



DTPC

Report No. J251/TA
Oct 2014

**CHANGE OF USE OF LAND AT GRANGE FARM FOR MIXED USE COMPRISING
EQUESTRIAN TRAINING/COMPETITIONS (USE CLASS D2) AND AGRICULTURE,
TOGETHER WITH EXTENSION OF EXISTING VEHICLE PARKING AREA,
SWALCLIFFE, BANBURY**

TRANSPORT ASSESSMENT



**CHANGE OF USE OF LAND AT GRANGE FARM FOR MIXED USE
COMPRISING EQUESTRIAN TRAINING/COMPETITIONS (USE CLASS D2) AND
AGRICULTURE, TOGETHER WITH EXTENSION OF EXISTING VEHICLE
PARKING AREA, SWALCLIFFE, BANBURY**

TRANSPORT ASESMENT

CONTROLLED DOCUMENT

<i>DTPC No:</i>		J251/TA	
<i>Status:</i>	Final	<i>Copy No:</i>	
	<i>Name</i>	<i>Signature</i>	<i>Date</i>
<i>Approved:</i>	Alan Davies	AD	12 th October 2014

<i>Revision Record</i>		
<i>Rev.</i>	<i>Date</i>	<i>Summary of Changes</i>
A		

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COMPRISING EQUESTRIAN TRAINING/COMPETITIONS (USE CLASS D2)
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1. INTRODUCTION

DTPC has been appointed on behalf of Swalcliffe Park Equestrian Ltd to progress a planning application for the change of use of land at Grange Farm for mixed use comprising equestrian training/competitions (Use Class D2) and agriculture, together with extension of existing vehicle parking area.

In order to advise the application; this report provides information on the scope of traffic and transport planning aspects of the development proposals, to assist in the determination of the planning application.

It deals solely with the proposals as provided.

The TA discusses the following issues:

- Site and Local Area
- Existing Highway Conditions
- History
- Development Proposals
- Government Planning and Transportation Policy
- Sustainability
- Access Considerations
- Summary & Conclusions.

This report has been prepared solely in connection with the proposed development as stated above. As such, no responsibility is accepted to any third party for all or any part of this report, or in connection with any other development.

2. NATIONAL AND LOCAL POLICY GUIDANCE

Future of Transport 2004

2004, Department for Transport (DfT) published a long-term strategy (*Future of Transport White Paper*) which examines the factors that will shape travel and transport over the next thirty years. It sets out how the Government will respond to the increasing demand for travel, maximising the benefits of transport while minimising the negative impact on people and the environment.

Central to the strategy is the need to bring transport costs under control, the importance of shared decision making at local, regional and national levels to ensure better transport delivery, and ***improvements in the management of the network to make the most of existing capacity.***

National Planning Policy Framework

The NPPF has replaced the previous PPG13 and sets out the policy framework for sustainable development and supersedes the previous advice.

Abstracts are provided for reference, the ***bold italics*** are added to emphasise the key policies related to the development:

Achieving sustainable development

7 There are three dimensions to sustainable development: economic, social and environmental. These dimensions give rise to the need for the planning system to perform a number of roles:

- an economic role – contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;
- a social role – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and ***support its health, social and cultural well-being;*** and
- an environmental role – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.

Core planning principles

17 Within the overarching roles that the planning system ought to play, a set of core land-use planning principles should underpin both plan-making and decision-taking.

- encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value;
- actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable; and
- take account of and support local strategies to improve health, social and cultural wellbeing for all, and ***deliver sufficient community and cultural facilities and services to meet local needs.***

Promoting sustainable transport

29 Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise **sustainable transport solutions will vary from urban to rural areas**.

32 All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- **the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;**
- **safe and suitable access to the site can be achieved for all people;** and
- improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. **Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.**

Decision-taking

186 Local planning authorities should approach decision-taking in a positive way to foster the delivery of sustainable development. The relationship between decision-taking and plan-making should be seamless, translating plans into high quality development on the ground.

187 **Local planning authorities should look for solutions rather than problems**, and decision-takers at every level should seek to approve applications for sustainable development where possible. **Local planning authorities should work proactively with applicants to secure developments that improve the economic, social and environmental conditions of the area.**

It is clear that based on the level of day to day activity proposed in the application, the impact on the surrounding highway network will be limited and certainly would not give rise to highway issues that would justify refusal of the application. In this respect it is informative that NPPF paragraph 32 indicates quite clearly that *“development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe”*.

It is clear that the proposed development would not result in severe residual impacts. Indeed on the contrary the proposed improvements to the access, egress and vehicle parking arrangements would appear to indicate a net benefit in comparison to the existing situation, even accounting for a modest increase in trips resulting from the increased use of the improved facilities.

Development Plan : Cherwell Local Plan (1996)

Policy TR7 'Development attracting traffic on minor roads'

DEVELOPMENT THAT WOULD REGULARLY ATTRACT LARGE COMMERCIAL VEHICLES OR LARGE NUMBERS OF CARS ONTO UNSUITABLE MINOR ROADS WILL NOT NORMALLY BE PERMITTED.

In order to protect the amenities of the plan area, and in the interests of highway safety, development likely to create significant traffic flows will normally, subject to consideration of the other policies in this Plan, be expected to have good access to the major through routes or County inter-town routes identified in the Structure Plan or other principal roads.

Policy TR7 is intended to safeguard against an adverse impact from excessive or inappropriate vehicles using minor country roads as a result of new development proposals.

The transport Assessment considers the traffic impact of the day to day activities of the development and concludes that, given the safeguards related to the limit on daily numbers attending the site, there would be no such adverse impact resulting from the development.

In this respect the transport statement confirms that controlling the number of riders per day to a figure of 50 will produce an average maximum number of trips of around 15 / hour, which is at such a low level that it will have no material adverse impact on the highway network. The 50 capped figure would equate to 20/hr split between the two routes, again below the threshold criteria and would have minimal impact on the local network.

In terms of the larger events, which will be limited in frequency to 28 days per year for a maximum of 250 riders per event, these are the subject of appropriate event management by the operators; this includes signage and the use of overspill parking and alternative access points, so as to limit as far as possible the incidence of problems arising with traffic or noise.

Summary

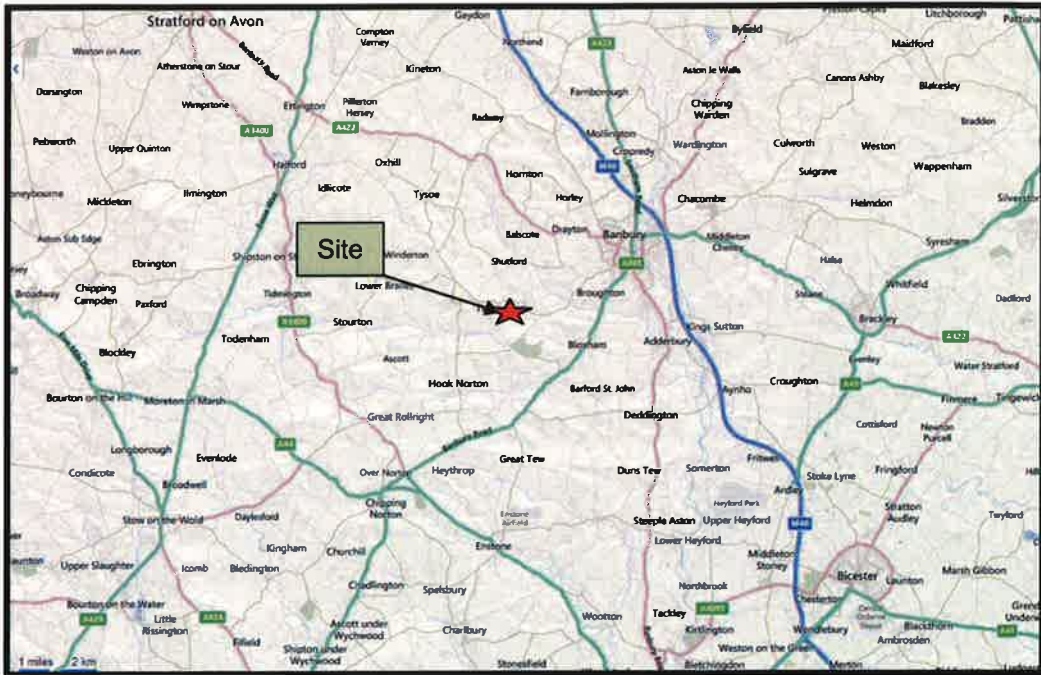
The overriding theme of national policy is that developments should be accessible by sustainable means of transport and accessible to all members of the **local community relative to the location** of the attraction.

The proposed development will promote sustainability by shared trips or multi occupancy vehicle use to help reducing the number of car trips to the site.

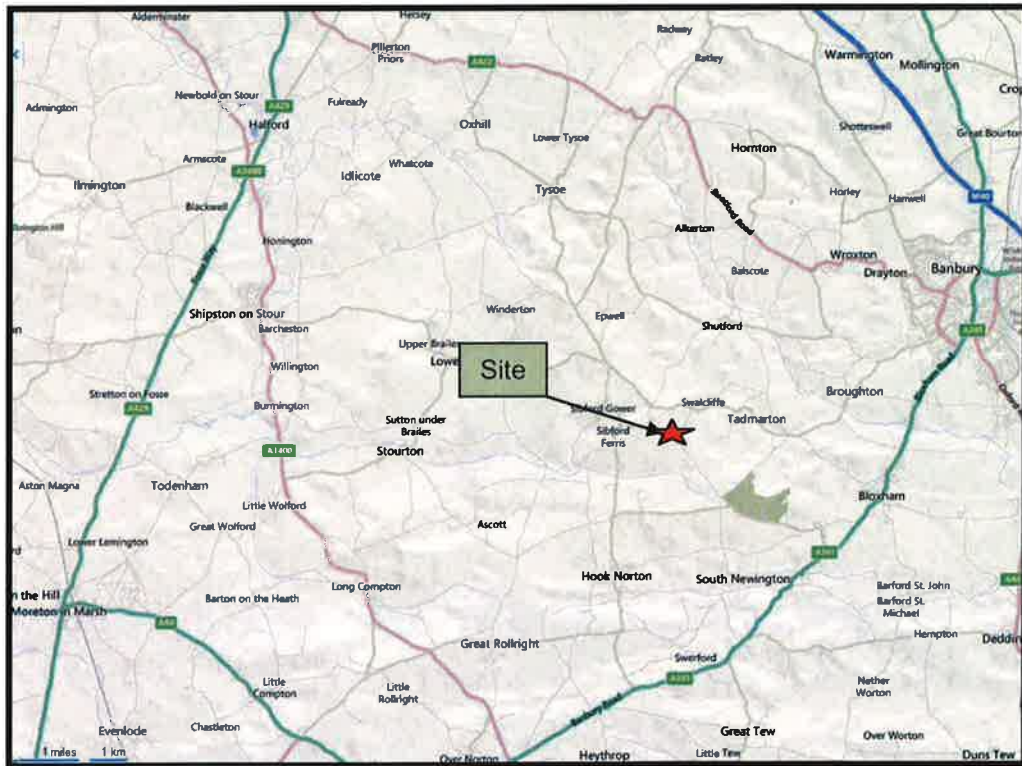
3. SITE DESCRIPTION

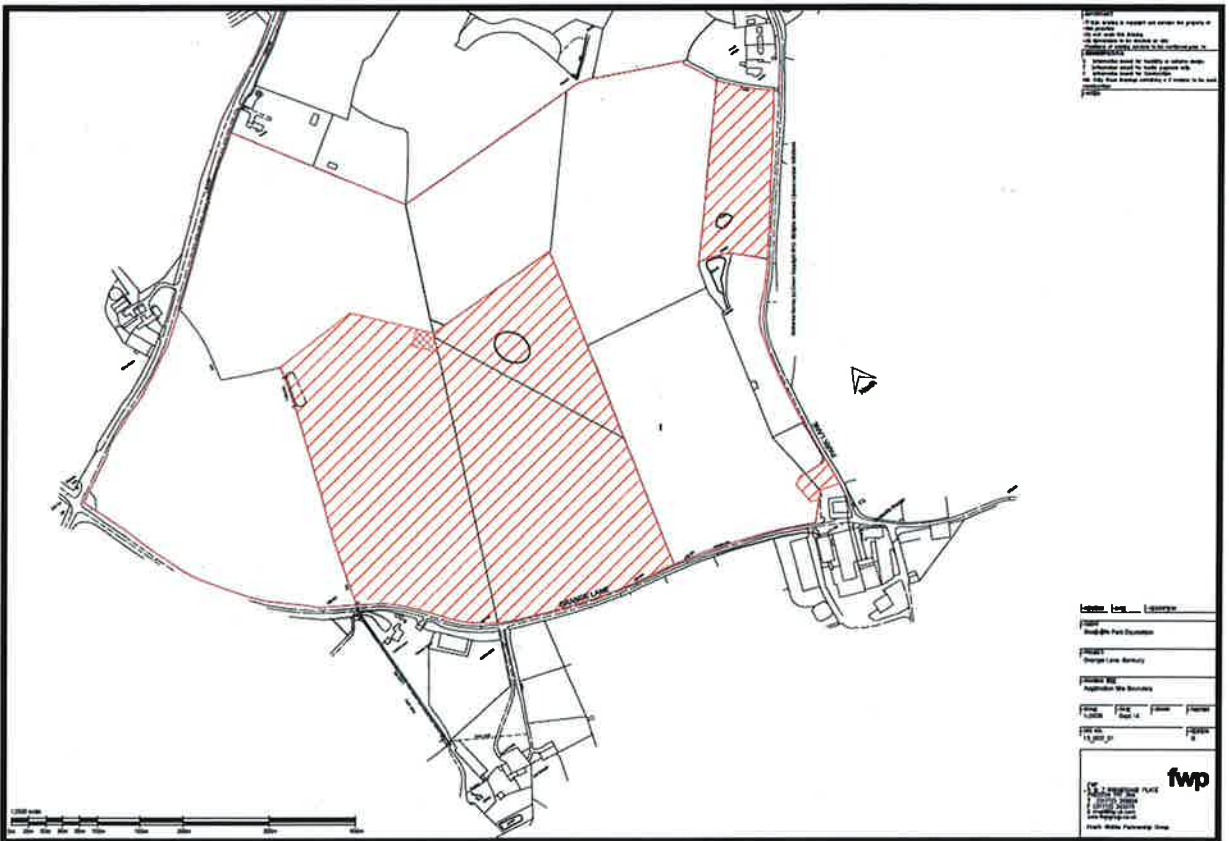
Site location context

The proposed development site is located to the west of Banbury (approximately 5 miles from the town centre). The site is located to the north east of the A361, east of the A3400 and south of the A422 which links the area to the wider network.



Wider and local area context





The site forms the existing field and parking area which will be used for shows and day to day training activities. It sits within a wider agricultural offer owned by the Park.

Local Highway Provision

All the roads in the area are of a standard carriageway width appropriate for their limited usage/access provision and locally all are national limit applies i.e. 60mph. Two inspections have been carried and the following shows the roads in the spring and late summer periods

Grange Lane access route



View to left and right of the junction with Main Street



View to and from the junction with Main Street.



View left and right from current field access.

The route has evidence of haunch over run into the verge, there are significant areas that have been strengthened by stone and during the summer months the overrun is lessened.



View to and from the junction with Park Lane.

The Grange Road route connects to Park Lane via a gated access with stables to the north side and the farm buildings to the south side.



View left and right from junction with Park Lane.

The route north from the Park towards the village is narrow and limited passing bays, it is signed as unsuitable for large vehicles and the Park set out that it should not be used.

Park Lane route

This route extends from the Park south eastwards to the Wigginton Heath junction where the connecting route runs east west from the A361 in the east to the A3400 in the west.

It is again a narrow route with widened areas and passing bays. It has a 7.5t weight limit order on it restricting the size of vehicle to the road layout.



View from south away from junction towards the Park and hgv heading north

The route has informal passing bays at field access points



View left and right from Park Lane



View left and right Park Lane and Wigginton junction

This is the longest route from the main road network towards the park catering for access from the west/south/eastern areas.

Main Street access route

Main Street along the north of the land ownership has a field access that gives access to the top fields for secondary parking and occasionally using a matt strengthen track.



View left and right from field gate area.



Field access and internal track

Swalcliffe Centre



The local roads split to Park Road but signed for a weight restriction

Safety review along frontage

Access to the national data base has been undertaken for verified records and the resultant mapping shown below.

This data is approved by the National Statistics Authority and reported on by the Department for Transport each year. This site uses data obtained directly from official sources but compiled in to an easy to use format showing each incident on a map. Incidents are plotted to within 10 metres of their location and as such, can sometimes appear to be off the carriageway. Where a number of incidents occur in the same location they are grouped together and shown on the map by a number in a purple coloured box.

Access to the national data base has been undertaken and the resultant mapping provided for reference.

The results show that over the past 5 years the area along the local site frontage has had no accidents recorded.

The only records in the past 5 years are to the east and southeast i.e. much less than 1 per year.

Records of this level would not normally raise a major concern.

Whilst any accident is regrettable incidents of this nature would not indicate a safety issue arising from the operation of the network along the site frontage.



Summary

The local network is rural in nature, has few recorded accidents but none in the area of the site access and speeds observed much less than the posted limit. There are no link capacity issues.

4. SURVEYS

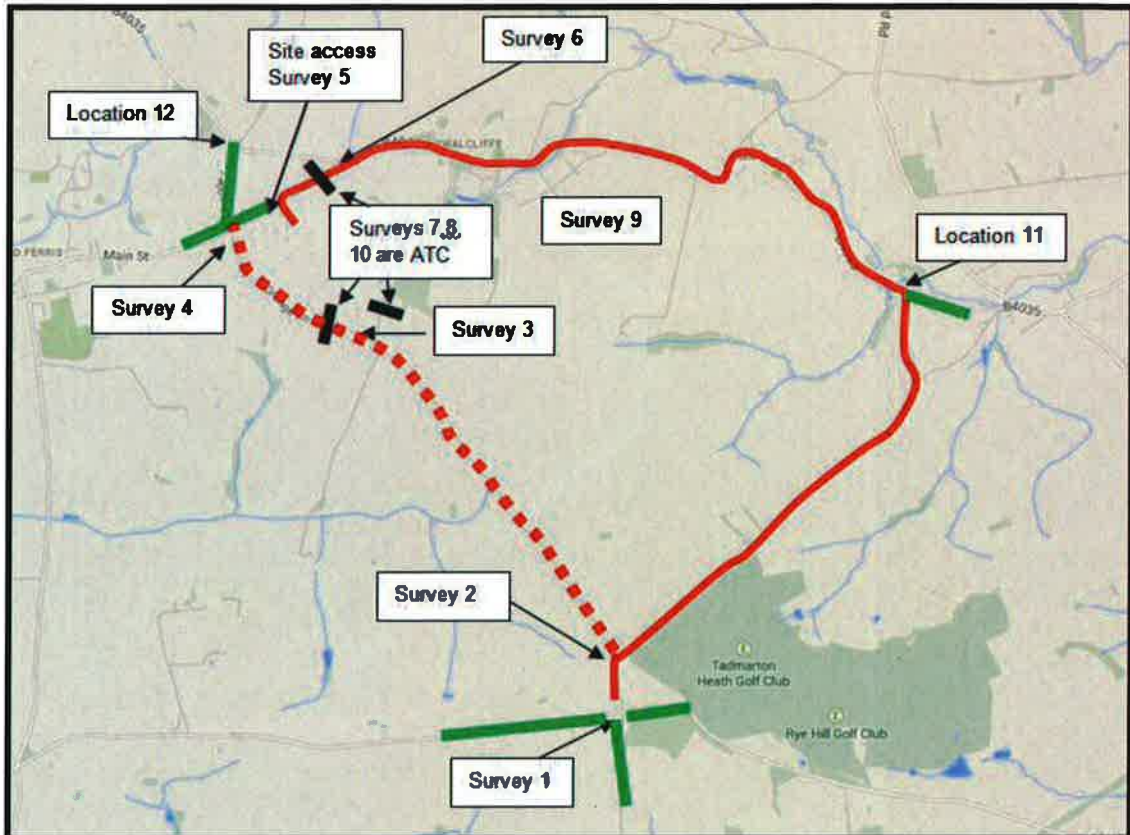
Introduction

To support the application a series of surveys have been undertaken to add to the previous surveys submitted.

Grange Road spring and late summer to show if any seasonal variations are in play and on weekly basis the typical flows.

Two weekends for link flows to show changes with and without events.

Turning movements at the key junctions as shown below.



The results unless in the report are shown in Appendix A.

Link and turning count

The following are the turning counts observed for the event on the 21st September of some 230 eventers.

Flow Diagram, Swalcliffe

DATE: SUNDAY 21st SEPTEMBER 2014

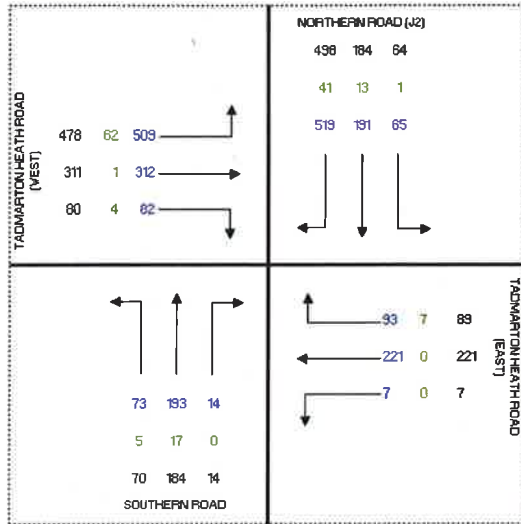
TOTAL HORSEBOX PCUS



LOCATION: TADMARTON HEATH ROAD (EAST) / LINK ROAD TO J2



SURVEY PERIOD 8:00 - 20:00



SURVEY PERIOD	APM / TURNING DIRECTION	LEFT TURN						STRAIGHT ON						RIGHT TURN								
		MOTO R	CAR TAXI	LGV	HORS EBOX	HGV	BUS COACH	TOTAL	MOTO R	CAR TAXI	LGV	HORS EBOX	HGV	BUS COACH	TOTAL	MOTO R	CAR TAXI	LGV	HORS EBOX	HGV	BUS COACH	TOTAL
	NORTHERN ROAD (J2)	0	58	5	1	0	0	64	0	169	2	13	0	0	184	0	453	4	41	0	0	498
	TADMARTON HEATH ROAD (EAS)	0	7	0	0	0	0	7	0	216	5	0	0	0	221	0	81	1	7	0	0	89
	SOUTHERN ROAD	0	59	8	5	0	0	72	0	167	0	17	0	0	184	0	14	0	0	0	0	14
	TADMARTON HEATH ROAD (WES)	0	406	10	62	0	0	478	0	292	18	1	0	0	311	0	65	11	4	0	0	330

Flow Diagram, Swalcliffe

DATE: SUNDAY 21st SEPTEMBER 2014

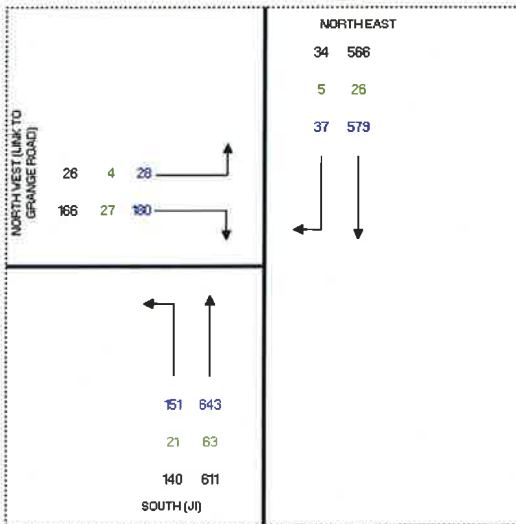
TOTAL HORSEBOX PCUS



LOCATION: 2. JUNCTION AT TADMARTON HEATH (LINK TO GRANGE ROAD)



SURVEY PERIOD 8:00 - 20:00



SURVEY PERIOD	APM / TURNING DIRECTION	LEFT TURN						STRAIGHT ON						RIGHT TURN								
		MOTO R	CAR TAXI	LGV	HORS EBOX	HGV	BUS COACH	TOTAL	MOTO R	CAR TAXI	LGV	HORS EBOX	HGV	BUS COACH	TOTAL	MOTO R	CAR TAXI	LGV	HORS EBOX	HGV	BUS COACH	TOTAL
AM PEAK	SOUTH (J1)	0	113	6	21	0	0	140	0	545	3	63	0	0	611	0	137	2	26	1	0	166
AM PEAK	RTN WEST (LINK TO GRANGE RD)	0	22	0	4	0	0	26	0	539	1	26	0	0	566	0	29	0	5	0	0	34
AM PEAK	NORTHEAST	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PEAK	SOUTH (J1)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PEAK	RTN WEST (LINK TO GRANGE RD)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PEAK	NORTHEAST	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Flow Diagram, Swalcliffe

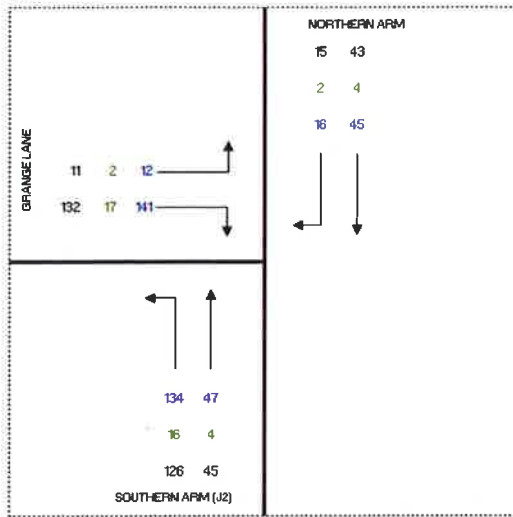
DATE: SUNDAY 21st SEPTEMBER 2014

TOTAL HORSEBOX PCUS



LOCATION: 3. GRANGE LANE

SURVEY PERIOD 6:00 - 20:00



ARM / TURNING DIRECTION	LEFT TURN					STRAIGHT ON					RIGHT TURN										
	MOTO R	CAR TAXI	LGV	HORS EBOX	HGV	BUS COAC	TOTA L	MOTO R	CAR TAXI	LGV	HORS EBOX	HGV	BUS COAC	TOTA L	MOTO R	CAR TAXI	LGV	HORS EBOX	HGV	BUS COAC	TOTA L
AMPEAK	0	105	5	16	0	0	126	0	39	2	4	0	0	45	0	115	0	17	0	0	132
	0	9	0	2	0	0	11	0	38	1	4	0	0	43	0	13	0	2	0	0	15
PMPEAK	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Flow Diagram, Swalcliffe

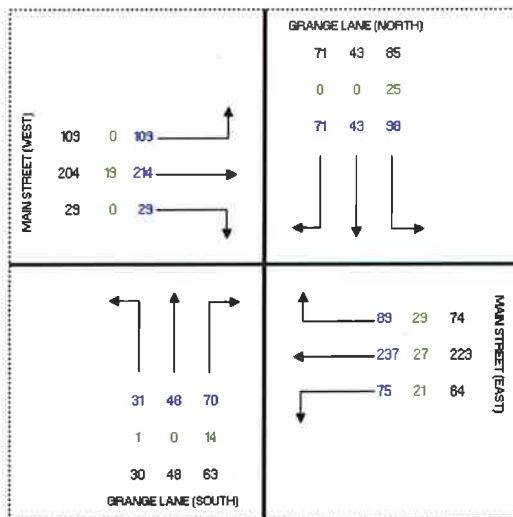
DATE: SUNDAY 21st SEPTEMBER 2014

TOTAL HORSEBOX PCUS



LOCATION: 4. GRANGE LANE / MAIN STREET

SURVEY PERIOD 6:00 - 20:00



ARM / TURNING DIRECTION	LEFT TURN					STRAIGHT ON					RIGHT TURN										
	MOTO R	CAR TAXI	LGV	OGV1	OGV2	BUS COAC	TOTA L	MOTO R	CAR TAXI	LGV	OGV1	OGV2	BUS COAC	TOTA L	MOTO R	CAR TAXI	LGV	OGV1	OGV2	BUS COAC	TOTA L
SURVEY PERIOD	0	60	0	25	0	0	85	0	43	0	0	0	0	43	0	70	1	0	0	0	71
	0	43	0	21	0	0	64	0	194	2	27	0	0	223	0	43	2	29	0	0	74
	0	29	0	1	0	0	30	0	45	3	0	0	0	48	0	47	2	14	0	0	63
	0	109	0	0	0	0	109	0	185	0	19	0	0	204	0	29	0	0	0	0	29

Flow Diagram, Swalcliffe

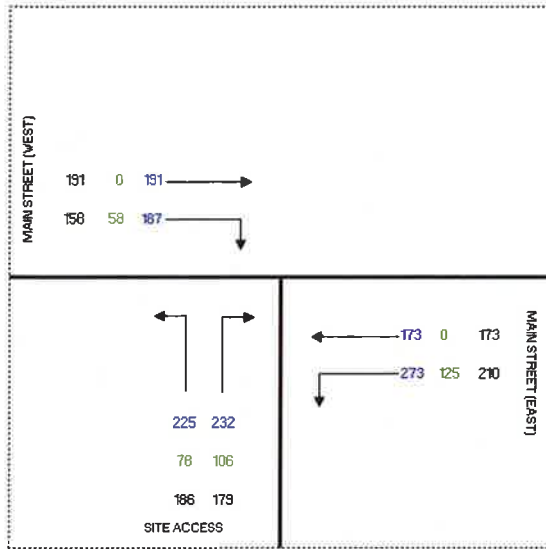
DATE: SUNDAY 21st SEPTEMBER 2014

TOTAL HORSEBOX PCUS



LOCATION: 5. MAIN STREET / EQUESTRIAN SITE ACCESS

SURVEY PERIOD 6:00 - 20:00



SURVEY PERIOD	ARM / TURNING DIRECTION	LEFT TURN						STRAIGHT ON						RIGHT TURN								
		MOTO R	CAR TAXI	LGV	OGV1	OGV2	BUS COAC	TOTAL	MOTO R	CAR TAXI	LGV	OGV1	OGV2	BUS COAC	TOTAL	MOTO R	CAR TAXI	LGV	OGV1	OGV2	BUS COAC	TOTAL
	MAIN STREET (EAST)	0	84	1	125	0	0	210	0	170	3	0	0	0	173	0	73	0	106	0	0	179
	SITE ACCESS	0	106	2	78	0	0	186	0	190	1	0	0	0	191	0	98	2	58	0	0	158
	MAIN STREET (WEST)																					

Flow Diagram, Swalcliffe

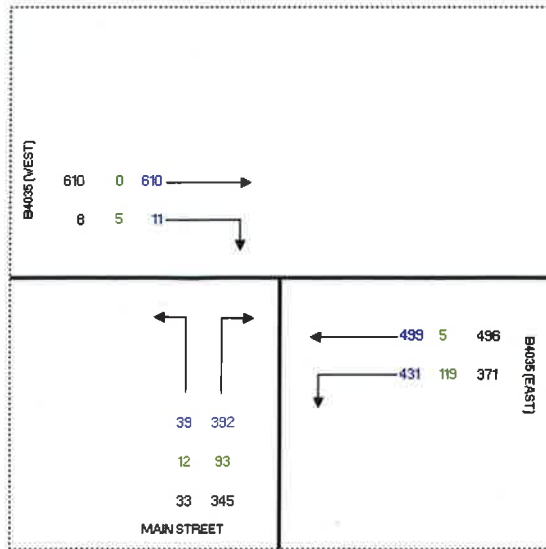
DATE: SUNDAY 21st SEPTEMBER 2014

TOTAL HORSEBOX PCUS



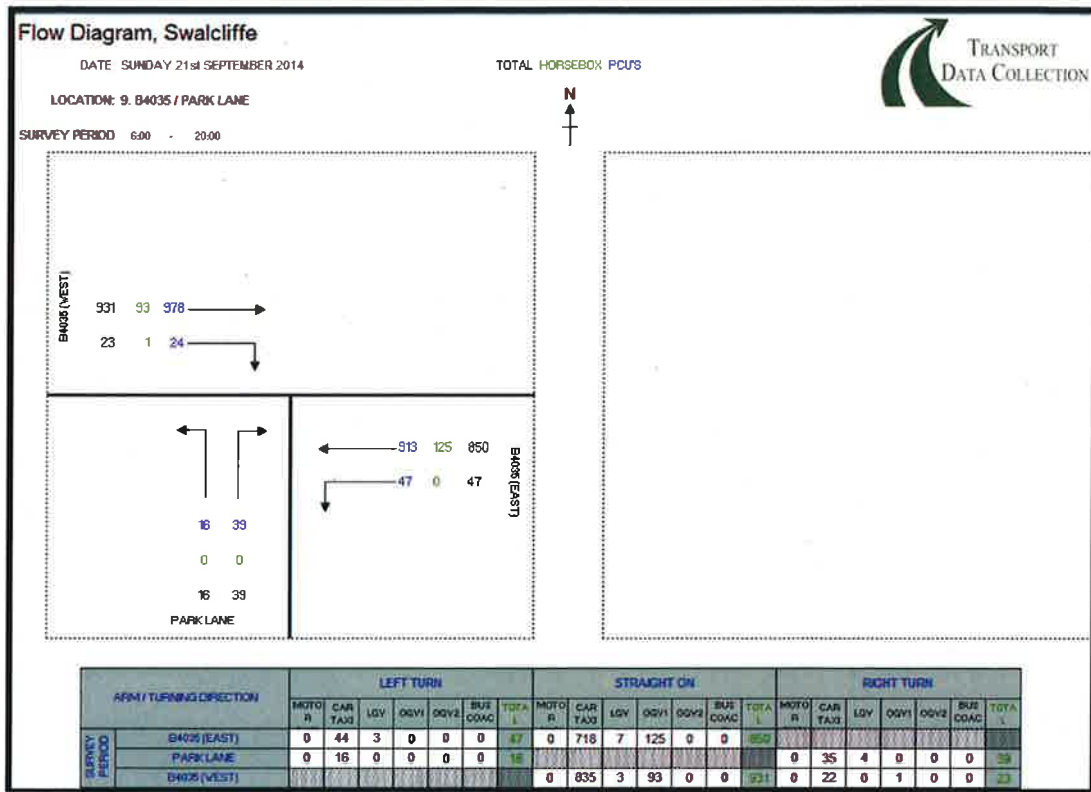
LOCATION: 6. B4035 / MAIN STREET

SURVEY PERIOD 6:00 - 20:00



SURVEY PERIOD	ARM / TURNING DIRECTION	LEFT TURN						STRAIGHT ON						RIGHT TURN								
		MOTO R	CAR TAXI	LGV	OGV1	OGV2	BUS COAC	TOTAL	MOTO R	CAR TAXI	LGV	OGV1	OGV2	BUS COAC	TOTAL	MOTO R	CAR TAXI	LGV	OGV1	OGV2	BUS COAC	TOTAL
	B4035 (EAST)	0	249	3	119	0	0	371	0	489	2	5	0	0	496	0	251	1	93	0	0	345
	MAIN STREET	0	21	0	12	0	0	33	0	609	1	0	0	0	610	0	3	0	5	0	0	8
	B4035 (WEST)																					

Using the counts for Jct 2 and Jct 6 we can approximate the splits from the south and east to the site which pass through location 11, Jct 2 towards the site is 63 hgv trailers, Jct 6 has some 119 towards the site thus 56 would come from the east. In reverse we have 93 at Jct 6 with 26 arriving at Jct 2 thus 67 go eastwards.



Site access in/out profiles

Classified Turning Counts, Swalcliffe

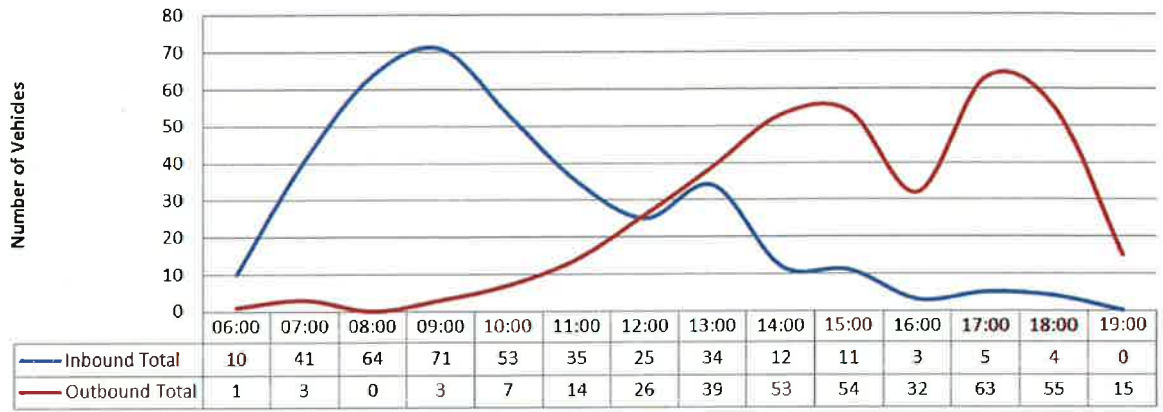
SUNDAY 21st SEPTEMBER 2014

5. MAIN STREET / EQUESTRIAN SITE ACCESS

EQUESTRIAN SITE ACCESS (HOURLY BREAKDOWN)

TIME / CLASS	INBOUND							OUTBOUND							TOTAL MOVEMENT AT SITE
	MOTO R CYCLE	CAR TAXI	LGV	HORSE BOX / TRAILER	HGV	BUS COACH	TOTAL	MOTO R CYCLE	CAR TAXI	LGV	HORSE BOX / TRAILER	HGV	BUS COACH	TOTAL	
6:00	0	3	2	5	0	0	10	0	0	0	1	0	0	1	11
7:00	0	11	0	30	0	0	41	0	2	1	0	0	0	3	44
8:00	0	33	0	31	0	0	64	0	0	0	0	0	0	0	64
9:00	0	25	0	46	0	0	71	0	2	0	1	0	0	3	74
10:00	0	22	0	31	0	0	53	0	3	0	4	0	0	7	60
11:00	0	22	0	13	0	0	35	0	7	0	7	0	0	14	49
12:00	0	15	1	9	0	0	25	0	12	0	14	0	0	26	51
13:00	0	20	0	14	0	0	34	0	19	1	19	0	0	39	73
14:00	0	8	0	4	0	0	12	0	24	0	29	0	0	53	65
15:00	0	11	0	0	0	0	11	0	29	0	25	0	0	54	65
16:00	0	3	0	0	0	0	3	0	10	0	22	0	0	32	35
17:00	0	5	0	0	0	0	5	0	31	0	32	0	0	63	68
18:00	0	4	0	0	0	0	4	0	34	0	21	0	0	55	59
19:00	0	0	0	0	0	0	0	0	6	0	9	0	0	15	15
PROD TOT	0	182	3	183	0	0	368	0	179	2	184	0	0	365	733

Movement of Vehicles Into and out of Equestrian Centre Throughout a Day



The above shows the arrivals across the first 4-5 hours and in reverse a slightly lower peak between 4-5 hours.

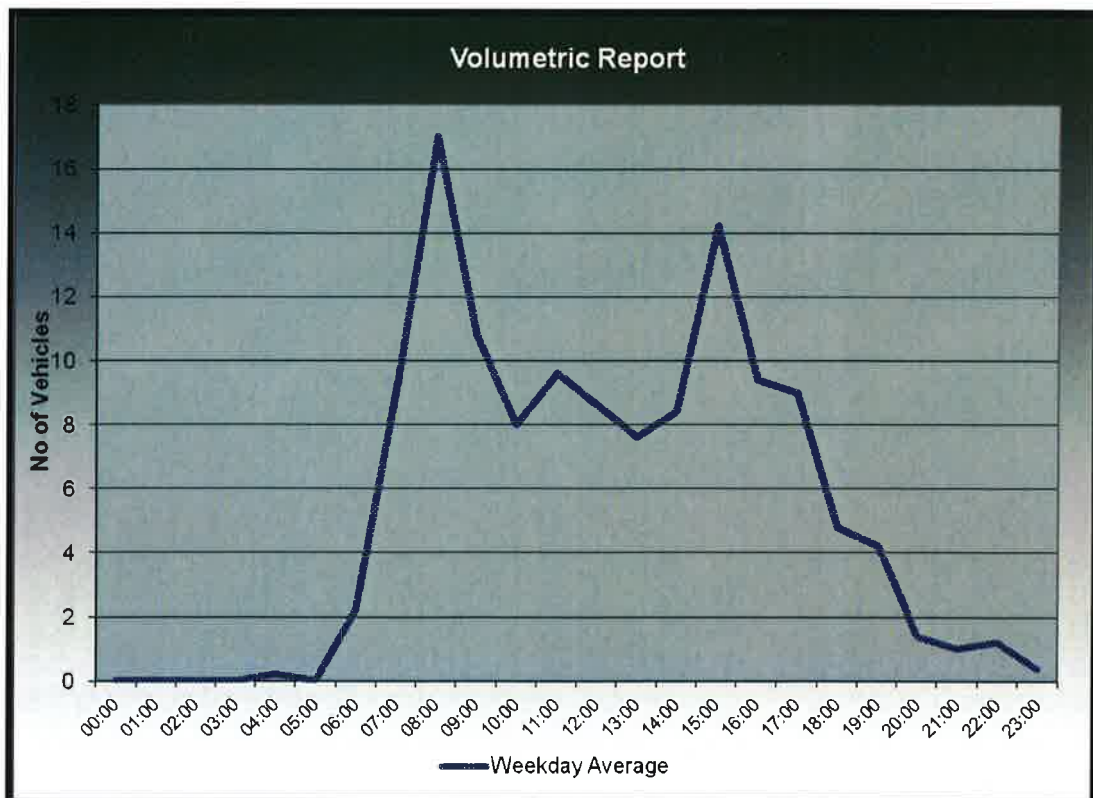
Volumetric Report



Combined flows show a max two way flow of 74 or 1:48 seconds however the conflicts are low with 71 against 3 or the worst case 34 in 39 out.

Grange Lane March 2013 and Sept 2014 north of the stables

Automatic Classified Counts, Banbury		VEHICLE VOLUMES							Weekday	Week
DATE: 20/02/2013 TO 26/02/2013		Wednesday	Thursday	Friday	Saturday	Sunday	Monday	Tuesday	Average	Average
LOCATION: GRANGE LANE		20/02/2013	21/02/2013	22/02/2013	23/02/2013	24/02/2013	25/02/2013	26/02/2013		
Direction : EASTBOUND										
TIME PERIOD										
0:00 - 1:00		0	0	0	1	1	0	0	0	0
1:00 - 2:00		0	0	0	0	0	0	0	0	0
2:00 - 3:00		0	0	0	0	0	0	0	0	0
3:00 - 4:00		0	0	0	0	0	0	0	0	0
4:00 - 5:00		0	0	0	0	0	0	1	0	0
5:00 - 6:00		0	0	0	1	0	0	0	0	0
6:00 - 7:00		2	2	1	2	2	3	3	2	2
7:00 - 8:00		12	8	10	2	1	6	10	9	7
8:00 - 9:00		20	18	13	8	4	12	22	17	14
9:00 - 10:00		14	9	9	8	14	8	14	11	11
10:00 - 11:00		5	10	11	9	8	3	11	8	8
11:00 - 12:00		9	10	10	12	12	9	10	10	10
12:00 - 13:00		6	7	11	17	12	5	14	9	10
13:00 - 14:00		8	7	6	19	11	5	12	8	10
14:00 - 15:00		7	6	17	19	9	4	8	8	10
15:00 - 16:00		12	15	16	18	19	12	16	14	15
16:00 - 17:00		6	11	15	9	9	3	12	9	9
17:00 - 18:00		9	13	15	4	8	4	4	9	8
18:00 - 19:00		12	13	4	7	8	3	4	5	7
19:00 - 20:00		4	2	6	3	5	6	7	4	5
20:00 - 21:00		2	1	3	3	0	1	2	1	2
21:00 - 22:00		1	1	1	0	0	1	2	1	1
22:00 - 23:00		0	0	1	3	0	1	4	1	1
23:00 - 0:00		1	1	1	2	0	0	0	0	1
7-19		120	127	137	132	115	74	137	117	120
6-22		129	133	148	140	122	85	151	125	130
6-24		130	134	150	145	122	86	155	127	132
0-24		130	134	150	147	123	86	156	127	132



Automatic Classified Counts, Banbury

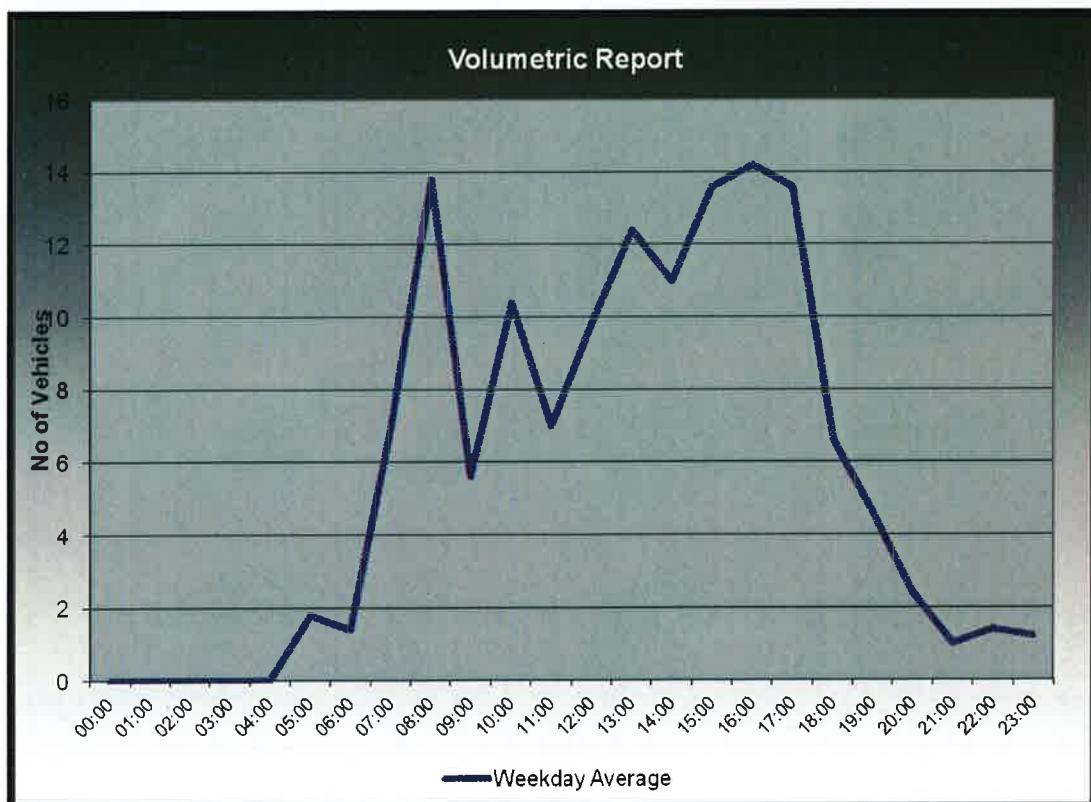
DATE: 20/02/2013 TO 26/02/2013

LOCATION: GRANGE LANE

Direction : WESTBOUND



TIME PERIOD	VEHICLE VOLUMES								Weekday Average	Week Average
	Wednesday 20/02/2013	Thursday 21/02/2013	Friday 22/02/2013	Saturday 23/02/2013	Sunday 24/02/2013	Monday 25/02/2013	Tuesday 26/02/2013			
0:00 - 1:00	0	0	0	3	2	0	0	0	1	
1:00 - 2:00	0	0	0	0	2	0	0	0	0	
2:00 - 3:00	0	0	0	0	0	0	0	0	0	
3:00 - 4:00	0	0	0	0	0	0	0	0	0	
4:00 - 5:00	0	0	0	0	0	0	0	0	0	
5:00 - 6:00	2	1	3	0	0	2	1	2	1	
6:00 - 7:00	0	2	1	0	0	1	3	1	1	
7:00 - 8:00	6	5	6	12	4	5	13	7	7	
8:00 - 9:00	13	11	24	8	10	9	12	14	12	
9:00 - 10:00	3	1	8	7	17	7	9	6	7	
10:00 - 11:00	8	16	9	10	14	7	12	10	11	
11:00 - 12:00	6	5	8	11	15	5	11	7	9	
12:00 - 13:00	10	8	11	16	14	7	13	10	11	
13:00 - 14:00	13	13	21	17	8	7	8	12	12	
14:00 - 15:00	9	12	19	20	11	5	10	11	12	
15:00 - 16:00	12	17	19	20	12	4	16	14	14	
16:00 - 17:00	10	9	16	10	10	16	20	14	13	
17:00 - 18:00	13	15	15	8	10	7	18	14	12	
18:00 - 19:00	6	6	8	3	4	9	4	7	6	
19:00 - 20:00	4	1	7	8	3	2	9	5	5	
20:00 - 21:00	2	3	1	1	2	2	6	2	2	
21:00 - 22:00	1	1	2	1	2	2	0	1	1	
22:00 - 23:00	1	0	3	1	0	1	3	1	1	
23:00 - 0:00	1	2	3	1	0	0	1	1	1	
7-19	109	118	164	142	129	88	146	125	128	
6-22	116	125	175	152	136	95	164	134	138	
6-24	118	127	181	154	136	96	168	137	140	
0-24	120	128	184	157	140	98	169	139	142	



Automatic Classified Counts, Swalcliffe

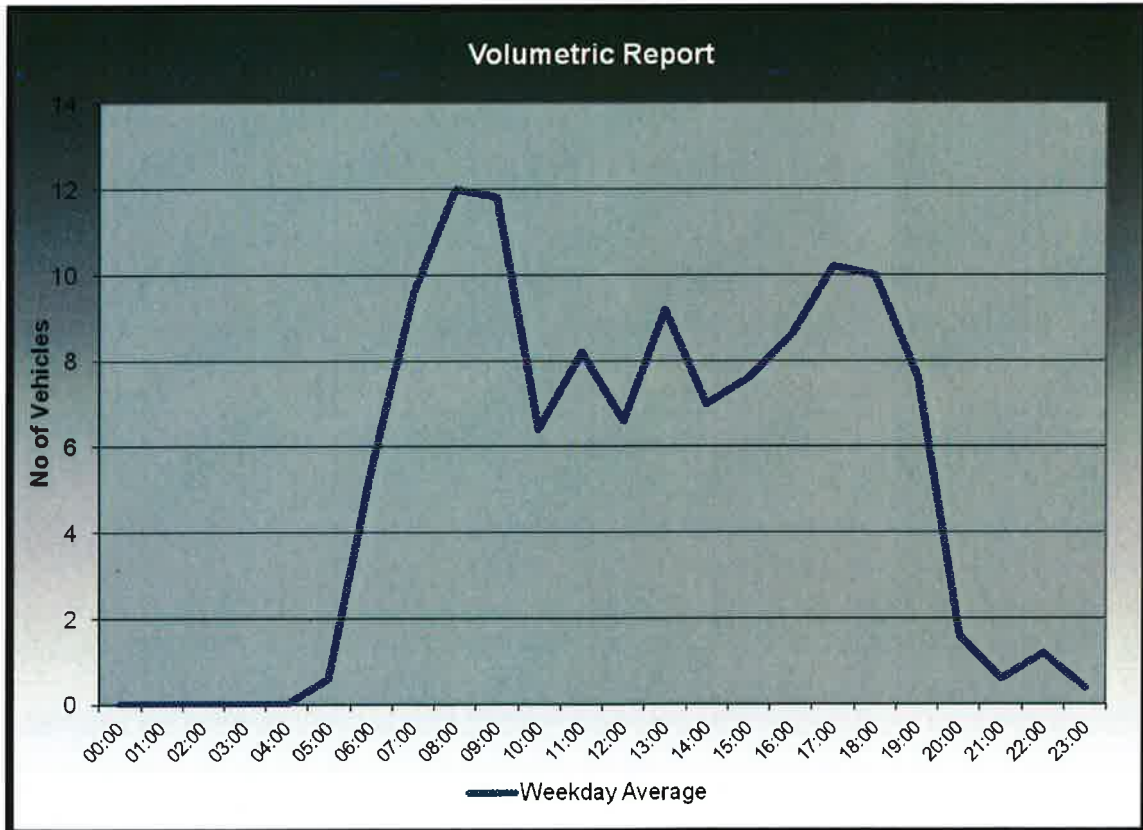
DATE: 20/09/2014 TO 26/09/2014

LOCATION: GRANGE LANE

Direction : EASTBOUND



TIME PERIOD	VEHICLE VOLUMES								Weekday Average	Week Average
	Saturday 20/09/2014	Sunday 21/09/2014	Monday 22/09/2014	Tuesday 23/09/2014	Wednesday 24/09/2014	Thursday 25/09/2014	Friday 26/09/2014			
0:00 - 1:00	0	1	0	0	0	0	0	0	0	
1:00 - 2:00	1	0	0	0	0	0	0	0	0	
2:00 - 3:00	0	0	0	0	0	0	0	0	0	
3:00 - 4:00	0	0	0	0	0	0	0	0	0	
4:00 - 5:00	0	0	0	0	0	0	0	0	0	
5:00 - 6:00	2	2	1	0	1	1	0	1	1	
6:00 - 7:00	3	4	5	4	6	6	6	5	5	
7:00 - 8:00	2	5	8	10	11	8	11	10	8	
8:00 - 9:00	5	4	12	8	12	10	18	12	10	
9:00 - 10:00	7	8	11	13	18	5	12	12	11	
10:00 - 11:00	5	11	5	4	8	6	9	6	7	
11:00 - 12:00	9	8	6	14	9	8	4	8	8	
12:00 - 13:00	11	13	10	5	3	8	7	7	8	
13:00 - 14:00	12	12	15	8	9	7	7	9	10	
14:00 - 15:00	15	16	18	4	3	5	5	7	9	
15:00 - 16:00	7	12	10	4	5	8	11	8	8	
16:00 - 17:00	13	11	9	11	9	6	8	9	10	
17:00 - 18:00	11	18	10	9	8	10	14	10	11	
18:00 - 19:00	7	25	7	15	6	8	14	10	12	
19:00 - 20:00	6	4	5	14	5	7	7	8	7	
20:00 - 21:00	2	4	1	1	0	4	2	2	2	
21:00 - 22:00	4	0	0	0	2	0	1	1	1	
22:00 - 23:00	2	0	1	1	1	2	1	1	1	
23:00 - 0:00	1	0	0	0	0	1	1	0	0	
7-19	104	143	121	105	101	89	120	107	112	
6-22	119	155	132	124	114	106	136	122	127	
6-24	122	155	133	125	115	109	138	124	128	
0-24	125	158	134	125	116	110	138	125	129	



Automatic Classified Counts, Swalcliffe

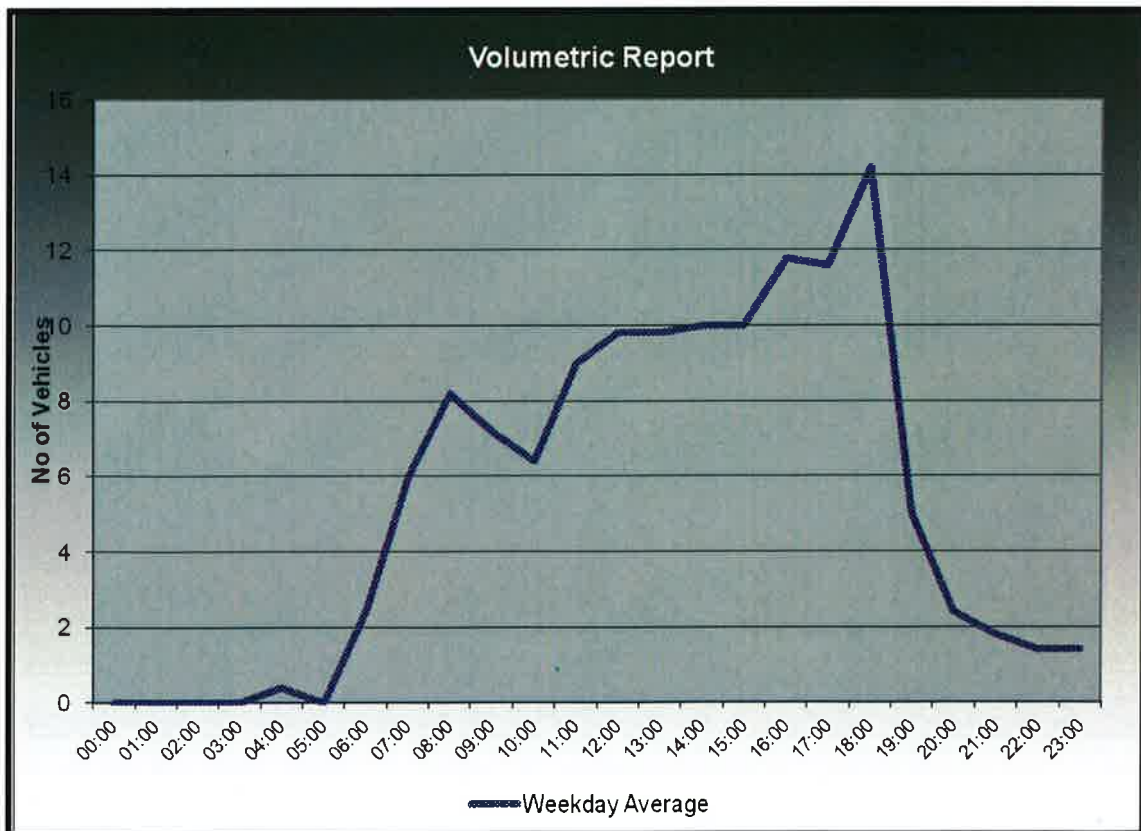
DATE: 20/09/2014 TO 26/09/2014

LOCATION: GRANGE LANE

Direction : WESTBOUND



TIME PERIOD	VEHICLE VOLUMES								Weekday Average	Week Average
	Saturday 20/09/2014	Sunday 21/09/2014	Monday 22/09/2014	Tuesday 23/09/2014	Wednesday 24/09/2014	Thursday 25/09/2014	Friday 26/09/2014			
0:00 - 1:00	1	1	0	0	0	0	0	0	0	
1:00 - 2:00	1	0	0	0	0	0	0	0	0	
2:00 - 3:00	1	1	0	0	0	0	0	0	0	
3:00 - 4:00	0	0	0	0	0	0	0	0	0	
4:00 - 5:00	0	0	1	0	0	0	1	0	0	
5:00 - 6:00	0	2	0	0	0	0	0	0	0	
6:00 - 7:00	0	4	1	1	5	3	2	2	2	
7:00 - 8:00	1	9	4	8	8	3	7	6	6	
8:00 - 9:00	4	10	7	8	8	8	10	8	8	
9:00 - 10:00	8	19	5	6	12	5	8	7	9	
10:00 - 11:00	5	15	8	4	3	5	12	6	7	
11:00 - 12:00	8	12	5	12	8	8	12	9	9	
12:00 - 13:00	10	6	10	17	4	11	7	10	9	
13:00 - 14:00	11	13	14	9	9	8	9	10	10	
14:00 - 15:00	17	6	8	8	9	14	11	10	10	
15:00 - 16:00	10	9	10	10	8	7	15	10	10	
16:00 - 17:00	17	6	15	17	10	9	8	12	12	
17:00 - 18:00	10	14	9	12	17	13	7	12	12	
18:00 - 19:00	6	12	19	15	16	8	13	14	13	
19:00 - 20:00	7	6	3	4	6	6	6	5	5	
20:00 - 21:00	6	3	1	2	4	1	4	2	3	
21:00 - 22:00	3	1	2	2	2	2	1	2	2	
22:00 - 23:00	1	1	0	1	0	4	2	1	1	
23:00 - 0:00	1	0	0	2	3	1	1	1	1	
7-19	107	131	114	126	112	99	119	114	115	
6-22	123	145	121	135	129	111	132	126	128	
6-24	125	146	121	138	132	116	135	128	130	
0-24	128	150	122	138	132	116	136	129	132	



The comparison of the surveys on Grange Lane shows that the weekday average is very similar i.e. not seasonally based.

It shows low flows across the day in either direction and includes the current use of the site for schooling and equestrian uses during the week. The max hourly flow is 14 west and 10 east. 24 movements would equate to 1 per 2.5 minutes.

The route is 950m long at 30mph would take some 1.25 minutes thus the likely hood of conflict is low.

From the onsite review the route does have some passing bay area's thus further reducing conflicts and as stated the flows include the use applied for except the 28 day events.

LOCATION: GRANGE LANE							LOCATION: GRANGE LANE						
Direction : EASTBOUND							Direction : WESTBOUND						
TIME PERIOD	VEHICLE VOLUMES				Satsday difference	Sunday difference	TIME PERIOD	VEHICLE VOLUMES				Satsday difference	Sunday difference
	Saturday 20/09/2014	Sunday 21/09/2014	Saturday 27/09/2014	Sunday 28/09/2014				Saturday 20/09/2014	Sunday 21/09/2014	Saturday 27/09/2014	Sunday 28/09/2014		
0:00 - 1:00	0	1	0	0	0	-1	0:00 - 1:00	1	1	0	1	-1	0
1:00 - 2:00	1	0	1	0	0	0	1:00 - 2:00	1	0	0	0	-1	0
2:00 - 3:00	0	0	0	0	0	0	2:00 - 3:00	1	1	1	0	0	-1
3:00 - 4:00	0	0	0	0	0	0	3:00 - 4:00	0	0	0	0	0	0
4:00 - 5:00	0	0	0	0	0	0	4:00 - 5:00	0	0	0	0	0	0
5:00 - 6:00	2	2	0	0	-2	-2	5:00 - 6:00	0	2	0	0	0	-2
6:00 - 7:00	3	4	2	2	-1	-2	6:00 - 7:00	0	4	1	0	1	-4
7:00 - 8:00	2	5	5	3	3	-2	7:00 - 8:00	1	9	1	1	0	-8
8:00 - 9:00	5	4	6	0	1	-4	8:00 - 9:00	4	10	4	2	0	-8
9:00 - 10:00	7	8	9	7	2	-1	9:00 - 10:00	8	19	11	3	3	-16
10:00 - 11:00	5	11	5	8	0	-5	10:00 - 11:00	5	15	10	5	5	-10
11:00 - 12:00	9	8	13	4	4	-4	11:00 - 12:00	8	12	6	5	-2	-7
12:00 - 13:00	11	13	5	14	-6	1	12:00 - 13:00	10	6	5	5	-5	-1
13:00 - 14:00	12	12	10	9	-2	-3	13:00 - 14:00	11	13	5	7	-6	-8
14:00 - 15:00	15	16	5	3	-10	-13	14:00 - 15:00	17	6	6	7	-11	1
15:00 - 16:00	7	12	9	8	2	-4	15:00 - 16:00	10	9	4	8	-6	-1
16:00 - 17:00	13	11	7	13	-6	2	16:00 - 17:00	17	6	11	15	-6	9
17:00 - 18:00	11	18	6	7	-5	-11	17:00 - 18:00	10	14	12	6	2	-8
18:00 - 19:00	7	25	6	6	-1	-19	18:00 - 19:00	6	12	8	6	2	-8
19:00 - 20:00	6	4	3	5	-3	1	19:00 - 20:00	7	6	5	5	-2	-1
20:00 - 21:00	2	4	1	1	-1	-3	20:00 - 21:00	6	3	1	3	-5	0
21:00 - 22:00	4	0	2	2	-2	2	21:00 - 22:00	3	1	1	3	-2	2
22:00 - 23:00	2	0	1	1	-1	1	22:00 - 23:00	1	1	1	0	0	-1
23:00 - 0:00	1	0	1	1	0	1	23:00 - 0:00	1	0	3	0	2	0
					0	0						0	0
7-19	104	143	86	80	-18	-63	7-19	107	131	83	70	-24	-61
6-22	119	155	94	90	-25	-65	6-22	123	145	91	81	-32	-64
6-24	122	155	96	92	-26	-63	6-24	125	146	95	81	-30	-65
0-24	125	158	97	92	-28	-66	0-24	128	150	96	82	-32	-68

The event weekend and the following weekend were also surveyed to ascertain the change in flows along the route. These shows for the Sunday some 66 less vehicles eastbound and 68 westbound. They also show that Saturday had a significant change in flows which were not related to the Equestrian Park but by other activities in the area, notably a local car rally took place which could account for the changes.

Irrespective of the reasons the area thus has other events that use the network to a similar level as the Park and they also do not give rise to major safety or capacity concerns.

Grange Road south of the stables to Jct 2

The next surveys show the comparison of the surveys on the southerly section of Grange Lane south of the park shows that the weekday average has low flows across the day in either direction and includes the current use of the site for schooling and equestrian uses during the week. The max hourly flow is 11 northwest and 11 southeast.

22 movements would equate to 1 per 2.73 minutes. The route is 2.6km long with changes in the road character so that sections are 1.5km long max from the Park to the farm midway along the route which at 30mph would take some 1.88 minutes thus the likely hood of conflict is low and good intervisibility is apparent on site. From the onsite review the route does have some passing bay area's thus further reducing conflicts and as stated the flows include the use applied for except the 28 day events.

Automatic Classified Counts, Swalcliffe

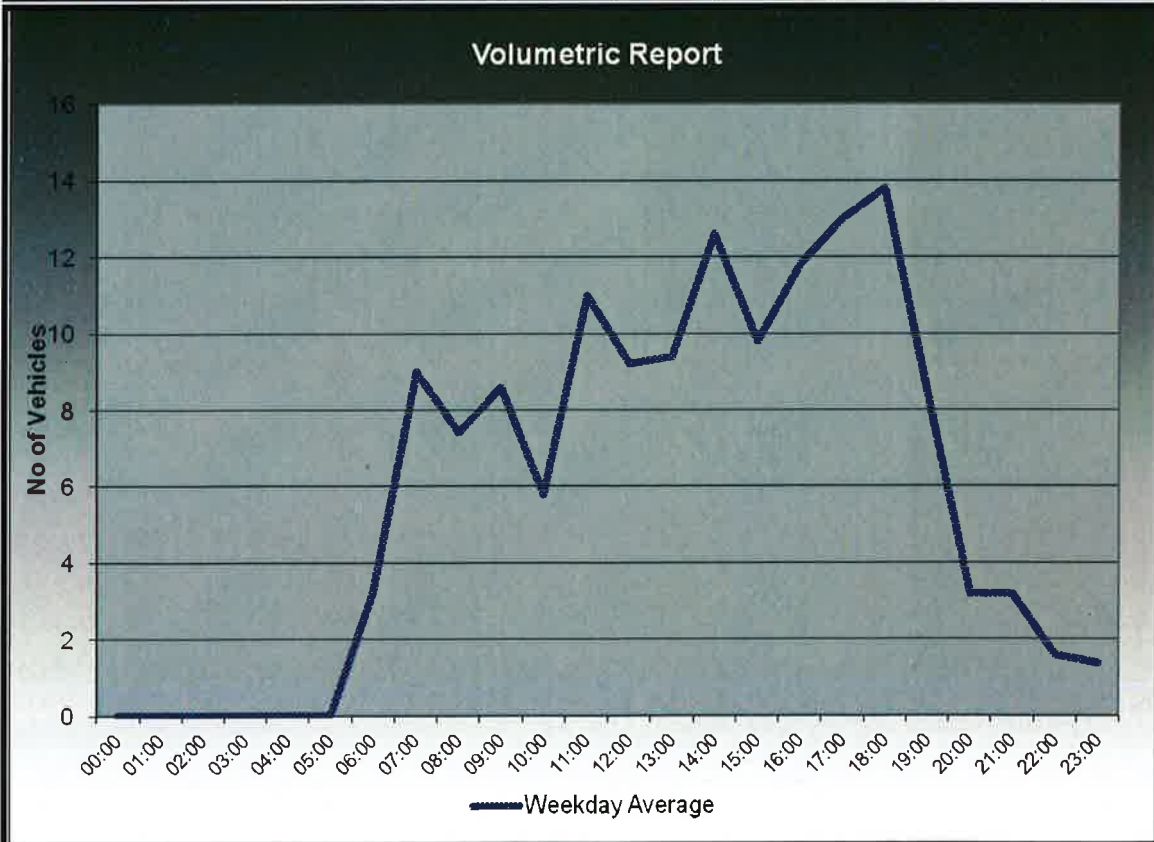
DATE: 22/09/2014 TO 28/09/2014

LOCATION: LINK ROAD FROM GRANGE ROAD TO J2

Direction : NORTH WESTBOUND



TIME PERIOD	VEHICLE VOLUMES								Weekday Average	Week Average
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday			
	22/09/2014	23/09/2014	24/09/2014	25/09/2014	26/09/2014	27/09/2014	28/09/2014			
0:00 - 1:00	0	0	0	0	0	0	1	0	0	
1:00 - 2:00	0	0	0	0	0	0	0	0	0	
2:00 - 3:00	0	0	0	0	0	1	0	0	0	
3:00 - 4:00	0	0	0	0	0	0	0	0	0	
4:00 - 5:00	0	0	0	0	0	0	0	0	0	
5:00 - 6:00	0	0	0	0	0	0	0	0	0	
6:00 - 7:00	1	1	10	3	1	3	0	3	3	
7:00 - 8:00	2	13	11	7	12	4	3	9	7	
8:00 - 9:00	0	11	10	8	8	6	2	7	6	
9:00 - 10:00	5	7	10	9	12	12	5	9	9	
10:00 - 11:00	1	6	5	5	12	16	7	6	7	
11:00 - 12:00	2	13	9	21	10	8	5	11	10	
12:00 - 13:00	3	15	4	13	11	13	10	9	10	
13:00 - 14:00	2	12	11	12	10	12	8	9	10	
14:00 - 15:00	7	14	10	20	12	8	8	13	11	
15:00 - 16:00	2	10	9	14	14	15	6	10	10	
16:00 - 17:00	4	26	9	11	9	16	20	12	14	
17:00 - 18:00	3	14	25	13	10	16	6	13	12	
18:00 - 19:00	7	12	17	17	16	10	13	14	13	
19:00 - 20:00	8	6	9	9	10	6	4	8	7	
20:00 - 21:00	2	3	5	1	5	0	4	3	3	
21:00 - 22:00	4	2	4	4	2	1	3	3	3	
22:00 - 23:00	1	1	1	3	2	1	0	2	1	
23:00 - 0:00	0	2	3	1	1	5	0	1	2	
7-19	38	153	130	150	136	136	93	121	119	
6-22	53	165	158	167	154	146	104	139	135	
6-24	54	168	162	171	157	152	104	142	138	
0-24	54	168	162	171	157	153	105	142	139	



Automatic Classified Counts, Swalcliffe

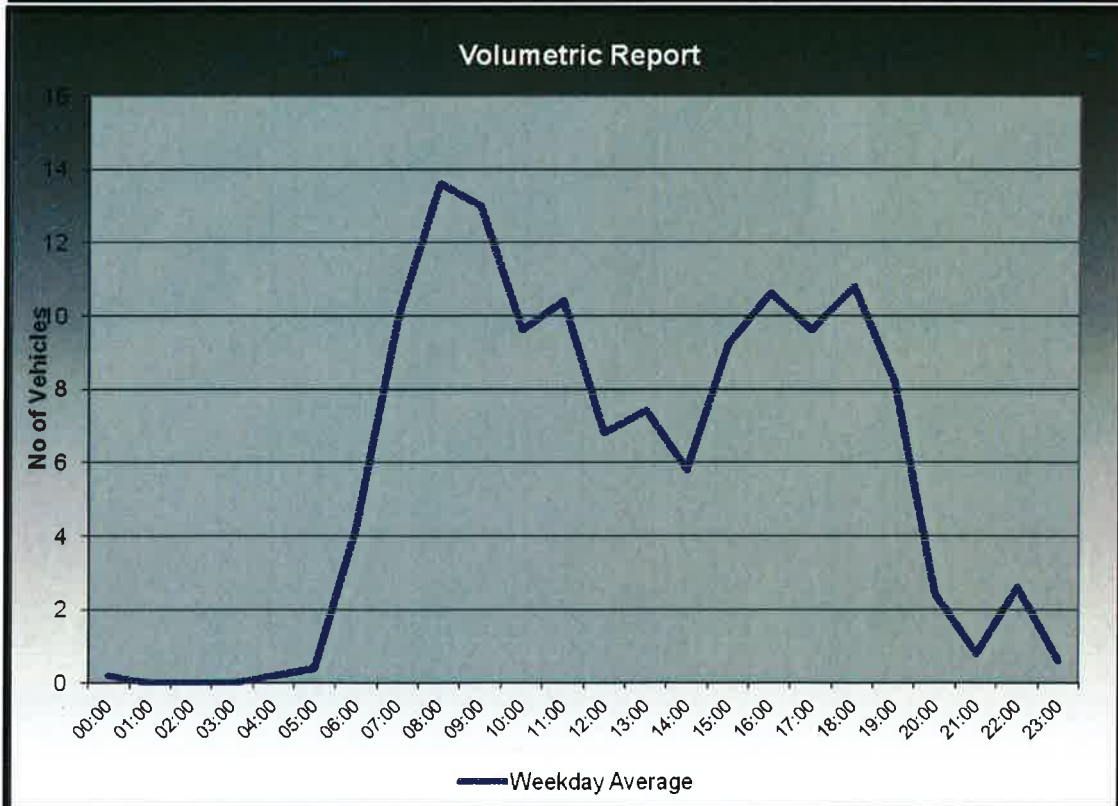
DATE: 22/09/2014 TO 28/09/2014

LOCATION: LINK ROAD FROM GRANGE ROAD TO J2

Direction : SOUTH EASTBOUND



TIME PERIOD	VEHICLE VOLUMES								Weekday Average	Week Average
	Monday 22/09/2014	Tuesday 23/09/2014	Wednesday 24/09/2014	Thursday 25/09/2014	Friday 26/09/2014	Saturday 27/09/2014	Sunday 28/09/2014			
0:00 - 1:00	0	0	0	0	1	0	0	0	0	
1:00 - 2:00	0	0	0	0	0	1	0	0	0	
2:00 - 3:00	0	0	0	0	0	0	0	0	0	
3:00 - 4:00	0	0	0	0	0	0	0	0	0	
4:00 - 5:00	1	0	0	0	0	0	0	0	0	
5:00 - 6:00	0	0	1	1	0	0	0	0	0	
6:00 - 7:00	2	3	5	5	6	2	1	4	3	
7:00 - 8:00	5	10	14	9	12	8	3	10	9	
8:00 - 9:00	3	13	19	14	19	7	0	14	11	
9:00 - 10:00	7	16	17	8	17	12	7	13	12	
10:00 - 11:00	1	5	13	16	13	19	4	10	10	
11:00 - 12:00	5	21	11	8	7	16	7	10	11	
12:00 - 13:00	3	7	7	10	7	19	23	7	11	
13:00 - 14:00	1	10	9	8	9	7	10	7	8	
14:00 - 15:00	2	4	5	10	8	7	3	6	6	
15:00 - 16:00	1	5	9	15	16	19	6	9	10	
16:00 - 17:00	1	17	12	11	12	13	15	11	12	
17:00 - 18:00	0	12	10	14	12	9	8	10	9	
18:00 - 19:00	5	19	7	11	12	8	11	11	10	
19:00 - 20:00	5	12	5	6	13	5	2	8	7	
20:00 - 21:00	6	1	1	2	2	2	3	2	2	
21:00 - 22:00	1	0	2	0	1	2	1	1	1	
22:00 - 23:00	1	2	2	7	1	2	2	3	2	
23:00 - 0:00	0	1	0	1	1	4	1	1	1	
7-19	34	139	133	134	144	144	97	117	118	
6-22	48	155	146	147	166	155	104	132	132	
6-24	49	158	148	155	168	161	107	136	135	
0-24	50	158	149	156	169	162	107	136	136	



Automatic Classified Counts, Swalcliffe							Automatic Classified Counts, Swalcliffe						
LOCATION: LINK ROAD FROM GRANGE ROAD TO J2							LOCATION: LINK ROAD FROM GRANGE ROAD TO J2						
Direction : NORTH WESTBOUND							Direction : SOUTH EASTBOUND						
TIME PERIOD	VEHICLE VOLUMES						TIME PERIOD	VEHICLE VOLUMES					
	Saturday 20/09/2014	Sunday 21/09/2014	Saturday 27/09/2014	Sunday 28/09/2014	Satday difference	Sunday Difference		Saturday 20/09/2014	Sunday 21/09/2014	Saturday 27/09/2014	Sunday 28/09/2014	Satday difference	Sunday Difference
0:00 - 1:00	0	0	0	1	0	1	0:00 - 1:00	0	3	0	0	0	-3
1:00 - 2:00	0	0	0	0	0	0	1:00 - 2:00	1	1	1	0	0	-1
2:00 - 3:00	0	0	1	0	1	0	2:00 - 3:00	0	0	0	0	0	0
3:00 - 4:00	0	0	0	0	0	0	3:00 - 4:00	0	0	0	0	0	0
4:00 - 5:00	0	0	0	0	0	0	4:00 - 5:00	0	0	0	0	0	0
5:00 - 6:00	0	0	0	0	0	0	5:00 - 6:00	0	0	0	0	0	0
6:00 - 7:00	1	1	3	0	2	-1	6:00 - 7:00	1	2	2	1	1	-1
7:00 - 8:00	0	1	4	3	4	2	7:00 - 8:00	0	2	8	3	8	1
8:00 - 9:00	1	1	6	2	5	1	8:00 - 9:00	1	4	7	0	6	-4
9:00 - 10:00	0	1	12	5	12	4	9:00 - 10:00	4	2	12	7	8	5
10:00 - 11:00	3	6	16	7	13	1	10:00 - 11:00	1	2	19	4	18	2
11:00 - 12:00	3	1	8	5	5	4	11:00 - 12:00	2	2	16	7	14	5
12:00 - 13:00	5	5	13	10	8	5	12:00 - 13:00	4	2	19	23	15	21
13:00 - 14:00	7	4	12	8	5	4	13:00 - 14:00	7	6	7	10	0	4
14:00 - 15:00	4	2	8	8	4	6	14:00 - 15:00	6	5	7	3	1	-2
15:00 - 16:00	1	3	15	6	14	3	15:00 - 16:00	1	1	19	8	18	5
16:00 - 17:00	2	2	16	20	14	18	16:00 - 17:00	6	1	13	15	7	14
17:00 - 18:00	4	3	16	6	12	3	17:00 - 18:00	3	3	9	8	6	5
18:00 - 19:00	5	5	10	13	5	8	18:00 - 19:00	4	4	8	11	4	7
19:00 - 20:00	3	2	6	4	3	2	19:00 - 20:00	2	3	5	2	3	-1
20:00 - 21:00	1	1	0	4	-1	3	20:00 - 21:00	1	0	2	3	1	3
21:00 - 22:00	0	0	1	3	1	3	21:00 - 22:00	0	1	2	1	2	0
22:00 - 23:00	2	0	1	0	-1	0	22:00 - 23:00	0	0	2	2	2	2
23:00 - 0:00	1	0	5	0	4	0	23:00 - 0:00	1	0	4	1	3	1
					0	0						0	0
3-19	35	34	136	93	101	59	7-19	39	34	144	97	105	63
6-22	40	38	146	104	106	66	6-22	43	40	155	104	112	64
6-24	43	38	152	104	109	66	6-24	44	40	161	107	117	67
0-24	43	38	153	105	110	67	0-24	45	44	162	107	117	63

The event weekend and the following weekend were also surveyed to ascertain the change in flows along the route.

These shows for the Sunday some extra 67 more vehicles NW and 63 SE bound, from the classified counts these are mainly cars on their own and the horse boxes etc use the signed route.

They also show that Saturday had a significant change in flows that were higher than the event on Sunday which were not related to the Equestrian Park but by other activities in the area, notably a local car rally took place which could account for the changes.

Irrespective of the reasons the area thus has other events that use the network to a similar level as the Park and they also do not give rise to major safety or capacity concerns.

Main Street east of the site access

To the east of the site access to Jct 6 the flows show that the route which has the diverted flows has the highest flows in the area on the main network where two way flows are accommodated.

Automatic Classified Counts, Swalcliffe

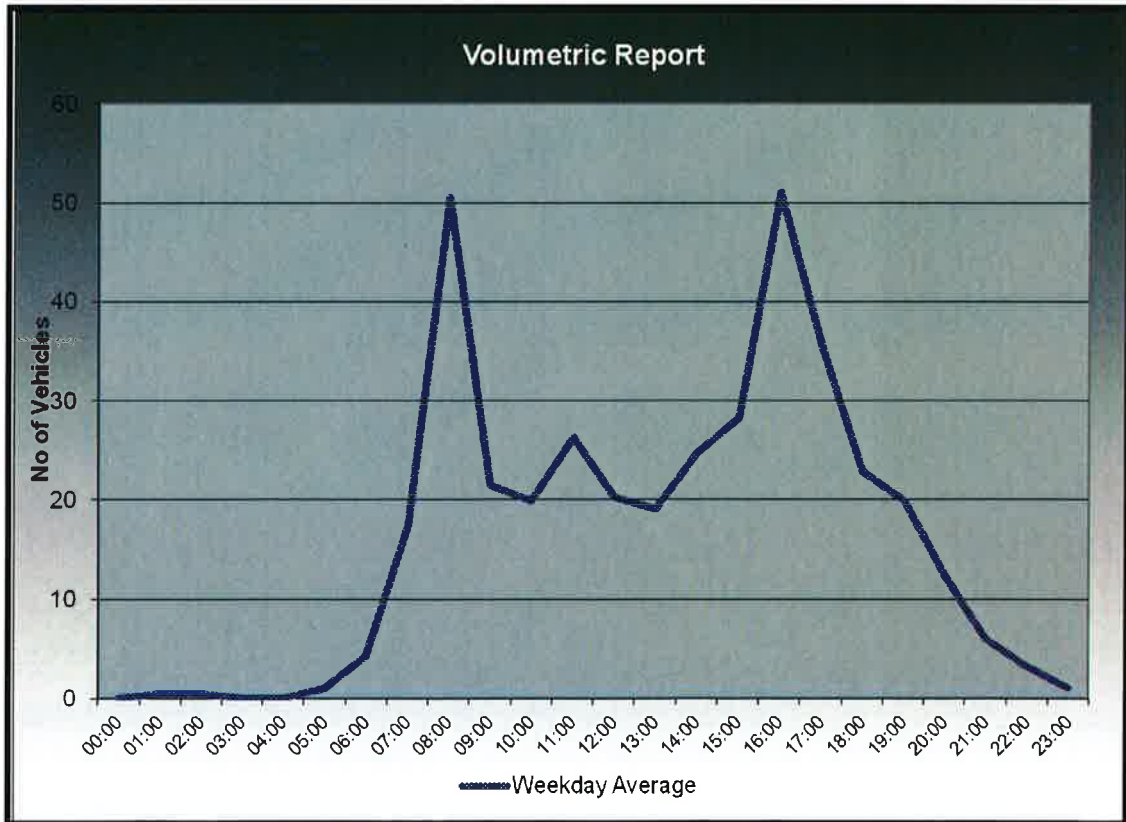
DATE: 22/09/2014 TO 28/09/2014

LOCATION: MAIN STREET EAST OF EQUESTRIAN SITE ACCESS

Direction : EASTBOUND



TIME PERIOD	VEHICLE VOLUMES								Weekday Average	Week Average
	Monday 22/09/2014	Tuesday 23/09/2014	Wednesday 24/09/2014	Thursday 25/09/2014	Friday 26/09/2014	Saturday 27/09/2014	Sunday 28/09/2014			
0:00 - 1:00	0	0	0	0	0	2	2	0	1	
1:00 - 2:00	1	0	1	0	0	0	3	0	1	
2:00 - 3:00	0	2	0	0	0	0	0	0	0	
3:00 - 4:00	0	0	1	0	0	0	0	0	0	
4:00 - 5:00	1	0	0	0	0	0	0	0	0	
5:00 - 6:00	1	1	1	1	1	1	2	1	1	
6:00 - 7:00	6	6	1	6	2	3	2	4	4	
7:00 - 8:00	14	16	17	19	21	6	5	17	14	
8:00 - 9:00	57	47	63	46	39	15	11	50	40	
9:00 - 10:00	23	23	21	22	18	23	8	21	20	
10:00 - 11:00	19	20	16	23	21	37	17	20	22	
11:00 - 12:00	28	23	28	24	28	30	21	26	26	
12:00 - 13:00	22	21	19	21	18	27	16	20	21	
13:00 - 14:00	14	18	25	19	19	32	21	19	21	
14:00 - 15:00	27	22	30	18	26	21	6	25	21	
15:00 - 16:00	21	31	25	24	40	13	9	28	23	
16:00 - 17:00	53	51	37	52	62	14	13	51	40	
17:00 - 18:00	26	41	36	37	38	21	14	36	30	
18:00 - 19:00	23	23	20	29	19	19	14	23	21	
19:00 - 20:00	12	22	19	27	19	12	13	20	18	
20:00 - 21:00	11	10	11	22	7	6	3	12	10	
21:00 - 22:00	2	6	12	7	3	4	3	6	5	
22:00 - 23:00	2	3	2	6	3	3	2	3	3	
23:00 - 0:00	1	1	3	0	0	0	2	1	1	
7-19	327	336	337	334	349	258	155	337	299	
6-22	358	380	380	396	380	283	176	379	336	
6-24	361	384	385	402	383	286	180	383	340	
0-24	364	387	388	403	384	289	187	385	343	



Automatic Classified Counts, Swalcliffe

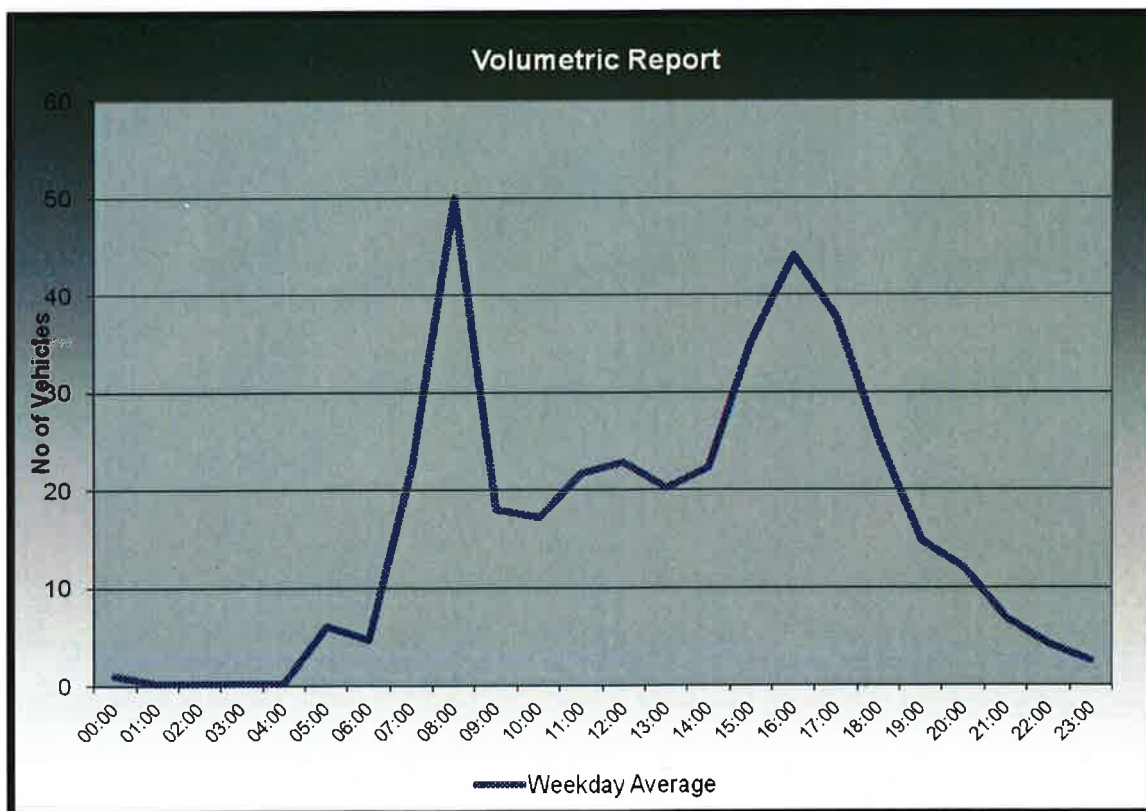
DATE: 22/09/2014 TO 28/09/2014

LOCATION: MAIN STREET EAST OF EQUESTRIAN SITE ACCESS

Direction : WESTBOUND



TIME PERIOD	VEHICLE VOLUMES								Weekday Average	Week Average
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday			
	22/09/2014	23/09/2014	24/09/2014	25/09/2014	26/09/2014	27/09/2014	28/09/2014			
0:00 - 1:00	0	2	1	0	2	1	1	1	1	
1:00 - 2:00	0	0	1	0	0	0	1	0	0	
2:00 - 3:00	0	0	1	0	0	0	3	0	1	
3:00 - 4:00	1	0	0	0	1	0	0	0	0	
4:00 - 5:00	0	1	0	0	0	0	1	0	0	
5:00 - 6:00	6	5	7	6	6	4	4	6	5	
6:00 - 7:00	4	5	6	4	4	1	1	5	4	
7:00 - 8:00	23	28	16	23	23	3	3	23	17	
8:00 - 9:00	56	51	51	47	45	17	8	50	39	
9:00 - 10:00	23	13	20	15	19	19	7	18	17	
10:00 - 11:00	18	17	24	18	9	39	18	17	20	
11:00 - 12:00	21	15	21	26	25	28	17	22	22	
12:00 - 13:00	21	20	23	23	27	41	20	23	25	
13:00 - 14:00	12	22	19	25	23	30	17	20	21	
14:00 - 15:00	19	18	18	21	35	10	23	22	21	
15:00 - 16:00	34	36	32	30	43	17	16	35	30	
16:00 - 17:00	31	55	25	45	64	18	13	44	36	
17:00 - 18:00	39	33	40	46	31	25	15	38	33	
18:00 - 19:00	24	24	24	24	29	17	12	25	22	
19:00 - 20:00	6	13	23	21	11	11	16	15	14	
20:00 - 21:00	12	11	10	14	13	6	2	12	10	
21:00 - 22:00	4	7	10	6	7	5	2	7	6	
22:00 - 23:00	3	4	6	6	2	6	6	4	5	
23:00 - 0:00	1	0	5	3	3	9	2	2	3	
7-19	321	332	313	343	373	264	169	336	302	
6-22	347	368	362	388	408	287	190	375	336	
6-24	351	372	373	397	413	302	198	381	344	
0-24	358	380	383	403	422	307	208	389	352	



The comparison of the surveys on the northerly section of Main Street shows that the weekday average has low flows across the day in either direction and includes the current use of the site for schooling and equestrian uses during the week.

The max hourly flow is 50 northwest and 50 southeast. 100 movements would equate to 1 per 0.6 minutes. These are low flows associated with a rural area.

Automatic Classified Counts, Swalcliffe							Automatic Classified Counts, Swalcliffe						
LOCATION: MAIN STREET EAST OF EQUESTRIAN SITE ACCESS							LOCATION: MAIN STREET EAST OF EQUESTRIAN SITE ACCESS						
Direction: EASTBOUND							Direction: WESTBOUND						
TIME PERIOD	VEHICLE VOLUMES						TIME PERIOD	VEHICLE VOLUMES					
	Saturday 20/09/2014	Sunday 21/09/2014	Saturday 27/09/2014	Sunday 28/09/2014	Satday difference	Sunday Difference		Saturday 20/09/2014	Sunday 21/09/2014	Saturday 27/09/2014	Sunday 28/09/2014	Satday difference	Sunday Difference
0:00 - 1:00	1	5	2	2	1	-3	0:00 - 1:00	1	5	1	1	0	-4
1:00 - 2:00	0	1	0	3	0	2	1:00 - 2:00	1	4	0	1	-1	-3
2:00 - 3:00	0	3	0	0	0	-3	2:00 - 3:00	0	0	0	3	0	3
3:00 - 4:00	1	3	0	0	-1	-3	3:00 - 4:00	0	1	0	0	0	-1
4:00 - 5:00	0	0	0	0	0	0	4:00 - 5:00	0	0	0	1	0	1
5:00 - 6:00	1	1	1	2	0	1	5:00 - 6:00	4	4	4	4	0	0
6:00 - 7:00	4	2	3	2	-1	0	6:00 - 7:00	0	6	1	1	1	-5
7:00 - 8:00	3	4	6	5	3	1	7:00 - 8:00	5	27	3	3	-2	-24
8:00 - 9:00	14	9	15	11	1	2	8:00 - 9:00	12	41	17	8	5	-33
9:00 - 10:00	23	9	23	8	0	-1	9:00 - 10:00	21	44	19	7	-2	-37
10:00 - 11:00	44	31	37	17	-7	-14	10:00 - 11:00	45	56	39	18	-6	-38
11:00 - 12:00	34	27	30	21	-4	-6	11:00 - 12:00	30	35	28	17	-2	-18
12:00 - 13:00	39	48	27	16	-12	-32	12:00 - 13:00	44	31	41	20	-3	-11
13:00 - 14:00	23	35	32	21	9	-14	13:00 - 14:00	33	42	30	17	-3	-25
14:00 - 15:00	27	45	21	8	-6	-39	14:00 - 15:00	37	32	10	23	-27	-9
15:00 - 16:00	18	46	13	9	-5	-37	15:00 - 16:00	23	28	17	16	-6	-12
16:00 - 17:00	21	24	14	13	-7	-11	16:00 - 17:00	19	14	18	13	-1	-1
17:00 - 18:00	13	51	21	14	8	-37	17:00 - 18:00	19	22	25	15	6	-7
18:00 - 19:00	14	49	19	14	5	-35	18:00 - 19:00	19	17	17	12	-2	-5
19:00 - 20:00	12	12	12	13	0	1	19:00 - 20:00	13	8	11	16	-2	6
20:00 - 21:00	4	2	6	3	2	1	20:00 - 21:00	5	9	6	2	1	-7
21:00 - 22:00	7	2	4	3	-3	1	21:00 - 22:00	8	3	5	2	-3	-1
22:00 - 23:00	2	2	3	2	1	0	22:00 - 23:00	4	4	6	6	2	2
23:00 - 0:00	1	0	0	2	-1	2	23:00 - 0:00	6	1	9	2	3	1
					0	0						0	0
7-19	273	378	258	155	-15	-223	7-19	307	389	264	169	-43	-220
8-22	300	396	283	176	-17	-220	8-22	333	415	287	190	-46	-225
8-24	303	398	286	180	-17	-218	8-24	343	420	302	198	-41	-222
0-24	306	411	289	187	-17	-224	0-24	349	434	307	208	-42	-226

The event weekend and the following weekend were also surveyed to ascertain the change in flows along the route.

These shows for the Sunday some extra 224 more vehicles east and 226 west bound and are well related to the use of the signed route.

They also show that Saturday had a notable change in flows which were not related to the Equestrian Park but by other activities in the area, notably a local car rally took place which could account for the changes.

Irrespective of the reasons the area thus has other events that use the network to a similar level as the Park and they also do not give rise to major safety or capacity concerns.

Vehicle splits for event and occupation

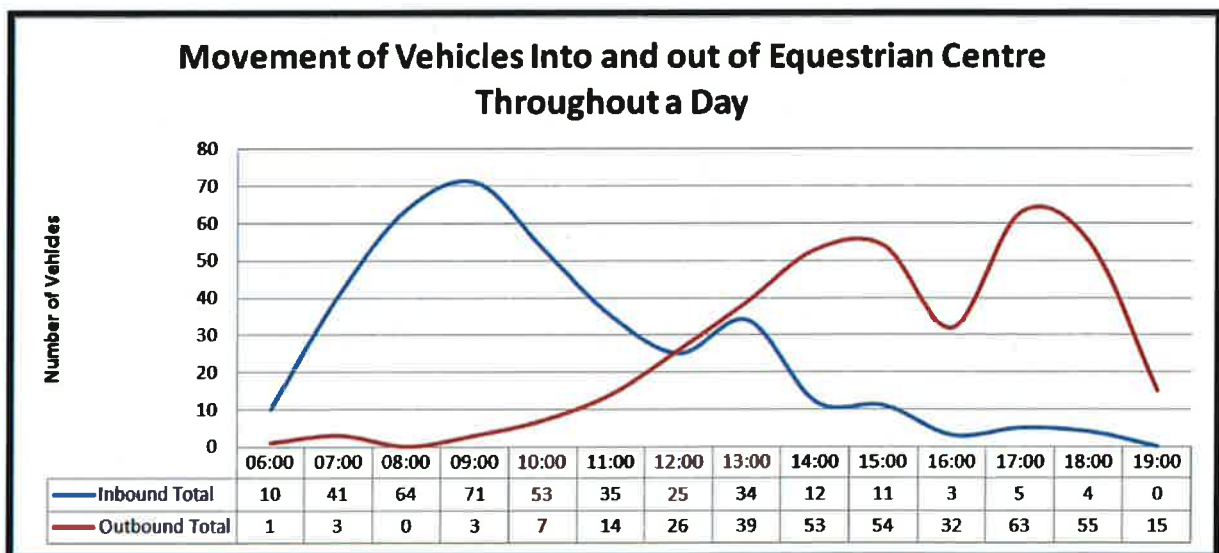
Each vehicle was counted manually as well as by camera survey and the following table shows the results.

Vehicle Survey-Swalcliffe Park Equestrian 21st September 2014, 6.30 onwards.	
Large 4 horse lorries	4 range of upto 16 horses
2-3 horse lorries	64, range of 128 to 192 horses
1-2 horse lorries	36 range of 36 to 72 horses
Cars inc those with trailers & helpers	163
Work Vans	5
Ambulance	1
Vet	1
Total No of vehicles who attended the site	274
Total Number of people in vehicles	606
People per vehicle	2.21
Horses per unit (note 230 horses)	Range is 180 to 280 thus 1.22 per unit.

The surveys are based on a worst case event i.e. most eventers have 1 or 2 horses, the other major events have more professional users who can have 4-6 horses per vehicle thus reducing movements.

Time at event

The daily profile below shows that the vehicles enter and exit over two wide peak periods.



The events use dressage for 6 minutes with a number of rings to cater for the demand, show jumping for similar time and cross country of 10 minutes on average with 2 minutes stagger on the start. These have timing in between to allow warm up and cool down thus a full event for each rider would take approx 2- 2.5 hours.

Road capacities

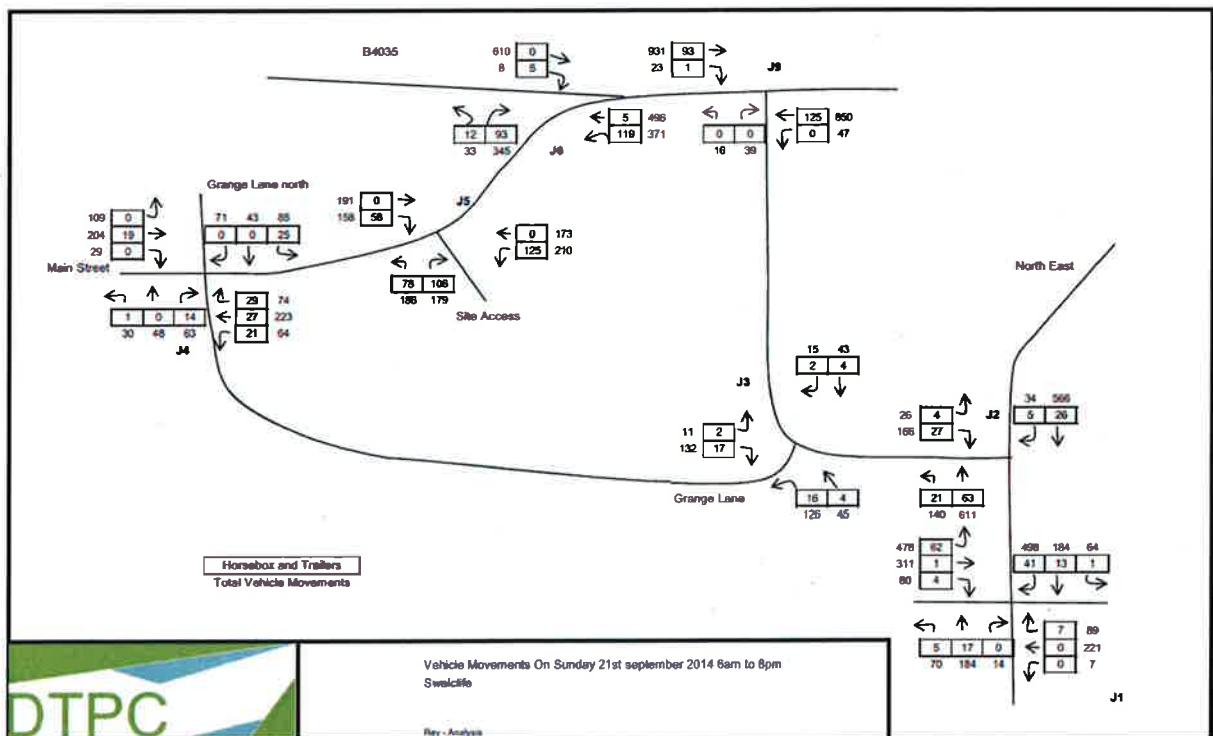
Reference to TA 46/97 gives an indication of rural road capacities as shown overleaf.

Carriageway Standard	Opening Year AADT	
	Minimum	Maximum
S2	Up to 13,000	
WS2	6,000	21,000
D2AP	11,000	39,000
D3AP	23,000	54,000
D2M	Up to 41,000	
D3M	25,000	67,000
D4M	52,000	90,000

Whilst the roads are not a full single 2 lane road even if we half the capacity from 13000 to 6500 per day the two way flows set out of 840 for the weekend event is well below this level. The links have no capacity issues which is the real test of the traffic volumes not just the change.

Summary

The network diagram is provided to assist in the appreciation of the events surveyed.



Using the counts for Jct 2 and Jct 6 we can approximate the splits from the south and east to the site, Jct 2 towards the site is 63 hgv trailers, Jct 6 m has some 119 towards the site thus 56 would come from the east. In reverse we have 93 at Jct 6 with 26 arriving at Jct 2 thus 67 go eastwards these are not considered particularly high flows.

The comparison of the surveys on Grange Lane in spring and summer shows that the weekday average is very similar i.e. no seasonally based. It shows low flows across the day in either direction and includes the current use of the site for schooling and equestrian uses during the week. The max hourly flow is 14 west and 10 east. 24 movements would equate to 1 per 2.5 minutes.

The event weekend and the following weekend were also surveyed to ascertain the change in flows along the route. These shows for the Sunday some 66 less vehicles eastbound and 68 westbound.

The comparison of the surveys on the southerly section of Grange Lane shows that the weekday average has low flows across the day in either direction and includes the current use of the site for schooling and equestrian uses during the week. The max hourly flow is 11 northwest and 11 southeast. 22 movements would equate to 1 per 2.73 minutes. The route is 2.6km long with changes in the road character so that sections are 1.5km long max from the Park to the farm midway along the route which at 30mph would take some 1.88 minutes thus the likely hood of conflict is low and good intervisibility is apparent on site.

The comparison of the surveys on the northerly section of Main Street shows that the weekday average has low flows across the day in either direction and includes the current use of the site for schooling and equestrian uses during the week. The max hourly flow is 50 northwest and 50 southeast. Again these are not particularly high flows.

The event weekend and the following weekend were also surveyed to ascertain the change in flows along the route. These shows for the Sunday some extra 224 more vehicles east and 226 west bound and are well related to the use of the signed route.

The weekend comparison also show that Saturday had a notable change in flows which were not related to the Equestrian Park but by other activities in the area, notably a local car rally took place which could account for the changes. Irrespective of the reasons the area thus has other events that use the network to a similar level as the Park and they also do not give rise to major safety or capacity concerns.

The local network is rural in nature, has few recorded accidents but none in the area of the site access and there are no link capacity issues.

5. EVENT SIGNAGE

Introduction

The existing large scale events used under the 28 day rule are signed for the eventers to access the site, the following sets out the observed signage at the junction and the routes signed.

Routes and sign locations

A photographic record of the signs and location is shown below along with a map highlighting the routes at the end of the section. Typical sign below for ref.



Location survey 1



Signage from south/east and west approach to junction.

Location survey 2



Approach to Grange Road from survey 1 location with diversion route signed to the right.

Location survey 3

No signage here as the routes are signed away from this junction.

Location survey 4



The approach to the Main Street junction from the north and south (even though not signed before)



Approach from west side, mainly for cars as large vehicles not signed this way due to narrow road in village centre.

Location survey 5



Approach from west along Main Street to access 5 into field.



Approach from east along Main Street to access 5 into field.

Location survey 6



Left turn at A4035/Main Road junction leading to the site access.

Location survey 9



Approach along diversion route at the village centre with junction at Park Lane, no access signage used for side road.

Location 11



Approach to B4035 from south to left run towards Main Street and additional sign to location 9 in village centre.

Evidence of use of the route from southerly direction.



Location 12

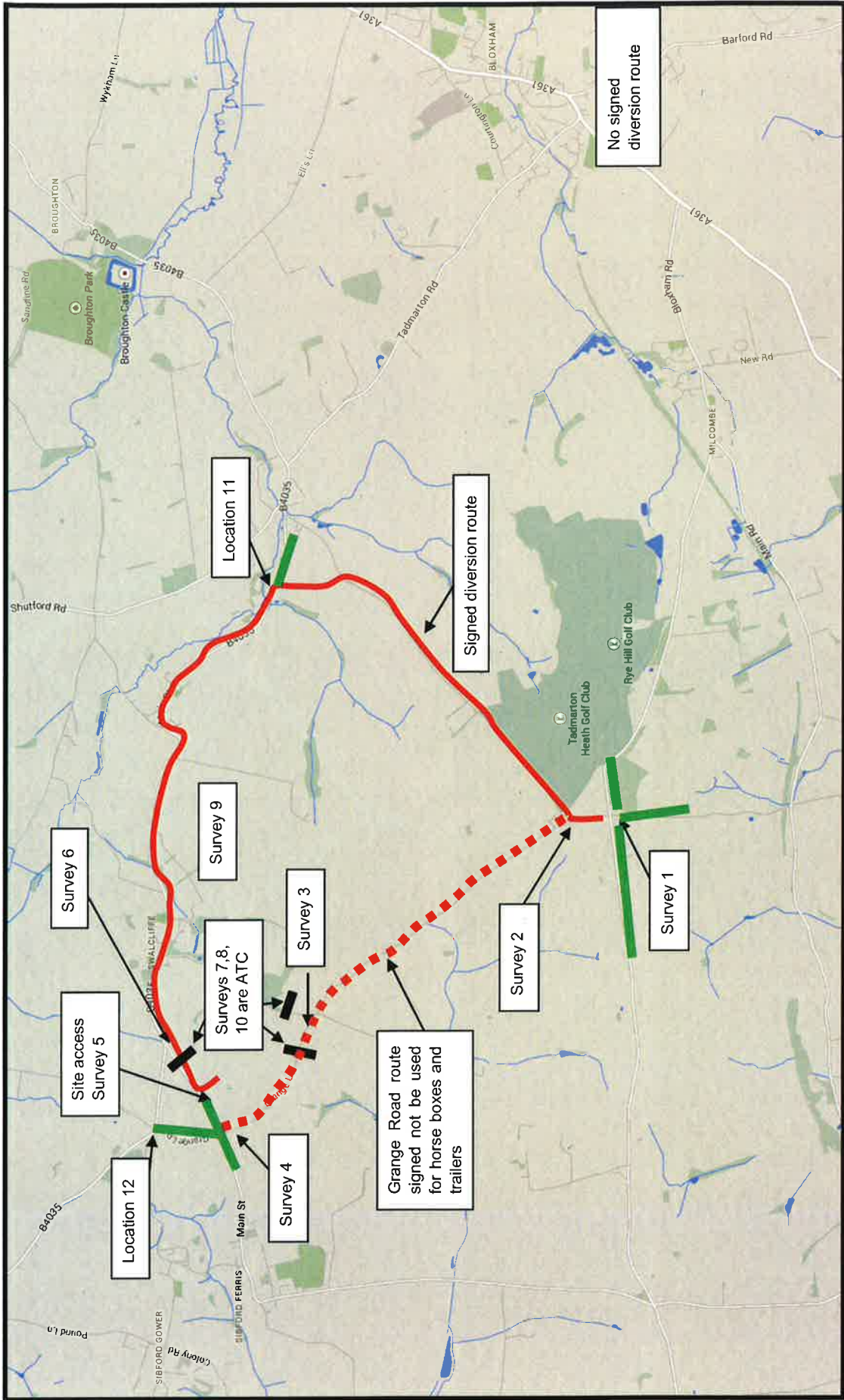


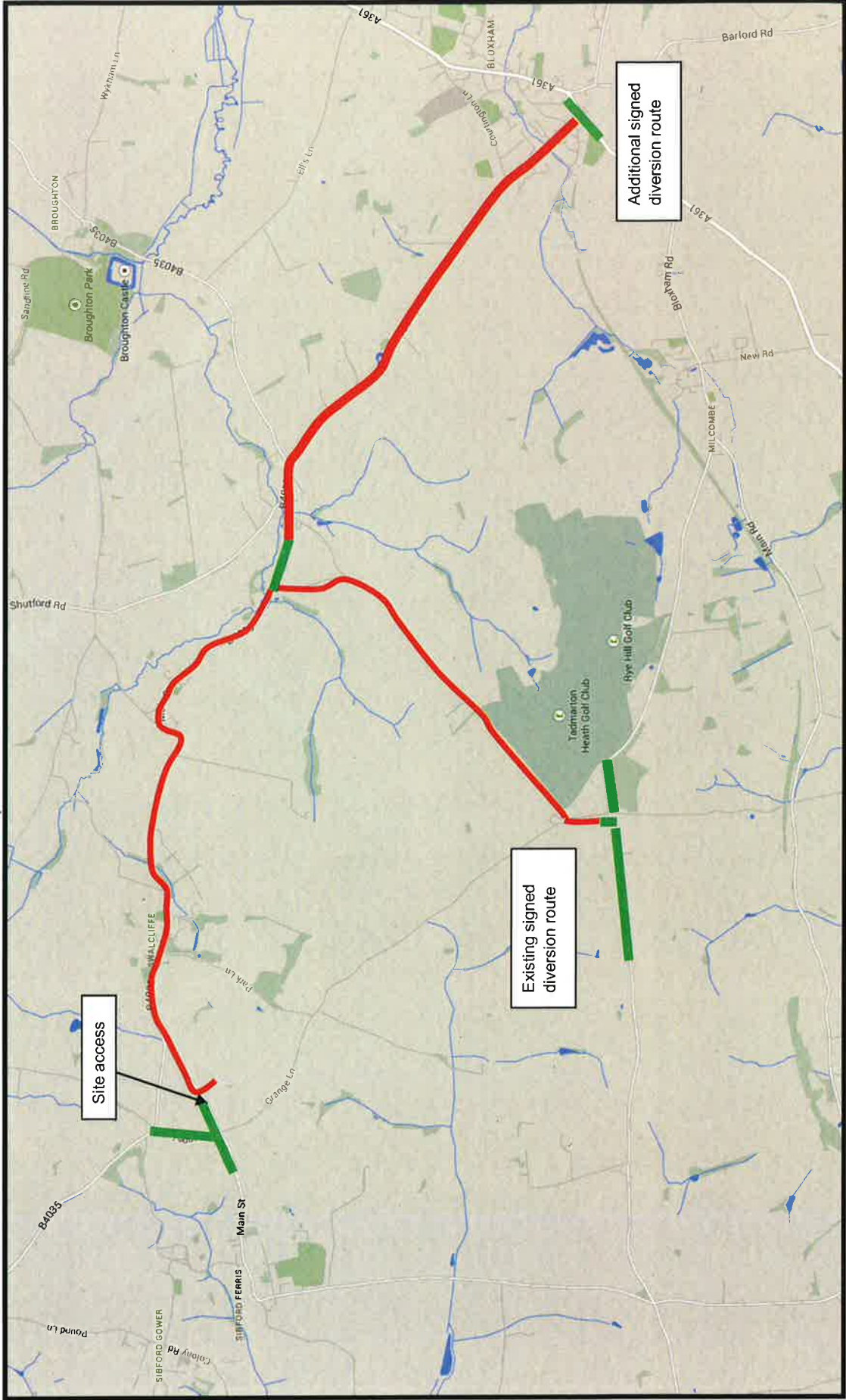
Approach from north and west to Grange Road route towards Main Street.

Summary of existing provision

The signage was well observed on the day, the signs were however hard to read from approach and size was small for the approach speeds. The colour was also often lost amongst other signage.

An improved signage scheme would be required for the events as applied for this is shown on the second plan overleaf.





6. EVENT INTERNAL ARRANGEMENTS

Introduction

To provide a complete view the internal parking and area uses has been reviewed and shown below for reference.

Access control



The existing access route is 1.5 vehicle in width and does not allow two way working for larger vehicles. That said from observation they was little or no interaction with in/out based on the flows/daily profile.



Parking arrangements





Typical parking runs with aisle and gaps between vehicles



The parking was arranged in 8-10 rows which filled up over the day but gaps appeared as eventers left having completed the day.

Vehicles range from transit type conversions to full hgv size for 4-6 horses along with trailers towed by a variety of vehicles.

7. EVENT AND TRAINING OPERATION

Swalcliffe Park Equestrian (SPE) is a family run business seeking to offer cross country equestrian training facilities, clinics and competition from Grange Farm, a large 300+ hectare arable farm.

This is seen as a diversification away from the more traditional agricultural activities at Grange Farm, utilising a keen interest in equestrianism and the availability of good areas of relatively free draining land in close proximity to the Grange Farm complex.

Within the space set out there were a number of recognisable areas of land which would almost be exclusively to equestrian use.

The facility at SPE will consist of the cross country course comprising of a number of portable jumps, two separate water complexes, an 80m x 80m grass 'arena' as well as a number of grass dressage arenas. The site will also provide a modest area of car parking on land immediately to the north of the Grange Farm complex and for any larger events / rallies, overspill temporary car parking would be provided on the free draining grass. The grassland is able to host cross country courses up to 2,500m in length.

Day to Day training 2012

To aid in the appreciation of the existing approved uses of the number of attendees over the 2012 period has been recorded and provided overleaf.

It shows most activities are less than the proposed 50 user cap except for 8 events which would be covered by the 28 days per year allowance.

2012					Average per month
Month	Date	Event	No of Entries	Notes	
January		XC Schooling	6		
February	16th	Grafton PC Eventer Team training	18		
		XC Schooling	77		
	18th	Eventer Challenge	57		
	23rd	BE Training (A.M.T)	10		
	26th	Knaphill RC	10		
	26th	XC Clinic (Dag Albert)	9		
	28th	BE Training (A.M.T)	11		
		TOTAL			24.75
March		XC Schooling	63	Note: XC course has to be shut for 2 weeks before the BE Event	
	4th	XC Clinic (Bill Levett)	12		
	17th/18th	British Eventing Horse Trials			
	31st	Riding Club Eventer Challenge			
		TOTAL			12.00

April		XC Schooling	68	
	2nd	Grafton PC Rally	20	
	2nd	Bicester PC Rally	17	
		FEI Pony training day (Dressage)	6	
	4th	BE Junior training day	6	
	4th	WHPC Rally	20	
	6th	Eventer Challenge	65	
	7th	WPC Training	19	
	15th	WPC Hunter Trial		
	20th	Evening Combined training (SI/Dressage)	12	
	21st	Heythrop PC Rally	12	
	24th	Turpins Lodge Riding School rally	5	
	24th	Bloxham School	8	
	28th	Grafton ODE		Cancelled due to adverse weather
				Closed for 4 days due to set up for ODE & H/T
		TOTAL		21.50
May		XC Schooling	33	
	1st	Turpins Lodge Riding School Rally	6	
	4th	Combined Training (Evening)	16	
	4th	Heythrop Training	12	
	11th	Heythrop Training	20	
	12th	FEI Pony Training day	8	
	18th	Heythrop PC Rally	12	
	18th	Combined Training (Evening)	15	
	22nd	Bloxham School	11	
	26th	Warwickshire PC	12	
	29th	Bloxham School	12	
		TOTAL		14.27
June		XC Schooling	38	Closed on 29th & 30th June due to an event
	5th	Evenlode RC Rally	9	
	5th	Turpins Lodge Riding School Rally	5	
	6th	Clifton on Teem PC Rally	12	
	8th	Heythrop PC Diamond Jubilee Rally	60	Cancelled due to adverse weather
	10th	Cotswold PC Rally	13	
	10th	Cotswold Farms PC Rally	13	
	11th	West Warks PC Rally (with Bill Levett)	10	
	12th	Turpins Lodge Riding School Rally	5	
	14th	BE Training (AMT)	6	
	15th	HHPC	12	
	15th	Combined Training	23	
	16th	Cotswold Vale PC Rally	20	
	16th	Old Berks PC	6	
	17th	Eventer Challenge	72	
	19th	Bloxham School	9	
	21st	North Cotswold PC Rally	35	
	22nd	HHPC Rally	12	
	26th	WWPC Rally	12	
	30th	Area 18 ODE		
		TOTAL		19.58

July		XC Schooling	54	
	4th	FEI Pony training	12	
	6th	ORC Rally	4	
	10th	Turpins Lodge Riding School Rally	9	
	15th	HH PC ODE		
	17th	BE Training day (Simon Lawrence)	5	
	19th	BE Training day (A.M.T)	12	
	19th	Liz Leck training	12	
	20th	Combined training	16	
	20th	Heddington School SJ team training	6	
	23rd	HH PC Rally	16	
	24th	HH PC Rally	20	
	25th	HH PC Rally	20	
	26th	HH PC Rally	20	
	29th	Eventer Challenge	53	
	31st	HH PC Rally	5	
		TOTAL		17.60
August		XC Schooling	15	
	3rd	Competition Coaching	3	
	4th	West Warks PC Rally (mini's)	20	
	8th	Warks PC Area Qualifiers		
	12th	Fun ride		
	20th-24th	North Cotswold Camp		
	23rd	BE Training (A.M.T)	12	
	27th	Blyth Tait Clinic	16	
	30th	Competition Coaching	3	
		TOTAL		11.50
September		XC Schooling	25	
	8th	Warks PC Rally	20	
	13th	BE Training (A.M.T)	12	
	18th	Bloxham School	18	
	23rd	Fun ride		
	29th	Claire Deuten XC Clinic	9	
		TOTAL		16.80
October		XC Schooling	26	
	2nd	Bloxham School	8	
	13th	BE Training (A.M.T)	7	
	20th	Warks PC Rally	20	
	21st	Bicester PC Rally	12	
	22nd	NW PC Rally	20	
	24th	Grafton PC Rally	16	
	28th	Oxford RC Hunter trial		
	29th	Competition Coaching	2	
	30th	Turpins Lodge Riding School Rally	3	
		TOTAL		12.67
November		XC Schooling	10	
	1st	Turpins Lodge Riding School	4	
	1st	Claire Deuten XC Clinic	9	
	3rd	HH PC Rally	12	
	4th	Show Jumping Competition	12	
	11th	BE Training (A.M.T)	5	
		TOTAL		8.67
December		XC Schooling	0	
			min 2 max 77	15.93

During a normal month the area has an average of 16 attendees per event with a minimum of 2 and maximum of 77.

The day to day schooling activities across the same time period had some 338 attendees over 11 months averaging 30 per month or 1 per day with a maximum of 68 in one month.

The activities are accessed by the two designated routes, assuming a 50/50 split for direction the busiest day would be 77/2 or 38 attendees per route and the average 16/2 or 8 per route. Most attendees are via a horse box or trailer which can accommodate more than one pony/horse however to be robust they are treated as individuals.

These flows are over a day period for in/out and across an AM period for the actual movements in a peak.

All these activities, including all necessary vehicle parking occurs within the core area used by SPE to the north of Grange Farm.

March 2007 GTA sets out that: *"For the avoidance of doubt, the 1994 Guidance regarding the assessment thresholds of 10 percent and 5 percent levels of development traffic relative to background traffic is no longer an acceptable mechanism...."*

However, GTA does suggest that a threshold of 30 two-way trips may be appropriate for identifying the level of impact below which the need for a formal assessment may not be needed. Indeed, it is generally the HA's approach to apply the 30 two-way trips threshold as that below which operational assessments are not required for the trunk road network. It is concluded that, in the specific case of this TS, and the absence of any other guidance, the '30 two-way trip threshold' should be adopted as the basis of a materiality test of traffic impact for the study junctions.

The two way trips from the existing use are on average well below the threshold and only occasionally at the threshold. This would be lessened as the max figure would be capped at 50.

The proposal would therefore have little or no discernible impact on the local network other than the roads are single track roads with passing bays

In addition to the normal events and training the school also host a number of larger events across the year.

All events use the two routes described and capacity of such routes is given below but focussed on the approved day to day normal activities.

Reference to Manual for Streets (MFS), Traffic Advisory Leaflet 2/04 and homezone guidance for narrow sections with passing bays is provided below.

G6. Home Zone streets should have traffic flows of no more than about 100 vehicles in the afternoon peak hour. This is usually the time of day when there is most conflict between vehicles and people, including children playing.

IHIE Homezone guidance

CONSIDERATIONS WHEN PLANNING A SINGLE TRACK WITH PASSING PLACES SCHEME

- To prevent excessive delay to vehicles, it is recommended that maximum two-way flow should not exceed 300 vehicles per hour. A certain equality of flow is important in order to achieve speed reductions and help prevent vehicles travelling in one direction forcing all others to give way.
- Passing places should have a minimum length of 3 cars. Ideally each passing place should be clearly visible from the last, with spacing no greater than 60m (research shows this is sufficient for vehicle flows of up to 300 vehicles per hour).

TAL abstract

There is anecdotal evidence that similar routes can achieve 500 two way flow per day without causing undue stress where there are intermittent passing bays. Furthermore, TAL guidance suggests that 300 vehicles per hour are acceptable with a well designed system.

The layout of routes and flows they accommodate suggests they are capable of safely accommodating much higher flows of traffic than might be generated by the existing flows.

Clearly the day to day flows are significantly less than the above i.e. maximum in peak of 38 per hour 13% of the possible capacity for a single track road or 38% using the homezone assessment.

It is considered that there are no capacity issues arising from the volume of vehicles surveyed.

Day to day and events 2013

The following data sets out the 2013 use of the application site.

Month	Date	Event	No of Entries	Notes
January		XC Schooling	2	
February		XC Schooling	156	
	9th	Anne-Marie Taylor (BE Training)	5	
	18th	Warwickshire PC Rally	25	
			0	
			0	
		TOTAL	186	
March		XC Schooling	110	
	2nd	Anne-Marie Taylor (BE Training)	5	
	19th	Bloxham School training	15	
		TOTAL	130	

April		<u>XC Schooling</u>	110
	2nd	North Cotswold Pony Club Rally	10
	3rd	West Warwickshire Pony Club Rally	12
	4th	North Warwickshire Pony Club Rally	20
	8th	Anne-Marie Taylor (BE Training)	8
	9th	<u>Heythrop Pony Club Rally</u>	8
	9th	<u>Bicester Pony Club Rally</u>	22
	10th	Kingsley School	7
	18th	Anne-Marie Taylor (BE Training)	8
	23rd	<u>Bloxham School training</u>	15
	27th	Warwickshire Hunt Pony Club Rally	10
		TOTAL	230
May		<u>XC Schooling</u>	40
	6th	Warwickshire Int' School of Riding	12
	7th	<u>Petplan Masterclass Filming</u>	12
	8th	<u>Petplan Masterclass Filming</u>	12
	12th	Warwickshire Int' School of Riding	10
	21st	<u>Bloxham School Training</u>	10
	24th	<u>Radway Riding School training</u>	3
	25th	Warwickshire Pony Club Rally	8
	27th	Blyth Tait Clinic	12
		TOTAL	110
June		<u>XC Schooling</u>	65
	2nd	North Oxford Riding Club Clinic	5
	6th	Anne-Marie Taylor Training (BE)	4
	8th	Heart of England Pony Club Rally	4
	11th	<u>Bloxham School training</u>	10
	14th	Richard Waygood clinic	3
	18th	<u>Bloxham School training</u>	11
	22nd	Heart of England Pony Club Rally	12
	23rd	High Wycombe Riding Club Clinic	7
	25th	<u>Warriner School training</u>	6
		TOTAL	127
July		<u>XC Schooling</u>	54
	11th	Anne-Marie Taylor	5
	13th	North Oxford Riding Club clinic	3
	13th	<u>Heythrop Mini's (under 8's) Pony Club Rally</u>	8
	20th	<u>Heythrop Mini's (under 8's) Pony Club Rally</u>	8
	21st	Chiltern and Thames Riding Club Rally	5
	22nd	<u>Heythrop Pony Club Rally (Part of camp)</u>	20
	23rd	<u>Heythrop Pony Club Rally (Part of camp)</u>	20
	24th	<u>Heythrop Pony Club Rally (Part of camp)</u>	20
	25th	<u>Heythrop Pony Club Rally (Part of camp)</u>	20
	25th	<u>Turpins Lodge Riding School</u>	5
		TOTAL	168

They do not stay here but ride over daily from their camp.

August		<u>XC Schooling</u>	79
	7th	<u>Warriner School training</u>	7
	8th	<u>Turpins Lodge Riding School</u>	5
	12th	<u>Anne Marie Taylor (BE training)</u>	9
	19th	<u>Trizone Training with Sam Griffiths</u>	12
	19th	<u>Warwickshire Hunt Pony Club</u>	8
	27th	<u>Willow Farm Riding School</u>	10
	29th	<u>Grafton Pony Club Rally</u>	16
		TOTAL	146
September		<u>XC Schooling</u>	66
	14th	<u>Warwickshire Hunt Pony Club Rally</u>	12
	17th	<u>Bloxham School Training</u>	16
	24th	<u>Bloxham School Training</u>	13
		TOTAL	107
October		<u>XC Schooling</u>	34
	1st	<u>Bloxham School training</u>	9
	8th	<u>Bloxham School training</u>	11
	12th	<u>Warwickshire Hunt PC Rally</u>	8
	15th	<u>Bloxham School training</u>	11
	19th	<u>Warriner School Training</u>	4
	30th	<u>Bicester Pony Club Rally</u>	3
		TOTAL	80
October		<u>XC Schooling</u>	34
	1st	<u>Bloxham School training</u>	9
	8th	<u>Bloxham School training</u>	11
	12th	<u>Warwickshire Hunt PC Rally</u>	8
	15th	<u>Bloxham School training</u>	11
	19th	<u>Warriner School Training</u>	4
	30th	<u>Bicester Pony Club Rally</u>	3
		TOTAL	80
November		<u>XC Schooling</u>	6
	1st	<u>Warwickshire Hunt Pony Club Rally</u>	8
	1st	<u>Bicester Pony Club</u>	5
	2nd	<u>Thames Valley Riding Club</u>	4
	23rd	<u>Cherwell Valley Riding Club</u>	10
	26th	<u>Bloxham School Training</u>	4
	30th	<u>Cherwell Valley Riding Club</u>	8
		TOTAL	45
December		<u>XC Schooling</u>	0
	1st	<u>Bill Levett Clinic</u>	8
	15th	<u>Bicester Pony Club</u>	20
	18th	<u>Bill Levett Clinic</u>	8
		TOTAL	36
		TOTAL USAGE THROUGHOUT 2013	1370

2013 Monthly Break down

2013 figures					
Month	Schooling	Month Ave	Training/Clinics	Average/max/day used	Day ave/max
Jan	2	0.06	0	0/0	0.06/0.133
Feb	156	6	30	15/25	21/30.4
Mar	110	3.5	20	10/15	13.5/22.33
Apr	110	3.67	120	12/22	15.67/29.33
May	40	1.33	70	8.75/12	10.08/14.67
Jun	65	2.17	62	7.11/12	9.28/16.33
Jul	54	1.74	114	11.4/20	13.14/23.6
Aug	79	2.55	70	10/16	12.55/21.27
Sep	66	2.2	41	13.7/16	15.9/20.4
Oct	34	1.1	46	7.67/11	8.77/13.27
Nov	6	0.2	39	6.5/10	6.7/10.4
Dec	0	0/0	36	12/20	12/20
TOTAL	722/ave60/m		648/ave54/m		

In February the month average is 21 for schooling and club/clinics (school month ave and the training/clinics average using the days actually used) and a max of 31 using the highest clinic day and ave schooling day. Using the Feb daily profile the max horses per day was 27 which equates well to the max 31 riders from the above table.

For comparison the table below shows the monthly figures for the 2012 period

2012 Figures		
Month	Schooling	Training/Clinics
Jan	6	0
Feb	77	58
Mar	63	12
Apr	68	113
May	33	124
Jun	38	239
Jul	54	141
Aug	15	224
Sep	25	59
Oct	26	88
Nov	10	30
Dec	0	0
TOTAL	415	1088

2012 had a total of 1503 against a total of 1370 for 2013. The derived average and max figures above are increased to be robust and to reflect the higher 2012 usage i.e. $1503/1370 = 1.097$ thus 21/30.3 daily ave and maximum would increase to 23/33.5.

In addition the 2013 February month has been reviewed in detail to provide a daily profile of use for the highest month.

Monthly Break down: February 2013				Monthly Break down: February 2013				
Date	Time	No of Horses	per day	Date	Time	No of Horses	per day	
1st	0	0	0	19th	900	6		
2nd	0	0	0	19th	930	2		
3rd	10:00	2	2	19th	1000	3		
4th	1200	1	1	19th	1030	1		
5th	1100	2	2	19th	1100	5		
6th	1100	2		19th	1100	2		
6th	1200	1		19th	1300	1		
6th	1300	2	5	19th	1315	1		
7th	1100	3	3	19th	1415	1		
8th	900	1		19th	1430	1		
8th	900	1		19th	1500	2		
8th	1030	2		19th	1500	2	27	
8th	1030	1		20th	1000	1		
8th	1230	2	7	20th	1000	2		
9th	1300	2	2	20th	1100	2		
10th	900	1		20th	1130	1		
10th	1030	3		20th	1330	2		
10th	1130	1		20th	1400	3		
10th	1330	2	7	20th	1430	1	12	
11th	0	0	0	21st	930	1		
12th	1230	1	1	21st	1000	2		
13th	0	0	0	21st	1100	1		
14th	0	0	0	21st	1400	1	5	
15th	900	3		22nd	900	3		
15th	1000	2		22nd	930	2		
15th	1000	1		22nd	1200	1		
15th	1100	2		22nd	1200	2		
15th	1230	2		22nd	1300	1		
15th	1400	2	12	22nd	1500	1		
16th	1100	1		22nd	1500	1	11	
16th	1130	3		23rd	1500	2		
16th	1430	1	5	23rd	1500	2	4	
17th	930	3		24th	0	0	0	
17th	900	2		25th	1000	7		
17th	1000	1		25th	1200	1		
17th	1030	6	Clinic	25th	1530	1	9	
17th	1030	1		26th	1100	10	Brought 2 lorries	
17th	1100	1		26th	1100	2		
17th	1200	2		26th	1630	1	13	
17th	1200	2		27th	1000	5		
17th	1330	4		27th	900	1		
17th	1400	1		27th	1000	1		
17th	1400	1		27th	1330	1		
17th	1430	1	25	27th	1530	2		
18th	830	7		27th	1530	1		
			Clinic run in 2 groups of 3-0930-1130 am & 1230-1430 pm					
18th	930	6		27th	1600	1	12	
18th	1000	4		28th	1100	1	1	
18th	1400	2	19					
				28 days		185 horses	6.61 per day average	27 max day, 7 max in peak hour

On the 19th there was a maximum of 27 in the day with a peak of 7 against an average of 7 per day.

The daily profiles can start at 8.30 but most likely 9.00 to 10.00 with a finish around 15.30.

No finishes past the evening peaks.

From observations for training groups/clinics it is on rare occasions only where all members of a group would arrive together. For example, a 'pony club rally' of 12 riders may come in groups of 4, 4 arriving at 9.30 and leaving by 11.30 before the next group of 4 arrive for training and so on. Moreover it

would not be appropriate nor desirable to the users to have a large group of more than 10-15 using the course for training/clinics at one time

It should also be noted that the figures are for horses i.e. 1 ride may bring 2 or more horses in one vehicle.

Most people will school for 1-1.5 hours per horse. The professionals with up to 10 horses will do about 40 minutes per horse and will also have staff with them for tacking up/washing down and riding. The 10 horses may only have 3 vehicles to accommodate the staff and riders needs.

Events

The surveys undertaken for the 230 attendees is consider representative of the maximum events applied for and previously promoted under the 28 day rule and have thus been accommodated on the network previously with no recorded safety issues.

8. THE PROPOSALS AND LAYOUT

Development Proposals

In terms of the day to day training, the vast majority of users of facilities at SPE are training over the cross country course. These riders are largely eventers, therefore will need to be travelling to other venues to train in show jumping and dressage.

In addition to the site additional temporary parking is proposed to ensure that all day to day activities are contained close to Grange Farm.

This facility would allow SPE to maintain its position as a premier facility and retaining existing clients.

This will help to secure the business' long term future and ensure that the facility remains available as a vital resource to the equestrian community in this part of north Oxfordshire and beyond

The planning application does **not** seek consent for the use of any land outside of the application boundary. It is seeking to accommodate the expected use and the anticipated increase in use. In this respect, the records kept by the business demonstrate that the 50 riders/day cut off point covers the vast majority of the activities at SPE and the application site covers the land required to cater for the day to day usage.

This level of usage, contained within the application site, will help to ensure that the impact of the development is limited and in fact though the changes now proposed, is reduced from the present.

For the very large events, where areas outside of the application boundary are to be used for equestrian purposes and/or where the number of riders exceeds 50 in any single day, the applicants previously relied on the rights afforded by the *Town and Country Planning (General Permitted Development) Order 1995 Schedule 2 Part 4 Class B* which permits the use of the land for any purpose for up to 28 days in any calendar year, this is now applied for hence the survey detail provided.

The surveys indicate that the majority of users come and have training over the cross country course.

These riders are largely eventers, therefore will be going to other venues to train in Show Jumping and Dressage.

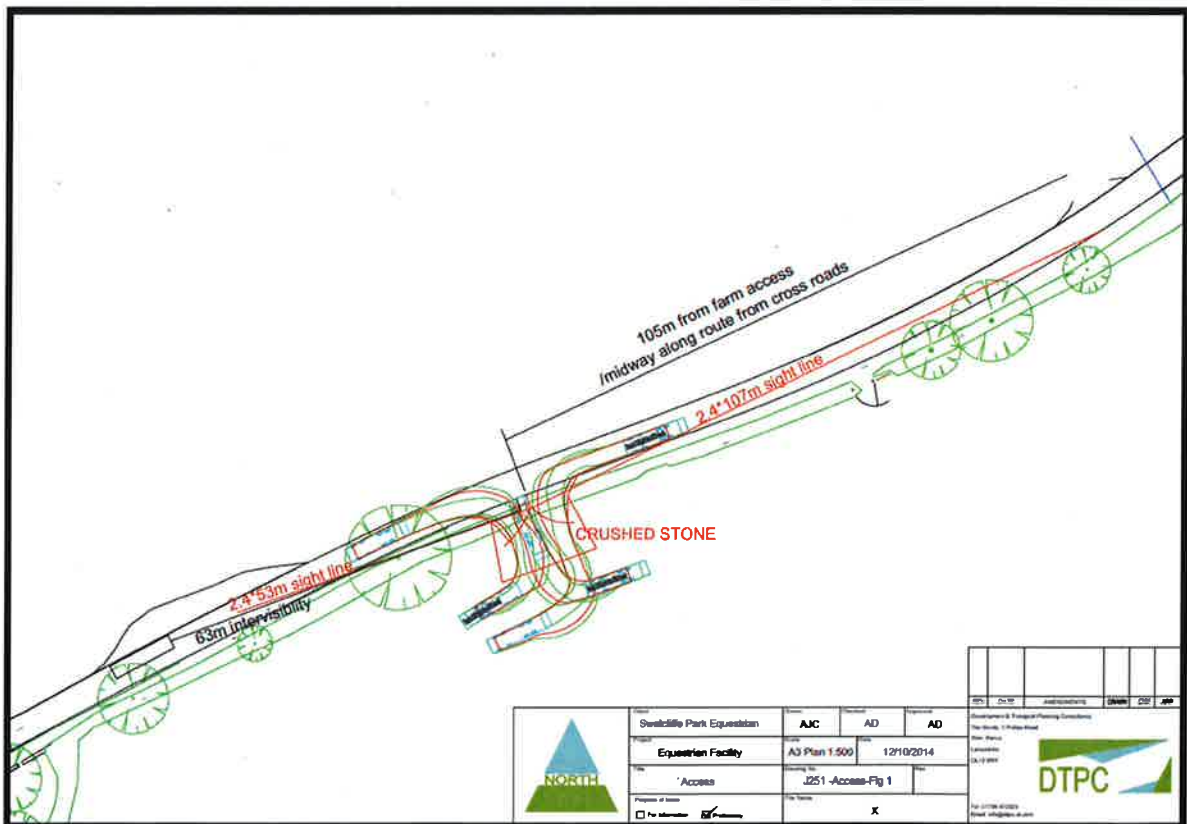
Layout

The layout is illustrated on below (see architect drawing for full details) and included in the figures section.



The layout is focussed around the existing surfaced car park and the farm complex at the Grange Road/Park Lane junction.

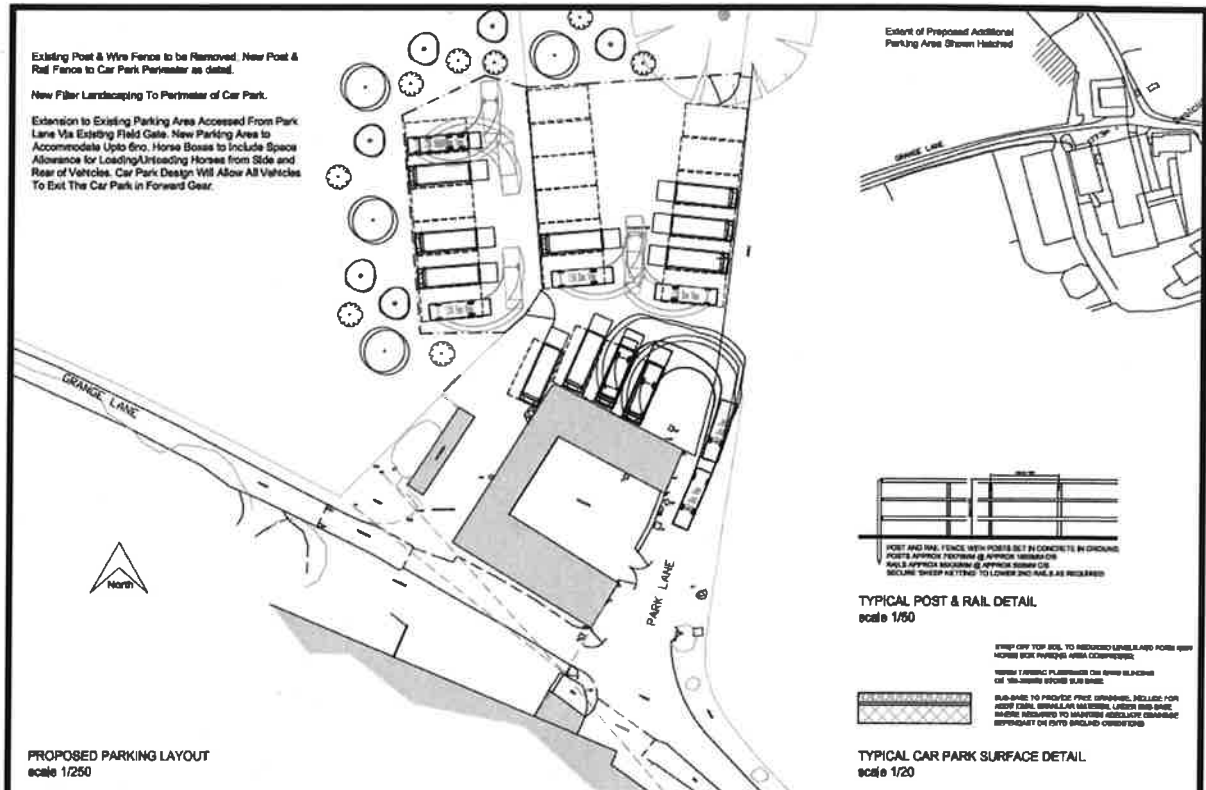
As the review of the existing access points on Main Street have shown that on occasion the in/out may give rise to short lived conflicts a revised access has been designed to the west of the residential units to reduce conflicts with these and improved amenity locally.



The access will be used for events only and remove the need to use the other two existing access points, it will be 14m wide and gated, these access points have been used historically for events of a similar size. The sight lines are similar in nature to the existing access points which have not given rise to a recorded safety issue.

Access and car parking

Vehicle Parking : For the daily training needs the existing car park to the side of the livery yard will be utilised as now to cater for the smaller number of horse boxes etc. For the minor events held across the year. the current event situation temporary parking is proposed the west near the Man Street frontage.



The area set out equates to approximately 16 number horse boxes per side to the existing area and 6 extra in the extended area, 22 in total.

The extended parking areas will be surfaced in blinded road planings, a common method of providing a permeable hard surface in countryside locations. The proposed parking area is of a scale consistent with the anticipated maximum parking demand for the day to day use taking into account the size of the vehicles involved and the need for adequate space to open doors / ramps and manoeuvre horses within the area.

Impact during Construction

The delivery of materials to and from the site will form a large component of the traffic generated by the construction process. A routing strategy will be developed closer to the time of construction, based upon the principle of using appropriate roads.

These can be detailed and agreed as part of the Construction Management plan.

9. MITIGATION AND SUMMARY

The scheme accords with local and national policy to ensure safe access is provided and that any residual impacts are not deemed severe supported by the **events management plan with improved signage**. This is provided under separate cover.

The layout accords with good practice and the new access has been designed to accommodate in/outs to remove any conflicts, **shown on J251 Swalcliffe Access Fig 1**.

Traffic flows have been assessed for up to date levels, the location has no capacity issues based on a robust view of the flows and no capacity issues are expected to arise.

As such the scheme would have little or no impact on the local network for the day to day approved uses, the events are managed and the impacts reduced but still are well within the link capacities.

As such it is considered that there are no reasons why the scheme should not be approved from a transportation point of view, the residual impacts are not considered severe as per policy but low level/minor in nature.

(Note for full site plan refer to Architects layout)

