	With Dev (% Impact)	Without Dev	With Dev (% Impact)
1	Marcham Road / Unnamed Road 'T' junction	2,239	2,559 (16.1%)	2,550	2,857 (12.0%)
2	Barrow Road / Unnamed Road 'T' junction	1,455	1,828 (25.6%)	1,180	1,497 (26.9%)
3	Barrow Road / Faringdon Road 'T' junction	1,296	1,345 (3.8%)	959	1,001 (4.4%)
4	Long Tow / Wootton Road 'T' junction	1,660	1,175 (13.8%)	1,175	1,337 (13.8%)
5a	Fox Lane / Wootton Road 'T' junction	1,788	1,922 (7.5%)	1,601	1,715 (7.1%)
5b	Honeybottom Lane / Wootton Road 'T' junction	1,586	1,721 (8.5%)	1,319	1,434 (8.7%)
6	Marcham Interchange	3,671	3,995 (8.8%)	3,596	3,873 (7.7%)

5.6 It is evident that the development has the greatest impact at Junction 2, which is the Barrow Road / Unnamed Road junction to the west of the main site access.

5.7 Development traffic has the lowest impact at the opposite end of Barrow Road, in part due to the measures proposed to deter development traffic from using this road (see Section 7 of this report). It should be noted that this assessment makes no allowance for existing Barrow Road traffic diverting through the site at this stage, thus relieving this road and junction.

6.0 Junction Modelling and Mitigation

6.1 In order to assess the impact of the proposed allocation, models of the junctions within the Study Area have been constructed using the industry standard Junctions 9 software. The junctions have been tested with and without development traffic accordingly.

6.2 The results of the capacity assessments, prior to any mitigation, are summarised in the following table whereby a ✓ represents a junction operating within capacity and an x identifies a junction operating over capacity in one of the peak periods.

Table 13: 2031 Operational Conditions without Mitigation

Ref.	Junction	2031			
		Without Development		With Development	
		AM	PM	AM	PM
1	Marcham Road / Unnamed Road 'T' junction	X	X	X	X
2	Barrow Road / Unnamed Road 'T' junction	✓	✓	X	X
3	Barrow Road / Faringdon Road 'T' junction	X	✓	X	✓
4	Long Tow / Wootton Road 'T' junction	✓	✓	X	✓
5a	Fox Lane / Wootton Road 'T' junction	X	X	X	X
5b	Honeybottom Lane / Wootton Road 'T' junction	✓	✓	✓	✓
6	Marcham Interchange	X	X	X	X

- 6.3 It is evident from the above that there are capacity constraints at all but one junction (the Honeybottom Lane / Wootton Road junction) as a result of background traffic growth and / or the addition of development traffic.
- 6.4 It is considered that the Barrow Road / Faringdon Road junction would be mitigated through the diversion of the majority of Barrow Road through-traffic through the site, and the proposed associated traffic calming further east (see drawings 6019 and 6051 at Appendices A and F respectively).
- 6.5 In terms of Marcham Interchange, traffic conditions are anticipated to improve with the introduction of southbound slip roads at Lodge Hill, intended to provide additional route choices and therefore relieve the Marcham Road corridor. OCC has secured funding for these works and they will be completed well in advance of the delivery of the proposed allocation at Dalton Barracks. An assessment of the operating conditions at this junction will be undertaken as part of detailed traffic impact assessments which will be informed by the further work OCC are undertaking with respect to the redistribution of traffic resulting from the delivery of the slip roads. The most likely form of mitigation at Marcham Interchange, if required, is the introduction of traffic signals, consistent with the Hinksey Hill and Milton Interchanges to the north and south respectively.
- 6.6 Mitigation at the remaining junctions will be investigated in detail in preparation for the planning application. At this stage, having reviewed turning movements with and without development at each respective junction, it is envisaged that the introduction of roundabouts would provide the required capacity. Where traffic flows dictate the need for greater control, signalised junctions may be developed, with timings tailored to suit the direction of travel in particular peaks, and synchronised with adjacent junctions.
- 6.7 Such mitigation is to be delivered in consultation with OCC and at the eventual developer's cost, and will therefore be subject to more detailed modelling and design work. However, the work undertaken to inform this report has not identified any insurmountable engineering constraints with regard to the envisaged mitigation required.

7.0 Sustainability

Walking & Cycling

- 7.1 A number of constructive ‘workshops’ have been held with OCC to discuss the off-site walking and cycling strategy for the site. These meetings followed a Walking and Cycling Audit where representatives from OCC walked and cycled the local area with a team member from Glanville.
- 7.2 OCC produced a Walking and Cycling Audit Report highlighting areas to be improved and suggesting a number of preferred / suggested improvements. Glanville has subsequently undertaken a significant amount of work developing a scheme of sustainable infrastructure improvements within the various constraints posed by a historic highway network. The broad scheme of works is outlined below.
- Provision of new or improved footways on all relevant routes (2m minimum where possible);
 - Provision of a number of controlled pedestrian crossings;
 - Provision of enhanced on-street cycling facilities, facilitated by road widening where appropriate;
 - Provision of a replacement ramp from Faringdon Road down to Copenhagen Drive, to allow direct cycle connection to Abingdon Business Park / Fairacres;
 - Provision of improved bus stops;
 - Provision of improved cycle parking facilities on Stratton Way in Abingdon; and
 - Provision of a traffic calming and enhanced pedestrian facilities at the eastern end of Barrow Road, to improve conditions for pedestrians and reduce vehicular traffic in this location (the latter when combined with the change in priority at the site access – see paragraph 2.2).
- 7.3 The majority of the scheme of works has been agreed in principle with OCC. The set of drawings provided at Appendix G illustrate the proposals, which will be subject to detailed design and further site assessment.

Distances to Facilities

- 7.4 The following table summarises broad distances to existing and proposed local facilities and amenities, measured from the north-western corner of the proposed allocation in order to represent the ‘worst case’. These approximate distances are also illustrated on the plan provided at Appendix H.

Table 14: Distance to Local Facilities

Destination	Approx. Distance	Route	Walking Time (1.4 m/s)	Cycling Time (5.55 m/s 20km/h)
Allocation Local Centre / Neighbourhood Hub	Within site	Internal pedestrian / cycle routes	Within site	Within site
Allocation Primary School	Within site	Internal pedestrian / cycle routes	Within site	Within site
Cholswell Road Bus Stop (access to City4 Service)	1,000m	Faringdon Road > Cholswell Road	12 mins	3 mins
Abingdon Business Park (Northern Access)	1,750m	Via new ramp to Copenhagen Drive	21 mins	5 mins
Fairacres Retail Park	2,500m	Via new ramp to Copenhagen Drive > Colwell Drive	30 mins	7 mins
Stratton Way Stop A	3,000m	Faringdon Road > Bath Street	36 mins	9 mins
Abingdon & Witney College	3,000m	Long Tow > Wootton Road	36 mins	9 mins
Abingdon Town Centre	3,500m	Faringdon Road > Bath Street	42 mins	11 mins

Public Transport

- 7.5 A key principle of the proposed masterplan and emerging Development Framework and Supplementary Planning Document (SPD) will be to provide direct and pleasant routes within the site leading to improved pedestrian and cycle routes connecting with existing bus stops.
- 7.6 All parts of the site are within an approximate 1km walk of an existing bus stop, either on Faringdon Road, Cholswell Road or Long Tow. Based on a walking time 1.4m/s (*Providing Journeys by Foot*, IHT 2000), this is therefore a maximum of 12 minutes.
- 7.7 It is important to note, however, that there will be properties located much closer to existing bus stops. The pedestrian / cycle link proposed to Cholswell Road, for example, would mean adjacent properties would be around 350m from a bus stop (around a 4 minute walk).
- 7.8 Analysis included in *How far do people walk?* (WYG, July 2015) indicates that average walking distances to bus stops exceed the 400m typically applied as a desirable distance, which originates from IHT guidance dating back to 1999. Analysis summarised in the report found that the average walking distance to a bus stop for commuting, education and leisure purposes was 600m, while the 85th percentile was 800m.
- 7.9 Bus services available in the area are shown on the bus services plan provided at Appendix I. City4 buses are available from the stops closest to the site, the route of which is as follows:
- The City4 Route: Abingdon – Wootton – Cumnor – Botley – City Centre – Wood Farm
- 7.10 The City4 service to Oxford City Centre (St Aldate's) takes around 45-50 minutes. City4 also goes to Oxford Station (Frideswide Square) with a journey time of approximately 30 minutes.

- 7.11 Buses to a greater range of destinations are available from Abingdon town centre, including Didcot, Oxford, Wallingford, Wantage, Witney and Science Vale. The premium services from Abingdon town centre to Oxford City Centre (St Aldate's) take around 30 minutes at peak times and under 25 minutes off-peak.
- 7.12 Town centre services are more regular and therefore potentially provide more convenient departure times (the X3 is every 10 minutes, for example, as opposed to hourly departures in Shippon).
- 7.13 The above services can be caught at Stratton Way Stop A, which can be reached by bicycle from the north-western corner of the site in less than 10 minutes (based on a cycling speed of 20km/h). As noted above, improvements are proposed to this cycling route, and improved cycle parking would be provided on Stratton Way.
- 7.14 Mindful of the anticipated number of public transport users outlined in Table 10, and given the availability of existing bus service provision and the enhancements proposed to the walking and cycling routes to them which are to be delivered by the development, it is considered that it is not unreasonable to rely on existing services, their routes and frequencies for the proposed allocation of 1,200 homes.
- 7.15 The allocation of further homes as part of a future Local Plan would allow new or improved bus services to be developed and routed through the site, services from which the current allocation would also benefit.

Shuttle Bus Option

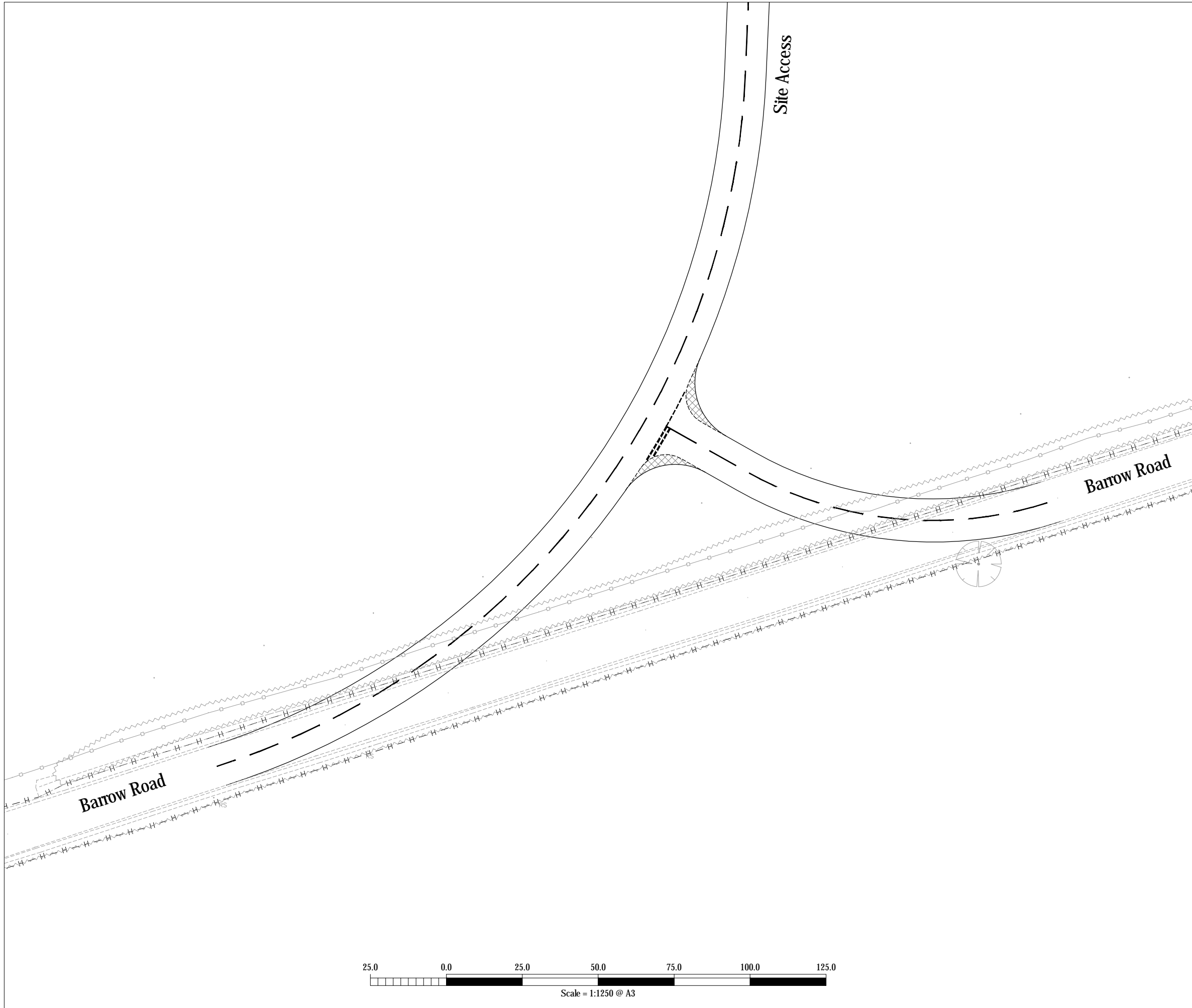
- 7.16 Notwithstanding the above, a new 'shuttle' service could potentially be provided as an alternative to reliance on existing services. Commercial viability and funding would need further consideration, but such a shuttle could connect Dalton Barracks with Abingdon town centre, potentially on a more frequent basis than the City4 currently operates.
- 7.17 A possible shuttle service loop could be: through Dalton Barracks – Long Tow – Dunmore Road – Oxford Road – Abingdon Town Centre – Faringdon Road – Dalton Barracks.
- 7.18 A shuttle bus to Oxford Road to the north of Abingdon, from which the bus journey time to Oxford is only around 20 minutes even at peak times, has the potential to provide an attractive way to travel to Oxford.

8.0 Summary and Conclusions

- 8.1 This Transport Delivery Report has been prepared in response to the Inspector's letter of 30 October 2018 to the Vale of White Horse District Council.
- 8.2 A number of constructive meetings and workshops have been held with Oxfordshire County Council (OCC) in its role as the local Highway Authority prior to the preparation of this report.
- 8.3 The report sets out agreed parameters including traffic generation, trip distribution and proposals for improved walking and cycling infrastructure. Highway mitigation measures are also given consideration.
- 8.4 It is concluded that the site is developable having regard to Paragraph 47, Footnote 12 of the NPPF and there are no highways related reasons why the proposed allocation at Dalton Barracks cannot be adopted as part of the Vale of White Horse Local Plan Part 2.

Appendix A

Indicative Site Access Arrangements



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Rev.	Description	Date	Chkd
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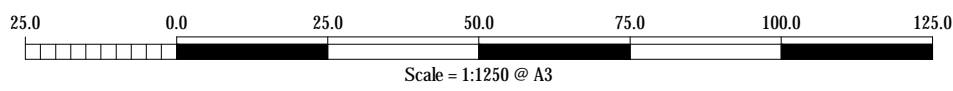
Client :
Defence Infrastructure Organisation

Project :
Dalton Barracks
Strategic Housing Site

Title :
Barrow Road Access

Project Engineer :	B. East	Scale :	1:500 @ A3
Project Director :	T. Foxall	Date :	May 2018
Status :	INFORMATION		

Drawing No.	8171218/6019	Rev
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Rev.	Description	Date	Chkd
 <div style="margin-left: 20px;"> <h1 style="color: blue;">Glanville</h1> <p>Cornerstone House 62 Foxhall Road, Didcot Oxon, OX11 7AD</p> <p>Tel: (01235) 515550 Fax: (01235) 817799 postbox@glanvillegroup.com www.glanvillegroup.com</p> </div>			
<p>Client :</p> <p style="text-align: center;">Defence Infrastructure Organisation</p>			
<p>Project :</p> <p style="text-align: center;">Dalton Barracks Strategic Housing Site</p>			
<p>Title :</p> <p style="text-align: center;">Faringdon Road Access</p>			
<p>Project Engineer : B. East Scale : 1:500 @ A3</p>			
<p>Project Director : T. Foxall Date : May 2018</p>			
<p>Status : INFORMATION</p>			
<p>Drawing No. 8171218/6018</p>			<p>Rev</p>

Appendix B

TRICS Outputs

Calculation Reference: AUDIT-225601-180410-0451

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : A - HOUSES PRIVATELY OWNED
 MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	3 days
	KC KENT	2 days
	SC SURREY	1 days
	WS WEST SUSSEX	2 days
03	SOUTH WEST	
	SM SOMERSET	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
	SF SUFFOLK	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	2 days
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NE NORTH EAST LINCOLNSHIRE	1 days
	NY NORTH YORKSHIRE	2 days
08	NORTH WEST	
	CH CHESHIRE	1 days
	GM GREATER MANCHESTER	1 days

Secondary Filtering selection:

Parameter: Number of dwellings
 Actual Range: 10 to 805 (units:)
 Range Selected by User: 6 to 805 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 27/11/17

Selected survey days:

Monday	3 days
Tuesday	1 days
Wednesday	5 days
Thursday	7 days
Friday	3 days

Selected survey types:

Manual count	19 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town	19
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Selected Location Sub Categories:

Residential Zone	17
No Sub Category	2

Secondary Filtering selection:

Use Class:

C3	19 days
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Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	2 days
5,001 to 10,000	5 days
10,001 to 15,000	8 days
15,001 to 20,000	2 days
20,001 to 25,000	1 days

Glanville Foxhall Road Didcot

Licence No: 225601

Secondary Filtering selection (Cont.):

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	3 days
50,001 to 75,000	4 days
75,001 to 100,000	6 days
100,001 to 125,000	1 days
125,001 to 250,000	2 days
500,001 or More	1 days

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	14 days

Travel Plan:

Yes	3 days
No	16 days

PTAL Rating:

No PTAL Present	19 days
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LIST OF SITES relevant to selection parameters

1	CH-03-A-09 GREYSTOKE ROAD HURDSFIELD MACCLESFIELD Edge of Town Residential Zone Total Number of dwellings: <i>Survey date: MONDAY</i>	TERRACED HOUSES 24 24/11/14	CHESHIRE <i>Survey Type: MANUAL</i>
2	ES-03-A-02 SOUTH COAST ROAD PEACEHAVEN Edge of Town Residential Zone Total Number of dwellings: <i>Survey date: FRIDAY</i>	PRIVATE HOUSING 37 18/11/11	EAST SUSSEX <i>Survey Type: MANUAL</i>
3	ES-03-A-03 SHEPHAM LANE POLEGATE Edge of Town Residential Zone Total Number of dwellings: <i>Survey date: MONDAY</i>	MIXED HOUSES & FLATS 212 11/07/16	EAST SUSSEX <i>Survey Type: MANUAL</i>
4	ES-03-A-04 NEW LYDD ROAD CAMBER Edge of Town Residential Zone Total Number of dwellings: <i>Survey date: FRIDAY</i>	MIXED HOUSES & FLATS 134 15/07/16	EAST SUSSEX <i>Survey Type: MANUAL</i>
5	GM-03-A-10 BUTT HILL DRIVE PRESTWICH MANCHESTER Edge of Town Residential Zone Total Number of dwellings: <i>Survey date: WEDNESDAY</i>	DETACHED/SEMI 29 12/10/11	GREATER MANCHESTER <i>Survey Type: MANUAL</i>
6	KC-03-A-04 KILN BARN ROAD DITTON AYLESFORD Edge of Town Residential Zone Total Number of dwellings: <i>Survey date: FRIDAY</i>	SEMI-DETACHED & TERRACED 110 22/09/17	KENT <i>Survey Type: MANUAL</i>
7	KC-03-A-07 RECVLVER ROAD HERNE BAY Edge of Town Residential Zone Total Number of dwellings: <i>Survey date: WEDNESDAY</i>	MIXED HOUSES 288 27/09/17	KENT <i>Survey Type: MANUAL</i>
8	NE-03-A-02 HANOVER WALK SCUNTHORPE Edge of Town No Sub Category Total Number of dwellings: <i>Survey date: MONDAY</i>	SEMI DETACHED & DETACHED 432 12/05/14	NORTH EAST LINCOLNSHIRE <i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

9	NF-03-A-03 HALING WAY	DETACHED HOUSES		NORFOLK
	THETFORD Edge of Town Residential Zone Total Number of dwellings:		10	
	Survey date: WEDNESDAY		16/09/15	Survey Type: MANUAL
10	NY-03-A-10 BOROUGHBRIDGE ROAD	HOUSES AND FLATS		NORTH YORKSHIRE
	RIPON Edge of Town No Sub Category Total Number of dwellings:		71	
	Survey date: TUESDAY		17/09/13	Survey Type: MANUAL
11	NY-03-A-11 HORSEFAIR	PRIVATE HOUSING		NORTH YORKSHIRE
	BOROUGHBRIDGE Edge of Town Residential Zone Total Number of dwellings:		23	
	Survey date: WEDNESDAY		18/09/13	Survey Type: MANUAL
12	SC-03-A-04 HIGH ROAD	DETACHED & TERRACED		SURREY
	BYFLEET Edge of Town Residential Zone Total Number of dwellings:		71	
	Survey date: THURSDAY		23/01/14	Survey Type: MANUAL
13	SF-03-A-05 VALE LANE	DETACHED HOUSES		SUFFOLK
	BURY ST EDMUNDS Edge of Town Residential Zone Total Number of dwellings:		18	
	Survey date: WEDNESDAY		09/09/15	Survey Type: MANUAL
14	SH-03-A-05 SANDCROFT SUTTON HILL TELFORD	SEMI -DETACHED/TERRACED		SHROPSHIRE
	Edge of Town Residential Zone Total Number of dwellings:		54	
	Survey date: THURSDAY		24/10/13	Survey Type: MANUAL
15	SH-03-A-06 ELLESMERE ROAD	BUNGALOWS		SHROPSHIRE
	SHREWSBURY Edge of Town Residential Zone Total Number of dwellings:		16	
	Survey date: THURSDAY		22/05/14	Survey Type: MANUAL
16	SM-03-A-01 WEMBDON ROAD NORTHFIELD BRIDGWATER	DETACHED & SEMI		SOMERSET
	Edge of Town Residential Zone Total Number of dwellings:		33	
	Survey date: THURSDAY		24/09/15	Survey Type: MANUAL
17	WK-03-A-02 NARBERTH WAY POTTERS GREEN COVENTRY	BUNGALOWS		WARWICKSHIRE
	Edge of Town Residential Zone Total Number of dwellings:		17	
	Survey date: THURSDAY		17/10/13	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

18	WS-03-A-04	MIXED HOUSES		WEST SUSSEX
	HILLS FARM LANE			
	BROADBRIDGE HEATH			
	HORSHAM			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	151		
	Survey date: THURSDAY	11/12/14	Survey Type: MANUAL	
19	WS-03-A-06	MIXED HOUSES		WEST SUSSEX
	ELLIS ROAD			
	S BROADBRIDGE HEATH			
	WEST HORSHAM			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	805		
	Survey date: THURSDAY	02/03/17	Survey Type: MANUAL	

Glanville Foxhall Road Didcot

Licence No: 225601

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	19	133	0.076	19	133	0.288	19	133	0.364
08:00 - 09:00	19	133	0.144	19	133	0.398	19	133	0.542
09:00 - 10:00	19	133	0.143	19	133	0.170	19	133	0.313
10:00 - 11:00	19	133	0.124	19	133	0.152	19	133	0.276
11:00 - 12:00	19	133	0.136	19	133	0.156	19	133	0.292
12:00 - 13:00	19	133	0.144	19	133	0.145	19	133	0.289
13:00 - 14:00	19	133	0.157	19	133	0.151	19	133	0.308
14:00 - 15:00	19	133	0.169	19	133	0.178	19	133	0.347
15:00 - 16:00	19	133	0.271	19	133	0.188	19	133	0.459
16:00 - 17:00	19	133	0.276	19	133	0.170	19	133	0.446
17:00 - 18:00	19	133	0.339	19	133	0.148	19	133	0.487
18:00 - 19:00	19	133	0.305	19	133	0.179	19	133	0.484
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.284			2.323			4.607

Parameter summary

Trip rate parameter range selected:	10 - 805 (units:)
Survey date date range:	01/01/10 - 27/11/17
Number of weekdays (Monday-Friday):	19
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	19	133	0.006	19	133	0.009	19	133	0.015
08:00 - 09:00	19	133	0.004	19	133	0.011	19	133	0.015
09:00 - 10:00	19	133	0.000	19	133	0.003	19	133	0.003
10:00 - 11:00	19	133	0.001	19	133	0.006	19	133	0.007
11:00 - 12:00	19	133	0.003	19	133	0.003	19	133	0.006
12:00 - 13:00	19	133	0.003	19	133	0.004	19	133	0.007
13:00 - 14:00	19	133	0.005	19	133	0.004	19	133	0.009
14:00 - 15:00	19	133	0.003	19	133	0.002	19	133	0.005
15:00 - 16:00	19	133	0.004	19	133	0.005	19	133	0.009
16:00 - 17:00	19	133	0.009	19	133	0.009	19	133	0.018
17:00 - 18:00	19	133	0.014	19	133	0.008	19	133	0.022
18:00 - 19:00	19	133	0.006	19	133	0.004	19	133	0.010
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.058			0.068			0.126

Parameter summary

Trip rate parameter range selected:	10 - 805 (units:)
Survey date date range:	01/01/10 - 27/11/17
Number of weekdays (Monday-Friday):	19
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

Glanville Foxhall Road Didcot

Licence No: 225601

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	19	133	0.017	19	133	0.030	19	133	0.047
08:00 - 09:00	19	133	0.030	19	133	0.108	19	133	0.138
09:00 - 10:00	19	133	0.041	19	133	0.044	19	133	0.085
10:00 - 11:00	19	133	0.040	19	133	0.043	19	133	0.083
11:00 - 12:00	19	133	0.028	19	133	0.028	19	133	0.056
12:00 - 13:00	19	133	0.031	19	133	0.034	19	133	0.065
13:00 - 14:00	19	133	0.036	19	133	0.026	19	133	0.062
14:00 - 15:00	19	133	0.039	19	133	0.049	19	133	0.088
15:00 - 16:00	19	133	0.121	19	133	0.058	19	133	0.179
16:00 - 17:00	19	133	0.071	19	133	0.042	19	133	0.113
17:00 - 18:00	19	133	0.064	19	133	0.041	19	133	0.105
18:00 - 19:00	19	133	0.044	19	133	0.042	19	133	0.086
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.562			0.545			1.107

Parameter summary

Trip rate parameter range selected:	10 - 805 (units:)
Survey date date range:	01/01/10 - 27/11/17
Number of weekdays (Monday-Friday):	19
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

Glanville Foxhall Road Didcot

Licence No: 225601

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	19	133	0.000	19	133	0.013	19	133	0.013
08:00 - 09:00	19	133	0.000	19	133	0.025	19	133	0.025
09:00 - 10:00	19	133	0.001	19	133	0.008	19	133	0.009
10:00 - 11:00	19	133	0.002	19	133	0.005	19	133	0.007
11:00 - 12:00	19	133	0.001	19	133	0.004	19	133	0.005
12:00 - 13:00	19	133	0.003	19	133	0.002	19	133	0.005
13:00 - 14:00	19	133	0.005	19	133	0.003	19	133	0.008
14:00 - 15:00	19	133	0.004	19	133	0.002	19	133	0.006
15:00 - 16:00	19	133	0.017	19	133	0.007	19	133	0.024
16:00 - 17:00	19	133	0.015	19	133	0.004	19	133	0.019
17:00 - 18:00	19	133	0.013	19	133	0.002	19	133	0.015
18:00 - 19:00	19	133	0.017	19	133	0.006	19	133	0.023
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.078			0.081			0.159

Parameter summary

Trip rate parameter range selected:	10 - 805 (units:)
Survey date date range:	01/01/10 - 27/11/17
Number of weekdays (Monday-Friday):	19
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

Calculation Reference: AUDIT-225601-180410-0438

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : B - AFFORDABLE/LOCAL AUTHORITY HOUSES
 MULTI-MODAL VEHICLES

Selected regions and areas:

07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	MS MERSEYSIDE	1 days

Secondary Filtering selection:

Parameter: Number of dwellings
 Actual Range: 16 to 54 (units:)
 Range Selected by User: 14 to 280 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 19/09/13

Selected survey days:

Tuesday 2 days

Selected survey types:

Manual count 2 days
 Directional ATC Count 0 days

Selected Locations:

Edge of Town 2

Selected Location Sub Categories:

Residential Zone 2

Secondary Filtering selection:

Use Class:

C3 2 days

Population within 1 mile:

1,001 to 5,000 1 days
 10,001 to 15,000 1 days

Population within 5 miles:

5,001 to 25,000 1 days
 75,001 to 100,000 1 days

Car ownership within 5 miles:

0.6 to 1.0 2 days

Travel Plan:

No 2 days

PTAL Rating:

No PTAL Present 2 days

LIST OF SITES relevant to selection parameters

1	MS-03-B-01	TERRACED		MERSEYSIDE
	TARBOCK ROAD			
	SPEKE			
	LIVERPOOL			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	16		
	Survey date: TUESDAY	18/06/13		Survey Type: MANUAL
2	WY-03-B-02	MIXED HOUSES		WEST YORKSHIRE
	WHITEACRE STREET			
	DEIGHTON			
	HUDDERSFIELD			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	54		
	Survey date: TUESDAY	17/09/13		Survey Type: MANUAL

Glanville Foxhall Road Didcot

Licence No: 225601

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES

MULTI-MODAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	35	0.057	2	35	0.086	2	35	0.143
08:00 - 09:00	2	35	0.157	2	35	0.343	2	35	0.500
09:00 - 10:00	2	35	0.286	2	35	0.329	2	35	0.615
10:00 - 11:00	2	35	0.200	2	35	0.200	2	35	0.400
11:00 - 12:00	2	35	0.157	2	35	0.157	2	35	0.314
12:00 - 13:00	2	35	0.171	2	35	0.157	2	35	0.328
13:00 - 14:00	2	35	0.086	2	35	0.071	2	35	0.157
14:00 - 15:00	2	35	0.214	2	35	0.143	2	35	0.357
15:00 - 16:00	2	35	0.129	2	35	0.171	2	35	0.300
16:00 - 17:00	2	35	0.114	2	35	0.129	2	35	0.243
17:00 - 18:00	2	35	0.200	2	35	0.143	2	35	0.343
18:00 - 19:00	2	35	0.143	2	35	0.086	2	35	0.229
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.914			2.015			3.929

Parameter summary

Trip rate parameter range selected:	16 - 54 (units:)
Survey date date range:	01/01/10 - 19/09/13
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

Glanville Foxhall Road Didcot

Licence No: 225601

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	35	0.000	2	35	0.000	2	35	0.000
08:00 - 09:00	2	35	0.014	2	35	0.043	2	35	0.057
09:00 - 10:00	2	35	0.014	2	35	0.014	2	35	0.028
10:00 - 11:00	2	35	0.000	2	35	0.000	2	35	0.000
11:00 - 12:00	2	35	0.000	2	35	0.000	2	35	0.000
12:00 - 13:00	2	35	0.000	2	35	0.000	2	35	0.000
13:00 - 14:00	2	35	0.000	2	35	0.000	2	35	0.000
14:00 - 15:00	2	35	0.000	2	35	0.000	2	35	0.000
15:00 - 16:00	2	35	0.043	2	35	0.000	2	35	0.043
16:00 - 17:00	2	35	0.000	2	35	0.014	2	35	0.014
17:00 - 18:00	2	35	0.014	2	35	0.000	2	35	0.014
18:00 - 19:00	2	35	0.000	2	35	0.000	2	35	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.085			0.071			0.156

Parameter summary

Trip rate parameter range selected:	16 - 54 (units:)
Survey date date range:	01/01/10 - 19/09/13
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

Glanville Foxhall Road Didcot

Licence No: 225601

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	35	0.029	2	35	0.086	2	35	0.115
08:00 - 09:00	2	35	0.071	2	35	0.357	2	35	0.428
09:00 - 10:00	2	35	0.129	2	35	0.171	2	35	0.300
10:00 - 11:00	2	35	0.143	2	35	0.114	2	35	0.257
11:00 - 12:00	2	35	0.114	2	35	0.171	2	35	0.285
12:00 - 13:00	2	35	0.157	2	35	0.100	2	35	0.257
13:00 - 14:00	2	35	0.071	2	35	0.100	2	35	0.171
14:00 - 15:00	2	35	0.186	2	35	0.157	2	35	0.343
15:00 - 16:00	2	35	0.200	2	35	0.100	2	35	0.300
16:00 - 17:00	2	35	0.129	2	35	0.086	2	35	0.215
17:00 - 18:00	2	35	0.257	2	35	0.043	2	35	0.300
18:00 - 19:00	2	35	0.143	2	35	0.143	2	35	0.286
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.629			1.628			3.257

Parameter summary

Trip rate parameter range selected:	16 - 54 (units:)
Survey date date range:	01/01/10 - 19/09/13
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

Glanville Foxhall Road Didcot

Licence No: 225601

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	35	0.000	2	35	0.000	2	35	0.000
08:00 - 09:00	2	35	0.000	2	35	0.014	2	35	0.014
09:00 - 10:00	2	35	0.014	2	35	0.000	2	35	0.014
10:00 - 11:00	2	35	0.000	2	35	0.000	2	35	0.000
11:00 - 12:00	2	35	0.000	2	35	0.000	2	35	0.000
12:00 - 13:00	2	35	0.000	2	35	0.000	2	35	0.000
13:00 - 14:00	2	35	0.014	2	35	0.000	2	35	0.014
14:00 - 15:00	2	35	0.000	2	35	0.000	2	35	0.000
15:00 - 16:00	2	35	0.000	2	35	0.014	2	35	0.014
16:00 - 17:00	2	35	0.000	2	35	0.000	2	35	0.000
17:00 - 18:00	2	35	0.000	2	35	0.000	2	35	0.000
18:00 - 19:00	2	35	0.000	2	35	0.000	2	35	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.028			0.028			0.056

Parameter summary

Trip rate parameter range selected:	16 - 54 (units:)
Survey date date range:	01/01/10 - 19/09/13
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

Appendix C
National Travel Survey

Department for Transport statistics

[National Travel Survey](#)

Table NTS0502

Trip start time by trip purpose (Monday to Friday only): England, 2010/14¹

Start time	Percentage									Unweighted sample size (trips '000s)
	Commuting	Business	Education	Escort education	Shopping	Other work, other escort and personal business	Visiting friends / entertainment / sport	Holiday / Day trip / Other	All purposes	
0000 - 0059	35	5	-	-	2	10	44	4	100	1
0100 - 0159	47	4	1	0	3	8	32	4	100	-
0200 - 0259	56	3	0	-	1	8	25	7	100	-
0300 - 0359	59	5	-	2	1	9	16	7	100	1
0400 - 0459	72	7	-	-	1	8	3	7	100	1
0500 - 0559	76	6	-	-	1	7	2	7	100	7
0600 - 0659	69	7	1	-	2	8	4	8	100	19
0700 - 0759	53	5	13	4	3	14	4	4	100	57
0800 - 0859	22	3	29	21	4	14	3	3	100	125
0900 - 0959	12	5	3	8	22	27	14	9	100	63
1000 - 1059	5	4	2	1	35	26	16	11	100	65
1100 - 1159	5	4	2	2	36	25	18	9	100	68
1200 - 1259	8	5	3	2	31	25	19	8	100	65
1300 - 1359	11	5	2	1	30	24	19	8	100	60
1400 - 1459	10	4	4	10	26	21	18	9	100	67
1500 - 1559	7	3	24	21	13	15	12	5	100	121
1600 - 1659	22	4	6	4	16	22	18	8	100	82
1700 - 1759	34	4	3	2	12	20	20	6	100	82
1800 - 1859	22	3	1	1	15	19	32	8	100	61
1900 - 1959	11	2	1	-	16	19	43	8	100	42
2000 - 2059	12	2	1	1	13	18	46	8	100	26
2100 - 2159	14	3	1	-	8	16	50	7	100	18
2200 - 2259	19	2	-	-	4	12	56	6	100	13
2300 - 2359	19	3	-	-	2	11	59	5	100	7
All day	19	4	9	7	17	19	18	7	100	1,053

¹ Five survey years combined.

Telephone: 020 7944 3097
Email: national.travelsurvey@dft.gsi.gov.uk

[Notes & definitions](#)

Source: National Travel Survey
Last updated: 2 September 2015
Next update: Summer 2016

The figures in this table are National Statistics

Note:

The results presented in this table are weighted. The base (unweighted sample size) is shown in the table for information.

Weights are applied to adjust for non-response to ensure the characteristics of the achieved sample match the population of Great Britain (1995-2012) or England (2013 onwards) and for the drop off in trip recording in diary data.

The survey results are subject to sampling error.

Department for Transport statistics

[National Travel Survey](#)

Table NTS0614

Trips to school¹ by main mode, trip length and age: England, 2014

Main mode	Percentage										Average of "Under 1 mile" and "2 to under 5 miles"
	Aged 5-10 years					Aged 11-16 years					
	Under 1 mile	1 to under 2 miles	2 to under 5 miles	5 miles and over	All lengths	Under 1 mile	1 to under 2 miles	2 to under 5 miles	5 miles and over	All lengths	
Walk	80	29	2	0	46	90	59	8	0	38	49
Bicycle	1	4	1	0	2	3	6	3	-	3	3
Car / van	19	62	86	73	46	6	23	37	25	23	22
Bus ²	-	4	10	21	5	1	12	47	58	29	24
Other transport ³	-	1	2	7	1	1	1	5	17	6	3
All modes	100	100	100	100	100	100	100	100	100	100	100
Unweighted sample size: trips	3,903	2,098	1,344	594	7,939	1,942	2,099	2,364	1,770	8,175	

1 Trips of under 50 miles only.

2 Private and local bus.

3 Rail and other modes of transport.

Telephone: 020 7944 3097

Email: national.travelsurvey@dft.gsi.gov.uk

[Notes & definitions](#)

Source: National Travel Survey

Last updated: 2 September 2015

Next update: Summer 2016

The figures in this table are National Statistics

Note:

The results presented in this table are weighted. The base (unweighted sample size) is shown in the table for information.

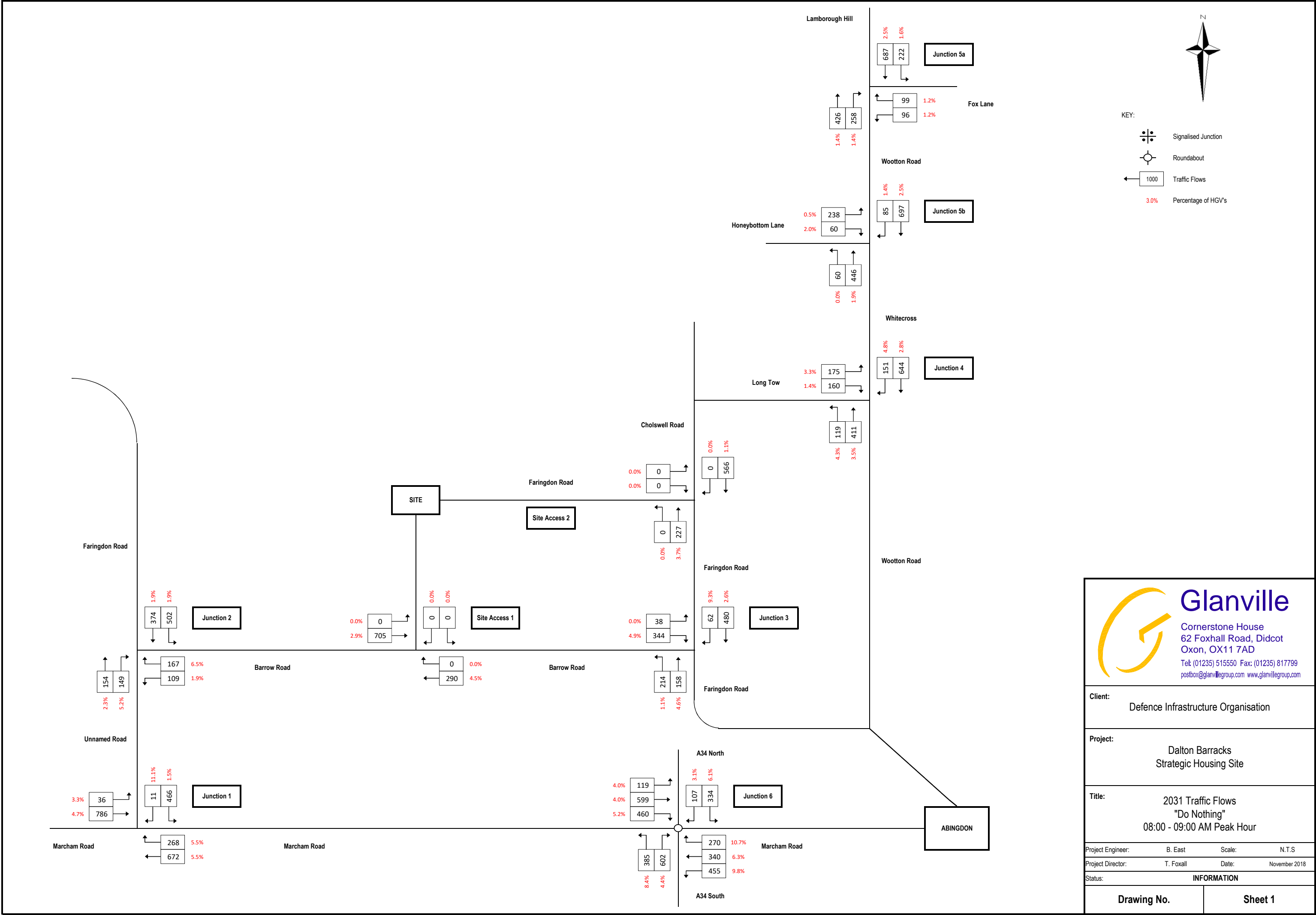
Weights are applied to adjust for non-response to ensure the characteristics of the achieved sample match the population of Great Britain (1995-2012) or England (2013 onwards) and for the drop off in trip recording in diary data.


The survey results are subject to sampling error.

Appendix D
Census Areas

Appendix E

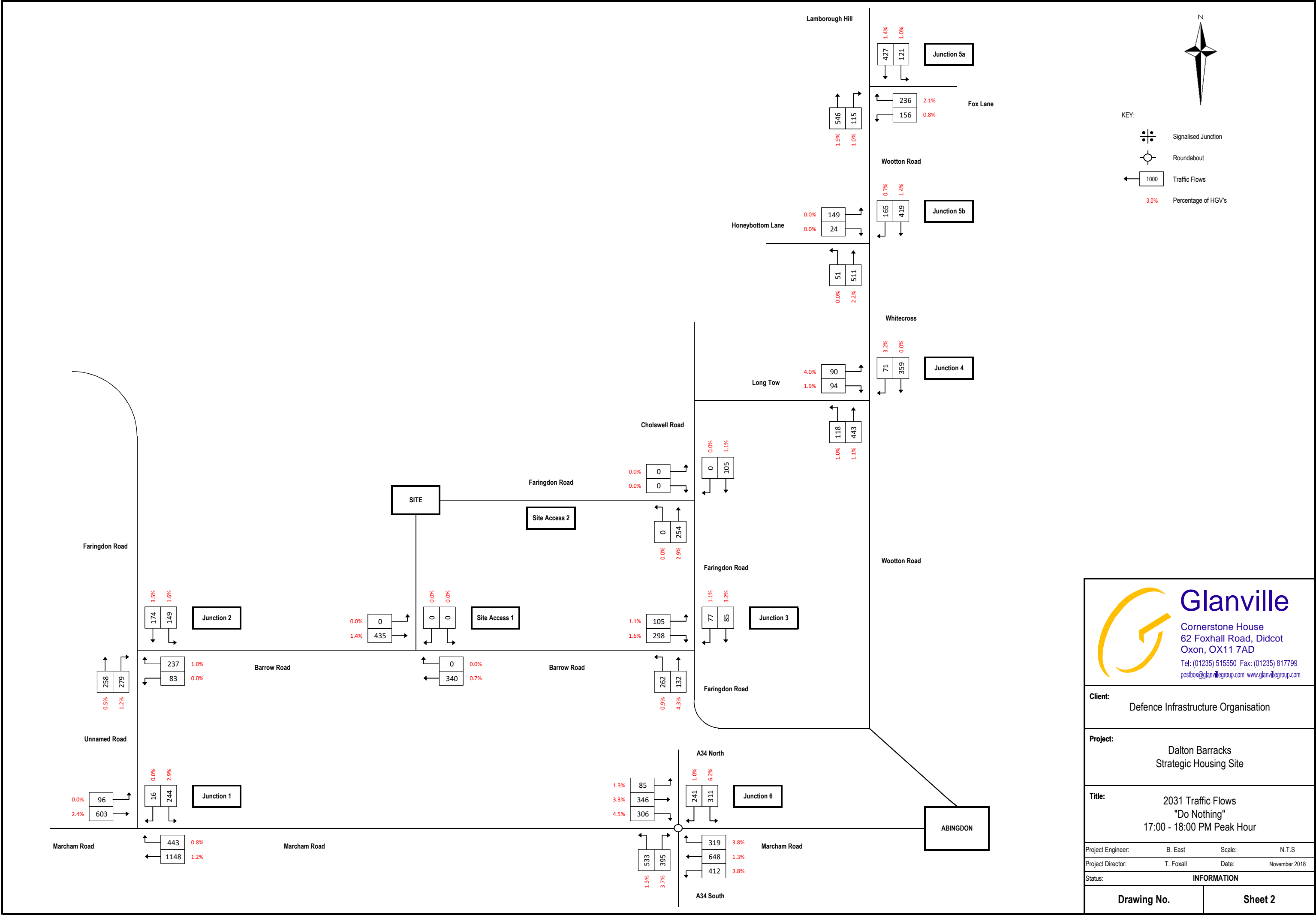
Distribution and Flow Diagrams






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Client:		Defence Infrastructure Organisation	
Project:		Dalton Barracks Strategic Housing Site	
Title:		2031 Traffic Flows "Do Nothing" 08:00 - 09:00 AM Peak Hour	
Project Engineer:	B. East	Scale:	N.T.S
Project Director:	T. Foxall	Date:	November 2018
Status:	INFORMATION		
Drawing No.		Sheet 1	

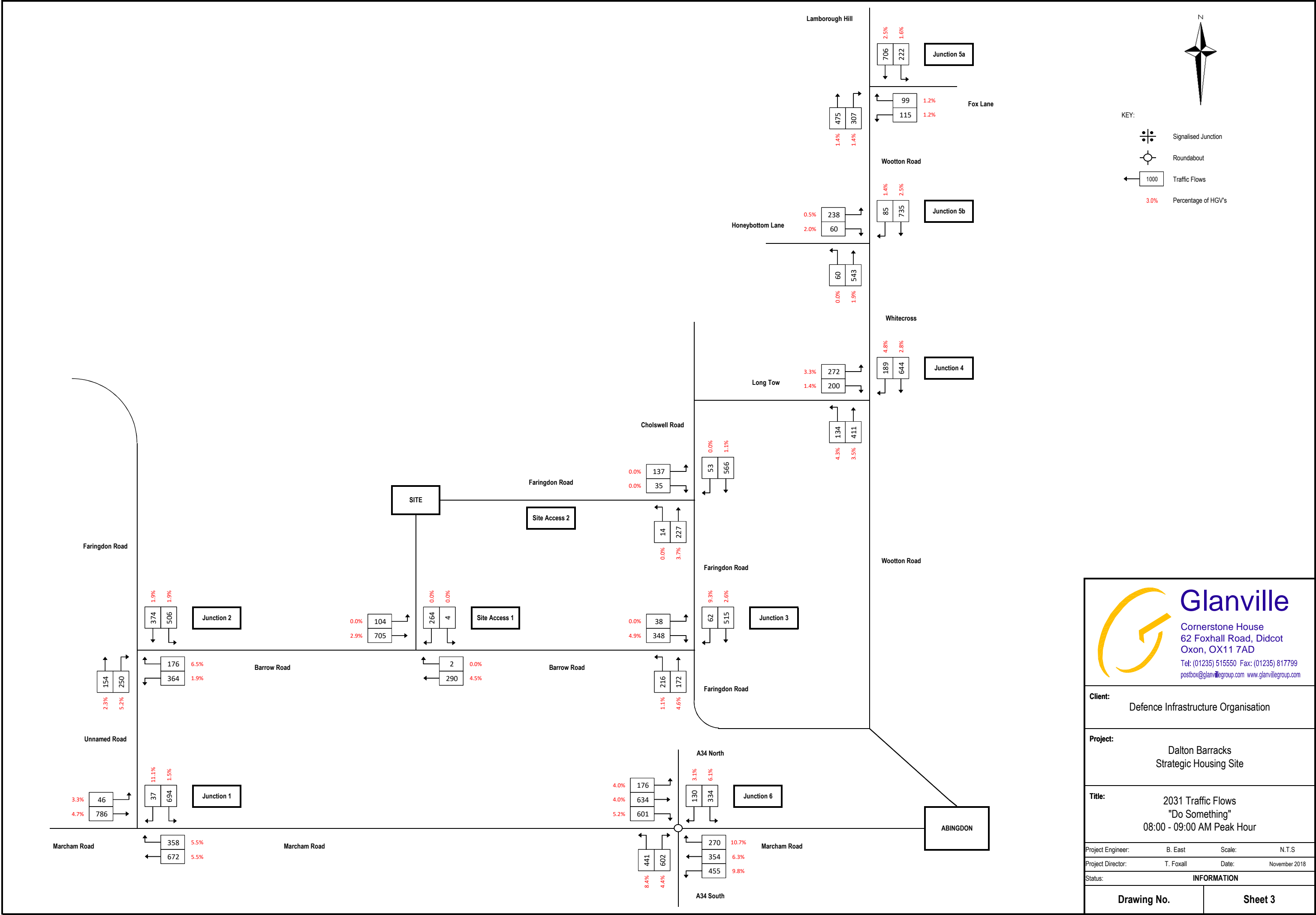





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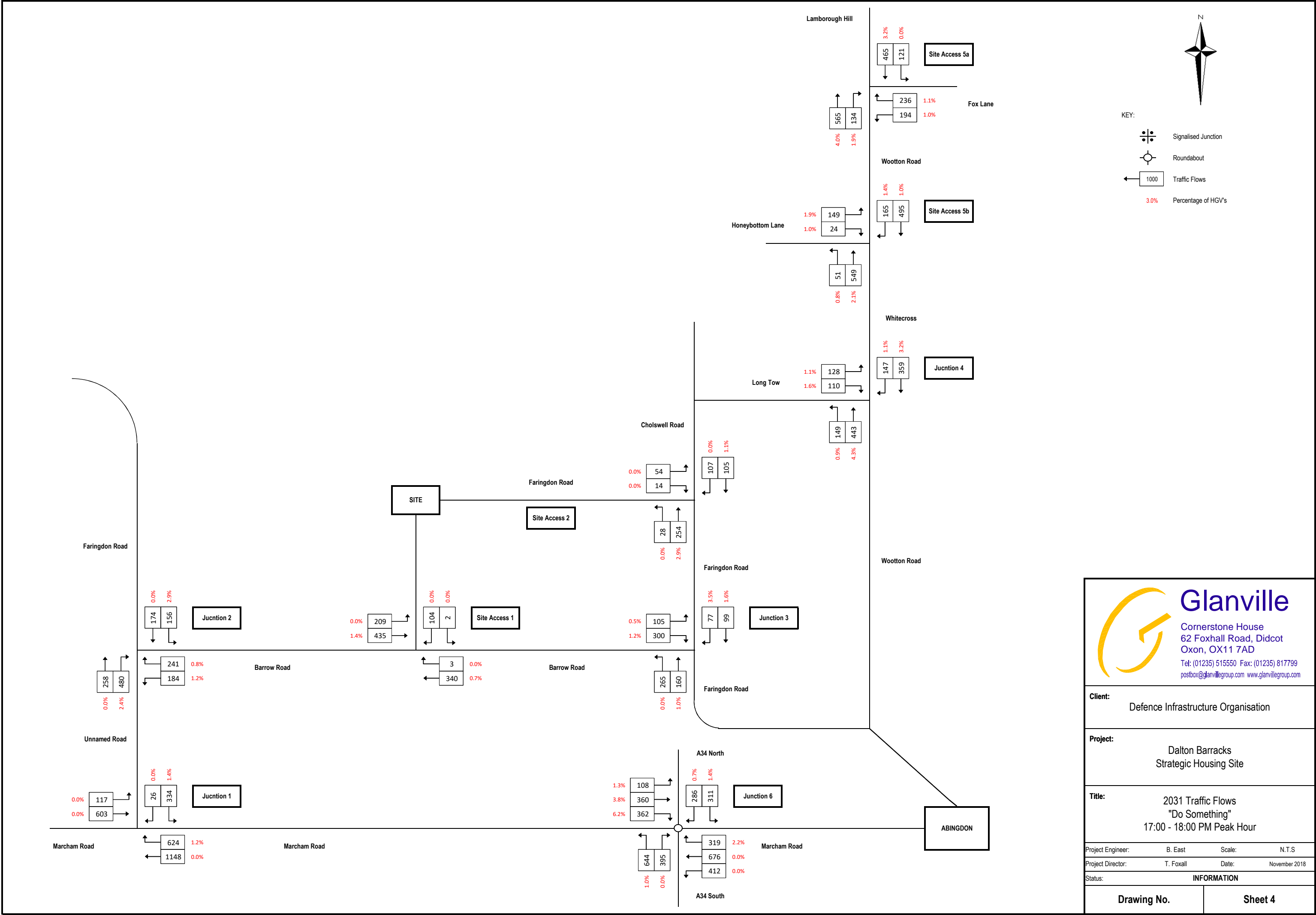
Client: Defence Infrastructure Organisation	
Project: Dalton Barracks Strategic Housing Site	
Title: 2031 Traffic Flows "Do Nothing" 17:00 - 18:00 PM Peak Hour	
Project Engineer:	B. East
Project Director:	T. Foxall
Status:	INFORMATION
Drawing No.	Sheet 2






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Client:		Defence Infrastructure Organisation	
Project:		Dalton Barracks Strategic Housing Site	
Title:		2031 Traffic Flows "Do Something" 08:00 - 09:00 AM Peak Hour	
Project Engineer:	B. East	Scale:	N.T.S
Project Director:	T. Foxall	Date:	November 2018
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Drawing No.		Sheet 3	



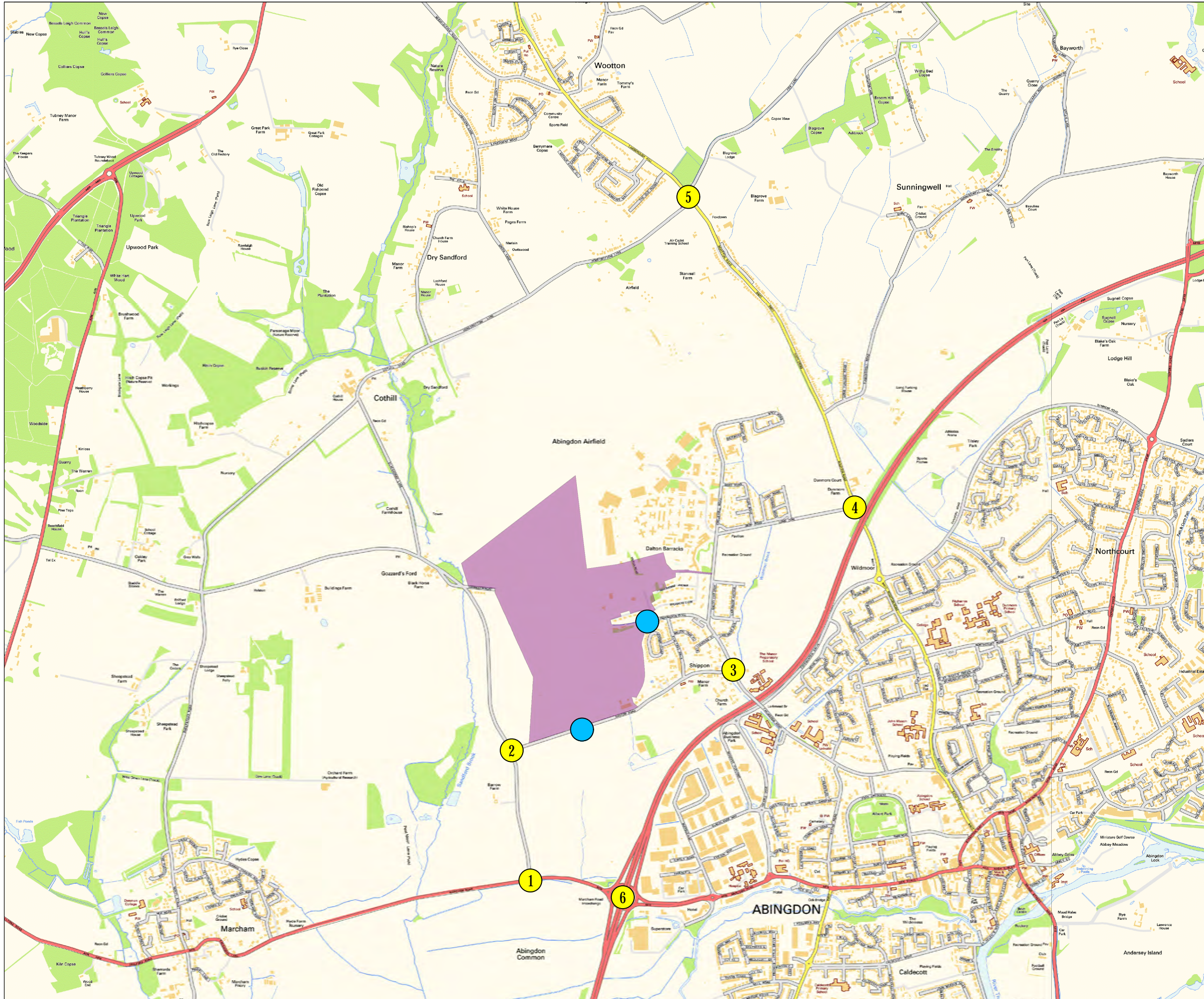


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Client: Defence Infrastructure Organisation				
Project: Dalton Barracks Strategic Housing Site				
Title: 2031 Traffic Flows "Do Something" 17:00 - 18:00 PM Peak Hour				
Project Engineer:		B. East	Scale:	N.T.S
Project Director:		T. Foxall	Date:	November 2018
Status: INFORMATION				
Drawing No.		Sheet 4		

Appendix F

Study Area



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KEY

Proposed strategic allocation

3

Junction references

Site Accesses

A	Allocation boundary revised.	19/11/18 T.Hart	TF
Rev.	Description	Date	Chkd

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Client :
Defence Infrastructure Organisation

Project :
Dalton Barracks
Strategic Housing Site

Title :
Transport Delivery Note
Study Area

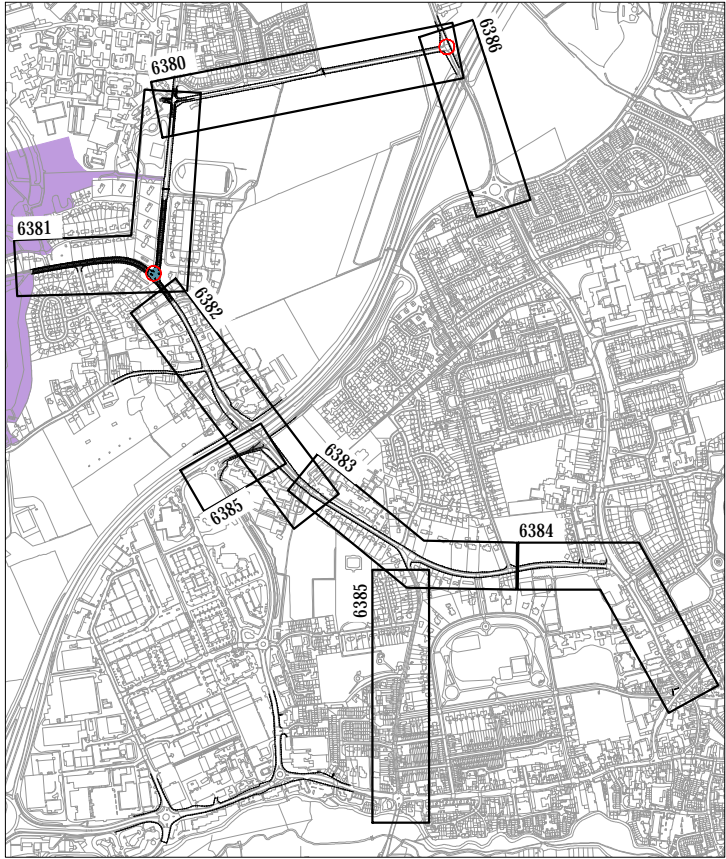
Project Engineer :	B. East	Scale :	As Shown @ A3
Project Director :	T. Foxall	Date :	February 2018

Status : INFORMATION

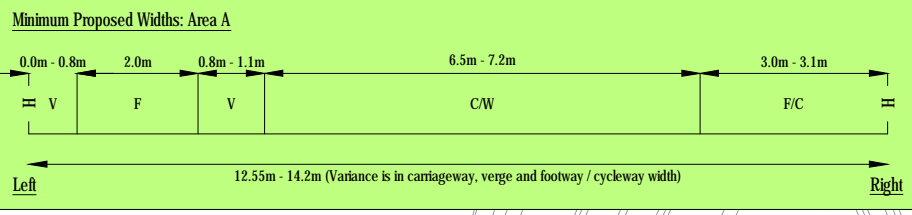
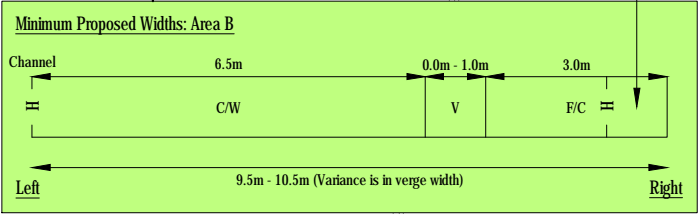
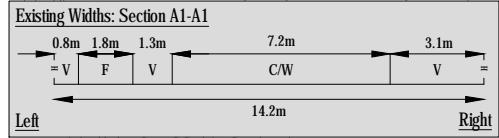
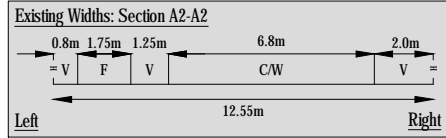
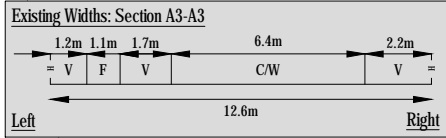
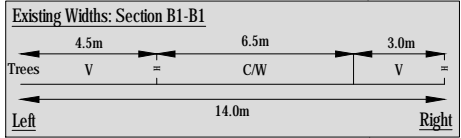
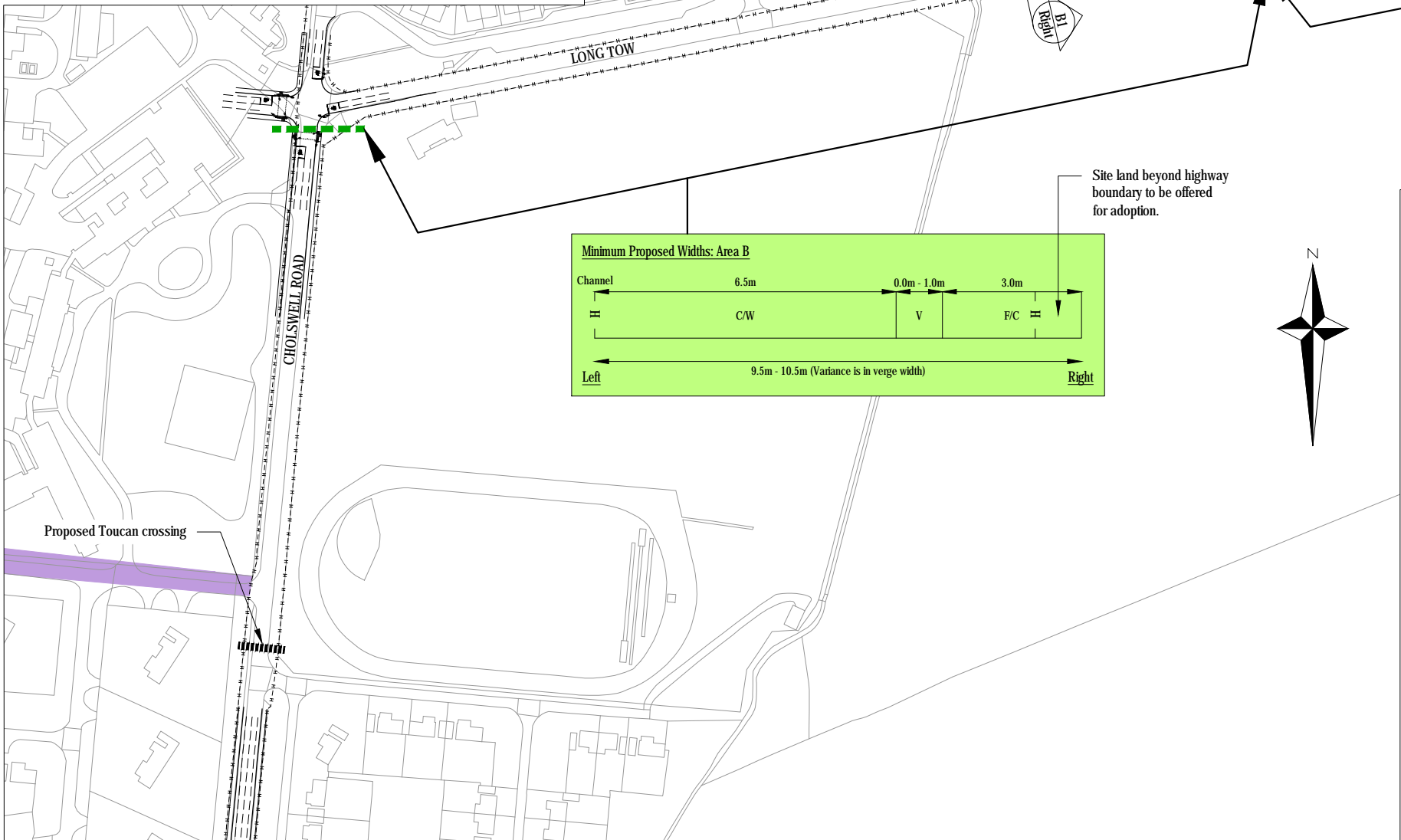
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Appendix G

Proposed Sustainable Infrastructure




OVERVIEW (SCALE: 1:20000)

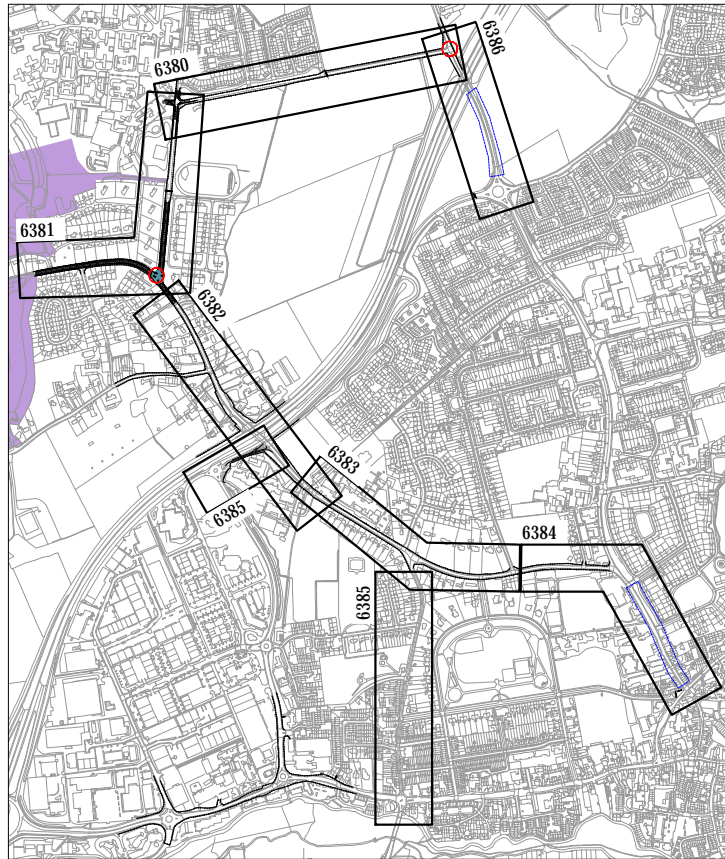


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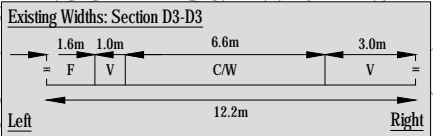
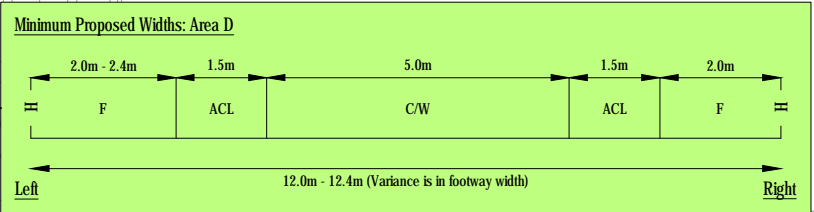
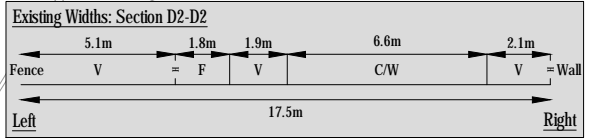
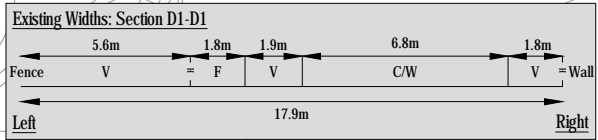
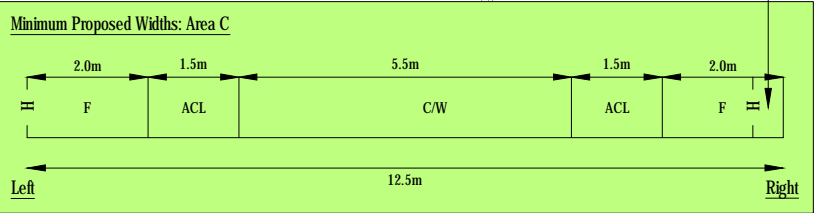
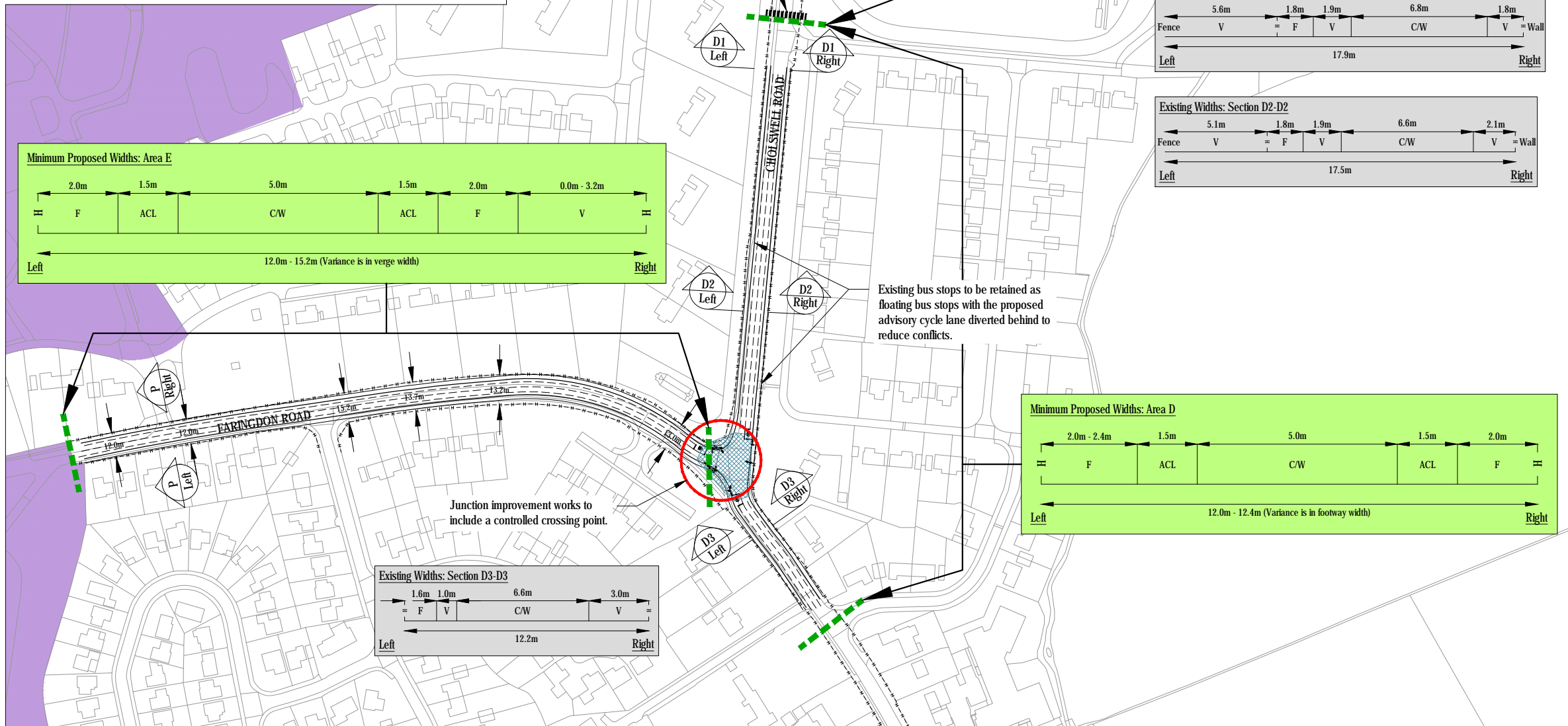
- KEY**
- Highway boundary
 - Proposed allocation
 - Extents of areas
 - C/W Carriageway
 - V Verge
 - F Footway
 - F/C Proposed footway/cycleway
 - SCT Proposed stepped cycle track

C	Allocation boundary revised.	19/11/18 T.Hart	TF
B	Revised for Transport Delivery Note.	14/11/18 T.Hart	TF
A	Amended in accordance with OCC comments 04/05/18.	18/05/18 J.Blenkinsop	TF

Rev.	Description	Date	Chkd
 Glanville Cornerstone House 62 Foxhall Road, Didcot Oxon, OX11 7AD Tel: (01235) 515550 Fax: (01235) 817799 postbox@glanvillegroup.com www.glanvillegroup.com			
Client : Defence Infrastructure Organisation			
Project : Dalton Barracks Strategic Housing Site			
Title : Existing and Proposed Cycling Infrastructure Improvements Long Tow and Cholswell Road			
Project Engineer : M. Walton		Scale : 1:2500 @ A3	
Project Director : T. Foxall		Date : April 2018	
Status :			
Drawing No. 8171218/6380		Rev C	



OVERVIEW (SCALE: 1:20000)



Site land beyond highway boundary to be offered for adoption.

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KEY

-----	Highway boundary
■	Proposed allocation
-----	Extents of areas
C/W	Carriageway
V	Verge
F	Footway
F/C	Proposed footway/cycleway
ACL	Proposed advisory cycle lane

Rev.	Description	Date	Chkd
C	Allocation boundary revised.	19/11/18 T.Hart	TF
B	Revised for Transport Delivery Note.	14/11/18 T.Hart	TF

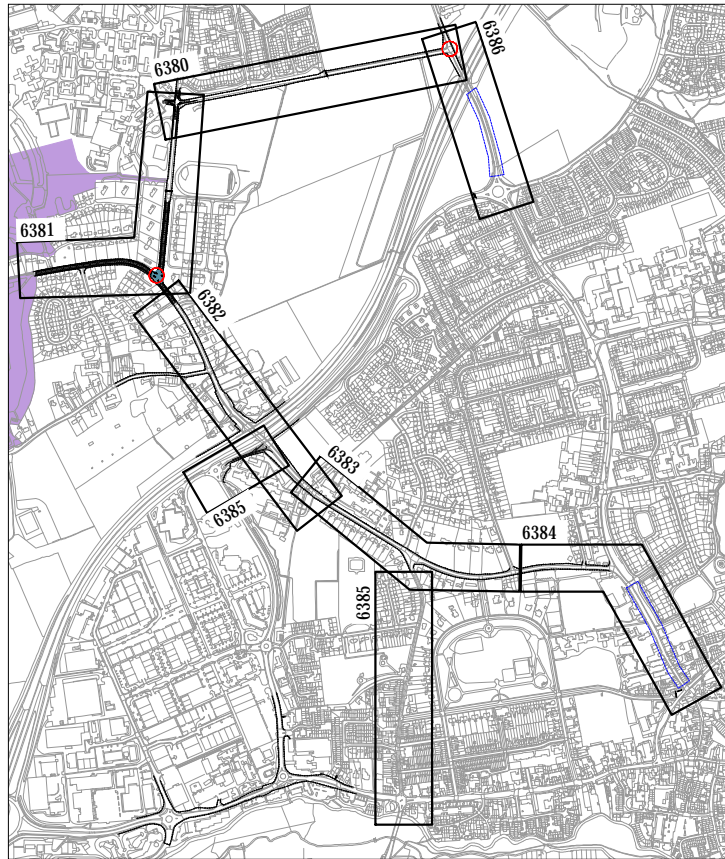
Glanville
Cornerstone House
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Oxon, OX11 7AD
Tel: (01235) 515550 Fax: (01235) 817799
postbox@glanvillegroup.com www.glanvillegroup.com

Client :
Defence Infrastructure Organisation

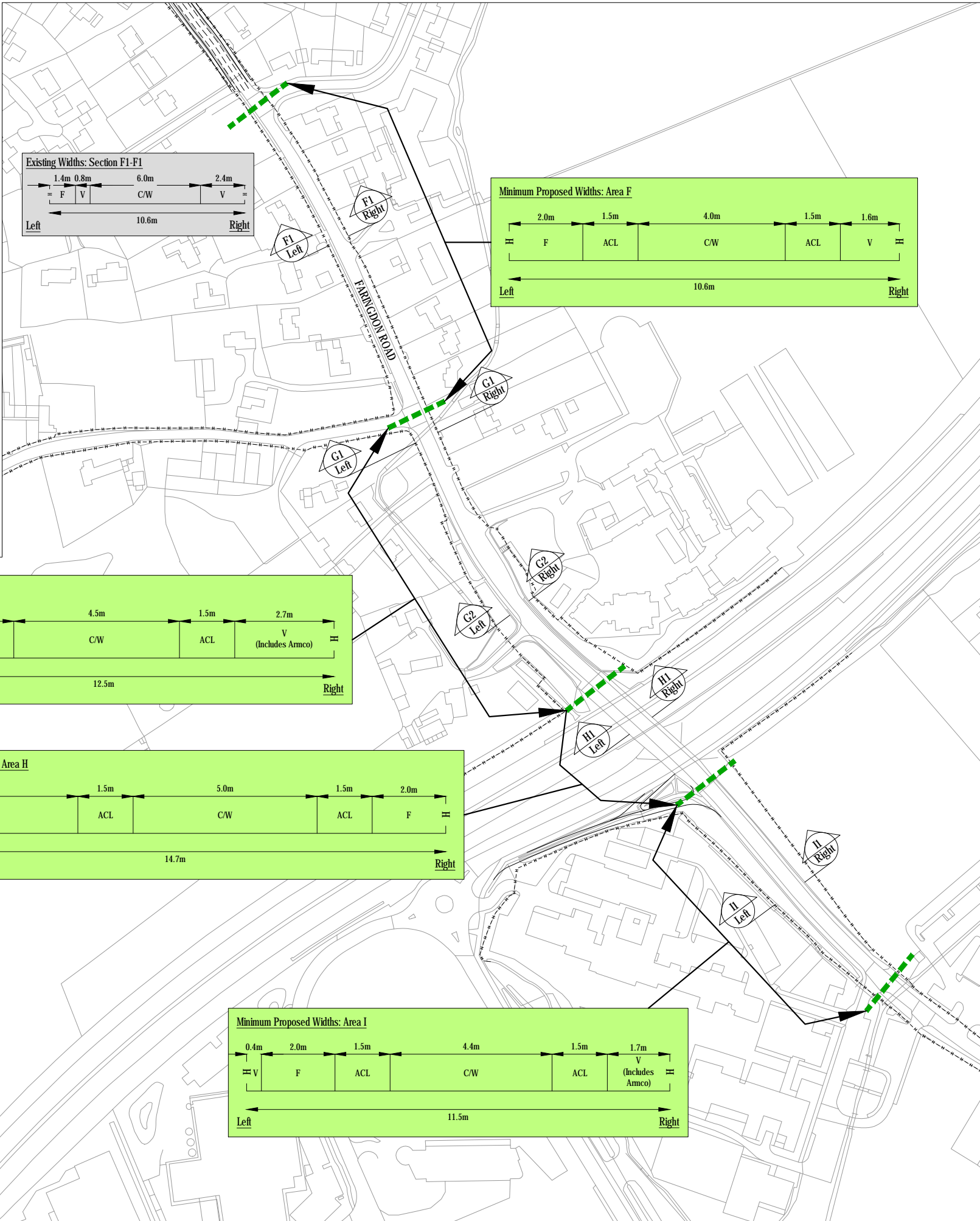
Project :
Dalton Barracks
Strategic Housing Site

Title :
Existing and Proposed Cycling
Infrastructure Improvements
Cholswell Road and Faringdon Road

Project Engineer : M. Walton Scale : 1:2500 @ A3
Project Director : T. Foxall Date : April 2018
Status :



OVERVIEW (SCALE: 1:20000)



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KEY

- Highway boundary
- Proposed allocation
- Extents of areas
- C/W Carriageway
- V Verge
- F Footway
- C Advisory cycle lane
- ACL Proposed advisory cycle lane

D	Allocation boundary revised.	19/11/18 T.Hart	TF
C	Revised for Transport Delivery Note.	14/11/18 T.Hart	TF
B	Amended in accordance with OCC comments 26/06/18.	28/06/18 J.Blenkinsop	TF
A	Amended in accordance with OCC comments 04/05/18.	18/05/18 J.Blenkinsop	TF
Rev.	Description	Date	Chkd

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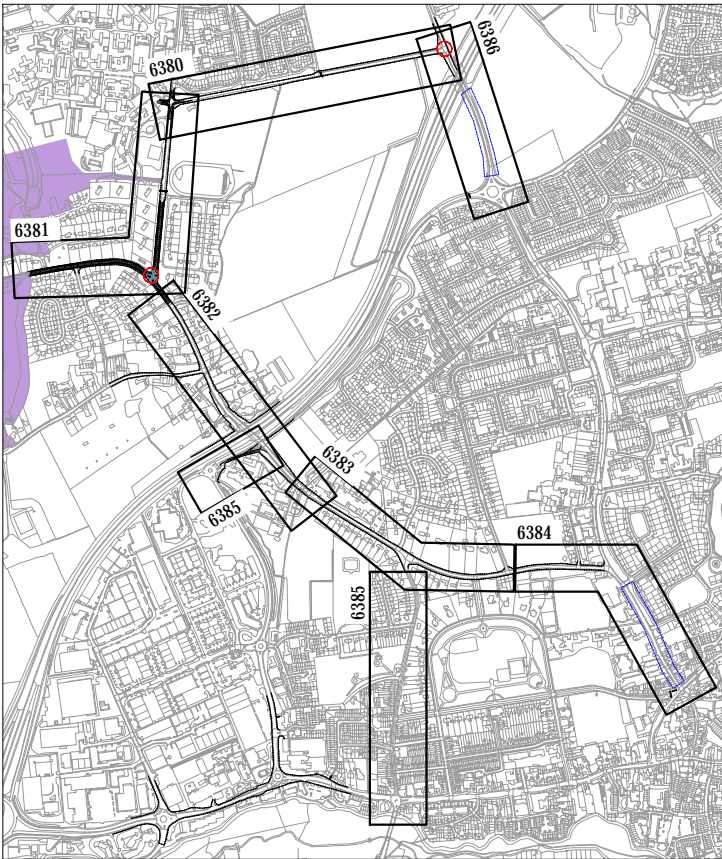
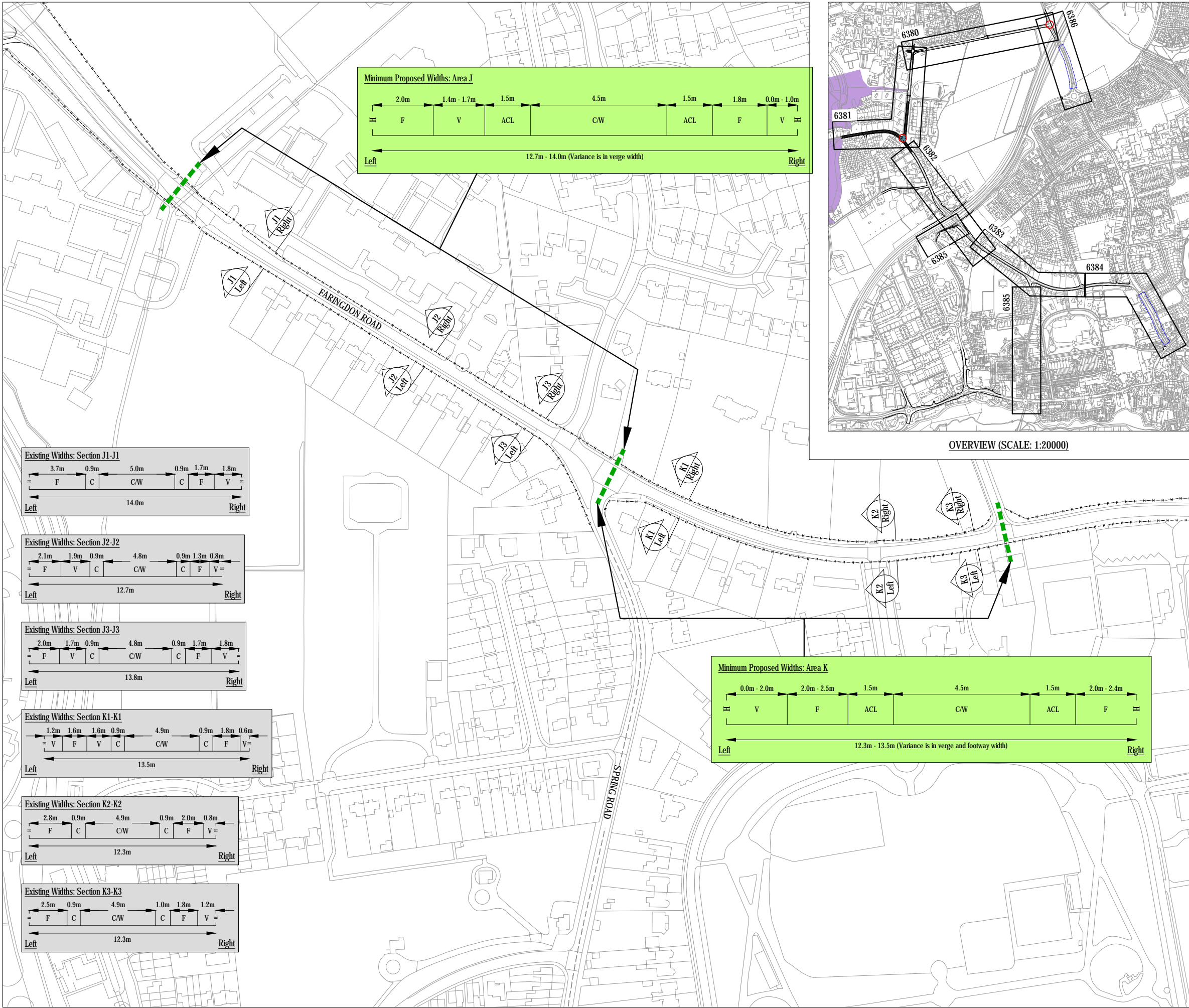
Client :
Defence Infrastructure Organisation

Project :
Dalton Barracks
Strategic Housing Site

Title :
Existing and Proposed Cycling
Infrastructure Improvements
Faringdon Road

Project Engineer : M. Walton Scale : 1:2500 @ A3
Project Director : T. Foxall Date : April 2018
Status :

Drawing No. 8171218/6382 Rev D



OVERVIEW (SCALE: 1:20000)

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KEY

- Highway boundary
- Proposed allocation
- Extents of areas
- C/W Carriageway
- V Verge
- F Footway
- C Advisory cycle lane
- ACL Proposed advisory cycle lane

C	Allocation boundary revised.	19/11/18 T.Hart	TF
B	Revised for Transport Delivery Note.	14/11/18 T.Hart	TF
A	Amended in accordance with OCC comments 04/05/18.	18/05/18 J.Blenkinsop	TF
Rev.	Description	Date	Chkd

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Client :
Defence Infrastructure Organisation

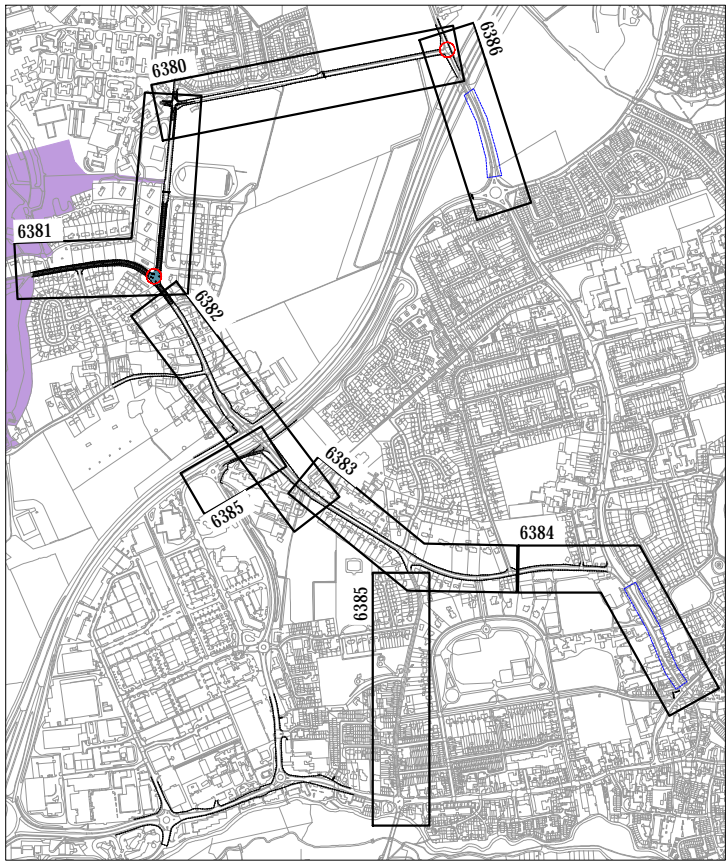
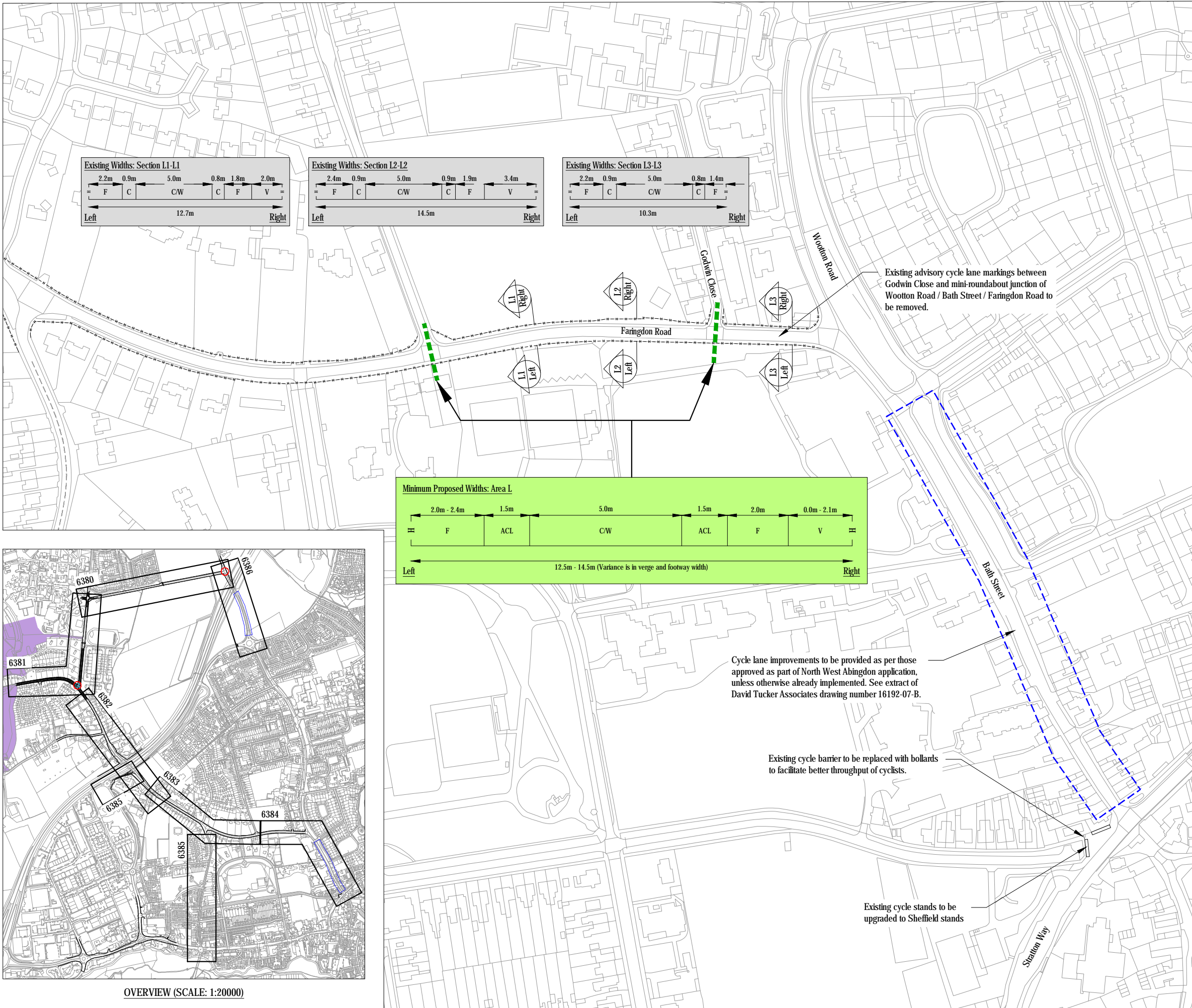
Project :
Dalton Barracks
Strategic Housing Site

Title :
Existing and Proposed Cycling
Infrastructure Improvements
Faringdon Road

Project Engineer : M. Walton Scale : 1:2500 @ A3
Project Director : T. Foxall Date : April 2018

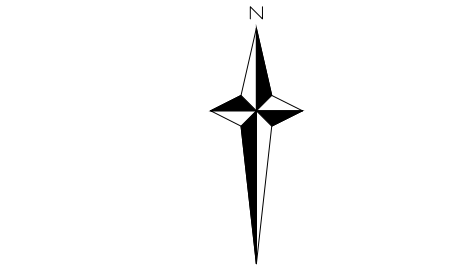
Status :

Drawing No. 8171218/6383 Rev C




OVERVIEW (SCALE: 1:20000)

NOTE
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KEY	
	Highway boundary
	Proposed allocation
	Extents of areas
C/W	Carriageway
V	Verge
F	Footway
C	Advisory cycle lane
ACL	Proposed advisory cycle lane

C	Allocation boundary revised.	19/11/18 T.Hart	TF
B	Revised for Transport Delivery Note.	14/11/18 T.Hart	TF
A	Amended in accordance with OCC comments 04/05/18.	18/05/18 J.Blenkinsop	TF
Rev.	Description	Date	Chkd



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Client :
Defence Infrastructure Organisation

Project :
Dalton Barracks
Strategic Housing Site

Title :
Existing and Proposed Cycling
Infrastructure Improvements
Faringdon Road, Bath Street and Stratton Way

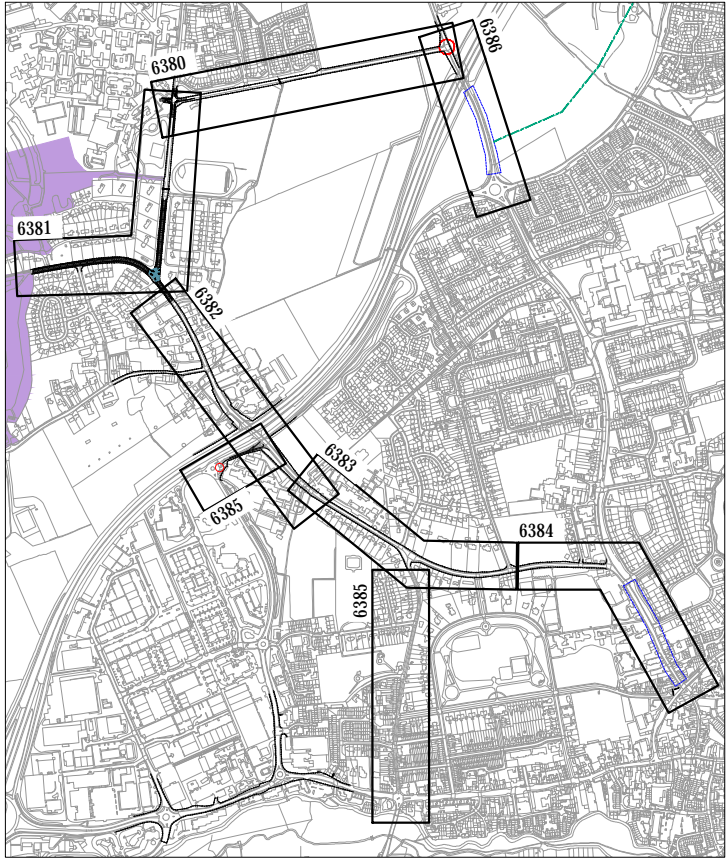
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Project Director : T. Foxall Date : April 2018

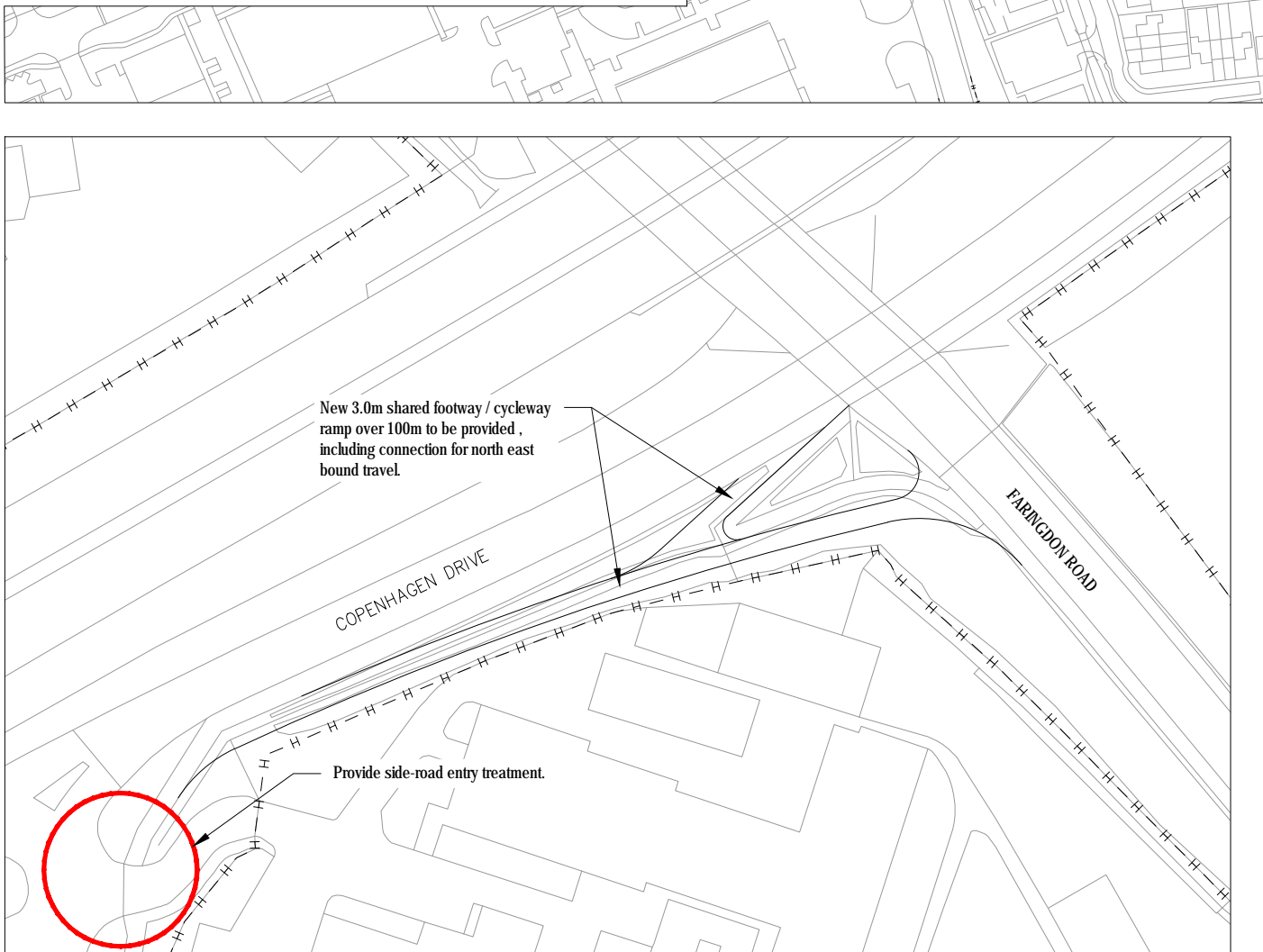
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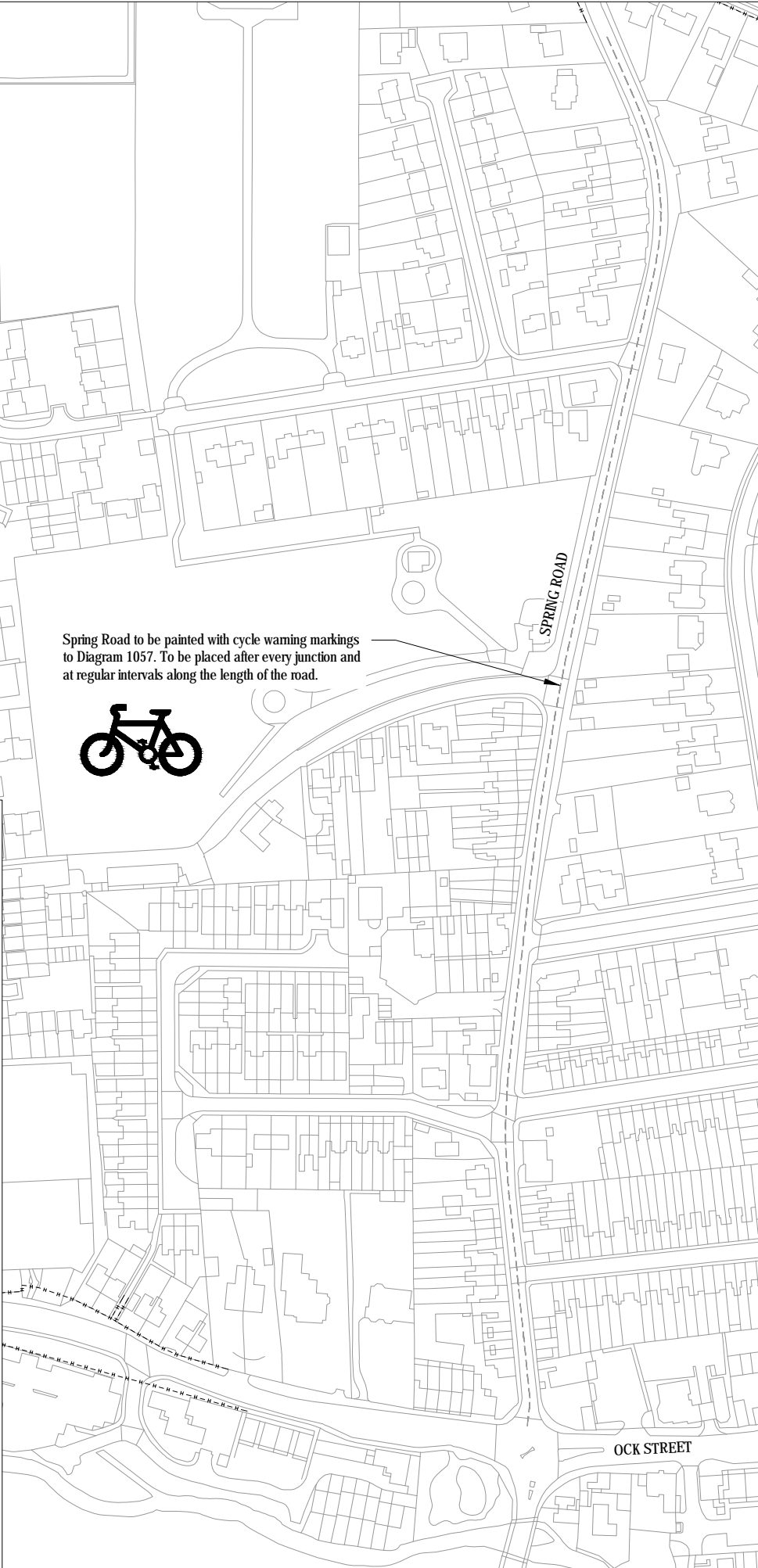
Rev C



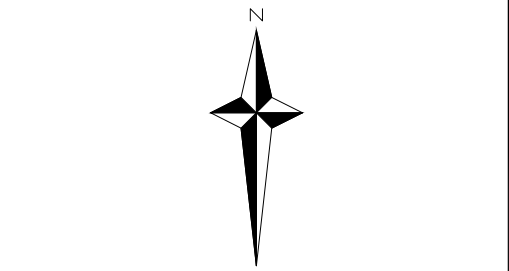
OVERVIEW (SCALE: 1:20000)



FARINGDON ROAD TO COPENHAGEN DRIVE FOOTWAY RAMP IMPROVEMENT (SCALE: 1:1000)




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KEY
- - - - - Highway boundary
Proposed allocation

C	Allocation boundary revised.	19/11/18 T.Hart	TF
B	Revised for Transport Delivery Note.	14/11/18 T.Hart	TF
A	Amended in accordance with OCC comments 04/05/18.	21/05/18 J.Blenkinsop	TF
Rev.	Description	Date	Chkd



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Client :
Defence Infrastructure Organisation

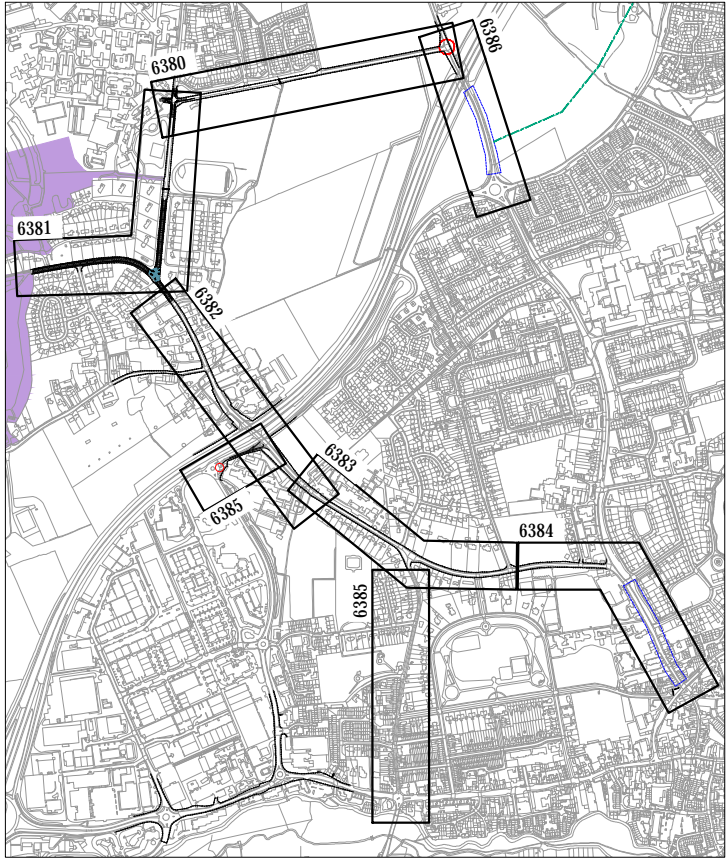
Project :
Dalton Barracks
Strategic Housing Site

Title :
Existing and Proposed Cycling
Infrastructure Improvements
Spring Road and Faringdon Road Footway Ramp

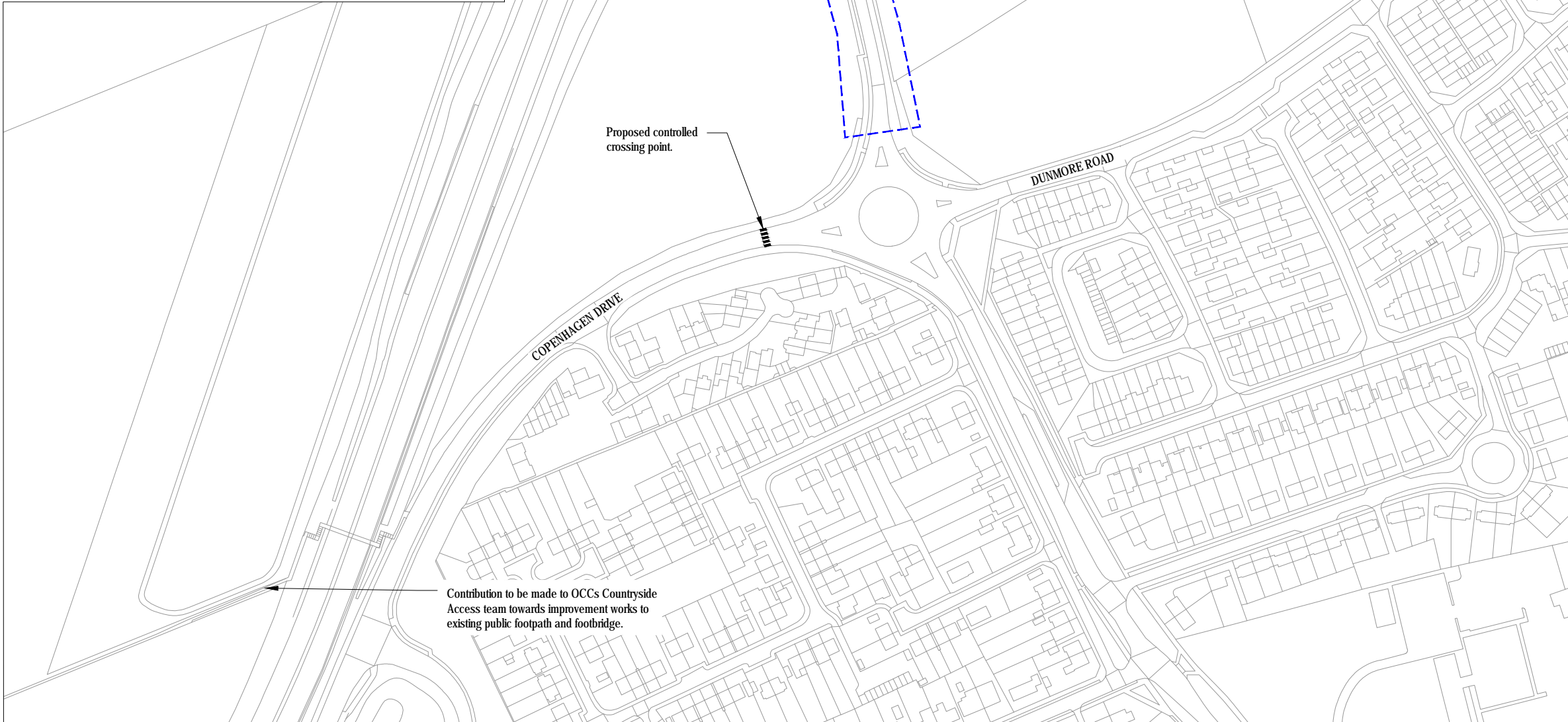
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Project Director : T. Foxall Date : April 2018

Status :

Drawing No. 8171218/6385 Rev C



OVERVIEW (SCALE: 1:20000)



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KEY

- - - - - Highway boundary
- Proposed allocation

C	Allocation boundary revised.	19/11/18 T.Hart	TF
B	Revised for Transport Delivery Note.	14/11/18 T.Hart	TF
A	Amended in accordance with OCC comments 04/05/18.	21/05/18 J.Blenkinsop	TF
Rev.	Description	Date	Chkd



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Defence Infrastructure Organisation

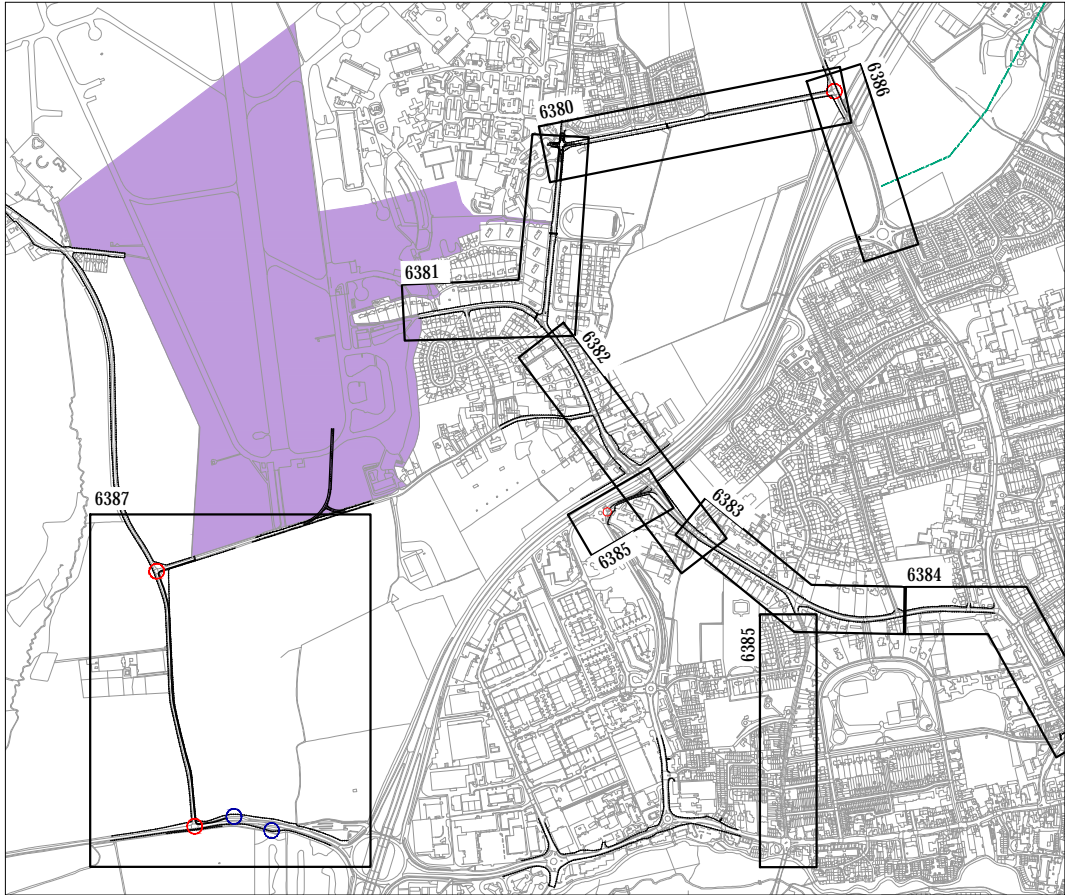
Project :
Dalton Barracks
Strategic Housing Site

Title :
Existing and Proposed Cycling
Infrastructure Improvements
Wootton Road and Copenhagen Drive

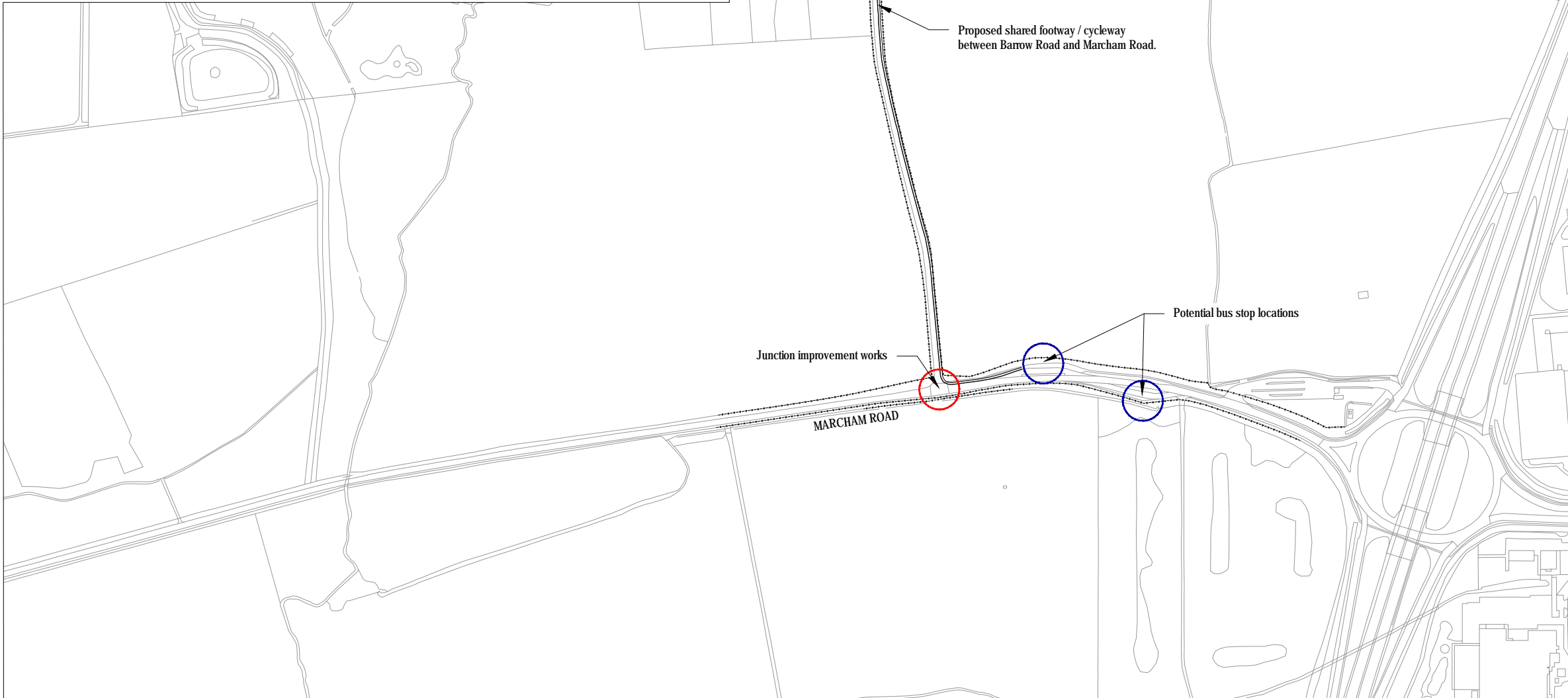
Project Engineer : M. Walton Scale : 1:2500 @ A3
Project Director : T. Foxall Date : April 2018

Status :

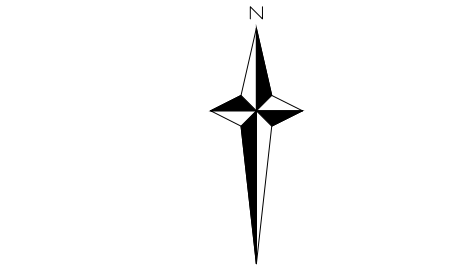
Drawing No. 8171218/6386 Rev C



OVERVIEW (SCALE: 1:20000)




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KEY
- - - - - Highway boundary
Proposed allocation

C	Allocation boundary revised.	19/11/18 T.Hart	TF
B	Revised for Transport Delivery Note.	14/11/18 T.Hart	TF
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Client :
Defence Infrastructure Organisation

Project :
Dalton Barracks
Strategic Housing Site

Title :
Existing and Proposed Cycling
Infrastructure Improvements
Barrow Road and Marcham Road

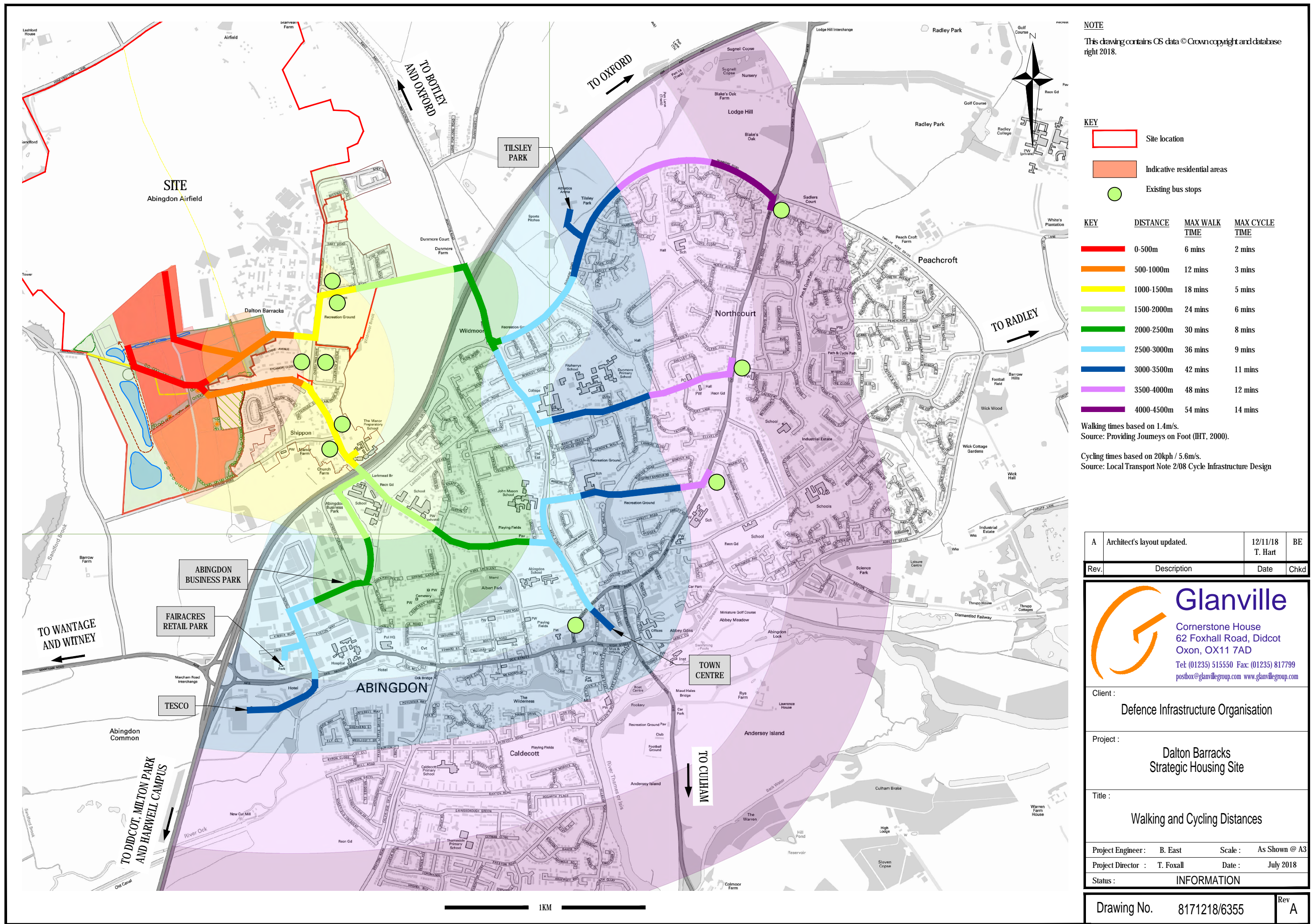
Project Engineer: M. Walton Scale : 1:5000 @ A3
Project Director : T. Foxall Date : April 2018

Status :

Drawing No. 8171218/6387 Rev C

Appendix H

Walking and Cycling Distances



NOTE
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- KEY
- Site location
 - Indicative residential areas
 - Existing bus stops

KEY	DISTANCE	MAX WALK TIME	MAX CYCLE TIME
	0-500m	6 mins	2 mins
	500-1000m	12 mins	3 mins
	1000-1500m	18 mins	5 mins
	1500-2000m	24 mins	6 mins
	2000-2500m	30 mins	8 mins
	2500-3000m	36 mins	9 mins
	3000-3500m	42 mins	11 mins
	3500-4000m	48 mins	12 mins
	4000-4500m	54 mins	14 mins

Walking times based on 1.4m/s.
Source: Providing Journeys on Foot (IHT, 2000).

Cycling times based on 20kph / 5.6m/s.
Source: Local Transport Note 2/08 Cycle Infrastructure Design

A	Architect's layout updated.	12/11/18 T. Hart	BE
Rev.	Description	Date	Chkd



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Project :
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Strategic Housing Site

Title :
Walking and Cycling Distances

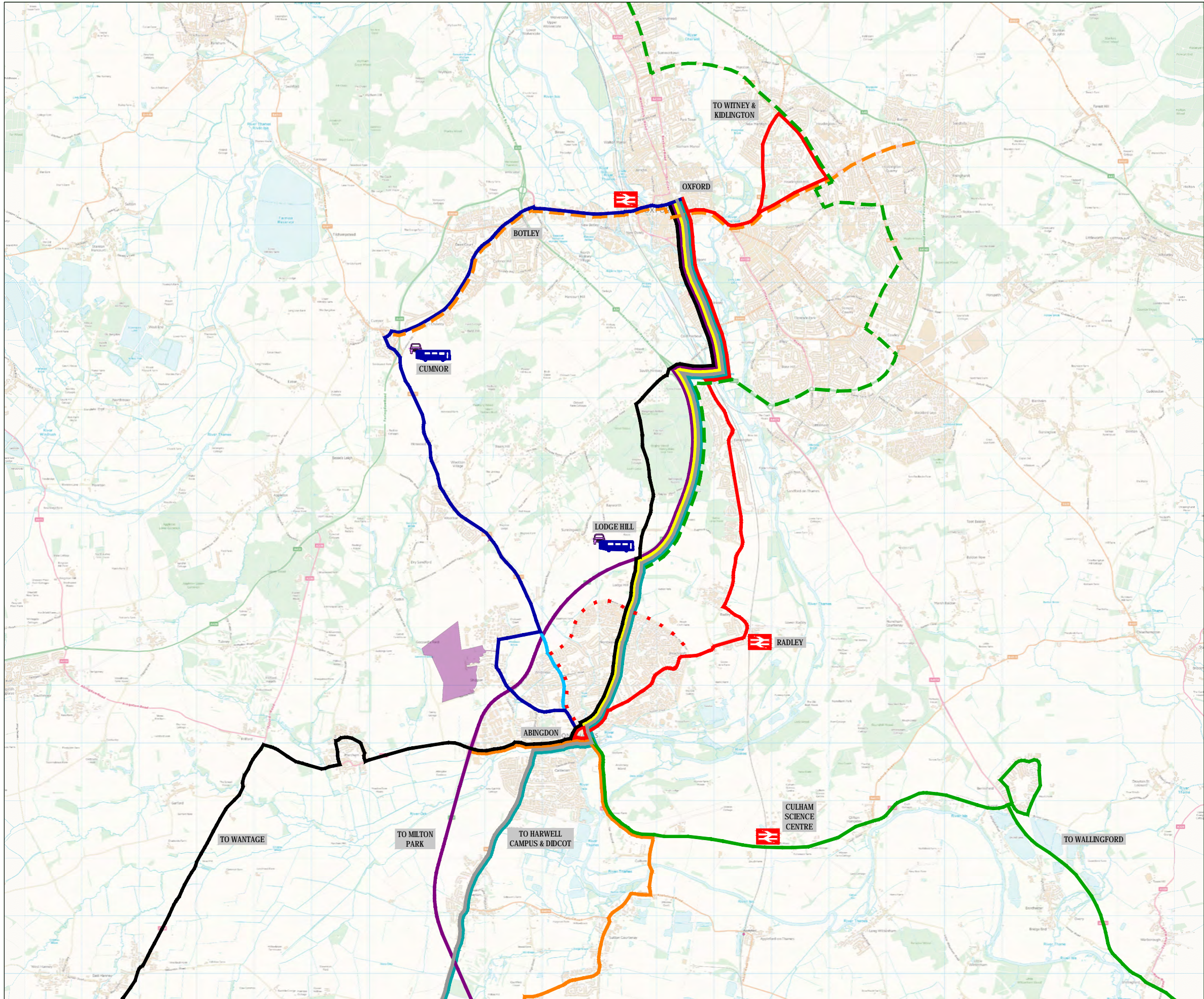
Project Engineer :	B. East	Scale :	As Shown @ A3
Project Director :	T. Foxall	Date :	July 2018

Status : INFORMATION

Drawing No.	8171218/6355	Rev	A
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Appendix I

Bus Services



- KEY**
- Site location
 - Rail station
 - Proposed Park and Ride sites
 - Route X2
 - Route X3/X13
 - Route 4
 - Route 4b
 - Route S8
 - Route 32A
 - Route X32
 - Route 34
 - Route 35
 - Approved route 35
 - Route 114
 - Proposed RT route 2
 - Proposed RT route 3



A	Allocation boundary revised.	19/11/18 T.Hart	TF
Rev.	Description	Date	Chkd



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Project :
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Strategic Housing Site

Title :
Bus Routes

Project Engineer :	B. East	Scale :	As Shown @ A3
Project Director :	T. Foxall	Date :	February 2018
Status :	INFORMATION		

Drawing No.	8171218/6369	Rev	A
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