



**New Waitrose Store,
Southam Road, Banbury**
Transport Assessment

On behalf of **Barwood Capital and Mondelez International**

barwoodcapital

Delivering *Real* Property Potential



Project Ref: 26004/5501 | Rev: B | Date: May 2015

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Document Control Sheet

Project Name: New Waitrose Store, Southam Road, Banbury

Project Ref: 26004/5501

Report Title: Transport Assessment

Doc Ref: 26004/5501/TA

Date: March 2015

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Revision	Date	Description	Prepared	Reviewed	Approved
-	16/03/15	Draft	BC	DP	
A	20/04/15	Amended following comments from Client team	BC	ES	
B	05/05/15	Amended following comments from Client team	BC	DP	MP

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Executive Summary

Peter Brett Associates LLP (PBA) has been appointed by Barwood Capital and Mondelez International to provide transport advice for a proposed food store development at Land at Mondelez International, which is located to the west of Southam Road (A361) approximately 800m to the north of Banbury town centre, Oxfordshire.

The proposed 1.64 hectare development will provide an A1 class (food store) of 3,576m² (38,500ft²) GIA, which will be occupied by Waitrose.

The site was previously subject to a planning application in 2012 (Ref No. 12/00329/OUT) for a larger retail store which received no objections on transport grounds following correspondence with Oxfordshire County Council, although the planning application was later withdrawn for non-transport related reasons. This Transport Assessment builds upon the agreed principles for the 2012 planning application.

Re-use of an existing site creates the opportunity for a development that can take advantage of existing sustainable transport infrastructure such as bus services, cycle facilities and walk routes, which have been outlined as contributing towards the site's accessibility within this TA.

The site proposals include the provision of two new vehicular accesses on Southam Road (A361), a ghost island right turn (priority) junction for customer access and a separate access for servicing and deliveries to the site further to the south along Southam Road (A361)

The potential vehicle trips generated by the proposed development are significantly lower in comparison to the previous application made in 2012. Furthermore, the results of the junction capacity assessments demonstrate that even for the 2020 future year, which includes growth rate factors and committed developments in proximity to the site, the ghost island right turn junction will operate well within capacity.

Given this net decrease in trip movements generated by the proposed development in comparison with the previous application, it is considered that the traffic impact of the development on the surrounding highway network is negligible, and therefore, no additional off-site junction capacity assessments were required to be completed as part of this TA.

It is proposed to provide 220 car parking spaces, including 13 disabled bays in accordance with Cherwell District Council parking standards. This will be incorporated with high quality walk and cycle facilities that connect into the existing walk and cycle facilities on Southam Road (A361).

Although this Transport Assessment demonstrate that traffic impact of the proposed development on the local highway network is minimal, the applicant is committed to implementing viable and sustainable development and to support this will deliver site specific measures through the Travel Plan, which should be read in conjunction with this Transport Assessment. The success and benefits of these measures will be maximised through promotion of the Travel Plan by the Travel Plan Coordinator.

In consideration of this Transport Assessment as well as local and national policy, it is therefore, concluded that there are no reasons in transport terms why this application should not be approved.

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1 Introduction

1.1 Background

- 1.1.1 Peter Brett Associates LLP (PBA) has been appointed by Barwood Capital and Mondelez International to provide transport advice for a proposed food store development at Land at Mondelez International, which is located to the west of Southam Road (A361) approximately 800m to the north of Banbury town centre, Oxfordshire. The site location is shown in **Figure 1.1** below.
- 1.1.2 The proposed 1.64 hectare development will provide an A1 class (food store) of 3,576m² (38,500ft²) GIA, which will be occupied by Waitrose. The latest illustrative Masterplan is provided in **Appendix A**.



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Figure 1.1 – Location Plan

1.2 Site History

- 1.2.1 The proposed development site is part of Land at Mondelez International, with an overall area of approximately 23,226m². There have been a number of planning applications made for different types of development use in the site previously.
- 1.2.2 In 2008, a planning application (Ref No. 08/02046/OUT) was approved to provide 4,540m² GFA of new units with flexible B1, B2 and B8 uses. In addition to the B1, B2 and B8 uses it was previously agreed with Oxfordshire County Council that a new access on to Southam Road would be provided. However, this consented development was not constructed.

- 1.2.3 Another planning application was made for the site in 2010 (Ref No. 10/01347/F) for a four storey hotel and a pub/restaurant, but this was refused on planning grounds, although transport matters were agreed.
- 1.2.4 The latest planning application (Ref No. 12/00329/OUT) made for the site was in 2012, to provide a food store of 5,574m² (60,000sqft) GIA including a Petrol Filling Station, a number of Non-food A1 retail units with a total floor space GIA of up to 7,432m² (80,000sqft) and with some of the proposed buildings potentially suitable for mezzanine floors. Although this application was later withdrawn, there were no objections to the application on transport grounds and the correspondence with Oxfordshire County Council is included within **Appendix B**. Furthermore, it was also identified within the correspondence in **Appendix B** that the principle for a Ghost Island right turn junction is acceptable for the proposed development. The traffic data used, along with the methodology used to determine the trips associated with this previous application, as accepted principles, inform the assessment of transport impact in this Transport Assessment.

1.3 Report Structure

- 1.3.1 The content of this document includes:
- a. Introduction, including background information and the site history (**Section 1**)
 - b. Policy reviews (**Section 2**)
 - c. Existing site conditions including existing pedestrian and cyclists facilities as well as existing public transport services, existing local highway network and road safety assessments (**Section 3**)
 - d. Development proposals including site accesses, parking provision, on-site facilities, public transport strategy and travel demand strategy (**Section 4**)
 - e. Trip generation and distribution including previously agreed and proposed trips, trip methodology used and the forecast year (**Section 5**)
 - f. Junction capacity assessments (**Section 6**)
 - g. Parking Accumulation (**Section 7**)
 - h. Summary and Conclusions (**Section 8**)

2 Policy Review

2.1 Introduction

2.1.1 This Transport Assessment (TA) has been prepared with reference to national and local policy, and with regard to best practice from appropriate national and local guidance. This chapter identifies specific national and local policies that are relevant to the proposed development.

2.2 Transport Guidance

Guidance on Transport Assessment

2.2.1 The Department of Transport (DfT) and Department for Communities and Local Government's (DCLG) 'Guidance on Transport Assessment' was produced in 2007. Although this document was recently archived on 22 October 2014, references to this document are applicable.

2.2.2 Appendix B of the Guidance on Transport Assessments (GTA) identified that for development of this nature (A1 – Food retail) and size (>800sqm), both a TA and Travel Plan (TP) would be required for the proposed development.

2.2.3 Paragraph 4.3 of the GTA notes that a TA should address the following issues:

- Reducing the need to travel, especially by car
- Sustainable accessibility
- Dealing with residual trips, and
- Mitigation measures.

2.2.4 Paragraph 4.7 of the GTA starts to set out the required content of a TA, identifying the detail on 'Existing site information' and 'Baseline transport data'. In the second bullet point after 'Baseline transport data' it states there is a need to include, amongst others:

- Existing public transport facilities (including provision/ frequency of services, location of bus stops/ train stations, park & ride facilities) in the study area; if available, the current level of patronage or usage on the public transport network in the vicinity of the development
- Existing pedestrian and cycle facilities in the vicinity of the site
- Pedestrian and cycle movements in the vicinity of the site.

2.2.5 Paragraph 4.14 of the GTA states that accessibility for those walking and cycling is a key consideration to assess the sustainability of location for a proposed development. These assessments should be undertaken using appropriate methodologies as agreed with the relevant authorities.

2.2.6 Analysis of the GTA provides an updated approach to setting an appropriate forecast year for assessment of the impact of the developments. For the local transport network, a forecast year for the assessment of the developments should be set for no less than five years after the date of registration of a planning application. Should the developments take place over a longer period, the GTA states that '*it would be appropriate to extend the length of the assessment period and be supported by an acceptable Transport Assessment*'.

- 2.2.7 Where a proposed development has adverse effects on the highway network, paragraph 4.90 identifies that *'transport mitigation should focus on maximising sustainable accessibility to the development. At the outset, the mitigation plan should consider measures such as improvements to development site layout to facilitate walking and cycling as well as accessibility to the local public transport infrastructure, improvements to walking and cycling provisions in the vicinity of the development site, and improvements to the local public transport network'.*

Active Travel Strategy (2010)

- 2.2.8 The Active Travel Strategy by the DfT sets out the Government's strategy for getting more people walking and cycling and states that, with two-thirds of the journeys made being fewer than five miles, walking and cycling should be an everyday way of getting around. The Active Travel Strategy identifies the importance of cycling and walking for health and accessibility, and highlights that this can also reduce congestion and emissions when replacing journeys by car.

2.3 National Policy and Guidance

National Planning Policy Framework (March 2012)

- 2.3.1 National Planning Policy Framework (NPPF) published in 2012 replaced most Planning Policy Statements and Planning Policy Guidance notes. Two of the core planning principles detailed in paragraph 17 of the NPPF includes actively managing *"...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 to *"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"*.
- 2.3.2 Additionally, in promoting sustainable transport, paragraph 31 states that *"Local authorities should work with neighbouring authorities and transport providers to develop strategies for the provision of viable infrastructure necessary to support sustainable development..."* and paragraph 32 states that, *"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:*
- i. 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;*
 - ii. safe and suitable access to the site can be achieved for all people; and*
 - iii. 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."*
- 2.3.3 Paragraph 36 goes on to state that, *"A key tool to facilitate this will be a Travel Plan. All developments which generate significant amounts of movement should be required to provide a Travel Plan."*
- 2.3.4 in reinforcing the principle of supporting sustainable development, paragraph 197 states that, *"In assessing and determining development proposals, local planning authorities should apply the presumption in favour of sustainable development."*
- 2.3.5 The proposed development will support the sustainable objectives set out in the NPPF; further details of which are provided in this TA and accompanying TP.

National Planning Practice Guidance (March 2014)

2.3.6 The National Planning Practice Guidance (NPPG) web-based resource was published on 6 March 2014 by the DCLG. This resource collates relevant planning practice guidance and provides links between the NPPF and relevant legislation and guidance.

2.3.7 Regarding TAs the following principles are identified:

“Transport Assessments and Transport Statements primarily focus on evaluating the potential transport impacts of a development proposal. (They may consider those impacts net of any reductions likely to arise from the implementation of a Travel Plan, though producing a Travel Plan is not always required). The Transport Assessment or Transport Statement may propose mitigation measures where these are necessary to avoid unacceptable or “severe” impacts. Travel Plans can play an effective role in taking forward those mitigation measures which relate to on-going occupation and operation of the development.”

“The need for, scale, scope and level of detail required of a Transport Assessment or Statement should be established as early in the development management process as possible as this may therefore positively influence the overall nature or the detailed design of the development.”

2.3.8 Key issues to consider at the outset of preparing a TA are identified as:

- i. the planning context of the development proposal;
- ii. appropriate study parameters (i.e. area, scope and duration of study);
- iii. assessment of public transport capacity, walking / cycling capacity and road network capacity;
- iv. road trip generation and trip distribution methodologies and/or assumptions about the development proposal;
- v. measures to promote sustainable travel;
- vi. safety implications of development; and
- vii. mitigation measures (where applicable) including scope and implementation strategy.

2.3.9 Regarding treatment of cumulative impact the NPPG states that:

“It is important to give appropriate consideration to the cumulative impacts arising from other committed development (i.e. development that is consented or allocated where there is a reasonable degree of certainty will proceed within the next three years). At the decision-taking stage this may require the developer to carry out an assessment of the impact of those adopted Local Plan allocations which have the potential to impact on the same sections of transport network as well as other relevant local sites benefitting from as yet unimplemented planning approval.”

2.3.10 The identified principles have been applied in preparation and throughout the TA process. Through discussion with Oxfordshire County Council, sites appropriate to be included in a cumulative assessment have been identified within the TA. Thus, the TA pays due regard to, and conforms to the principles outlined in the NPPG.

2.3.11 The TP accompanying this TA was prepared within the context of the relevant guidance and accords with the following principles identified:

"Travel Plans should where possible, be considered in parallel to development proposals and readily integrated into the design and occupation of the new site rather than retrofitted after occupation."

"Travel Plans are long-term management strategies for integrating proposals for sustainable travel into the planning process. They are based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel (such as promoting walking and cycling)."

"The primary purpose of a Travel Plan is to identify opportunities for the effective promotion and delivery of sustainable transport initiatives e.g. walking, cycling, public transport and tele-commuting, in connection with both proposed and existing developments and through this to thereby reduce the demand for travel by less sustainable modes."

- 2.3.12 On the basis of these principles, the proposed accompanying TP addresses potential for modal shift from private car use and measures to encourage walking, cycling and use of public transport.

Creating Growth, Cutting Carbon – Making Sustainable Local Transport Happen (January 2011)

- 2.3.13 The White Paper Creating Growth, Cutting Carbon – Making Sustainable Local Transport Happen was published in 2011 and forms part of the government's overall strategy to tackle carbon emissions from transport. The White Paper encourages short trips (less than five miles) to be undertaken using sustainable modes of transport such as walking, cycling and public transport; and sets out mechanisms for local authorities to deliver local sustainable transport. It also provides practical guidance for local authorities on dealing with transport issues in their areas, supported by case studies.
- 2.3.14 The Coalition Government set out their priority for local transport to, *"encourage sustainable local travel and economic growth by making public transport and cycling and walking more attractive and effective, promoting lower carbon transport and tackling local road congestion"*.
- 2.3.15 This TA and its accompanying TP supports the priorities set out in the White Paper by encouraging sustainable travel at the proposed development.

2.4 Local Policy and Guidance

Oxfordshire: Local Transport Plan 2011-2030 (April 2011)

- 2.4.1 It is noted that Local Transport Plan 4 (LTP4) is currently out for consultation. However, as it is not yet adopted, the current Oxfordshire's third Local Transport Plan (LTP3) was taken into account in preparation of this TA. LTP3 was adopted in April 2011 and sets out the long-term transport strategy for the county to 2030. The LTP3 sets out four goals for transport, these are:
- *"to support the local economy and the growth and competitiveness of the county;*
 - *to make it easier to get around the county and improve access to jobs and services for all by offering real choice;*
 - *to reduce the impact of transport on the environment and help tackle climate change; and*
 - *to promote healthy, safe and sustainable travel."*
- 2.4.2 LTP3 recognises the role new development has to play in supporting social well-being, the economy and growth of the county, whilst at the same time ensuring new developments are

sustainable and do not have adverse impacts on the environment or highway network. A partnership approach is promoted, especially with district councils, in ensuring that new development:

- *“is located in accordance with the relevant spatial policies*
- *has a minimal adverse impact on the existing highway network by providing appropriate highway mitigation works*
- *contributes to improvements to the transport network and services, either for better management of existing infrastructure and services or for the provision of new facilities*
- *has a travel plan covering, amongst other things, proposals for lower traffic generation and the promotion of more sustainable travel modes*
- *is designed to encourage and support the increased use of sustainable means of transport*
- *does not impose undue stress on ongoing maintenance revenue costs*
- *complies with current regional, national and local policy guidance, is designed to modern contemporary design standards, and built to the council’s specifications”*

2.4.3 The following policies from the LTP3 are relevant in context of the development:

- Policy G5 – Oxfordshire County Council *“...will support sustainable, healthy and inclusive modes of travel and promote changes in travel behaviour to these modes.”*
- Policy SD1 – Oxfordshire County Council will seek to ensure that:
 - *“the location and layout of new developments minimise the need for travel and can be served by high quality public transport, cycling and walking facilities;*
 - *developers promote sustainable travel for all journeys associated with new development, especially those to work and education, and;*
 - *the traffic from new development can be accommodated safely and efficiently on the transport network.”*
- Policy SD2 – Oxfordshire County Council will:
 - *“secure contributions from new developments towards improvements for all modes of transport. This can be financial contributions or direct works for the mitigation of adverse transport impacts in the immediate locality and/or wider area improvements;*
 - *ensure that all infrastructure associated with the developments is provided to appropriate design standards;...*
 - *normally seek commuted sums towards the long term operation and maintenance of facilities, services and infrastructure.”*

2.4.4 This TA and its accompanying TP seeks to support the policies within LTP3.

Banbury Area Transport Strategy (April 2011)

2.4.5 A new area strategy was developed as part of the LTP3 and replaces the Banbury Integrated Transport and Land Use Strategy (BanITLUS) published in 2000 and the subsequent follow up

study in 2009. This document sets out an area strategy for Banbury and comprises a number of local targets that encourage sustainable transport, including:

- improve facilities for pedestrians, including disabled people, across Banbury
- projects to improve links between employment and residential areas to key services and destinations such as the town centre, by foot, will be delivered
- work with Cherwell District Council and developers to ensure new developments are designed to promote permeability on foot both within the site and to link with the existing settlement
- ensure urban footways join up with rights of way and rural footpaths
- improve facilities for cyclists and develop schemes which will provide a high quality cycle network
- measures will involve the provision of additional cycle infrastructure such as cycle lanes / cycle paths, advanced stops lines, and cycle parking where appropriate, with a particular focus to improve accessibility to key destinations
- ensure that new developments are located and designed to encourage the use of the bus, with particular attention to minimising walking distances to bus stops on the strategic routes. Seek contributions for new bus stops and associated development which are created to serve new development or developments which are an intensification of current use or change of use
- ensure the provision of good quality bus information at bus stops and local centres
- improve walking and cycling links from residential and employment areas to the bus stops
- work with local bus companies to improve and develop bus services on existing routes and new routes in order to increase accessibility to/from residential areas to key facilities and employment sites to the north of the town, in particular
- ensure developers of new sites in Banbury undertake detailed TAs and implement TPs for the residents, employees and users of their sites
- to make the best use of existing road space through appropriate traffic management measures, vehicle routing and use of technology
- to make local improvements to junctions and roads within the town to help reduce delays and traffic congestions.

2.4.6 This TA and its accompanying TP seeks to support the targets identified within the Banbury Area Transport Strategy.

Transport for New Developments: Transport Assessments and Travel Plans (March 2014)

2.4.7 Oxfordshire County Council's document 'Transport for New Developments: Transport Assessments and Travel Plans' is a supporting document for their Local Transport Plan to provide guidance on Transport Assessments, Transport Statements, Travel Plans and Travel Plan Statements. The document sets out when such reports are required and what type of report is needed for a proposed development. It also sets out the required content and for the preparation of these documents. This TA and its accompanying TP have been prepared in accordance with the guidance set out within the document.

Cherwell District Council Local Plan Development Framework

- 2.4.8 Cherwell District Council is the statutory planning authority for the district and reviews all planning applications for the district including Banbury, hence, review of the following planning documents published (or emerging) by Cherwell District Council.

Cherwell District Council Local Development Scheme November 2014

- 2.4.9 The Cherwell District Council Local Development Scheme (LDS) is the plan for producing the documents which form part of the Local Plan Development Framework (LPDF) and covers the period between 2011 and 2031. It includes:

- information on current and emerging planning policy and proposal documents
- a work programme for the preparation and adoption of new planning documents, and
- identification of saved planning policies.

- 2.4.10 Documents that will form part of the LPDF are:

- Cherwell Local Plan 2011 – 2031 (Part 1)
- Cherwell Local Plan 2011 – 2031 (Part 2): Development Management Policies and Sites
- Adopted Policies Map
- Community Infrastructure Levy (CIL) Charging Schedule
- Supplementary Planning Documents (SPDs); key documents are:
 - Developer Contributions SPD
 - Banbury Masterplan SPD
 - Banbury Canalside SPD
 - Bolton Road Development Area, Banbury SPD
- Annual Monitoring Reports, and
- Statement of Community Involvement.

Cherwell Local Plan 2011 – 2031 (emerging)

- 2.4.11 The proposed new Cherwell Local Plan (2011 – 2031) was initially submitted for formal examination to the Secretary of State for Communities and Local Government in January 2014. However, a proposed modification to this document was made on 21 October 2014, and the modification includes a new plan period (2011 – 2031).

- 2.4.12 The Local Plan has been identified as a “place shaping” document and whilst it recognises the importance of growth and prosperity, the principles of the Plan are built upon sustainable policy and focusing growth in sustainable locations. It sets out how the key challenges identified for the district will be overcome; the challenges include:

- *“Remaining economically competitive*
- *Ensuring housing growth only takes place in appropriate locations*

- *Avoiding sprawl and ensuring growth avoids adverse environmental impacts*
- *Ensuring the changing needs of the population are properly planned for*
- *Reducing the high cost of energy use*
- *Ensuring that infrastructure needs are met*

2.4.13 The Local Plan supersedes the Draft Core Strategy (2010) for Cherwell District which identified the development site as part of a larger area, as an existing strategic employment sites in Banbury. Under the emerging Local Plan, the following policy are of particular relevance to the proposed development site:

- **Strategic Objectives for Developing a Sustainable Local Economy:**
 - **SO 1** – To facilitate economic growth and employment and a more diverse local economy with an emphasis on attracting and developing higher technology industries
- **Strategic Objectives for Ensuring Sustainable Development:**
 - **SO 12** – To focus development in Cherwell’s sustainable locations, making efficient and effective use of land, conserving and enhancing the countryside and landscape and the setting of its towns and villages.
 - **SO 13** – To reduce the dependency on the private car as a mode of travel, increase the attraction of and opportunities for travelling by public transport, cycle and on foot, and to ensure high standards of accessibility to services for people with impaired mobility.

2.4.14 Local Plan Policy **SLE 1: Employment Development** also states that *in cases where planning permission is required, existing employment sites should be retained for employment use*. It should be noted that the proposed development site is located within the Existing Strategic Employment Sites, as shown in the Cherwell Local Plan’s Key Policies Map: Banbury.

2.4.15 Local Plan Policy **SLE 4: Improved Transport and Connections** also states the support for proposals in the Movement Strategies and the Local Transport Plan (LTP) to deliver key connections, to support modal shift and to support more sustainable locations for employment growth. The following transport proposals will be supported:

- transport improvements at Banbury and Bicester in accordance with the County Council’s LTP and Movement Studies

Cherwell District Council – Non-Statutory Cherwell Local Plan 2011

2.4.16 The Non-Statutory Cherwell Local Plan 2011 was intended to “*review and update the local plan adopted in 1996*”. However, following the changes to the national planning system introduced by the Government, work on this plan was discontinued prior to adoption. The Non-Statutory Cherwell Local Plan 2011 has now been approved as interim planning policy for development control purposes.

2.4.17 Policies from the Non-Statutory Cherwell Local Plan 2011 related to this TA and its accompanying TP include:

- TR3 – a Transport Assessment and Travel Plan must accompany development proposals likely to generate significant levels of traffic

- TR4 – before proposals for development are permitted Oxfordshire County Council will need to be satisfied that all appropriate mitigation measures required to support that development are identified within an implementation programme. Such measures will include highway improvements, traffic management measures, improved public transport and/or facilities, and measures to improve pedestrian and cycle accessibility
- TR5 – before proposals for development are permitted, the County Council will need to be satisfied that the development does not compromise the safe movement and free flow of traffic or the safe use of roads by others
- TR6 – the County Council will seek to facilitate the provision and operation of an effective public transport system as a genuine alternative to the use of private vehicles, as far as it is possible to do so through its land use planning powers. This will include where appropriate, giving priority to public transport over general traffic and making provision for interchange facilities and encouraging integration between different modes of transport
- TR8 – developments that would prejudice pedestrian and cycle circulation or route provision will not be permitted.
- TR9 – All new development shall provide cycle parking to Oxfordshire County Council standards
- TR11 – Development likely to attract vehicular traffic will be required to:
 - accommodate within the site the necessary highway safety requirements relating to access, turning and servicing
 - include appropriate measures to minimise the visual impact of vehicles and parking areas
 - comply with maximum standards for car parking
 - provide parking for people with disabilities in accordance with the Council's standards
 - provide cycle parking in accordance with the Council's standards. Development proposals which do not have regard to these criteria will not be permitted.

2.4.18 This TA and its accompanying TP seeks to support the policies and objectives set out Cherwell District Council Local Plan Development Framework.

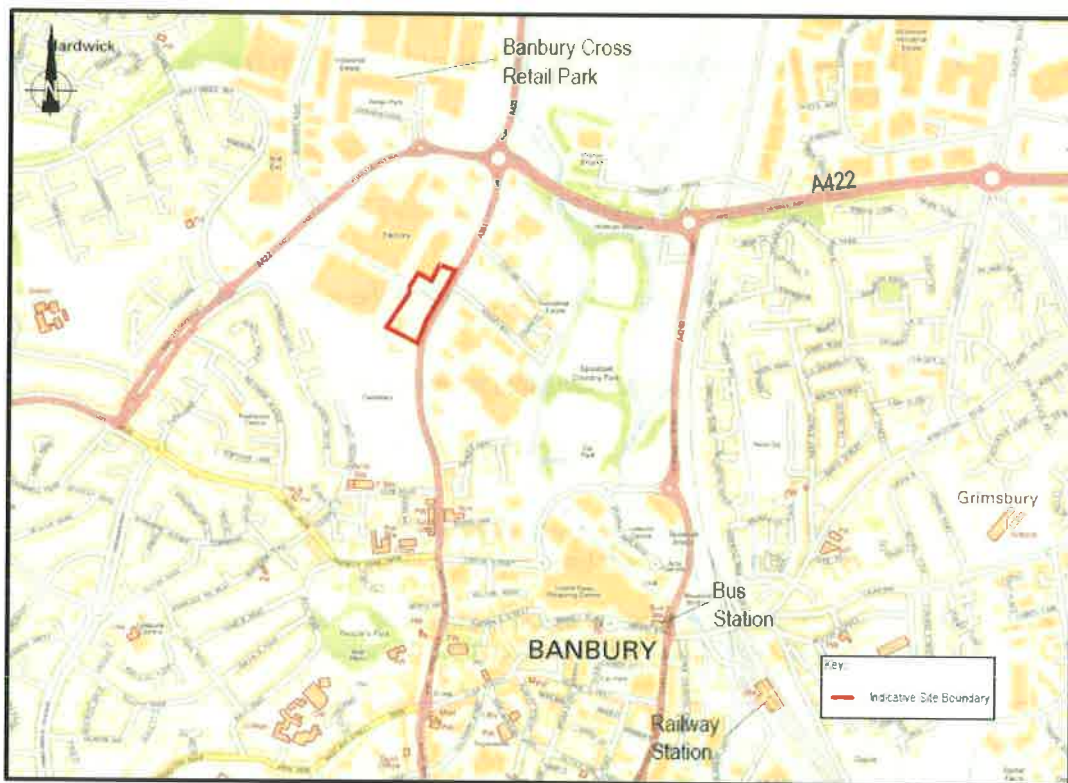
3 Existing Conditions

3.1 Introduction

- 3.1.1 This chapter identifies the existing conditions associated with the proposed development site, describing the walking / cycling facilities, current local public transport provision, and the surrounding local and strategic highway network.

3.2 Site Local Context

- 3.2.1 The proposed food store development site is located at Land at Mondelez International, west of Southam Road (A361) approximately 800m to the north of Banbury town centre. The site is bound by Southam Road (A361) to the east, Banbury cemetery to the south and the former Kraft Foods distribution warehouse buildings to the north and west. **Figure 3.1** shows the site location.



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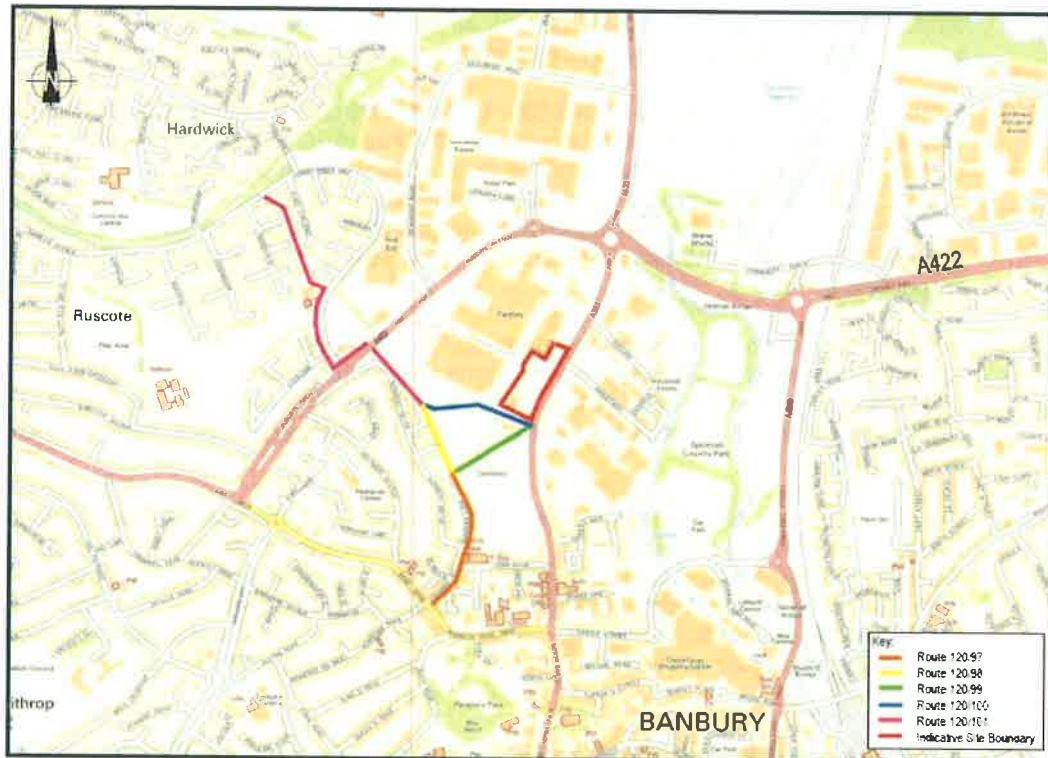
Figure 3.1 – Site Location Plan (Local Context)

3.3 Pedestrian and Cycling Facilities

- 3.3.1 The Institution of Highways and Transportation's (IHT) 'Guidelines for providing journeys on foot' (2000) describes the 'acceptable' walking distances for pedestrians without impaired mobility. They suggest that for a commuting or school trip, up to 500 metres is the desirable distance, up to one kilometre is an acceptable distance, and two kilometres is the preferred maximum.
- 3.3.2 Majority of Banbury town centre is within the suggested maximum two kilometres walking distance from the proposed development site, which includes large amount of existing

employment sites, as well as residential areas located to west (Ruscote and Neithrop) and east (Grimsbury) of the proposed development site.

- 3.3.3 Furthermore, Local Transport Note 2/08 – Cycle Infrastructure Design (DfT October 2008) states that *'many utility cycle journeys are under three miles (5 kilometres), although for commuter journeys, a trip distance of five miles (8 kilometres) or more is not uncommon'*. All of Banbury town centre are within the five kilometres catchment centred on the proposed development site. This five kilometres catchment area stretches until Wroxton, Great Bourton, Middleton Cheney and Bodicote which are located west, north, east and south of Banbury, respectively.
- 3.3.4 In proximity to the proposed development site, there is a shared footway / cycleway with a width of approximately 3m is located along the west of Southam Road (A361), which provides good cycle access to the town centre. Give-way markings for cyclists are provided at the vehicular accesses to Southam Road Cemetery. The local cycle routes are shown in **Appendix C**.
- 3.3.5 There is a footway with a width of approximately 2.3m along the eastern edge of Southam Road (A361). An on-road cycle lane, measuring approximately 1m wide, is also located along the eastern edge of Southam Road (A361). This footway and cycleway facilities connect to the surrounding Public Rights of Way (PROWs) within close proximity to the site, which provides good access to the nearby residential areas to the southwest, Banbury town centre to the south and other existing local retail areas such as the Banbury Cross Retail Park to the north.
- 3.3.6 **Figure 3.2** shows the PROWs located within the surrounding area of the site, which includes PROW 120/97, PROW 120/98, PROW 120/99, PROW 120/100 and PROW 120/101.
- 3.3.7 PROW 120/100 runs along the southern boundary of the site connecting to PROW 120/101 providing good foot connections between Southam Road (A361) and Ruscote Avenue (A422). PROW 120/101 continues from the western side of Ruscote Avenue providing good connection to the residential area situated directly to the west of the site, as well as the bus stop on Longelandes Way which serves the B8 bus service.
- 3.3.8 PROW 120/99 starts from the same point as 120/100 at Southam Road (A361) and continues in a south west direction and connects to PROW 120/97. PROW 120/98 begins at the point where PROW 120/100 and 120/101 meet and also connects to PROW 120/97. PROW 120/97 continues southwards to Warwick Road.
- 3.3.9 All PROWs referenced above have tarmac surfaces approximately 1.5m in width with edgings and a verge on either side between 1m and 2m in width.



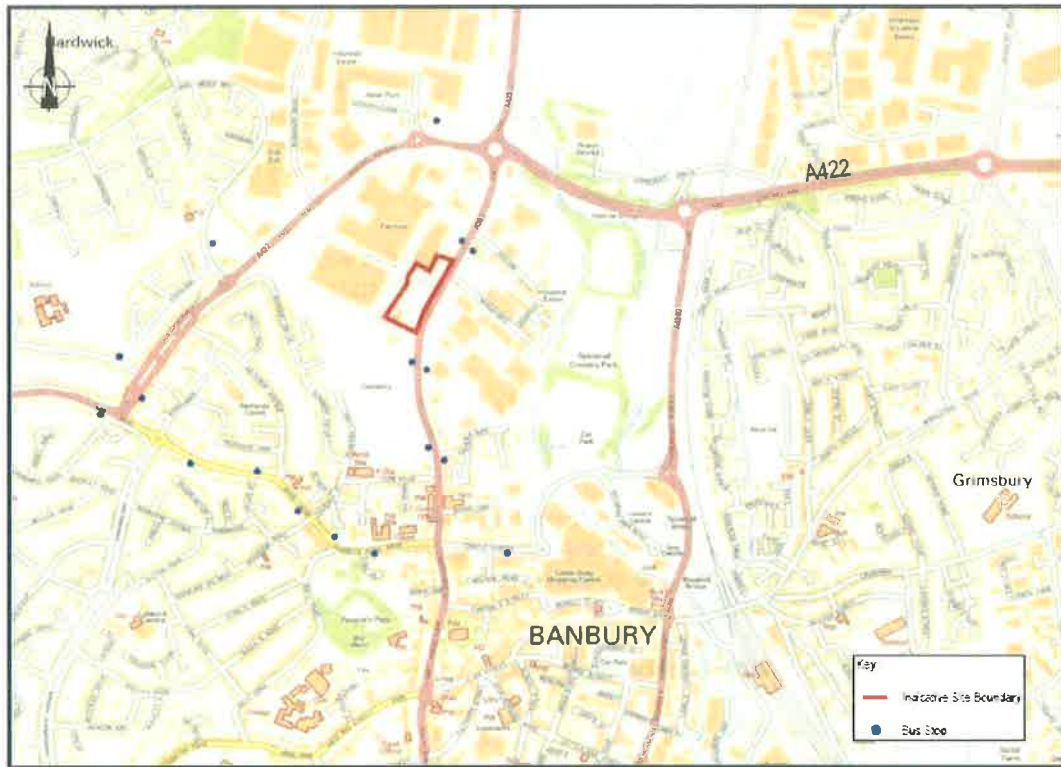
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Figure 3.2 – Public Rights of Way

3.4 Bus and Rail services

Bus

- 3.4.1 The Institution of Highways and Transportation (IHT) document 'Guidelines for Planning for Public Transport in Developments' provides guidance on access to bus services and paragraph 6.20 states that 'the walking distance to a bus stop should not exceed 400m'.
- 3.4.2 A plan of the site and the nearby bus stops is shown in **Figure 3.3**. Bus stops are located on Southam Road (A361) to the north and south of the site's eastern boundary, with the nearest stops to the site located approximately 50m north from the site's northern boundary. Bus service B10 operated by Stagecoach Oxfordshire, which serves the bus stops on Southam Road (A361), provides hourly northbound and southbound connections along Southam Road (A361). The B10 bus service routes between Hanwell Fields, serving residential areas such as Neithrop, Ruscote and Hardwick, and Banbury town centre. The bus stop in Banbury town centre where the B10 bus service terminates is within a reasonable 400 metres walking distance of Banbury Rail Station and therefore, provides opportunity to connect to longer journeys via rail services.
- 3.4.3 Additionally, the Bus Route Number 277 operated by Stagecoach Warwickshire calls at the bus stops on Southam Road (A361) to the east of the site and provides two buses per day to Lighthorne Heath and Banbury town centre. Timetables for these bus services are provided in **Appendix D** and are summarised in **Table 3.1**.



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Figure 3.3 – Bus Stop Locations

Table 3.1 – Banbury Bus Services (April 2015)

Service No	Operator	Route	Frequency			Approx. Travel Time
			Mon-Fri	Sat	Sun	
B10	Stagecoach Oxfordshire	Hanwell Fields - Banbury	1 bus an hour between 9:21am and 4:51pm	1 bus an hour between 9:21am and 4:51pm	None	7 mins to Ruscote and 12 mins to Hardwick
277	Stagecoach Warwickshire	Lighthorne Heath – Banbury	2 buses a day at 10:16am and 12:39pm	2 buses a day at 10:16am and 12:39pm	None	7 mins to Banbury town centre Bus Station

Source: Traveline (up-to-date as of April 2015)

3.4.4 All the buses listed above either terminate or pass through Banbury Bus Station in Banbury town centre providing opportunity for longer journeys to be undertaken by public transport. Banbury bus station provides further bus connections to local destinations and also provides the town centres main coach pick up and drop off point, providing opportunity for sustainable connections between Banbury and cities such as Oxford, Poole, Wolverhampton and London, as well as Gatwick and Heathrow. The bus station is located approximately 400m from Banbury Rail Station providing further opportunity for longer journeys to be undertaken by sustainable means.

Rail

- 3.4.5 Banbury Rail Station is less than 1.8 kilometres walk / cycle distance from the proposed site access which falls within the acceptable distance for short trips (less than 5 miles / 8 kilometres) as recommended in the White Paper Creating Growth, Cutting Carbon – Making Sustainable Local Transport Happen (2011). Thereby, offering the potential to form part of a longer journey by sustainable means. The location of the rail station is shown in **Figure 3.1**.
- 3.4.6 Banbury Rail Station is managed by Chiltern Railways with cycle storage facilities, in the form of uncovered and partially covered Sheffield cycle stands, provided at the entrance to the station. Travelling with cycles on trains serving the station is permitted subject to space being available.
- 3.4.7 Car parking comprising 720 spaces is also provided at Banbury Rail Station, and operates as a pay and display. Car parking is provided for the mobility impaired and step free access is available to all of the station platforms.
- 3.4.8 Banbury Rail Station provides direct and regular services to major destinations such as Birmingham, London, Oxford, Warwick and Reading, as well as to a number of smaller destinations. Southbound and northbound services operate generally 30 minutes or less during the peak periods.

3.5 Existing Local Highway Network

Southam Road (A361)

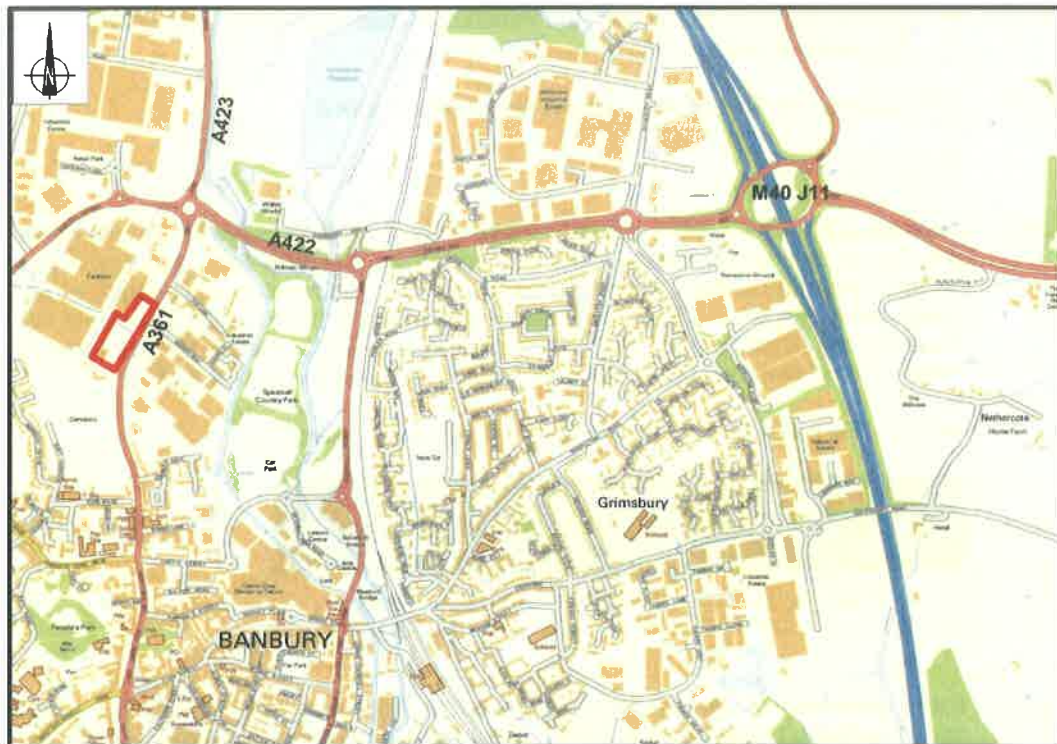
- 3.5.1 Southam Road (A361) which bounds the eastern part of the site has an approximate carriageway width of 6.6m. It is subject to a 40mph speed limit; however, it changes to 30mph immediately to the south of the Southam Road (A361) / Coopers Gate junction. The alignment of Southam Road in the vicinity of the site is relatively unconstrained.
- 3.5.2 To the north, Southam Road (A361) provides connection to the Southam Road (A423) / Hennef Way (A422) / Southam Road (A361) / Ruscote Avenue (A422) roundabout junction, which is located approximately 350m from the site.
- 3.5.3 To the south, Southam Road (A361) provides access from the site through Banbury town centre, and onwards to Bloxham, Bodicote, and further afield. Connections are also provided to the B4100 and A4260 from the A361, facilitating access towards Stratford upon Avon and Oxford respectively.

Southam Road (A423) and Hennef Way (A422)

- 3.5.4 Southam Road (A423) provides access north to Southam through to the A45 and Coventry. Hennef Way (A422) provides access east to the M40 Motorway Junction 11 (M40 J11). From the M40 J11, the A361 routes in a north-easterly direction through the nearby villages of Wardington and Chipping Warden to Daventry (located approximately 28km from Banbury).

The M40

- 3.5.5 The M40 runs in a north-south alignment along the eastern edge of Banbury and provides strategic access to the town from the north and south via the M40 J11. The M40 provides a connection to Banbury from London to the south and Birmingham to the north. To the north, the M40 connects with the M42 Junction 3A which connects the East and West Midlands, and provides connections to the M1, M6, and M5. To the south, the M40 connects with the M25.
- 3.5.6 **Figure 3.4** shows the surrounding highway network to the proposed development site.



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Figure 3.4 – Local Highway Network

3.6 Traffic Survey Information

Traffic Survey Locations

- 3.6.1 It has been agreed with Oxfordshire County Council that the traffic survey data used in the previous TA for the latest application (submitted on 2012 and agreed as acceptable on transport grounds) could still be used in this TA. These traffic survey data includes part-classified 12 hour turning counts at the following junctions:
- Southam Road (A361) / Castle Street / North Bar Street / Warwick Road signalised crossroads
 - Southam Road (A423) / Hennef Way (A422) / Southam Road (A361) / Ruscote Avenue (A422) Roundabout
 - Grimsbury Green / Hennef Way (A422) / Concord Avenue (A4260) Roundabout, and
 - Windmere Road / Hennef Way (A422) / Daventry Road Roundabout.
- 3.6.2 Additional traffic survey data using 7 day Automated Traffic Counts (ATCs) were also previously conducted at the following junctions:
- Southam Road (A361), south of Marley Way
 - Hennef Way (A422), between the Grimsbury Green / Hennef Way (A422) / Concord Avenue A4260 Roundabout and the Southam Road (A423) / Hennef Way (A422) / Southam Road (A361) Ruscote Avenue (A422) Roundabout, and

- Hennef Way (A422) between the Windmere Road / Hennef Way (A422) / Daventry Road Roundabout and the M40 J11.

3.6.3 Full details of the traffic survey data is held in **Appendix E**.

Network Peaks

3.6.4 From the previous TA, the traffic data showed the network peaks to be between 8am to 9am and 5pm to 6pm on the weekday and between 12 noon to 1pm on a Saturday. A comparison between weekday and weekend total flows at the two junctions that previously require assessment, namely the Southam Road (A361) / Castle Street / North Bar Street / Warwick Road signalised crossroads and the Southam Road (A423) / Hennef Way (A422) / Southam Road (A361) / Ruscote Avenue (A422) Roundabout is shown in **Table 3.2**.

Table 3.2 – Total Combined Traffic Flows (extracted from the previously approved TA)

Morning Peak (8am to 9pm)	Evening Peak (5pm to 6pm)	Saturday (12 noon to 1pm)
6,361	7,038	6,549

3.6.5 It was identified from the previously approved TA that the highest total number of traffic flows occurred during the weekday evening peak hour in comparison with the weekday morning peak hour and the Saturday peak hour. This is also shown in **Table 3.2**. Therefore, any junction capacity assessments required from this proposed development will be assessed in the traditional weekday morning and evening peak hours.

3.7 Road Safety Assessment

3.7.1 An assessment of existing Personal Injury Collision (PIC) records for the local area was carried out to ensure there are no existing highway safety issues that could be exacerbated by any increase in movements associated with the proposed development. The details of all collisions recorded in the vicinity of the site for the latest five-year period available (between 1 January 2009 and 31 October 2014) were obtained from Oxfordshire County Council, full details of which are contained at **Appendix F**.

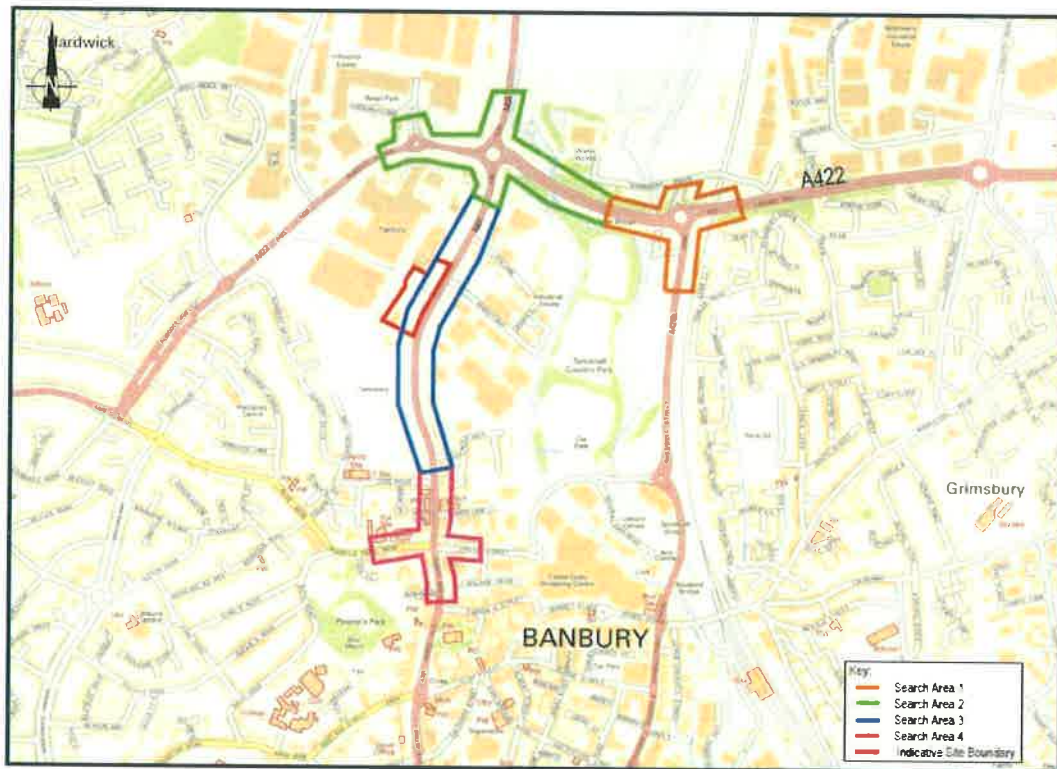
3.7.2 From the data obtained, a total of 52 PICs occurred over the extent of the search area shown in **Figure 3.5**. The overall summary of the resulting PIC search is shown in **Table 3.3**. This shows that the majority of the PICs occurred during daylight with fine weather conditions and dry road surface. A more detailed analysis of these PICs are identified below.

Table 3.3 – Road Safety Summary

Area	Severity			Most Frequent Conditions (no.)						
	Fatal	Serious	Slight	Weather	Light	Road Surface	Nearest Hour	Day	Month	Year
1	0	2	18	Fine (19)	Daylight (16)	Dry (17)	16:00 and 17:00 (both 4)	Tuesday (5)	June (4)	2009 (5)
2	0	3	17	Fine (16)	Daylight (11)	Dry (14)	13:00 and 18:00 (both 3)	Friday (5)	April (4)	2010 (7)
3	0	3	1	Rain (3)	Daylight and Dark (both 2)	Wet (3)	All equal (1)	Wednesday (3)	All equal (1)	2012 (2)
4	0	0	8	Fine (6)	Daylight (7)	Dry (6)	14:00 (2)	More than 2	July (2)	2009 (3)
All	0	8	44	Fine (42)	Daylight (36)	Dry (38)	16:00 (7)	Wednesday (11)	April (7)	2010 (12)

3.7.3 For the purpose of the PIC analysis, the search area has been divided into four areas (see **Figure 3.5**). These four areas are as follows:

- Area 1 – Hennef Way (A422) / Concord Avenue (A4260) roundabout
- Area 2 – Hennef Way (A422) / Ruscote Avenue / Southam Road (A423) / Southam Road (A361) roundabout and Ruscote Avenue (A422) / Lockheed Close roundabout
- Area 3 – Southam Road (A361), and
- Area 4 – Southam Road (A361) / Cope Road T-junction and Southam Road (A361) / Warwick Road (B4100) / Castle Street / North Bar Street signalised junction.



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Figure 3.5 – PIC search area

Area 1 – Hennef Way (A422) / Concord Avenue (A4260) roundabout

3.7.4 There were a total of 20 recorded PICs within this search area; 18 of which were classified as slight severity, with two serious cases and no fatalities reported. The primary causation factors (PCF) for these PICs are relating to poor driver behaviour with failing to look properly or to judge other person's path or speed. This accounts for 11 out of the 20 PICs in this area. Whilst the remaining nine accidents are caused by other reasons such as:

- Alcohol Impairment
- Learner or inexperienced drivers, and
- Losing control of the vehicle.

3.7.5 It should be noted that these PICs are not directly related to the road layout, but are more likely caused by human error, which is supported by the accident report. Therefore, it can be concluded that there are no existing safety concerns in this particular search area related to road layout.

Area 2 – Hennef Way (A422) / Ruscote Avenue / Southam Road (A423) / Southam Road (A361) roundabout and Ruscote Avenue (A422) / Lockheed Close roundabout

3.7.6 The PIC data obtained from the County Council showed that there were a total of 20 recorded accidents in this location. There were no fatalities, with three cases reported as serious and the remaining 17 PICs were classified as slight severity. These three serious cases are caused by drivers overloading their vehicle and not following traffic signals and road markings.

- 3.7.7 Similar to Area 1, the PCF for these accidents are mainly due to failing to look properly or careless driving. Other PCFs in this location includes: not following traffic signals or road markings, alcohol impairment, inexperienced/ learner drivers, crossing animals and vehicle overloading. Furthermore, it should also be noted that from the last three years (2012 – 2014) only 5 accidents have occurred in this location.
- 3.7.8 Based on the above evidences, it is concluded that the PICs in this location are not directly related to the road layout but instead, are caused by human error. Hence, it is concluded that there are no existing safety concerns in this particular search area related to road layout.

Area 3 - Southam Road (A361)

- 3.7.9 There were a total of four PICs within this search area, of which three were classified as serious cases with one slight severity. These three serious PICs occurred when the weather conditions were raining with wet road surface. It should also be noted that these PICs did not occur in just one location and the PCF for these PICs include inexperienced driver in one case and failing to look properly before performing their manoeuvre. Hence, based on the above evidence supported by the accident report, it can be concluded that there are no highway safety issues in this particular search area related to road layout.

Area 4 - Southam Road (A361) / Cope Road T junction and Southam Road (A361) / Warwick Road (B4100) / Castle Street / North Bar Street signalised junction

- 3.7.10 A total of eight PICs were recorded in this location. All of which were classified with slight severity, with no fatalities or serious cases reported. Three of the accidents occurred within the Southam Road (A361) / Cope Road junction which were mainly caused by human error such as using mobile phone while driving, failing to look properly and slippery road due to weather conditions (snowing).
- 3.7.11 The other four PICs occurred within the Southam Road (A361) / Warwick Road (B4100) / Castle Street / North Bar Street signalised junction. The PCF of the accidents that occurred in this junction is mainly from human error rather than an issue to the road layout, such as inexperienced driver stalling, alcohol impaired driver, stolen vehicle with aggressive driver, and driver suffering from a certain medical condition.
- 3.7.12 The remaining one PIC occurred in an isolated area near the Magistrates Car Park access with the PCF for the accident being failure to look properly before turning.
- 3.7.13 Hence, based on the above evidences supported by the accident report, it can be concluded that there are no highway safety issues in this particular search area related to road layout.

4 Development Proposals

4.1 Introduction

- 4.1.1 The proposed 1.64 hectares development will provide a food store of 3,576m² (38,500ft²) GIA to be occupied by Waitrose. A copy of the illustrative Masterplan can be found in **Appendix A**.

4.2 Access

- 4.2.1 The main vehicular access into the site and the store car park will be provided from Southam Road (A361) via a ghost island right turn access, located approximately 20 metres north of the Southam Road (A361) / Marley Way T-junction. The design principles accord with Design Manual for Roads and Bridges (DMRB) design guidance. Furthermore, the alignment of Southam Road in the vicinity of the site is relatively unconstrained, which should provide adequate room for visibility for the proposed site access. **Drawing Number 26004/2001/007** demonstrates the proposed site access arrangement and also shows that the required visibility splays of 4.5m x 120m for 40mph speed limit, in accordance with the DMRB standards, can be achieved. A separate T-junction access is proposed along Southam Road (A361) for service and delivery vehicles only, which would be located approximately 55 metres south of the existing Homebase, Car Showroom and Warehouse access.
- 4.2.2 **Drawing Number 26004/2001/007** demonstrates that a 'Large Car' vehicle can comfortably enter and exit through the proposed store car park access.

4.3 Parking Provision

- 4.3.1 Appendix B of the Interactive Non Statutory Cherwell Local Plan (2011) identifies the required maximum level of parking standards for food retail development under Type 1 (Central Policy Areas) location to be operational parking only. Hence, the required number of parking spaces for such developments is dependent to the essential operation of the land.
- 4.3.2 However, as a numerical guideline, the parking provision for Type 2 (Other Areas) of the Cherwell District Council's Interactive Local Plan was used to compare the amount of parking spaces needed for the proposed retail development. For Type 2 (Other Areas), 1 space per 14m² is the maximum level of parking required for retail food store development. This would equate to 255 spaces for the proposed 3,576 m² retail food store development. It is proposed in the Masterplan (see **Appendix A**) that a total of 220 car parking spaces would be provided, including 13 disabled bays. This amount of parking spaces is deemed sufficient to serve the proposed development. A parking accumulation is undertaken in **Section 7**, demonstrating that the 220 parking spaces provide sufficient parking for the proposed development.

4.4 On-site Facilities

- 4.4.1 Separate to the main vehicular access to the store car park, a primary pedestrian route will be provided from the existing footway on Southam Road (A361) with further internal pedestrian routes within the car parking areas to enable easy access to the store. Cycle facilities will be provided within the site to provide connection with the existing cycle facilities on Southam Road (A361). Furthermore, cycle parking storage facilities are also provided on site located on the north westernmost frontage of the proposed building as shown on the Masterplan (see **Appendix A**); the number of which will accord with Oxfordshire County Council's cycle parking standards and be finalised at the detailed design stage.

4.5 Public Transport Strategy

- 4.5.1 The development is located within the urban area of Banbury and will re-use an existing site, creating the opportunity for a development that can take advantage of the existing bus services.
- 4.5.2 The recommended maximum walk distance to bus stops is 400m and the nearest stops to the site are situated on Southam Road (A361) approximately 50m from the site's northern boundary. The local services at these stops provide regular access to Banbury town centre, therefore providing an opportunity for the site to maximise its linkages with the surrounding public transport infrastructure and strengthen the sustainability credentials of the site.
- 4.5.3 The site access provides connection into the existing foot /cycleway on Southam Road (A361), which in turn enables direct access to the bus stops to the northeast and southeast of the site on Southam Road (A361).
- 4.5.4 Additionally, Banbury Rail Station is within the acceptable distance for short trips (less than 5 miles) as recommended in the White Paper Creating Growth, Cutting Carbon – Making Sustainable Local Transport Happen (2011), and provides frequent services to Birmingham, London, Oxford, Warwick and Reading, as well as to a number of smaller destinations. Therefore, there is opportunity for the combination of either walk, cycle or bus journeys to connect with the rail station to provide opportunities for longer journeys to be more sustainable.
- 4.5.5 The proximity and availability of the bus and rail services offer an alternative to car travel and in order to support the predicted demand for public transport. These existing bus and rail services will be promoted to employees. The details of these services will be promoted as part of the TP.

4.6 Travel Demand Strategy

- 4.6.1 A separate TP has been prepared in addition to this TA to promote access to the site by sustainable modes. The TP sets out the guiding principles, outcomes, targets and measures to be implemented to facilitate and deliver opportunities to travel by sustainable modes.
- 4.6.2 The TP provides a mechanism for the delivery of measures by promoting car sharing, the use of existing bus services and walk and cycle facilities as well as providing a commitment to reducing the dependency on the private car, in such a way to allow flexibility in the delivery of the measures. This flexibility is an important element of the TP, and is required to ensure that it is used to achieve a sustainable travel culture when the site is developed, and therefore reflects conditions at the time of implementation.
- 4.6.3 The TP sets out the responsibility of the Client, future occupants and ultimately the Travel Plan Coordinator for the site. The targets set in the TP and the indicators identified to determine whether these targets are being achieved, are established to limit the impact of development related trips on to the highway network, but also to ensure that sustainable travel patterns are maintained. These targets will then be complimented by further targets which will be established once initial travel surveys are completed.
- 4.6.4 The TP sets an initial target to reduce single occupancy journey to work trips in the peak hours by 10% within 5 years of occupation which is anticipated to be achieved through implementation of the measures proposed in the TP.
- 4.6.5 The Phasing and Implementation Strategy provides certainty on the overall delivery of sustainable transport measures, and that these are reflective of the development timescales. This is, at the present time, indicative, hence the importance of flexibility in the timing and precise nature of the measures. Some measures are to be implemented early in the TP

process, to influence the travel decisions made at the start, rather than seeking to influence established travel patterns.

5 Trip Generation and Distribution

5.1 Introduction

5.1.1 In accordance with the GTA, this section also outlines the likely vehicular trips generated by the proposed development. This section also identifies the trip methodology, the distribution and assignment to the surrounding highway network, which will be used to assess the junction capacities, and determine the impact caused by this proposal.

5.2 Previously Agreed Development Trip Generation

5.2.1 As mentioned in **Section 1.2**, a previous application was made in 2012 (Ref No. 12/00329/OUT) to provide a larger food store of 5,574m² (60,000ft²) GIA including a Petrol Filling Station, a number of Non-food A1 retail units with a total floor space GIA of up to 7,432m² (80,000ft²) and some of the proposed buildings are potentially suitable for mezzanine floors. Given that the transport principles included within the assessment of the site were agreed as acceptable at this time by Oxfordshire County Council, the trip rates and trip generation approved by OCC in this previous assessment have been used to inform current assessment of traffic impact. An extract of the trip rates and trip generation approved by the OCC are therefore summarised in **Table 5.1** and **5.2**, respectively.

Table 5.1 – Previously agreed vehicular trip rates per 100m² GFA

Land Use	Morning Peak (8am to 9am)		Evening Peak (5pm to 6pm)	
	Arrival	Departure	Arrival	Departure
Food store (per 100m ²)	4.826	3.636	7.602	7.974
Non-Food Retail Units (per 100m ²)	0.840	0.640	0.920	1.040
Non-Food Retail Mezzanine (per 100m ²)	0.252	0.192	0.276	0.312

(Subject to rounding)

Table 5.2 – Previously agreed vehicular trip generation

Land Use	Morning Peak (8am to 9am)		Evening Peak (5pm to 6pm)	
	Arrival	Departure	Arrival	Departure
Food store (per 100m ²)	269	203	424	444
Non-Food Retail Units (per 100m ²)	62	48	68	77
Non-Food Retail Mezzanine (per 100m ²)	13	10	14	16
Total	344	261	506	537

(Subject to rounding)

5.3 Proposed Development Trip Generation

- 5.3.1 To establish the trip generation of the proposed development, the TRICS database was examined to include sites of similar size, nature (most noted without a petrol filling station) and location to the proposed development for the land use of Retail – Food store. The trip rates used in this TA are presented in **Table 5.3** and the full details of the TRICS output are held in **Appendix G**.

Table 5.3 – Proposed development trips rates and trip generation

	Morning Peak (8am to 9am)		Evening Peak (5pm to 6pm)	
	Arrival	Departure	Arrival	Departure
Vehicle trip rate per 100sqm	3.027	2.069	5.828	6.262
Vehicle trip generation – 3,576sqm	108	74	208	224

(Subject to rounding)

5.4 Net Change in Vehicle Trip Generation

- 5.4.1 **Table 5.4** shows the net change in vehicle trip generation from the previous TA (accepted on transport grounds) in comparison with the proposed development. It shows that this would result in a significant decrease in vehicle trip generation.

Table 5.4 – Net Change in Vehicle Trip Generation

	Morning Peak (8am to 9am)		Evening Peak (5pm to 6pm)	
	Arrival	Departure	Arrival	Departure
Previously Agreed Development	344	261	506	537
Proposed Development	108	74	208	224
Net Change	-236	-187	-298	-313

(Subject to rounding)

5.5 Trip Methodology

5.5.1 Based on the previous TA for the development previously accepted by Oxfordshire County Council on transport grounds, not all of the trips were classified as 'new trips'. The trip generation from the previously agreed development site was divided into two key types of trips which are then subdivided into two further types. These are:

- Primary Trips
 - 'New' which are entirely new trips that would not otherwise be made
 - 'Transferred', which will be new to the specific development; however, they will be transferred from the same land use type within the local area.
- Secondary Trips
 - 'Pass-by' trips are trips that were previously passing the site before construction, but not undertaking a trip generated by the land use constructed, and have started to do so since construction
 - 'Diverted' trips are trips that divert from another trip purpose undertaken nearby to use the new development.

5.5.2 In the TA for the previous 2012 application, it was identified that: of the overall trips, 10% were classified as new trips, 21% were pass-by trips, 9% were diverted trips and 60% were transferred trips. This approach was also adopted for the proposed development. The summary of the development trips are shown in **Table 5.5**.

Table 5.5 – Summary of Trips Split

Period	New	Pass-by	Diverted	Transferred
Weekday	10%	21%	9%	60%

5.5.3 There are various similar developments closely located to the proposed development, particularly in the vicinity of the Southam Road (A423) / Hennef Way (A422) / Southam Road (A361) / Ruscote Avenue (A422) roundabout junction to the north of the proposed development and to the south of the Southam Road (A361) / Castle Street / North Bar Street / Warwick Road junction. Therefore, beyond Southam Road, the trips on the strategic road

network accessing the development are primarily transferred, pass-by and diverted, and are therefore already on the strategic road network.

- 5.5.4 When assessing the site access, 'new', 'transferred' and 'diverted' trips will be new to the proposed junction, with 'pass-by' trips already considered to be on Southam Road, changing their movement at the site access junction.
- 5.5.5 The Southam Road (A423) / Hennef Way (A422) / Southam Road (A361) / Ruscote Avenue (A422) roundabout junction to the north and Southam Road (A361) / Castle Street / North Bar Street / Warwick Road junction to the south of the proposed development will have 'new' trips as new to the junction. 'Transferred' and 'diverted' trips accessing the site will be added to these junctions with the flows being transferred from existing movements. 'Pass-by' trips will not impact these junctions.

5.6 Vehicular Trip Distribution and Assignment

- 5.6.1 The trips have been distributed based on the turning proportions of the turning counts, the same approach used within the TA for the previous application for the development of the site. This methodology was previously approved by Oxfordshire County Council, therefore, this approach is also applied in this TA. The development trip distribution is shown in **Appendix H**.

5.7 Forecast Year

- 5.7.1 It is recommended within GTA that the forecast year for a development should be a minimum of five years after submission of the planning application for assessment on local roads. The Planning Application is due to be submitted in 2015; therefore the future year is 2020.
- 5.7.2 As noted in **Section 3.6**, it has been agreed with Oxfordshire County Council to use the same traffic survey data from the previous Planning Application of the site, which was conducted in 2011. Therefore, the local Trip End Model Presentation Programme (TEMPRO) factors have been applied order to predict the levels of background traffic growth for the junction capacity assessments. The TEMPRO growth factors were extracted for urban, principal roads of Banbury (38UB1) and are provided in **Table 5.6**.

Table 5.6 – TEMPRO growth factors

Growth Years	Morning Period (7am to 10am)	Evening Period (4pm to 7pm)
2011 to 2015	1.028063	1.028845
2011 to 2020	1.099679	1.102782

6 Junction Capacity Assessments

6.1 Introduction

- 6.1.1 Junction capacity assessments have been undertaken using Transport Research Laboratory's (TRL's) Junctions 8 software, which comprises the ARCADY 8 and PICADY 8 modules. Junctions 8 predicts junction arm Ratio of Flow to Capacity (RFC) values and end queue lengths during the modelled traffic periods.
- 6.1.2 **Section 5.4** of this report identified that the proposed development will result in a significant decrease in vehicle trip generation in comparison with the previously agreed development. Hence, no other junctions will be assessed in addition to the proposed site access.
- 6.1.3 The proposed site access was assessed for the 2020 'Do Something' scenario in the weekday morning and evening peak hour, where 'Do Something' scenario is composed of the growth vehicular trips (2020 Do Minimum) plus the trips generated by the proposed development. As the weekday PM network peak is higher than Saturday PM network peak, any junction capacity assessments required from this proposed development will be assessed in the traditional weekday morning and evening peak hours.

Site Access

- 6.1.4 **Table 6.1** shows the results of the junction capacity assessments for the proposed site access for the 2020 Do Something, which is comprised of the 2020 Do Minimum (growth by TEMPRO factors) with the addition of development trips. The results show that the site access is expected to operate within capacity. Full assessment outputs are available in **Appendix I**.

Table 6.1 – Site Access – 2020 Do Something (TEMPRO) Junctions 8 results

	Morning Peak (8am to 9am)			Evening Peak (5pm to 6pm)		
	RFC	Queue (PCU)	Av. Delay per Arriving Veh. (s)	RFC	Queue (PCU)	Av. Delay per Arriving Veh. (s)
Site Access to Southam Road (North)	0.09	1	8.13	0.32	1	13.23
Site Access to Southam Road (South)	0.16	1	17.74	0.63	2	52.14
Southam Road (North)	0.11	1	7.46	0.24	1	9.29

- 6.1.5 A sensitivity test was completed which consists of testing the proposed site access junction with traffic flows contained within the MJM Consulting Engineers Transport Assessment (May 2014) for the proposed development and committed development in the future year of 2023. **Table 6.2** shows that the site access is expected to operate within capacity. Full assessment outputs are available in **Appendix I**.

Table 6.2 – Site Access – 2023 Do Something (Castle Quay) Junctions 8 results

	Morning Peak (8am to 9am)			Evening Peak (5pm to 6pm)		
	RFC	Queue (PCU)	Av. Delay per Arriving Veh. (s)	RFC	Queue (PCU)	Av. Delay per Arriving Veh. (s)
Site Access to Southam Road (North)	0.10	1	9.40	0.37	1	16.22
Site Access to Southam Road (South)	0.27	1	33.02	0.84	4	124.22
Southam Road (North)	0.12	1	8.40	0.25	1	10.00

7 Parking Accumulation

7.1 Introduction

- 7.1.1 This chapter examines the parking provision for the proposed development, this includes a review of local parking standards and a parking accumulation to demonstrate that adequate parking capacity is provided.

7.2 Local Parking Standards

- 7.2.1 As a numerical guideline, the parking provision for Type 2 (Other Areas) of the Cherwell District Council's Interactive Local Plan was used to compare the amount of parking spaces needed for the proposed retail development. For Type 2 (Other Areas), 1 space per 14m² is the maximum level of parking permitted in the Local Parking Standards for a retail food store. This would equate to 255 spaces for the proposed 3,576 m² retail food store development. The proposed parking provision is within this maximum limit, at 220 car parking spaces.

7.3 Parking Accumulation

- 7.3.1 It is proposed in the Masterplan (see **Appendix A**) that a total of 220 car parking spaces would be provided, including 13 disabled bays.
- 7.3.2 An assessment of the future car park accumulation during a weekday and Saturday has been undertaken to determine the level of impact on car parking capacity attributable to the proposed development. The parking accumulation takes the worst case approach of discounting mobility impaired spaces, thereby making 208 spaces available. The net change in arrivals/departures is added to the total cars parked at the end of the previous hour to inform the accumulation. The number of free spaces is also provided for information. This shows that the highest car park utilisation occurs on a weekday between 11 and 12 noon. The maximum utilisation at this time is 78% showing that there is spare capacity in the car park.
- 7.3.3 Survey data from the TRICS database as used and referenced in **Section 5** was used to derive an arrival and departure ratio for each hour. The TRICS output files are provided in **Appendix G** and **Tables 7.1** and **7.2** show the accumulation for the existing situation on a Friday and Saturday, respectively.

Table 7.1 – Weekday Car Parking Accumulation

Hour	In	Out	Accumulation	Free Spaces	% Occupied
6 – 7am	37	11	25	182	12%
7 – 8am	62	36	52	155	25%
8 – 9am	108	74	86	121	42%
9 – 10am	171	122	135	72	65%
10 – 11am	194	169	160	47	77%
11 – 12am	206	205	162	45	78%
12 – 1pm	207	208	161	46	78%
1 – 2pm	210	212	159	48	77%
2 – 3pm	204	229	133	74	64%
3 – 4pm	192	189	137	70	66%
4 – 5pm	191	190	137	70	66%
5 – 6pm	208	224	121	86	59%
6 – 7pm	201	226	96	111	46%
7 – 8pm	154	174	76	131	37%
8 – 9pm	72	105	43	164	21%
9 – 10pm	41	60	24	183	12%
10 – 11pm	12	19	18	189	9%
11 – 12pm	0	0	18	189	9%

(Subject to rounding)

Table 7.2 – Weekend Car Parking Accumulation

Hour	In	Out	Accumulation	Free Spaces	% Occupied
6 – 7am	27	4	24	183	11%
7 – 8am	41	25	39	168	19%
8 – 9am	97	62	74	133	36%
9 – 10am	141	102	114	93	55%
10 – 11am	191	168	137	70	66%
11 – 12am	219	207	149	58	72%
12 – 1pm	203	214	138	69	67%
1 – 2pm	195	202	131	76	63%
2 – 3pm	187	187	130	77	63%
3 – 4pm	202	204	129	78	62%
4 – 5pm	184	206	107	100	52%
5 – 6pm	178	194	91	116	44%
6 – 7pm	139	173	57	150	27%
7 – 8pm	75	97	34	173	17%
8 – 9pm	42	52	24	183	12%
9 – 10pm	23	35	13	194	6%
10 – 11pm	0	4	9	198	4%
11 – 12pm	0	0	9	198	4%

(Subject to rounding)

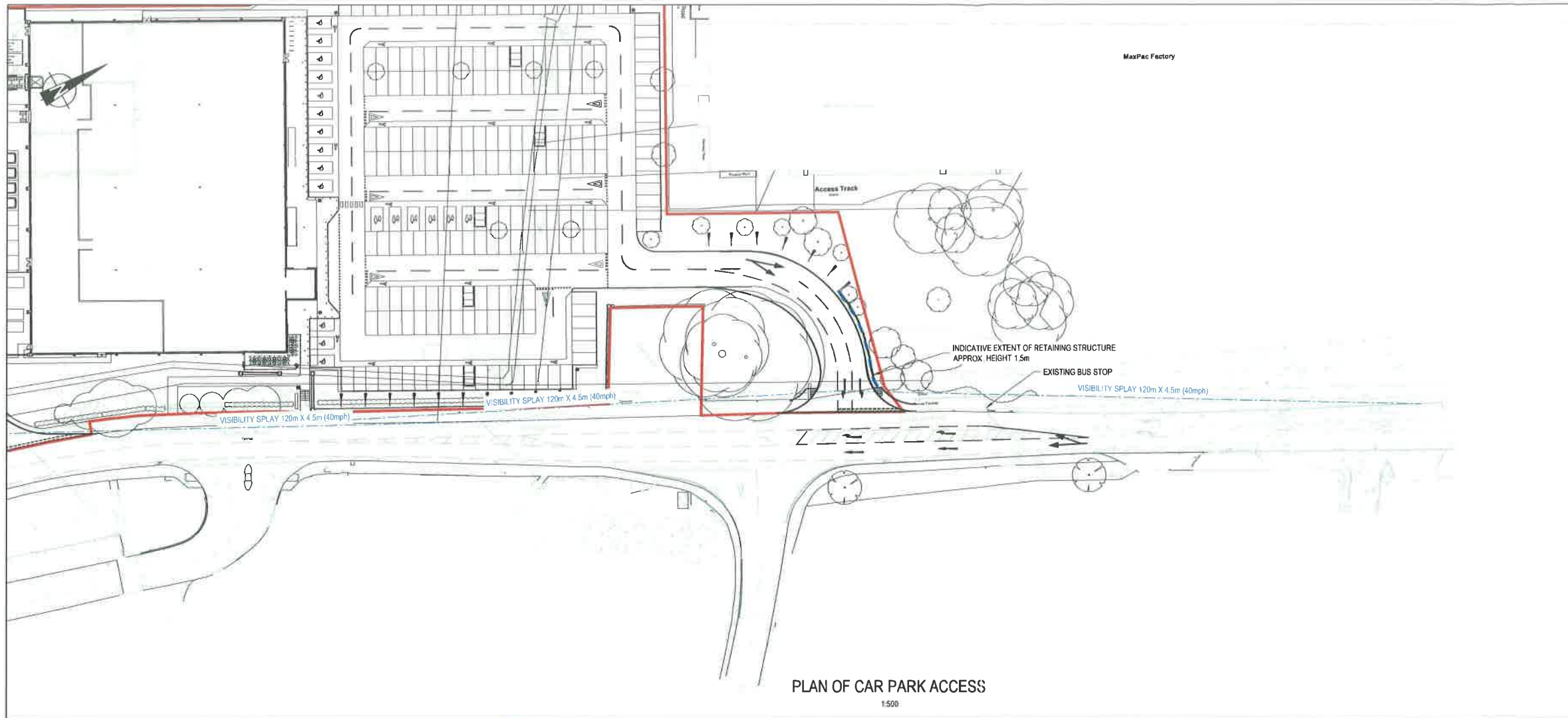
8 Summary and Conclusions

8.1 Summary

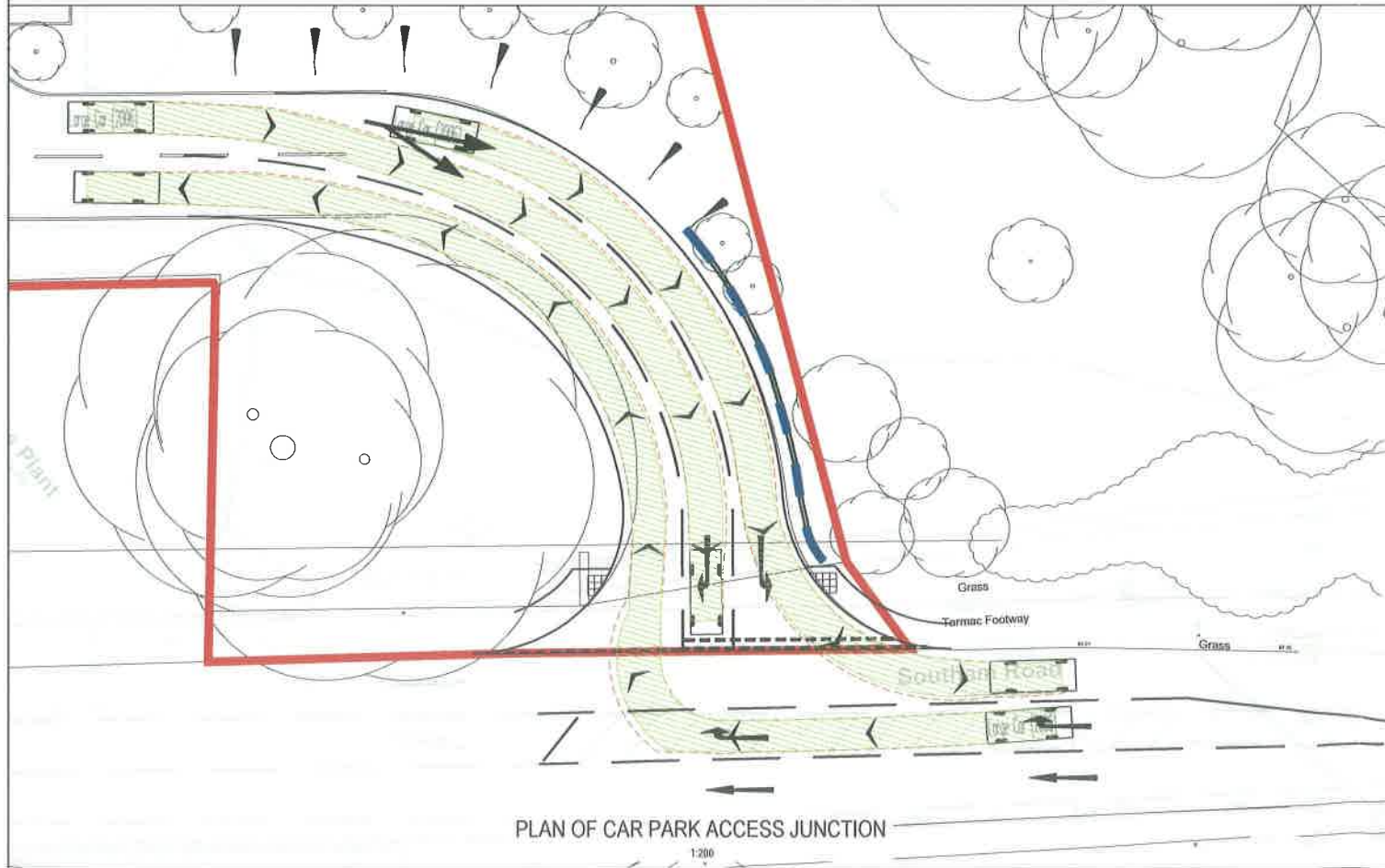
- 8.1.1 Peter Brett Associates LLP (PBA) has been appointed by Barwood Capital and Mondelez International to provide transport advice for a proposed food store development at Land at Mondelez International, which is located to the west of Southam Road (A361) approximately 800m to the north of Banbury town centre, Oxfordshire.
- 8.1.2 The proposed 1.64 hectare development will provide for an A1 class (food store) of 3,576m² (38,500ft²) GIA, which will be occupied by Waitrose.
- 8.1.3 The site proposals include the provision of two new vehicular accesses on Southam Road (A361), one (ghost island right turn) for retail use and car park, and one for servicing and deliveries to the site. Car parking area with 220 parking bays, including 13 disabled bays. This will be incorporated with high quality walk and cycle facilities that connect into the existing walk and cycle facilities on Southam Road (A361).
- 8.1.4 The potential trips generated by the proposed development will be significantly lower in comparison to an application made previously in 2012, which received no objections from OCC on transport grounds. Furthermore, the results of the junction assessments demonstrate that the access will operate well within capacity. Additionally, because of the net decrease in trip movements generated by the proposed development in comparison with the agreed 2012 application, it is considered that the traffic impact of the development to the surrounding highway network is negligible. Therefore, no additional junction capacity assessments were completed.
- 8.1.5 Whilst some initial provision is outlined in the TA and Masterplan, the on-site walking and cycling facilities including cycle parking spaces will be confirmed at the detailed design stage along with car parking provision.
- 8.1.6 This Transport Assessment will be supported by a separate Travel Plan to promote access to the site by sustainable modes. The overall aim will be to reduce the single occupancy car use associated with the development by maximising the potential for pedestrian and cycle movement, increasing the potential for travel by bus, and providing opportunities for car sharing.

8.2 Conclusion

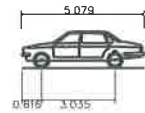
- 8.2.1 The development is conveniently located within the urban area of Banbury within 800m of the town centre and will re-use an existing site. This creates the opportunity for a development that can take advantage of existing sustainable transport infrastructure such as bus services, cycle facilities and walk routes.
- 8.2.2 The transportation impact of the proposed development on the local highway network is not significant. The applicant is committed to implementing viable and sustainable development and to support this will deliver site specific measures through the Travel Plan. The success and benefits of these measures will be maximised through promotion of the Travel Plan by the Travel Plan Coordinator.
- 8.2.3 Therefore, in consideration of the content of this Transport Assessment as well as local and national policy, it is concluded that there are no reasons in transport terms why this application should not be approved.



PLAN OF CAR PARK ACCESS
1:500



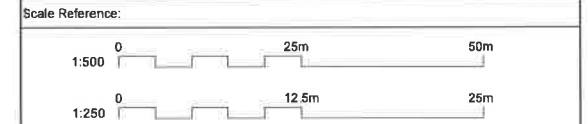
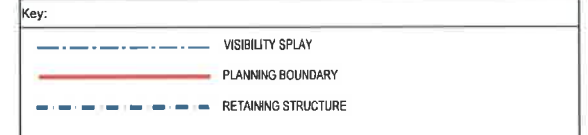
PLAN OF CAR PARK ACCESS JUNCTION
1:200



Large Car (2006)
 Overall Length 5.079m
 Overall Width 1.872m
 Overall Body Height 1.525m
 Min Body Ground Clearance 0.310m
 Max Track Width 1.831m
 Lock to Lock Time 4.00s
 Kerb to Kerb Turning Radius 5.900m

PRELIMINARY DRAWING:
 THIS DRAWING IS FOR PRELIMINARY PURPOSES ONLY AND MUST NOT BE READ AS A CONSTRUCTION ISSUE.
 IT INDICATES DESIGN INTENT ONLY AND IS SUBJECT TO AMENDMENT DURING DESIGN DEVELOPMENT.

- Key Plan:
- Notes:
1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DOCUMENTATION
 2. DO NOT SCALE FROM THIS DRAWING, USE ONLY PRINTED DIMENSIONS.
 3. ALL DIMENSIONS ARE IN MILLIMETRES, ALL CHAINAGES, LEVELS AND COORDINATES ARE IN METRES UNLESS DEFINED OTHERWISE.
 4. THE CONTRACTOR SHALL CHECK ALL EXISTING DIMENSIONS AND LEVELS ON SITE AND REPORT ANY ANOMALIES TO THE ENGINEER.
 5. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE PROJECT HEALTH & SAFETY FILE FOR ANY IDENTIFIED POTENTIAL RISKS.
 6. MARKED UP DRAWINGS ARE TO BE PROVIDED TO THE ENGINEER UPON COMPLETION TO ENABLE PRODUCTION OF AS BUILT DRAWINGS IN ACCORDANCE WITH CONSTRUCTION (DESIGN & MANAGEMENT) 2015 REGULATIONS 22(j).
 7. JUNCTION VISIBILITY SPLAYS BASED ON A SIGN POSTED SPEED OF 40mph: Y DISTANCE 120m, X DISTANCE 4.5m.
 8. PROPOSED SITE LAYOUT BASED ON THE MASTERPLAN DRAWING NUMBER 14334-6000 Rev E, DATED APRIL 2015 BY CORSTORPHINE + WRIGHT, PROPOSED SITE PLAN CONSTRAINTS OVERLAY.



- REFS:
- x-lopo survey
 - x-Masterplan
 - x-new access junctions (alternative 5)
 - x-Banwood_Capital_Logo (2).jpg
 - x-mondelēz.jpg

Mark	Revision	Drawn	Date	Chkd

SCALING NOTE: Do not scale from this drawing. If in doubt, ask.
 UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake his own investigation where the presence of any existing sewers, services, plant or apparatus may affect his operations.

Drawing Issue Status: **PRELIMINARY**

**NEW WAITROSE STORE
 SOUTHAM ROAD, BANBURY
 ALTERNATIVE ACCESS JUNCTIONS &
 SWEEP PATH ANALYSIS**

Client
barwoodcapital
Partnering Real Property Resources

Mondelēz
 International

Date of first issue: 21.04.14 Drawn by: GM
 AT Scale: 1:500 Checked by: OB

Drawing Number: **26004-2001-007** Revision: -

pba
 peterbrett

Offices throughout the UK and Europe
www.peterbrett.com
 Peter Brett Associates LLP
 BIRMINGHAM
 Tel: 0121 633 2900

Appendix A Illustrative Masterplan



- F. 03.02.15 Entrance from Southern Road revised.
- E. 08.04.15 Trolley bay relocated. One added customer drop off bay. Customer drop off bay added to Southern Road. Car park barrier / gate added to Southern Road.
- D. 04.03.15 Customer cycle storage added. Safety revised.
- C. 08.03.15 Tree retention and location revised.
- B. 05.03.15 Pedestrian ramp re-aligned. Tree retention revised.
- A. 04.02.15 Service yard access road revised. Gate to car park entrance revised.

Client
BARWOOD CAPITAL and MONDELEZ INTERNATIONAL
 Project
NEW WAITROSE STORE SOUTHAM ROAD, BANBURY
 Drawing Title
PROPOSED SITE PLAN

Drawn	Checked	Scale	Date
CW	W	A0	1:250
14334		6000	23.01.2015

Appendix B OCC Correspondence

Sarah James

From: Arnold, Geoffrey - Environment & Economy [<mailto:Geoffrey.Arnold@Oxfordshire.gov.uk>]
Sent: 04 June 2014 13:45
To: Anne Farmer; Deadman, Michael - Environment & Economy
Cc: Kelly, Judy - Environment & Economy; Olaf Bierfreund; Emma Sharpe
Subject: RE: 26004 Kraft Site, Southam Road, Banbury - Access Proposals

Dear Anne

As has previously been stated, the principle of a priority junction with right turn lane is acceptable. However, you will need to demonstrate appropriate capacity is available to ensure there is not any undue delay to the major route; I note your junction modelling but I do not have information with regard to trip generation or existing flows. Where appropriate you must consider the needs of pedestrians and cyclists to encourage more sustainable modes of travel.

Kind regards

Geoffrey Arnold
Senior Engineer – Transport Development Control
Oxfordshire County Council
Speedwell House Oxford OX1 1NE
DD: 01865 328 797

LOCAL HIGHWAY AUTHORITY CONSULTATION



To: Cherwell District Council

Planning Application No	12/00329/OUT	Planning Officer	Graham Wyatt
CC ref No		CC Officer	Geoffrey Arnold
Date	16/04/2012	Comments	

Location: Buildings And Land At Kraft General Foods Ruscote Avenue Banbury
Proposal: Proposed food store of 5574 sqm (60,000sqft) gross floorspace and upto 7432 sqm (80,000 sqft) gross of non-food retail floorspace. New Petrol Filling Station, new vehicular access and associated highway works at Southam Road and associated car parking, hard and soft landscaping and drainage infrastructure works

The application is for outline planning permission with all matters reserved except access. The submitted documents include a transport assessment, framework travel plan, plan of access and illustrative layout.

The proposal seeks to redevelop a redundant part of the Kraft Foods site. The site is located approximately 800m from the town centre in area of mixed land uses including industrial, retail and residential.

The submitted transport assessment has considered the impact of traffic generated by the site. The TRICS database and relevant reports have been used to identify the level of traffic generation, including new, linked, diverted and pass-by trips. These trips have been added to surveyed traffic flows on the network to model local junctions and deduce the likely impact. A robust approach has been taken including traffic growth and permitted development. The assessment concludes that increased use of the local highway network, resulting from the development, would not have any significant impact upon its operation. I have verified the submitted assessment and am satisfied it provides a fair evaluation, in accordance with DfT Guidance and whilst the network suffers from high demand at peak times, the proposal would not lead to any significant delay to highway users. Provision of appropriate infrastructure for pedestrians, cyclists and public transport users in addition to travel planning would further reduce car trips attracted to the site.

Vehicular access would be taken via a proposed roundabout to Southam Road. Subject to detail the proposed roundabout does not raise any concern with regard to highway safety or delay. Pedestrian and cyclist movement would be accommodated with appropriate crossings. Provision of the roundabout would be subject to a section 278 agreement and where necessary dedication of land to highway.

The submitted illustrated layout demonstrates an appropriate level of parking. It would be preferable to have all service vehicles routed separately from the public car park. Pedestrian and cycle access should be given high priority with sheltered cycle stands located conveniently. Links to the public right of way should be clearly marked and the right of way itself should be improved to encourage its use.

The submitted travel plan framework sets out measures to encourage sustainable travel and reduce single occupancy car use. Implementation of the plan and appointment of a travel plan

coordinator would be paramount to exploit the potential the site has for non-car car trips, given availability of bus services and number of residents within reasonable walking distance.

A financial obligation is sought to improve local public transport infrastructure and associated pedestrian access including the adjacent PROW.

I do not wish to object to the application for planning permission subject to the following conditions:

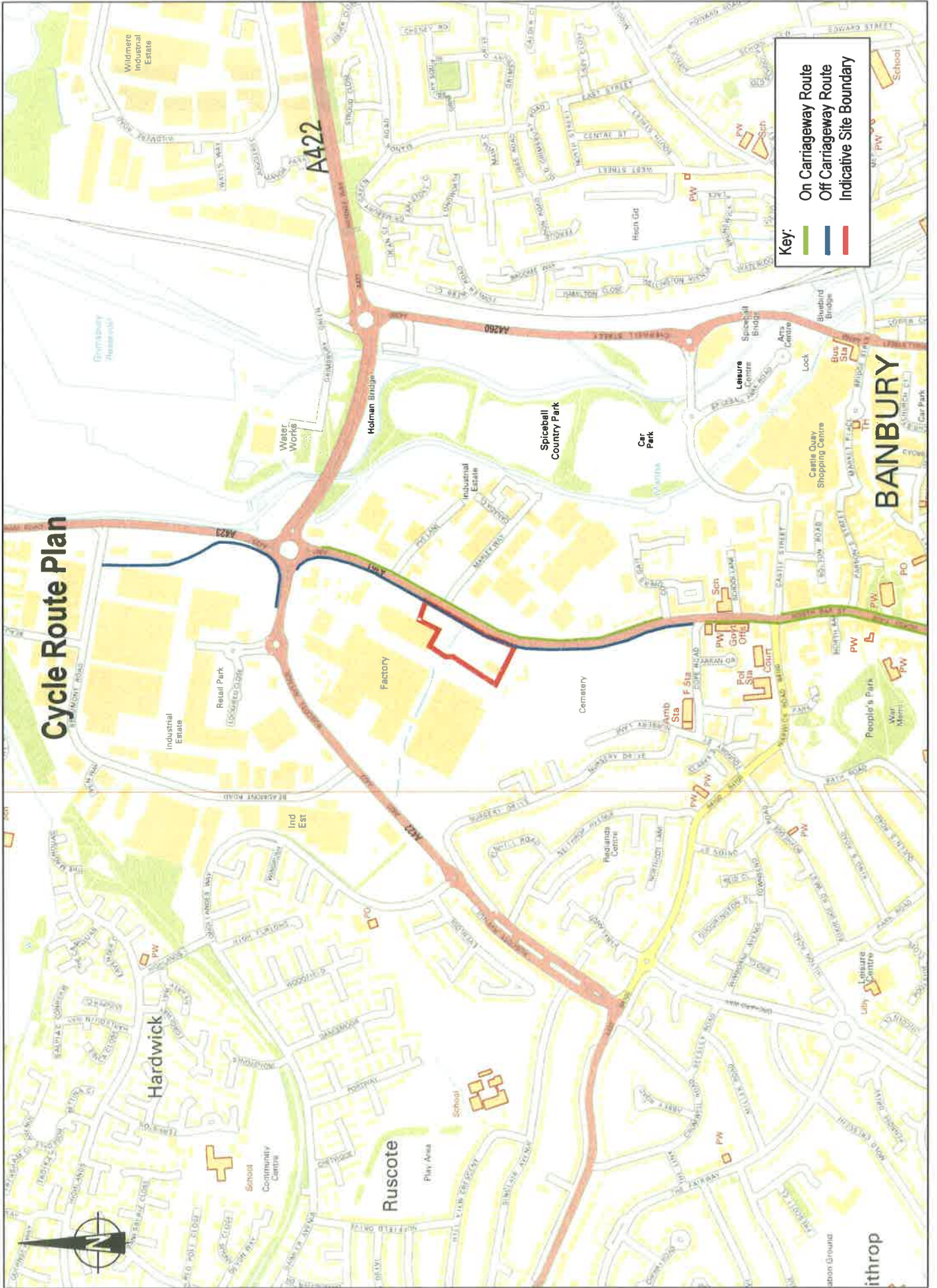
- i) **Prior to implementation a detailed design of the access shall be submitted to and approved by the local planning authority and prior to first use the approved access shall be constructed.**
- ii) **Within 3 months of occupation of the development, a travel plan to reduce dependency on the private car, which shall include clear and unambiguous objectives and modal split targets, together with a time-bound programme of implementation, monitoring and regular review and improvement; and be based on the particulars contained within the approved framework produced in support of this application, shall be submitted to and approved in writing by the Local Planning Authority and thereafter operated.**

Drainage comments should have been sent directly from OCC Drainage, if you have not received any comments then please contact me.

Please contact me if you would like any further comments regarding this application.

Signed: Geoffrey Arnold
For Oxfordshire County Council as Local Highway Authority
Officer Name: Geoffrey Arnold
Officer Title: Senior Engineer – Transport Development Control

Appendix C Cycle Routes



Appendix D Bus timetables and maps



B10

Hanwell Fields - Banbury

Stagecoach Oxfordshire

The information on this timetable is expected to be valid until at least 1st April 2015. Where we know of variations, before or after this date, then we show these at the top of each affected column in the table.

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

Monday to Fridays

Banbury Town Centre, Bridge Street (Stop 1)	—	0805	0915	15	1515	1600	1645	1735
Banbury, Inside Tesco Store	—	0923		23	1523	1608	1653	
Ruscote, adj Cromwell Road East	—	0810	0928	then at these mins past each hour	28	1528	1613	1700 1745
Hardwick, o/s Usher Drive Park	0740	0815	0933	33	1533	1618	1705	1750
Hanwell Fields, o/s The Hanwell Arms	0742	0817	0935	35	1535	1620	1708	1753
Hardwick, Meadowsweet Way Hail & Ride (W-bound)	0745	0823	0938	38	1538	1623	1711	1756
Ruscote, opp Cromwell Road	0750	0825	0943	43	1543	1628	1716	1801
Banbury, Inside Tesco Store		0828	0945	45	1545	1630		
Banbury Town Centre, Horse Fair (S-bound)	0756	0838	0950	50	1550	1635	1724	1808
Banbury Town Centre, Bridge Street (Stop 5)	0800	0842	0954	54	1554	1640	1729	1813

Saturdays

Banbury Town Centre, Bridge Street (Stop 1)	—	0805	0915	15	1515	1600	1645	1735
Banbury, Inside Tesco Store	—	0923		23	1523	1608	1653	
Ruscote, adj Cromwell Road East	—	0810	0928	then at these mins past each hour	28	1528	1613	1700 1745
Hardwick, o/s Usher Drive Park	0740	0815	0933	33	1533	1618	1705	1750
Hanwell Fields, o/s The Hanwell Arms	0742	0817	0935	35	1535	1620	1708	1753
Hardwick, Meadowsweet Way Hail & Ride (W-bound)	0745	0823	0938	38	1538	1623	1711	1756
Ruscote, opp Cromwell Road	0750	0825	0943	43	1543	1628	1716	1801
Banbury, Inside Tesco Store		0828	0945	45	1545	1630		
Banbury Town Centre, Horse Fair (S-bound)	0756	0838	0950	50	1550	1635	1724	1808
Banbury Town Centre, Bridge Street (Stop 5)	0800	0842	0954	54	1554	1640	1729	1813

Sundays

no service



B10

Hanwell Fields - Banbury

Stagecoach Oxfordshire

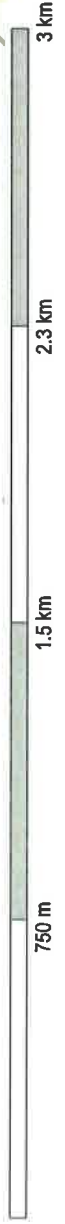
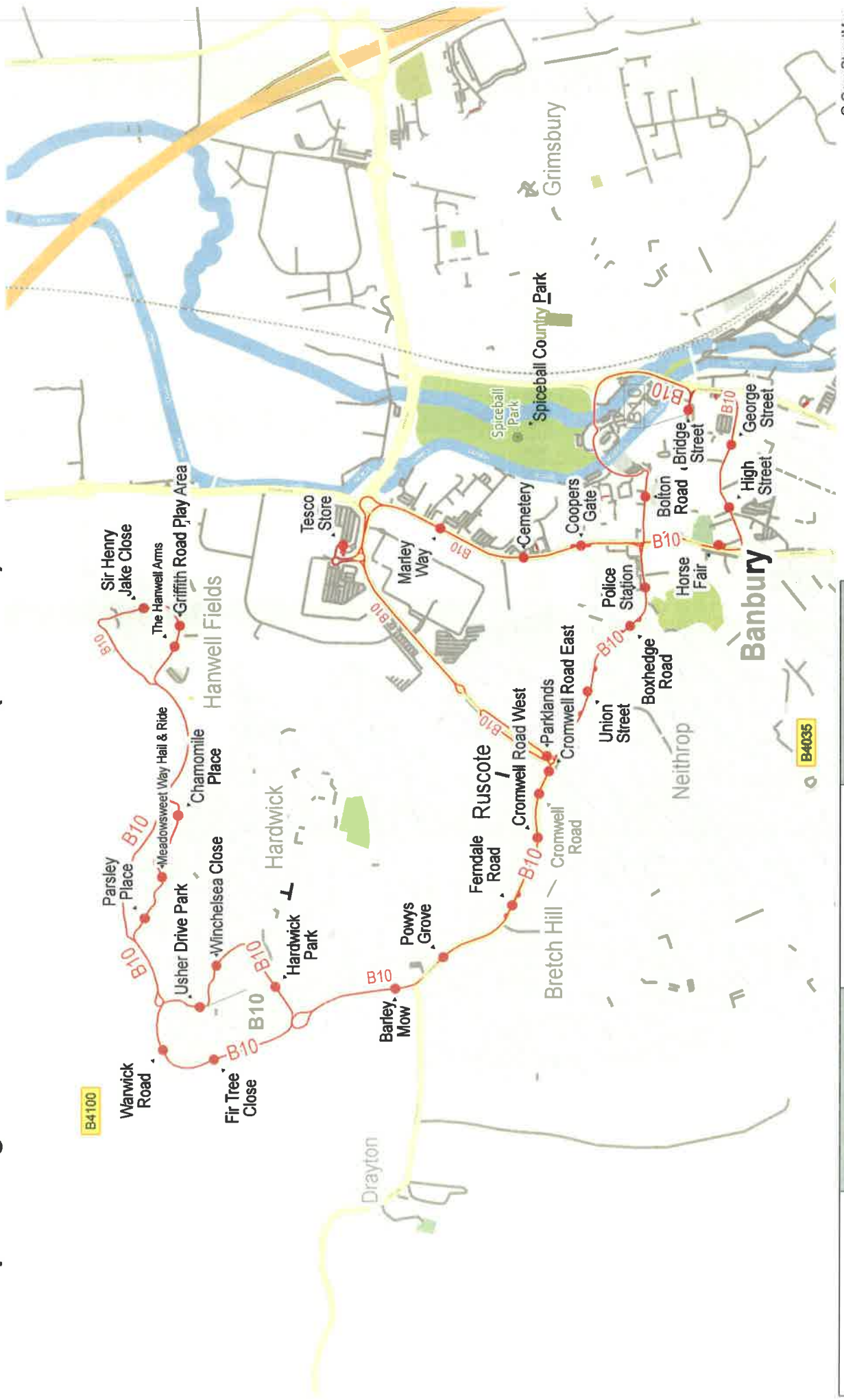
For times of the next departures from a particular stop you can use **traveline-txt** - by sending the SMS code to **84268**. Add the service number after the code if you just want a specific service - eg: **buctdgt 60**. The return message from **traveline-txt** will show the next three departures, and it currently costs 25p plus any message sending charge. However it is free for all stops in Lincolnshire & in the SW region. Departure times will be real-time predictions where available, or scheduled departure times if not.

You can also get the same information by using the SMS code at www.nextbuses.mobi (only normal browsing charges apply) or through several iPhone or Android apps that offer access to **NextBuses**.

NOTE: SMS codes are different in each direction. Make sure you choose the right direction from these lists.

SMS Code	Stop Name	Street	ATCO Code
oxfapdjm	Banbury Town Centre, Bridge Street (Stop 1)	Bridge Street	340000879A
oxfatatw	Banbury Town Centre, adj Bolton Road	Castle Street	340003069BRC
oxfgpjdm	Banbury, adj Coopers Gate	Southam Road	340001892COO
oxfgpjdg	Banbury, adj Cemetery	Southam Road	340001891CEM
oxfgpjda	Banbury, opp Marley Way	Southam Road	340001890OPP
oxfapdmj	Banbury, inside Tesco Store	Lockheed Close	340000889TES
oxfatmpt	Ruscote, Parklands (SW-bound)	Ruscote Avenue	340003135OPP
oxfagwgp	Banbury Town Centre, opp Police Station	Warwick Road	340001459OPP
oxfagtma	Banbury Town Centre, adj Boxhedge Road	Warwick Road	340001446CNR
oxfatmta	Neithrop, adj Union Street	Warwick Road	340003134CNR
oxfatmpw	Ruscote, adj Cromwell Road East	Warwick Road	340003135CNR
oxfgmpmt	Ruscote, adj Cromwell Road West	Warwick Road	340003323CNR
oxfgmpmw	Ruscote, adj Ferndale Road	Warwick Road	340003324CNR
oxfatdgt	Hardwick, opp Barley Mow	Warwick Road	340003064HAR
oxfatdgd	Hardwick, adj Hardwick Park	Highlands Road	340003068HAR
oxfatdgp	Hardwick, opp Winchelsea Close	Rother Road	340003065HAR
oxfatdgm	Hardwick, o/s Usher Drive Park	Usher Drive	340003066HAR
oxfgpata	Hanwell Fields, opp Sir Henry Jake Close	Lapsley Drive	340004138LAP
oxfgpdjm	Hanwell Fields, o/s Griffith Road Play Area	Lapsley Drive	340004141GRP
oxfgpmtm	Hanwell Fields, o/s The Hanwell Arms	Lapsley Drive	340004142PUB
oxfgpmwd	Hardwick, opp Chamomile Place	Winter Gardens Way	340004144OPP
oxfgpatj	Hardwick, Meadowsweet Way Hail & Ride (W-bound)	Meadowsweet Way	340004139OPP
oxfgpdpg	Hardwick, opp Parsley Place	Winter Gardens Way	340004143OPP
oxfgmtjg	Hardwick, Warwick Road (W-bound)	Rotary Way	340003329WES
oxfatdgv	Hardwick, adj Fir Tree Close	Warwick Road	340003063HAR
oxfatdga	Ruscote, opp Powys Grove	Warwick Road	340000886OBM
oxfgmpta	Ruscote, opp Ferndale Road	Warwick Road	340003324OPP
oxfgmpmp	Ruscote, opp Cromwell Road	Warwick Road	340003323OPP
oxfgpjaw	Banbury, adj Marley Way	Southam Road	340001890MAR
oxfgpdj	Banbury, opp Cemetery	Southam Road	340001891OPP
oxfgpdj	Banbury, opp Coopers Gate	Southam Road	340001892OPP
oxfatmtd	Neithrop, opp Union Street	Warwick Road	340003134OPP
oxfagtqw	Banbury Town Centre, opp Boxhedge Road	Warwick Road	340001446OPP
oxfatmnd	Banbury Town Centre, Horse Fair (S-bound)	Horse Fair	340001458HOR
oxfagwgm	Banbury Town Centre, High Street (NE-bound)	High Street	340001460PO
oxfagwda	Banbury Town Centre, George Street (E-bound)	George Street	340001457CCC
oxfapdd	Banbury Town Centre, Bridge Street (Stop 5)	Bridge Street	340000879E

Route map for Stagecoach Oxfordshire service B10 (outbound)



**277****Lighthorne Heath - Banbury**

Stagecoach Warwickshire

The information on this timetable is expected to be valid until at least 1st April 2015. Where we know of variations, before or after this date, then we show these at the top of each affected column in the table.

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

Mondays to Fridays

Lighthorne, opp Mallory Road	0925	—
Gaydon, adj Village Hall	0929	—
Temple Herdewyke, adj Stuart Gardens	0934	—
Northend, opp The Prebend	0939	—
Fenny Compton, adj Bus Shelter	0944	—
Farnborough, adj Inn	0952	1220
Mollington, Main Street (W-bound)	0957	
Claydon, Mollington Road (NE-bound)	1002	
Cropredy, opp Brasenose Arms	1007	1230
Great Bourton, opp The Bell Inn	1010	1233
Little Bourton, o/s The Plough Inn	1012	1235
Banbury Town Centre, High Street (NE-bound)	1019	1242
Banbury Town Centre, Bus Station (Bay 2)	1023	1246

Saturdays

Lighthorne, opp Mallory Road	0925	—
Gaydon, adj Village Hall	0929	—
Temple Herdewyke, adj Stuart Gardens	0934	—
Northend, opp The Prebend	0939	—
Fenny Compton, adj Bus Shelter	0944	—
Farnborough, adj Inn	0952	1220
Mollington, Main Street (W-bound)	0957	
Claydon, Mollington Road (NE-bound)	1002	
Cropredy, opp Brasenose Arms	1007	1230
Great Bourton, opp The Bell Inn	1010	1233
Little Bourton, o/s The Plough Inn	1012	1235
Banbury Town Centre, High Street (NE-bound)	1019	1242
Banbury Town Centre, Bus Station (Bay 2)	1023	1246

Sundays

no service

**277****Banbury - Temple Herdewycke**

Stagecoach Warwickshire

The information on this timetable is expected to be valid until at least 1st April 2015. Where we know of variations, before or after this date, then we show these at the top of each affected column in the table.

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

Mondays to Fridays

Banbury Town Centre, Bus Station (Bay 2)	1150	1400
Little Bourton, opp The Plough Inn	1159	1409
Great Bourton, o/s The Bell Inn	1201	1411
Cropredy, o/s Brasenose Arms	1204	1414
Mollington, Main Street (W-bound)	1209	1423
Farnborough, opp Haypool	1214	1430
Fenny Compton, adj Bus Shelter	—	1438
Northend, adj Red Lion	—	1443
Temple Herdewyke, adj Stuart Gardens	—	1448

Saturdays

Banbury Town Centre, Bus Station (Bay 2)	1150	1400
Little Bourton, opp The Plough Inn	1159	1409
Great Bourton, o/s The Bell Inn	1201	1411
Cropredy, o/s Brasenose Arms	1204	1414
Mollington, Main Street (W-bound)	1209	1423
Farnborough, opp Haypool	1214	1430
Fenny Compton, adj Bus Shelter	—	1438
Northend, adj Red Lion	—	1443
Temple Herdewyke, adj Stuart Gardens	—	1448

Sundays

no service



For times of the next departures from a particular stop you can use **traveline-txt** - by sending the SMS code to **84268**. Add the service number after the code if you just want a specific service - eg: **buctdgt 60**. The return message from **traveline-txt** will show the next three departures, and it currently costs 25p plus any message sending charge. However it is free for all stops in Lincolnshire & in the SW region. Departure times will be real-time predictions where available, or scheduled departure times if not.

You can also get the same information by using the SMS code at www.nextbuses.mobi (only normal browsing charges apply) or through several iPhone or Android apps that offer access to **NextBuses**.

NOTE: SMS codes are different in each direction. Make sure you choose the right direction from these lists.

SMS Code	Stop Name	Street	ATCO Code
wardamjp	Lighthorne, opp Mallory Road	Leam Road	4200F037100
wardamjw	Lighthorne, opp Winyates Road	Banbury Road	4200F037102
wardgjim	Gaydon, opp Heritage Motor Centre	Banbury Road	4200F149961
wardgjta	Gaydon, adj Village Hall	Church Road	4200F023800
wardgmtg	Temple Herdewyke, adj Stuart Gardens	Stuart Gardens	4200F883400
waramadp	Northend, adj Peartrees	Top Street	4200F045900
warawdgm	Northend, adj Village Hall	Top Street	4200F046200
waramadw	Northend, opp The Prebend	Top Street	4200F046000
wardgtdt	Fenny Compton, adj Dassett Primary School	High Street	4200F022400
wardgdpw	Fenny Compton, adj Bus Shelter	Memorial Road	4200F022200
warapdgd	Fenny Compton, nr Memorial Road	Bridge Street	4200F022100
wardgdtg	Fenny Compton, adj Co-op	High Street	4200F022300
warapdaw	Fenny Compton, opp Fieldgate Lane	Station Road	4200F022000
wardmjwj	Fenny Compton, opp Wharf	Banbury Road	4200F022501
warapdat	Famborough, adj Inn	Main Road	4200F021900
oxfapmdg	Mollington, Main Street (W-bound)	Main Street	340000551GRN
oxfagwam	Mollington, o/s Mollington Turn	Southam Road	340001469HOL
oxfagwaj	Mollington, opp Mollington Turn	Southam Road	340001469OX
oxfgpgjm	Claydon, Mollington Road (NE-bound)	Mollington Road	340000217MOL
oxfagwag	Cropredy, opp Brasenose Arms	Station Road	340001470OPP
oxfgpjga	Cropredy, Station Road (S-bound)	Station Road	340001472STA
oxfagwap	Cropredy, o/s Primary School	Station Road	340001468PLN
oxftgdta	Great Bourton, opp Valley View	The Green	340001637VVV
oxfgajam	Great Bourton, opp The Bell Inn	The Close	340000354OBE
oxfapjga	Little Bourton, o/s The Plough Inn	Southam Road	340000467PLO
oxfgajap	Banbury, opp Banbury Crematorium	Southam Road	340003167OPP
oxfgpjaw	Banbury, adj Marley Way	Southam Road	340001890MAR
oxfgpdj	Banbury, opp Cemetery	Southam Road	340001891OPP
oxfgpdj	Banbury, opp Coopers Gate	Southam Road	340001892OPP
oxfagtmd	Banbury Town Centre, Horse Fair (S-bound)	Horse Fair	340001458HOR
oxfagwgm	Banbury Town Centre, High Street (NE-bound)	High Street	340001460PO
oxfagwda	Banbury Town Centre, George Street (E-bound)	George Street	340001457CCC
oxfamgag	Banbury Town Centre, Bus Station (Bay 2)	Bus Station	3400000722

**277****Banbury - Temple Herdewycke**

Stagecoach Warwickshire

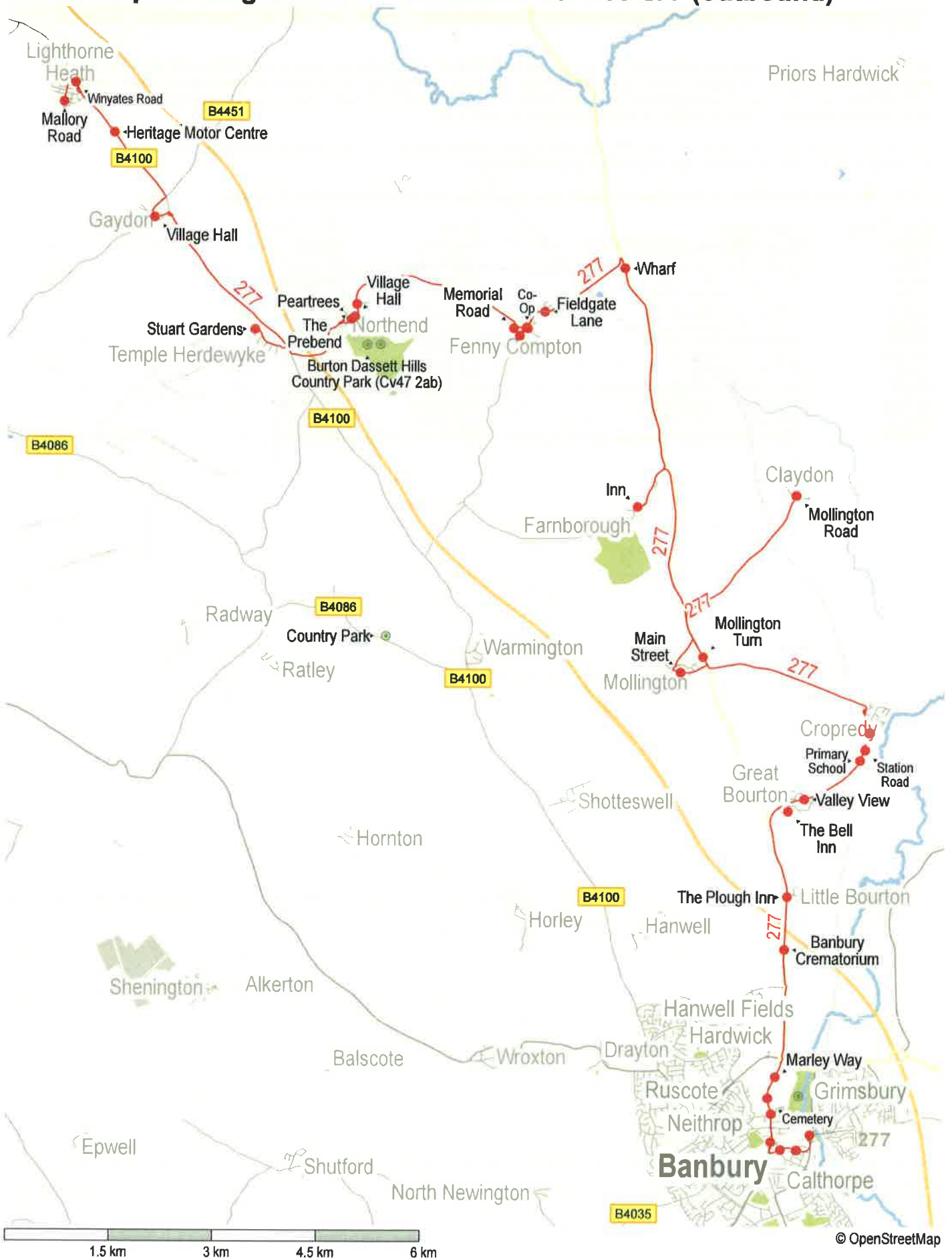
For times of the next departures from a particular stop you can use **traveline-txt** - by sending the SMS code to **84268**. Add the service number after the code if you just want a specific service - eg: **buctdgt 60**. The return message from **traveline-txt** will show the next three departures, and it currently costs 25p plus any message sending charge. However it is free for all stops in Lincolnshire & in the SW region. Departure times will be real-time predictions where available, or scheduled departure times if not.

You can also get the same information by using the SMS code at www.nextbuses.mobi (only normal browsing charges apply) or through several iPhone or Android apps that offer access to **NextBuses**.

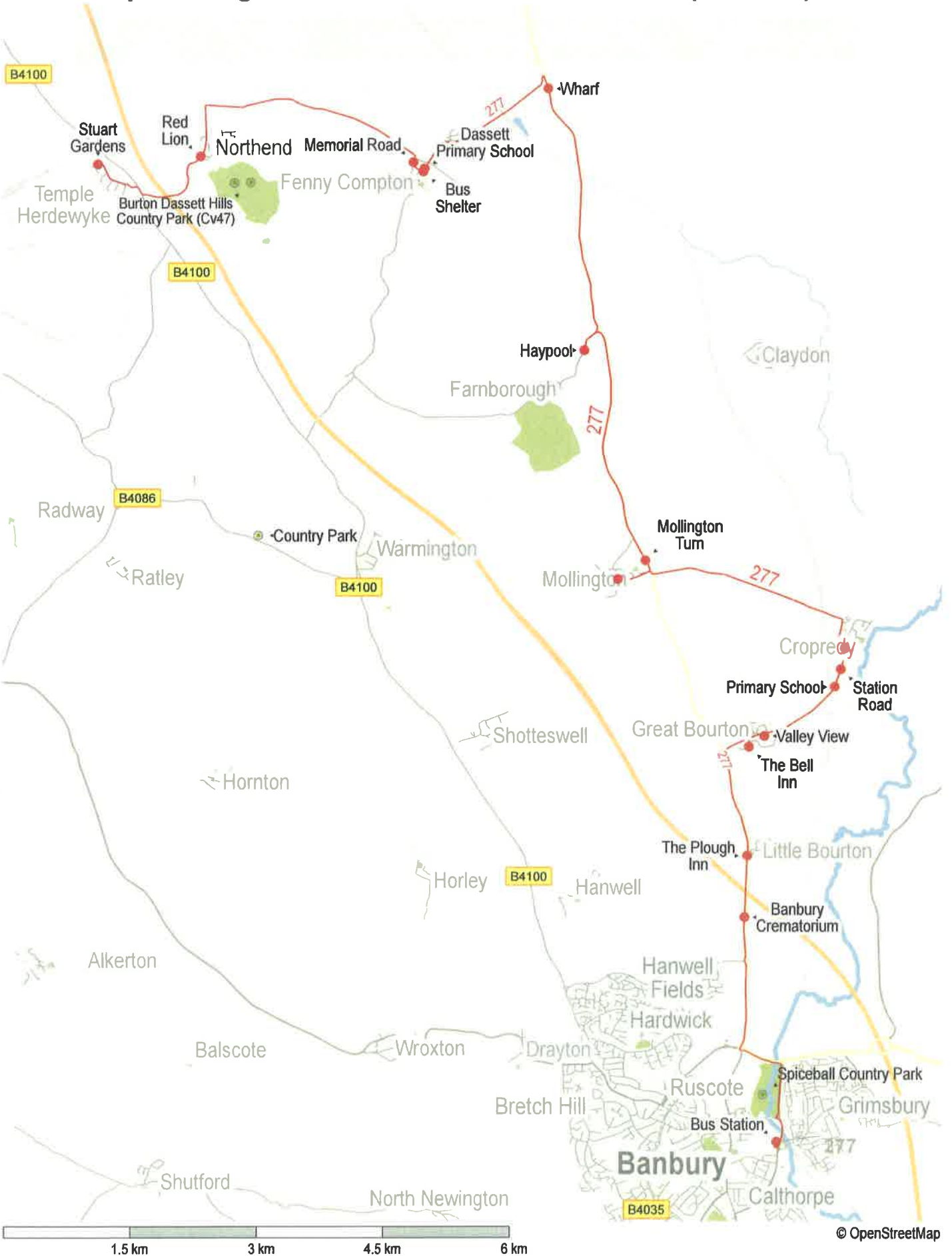
NOTE: SMS codes are different in each direction. Make sure you choose the right direction from these lists.

SMS Code	Stop Name	Street	ATCO Code
oxfamgag	Banbury Town Centre, Bus Station (Bay 2)	Bus Station	3400000722
oxfgajat	Banbury, o/s Banbury Crematorium	Southam Road	340003167OUT
oxfaptdp	Little Bourton, opp The Plough Inn	Southam Road	340000850V
oxfajwmj	Great Bourton, o/s The Bell Inn	The Close	340000354BEL
oxfgtgaw	Great Bourton, adj Valley View	The Green	340001637VVE
oxfagwgw	Cropredy, opp Primary School	Station Road	340001468OUT
oxfgpjgd	Cropredy, Station Road (N-bound)	Station Road	340001472OPS
oxfagwad	Cropredy, o/s Brasenose Arms	Station Road	340001470OUT
oxfapmdg	Mollington, Main Street (W-bound)	Main Street	340000551GRN
oxfagwam	Mollington, o/s Mollington Turn	Southam Road	340001469HOL
waragmwa	Farnborough, opp Haypool	Main Road	4200F161301
wardgtg	Fenny Compton, adj Wharf	Banbury Road	4200F022500
wardgtd	Fenny Compton, adj Dasset Primary School	High Street	4200F022400
wardgdpw	Fenny Compton, adj Bus Shelter	Memorial Road	4200F022200
warapdgd	Fenny Compton, nr Memorial Road	Bridge Street	4200F022100
warawdgj	Northend, adj Red Lion	Bottom Street	4200F046100
wardgmt	Temple Herdewycke, adj Stuart Gardens	Stuart Gardens	4200F883400

Route map for Stagecoach Warwickshire service 277 (outbound)



Route map for Stagecoach Warwickshire service 277 (inbound)



Appendix E Traffic survey data



Banbury - Manual Traffic Survey, Thursday 6th October 2011

Junction: (32) Southern Road / Castle Street / North Bar Street / Warwick Road

Approach: Castle Street

TIME	Left to North Bar Street					Ahead to Warwick Road					Right to Southern Road													
	PI/CYCLE	CAR	OGV1	OGV2	BUS	TOTAL	PI/CYCLE	CAR	OGV1	OGV2	BUS	TOTAL	PI/CYCLE	CAR	OGV1	OGV2	BUS	TOTAL						
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
0915 - 0930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
0930 - 0945	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
1000 - 1015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
1015 - 1030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
1030 - 1045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
1045 - 1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
1100 - 1115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
1115 - 1130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
1130 - 1145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
1145 - 1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
1300 - 1315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
1315 - 1330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
TOTAL	3	10	1588	116	25	6	65	1615	15	22	2004	127	2	3	67	2240	0	5	905	43	8	1	8	970



Banbury - Manual Traffic Survey, Thursday 6th October 2011

Junction: (S2) Southern Road / Castle Street / North Bar Street / Warwick Road

Approach: North Bar Street

TIME	Left to Warwick Road					Ahead to Southern Road					Right to Castle Street					TOTAL							
	P/CYCLE	M/CYCLE	CAR	OGV1	OGV2	P/CYCLE	M/CYCLE	CAR	OGV1	OGV2	P/CYCLE	M/CYCLE	CAR	OGV1	OGV2								
0700 - 0715	0	0	18	5	0	0	0	54	1	3	1	0	8	2	0	11							
0715 - 0730	2	1	15	4	0	1	7	14	2	2	0	1	10	3	0	16							
0730 - 0745	0	1	15	4	0	1	7	14	2	2	0	1	10	3	0	15							
0745 - 0800	1	0	39	5	1	0	65	11	2	3	0	1	118	2	0	17							
Hourly Total	4	1	88	19	1	0	230	47	8	10	2	368	3	1	43	59							
0800 - 0815	0	1	27	12	0	0	101	18	5	5	0	128	0	1	0	15							
0815 - 0830	2	0	28	10	3	1	104	12	2	2	0	122	1	0	0	28							
0830 - 0845	0	0	36	9	0	0	76	14	1	5	1	99	0	0	0	37							
0845 - 0900	2	1	30	2	0	0	88	17	3	4	0	113	0	0	2	33							
Hourly Total	4	2	121	33	3	1	309	61	11	18	6	463	1	0	2	116							
0900 - 0915	1	0	35	4	2	0	89	23	4	5	0	122	1	0	2	45							
0915 - 0930	2	0	28	5	0	1	67	16	3	6	0	92	0	0	1	53							
0930 - 0945	1	0	31	3	1	0	54	16	3	4	1	78	0	0	0	36							
0945 - 1000	0	0	43	4	3	0	71	11	4	0	0	85	0	0	0	38							
Hourly Total	4	1	137	16	6	4	281	68	16	26	6	387	1	0	3	172							
1000 - 1015	0	0	28	5	1	0	74	17	5	3	0	99	0	0	1	36							
1015 - 1030	0	0	42	2	1	0	87	20	4	4	0	116	0	0	1	40							
1030 - 1045	0	2	33	5	1	0	95	15	6	6	0	126	0	0	0	43							
1045 - 1100	0	0	38	6	1	0	103	11	3	1	1	121	0	0	0	39							
Hourly Total	0	2	141	18	4	0	369	63	18	16	1	461	0	0	1	160							
1100 - 1115	0	1	43	7	0	0	73	19	3	7	0	102	0	0	0	37							
1115 - 1130	0	0	33	4	1	0	89	19	3	7	1	119	0	0	0	42							
1130 - 1145	0	0	50	7	2	0	77	21	4	3	0	105	0	0	1	45							
1145 - 1200	0	1	44	6	1	0	73	16	3	4	0	96	1	0	0	36							
Hourly Total	0	1	170	24	4	0	312	75	13	21	1	422	1	0	1	160							
1200 - 1215	0	1	51	5	1	0	80	20	6	6	0	112	0	0	0	38							
1215 - 1230	0	0	56	3	0	0	87	19	4	7	0	118	0	0	1	40							
1230 - 1245	0	0	44	2	1	0	74	8	3	3	0	90	0	0	0	46							
1245 - 1300	1	0	40	1	0	0	90	17	5	6	1	119	0	0	0	36							
Hourly Total	1	0	193	11	2	0	331	64	18	22	1	439	0	1	1	152							
1300 - 1315	0	0	31	4	0	0	93	18	8	11	1	131	0	0	0	50							
1315 - 1330	0	0	47	4	0	0	98	18	6	11	0	134	0	0	0	39							
1330 - 1345	0	0	49	5	2	0	100	21	3	8	0	132	1	0	0	55							
1345 - 1400	1	0	34	8	1	0	71	18	3	6	1	109	0	0	0	31							
Hourly Total	2	0	161	19	3	0	303	75	20	36	2	409	1	2	0	176							
1400 - 1415	1	0	48	9	1	0	51	15	2	11	0	119	2	0	0	27							
1415 - 1430	0	0	39	8	1	0	106	15	5	11	0	137	1	0	0	32							
1430 - 1445	1	0	53	5	1	0	93	21	5	12	1	132	0	0	0	28							
1445 - 1500	2	0	56	7	1	0	81	13	4	10	0	109	0	0	1	28							
Hourly Total	2	0	194	29	3	0	371	64	16	44	1	497	3	0	1	119							
1500 - 1515	1	0	49	7	0	0	98	25	2	6	0	133	0	0	0	28							
1515 - 1530	1	0	43	7	0	0	98	26	4	5	0	134	0	0	0	40							
1530 - 1545	0	0	79	5	0	0	87	25	5	7	2	129	1	0	0	30							
1545 - 1600	0	0	53	5	0	0	93	15	5	5	1	119	0	0	0	35							
Hourly Total	2	0	224	24	0	0	376	91	16	23	3	515	1	0	1	133							
1600 - 1615	1	0	56	8	0	0	102	15	6	0	0	125	0	0	0	35							
1615 - 1630	0	0	45	6	1	0	104	14	3	6	1	128	0	0	0	27							
1630 - 1645	1	0	55	8	0	0	103	12	4	7	0	127	0	0	0	35							
1645 - 1700	1	0	50	11	2	1	102	13	4	10	0	129	0	0	0	29							
Hourly Total	3	0	208	33	3	1	411	54	17	24	1	509	0	0	1	126							
1700 - 1715	0	0	60	6	0	0	105	14	2	5	2	128	0	0	0	32							
1715 - 1730	0	1	65	6	0	0	107	10	4	5	0	110	0	0	0	40							
1730 - 1745	0	0	76	5	0	0	88	13	4	5	0	112	0	0	0	29							
1745 - 1800	0	0	60	10	0	0	92	11	2	7	0	113	0	0	0	29							
Hourly Total	0	1	261	30	0	1	392	48	8	21	2	473	0	0	0	138							
1800 - 1815	0	1	68	3	0	0	116	15	1	7	1	141	0	0	0	23							
1815 - 1830	0	1	73	2	0	0	116	15	1	8	0	141	0	0	0	30							
1830 - 1845	2	1	64	4	0	0	98	16	2	2	0	118	0	0	0	17							
1845 - 1900	0	0	74	1	0	0	98	11	0	2	0	112	1	0	0	11							
Hourly Total	2	2	279	10	0	1	429	58	4	19	1	512	1	1	0	81							
TOTAL	34	11	2175	265	29	3	2530	4	23	4284	786	161	276	17	5531	12	8	1442	92	14	9	7	1584



Banbury - Manual Traffic Survey, Thursday 6th October 2011

Junction: (32) Southern Road / Castle Street / North Bar Street / Warwick Road

Approach: Warwick Road

TIME	Left to Southern Road					Ahead to Castle Street					Right to North Bar Street							
	P/CYCLE	M/CYCLE	CAR	OGV1	OGV2	TOTAL	P/CYCLE	M/CYCLE	CAR	OGV1	OGV2	TOTAL	P/CYCLE	M/CYCLE	CAR	OGV1	OGV2	TOTAL
0700 - 0715	0	0	4	5	0	9	1	0	25	4	1	32	0	0	26	6	0	34
0715 - 0730	0	0	5	2	0	7	1	1	39	4	0	45	0	0	37	2	0	42
0730 - 0745	0	0	5	2	0	7	1	0	40	9	0	50	0	0	44	6	0	52
0745 - 0800	1	0	3	0	0	4	2	0	43	4	0	49	0	0	55	9	0	68
Hourly Total	2	0	17	9	0	28	5	1	147	21	0	176	0	0	162	25	0	196
0800 - 0815	0	1	7	2	0	8	1	2	34	1	0	38	0	0	73	4	0	79
0815 - 0830	0	0	7	2	0	9	1	0	55	2	0	58	0	0	89	10	0	104
0830 - 0845	0	0	7	0	0	7	0	1	68	6	0	75	0	0	79	4	0	85
0845 - 0900	0	1	6	0	0	7	0	1	67	1	0	70	1	0	66	7	0	78
Hourly Total	2	2	28	2	0	35	2	4	224	10	0	241	1	1	307	25	0	344
0900 - 0915	1	0	4	0	0	5	2	0	56	1	0	60	0	0	62	3	0	68
0915 - 0930	0	0	3	1	1	5	0	0	54	0	1	56	0	0	42	5	0	63
0930 - 0945	0	0	6	1	0	7	2	0	48	1	2	53	0	0	51	5	0	61
0945 - 1000	0	0	6	0	0	6	1	0	40	5	0	47	0	0	42	2	0	51
Hourly Total	1	0	22	2	1	26	5	0	198	7	4	216	0	0	197	15	2	222
1000 - 1015	0	0	2	0	0	2	4	0	42	0	1	48	0	0	48	7	0	58
1015 - 1030	0	0	2	0	0	2	4	0	56	1	0	59	0	0	42	3	0	66
1030 - 1045	0	0	3	1	0	4	0	0	44	3	0	48	0	0	38	7	0	58
Hourly Total	1	0	2	0	0	3	0	0	49	1	0	51	0	0	43	4	0	58
1100 - 1115	0	0	9	1	0	11	4	2	191	5	1	208	0	0	178	26	2	234
1115 - 1130	0	0	6	0	0	6	0	0	64	3	0	67	0	0	51	4	0	72
1130 - 1145	0	0	6	0	0	6	0	0	39	3	0	42	0	0	30	3	1	46
1145 - 1200	1	0	7	2	0	10	3	0	41	1	0	45	0	0	33	5	1	54
Hourly Total	1	0	27	2	0	32	3	0	194	9	1	208	0	0	167	16	3	227
1200 - 1215	2	0	7	2	0	11	1	0	42	3	1	47	2	0	43	3	1	53
1215 - 1230	0	0	12	2	0	14	1	0	42	4	0	47	0	0	35	6	0	53
1230 - 1245	0	0	5	4	0	9	2	0	50	2	0	54	0	0	38	4	1	61
1245 - 1300	0	0	11	1	0	12	1	0	47	7	0	55	1	0	49	0	1	65
Hourly Total	2	0	35	9	0	46	5	0	181	15	1	203	3	0	166	13	3	223
1300 - 1315	0	0	6	0	0	6	1	0	36	2	0	39	0	0	41	4	0	46
1315 - 1330	0	0	5	2	0	7	1	0	41	4	2	48	0	0	44	5	1	54
1330 - 1345	0	0	4	0	1	5	1	1	48	4	0	54	0	0	37	4	1	63
1345 - 1400	1	0	7	0	1	9	1	0	41	2	0	45	0	0	45	7	0	55
Hourly Total	1	0	23	2	2	28	3	3	166	12	2	188	0	2	167	20	2	210
1400 - 1415	2	0	11	1	0	14	0	0	30	9	0	39	0	0	48	4	0	56
1415 - 1430	1	0	7	1	0	9	2	0	28	4	1	35	0	0	38	7	0	45
1430 - 1445	0	0	8	1	0	9	0	0	34	2	0	38	0	0	47	7	2	52
1445 - 1500	0	0	7	1	0	8	0	0	35	1	0	37	1	2	57	6	0	66
Hourly Total	3	0	33	4	0	40	2	0	128	16	1	147	1	6	160	24	2	177
1500 - 1515	0	0	4	0	0	4	0	0	50	1	1	52	0	0	47	5	1	58
1515 - 1530	0	0	3	3	0	6	1	1	39	1	0	43	0	0	53	3	0	53
1530 - 1545	1	0	6	1	0	8	2	1	39	4	0	46	0	0	47	1	1	54
1545 - 1600	0	0	4	1	0	5	1	0	50	1	0	52	0	0	40	5	0	59
Hourly Total	1	0	17	5	0	23	4	2	178	7	1	193	0	1	192	15	2	210
1600 - 1615	0	0	7	3	1	11	2	0	50	4	0	57	0	0	55	12	1	69
1615 - 1630	0	0	5	0	0	5	1	3	30	6	0	39	0	0	52	8	0	52
1630 - 1645	0	0	6	0	0	6	0	1	40	7	0	48	0	0	47	5	0	55
1645 - 1700	0	0	9	4	0	13	2	0	40	6	0	48	1	1	55	7	0	62
Hourly Total	0	0	27	7	1	35	5	4	169	23	0	203	1	1	219	32	1	255
1700 - 1715	0	0	12	0	0	12	2	0	52	5	0	60	1	0	66	1	0	70
1715 - 1730	0	0	6	0	0	6	3	0	39	3	0	45	0	0	53	0	1	56
1730 - 1745	1	0	9	0	0	10	1	0	38	2	0	41	0	0	62	3	0	66
1745 - 1800	0	0	9	1	0	10	0	0	45	2	0	49	0	0	55	3	0	60
Hourly Total	1	0	34	1	0	36	6	0	175	12	0	196	1	1	236	7	1	244
1800 - 1815	0	0	8	1	0	9	1	0	39	4	0	44	0	0	48	5	0	53
1815 - 1830	0	0	7	0	0	7	0	0	48	2	0	50	1	0	45	3	0	56
1830 - 1845	0	0	6	0	0	6	0	0	39	1	0	39	0	0	54	2	0	50
1845 - 1900	0	0	4	3	0	7	1	0	28	0	0	28	0	0	55	4	0	60
Hourly Total	0	0	25	4	0	29	1	0	153	7	0	161	1	1	212	14	0	230
TOTAL	15	2	288	50	4	370	45	16	2054	145	12	2320	8	21	2381	231	17	2723



Banbury - Manual Traffic Survey, Thursday 6th October 2011

Junction: (B) A423 Southern Road / A422 Henner Way / A361 Southern Road / A422 Ruscombe Avenue

Approach: A423 Southern Road

TIME	Left to A422 Henner Way				Ahead to A361 Southern Road				Right to A422 Ruscombe Avenue			
	P/CYCLE	M/CYCLE	CAR	TOTAL	P/CYCLE	M/CYCLE	CAR	TOTAL	P/CYCLE	M/CYCLE	CAR	TOTAL
0700 - 0715	0	0	78	93	0	1	21	22	0	0	35	35
0715 - 0730	0	0	67	78	0	0	17	17	0	0	46	46
0730 - 0745	2	3	76	81	0	0	21	21	0	0	34	34
0745 - 0800	4	0	111	115	0	0	30	30	0	0	55	55
Hourly Total	6	3	332	341	0	0	89	89	0	0	170	170
0800 - 0815	2	0	122	124	0	1	51	52	0	0	48	48
0815 - 0830	2	0	141	143	0	0	35	35	0	0	78	78
0830 - 0845	0	0	112	112	0	0	29	29	0	0	65	65
0845 - 0900	2	0	112	114	0	0	22	22	0	0	48	48
Hourly Total	6	0	497	503	0	1	137	138	0	0	240	240
0900 - 0915	2	0	79	81	0	0	27	27	0	0	50	50
0915 - 0930	2	0	67	69	0	0	22	22	0	0	48	48
0930 - 0945	1	0	54	55	0	0	17	17	0	0	36	36
0945 - 1000	1	0	47	48	0	0	25	25	0	0	47	47
Hourly Total	6	0	247	253	0	0	91	91	0	0	161	161
1000 - 1015	0	0	55	55	0	0	24	24	0	0	31	31
1015 - 1030	1	1	54	56	0	0	20	20	0	0	27	27
1030 - 1045	0	0	34	34	0	0	22	22	0	0	32	32
1045 - 1100	0	0	40	40	0	0	24	24	0	0	39	39
Hourly Total	1	1	193	195	0	0	90	90	0	0	129	129
1100 - 1115	0	0	44	44	0	0	41	41	0	0	40	40
1115 - 1130	2	1	46	49	0	0	32	32	0	0	35	35
1130 - 1145	0	1	50	51	0	0	23	23	0	0	34	34
1145 - 1200	0	0	52	52	0	0	19	19	0	0	24	24
Hourly Total	2	2	192	196	0	0	115	115	0	0	133	133
1200 - 1215	1	0	54	55	0	0	16	16	0	0	48	48
1215 - 1230	1	1	59	61	0	0	15	15	0	0	45	45
1230 - 1245	0	1	50	51	0	0	12	12	0	0	61	61
1245 - 1300	0	1	54	55	0	0	14	14	0	0	21	21
Hourly Total	2	3	217	223	0	0	67	67	0	0	214	214
1300 - 1315	0	1	48	49	0	0	10	10	0	0	18	18
1315 - 1330	1	0	48	49	0	0	13	13	0	0	16	16
1330 - 1345	1	2	47	50	0	0	11	11	0	0	42	42
1345 - 1400	1	0	55	56	0	0	16	16	0	0	39	39
Hourly Total	3	3	198	204	0	0	50	50	0	0	212	212
1400 - 1415	2	0	50	52	0	0	23	23	0	0	51	51
1415 - 1430	0	0	34	34	0	0	23	23	0	0	37	37
1430 - 1445	3	0	51	54	0	0	22	22	0	0	59	59
1445 - 1500	0	0	55	55	0	0	22	22	0	0	40	40
Hourly Total	5	0	190	195	0	0	68	68	0	0	217	217
1500 - 1515	2	0	66	68	0	0	21	21	0	0	50	50
1515 - 1530	0	0	56	56	0	0	20	20	0	0	40	40
1530 - 1545	1	1	57	59	0	0	15	15	0	0	45	45
1545 - 1600	0	0	55	55	0	0	12	12	0	0	22	22
Hourly Total	3	1	234	236	0	0	68	68	0	0	164	164
1600 - 1615	0	0	55	55	0	0	15	15	0	0	25	25
1615 - 1630	0	0	45	45	0	0	14	14	0	0	47	47
1630 - 1645	0	0	89	89	0	0	16	16	0	0	63	63
1645 - 1700	1	0	78	79	0	0	23	23	0	0	59	59
Hourly Total	1	0	270	271	0	0	68	68	0	0	240	240
1700 - 1715	0	2	112	114	0	0	3	3	0	0	64	64
1715 - 1730	1	0	89	90	0	0	20	20	0	0	55	55
1730 - 1745	1	1	93	95	0	0	23	23	0	0	62	62
1745 - 1800	0	1	83	84	0	0	17	17	0	0	56	56
Hourly Total	2	4	377	385	0	0	70	70	0	0	237	237
1800 - 1815	0	1	61	62	0	0	10	10	0	0	14	14
1815 - 1830	1	1	43	45	0	0	5	5	0	0	6	6
1830 - 1845	1	0	52	53	0	0	9	9	0	0	11	11
1845 - 1900	0	0	48	48	0	0	7	7	0	0	7	7
Hourly Total	2	2	205	207	0	0	31	31	0	0	58	58
TOTAL	39	19	3132	3261	4	5	949	954	10	6	2414	2470



Banbury - Manual Traffic Survey, Thursday 6th October 2011

Junction: (8) A423 Southern Road / A422 Hennef Way / A361 Southern Road / A422 Ruscombe Avenue

Approach: A422 Hennef Way

TIME	Left to A361 Southern Road					Ahead to A422 Ruscombe Avenue					Right to A423 Southern Road							
	P/CYCLE/MCYCLE	CAR	LGW	OGV1	OGV2	TOTAL	P/CYCLE/MCYCLE	CAR	LGW	OGV1	OGV2	TOTAL	P/CYCLE/MCYCLE	CAR	LGW	OGV1	OGV2	TOTAL
0700-0715	1	0	23	2	3	26	0	60	11	6	0	63	0	0	34	1	4	47
0715-0730	0	2	24	4	2	34	0	58	16	2	3	73	0	0	50	22	1	74
0730-0745	0	2	27	11	2	42	0	85	16	6	1	103	0	0	68	26	4	100
0745-0800	0	0	31	15	4	50	0	118	32	4	1	135	0	0	88	24	1	116
Hourly Total	1	3	105	37	7	157	0	332	75	18	11	438	0	0	240	80	5	337
0800-0815	0	0	51	10	7	69	0	127	26	2	3	160	0	0	101	17	2	124
0815-0830	0	1	49	14	1	64	0	128	26	1	7	164	1	1	111	13	0	125
0830-0845	0	1	65	9	3	78	0	128	21	4	8	159	0	0	98	11	2	112
0845-0900	0	1	49	7	5	62	0	128	21	7	23	180	0	0	100	17	2	121
Hourly Total	0	3	224	40	16	283	0	472	97	7	23	603	1	1	410	68	5	486
0900-0915	0	0	40	6	4	50	0	104	11	4	2	121	0	0	74	14	2	92
0915-0930	0	0	45	13	4	62	0	104	11	3	4	123	0	0	63	11	4	81
0930-0945	0	0	36	15	4	55	0	67	11	3	5	86	0	0	49	12	1	66
0945-1000	0	1	41	11	2	55	0	76	10	6	2	95	0	0	39	10	3	60
Hourly Total	0	1	162	45	13	221	0	351	43	16	13	425	0	0	225	47	9	259
1000-1015	0	0	38	8	3	49	0	78	18	1	2	99	0	0	45	16	3	70
1015-1030	0	0	36	11	5	52	0	90	20	4	4	119	0	0	32	9	4	62
1030-1045	0	0	46	11	0	57	0	90	20	4	4	119	0	0	59	16	0	77
1045-1100	0	2	37	9	3	54	0	83	18	3	5	109	0	0	40	10	3	65
Hourly Total	0	2	167	39	7	215	0	324	72	13	13	426	0	0	176	61	19	257
1100-1115	0	0	38	10	4	52	0	82	22	2	3	111	0	0	51	10	3	73
1115-1130	0	0	39	9	2	51	0	86	12	7	6	113	0	0	33	21	2	62
1130-1145	0	1	41	9	1	53	0	90	19	3	7	120	0	0	50	11	2	67
1145-1200	0	1	35	7	4	47	0	102	22	2	2	131	0	0	50	8	2	66
Hourly Total	0	1	156	35	11	208	0	360	75	15	18	475	0	0	185	60	10	265
1200-1215	0	1	35	9	3	47	0	106	12	3	4	127	0	0	51	15	3	70
1215-1230	0	0	40	13	3	56	0	92	18	2	4	119	0	0	40	13	4	60
1230-1245	0	1	38	11	2	51	0	92	18	1	7	111	0	0	48	16	3	67
1245-1300	0	0	33	12	2	47	0	125	15	1	3	143	0	0	48	16	3	73
Hourly Total	0	2	149	45	13	209	0	418	45	7	3	477	0	0	48	21	4	554
1300-1315	0	0	37	5	1	43	0	43	8	13	20	64	0	1	187	65	14	264
1315-1330	0	1	41	10	5	57	0	118	22	2	5	147	0	0	50	11	5	70
1330-1345	0	1	45	6	3	55	0	111	26	2	3	147	0	0	51	9	2	67
1345-1400	0	0	38	9	3	50	0	123	19	2	3	149	0	0	45	9	4	65
Hourly Total	0	2	161	33	11	207	0	470	91	8	13	587	0	2	188	38	11	267
1400-1415	0	0	38	10	3	51	0	130	22	3	5	155	0	0	53	11	5	70
1415-1430	0	4	40	7	1	52	0	87	16	3	5	111	0	0	59	18	1	85
1430-1445	0	4	42	7	4	55	0	98	14	2	4	118	0	0	59	14	3	80
1445-1500	0	1	47	9	0	57	0	92	10	2	4	111	0	0	41	13	3	65
Hourly Total	0	9	167	33	8	217	0	467	62	10	13	552	0	1	212	66	12	309
1500-1515	0	0	44	11	1	56	0	109	28	1	4	147	0	0	57	18	3	82
1515-1530	0	2	46	14	1	63	0	132	22	1	3	163	0	0	73	15	4	90
1530-1545	1	0	51	9	2	62	0	108	21	2	6	138	0	0	47	12	2	67
1545-1600	0	0	55	10	2	67	0	96	17	4	2	120	0	0	65	13	4	82
Hourly Total	1	2	195	44	6	248	0	445	80	15	8	568	0	0	242	68	15	340
1600-1615	0	1	49	7	0	56	0	115	18	2	6	143	0	0	52	18	5	73
1615-1630	0	0	56	7	3	66	0	120	24	2	2	150	0	0	77	11	2	88
1630-1645	0	0	61	9	1	71	0	114	25	6	4	151	0	0	87	13	2	94
1645-1700	0	0	55	6	2	63	0	133	28	6	4	174	0	0	98	15	5	105
Hourly Total	0	1	221	29	6	257	0	482	95	16	16	618	0	1	324	68	15	411
1700-1715	0	0	48	10	1	59	0	154	19	3	6	184	0	0	116	15	2	140
1715-1730	0	0	49	7	0	56	0	155	26	0	2	187	0	0	125	9	2	142
1730-1745	0	0	48	8	1	57	0	155	19	0	2	178	0	0	135	3	0	147
1745-1800	0	1	60	11	1	74	0	161	18	0	11	194	0	0	107	8	3	121
Hourly Total	0	1	215	36	3	255	0	625	82	3	23	743	0	0	485	35	13	550
1800-1815	0	0	57	6	3	66	0	140	21	1	5	171	0	0	85	5	1	94
1815-1830	0	0	37	7	2	46	0	128	6	0	6	141	0	0	69	4	0	54
1830-1845	0	0	40	5	2	47	0	130	7	1	3	144	0	0	69	5	1	79
1845-1900	0	0	33	4	1	38	0	115	7	0	4	128	0	0	62	3	0	65
Hourly Total	0	0	167	22	7	200	0	511	43	2	18	582	0	0	306	17	2	332
TOTAL	2	27	2079	438	110	2747	0	48	884	128	198	6505	1	6	3190	613	119	4138



Banbury - Manual Traffic Survey, Thursday 6th October 2011

Junction: (B) A423 Southern Road / A422 Hennem Way / A351 Southern Road / A422 Ruscombe Avenue

Approach: A351 Southern Road

TIME	Left to A422 Ruscombe Avenue					Ahead to A423 Southern Road					Right to A422 Hennem Way							
	P/CYCLE	M/CYCLE	CAR	LGV	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	BUS	TOTAL
0700 - 0715	0	0	13	0	0	14	0	0	6	6	1	14	0	0	25	8	1	41
0715 - 0730	0	0	15	1	0	16	0	0	17	3	2	22	0	0	45	15	2	63
0730 - 0745	0	0	22	7	2	31	0	0	15	4	0	19	0	0	42	13	0	55
0745 - 0800	0	0	27	5	0	32	0	0	21	6	0	27	0	0	54	19	0	74
Hourly Total	0	0	77	14	2	93	0	0	59	19	2	80	0	0	170	55	2	228
0800 - 0815	0	0	26	6	0	32	0	0	19	3	2	25	0	0	64	14	2	80
0815 - 0830	0	0	28	6	0	34	0	0	25	5	0	30	0	0	50	8	1	61
0830 - 0845	0	1	27	4	1	34	0	0	27	3	0	30	0	0	49	9	1	61
0845 - 0900	0	0	22	6	2	30	0	0	25	3	1	30	0	0	50	16	2	79
Hourly Total	0	1	103	25	3	132	0	0	86	14	3	103	0	0	213	47	6	290
0900 - 0915	0	0	26	8	0	34	0	0	20	2	1	24	0	0	40	6	5	51
0915 - 0930	0	0	24	6	4	34	0	0	19	5	3	28	0	0	40	9	1	56
0930 - 0945	0	0	31	7	2	40	0	0	19	4	2	26	0	0	33	10	1	47
0945 - 1000	0	0	44	4	0	48	0	0	15	3	2	21	0	0	42	5	4	56
Hourly Total	0	0	125	25	6	156	0	0	73	14	8	95	0	0	169	30	22	223
1000 - 1015	0	0	44	0	0	44	0	0	24	5	3	32	0	0	51	12	4	70
1015 - 1030	0	0	44	10	1	55	0	0	15	5	1	21	0	0	46	17	4	72
1030 - 1045	1	0	47	5	2	54	0	0	27	4	1	32	0	0	42	9	0	53
1045 - 1100	0	0	52	4	1	57	0	1	25	4	1	30	0	0	43	10	1	58
Hourly Total	1	0	197	25	4	227	0	1	91	22	5	118	0	0	184	48	16	233
1100 - 1115	0	0	51	5	0	56	0	0	17	4	0	21	0	0	38	15	0	53
1115 - 1130	0	0	55	6	1	62	0	0	17	2	5	24	0	0	46	16	1	63
1130 - 1145	0	0	60	4	1	65	0	0	19	4	1	24	0	0	42	14	1	57
1145 - 1200	0	0	53	7	0	60	0	0	36	2	1	39	0	0	46	14	1	61
Hourly Total	0	0	219	23	2	247	0	0	89	12	7	108	0	0	172	59	3	234
1200 - 1215	0	0	44	11	1	56	0	0	44	6	3	53	0	0	38	9	3	50
1215 - 1230	0	0	71	4	1	76	0	0	25	3	0	29	0	0	47	6	0	53
1230 - 1245	0	0	85	7	1	93	0	0	41	3	3	47	0	0	24	12	0	41
1245 - 1300	0	0	57	7	1	65	0	0	34	1	0	35	0	0	40	13	2	55
Hourly Total	0	0	240	28	4	272	0	0	145	13	6	164	0	0	149	49	5	211
1300 - 1315	0	0	77	2	3	82	0	0	39	5	2	46	0	0	32	11	2	45
1315 - 1330	0	0	59	6	0	65	0	0	50	4	0	54	0	0	32	15	2	49
1330 - 1345	0	0	48	6	2	56	0	0	65	3	0	68	0	0	57	2	5	64
1345 - 1400	0	0	54	13	1	68	0	0	36	4	2	42	0	0	37	19	1	57
Hourly Total	0	0	238	27	6	271	0	0	190	16	4	210	0	0	133	57	10	200
1400 - 1415	0	0	53	10	1	64	0	0	46	3	1	50	0	0	43	15	1	59
1415 - 1430	0	0	59	5	1	65	0	0	40	3	5	48	0	0	56	16	1	73
1430 - 1445	0	0	52	0	0	52	0	0	35	3	1	39	0	0	50	19	3	72
1445 - 1500	0	0	52	5	0	57	0	0	27	6	1	34	0	0	55	13	4	72
Hourly Total	0	0	221	23	2	246	0	0	149	15	8	172	0	0	204	63	9	276
1500 - 1515	0	0	47	3	1	51	0	0	44	8	1	53	0	0	56	9	2	67
1515 - 1530	0	0	54	7	1	62	0	0	26	2	0	28	0	0	42	13	3	58
1530 - 1545	1	0	53	8	1	62	0	0	31	6	1	38	0	0	48	11	1	60
1545 - 1600	0	0	52	3	0	55	0	0	33	4	1	38	0	0	48	11	1	60
Hourly Total	1	0	218	21	3	242	0	0	134	20	5	159	0	0	199	42	6	247
1600 - 1615	0	0	45	7	2	54	0	0	35	4	0	39	0	0	58	18	5	81
1615 - 1630	0	0	74	6	0	80	0	0	46	4	2	52	0	0	52	20	3	75
1630 - 1645	1	0	48	7	0	55	0	0	53	5	0	60	0	0	53	27	3	83
1645 - 1700	0	0	41	3	1	45	0	0	59	7	2	68	0	0	45	20	3	78
Hourly Total	1	0	208	23	3	234	0	0	183	20	4	207	0	0	268	65	14	347
1700 - 1715	0	0	51	7	0	58	0	0	65	3	0	68	0	0	46	12	2	60
1715 - 1730	0	0	42	7	0	49	0	0	55	4	2	61	0	0	51	16	3	70
1730 - 1745	0	0	49	6	0	55	0	0	54	2	0	56	0	0	47	13	0	60
1745 - 1800	0	0	70	5	0	75	0	0	48	2	0	50	0	0	41	5	1	47
Hourly Total	0	0	212	25	0	237	0	0	222	11	2	235	0	0	191	46	6	243
1800 - 1815	0	0	54	2	1	57	0	0	70	3	0	73	0	0	46	9	0	55
1815 - 1830	0	0	45	3	0	48	0	0	58	1	0	59	0	0	32	5	0	37
1830 - 1845	1	0	47	5	0	52	0	0	52	2	0	54	0	0	21	3	0	27
1845 - 1900	0	0	27	3	0	31	0	0	60	1	0	61	0	0	24	4	0	30
Hourly Total	1	0	173	13	1	187	0	0	240	7	0	247	0	0	123	21	0	144
TOTAL	4	10	2229	273	36	2563	1	3	1681	163	55	1848	0	0	27	215	75	3076



Banbury - Manual Traffic Survey, Thursday 6th October 2011

Junction: (B) A423 Southern Road / A422 Hernel Way / A361 Southern Road / A422 Ruscott Avenue

Approach: A422 Ruscott Avenue

TIME	Left to A423 Southern Road					Ahead to A422 Hernel Way					Right to A361 Southern Road									
	P/CYCLE/M/CYCLE	CAR	LGV	OGV1	OGV2	TOTAL	P/CYCLE/M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE/M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	
0700 - 0715	0	0	7	0	0	7	0	110	27	4	8	2	0	15	6	0	0	0	21	
0715 - 0730	0	20	4	1	0	25	0	122	16	5	4	2	152	0	20	5	0	0	25	
0730 - 0745	0	16	2	1	0	19	0	144	27	1	5	2	180	0	42	4	0	0	48	
0745 - 0800	0	0	21	0	0	21	0	150	30	2	7	1	200	0	50	13	0	0	63	
Hourly Total	0	54	18	2	0	74	0	538	100	12	25	5	633	0	127	28	0	0	157	
0800 - 0815	0	1	20	0	1	21	0	127	22	7	5	0	163	0	49	10	0	0	61	
0815 - 0830	0	0	28	0	1	29	0	129	21	1	6	0	151	0	46	7	2	0	56	
0830 - 0845	0	0	21	1	0	22	0	152	23	5	3	0	188	0	39	5	2	0	46	
0845 - 0900	0	0	25	4	0	29	0	109	22	3	9	0	145	0	39	8	1	0	48	
Hourly Total	0	1	94	11	2	118	0	517	88	16	23	1	655	0	173	30	5	1	211	
0900 - 0915	0	0	25	1	0	26	0	152	22	3	6	3	187	0	41	9	1	0	51	
0915 - 0930	0	0	16	2	0	18	0	110	26	2	2	1	141	0	40	8	0	0	50	
0930 - 0945	0	0	16	0	0	16	0	87	18	5	3	2	115	0	28	6	1	0	36	
0945 - 1000	0	0	26	4	1	31	0	89	22	1	3	0	115	0	47	12	2	0	61	
Hourly Total	0	0	83	7	6	96	0	438	88	11	14	6	558	0	155	35	4	3	198	
1000 - 1015	0	0	17	0	1	18	0	1	51	23	2	0	120	0	54	10	1	0	65	
1015 - 1030	0	0	19	4	0	23	0	81	21	3	4	0	109	0	61	10	0	0	72	
1030 - 1045	0	0	30	2	3	35	0	91	11	3	4	0	109	0	56	11	0	0	72	
1045 - 1100	0	0	26	3	1	30	0	75	23	2	4	0	104	0	54	11	0	0	67	
Hourly Total	0	0	92	18	5	115	0	338	77	10	15	0	442	0	235	42	1	2	57	
1100 - 1115	0	0	23	2	0	25	0	72	19	6	5	0	102	0	50	11	0	0	71	
1115 - 1130	0	0	27	6	0	33	0	83	13	6	2	0	104	0	55	4	0	0	65	
1130 - 1145	0	0	27	1	0	28	0	81	15	6	5	0	108	0	51	4	0	0	65	
1145 - 1200	0	0	25	1	0	26	0	71	22	6	3	1	105	0	54	14	0	0	70	
Hourly Total	0	0	102	10	2	114	0	307	70	24	15	1	420	0	210	29	0	3	242	
1200 - 1215	0	0	20	3	1	24	0	85	21	2	2	0	110	0	62	5	0	0	61	
1215 - 1230	0	0	27	2	0	29	0	85	14	3	1	0	105	0	53	8	0	0	64	
1230 - 1245	0	0	34	1	1	36	0	138	14	5	2	0	157	0	55	8	0	0	63	
1245 - 1300	0	0	24	2	1	27	0	138	22	4	3	0	172	0	57	5	0	0	62	
Hourly Total	0	0	106	8	3	117	0	444	71	14	8	0	544	0	277	27	0	3	259	
1300 - 1315	0	0	35	4	0	39	0	122	14	1	0	0	140	0	54	9	1	0	65	
1315 - 1330	0	0	39	1	0	40	0	134	22	2	0	0	161	0	58	11	0	0	67	
1330 - 1345	0	0	37	2	0	39	0	150	25	6	4	0	188	0	60	15	0	0	78	
1345 - 1400	0	0	24	5	0	29	0	127	19	2	1	0	149	0	57	10	0	0	67	
Hourly Total	0	0	132	13	0	145	0	533	80	11	9	0	636	0	277	45	1	1	278	
1400 - 1415	0	0	39	5	0	44	0	109	19	2	2	2	124	0	61	9	0	2	72	
1415 - 1430	0	0	42	4	1	47	0	87	15	3	5	1	111	0	48	13	0	1	62	
1430 - 1445	0	0	42	3	0	45	0	113	14	2	2	1	132	0	47	5	0	1	59	
1445 - 1500	0	0	33	5	1	39	0	98	18	1	1	0	119	0	49	10	0	0	53	
Hourly Total	0	0	155	17	2	174	0	468	66	8	10	4	496	0	203	37	0	4	246	
1500 - 1515	0	0	24	3	0	27	0	115	21	0	0	1	137	0	52	7	0	0	60	
1515 - 1530	0	0	25	6	0	31	0	99	22	3	2	0	126	0	45	5	2	1	63	
1530 - 1545	0	0	32	2	0	34	0	120	18	2	1	2	144	0	50	13	0	0	63	
1545 - 1600	0	0	26	1	0	27	0	109	22	1	2	2	137	0	46	5	1	2	57	
Hourly Total	0	0	107	12	2	121	0	443	83	6	5	5	544	0	185	30	3	0	222	
1600 - 1615	0	0	28	3	1	32	0	108	20	0	2	0	131	0	49	10	0	0	59	
1615 - 1630	0	0	27	3	0	30	0	122	14	1	3	4	144	0	38	14	0	0	53	
1630 - 1645	0	0	28	1	0	29	0	151	24	2	1	0	178	0	35	11	1	1	48	
1645 - 1700	0	0	27	5	0	32	0	138	24	2	1	0	165	0	28	11	0	0	40	
Hourly Total	0	0	110	12	1	123	0	519	80	5	7	5	618	0	191	46	1	1	200	
1700 - 1715	0	0	32	2	0	34	0	114	25	0	1	0	141	0	42	5	0	0	49	
1715 - 1730	0	0	38	3	0	41	0	165	24	2	2	0	193	0	58	9	0	1	69	
1730 - 1745	0	0	33	2	0	35	0	147	16	2	5	0	171	0	71	11	1	0	83	
1745 - 1800	0	0	32	4	0	36	0	159	16	2	1	0	209	0	67	7	0	0	74	
Hourly Total	0	0	135	11	0	146	0	614	81	5	9	0	714	0	238	32	2	1	275	
1800 - 1815	0	0	35	1	0	36	0	160	18	0	0	0	179	0	55	13	0	0	68	
1815 - 1830	0	0	34	1	0	35	0	134	9	2	0	0	145	0	59	9	0	0	66	
1830 - 1845	0	0	36	2	0	38	0	139	11	0	1	0	151	0	38	5	0	0	43	
1845 - 1900	0	0	21	3	0	24	0	166	5	0	1	2	174	0	39	9	0	0	48	
Hourly Total	0	0	127	7	1	135	0	699	43	2	2	2	649	0	188	35	0	0	225	
TOTAL	1	12	1306	144	23	1505	4	38	5696	927	124	142	29	8960	2	2310	416	17	23	2782



Banbury - Manual Traffic Survey, Thursday 6th October 2011

Junction: (S) Daventry Road / A422 / Emont Way

Approach: Daventry Road

TIME	Left to A422 (East)				Ahead to Emont Way				Right to A422 (West)															
	P/CYCLE	M/CYCLE	CAR	TOTAL	P/CYCLE	M/CYCLE	CAR	TOTAL	P/CYCLE	M/CYCLE	CAR	TOTAL												
0700-0715	0	0	4	4	0	0	0	0	0	0	0	0												
0715-0730	0	0	3	3	0	0	1	1	0	0	0	0												
0730-0745	0	0	2	2	0	0	2	2	0	0	0	0												
0745-0800	0	0	6	6	0	0	3	3	0	0	0	0												
Hourly Total	0	0	15	15	0	0	6	6	0	0	0	0												
0800-0815	0	0	3	3	0	0	2	2	0	0	0	0												
0815-0830	0	0	3	3	0	0	2	2	0	0	0	0												
0830-0845	0	0	3	3	0	0	2	2	0	0	0	0												
0845-0900	0	0	3	3	0	0	2	2	0	0	0	0												
Hourly Total	0	0	12	12	0	0	8	8	0	0	0	0												
0900-0915	0	0	5	5	0	0	2	2	0	0	0	0												
0915-0930	0	0	4	4	0	0	2	2	0	0	0	0												
0930-0945	0	0	5	5	0	0	2	2	0	0	0	0												
0945-1000	0	0	10	10	0	0	4	4	0	0	0	0												
Hourly Total	0	0	24	24	0	0	11	11	0	0	0	0												
1000-1015	0	0	10	10	0	0	3	3	0	0	0	0												
1015-1030	0	0	3	3	0	0	3	3	0	0	0	0												
1030-1045	0	0	5	5	0	0	2	2	0	0	0	0												
1045-1100	0	0	9	9	0	0	4	4	0	0	0	0												
Hourly Total	0	0	27	27	0	0	14	14	0	0	0	0												
1100-1115	0	0	7	7	0	0	2	2	0	0	0	0												
1115-1130	0	0	4	4	0	0	1	1	0	0	0	0												
1130-1145	0	0	16	16	0	0	2	2	0	0	0	0												
1145-1200	0	0	6	6	0	0	4	4	0	0	0	0												
Hourly Total	0	0	38	38	0	0	15	15	0	0	0	0												
1200-1215	0	0	9	9	0	0	4	4	0	0	0	0												
1215-1230	0	0	8	8	0	0	4	4	0	0	0	0												
1230-1245	0	0	10	10	0	0	3	3	0	0	0	0												
Hourly Total	0	0	27	27	0	0	11	11	0	0	0	0												
1245-1300	0	0	10	10	0	0	4	4	0	0	0	0												
Hourly Total	0	0	37	37	0	0	16	16	0	0	0	0												
1300-1315	0	0	16	16	0	0	2	2	0	0	0	0												
1315-1330	0	0	15	15	0	0	3	3	0	0	0	0												
1330-1345	0	0	9	9	0	0	4	4	0	0	0	0												
1345-1400	0	0	7	7	0	0	4	4	0	0	0	0												
Hourly Total	0	0	47	47	0	0	27	27	0	0	0	0												
1400-1415	0	0	11	11	0	0	3	3	0	0	0	0												
1415-1430	0	0	13	13	0	0	4	4	0	0	0	0												
1430-1445	0	0	5	5	0	0	2	2	0	0	0	0												
1445-1500	0	0	9	9	0	0	3	3	0	0	0	0												
Hourly Total	0	0	38	38	0	0	13	13	0	0	0	0												
1500-1515	0	0	11	11	0	0	5	5	0	0	0	0												
1515-1530	0	0	13	13	0	0	5	5	0	0	0	0												
1530-1545	0	0	12	12	0	0	4	4	0	0	0	0												
1545-1600	0	0	9	9	0	0	3	3	0	0	0	0												
Hourly Total	0	0	45	45	0	0	17	17	0	0	0	0												
1600-1615	0	0	22	22	0	0	3	3	0	0	0	0												
1615-1630	0	0	27	27	0	0	1	1	0	0	0	0												
1630-1645	0	0	30	30	0	0	2	2	0	0	0	0												
Hourly Total	0	0	79	79	0	0	6	6	0	0	0	0												
1645-1700	0	0	27	27	0	0	4	4	0	0	0	0												
Hourly Total	0	0	105	105	0	0	23	23	0	0	0	0												
1700-1715	0	0	9	9	0	0	3	3	0	0	0	0												
1715-1730	0	0	60	60	0	0	1	1	0	0	0	0												
1730-1745	0	0	79	79	0	0	1	1	0	0	0	0												
1745-1800	0	0	51	51	0	0	2	2	0	0	0	0												
Hourly Total	0	0	289	289	0	0	6	6	0	0	0	0												
1800-1815	0	0	53	53	0	0	3	3	0	0	0	0												
1815-1830	0	0	32	32	0	0	1	1	0	0	0	0												
1830-1845	0	0	22	22	0	0	4	4	0	0	0	0												
1845-1900	0	0	13	13	0	0	1	1	0	0	0	0												
Hourly Total	0	0	110	110	0	0	3	3	0	0	0	0												
TOTAL	0	0	786	786	150	49	110	1095	2	1	371	63	28	3	1	488	0	7	1299	258	49	41	1	1655



Banbury - Manual Traffic Survey, Thursday 6th October 2011

Junction: (S) Daventry Road / A422 / Ermont Way

Approach: A422 (East)

TIME	Left to Ermont Way											Ahead to A422 (West)											Right to Daventry Road										
	P/CYCLE	M/CYCLE	CAR	LSV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LSV	OGV1	OGV2	BUS	TOTAL										
0700 - 0715	0	0	45	12	1	3	0	61	0	0	98	31	10	2	155	0	0	14	2	0	1	17											
0715 - 0730	0	0	50	7	1	4	0	62	0	2	160	48	3	2	215	0	1	17	2	2	4	25											
0730 - 0745	0	0	75	10	0	5	0	91	0	2	221	48	13	8	284	0	1	12	3	0	1	17											
0745 - 0800	0	0	75	15	4	2	1	98	0	5	267	65	11	3	378	0	1	45	10	0	3	59											
Hourly Total	0	0	246	44	6	14	1	312	0	5	766	193	37	44	1053	0	3	88	17	2	9	119											
0800 - 0815	0	0	63	18	4	3	2	90	1	3	340	45	11	12	412	0	2	53	9	1	0	65											
0815 - 0830	0	2	84	10	2	0	103	2	3	407	54	8	10	3	487	0	0	102	4	1	3	110											
0830 - 0845	0	0	84	5	4	3	96	0	0	356	44	8	8	4	420	0	0	98	3	4	1	108											
0845 - 0900	0	1	85	12	5	4	111	0	0	343	25	9	8	0	386	0	0	58	2	2	6	108											
Hourly Total	0	3	320	45	15	10	402	3	6	1448	179	36	38	7	1715	0	2	351	18	8	10	389											
0900 - 0915	0	0	61	10	1	5	2	79	0	0	309	26	6	11	0	354	0	0	49	5	3	1	58										
0915 - 0930	0	0	40	5	4	2	51	0	1	234	27	6	9	0	277	0	1	47	3	1	0	52											
0930 - 0945	0	0	33	5	3	3	1	46	0	0	222	35	7	13	0	277	0	0	47	5	1	2	55										
0945 - 1000	0	2	35	10	1	3	2	53	0	1	181	30	9	16	0	237	0	0	33	4	3	0	40										
Hourly Total	0	2	169	31	9	13	7	231	0	2	946	118	30	49	0	1145	0	1	176	17	8	3	205										
1000 - 1015	0	0	21	9	6	3	1	40	0	0	184	31	5	7	0	227	0	0	13	4	2	0	21										
1015 - 1030	0	0	33	5	2	5	0	46	0	0	190	29	9	14	0	242	0	0	18	1	4	0	23										
1030 - 1045	0	0	31	4	1	6	1	43	0	0	168	40	3	3	1	215	0	0	11	2	1	3	17										
Hourly Total	0	0	115	29	10	19	3	177	0	0	696	126	27	33	1	883	0	0	57	8	7	6	78										
1100 - 1115	0	0	32	3	1	3	1	40	0	3	133	31	11	11	0	179	0	0	21	1	5	2	29										
1115 - 1130	0	1	25	6	4	3	0	39	0	1	147	27	7	11	2	195	0	0	9	1	1	0	11										
1130 - 1145	0	0	26	10	2	4	1	43	0	2	164	20	6	12	2	215	0	0	10	2	1	2	16										
1145 - 1200	0	0	28	9	4	4	2	47	0	1	141	26	12	7	0	187	0	0	12	1	2	0	16										
Hourly Total	0	1	114	34	16	15	5	165	0	4	604	126	30	36	5	805	0	0	62	5	9	5	71										
1200 - 1215	0	0	31	7	0	4	1	43	0	3	133	31	11	11	0	179	0	0	10	4	2	0	17										
1215 - 1230	0	0	44	5	2	1	2	54	0	2	140	25	5	10	0	164	0	0	10	4	2	0	18										
1230 - 1245	0	0	44	5	2	1	2	54	0	2	140	25	5	10	0	164	0	0	10	4	2	0	18										
Hourly Total	0	0	26	6	0	2	1	38	0	5	127	36	4	5	0	161	0	0	13	4	1	0	18										
1300 - 1315	0	0	36	8	9	3	2	58	0	10	154	18	33	4	0	181	0	0	19	2	1	0	27										
1315 - 1330	0	1	36	10	7	1	6	61	0	0	144	23	6	9	1	183	0	0	28	4	2	1	35										
1330 - 1345	0	0	36	5	3	1	1	40	0	0	155	35	6	15	4	247	1	0	20	3	3	0	29										
1345 - 1400	0	0	32	4	0	0	0	41	0	0	157	37	7	10	1	222	0	0	10	3	2	0	17										
Hourly Total	0	1	125	27	24	7	3	187	0	2	652	121	30	43	9	834	1	0	75	17	12	5	30										
1400 - 1415	0	0	26	11	3	2	0	42	0	0	139	24	4	10	3	180	0	0	18	6	2	1	27										
1415 - 1430	0	0	27	10	6	3	2	48	0	3	166	14	7	11	4	205	0	0	14	3	2	2	21										
1430 - 1445	0	0	20	12	2	2	0	36	0	2	157	26	6	14	2	217	0	0	5	2	1	2	10										
1445 - 1500	0	0	33	14	9	2	1	59	0	0	186	20	3	11	0	220	0	0	6	0	0	0	15										
Hourly Total	0	0	106	47	20	9	3	185	0	5	658	84	20	48	9	822	0	0	45	17	5	5	73										
1500 - 1515	0	0	25	10	11	1	0	47	0	0	149	35	3	14	5	206	0	0	10	4	2	3	19										
1515 - 1530	0	2	32	6	7	6	0	53	0	2	199	29	6	11	5	282	0	0	6	4	0	1	11										
1530 - 1545	0	0	39	10	5	1	2	57	0	3	160	33	6	10	2	214	0	0	7	4	1	0	12										
Hourly Total	0	1	31	11	6	2	1	52	0	0	194	40	5	10	2	250	0	0	7	2	0	4	13										
1600 - 1615	0	0	30	12	8	3	4	57	0	5	702	137	20	45	13	922	0	0	30	14	3	6	55										
1615 - 1630	0	0	38	8	5	4	0	65	0	1	195	34	5	11	3	218	0	0	7	4	0	1	12										
1630 - 1645	0	0	41	11	4	5	1	82	0	0	189	43	8	9	2	269	0	0	5	5	0	2	12										
1645 - 1700	0	0	43	10	3	8	1	65	0	1	232	46	10	11	1	321	0	0	5	3	1	0	9										
Hourly Total	0	0	152	41	20	20	6	239	0	2	803	170	31	48	7	1058	0	0	21	17	5	4	44										
1700 - 1715	0	1	48	17	5	2	1	74	0	1	222	31	3	10	0	297	0	0	17	3	1	2	23										
1715 - 1730	0	0	62	8	6	4	1	84	0	0	265	32	6	6	0	369	0	0	11	2	1	2	23										
1730 - 1745	0	1	43	6	6	4	1	63	0	1	250	23	0	10	2	296	0	0	5	1	4	0	14										
Hourly Total	0	3	57	6	2	4	1	71	0	0	265	20	2	15	2	304	0	0	5	1	1	4	9										
1800 - 1815	0	3	210	39	19	14	4	299	0	2	1092	116	11	41	4	1176	0	0	38	7	10	0	62										
1815 - 1830	0	0	40	5	1	6	2	64	0	0	235	22	5	7	0	289	0	0	9	2	2	0	13										
1830 - 1845	0	0	51	5	2	5	1	64	0	2	222	18	4	5	1	262	0	0	6	1	0	1	8										
1845 - 1900	0	0	50	4	4	5	0	63	0	3	211	18	2	6	0	240	0	0	8	2	0	1	11										
Hourly Total	0	0	32	5	1	2	0	40	0	1	201	13	5	2	224	0	0	7	1	0	1	9											
TOTAL	0	14	1994	414	179	159	52	2812	3	49	8638	1556	321	487	64	12118	1	6	1018	155	78	73	0	1331									



Banbury - Manual Traffic Survey, Thursday 6th October 2011

Junction: (S) Daventry Road / A422 / Ermont Way

Approach: Ermont Way

TIME	Left to A422 (West)				Ahead to Daventry Road				Right to A422 (East)															
	PICYCLE/MCYCLE	CAR	OGV1	BUS	PICYCLE/MCYCLE	CAR	OGV1	BUS	PICYCLE/MCYCLE	CAR	OGV1	BUS	TOTAL											
0700 - 0715	0	28	3	0	0	0	0	0	0	0	0	0	28											
0715 - 0730	0	40	6	1	0	0	0	0	0	0	0	0	46											
0730 - 0745	0	29	11	1	0	0	0	0	0	0	0	0	40											
0745 - 0800	0	41	17	4	0	0	0	0	0	0	0	0	62											
Hourly Total	0	138	37	6	0	0	0	0	0	0	0	0	181											
0800 - 0815	0	62	5	0	0	0	0	0	0	0	0	0	67											
0815 - 0830	0	61	12	3	1	0	0	0	0	0	0	0	76											
0830 - 0845	1	54	7	2	3	0	0	0	0	0	0	0	66											
0845 - 0900	0	50	12	4	1	0	0	0	0	0	0	0	67											
Hourly Total	1	227	36	9	0	0	0	0	0	0	0	0	272											
0900 - 0915	0	29	11	4	0	0	0	0	0	0	0	0	44											
0915 - 0930	0	40	15	3	1	0	0	0	0	0	0	0	60											
0930 - 0945	0	35	7	4	1	0	0	0	0	0	0	0	47											
0945 - 1000	0	40	10	4	1	0	0	0	0	0	0	0	55											
Hourly Total	0	144	43	15	3	0	0	0	0	0	0	0	205											
1000 - 1015	0	31	7	1	1	0	0	0	0	0	0	0	40											
1015 - 1030	0	30	9	3	3	0	0	0	0	0	0	0	45											
1030 - 1045	0	30	11	3	1	0	0	0	0	0	0	0	45											
Hourly Total	0	91	27	5	4	0	0	0	0	0	0	0	127											
1045 - 1100	0	33	7	2	3	0	0	0	0	0	0	0	45											
Hourly Total	0	104	34	7	8	0	0	0	0	0	0	0	153											
1100 - 1115	0	35	7	0	1	0	0	0	0	0	0	0	43											
1115 - 1130	0	31	5	3	3	0	0	0	0	0	0	0	42											
1130 - 1145	0	36	10	7	1	0	0	0	0	0	0	0	54											
Hourly Total	0	102	29	11	11	0	0	0	0	0	0	0	153											
1145 - 1200	0	33	7	3	2	0	0	0	0	0	0	0	45											
Hourly Total	0	107	30	13	7	0	0	0	0	0	0	0	157											
1200 - 1215	0	45	11	1	4	0	0	0	0	0	0	0	61											
1215 - 1230	0	41	9	1	0	0	0	0	0	0	0	0	51											
1230 - 1245	0	53	7	3	2	0	0	0	0	0	0	0	65											
1245 - 1300	0	50	11	5	2	0	0	0	0	0	0	0	68											
Hourly Total	0	189	38	10	8	0	0	0	0	0	0	0	245											
1300 - 1315	0	51	4	3	0	0	0	0	0	0	0	0	60											
1315 - 1330	0	43	7	4	1	0	0	0	0	0	0	0	55											
1330 - 1345	0	46	12	4	1	0	0	0	0	0	0	0	63											
Hourly Total	0	146	33	12	6	0	0	0	0	0	0	0	197											
1345 - 1400	0	52	14	5	0	0	0	0	0	0	0	0	71											
Hourly Total	0	192	34	16	2	0	0	0	0	0	0	0	244											
1400 - 1415	2	44	9	2	2	0	0	0	0	0	0	0	57											
1415 - 1430	0	35	13	2	0	0	0	0	0	0	0	0	50											
1430 - 1445	0	44	6	1	1	0	0	0	0	0	0	0	52											
1445 - 1500	0	38	5	1	1	0	0	0	0	0	0	0	45											
Hourly Total	2	161	34	6	4	0	0	0	0	0	0	0	207											
1500 - 1515	0	71	10	3	3	0	0	0	0	0	0	0	87											
1515 - 1530	0	65	12	3	1	0	0	0	0	0	0	0	81											
1530 - 1545	0	48	7	3	0	0	0	0	0	0	0	0	58											
Hourly Total	0	184	32	9	4	0	0	0	0	0	0	0	229											
1545 - 1600	0	43	10	2	0	0	0	0	0	0	0	0	55											
Hourly Total	0	233	48	9	2	0	0	0	0	0	0	0	292											
1600 - 1615	0	58	6	1	0	0	0	0	0	0	0	0	65											
1615 - 1630	0	55	2	1	1	0	0	0	0	0	0	0	59											
1630 - 1645	1	73	13	4	0	0	0	0	0	0	0	0	90											
Hourly Total	1	186	21	6	2	0	0	0	0	0	0	0	215											
1645 - 1700	0	67	8	2	0	0	0	0	0	0	0	0	77											
Hourly Total	1	254	34	9	1	0	0	0	0	0	0	0	308											
1700 - 1715	0	114	12	0	0	0	0	0	0	0	0	0	126											
1715 - 1730	0	99	9	1	1	0	0	0	0	0	0	0	110											
1730 - 1745	1	83	1	0	0	0	0	0	0	0	0	0	84											
Hourly Total	1	296	23	2	2	0	0	0	0	0	0	0	323											
1745 - 1800	0	75	11	0	0	0	0	0	0	0	0	0	86											
Hourly Total	1	371	39	2	1	0	0	0	0	0	0	0	413											
1800 - 1815	1	66	8	0	0	0	0	0	0	0	0	0	74											
1815 - 1830	0	57	2	1	0	0	0	0	0	0	0	0	60											
1830 - 1845	0	45	2	1	3	0	0	0	0	0	0	0	51											
Hourly Total	1	168	13	4	4	0	0	0	0	0	0	0	190											
1845 - 1900	0	46	3	0	0	0	0	0	0	0	0	0	49											
Hourly Total	1	214	16	2	3	0	0	0	0	0	0	0	236											
TOTAL	5	43	2384	423	108	48	23	3033	2	1	343	80	20	35	0	481	0	6	2054	447	102	137	49	2785



Banbury - Manual Traffic Survey, Thursday 6th October 2011

Junction: (7) Girsbury Green / A422 Henner Way / A4280 Cherwell Street

Approach: A422 Henner Way (East)

TIME	Left to A4280 Cherwell Street							Ahead to A422 Henner Way (West)							Right to Girsbury Green									
	PI/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PI/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PI/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	55	1	3	1	2	71	0	0	54	24	8	13	0	139	0	0	1	1	2	0	0	4
0715 - 0730	0	0	70	12	2	3	0	87	0	0	134	39	4	10	0	190	0	0	2	4	0	0	0	6
0730 - 0745	0	1	64	12	2	0	0	107	0	2	156	51	10	5	2	218	0	0	2	3	0	0	0	5
0745 - 0800	0	1	125	20	6	8	2	162	0	6	208	66	6	2	1	285	0	0	2	2	2	2	0	9
Hourly Total	0	3	334	54	19	14	4	433	0	3	582	179	28	32	6	830	0	0	7	10	4	2	0	23
0800 - 0815	0	2	165	30	4	2	0	194	0	0	238	41	7	11	0	297	0	0	0	1	0	0	0	2
0815 - 0830	0	1	292	17	6	2	0	330	0	3	251	53	4	10	3	334	0	0	0	1	4	0	3	8
0830 - 0845	0	1	193	17	4	2	3	217	0	1	221	43	5	9	1	280	0	0	7	1	1	0	0	9
0845 - 0900	0	0	178	12	5	4	0	199	0	1	241	34	7	5	0	288	0	0	3	0	0	1	0	4
Hourly Total	0	4	738	66	21	10	3	840	0	5	951	171	23	35	4	1199	0	0	12	6	1	4	0	23
0900 - 0915	0	0	165	20	3	0	0	192	0	0	163	23	9	8	0	203	0	0	4	1	1	1	0	7
0915 - 0930	0	3	144	17	3	2	1	170	0	0	163	25	6	9	0	205	0	0	2	1	1	0	0	4
0930 - 0945	1	0	117	13	1	3	0	135	0	0	128	37	11	9	1	186	0	0	4	1	0	2	1	7
0945 - 1000	0	0	115	12	3	4	1	135	0	2	129	32	9	12	0	184	0	0	2	1	1	1	0	5
Hourly Total	1	3	542	62	10	12	2	632	0	2	583	117	37	38	1	778	0	0	12	4	3	4	0	23
1000 - 1015	0	1	115	14	5	0	0	134	0	0	129	33	5	8	0	175	0	0	0	1	1	0	0	2
1015 - 1030	0	1	86	10	6	4	1	120	0	1	130	35	7	14	0	187	0	0	0	2	1	1	0	4
1030 - 1045	0	0	85	12	0	2	1	110	0	3	124	36	6	4	1	174	0	0	2	1	0	1	0	4
Hourly Total	0	1	391	43	13	8	2	468	0	5	498	135	29	36	1	703	0	0	4	5	2	3	0	14
1100 - 1115	0	0	89	8	0	1	2	110	0	2	118	37	6	8	0	171	0	0	2	1	0	1	0	4
1115 - 1130	0	0	73	14	3	2	2	94	0	0	108	27	8	10	0	153	0	0	3	2	1	0	1	7
1130 - 1145	0	1	67	7	6	4	1	88	0	0	137	32	7	13	0	189	0	0	1	1	1	0	0	3
Hourly Total	0	1	73	6	3	2	1	88	0	1	133	33	10	5	1	183	0	0	1	0	1	1	0	3
1200 - 1215	0	2	312	35	12	9	6	376	0	3	496	129	31	36	1	686	0	0	7	4	3	3	0	17
1215 - 1230	0	1	75	6	2	2	0	86	0	3	141	40	9	11	0	204	0	0	0	2	1	2	1	4
Hourly Total	0	0	79	9	3	1	1	93	0	0	131	24	4	11	0	170	0	0	0	0	0	0	0	2
1300 - 1315	0	0	93	4	4	2	1	105	0	2	158	30	0	13	0	220	0	0	1	0	2	0	0	4
Hourly Total	0	3	79	12	2	0	0	98	0	5	144	40	10	3	1	220	0	0	0	0	0	0	0	5
1300 - 1315	0	0	328	31	11	7	2	392	0	8	574	146	22	44	1	805	0	0	1	3	4	5	0	13
Hourly Total	0	0	98	11	6	0	1	116	0	0	156	23	5	10	0	211	0	0	0	0	0	0	0	5
1300 - 1315	0	0	104	15	6	0	2	125	0	1	156	39	7	13	3	219	0	0	3	0	0	0	0	5
Hourly Total	0	0	75	14	5	2	2	99	0	0	158	38	7	7	0	210	0	0	0	0	0	0	0	5
1300 - 1345	0	0	35	6	8	2	0	49	0	1	125	33	6	6	0	171	0	0	2	0	0	0	0	5
Hourly Total	0	1	81	8	6	2	0	100	0	2	99	33	6	6	0	171	0	0	7	5	0	0	0	6
1400 - 1415	0	1	74	5	4	3	3	90	0	0	158	40	6	6	1	211	0	0	2	1	0	2	0	5
Hourly Total	0	0	87	6	5	1	2	101	0	4	142	29	5	10	1	185	0	0	1	0	0	1	0	5
1400 - 1415	0	1	89	14	3	0	2	109	0	4	146	30	4	10	1	185	0	0	1	0	0	2	0	3
Hourly Total	0	1	92	2	1	3	1	100	0	1	135	23	7	11	2	179	0	0	1	1	0	0	0	3
1400 - 1415	0	3	342	27	13	7	8	400	0	9	591	122	22	37	5	776	0	0	7	3	0	6	0	15
Hourly Total	0	1	85	13	0	1	3	103	0	0	157	52	6	11	4	232	0	0	1	0	0	2	0	3
1500 - 1515	0	0	81	11	4	2	3	101	0	4	211	42	3	9	2	271	0	0	1	0	0	0	0	1
Hourly Total	0	2	83	6	5	1	1	100	0	1	158	39	4	13	3	218	0	0	1	1	0	0	0	2
1500 - 1545	0	0	84	13	2	1	0	100	0	1	163	37	6	11	2	220	0	0	0	0	0	0	0	2
Hourly Total	0	3	333	45	11	5	7	404	0	6	689	170	21	44	11	941	0	0	3	2	1	0	0	8
1600 - 1615	0	0	72	14	2	2	0	90	0	1	178	31	7	9	5	231	0	0	2	2	1	0	0	5
Hourly Total	0	1	81	14	2	4	1	103	0	2	191	38	8	11	2	252	0	0	0	0	0	0	0	2
1600 - 1615	0	0	103	12	2	0	0	117	0	2	224	43	11	8	0	291	0	0	3	1	0	3	0	7
Hourly Total	0	0	112	13	1	1	1	128	0	2	224	43	11	8	0	289	0	0	3	2	0	1	0	5
1645 - 1700	0	1	388	53	7	7	2	438	0	7	614	151	37	38	8	1063	0	0	8	6	0	5	0	19
Hourly Total	0	1	138	6	1	0	0	156	0	3	263	37	6	11	0	320	0	0	2	1	0	0	0	3
1700 - 1715	0	0	151	12	2	0	2	167	0	2	286	41	6	7	0	343	0	0	0	0	0	0	0	2
Hourly Total	0	1	143	17	1	0	0	162	0	1	293	27	2	10	0	353	0	0	2	1	0	0	0	3
1700 - 1745	0	0	104	7	2	1	1	115	0	3	266	30	2	15	2	318	0	0	0	0	0	0	0	3
Hourly Total	0	2	536	45	2	3	3	584	0	9	1108	135	16	43	2	1313	0	0	6	2	0	0	0	10
1800 - 1815	0	0	132	8	0	0	0	140	0	2	238	24	5	11	2	282	0	0	0	0	0	0	0	2
Hourly Total	0	1	104	9	0	0	0	112	0	2	169	17	3	4	0	225	0	0	0	0	0	0	0	1
1800 - 1845	0	2	68	6	1	1	0	78	0	2	205	17	3	8	0	235	0	0	5	0	0	0	0	5
Hourly Total	0	3	81	4	2	1	1	88	0	6	819	70	13	25	3	938	0	0	9	0	0	0	0	9
Hourly Total	0	3	385	23	4	2	1	418	0	6	619	70	13	25	3	938	0	0	9	0	0	0	0	9
TOTAL	1	31	4963	532	160	89	43	5809	0	65	8300	1668	313	442</										



Banbury - Manual Traffic Survey, Thursday 6th October 2011

Junction: (7) Grimsbury Green / A422 Hennef Way / A4260 Cherwell Street

Approach: A4260 Cherwell Street

TIME	Left to A422 Hennef Way (West)				Ahead to Grimsbury Green				Right to A422 Hennef Way (East)				TOTAL						
	PICYCLE/MICYCLE	CAR	LGV	OGV1	PICYCLE/MICYCLE	CAR	LGV	OGV1	PICYCLE/MICYCLE	CAR	LGV	OGV1		PICYCLE/MICYCLE	CAR	LGV	OGV1	BUS	TOTAL
0700 - 0715	0	0	22	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	70
0715 - 0730	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	73
0730 - 0745	0	0	26	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	85
0745 - 0800	0	0	31	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	105
Hourly Total	0	0	89	13	4	0	0	0	0	0	0	0	0	0	0	0	0	0	333
0800 - 0815	0	0	27	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	131
0815 - 0830	0	1	41	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	110
0830 - 0845	0	0	34	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	126
0845 - 0900	0	0	40	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	110
Hourly Total	0	1	142	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	477
0900 - 0915	0	0	40	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	96
0915 - 0930	0	0	34	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	84
0930 - 0945	0	0	27	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	70
0945 - 1000	0	0	35	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	97
Hourly Total	0	0	136	19	3	0	0	0	0	0	0	0	0	0	0	0	0	0	329
1000 - 1015	0	0	36	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	82
1015 - 1030	0	0	23	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	71
1030 - 1045	0	1	42	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	81
1045 - 1100	0	0	46	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	73
Hourly Total	0	1	147	27	1	1	2	0	0	0	0	0	0	0	0	0	0	0	307
1100 - 1115	0	0	52	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	76
1115 - 1130	0	2	52	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	90
1130 - 1145	0	0	48	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	88
Hourly Total	0	0	59	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	105
1145 - 1200	0	0	211	28	3	0	0	0	0	0	0	0	0	0	0	0	0	0	359
Hourly Total	0	1	53	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	99
1200 - 1215	0	0	37	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	85
1215 - 1230	0	0	69	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	95
1230 - 1245	0	4	57	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	105
Hourly Total	0	0	56	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	100
1245 - 1300	0	5	203	20	4	0	0	0	0	0	0	0	0	0	0	0	0	0	413
Hourly Total	0	0	59	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	85
1300 - 1315	0	1	37	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	85
1315 - 1330	0	1	69	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	95
1330 - 1345	0	0	68	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	112
1345 - 1400	0	0	68	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	105
Hourly Total	0	2	232	23	2	0	0	0	0	0	0	0	0	0	0	0	0	0	405
1400 - 1415	0	0	56	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	129
1415 - 1430	0	1	47	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	126
1430 - 1445	0	1	43	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	99
Hourly Total	0	3	199	17	3	2	2	2	2	2	2	2	2	2	2	2	2	2	472
1445 - 1500	0	0	47	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	106
1500 - 1515	0	0	53	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	135
1515 - 1530	1	0	46	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	105
1530 - 1545	1	0	53	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	118
Hourly Total	1	0	199	24	2	0	0	0	0	0	0	0	0	0	0	0	0	0	465
1545 - 1600	0	2	41	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	122
Hourly Total	0	0	61	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	139
1600 - 1615	0	0	47	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	108
1615 - 1630	0	0	60	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	150
Hourly Total	0	2	209	19	2	0	0	0	0	0	0	0	0	0	0	0	0	0	535
1630 - 1645	0	0	56	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	187
Hourly Total	0	0	47	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	172
1645 - 1700	0	2	53	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	167
Hourly Total	0	2	204	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	518
1700 - 1715	0	0	43	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	132
Hourly Total	0	0	48	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	104
1715 - 1730	0	0	38	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	84
Hourly Total	0	0	33	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	56
1730 - 1745	0	0	160	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	356
Hourly Total	0	0	18	2131	229	25	5	21	2451	0	0	26	13	0	0	1	0	0	5187
TOTAL	1	18	2131	229	25	5	21	2451	0	0	26	13	0	0	1	0	0	0	5187



Banbury - Manual Traffic Survey, Thursday 6th October 2011

Junction: (T) Girsbury Green / A422 Hernet Way / A4260 Cherwell Street

Approach: A422 Hernet Way (West)

TIME	Left to Girsbury Green				Ahead to A422 Hernet Way (East)				Right to A4260 Cherwell Street										
	P/CYCLE/M/CYCLE	CAR	LGV	OGV/2	BUS	TOTAL	P/CYCLE/M/CYCLE	CAR	LGV	OGV/2	BUS	TOTAL	P/CYCLE/M/CYCLE	CAR	LGV	OGV/2	BUS	TOTAL	
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	2	3	0	0	5	0	175	36	7	13	2	233	0	25	8	0	1	36
0730 - 0745	0	2	2	0	0	4	0	218	32	1	8	2	253	0	1	0	0	0	33
0745 - 0800	0	4	2	0	0	6	0	229	38	3	13	2	266	0	31	10	0	1	43
Hourly Total	0	10	7	0	0	17	0	566	158	16	45	7	1142	0	46	8	2	0	56
0800 - 0815	0	7	1	0	0	8	0	265	40	6	13	0	333	0	32	10	0	2	44
0815 - 0830	0	2	2	0	0	4	0	254	33	4	11	1	306	0	64	10	0	0	78
0830 - 0845	0	3	1	0	0	4	0	281	34	11	12	1	340	0	44	10	0	2	59
0845 - 0900	0	3	0	0	0	3	0	216	43	10	15	1	293	0	42	5	0	0	47
Hourly Total	0	15	4	0	0	19	0	1016	150	31	51	3	1272	0	182	35	1	2	225
0900 - 0915	0	5	0	0	2	7	0	240	40	11	10	3	305	0	59	5	0	0	65
0915 - 0930	0	7	1	0	0	8	0	152	37	5	11	1	208	0	40	9	0	2	51
0930 - 0945	0	3	0	0	0	3	0	124	39	9	13	1	189	0	48	5	2	0	56
0945 - 1000	0	3	0	0	0	3	0	122	28	9	11	0	172	0	50	9	2	1	52
Hourly Total	0	18	1	0	2	21	0	638	144	34	45	5	874	0	197	28	4	3	234
1000 - 1015	0	0	1	0	0	1	0	142	35	8	11	0	199	0	50	9	0	0	60
1015 - 1030	0	3	1	0	0	4	0	125	32	8	8	0	174	0	48	15	1	1	58
1030 - 1045	0	2	1	0	0	3	0	97	20	8	16	0	144	0	65	5	0	0	78
1045 - 1100	0	0	2	0	0	2	0	116	32	7	13	1	172	0	43	7	0	0	55
Hourly Total	0	7	5	2	0	14	0	480	119	31	48	1	697	0	211	37	2	2	259
1100 - 1115	0	0	2	0	0	2	0	108	40	13	17	1	161	0	42	14	0	1	57
1115 - 1130	0	0	0	0	0	0	0	115	38	9	12	0	175	0	56	4	3	0	66
1130 - 1145	0	3	0	0	0	3	0	113	35	13	12	1	176	0	55	8	1	0	64
1145 - 1200	0	0	4	0	0	4	0	117	34	10	5	1	170	0	50	8	2	1	61
Hourly Total	0	9	4	0	0	13	0	453	147	46	47	3	702	0	205	34	6	1	248
1200 - 1215	0	0	1	0	0	1	0	124	31	9	12	1	177	0	59	9	0	1	70
1215 - 1230	0	2	0	0	0	2	0	129	28	5	11	0	174	0	52	2	0	0	55
1230 - 1245	0	0	4	0	0	4	0	163	26	11	14	0	214	0	51	14	0	1	67
1245 - 1300	0	0	0	0	0	0	0	166	35	8	14	0	224	0	58	13	2	0	75
Hourly Total	0	7	4	0	0	11	0	582	121	33	51	1	793	0	220	38	2	1	268
1300 - 1315	0	1	0	0	0	1	0	155	30	9	14	0	210	0	58	7	1	1	68
1315 - 1330	0	0	0	0	0	0	0	161	41	10	10	0	233	0	51	11	0	0	64
1330 - 1345	0	3	1	0	0	4	0	173	44	9	10	0	238	0	51	5	0	0	59
1345 - 1400	0	7	2	0	0	9	0	154	32	4	11	0	202	0	56	9	0	0	65
Hourly Total	0	17	3	0	2	23	0	643	147	32	45	1	873	0	216	32	1	4	256
1400 - 1415	0	2	1	0	0	3	0	146	39	2	10	2	199	0	57	15	0	1	75
1415 - 1430	0	1	1	0	0	2	0	128	27	7	20	0	184	0	38	13	0	1	52
1430 - 1445	0	3	0	0	0	3	0	175	30	4	14	1	224	0	43	7	0	1	52
1445 - 1500	0	0	0	0	0	0	0	156	33	6	6	0	203	0	47	14	1	0	54
Hourly Total	0	6	2	2	1	11	0	605	129	19	50	3	810	0	185	49	1	4	243
1500 - 1515	0	2	0	0	0	2	0	184	40	7	10	1	243	0	54	4	1	0	60
1515 - 1530	0	0	0	0	0	0	0	165	34	11	11	0	241	0	41	6	0	0	47
1530 - 1545	0	4	1	1	1	7	0	154	41	2	4	2	212	0	59	7	1	0	69
1545 - 1600	1	0	1	1	0	3	0	164	29	6	7	4	241	0	51	10	2	0	53
Hourly Total	1	0	7	1	1	15	0	667	144	31	32	7	897	0	205	37	4	0	238
1600 - 1615	0	0	7	1	0	8	0	145	48	2	7	0	204	0	51	7	1	0	60
1615 - 1630	0	0	1	0	0	1	0	152	38	8	7	4	211	0	54	8	0	1	67
1630 - 1645	0	0	1	0	0	1	0	227	53	5	5	2	285	0	95	9	0	0	75
1645 - 1700	0	0	2	0	0	2	0	221	54	5	11	0	283	0	47	10	0	0	57
Hourly Total	0	11	1	1	1	14	0	745	193	21	30	6	1093	0	228	35	1	2	268
1700 - 1715	0	0	1	0	0	1	0	150	40	3	7	2	243	0	56	8	1	0	60
1715 - 1730	0	0	4	0	0	4	0	245	43	4	8	2	303	0	63	6	0	1	70
1730 - 1745	0	0	5	0	0	5	0	221	29	5	8	0	266	0	53	7	0	0	61
1745 - 1800	0	0	3	0	0	3	0	268	25	7	6	0	310	0	66	3	0	2	71
Hourly Total	0	13	1	0	0	14	0	922	137	19	29	4	1122	0	258	24	1	3	291
1800 - 1815	0	0	5	0	0	5	0	215	29	1	7	1	265	0	49	2	0	1	52
1815 - 1830	1	0	1	0	0	2	0	164	15	0	3	1	184	0	41	6	0	0	51
1830 - 1845	0	3	0	0	0	3	0	164	15	2	7	1	189	0	47	3	0	0	50
1845 - 1900	0	2	0	0	0	2	0	179	13	0	3	2	197	0	45	3	0	0	49
Hourly Total	1	0	11	1	0	13	0	722	72	3	20	5	825	0	183	14	0	1	202
TOTAL	2	0	131	34	6	12	1	8379	1661	315	483	45	10990	0	2417	385	26	25	2896

Banbury ATC 16, Southam Road

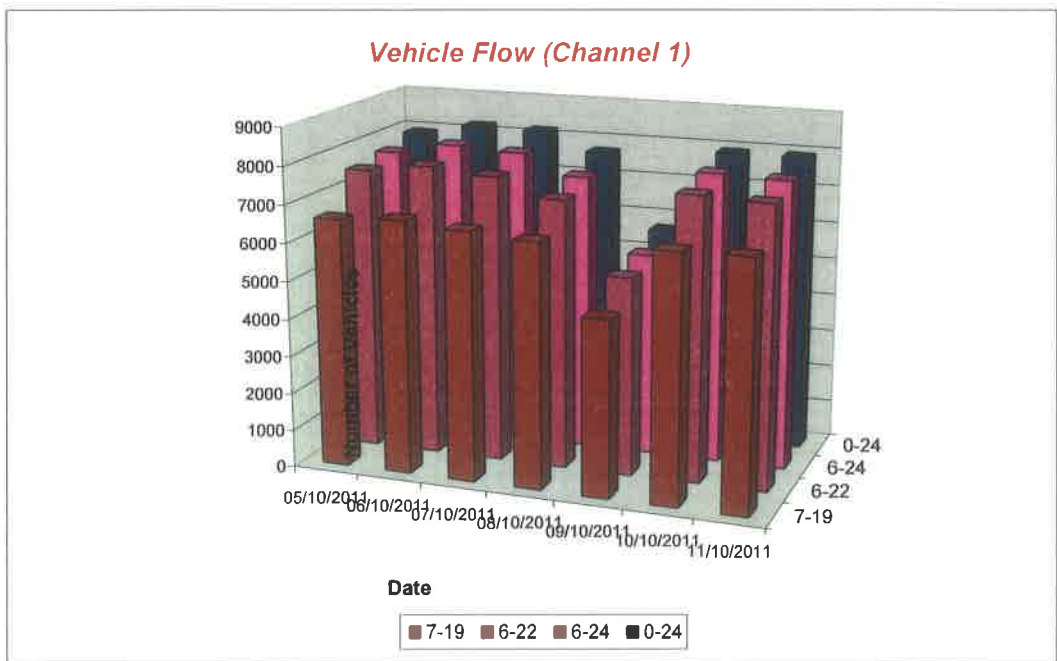
Produced by PCC Traffic Information Consultancy Ltd.

Channel 1 - Northbound

Vehicle Flow

Week 1

Hr Ending	05/10/2011 Wednesday	06/10/2011 Thursday	07/10/2011 Friday	08/10/2011 Saturday	09/10/2011 Sunday	10/10/2011 Monday	11/10/2011 Tuesday	5 Day Ave	7 Day Ave
1	37	22	49	81	88	28	40	35	49
2	17	20	34	56	39	21	29	24	31
3	13	13	34	63	46	7	25	18	29
4	27	31	26	46	25	27	22	27	29
5	28	33	41	18	25	31	37	34	30
6	91	95	87	50	29	86	96	91	76
7	226	207	207	97	69	217	219	215	177
8	403	396	392	114	55	399	405	399	309
9	524	521	515	284	103	498	495	511	420
10	442	447	416	340	220	446	414	433	389
11	540	534	529	488	485	510	525	528	516
12	550	548	566	679	526	572	561	559	572
13	588	602	542	774	596	608	606	589	617
14	591	633	690	687	582	620	623	631	632
15	608	608	592	686	585	549	642	600	610
16	625	635	616	754	547	593	542	602	616
17	643	640	637	729	377	641	643	641	616
18	578	576	582	553	321	568	560	573	534
19	523	573	511	370	276	520	532	532	472
20	309	353	380	298	219	355	296	339	316
21	208	241	258	167	172	237	215	232	214
22	176	244	188	122	125	195	179	196	176
23	125	159	163	135	107	125	145	143	137
24	36	81	122	110	56	68	76	77	79
7-19	6615	6713	6588	6458	4673	6524	6548	6598	6303
6-22	7534	7758	7621	7142	5258	7528	7457	7580	7185
6-24	7695	7998	7906	7387	5421	7721	7678	7800	7401
0-24	7908	8212	8177	7701	5673	7921	7927	8029	7646



Banbury ATC 16, Southam Road

Produced by PCC Traffic Information Consultancy Ltd.

Channel 1 - Northbound

Average Speed

Week 1

Hr Ending	05/10/2011 Wednesday	06/10/2011 Thursday	07/10/2011 Friday	08/10/2011 Saturday	09/10/2011 Sunday	10/10/2011 Monday	11/10/2011 Tuesday
1	32.9	34.8	35.8	36.3	36.4	34.2	39.1
2	38.3	31.2	34.8	38.8	35.6	37.5	37.1
3	36.7	34.7	36.8	38.6	35.5	29.4	36.9
4	41.1	34.5	36.8	37.0	37.0	38.4	36.0
5	35.8	36.9	35.1	35.9	36.6	35.3	39.6
6	36.9	36.5	36.4	35.5	36.3	37.1	37.5
7	35.5	34.9	35.2	35.1	34.5	34.2	35.3
8	32.3	33.3	32.5	34.9	38.1	33.6	32.5
9	28.7	30.4	31.2	32.5	36.2	30.5	30.2
10	28.8	29.3	28.6	29.3	32.9	29.2	29.4
11	28.7	29.0	28.4	29.3	30.0	28.8	28.9
12	27.8	28.3	27.7	27.1	27.7	28.1	28.6
13	28.9	29.4	29.5	27.5	28.0	29.1	27.6
14	28.3	29.1	28.0	27.7	28.0	29.1	28.5
15	28.4	28.1	28.5	28.6	28.7	28.3	27.9
16	28.3	29.3	28.9	28.3	29.8	29.3	29.8
17	30.4	29.4	29.7	28.2	34.1	29.8	29.4
18	29.0	28.8	30.8	30.4	34.7	28.9	29.7
19	30.8	32.3	31.3	32.7	35.2	30.9	30.2
20	32.0	32.1	32.1	33.3	35.3	31.2	31.7
21	34.0	34.1	33.6	35.2	35.2	35.0	34.5
22	34.9	33.6	35.0	35.5	35.0	34.2	35.0
23	35.2	35.0	35.0	34.7	36.5	36.5	36.9
24	36.9	34.9	35.8	36.0	35.0	37.0	36.5
10-12	28.2	28.6	28.0	28.0	28.8	28.5	28.7
14-16	28.3	28.7	28.7	28.4	29.2	28.8	28.8
0-24	30.0	30.4	30.4	29.9	31.3	30.4	30.3

7 Day Ave 30.4

85th Percentile

Hr Ending	05/10/2011 Wednesday	06/10/2011 Thursday	07/10/2011 Friday	08/10/2011 Saturday	09/10/2011 Sunday	10/10/2011 Monday	11/10/2011 Tuesday
1	38.7	38.6	44.0	43.7	43.9	43.7	48.2
2	43.5	38.3	43.4	43.9	43.7	48.9	43.5
3	43.6	43.3	43.3	43.8	43.5	33.5	43.3
4	48.3	48.8	53.2	48.0	43.4	43.1	48.3
5	43.3	48.8	48.2	43.5	43.1	43.8	48.0
6	43.8	43.6	43.6	43.9	43.8	43.4	43.5
7	43.0	44.0	38.4	43.4	43.5	43.5	43.2
8	38.8	38.9	38.4	43.7	43.8	38.5	38.9
9	33.8	38.2	38.7	38.5	43.6	38.2	38.6
10	38.7	38.7	33.3	38.5	43.8	38.3	38.8
11	33.0	34.0	33.6	33.5	38.0	38.1	33.9
12	33.4	33.2	33.2	33.4	33.2	33.6	33.3
13	33.9	33.5	33.2	33.4	33.1	33.2	33.5
14	33.8	33.1	33.6	33.3	33.1	33.9	33.1
15	33.4	34.0	33.1	33.1	33.3	33.1	33.6
16	34.0	33.7	33.5	33.2	38.1	33.4	33.4
17	38.9	38.0	38.9	34.0	38.0	38.3	39.0
18	33.1	38.6	38.3	38.1	38.5	38.9	38.1
19	38.9	38.1	38.8	38.4	38.7	38.8	38.9
20	38.4	38.1	38.4	38.4	43.5	38.3	38.6
21	38.5	38.8	38.3	38.5	43.8	38.7	38.3
22	38.8	38.3	38.9	38.2	43.1	38.3	38.1
23	43.1	38.0	38.6	43.5	43.2	43.1	43.5
24	43.6	43.3	43.6	43.3	43.7	43.0	48.2
10-12	33.5	33.4	33.4	33.6	33.5	33.3	34.0
14-16	33.3	33.3	33.1	33.5	33.4	33.8	33.1
0-24	38.6	38.9	38.6	38.2	38.1	38.3	38.0

7 Day Ave 38.4

Banbury ATC 16, Southam Road

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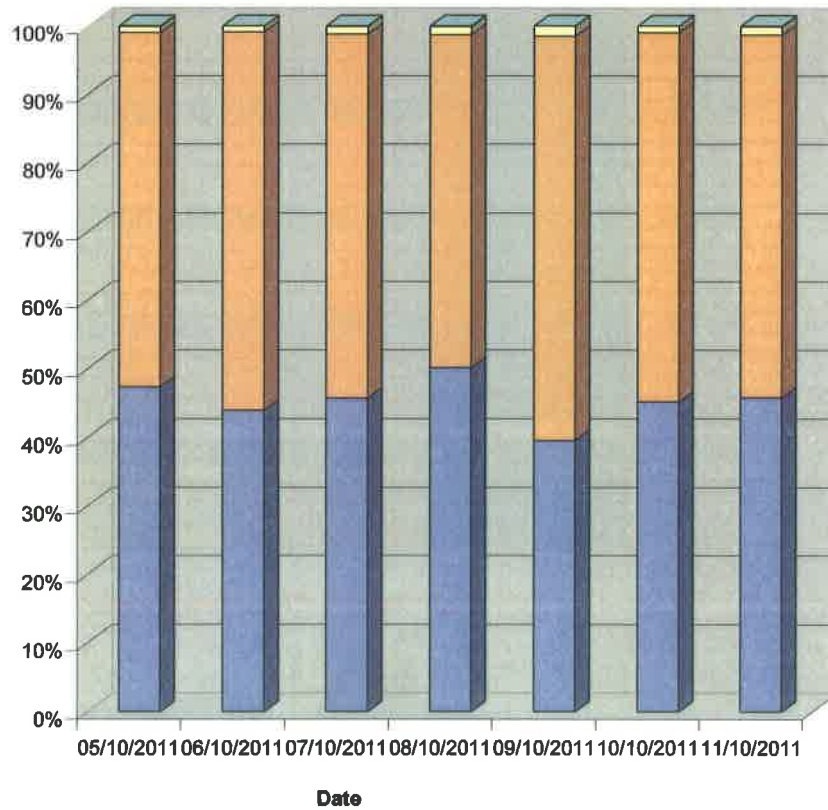
Channel 1 - Northbound

Speed Summary

Week 1

Speed (MPH)	05/10/2011 Wednesday	06/10/2011 Thursday	07/10/2011 Friday	08/10/2011 Saturday	09/10/2011 Sunday	10/10/2011 Monday	11/10/2011 Tuesday
0-30	3745	3602	3740	3862	2244	3582	3632
31-45	4088	4539	4340	3738	3347	4268	4193
46-60	71	70	90	97	82	71	100
61+	4	1	7	4	0	0	2
TOTAL	7908	8212	8177	7701	5673	7921	7927

Speed Summary (MPH)



0-30
 31-45
 46-60
 61+

Banbury ATC 16, Southam Road

Produced by PCC Traffic Information Consultancy Ltd.

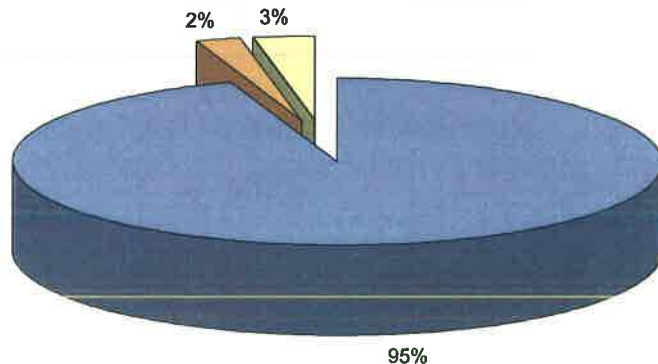
Channel 1 - Northbound

Vehicle Class

Week 1

Day / Time	Classes	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
05/10/2011					
7-19		6193	216	206	6615
6-22		7084	233	237	7534
6-24		7219	233	243	7695
0-24		7396	236	276	7908
06/10/2011					
7-19		6287	193	223	6713
6-22		7306	210	242	7758
6-24		7517	212	269	7998
0-24		7700	213	299	8212
07/10/2011					
7-19		6200	188	200	6588
6-22		7185	204	232	7621
6-24		7458	208	239	7906
0-24		7693	211	273	8177
08/10/2011					
7-19		6368	46	56	6458
6-22		7018	56	68	7142
6-24		7287	60	70	7387
0-24		7533	65	103	7701
09/10/2011					
7-19		4590	32	51	4673
6-22		5160	36	62	5258
6-24		5380	37	64	5421
0-24		5560	37	76	5673
10/10/2011					
7-19		6138	182	204	6524
6-22		7063	200	265	7528
6-24		7342	204	275	7721
0-24		7408	204	309	7921
11/10/2011					
7-19		6132	175	241	6548
6-22		6991	192	274	7457
6-24		7305	194	279	7678
0-24		7410	201	316	7927
Average					
7-19		5987	147	169	6303
6-22		6827	162	197	7185
6-24		7031	164	206	7401
0-24		7243	167	236	7646

Total Vehicle Class Distribution



Banbury ATC 16, Southam Road

Produced by PCC Traffic Information Consultancy Ltd.

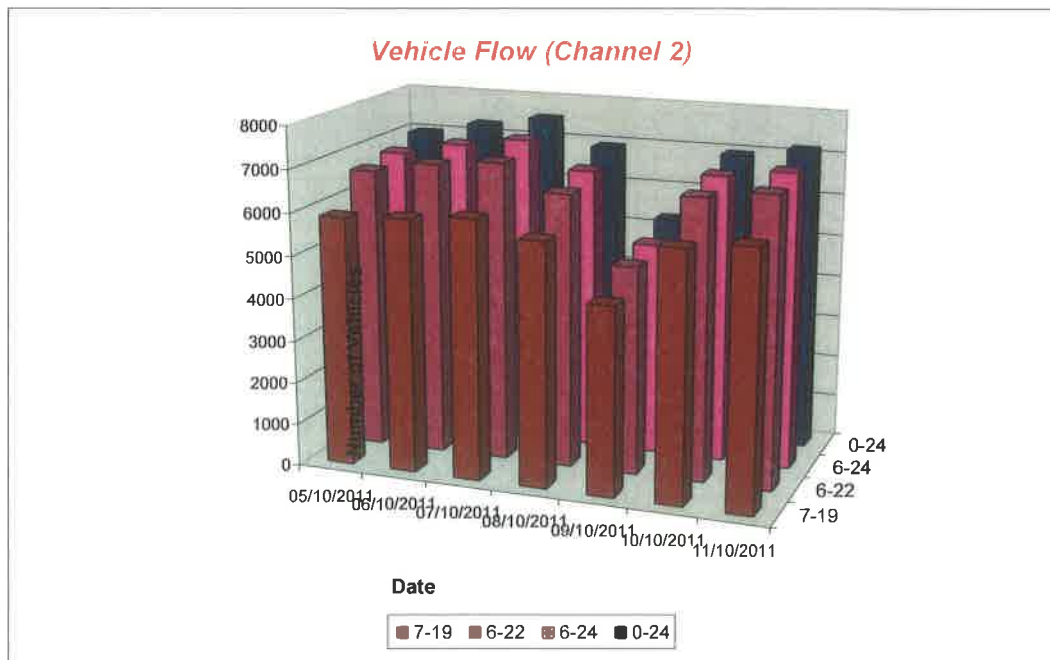
Channel 2 - Southbound

Vehicle Flow

Week 1

Hr Ending	05/10/2011 Wednesday	06/10/2011 Thursday	07/10/2011 Friday	08/10/2011 Saturday	09/10/2011 Sunday	10/10/2011 Monday	11/10/2011 Tuesday	5 Day Ave	7 Day Ave
1	34	27	36	60	57	24	36	31	39
2	22	13	21	44	47	18	23	19	27
3	16	19	24	42	41	10	15	17	24
4	14	22	16	26	28	12	14	16	19
5	23	22	25	12	16	17	20	21	19
6	93	94	107	76	54	79	78	90	83
7	141	152	143	86	42	146	133	143	120
8	367	361	357	121	74	339	338	352	280
9	516	527	566	292	111	543	529	536	441
10	457	463	446	365	193	474	453	459	407
11	413	504	533	540	401	427	447	465	466
12	488	502	423	629	525	480	502	479	507
13	497	527	499	643	536	504	502	506	530
14	486	492	525	619	571	429	497	486	517
15	563	532	577	624	520	580	541	559	562
16	493	502	536	605	533	535	526	518	533
17	507	502	499	483	365	509	493	502	480
18	642	613	604	460	333	641	660	632	565
19	454	452	539	350	264	389	529	473	425
20	342	422	405	301	227	315	335	364	335
21	159	207	265	207	127	160	169	192	185
22	123	159	142	135	81	151	158	147	136
23	103	111	131	115	87	111	105	112	109
24	45	68	113	100	50	57	62	69	71
7-19	5883	5977	6104	5731	4426	5850	6017	5966	5713
6-22	6648	6917	7059	6460	4903	6622	6812	6812	6489
6-24	6796	7096	7303	6675	5040	6790	6979	6993	6668
0-24	6998	7293	7532	6935	5283	6950	7165	7188	6879

7-19	12015
0-24	14525
	120.89%



Banbury ATC 16, Southam Road

Produced by PCC Traffic Information Consultancy Ltd.

Channel 2 - Southbound

Average Speed

Week 1

Hr Ending	05/10/2011 Wednesday	06/10/2011 Thursday	07/10/2011 Friday	08/10/2011 Saturday	09/10/2011 Sunday	10/10/2011 Monday	11/10/2011 Tuesday
1	36.2	36.5	32.7	38.4	38.1	33.3	35.5
2	34.8	33.6	31.8	40.2	39.1	39.2	31.2
3	36.8	35.1	37.3	38.8	38.7	37.8	33.2
4	37.5	34.6	42.7	37.2	36.0	35.5	40.0
5	33.2	36.9	37.2	31.8	39.7	32.4	32.6
6	36.0	37.0	37.6	33.9	36.1	35.4	35.6
7	35.3	34.9	35.8	35.3	36.3	34.5	35.5
8	33.0	33.4	32.8	34.5	34.9	34.3	33.2
9	26.2	28.9	30.7	32.2	35.9	31.3	29.4
10	27.5	29.8	29.3	29.7	32.9	29.7	29.2
11	28.2	27.8	27.7	28.8	29.8	28.1	29.4
12	26.6	27.8	27.3	25.8	26.1	27.6	28.1
13	27.5	28.9	27.7	24.3	27.1	28.7	28.3
14	28.6	29.2	28.5	27.2	27.1	28.1	27.4
15	27.9	28.8	27.8	26.0	27.7	28.0	28.4
16	27.8	29.7	27.8	26.4	27.7	29.4	29.0
17	29.3	27.1	30.6	28.0	33.0	29.9	29.2
18	28.9	27.7	30.3	30.2	35.0	30.2	30.1
19	31.0	32.1	31.6	31.6	35.7	31.5	30.7
20	31.2	33.0	32.0	33.3	35.6	31.7	31.5
21	33.4	34.2	34.1	35.2	35.9	34.8	33.3
22	34.9	33.2	35.2	36.8	35.2	35.0	36.0
23	35.4	33.9	34.5	35.2	37.7	36.4	35.2
24	36.4	35.6	37.1	35.6	35.4	35.2	35.5
10-12	27.4	27.8	27.6	27.2	27.7	27.8	28.7
14-16	27.9	29.2	27.8	26.2	27.7	28.7	28.7
0-24	29.3	30.0	30.3	29.1	30.7	30.3	30.0

7 Day Ave 30.0

85th Percentile

Hr Ending	05/10/2011 Wednesday	06/10/2011 Thursday	07/10/2011 Friday	08/10/2011 Saturday	09/10/2011 Sunday	10/10/2011 Monday	11/10/2011 Tuesday
1	38.3	43.3	38.7	43.6	48.2	38.6	43.8
2	38.5	38.3	38.5	48.3	48.2	43.8	38.3
3	43.9	38.2	43.6	48.1	48.3	48.5	38.7
4	48.5	43.5	53.2	43.2	48.8	38.2	48.4
5	43.4	48.2	53.5	43.1	48.1	38.9	38.8
6	43.8	43.6	43.7	43.4	43.5	43.4	43.7
7	43.8	38.4	43.8	44.0	43.8	43.3	43.4
8	38.7	38.9	38.4	43.5	43.8	38.8	38.1
9	38.7	38.5	38.9	38.5	43.3	38.2	38.4
10	34.0	38.2	38.7	39.0	39.0	38.4	38.3
11	33.3	33.7	33.1	38.2	38.8	33.2	38.7
12	33.5	33.7	33.6	33.4	33.7	33.9	33.3
13	33.4	38.6	33.7	33.4	33.9	38.6	33.8
14	33.7	38.8	38.0	33.3	33.9	33.4	33.2
15	33.2	38.2	33.4	33.5	33.4	33.4	38.6
16	33.4	38.8	33.4	33.1	33.1	38.9	39.0
17	38.5	38.2	38.3	38.5	39.0	38.6	38.2
18	38.8	39.0	39.0	39.0	43.8	38.9	38.9
19	38.5	38.1	38.8	38.6	43.7	38.5	38.1
20	38.4	38.1	38.7	38.9	43.4	38.3	39.0
21	38.5	43.8	38.4	38.7	43.0	43.9	38.6
22	43.2	38.4	43.7	43.4	38.2	43.3	43.6
23	43.6	38.5	38.3	43.7	43.2	43.3	38.9
24	48.5	43.1	48.4	43.1	43.5	43.2	43.6
10-12	33.7	33.1	33.4	33.8	38.4	33.3	38.2
14-16	33.9	38.2	33.9	33.7	33.1	38.0	38.9
0-24	38.4	38.0	38.1	38.5	38.3	38.7	38.1

7 Day Ave 38.3

Banbury ATC 16, Southam Road

Produced by PCC Traffic Information Consultancy Ltd.

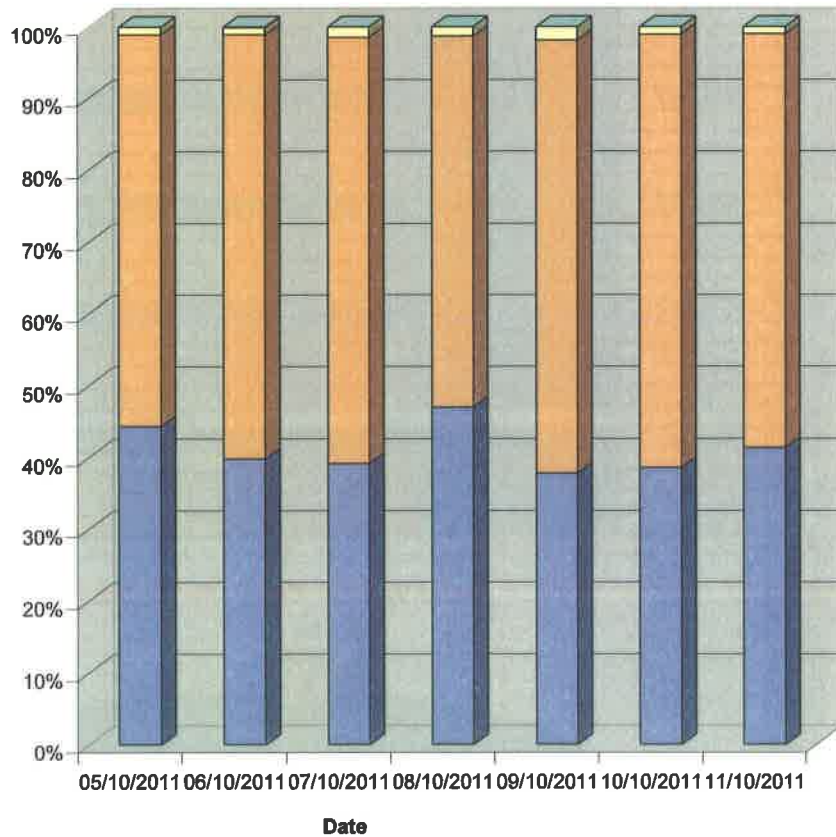
Channel 2 - Southbound

Speed Summary

Week 1

Speed (MPH)	05/10/2011 Wednesday	06/10/2011 Thursday	07/10/2011 Friday	08/10/2011 Saturday	09/10/2011 Sunday	10/10/2011 Monday	11/10/2011 Tuesday
0-30	3102	2903	2950	3259	1897	2684	2957
31-45	3822	4310	4473	3582	3184	4194	4127
46-60	71	74	108	91	102	70	71
61+	3	6	1	3	0	2	0
TOTAL	6998	7293	7532	6935	5283	6950	7165

Speed Summary (MPH)



0-30
 31-45
 46-60
 61+

Banbury ATC 16, Southam Road

Produced by PCC Traffic Information Consultancy Ltd.

Channel 2 - Southbound

Vehicle Class

Week 1

Day / Time	Classes	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
05/10/2011					
7-19		5845	174	63	5883
6-22		6380	189	73	6648
6-24		6928	193	75	6796
0-24		6705	196	97	6998
06/10/2011					
7-19		5728	149	100	5977
6-22		6639	169	109	6917
6-24		6811	173	112	7096
0-24		6980	188	125	7293
07/10/2011					
7-19		5885	164	75	6104
6-22		6798	173	88	7059
6-24		7020	176	98	7303
0-24		7238	178	116	7532
08/10/2011					
7-19		5632	55	44	5731
6-22		6346	64	48	6460
6-24		6995	68	50	6675
0-24		6791	77	67	6935
09/10/2011					
7-19		4355	45	26	4426
6-22		4823	50	30	4903
6-24		4956	51	34	5040
0-24		5191	52	40	5283
10/10/2011					
7-19		5619	164	67	5850
6-22		6358	181	87	6622
6-24		6516	183	91	6790
0-24		6650	187	104	6950
11/10/2011					
7-19		5783	160	74	6017
6-22		6550	171	91	6812
6-24		6708	175	98	6979
0-24		6855	186	114	7165
Average					
7-19		5518	130	64	5713
6-22		6271	142	75	6489
6-24		6443	146	80	6668
0-24		6633	152	95	6879

