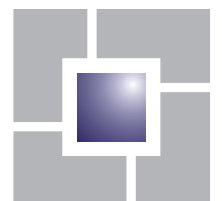


*Land off Station Road,
Hook Norton*

Transport Statement



david tucker associates
transport planning consultants

Land off Station Road,
Hook Norton

Transport Statement

20th November 2020
SJT/TM 22263-01_Transport Statement (FINAL)

Prepared by:

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Prepared For:

Greystoke Land

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1.0 INTRODUCTION

1.1 David Tucker Associates (DTA) was commissioned by Greystoke Land to review the transport implications of a scheme for up to 50 dwellings on land to the north of Station Road in Hook Norton, Oxfordshire. The location of the site is shown on **Figure 1** and the proposed site layout is attached as **Appendix A**.

1.2 A planning application for the site was previously submitted in 2014 for 48 dwellings and was subsequently refused (planning ref: 14/01738/OUT). Three reasons for refusal were identified with Reason for Refusal 3 relating to vehicle access and associated visual impact on Station Road:

“On the basis of the lack of information available the Local Planning Authority consider that the vehicular access to the site will require to be engineered in such a way as to be visually harmful to the appearance of the streetscene in Station Road and consequently contrary to Policies C28 and C30 of the adopted Cherwell Local Plan and Government guidance contained within the National Planning Policy Framework”.

1.3 A Transport Statement (TS) has been prepared by DTA in accordance with the National Planning Policy Framework (NPPF) and national Planning Practice Guidance. This reviews the impact of the development proposals on the local highway network, as well as considering sustainable connectivity and the vehicle access strategy.

1.4 The TS is structured as follows:

- Chapter 2: Existing Conditions;
- Chapter 3: Development Proposals;
- Chapter 4: Traffic Generation and Impact; and
- Chapter 5: Conclusions.

1.5 Overall, the report demonstrates that the proposed development will have no material adverse impact on the safety or operation of the adjacent highway network. It further concludes that the development is in full accordance with the transport policy tests for new developments as set out in the National Planning Policy Framework.

2.0 EXISTING CONDITIONS

2.1 Site Location

2.1.1 The site is located to the east of Hook Norton in Oxfordshire and is shown on **Figure 1**. To the south, the site is bound by Station Road, to the north and east by fields, and to the west by woodland as well as existing residential properties along Ironstone Hollow.

2.2 Local Road Network

2.2.1 The local road network in relation to the proposed development is shown in **Figure 1**.

2.2.2 Station Road is circa 5.5m wide road along the site frontage and is subject to a 30mph speed limit. This changes to derestricted approximately 70m to the east of The Sidings where there is a gateway feature and tiger teeth road markings.

2.2.3 To the west, Station Road is lit and routes into Hook Norton. To the east, Station Road is rural in nature and provides connection to/ from Banbury via the A361.

2.3 Traffic Data

2.3.1 A 7-day Automatic Traffic Count (ATC) was undertaken on Station Road to the east of The Sidings between Saturday 25th and Friday 31st July 2020 in order to ascertain vehicle speeds. This data is attached as **Appendix B** and is summarised below in **Table 1**.

Table 1 – Summary of ATC Data

	Station Road		
	Daily Vehicles (5 Day Average)	Average Speed (mph)	85 th Percentile Speed (mph)
Eastbound	527	33.8	42.1
Westbound	503	31.5	39.0
Two-way	1030	-	-

2.4 Personal Injury Collisions

2.4.1 Personal Injury Collision (PIC) data was obtained for the local highway network for the most recent five-year period for which data is available (01/01/15 to 31/05/20). This data, and a plan showing the scope of assessment, is attached as **Appendix C**. A summary of the PIC data is provided in **Table 2**.

Table 2 – Summary of PICs by Severity

PIC Severity	Slight	Serious	Fatal	Total
Number of PICs	6	3	1	10

2.4.2 One PIC has been recorded within the vicinity of the development site and took place in December 2015. This resulted in a 'slight' injury and involved two cars travelling in opposite directions along Station Road. The possible contributory factors listed were: 'Road layout (e.g. bend, hill etc.)', 'failed to look properly', and 'failed to judge other persons path or speed'.

2.4.3 The three serious and one fatal PICs occurred on Station Road to the east of the development site. These are described below:

- Ref: P0750616 – This incident occurred in June 2016 and involved a car swerving across the carriageway colliding with a car travelling in the opposite direction, resulting in a serious injury;
- Ref: P0780215 – This incident occurred in February 2015 and involved a car making a u-turn and colliding with a motorcyclist, resulting in a serious injury. 'Failed to look properly', 'failed to judge other persons path or speed' and 'vehicle blind spot' were listed as possible contributory factors;
- Ref: 43190230680 – This incident occurred in July 2019 and involved a car driver losing control on Station Road, colliding with a tree and sustaining fatal injuries. 'Impaired by alcohol' and 'impaired by drugs (illicit or medicinal)' were listed as possible factors; and

- Ref: 190405109 – This incident occurred in December 2019 and involved a car leaving the carriageway and colliding with a tree. ‘Slippery road (due to weather)’, ‘travelling too fast for conditions’ and ‘fatigue’ were listed as possible contributory factors.

2.4.4 Overall, it is concluded from this review that the number and nature of incidents recorded within the vicinity of the site does not indicate any existing highway safety issues that would warrant mitigation as part of the development proposals.

2.5 Foot/ Cycle Connectivity

2.5.1 A lit circa 1.5m wide footway runs along the northern side of Station Road terminating at The Sidings to the south of the site and continuing west into Hook Norton. An uncontrolled dropped kerb crossing provides connection to a footway leading into The Sidings as shown in **Photo 1** below.

Photo 1 – Station Road (looking west from The Sidings)



2.5.2 A public footpath runs parallel to the northern boundary of the site (ref: 253/21/10) and falls outside of the site.



2.5.3 The closest National Cycle Route (NCR) to the site is NCR 5, which is located approximately 4km to the north of the site. NCR 5 (Shakespeare Cycleway) is a long-distance route connecting Reading and Holyhead via Oxford, Stratford-upon-Avon, Bromsgrove, Birmingham, Stoke-on-Trent, Chester, Colwyn Bay and Bangor.

2.6 Bus Service Provision

2.6.1 The closest bus stops to the proposed development are located on Station Road near Austin's Way approximately 280m from the centre of the site. These are served by the no. 488 operated by Stagecoach Oxfordshire which routes between Banbury and Chipping Norton. A summary of this bus service is provided in **Table 3**.

Table 3 – Summary of Local Bus Services*

No.	Route	Frequency & First and Last Services				
		Mon - Fri		Sat		Sun
488	Chipping Norton – Hooks Norton – Banbury	Every Hour		Every 2 Hours		-
		First	Last	First	Last	-
		08:11	18:16	09:06	17:16	

* It should be noted that amended bus services are currently in operation due to COVID-19 and therefore the frequency/timings are liable to change

2.6.2 It is proposed that a contribution to improving the existing bus stop facilities on Station Road will be secured through the Section 106.

2.7 Rail Service Provision

2.7.1 The nearest railway station to the site is in Banbury, around 14km to the north-east of the proposed development. The station can be accessed using the no.488 bus service which stops in Banbury town centre, a short walk from the station.

2.7.2 The station is operated by Chiltern Railways and provides frequent connections to London and Birmingham, as well as to local and national destinations. In terms of facilities, 60 sheltered cycle storage spaces are provided at the station as well as a 978-space car park.

2.8 Local Facilities

2.8.1 Hook Norton is identified as a Category A Village within the adopted Cherwell Local Plan, meaning that it is considered to be one of the more sustainable rural villages within the District. This section of the TS considers access from the proposed development to the following services:

- Education;
- Food retail;
- GP services; and
- Employment.

2.8.2 The majority of trips that will be made by foot or cycle from the proposed development will be for the purpose of short shopping trips, school journeys, and trips to bus stops as part of linked trips to other destinations.

2.8.3 It is generally considered that for distances under 2km, walking offers the greatest potential to replace short car trips. For distances under 5km, cycling also has the potential to substitute for short car trips.

2.8.4 Accessibility by foot to local amenities was determined by measuring the distances from the centre of the development site to the local amenity and then calculating the time it would take to walk that distance using an average walk speed of 1.4m/s. A similar approach was taken with regard to cycle accessibility, using an average cycle speed of 4.2m/s. Distances were measured along the most direct route between the site and amenity. A local amenity plan is provided as **Figure 1**.

Education

2.8.5 Hook Norton CofE Primary School is located off Sibford Road approximately 900m from the centre of the site. This translates into walking and cycling times of around 11 minutes and 4 minutes respectively.

2.8.6 The site falls within the secondary school catchment of Chipping Norton School, which is located around 10km to the south-west of the site. There is a school bus (1-CN06) which takes children living in Hook Norton to/ from the school.

Food Retail

2.8.7 There is a village shop, post office and butchers in the centre of Hook Norton which is approximately 1.1km from the site. This corresponds to walking and cycling times of around 13 and 4 minutes respectively. Wider shopping facilities can be found in Chipping Norton and Banbury, which are accessible by bus.

Doctor's Surgery

2.8.8 In terms of access to health provision, Hook Norton Surgery is located to the north-west of Hook Norton, circa 1.4km from the centre of the site. This translates into walking and cycling times of around 17 and 6 minutes respectively.

Employment

2.8.9 With regards to employment, a review of 2011 Census data for the Middle Super Output Area (MSOA) of Cherwell 009 within which the site is located shows that the majority of residents (55%) work in Cherwell, of which around half these are concentrated in Banbury which is accessible by bus from the site.

Summary

2.8.10 Overall, it is concluded that the site is well located in terms of access to local facilities and there are opportunities for travelling by non-car modes.

3.0 DEVELOPMENT PROPOSALS

3.1 Description of Development

3.1.1 An outline planning application is being submitted for the development of up to 50 dwellings on land off Station Road in Hook Norton.

3.2 Vehicle Access

3.2.1 Vehicle access is to be taken off Station Road to the south-west of the site, as shown on **Drawing 22263-01c**. Visibility splays of 2.4m x 120m are achievable to the east and west of the access, with 85th percentile vehicle speeds of 42.1mph and 39.0mph recorded eastbound and westbound respectively.

3.2.2 A 4.8m wide carriageway is proposed into the site along with 2m wide footways, in line with the arrangement agreed previously with OCC for the 48-dwelling application in 2014.

3.2.3 The Oxfordshire County Council Design Guide allows for different surface treatments and the access would be designed to be sympathetic to the local environment.

3.3 Servicing

3.3.1 The layout of the proposed development will be designed to accommodate a refuse vehicle to enter the site, turn around and exit the site in forward gear. Swept-path analysis of the site access for a large refuse vehicle is shown in **Drawing 22263-01-2c**.

3.4 Sustainable Access

3.4.1 As above, it is proposed that a 2m wide footway will be provided between the site access and existing footway located along the northern side of Station Road.

3.4.2 In addition to the above, it is proposed that a Section 106 contribution would be provided towards improvements to the existing bus stops located on Station Road to the west of the site access.

3.5 Parking

Car Parking

3.5.1 The relevant car parking standards for the site are contained within Oxfordshire County Council's Residential Design Guide (2015). These are set out in Table A6.C1 of Appendix 6 and are copied below. As an outline planning application is being submitted, details regarding car parking and layout will be addressed through reserved matters.

Table A6.C1
Car parking Provision in New Developments for all Areas of Oxfordshire
(Other than Oxford and Cherwell Urban areas)

Number of bedrooms per dwelling	Number of Allocated Spaces	Number of Spaces When 2 Allocated Spaces per Dwelling are Provided		Number of Spaces When 1 Allocated Spaces per Dwelling are Provided		Number of Unallocated Spaces When no Allocated Spaces are Provided
		Allocated Spaces	Unallocated Spaces	Allocated Spaces	Unallocated Spaces	
1	1	N/A	N/A	1	0.4	1.2
2	2	2	0.3	1	0.6	1.4
2/3	2	2	0.3	1	0.8	1.6
3	2	2	0.4	1	0.9	1.8
3/4	2	2	0.5	1	1.1	2.1
4+	2	2	0.6	1	1.5	2.4

Note: The rows in the table for 2/3 bedrooms and 3/4 bedrooms can be used when there are additional rooms in the dwelling which are not shown as bedrooms but where there is a high chance that they could be used as bedrooms.

Cycle Parking

3.5.2 Cycle parking will be provided within the curtilage of each dwelling, with any garages designed to allow space for a car and storage of bicycles being a minimum of 6m x 3m internally.

4.0 TRAFFIC GENERATION AND IMPACT

4.1 Introduction

4.1.1 This Chapter reviews the potential traffic generation associated with the proposed development of up to 50 dwellings.

4.2 Vehicle Trip Generation

4.2.1 Person trip rates have been extracted from the Trip Rates Information Computer System (TRICS) for 'Land Use 03 – Residential/A – Houses Privately Owned'. The trip rates for the peak hours and 12-hour period recorded in TRICS are summarised in **Table 4**, along with the trip generation associated with the development proposals. The TRICS outputs are attached as **Appendix D**.

Table 4 – Person Trip Rates and Trip Generation (50 Dwellings)

	Morning Peak (08:00 – 09:00)			Evening Peak (17:00 – 18:00)			12 Hours (07:00 – 19:00)		
	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
Trip Rates (Per Dwelling)	0.246	0.685	0.931	0.529	0.247	0.776	3.865	3.955	7.820
Trip Generation	12	34	46	26	12	38	193	198	391

4.2.2 In order to forecast the vehicle trip generation for the site, journey to work mode share data has been extracted from the 2011 Census for the lower super output area of Cherwell 009B within which the site is located. This data is attached as **Appendix E** along with a plan showing the extent of the output area.

4.2.3 A review of the mode share information shows that approximately 80% of residents travel to work as a 'car driver', with 10% travelling on foot, 4% using public transport, 4% as car passengers, 1% by bicycle and 1% by motorcycle, scooter or moped. The 'car driver' percentage has been applied to person trip generation figures in **Table 4** in order to forecast the future vehicle trip generation for the site. The resulting vehicle movements are shown in **Table 5**, along with the corresponding vehicle trip rate per dwelling.

Table 5 – Vehicle Trip Generation (50 Dwellings)

	Morning Peak (08:00 – 09:00)			Evening Peak (17:00 – 18:00)			12 Hours (07:00 – 19:00)		
	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
Trip Generation	10	27	37	21	10	31	155	158	313
Trip Rates (Per Dwelling)	0.197	0.518	0.745	0.423	0.198	0.621	3.092	3.164	6.256

4.3 Development Traffic Distribution and Assignment

4.3.1 The vehicle trip distribution for the proposed development has been forecast using 2011 Census journey to work data for the MSOA of Cherwell 009 within which the site is located. This data is attached as **Appendix F**. Development traffic was then assigned using ArcGIS, with approximately 88% of traffic forecast to route to/ from the east and 12% to/ from the west through Hook Norton.

4.4 Traffic Impact

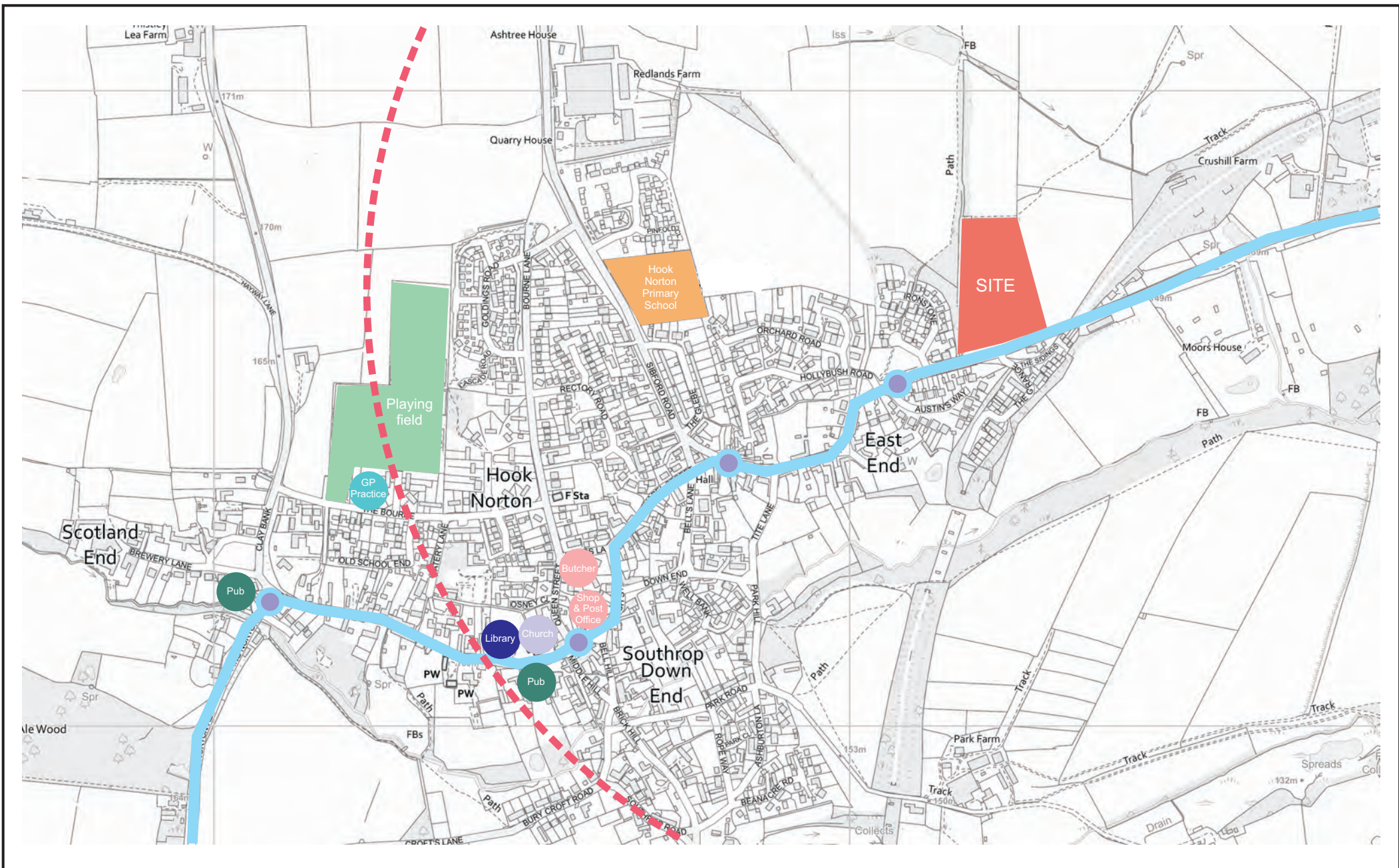
4.4.1 The proposed development is predicted to generate 37 and 31 two-way vehicle trips during the morning and evening peaks respectively. Of these, the vast majority are forecast to travel to/ from the east of the site, with around 4 two-way trips travelling through Hook Norton to the west. Consequently, the highways impact of the development scheme will not be significant.

4.4.2 Furthermore, in order to facilitate and promote travel by non-car modes for local trips, it is proposed that each new resident of the site will be provided with a Household Welcome Pack providing information on local facilities, bus connections and sustainable travel initiatives within Oxfordshire.

5.0 CONCLUSIONS

- 5.1 David Tucker Associates was commissioned by Greystoke Land to review the transport implications of a scheme for up to 50 dwellings on land to the north of Station Road in Hook Norton, Oxfordshire.
- 5.2 The site is located to the east of Hook Norton in Oxfordshire. To the south, the site is bound by Station Road, to the north and east by fields, and to the west by woodland as well as existing residential properties along Ironstone Hollow.
- 5.3 A review of the most recent personal injury collision data for the local highway network does not indicate any issues that would require mitigation as part of the scheme.
- 5.4 The site is in a rural location, but is in close proximity to hourly bus services providing connections to Banbury and Chipping Norton, as well as local amenities within Hook Norton itself, including shops, a primary school and doctor's surgery. Opportunities for enhancing travel by sustainable modes have been identified and includes bus stop improvements and new footway connections.
- 5.5 The vehicular site access will be in the form of a simple priority junction with a 4.8m access road and 2m wide footways providing pedestrian connection into the site.
- 5.6 A review of potential traffic generation demonstrates that the proposals will not generate a significant amount of peak hour movements and the vast majority of this is forecast to route to/ from the east and therefore not through Hook Norton itself.
- 5.7 Overall, the report demonstrates that the proposed development would not have a material adverse impact on the safety or operation of the adjacent highway network. It further concludes that the development is in full accordance with the transport policy tests for new developments as set out in Paragraph 108-109 of the National Planning Policy Framework.

Figures



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- Notes:
- 1km Isochrone
 - Bus Route 488 - Banbury - Chipping Norton
 - Bus Stops

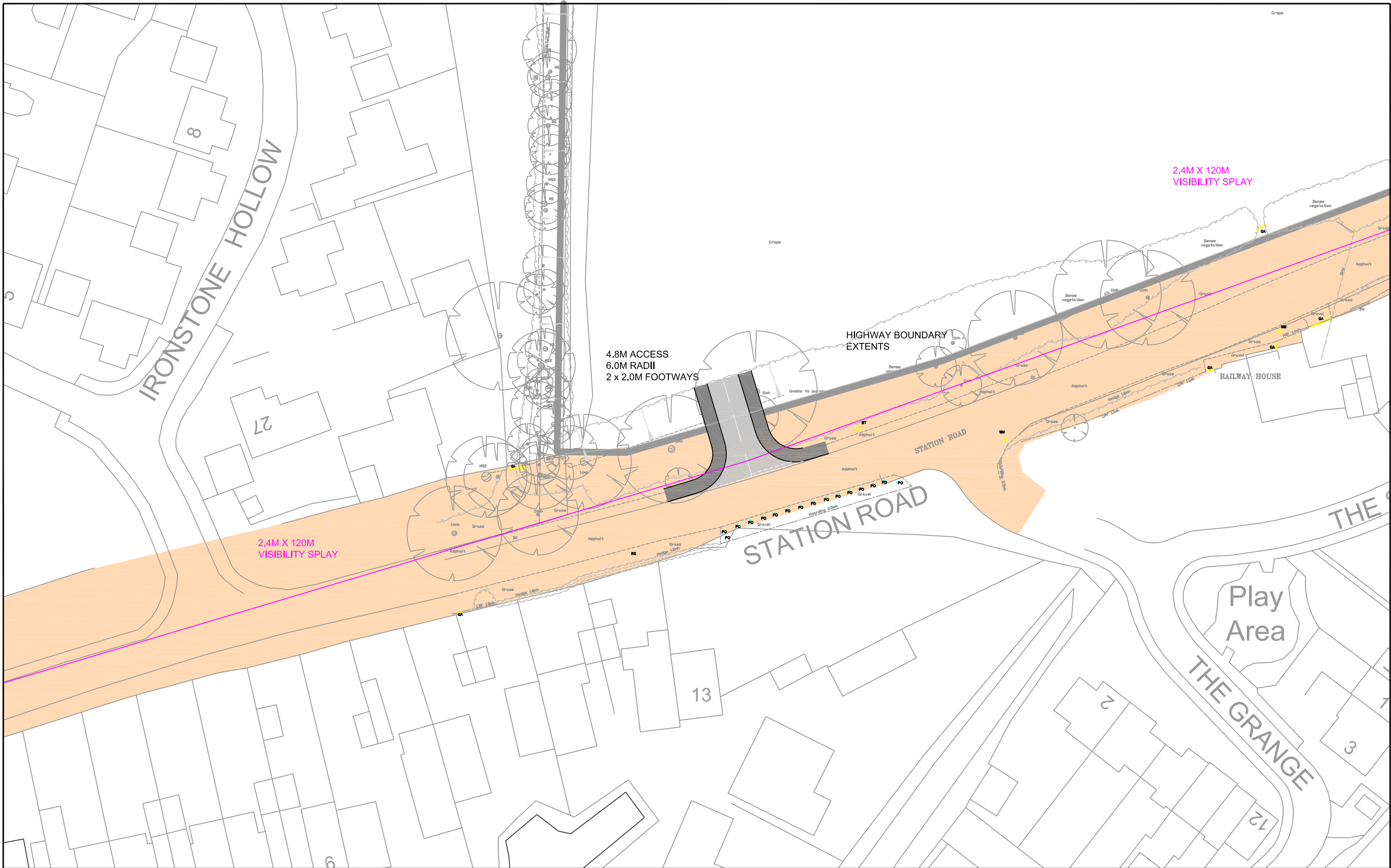
Figure 1
 Drawing Title
 Job Title
 Client

Local Facilities Plan
 Station Road, Hook Norton
 Greystoke Land

Scale : NTS



Drawings



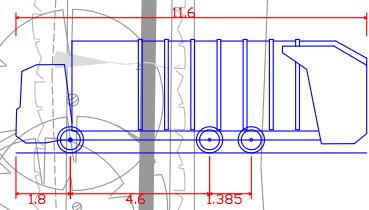
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REV	DESCRIPTION	DRAWN	INITIALS	DATE	DRAWING STATUS	CHECKED BY	DATE

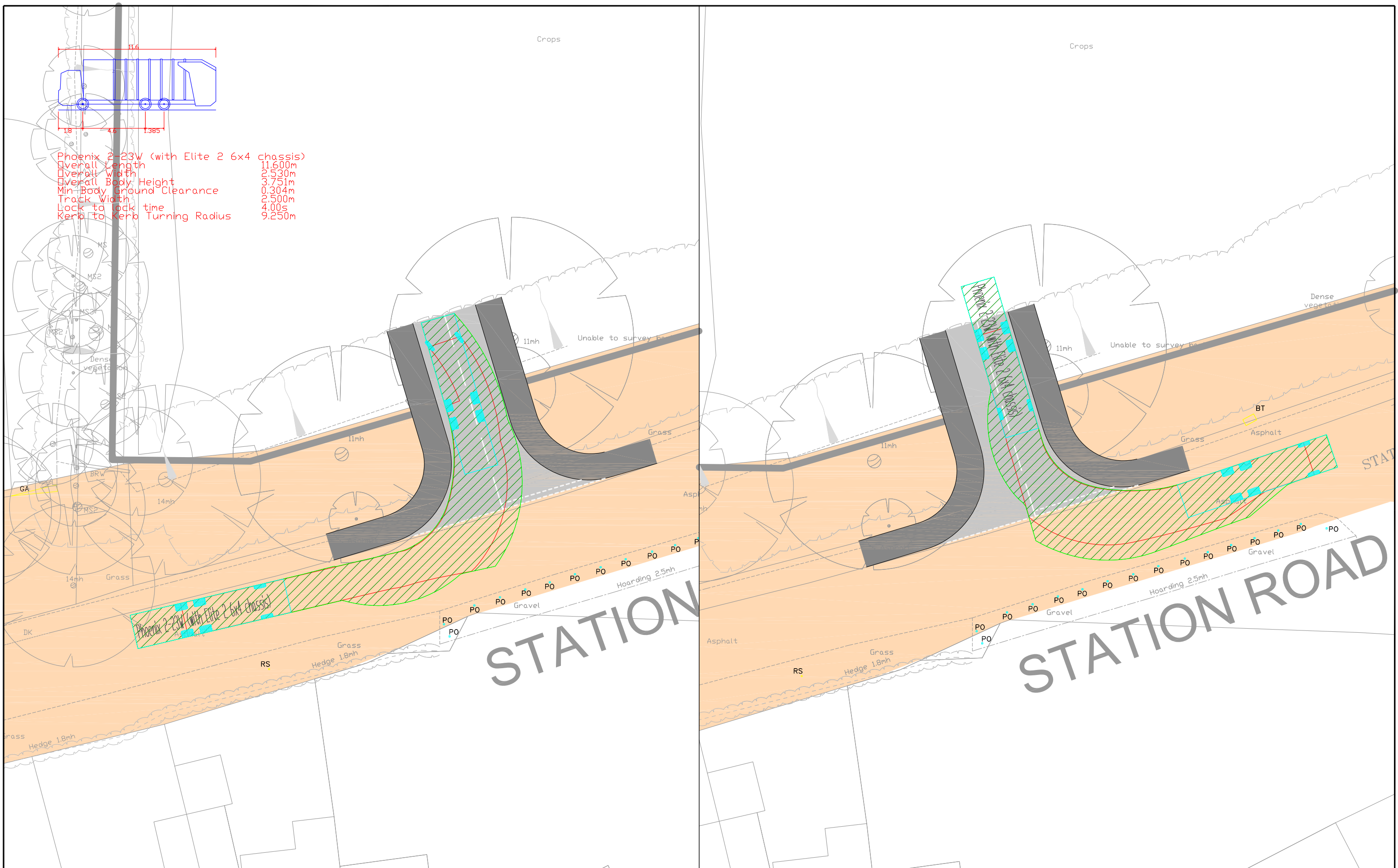


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JOB TITLE Station Road, Hook Norton		CLIENT Greystoke Land	
DRAWING TITLE Proposed Site Access			
SCALE 1/500@A3	DRAWN BY BP	DATE Nov2020	DRAWING No 22263-01
REVISION c			



Phoenix 2-23W (with Elite 2 6x4 chassis)
 Overall Length 11.600m
 Overall Width 2.530m
 Overall Body Height 3.751m
 Min Body Ground Clearance 0.304m
 Track Width 2.500m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 9.250m



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REV	DESCRIPTION	DRAWN	INITIALS	DATE	DRAWING STATUS	CHECKED BY	DATE

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JOB TITLE Station Road, Hook Norton		CLIENT Greystoke Land	
DRAWING TITLE Refuse Tracking			
SCALE 1/500@A3	DRAWN BY BP	DATE Nov2020	DRAWING No 22263-01-2
REVISION C			

Appendix A
Proposed Site Layout

Scale



HOUSE UNITS						
House Type	Bed Spaces	Storey Heights	Area m2	Area ft2	Number	Mix %
2 Bed	2	2	74	797	9	21
2 Bed	2	2	108	1163	1	2
3 Bed	3	2	89	958	11	26
3 Bed	3	2	102	1098	5	12
3 Bed	3	2	106	1141	4	9
3 Bed	3	2	108	1163	3	7
3 Bed	3	2	150	1615	4	9
4 Bed	4	2	164	1765	6	14
Total					43	



Field gate access for green infrastructure maintenance

Existing planting to boundary retained

Rural setting of the permissive footpath along the western and northern site boundaries retained by provision of informal open space, hedgerow restoration and northern tree belt structure planting

Site circulation path

Attenuation pond and swale

Extensive open space along the western margin of the site is intended to conserve the visual amenity of walkers using the permissive path and to create an attractive view when seen through the proposed site entrance from Station Road. The open space can also accommodate SuDS requirement within an informal and natural landscape scheme which extends the general site green infrastructure to mitigate potential landscape and visual effects of development.

View from Station Road through new access is intended to be strengthen the rural village edge character of the development.

Field gate access for green infrastructure maintenance

Potential impact of development on views from PRow/Council Hill to be mitigated by both boundary and internal planting mitigation measures that will reduce the visual scale and mass of the development.

Private drive area

Central open space provides an opportunity to extend new green infrastructure through the site to soften form and perceived scale of development when seen both from Station Road and Council Hill. Natural and informal landscaping incorporating SuDS requirements to enhance opportunity for new wildlife habitat and create a rural village edge character to the site.

Field gate access for green infrastructure maintenance

New planting belt 7.5m width to form mitigation screen with adjacent countryside.

Field gate access for green infrastructure maintenance

Existing roadside hedgerow and new green infrastructure to conserve rural character at gateway to the village.

Informal open space retained along southern margin of the site with Station Road to maintain a rural character to this gateway to the village.

Existing lane side hedge to be retained and restored to increase wildlife habitat value and assist with maintaining a verdant rural character at the gateway to the village.

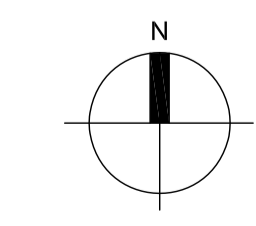
New access point formed off station road

Notes

- 1) Do not scale directly from this drawing.
- 2) This drawing is to be read in conjunction with all other relevant MHP drawings and information supplied by other consultants.
- 3) Hatch patterns displayed on this drawing are indicative only and do not represent actual paving units or material sizes.
- 4) All tree planting in proximity to buildings to be checked by engineers to ensure foundation detailing is appropriate.

A Additional annotation included		09-11-20	DAL	PSH
Revisions:		Date:	Drawn:	Checked:
Project: Hook Norton, Station Road				
Client: Grey Stoke Land				
Title: Illustrative layout				
Drawing number:		20147.101		Rev: A
Status: FOR INFORMATION				
Drawn By:	Checked By:	Date:	Scale @ A1:	
DAL	PSH	09-10-20	1:500	

Hook Norton - Station Road Illustrative Layout



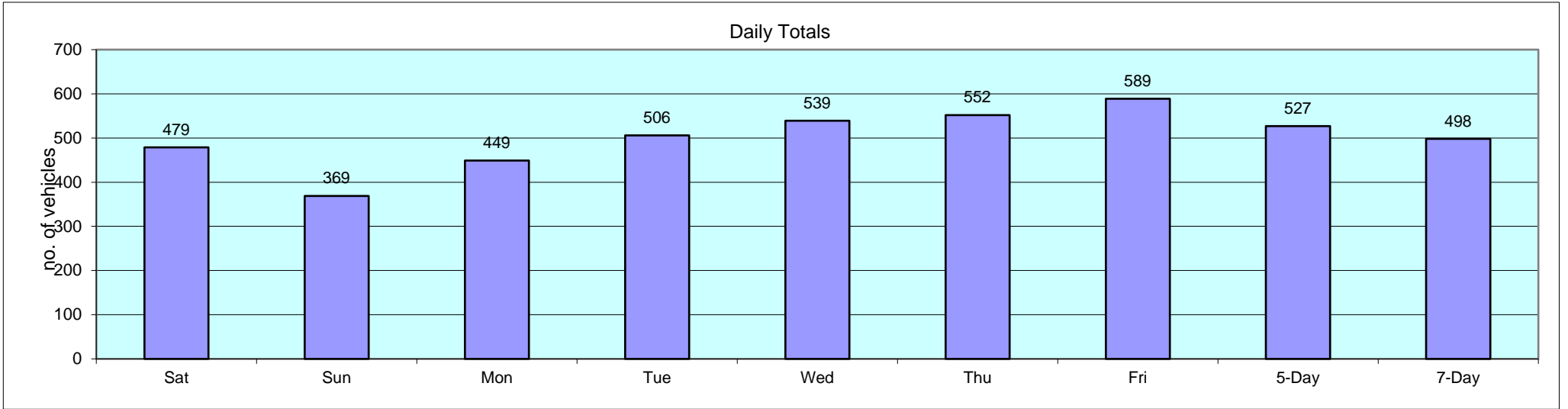
Appendix B
Traffic Survey Data

10030 HOOK NORTON									
JULY 2020									
Site	Location	Direction	Start Date	End Date	Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Average 85%ile Speed
Site No: 10030001	Station Rd, Hook Norton (E of The Grange) OSGR - SP 36387 33542	Channel: Eastbound	Sat 25-Jul-20	Fri 31-Jul-20	30	3483	527	498	42.1
		Channel: Westbound	Sat 25-Jul-20	Fri 31-Jul-20		3331	503	476	39.0

10030		HOOK NORTON				
JULY 2020						
Site	Location	Direction	Start Date	End Date	Posted Speed Limit (PSL)	Average Mean Speed
Site No: 10030001	Station Rd, Hook Norton (E of The Grange) OSGR - SP 36387 33542	Channel: Eastbound	Sat 25-Jul-20	Fri 31-Jul-20	30	33.8
		Channel: Westbound	Sat 25-Jul-20	Fri 31-Jul-20		31.5

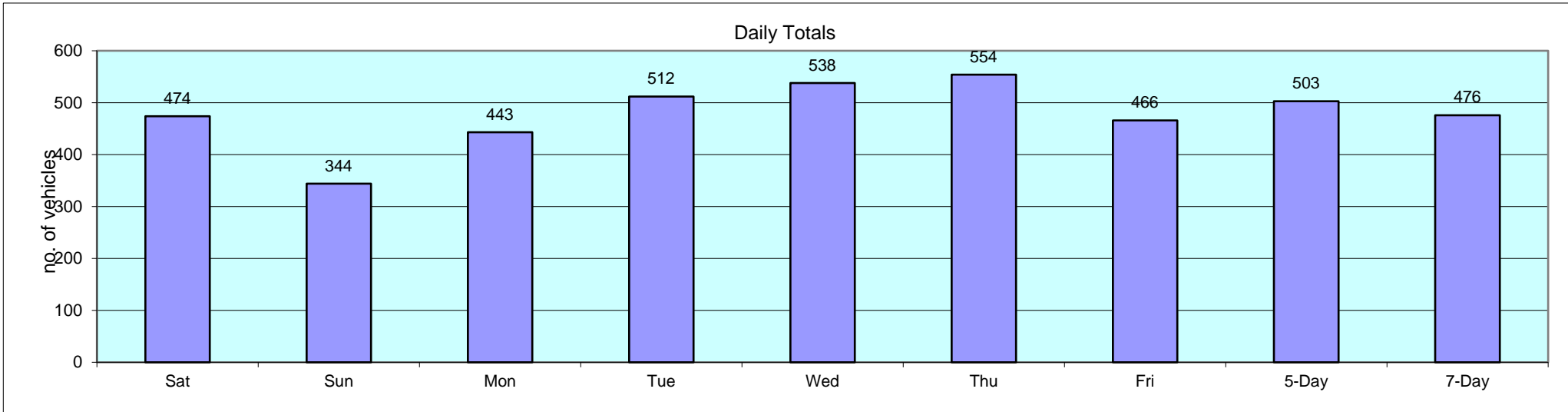
10030	HOOK NORTON		Site No: 10030001		Location		Station Rd, Hook Norton (E of The Grange)		
	Channel: Eastbound								
TIME PERIOD	Sat 25/07/20	Sun 26/07/20	Mon 27/07/20	Tue 28/07/20	Wed 29/07/20	Thu 30/07/20	Fri 31/07/20	5-Day Av	7-Day Av
Week Begin: 25-Jul-20									
00:00	1	0	0	1	0	0	1	0	0
01:00	0	1	0	0	0	0	0	0	0
02:00	0	0	1	0	0	0	0	0	0
03:00	0	0	0	0	0	1	0	0	0
04:00	1	0	2	1	1	2	1	1	1
05:00	7	2	4	7	9	7	7	7	6
06:00	14	8	20	15	13	14	16	16	14
07:00	23	9	33	38	46	39	27	37	31
08:00	57	14	39	59	44	47	59	50	46
09:00	40	27	39	38	41	44	45	41	39
10:00	29	34	35	38	40	35	30	36	34
11:00	33	44	42	35	33	49	34	39	39
12:00	42	37	33	29	35	42	40	36	37
13:00	38	29	28	32	27	33	41	32	33
14:00	29	31	33	33	34	31	42	35	33
15:00	29	30	34	33	54	44	52	43	39
16:00	38	22	36	42	45	42	30	39	36
17:00	30	26	19	36	42	34	72	41	37
18:00	18	19	22	23	23	27	31	25	23
19:00	24	14	15	20	24	19	17	19	19
20:00	9	9	7	12	9	22	19	14	12
21:00	8	8	5	11	12	12	15	11	10
22:00	6	5	2	2	6	5	7	4	5
23:00	3	0	0	1	1	3	3	2	2
12H,7-19	406	322	393	436	464	467	503	453	427
16H,6-22	461	361	440	494	522	534	570	512	483
18H,6-24	470	366	442	497	529	542	580	518	489
24H,0-24	479	369	449	506	539	552	589	527	498
Am	08:00	11:00	11:00	08:00	07:00	11:00	08:00	-	-
Peak	57	44	42	59	46	49	59	51	51
Pm	12:00	12:00	16:00	16:00	15:00	15:00	17:00	-	-
Peak	42	37	36	42	54	44	72	50	47

10030	HOOK NORTON		Site No: 10030001	Location	Station Rd, Hook Norton (E of The Grange)				
			Channel: Eastbound						
	Sat	Sun	Mon	Tue	Wed	Thu	Fri	5-Day	7-Day
TIME PERIOD	25/07/20	26/07/20	27/07/20	28/07/20	29/07/20	30/07/20	31/07/20	Av	Av



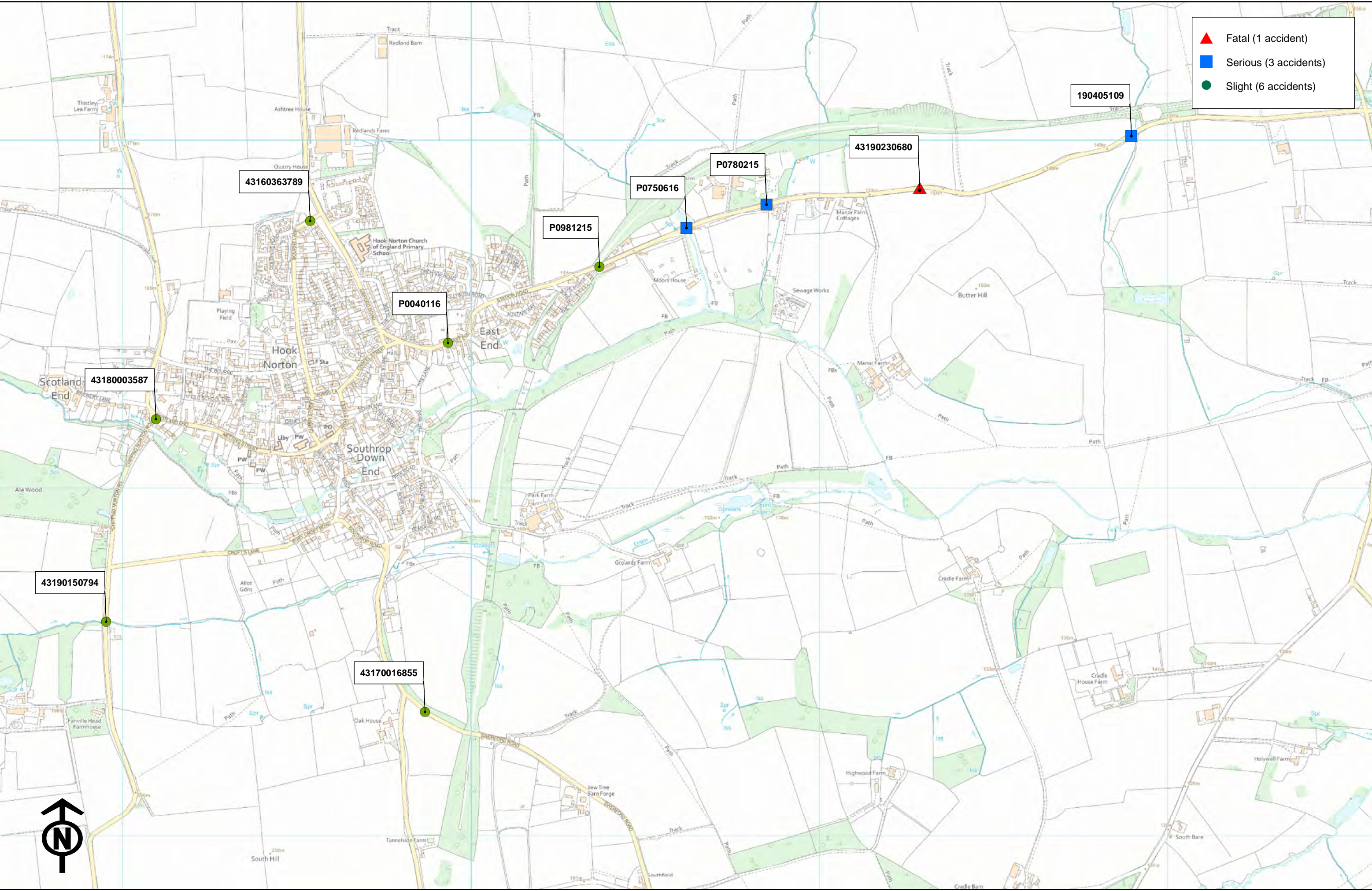
10030	HOOK NORTON		Site No: 10030001		Location		Station Rd, Hook Norton (E of The Grange)		
	Channel: Westbound								
TIME PERIOD	Sat 25/07/20	Sun 26/07/20	Mon 27/07/20	Tue 28/07/20	Wed 29/07/20	Thu 30/07/20	Fri 31/07/20	5-Day Av	7-Day Av
Week Begin: 25-Jul-20									
00:00	3	4	0	0	1	0	4	1	2
01:00	1	3	0	1	1	0	1	1	1
02:00	1	0	1	3	1	0	1	1	1
03:00	0	1	0	0	0	0	0	0	0
04:00	0	1	1	1	0	1	0	1	1
05:00	1	0	1	1	2	2	1	1	1
06:00	3	1	0	9	0	3	3	3	3
07:00	23	3	12	16	16	21	22	17	16
08:00	40	8	25	32	40	31	41	34	31
09:00	27	13	29	34	27	39	30	32	28
10:00	35	29	26	23	34	31	30	29	30
11:00	36	38	33	46	32	39	36	37	37
12:00	41	27	40	42	36	38	44	40	38
13:00	40	24	28	27	39	43	35	34	34
14:00	45	37	34	32	34	34	34	34	36
15:00	35	25	37	32	36	44	57	41	38
16:00	33	37	40	44	52	47	50	47	43
17:00	22	28	60	45	61	55	2	45	39
18:00	27	19	35	49	48	50	0	36	33
19:00	23	21	15	26	32	26	24	25	24
20:00	21	14	13	20	25	23	27	22	20
21:00	7	5	8	14	9	15	17	13	11
22:00	4	6	3	13	7	4	3	6	6
23:00	6	0	2	2	5	8	4	4	4
12H,7-19	404	288	399	422	455	472	381	426	403
16H,6-22	458	329	435	491	521	539	452	488	461
18H,6-24	468	335	440	506	533	551	459	498	470
24H,0-24	474	344	443	512	538	554	466	503	476
Am	08:00	11:00	11:00	11:00	08:00	11:00	08:00	-	-
Peak	40	38	33	46	40	39	41	40	40
Pm	14:00	16:00	17:00	18:00	17:00	17:00	15:00	-	-
Peak	45	37	60	49	61	55	57	56	52

10030	HOOK NORTON		Site No: 10030001	Location	Station Rd, Hook Norton (E of The Grange)				
			Channel: Westbound						
	Sat	Sun	Mon	Tue	Wed	Thu	Fri	5-Day	7-Day
TIME PERIOD	25/07/20	26/07/20	27/07/20	28/07/20	29/07/20	30/07/20	31/07/20	Av	Av



Appendix C
Accident Data

- ▲ Fatal (1 accident)
- Serious (3 accidents)
- Slight (6 accidents)



NEAR BRYMBO COTT

60

8

2

0

[REDACTED]

[REDACTED]

[REDACTED]

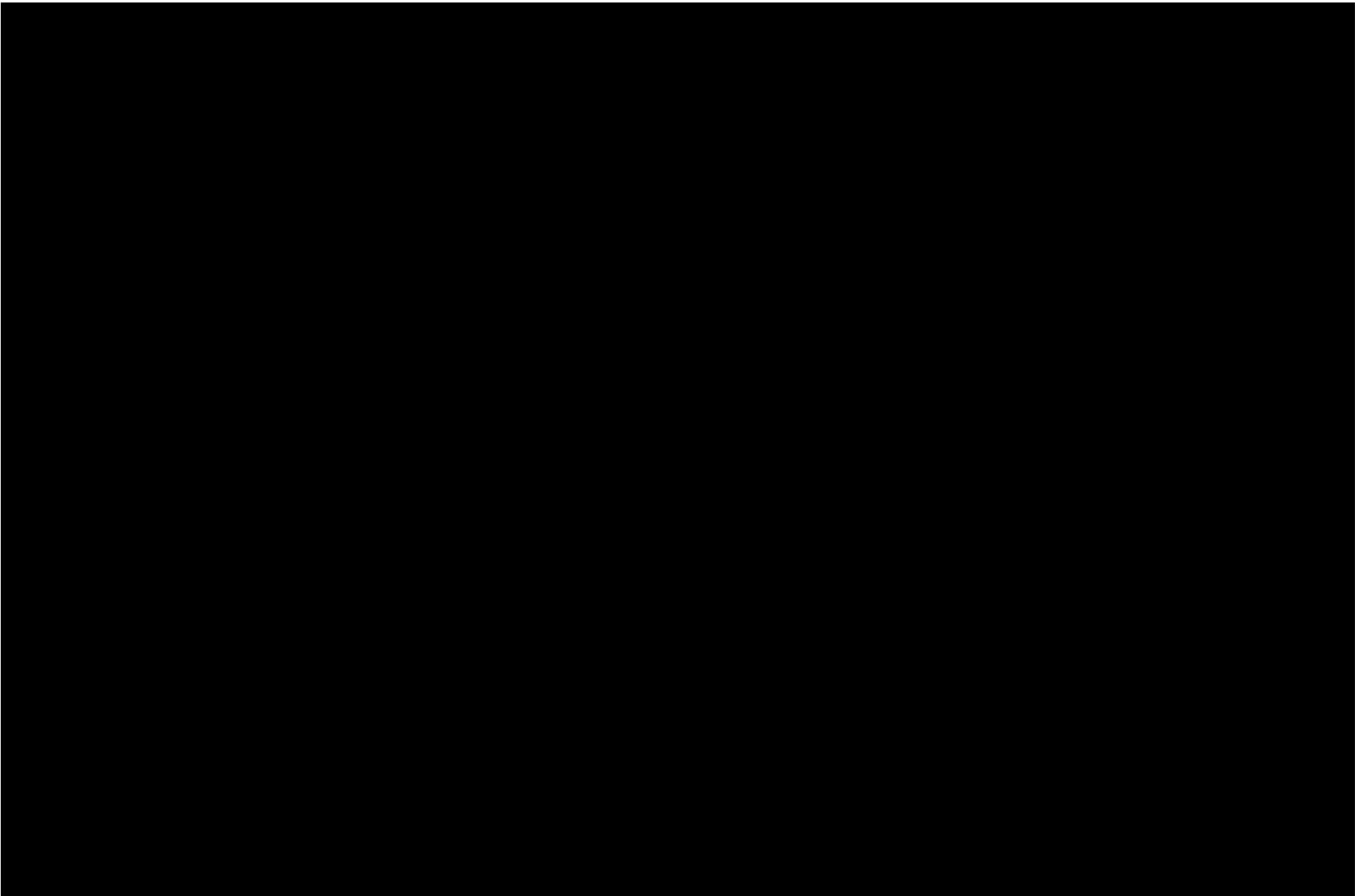
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[REDACTED]

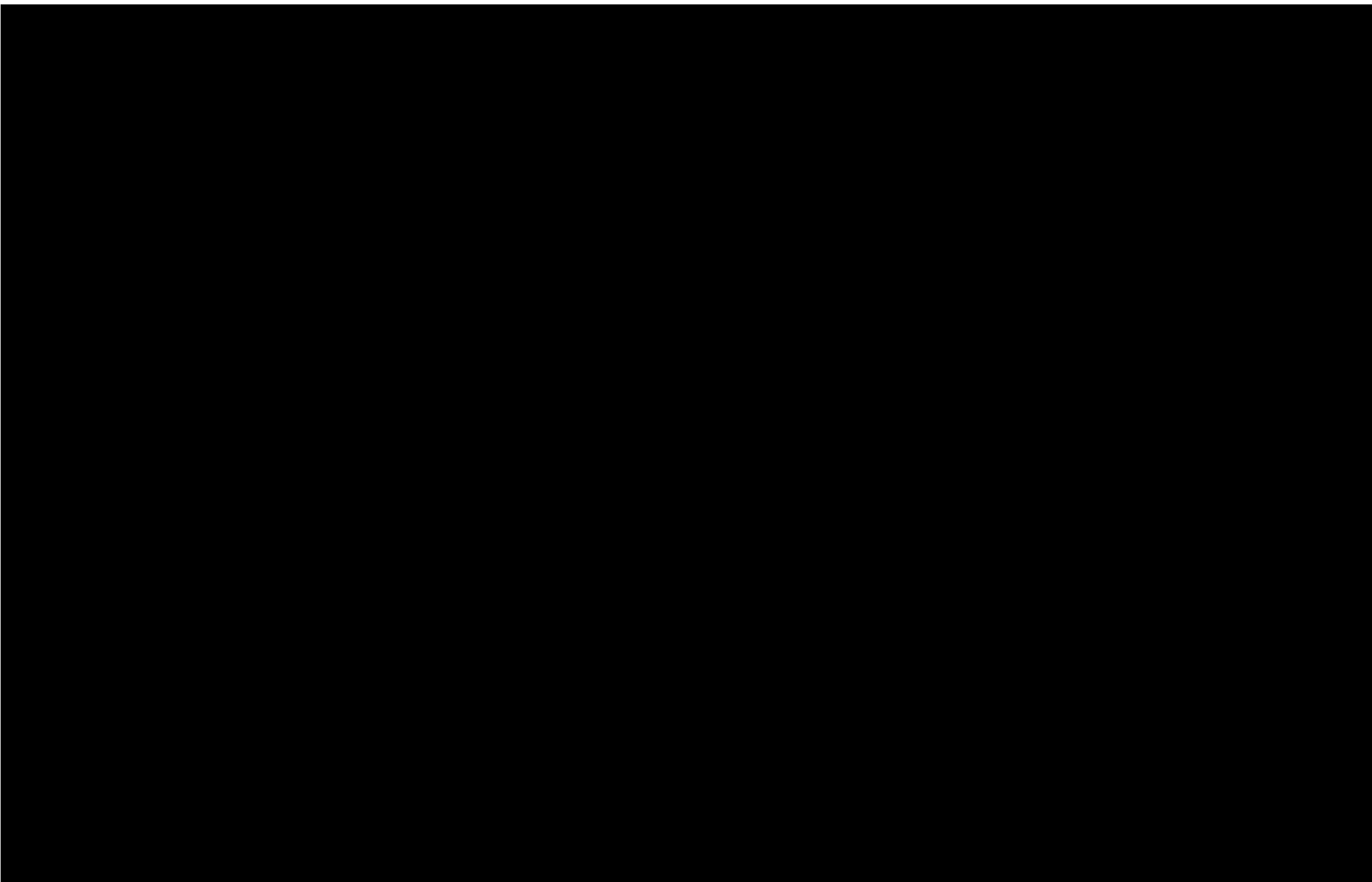
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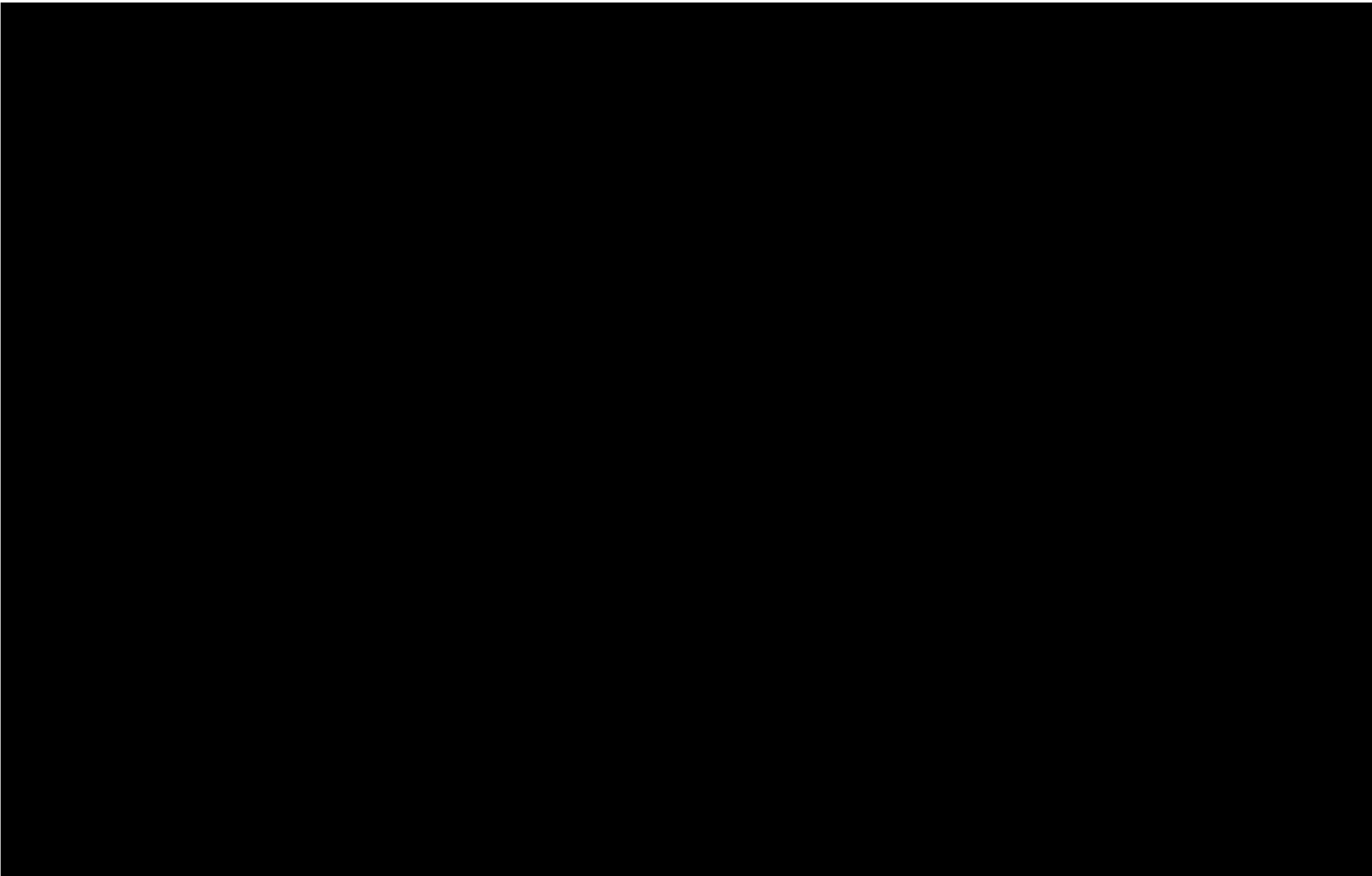
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[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]

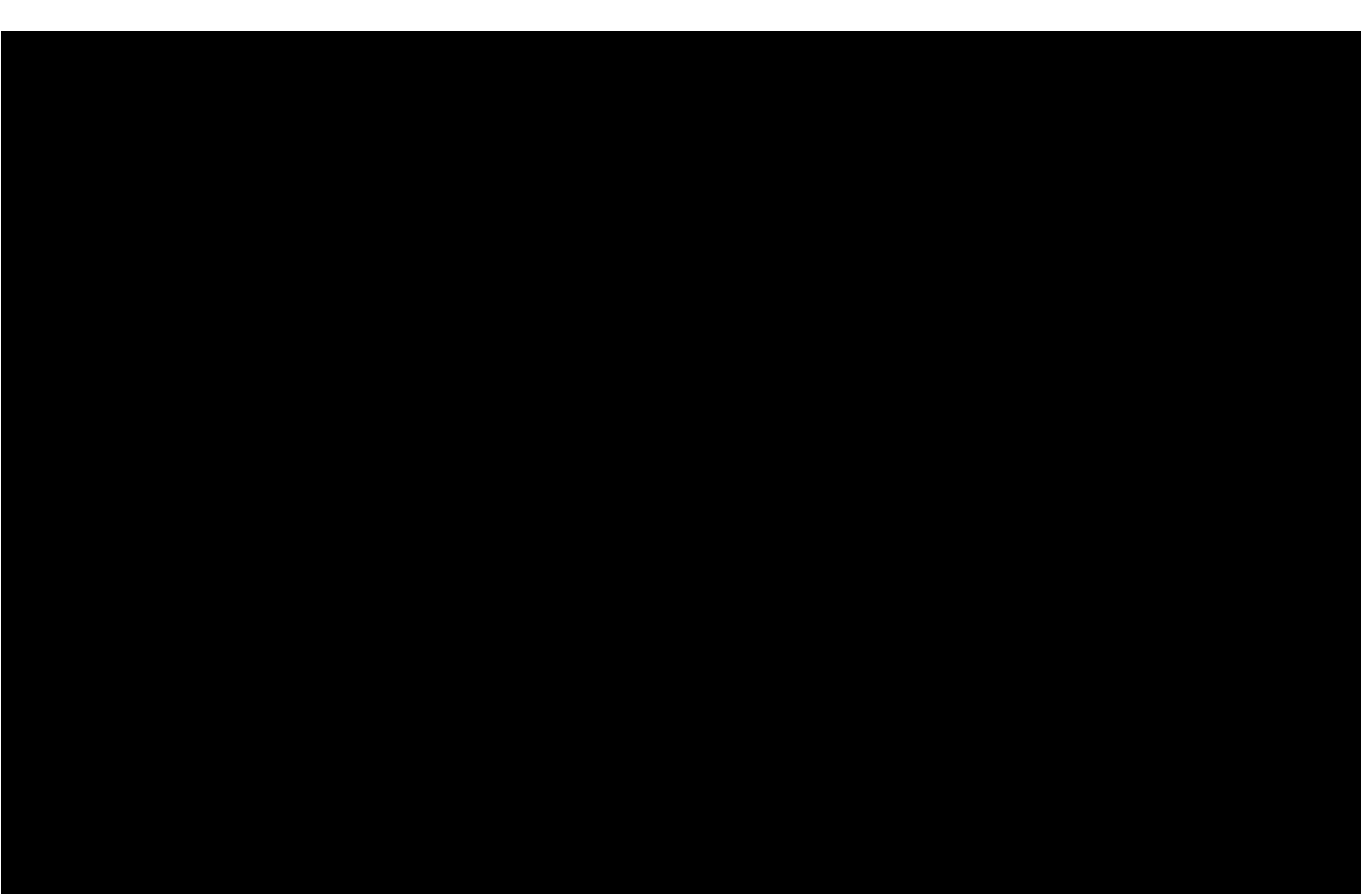
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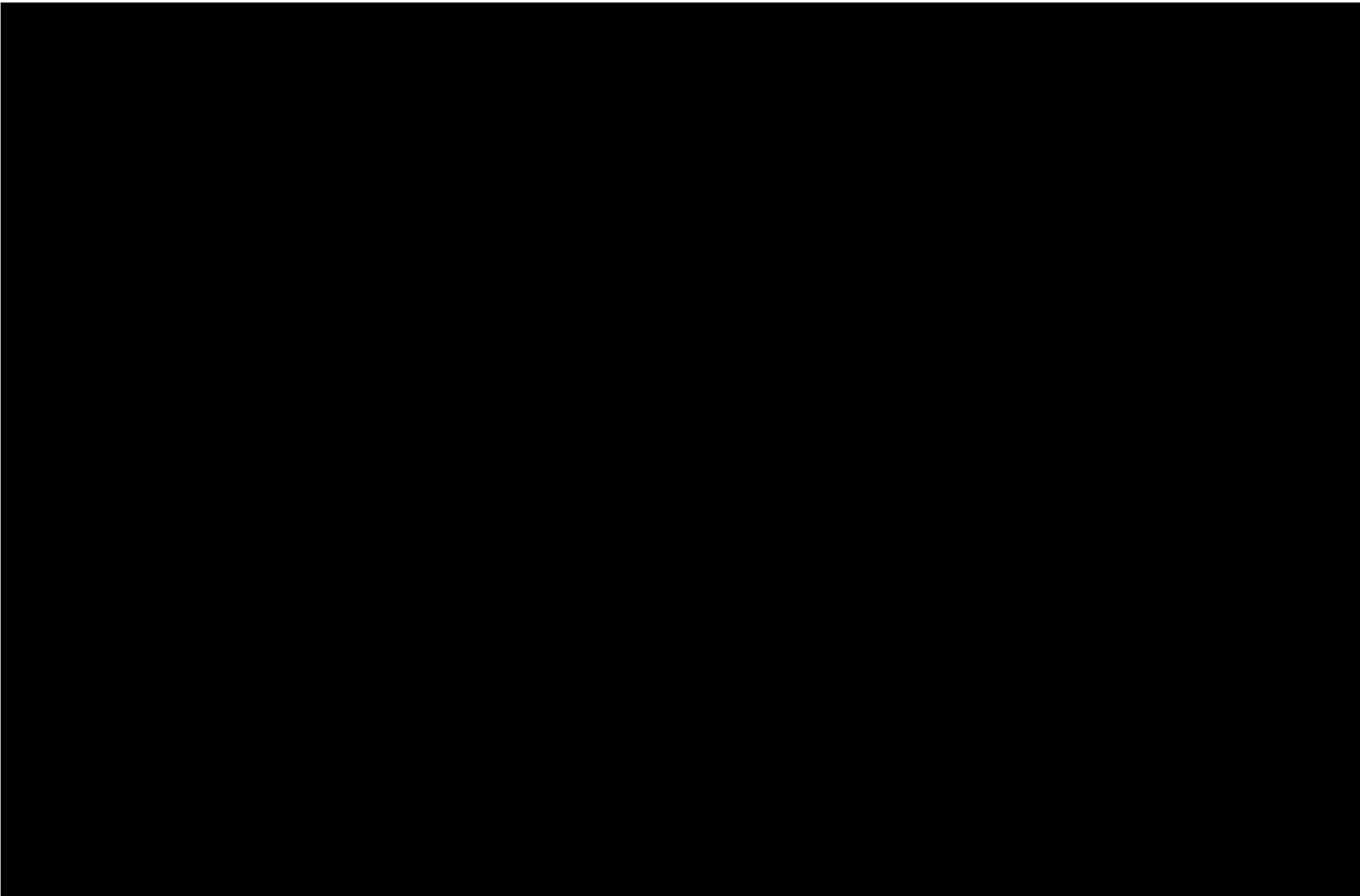


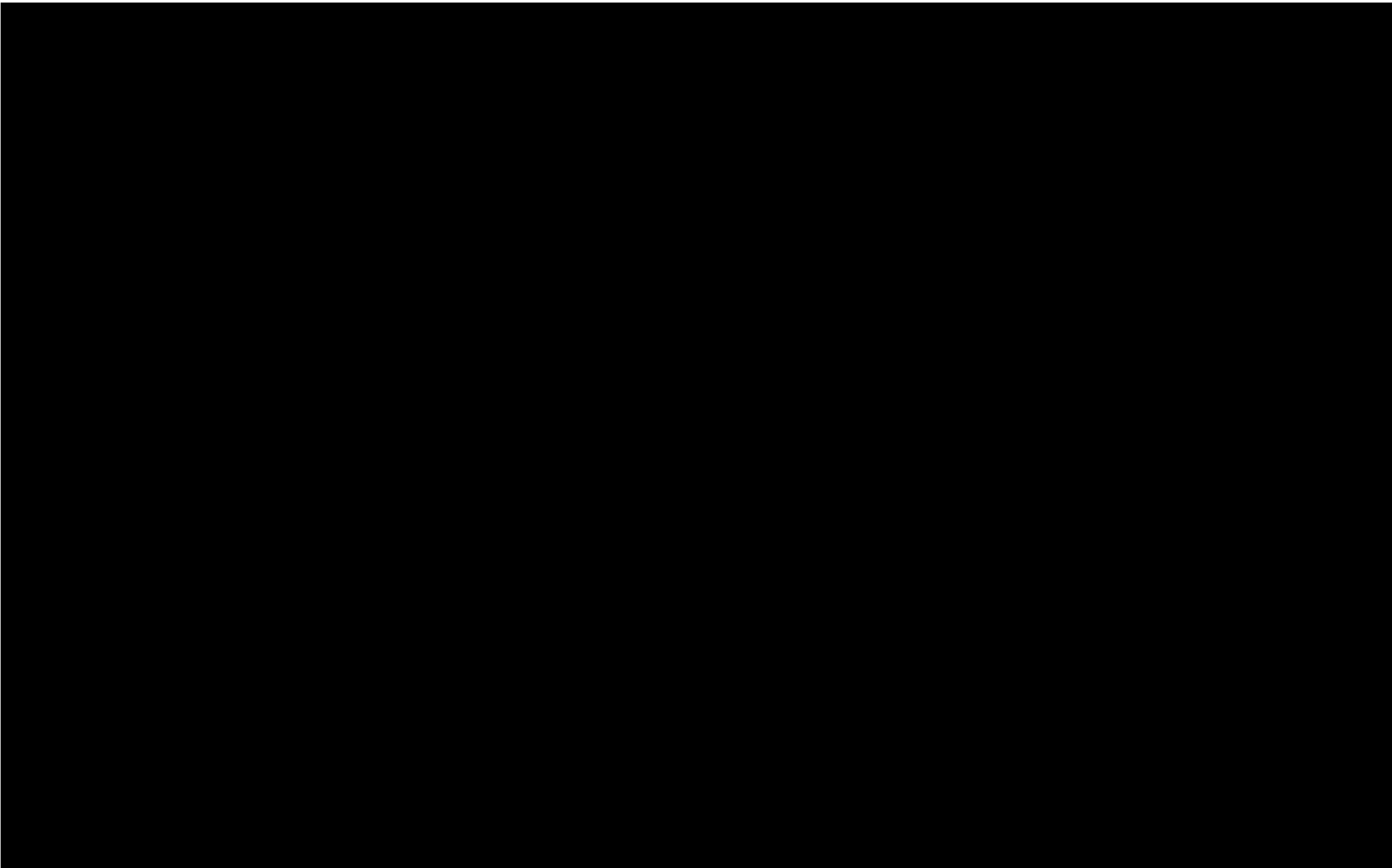


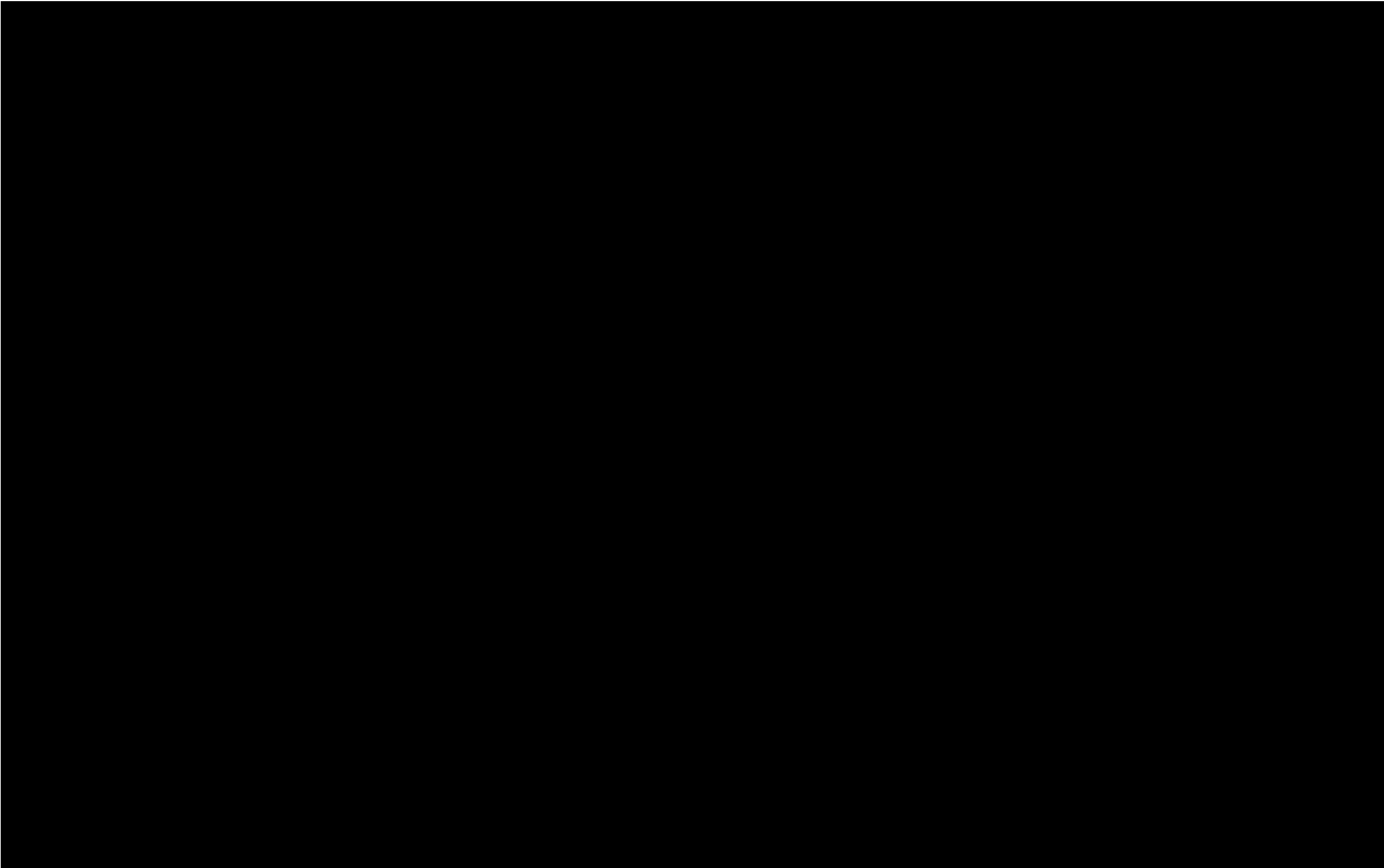


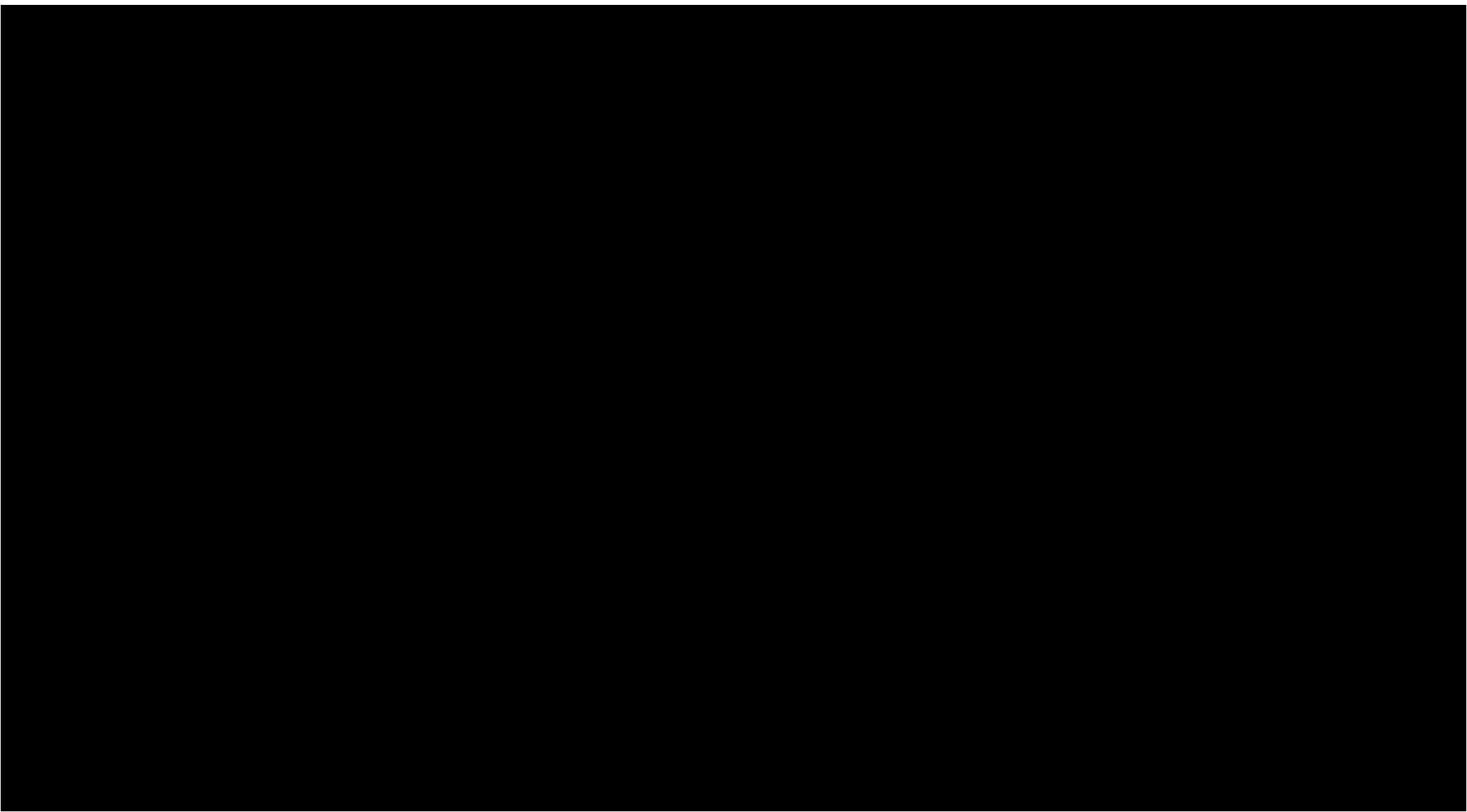












Appendix D
TRICS Data

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	HC HAMPSHIRE	2 days
	SC SURREY	1 days
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	DC DORSET	1 days
	SM SOMERSET	1 days
04	EAST ANGLIA	
	NF NORFOLK	3 days
	SF SUFFOLK	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	2 days
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	2 days
08	NORTH WEST	
	CH CHESHIRE	2 days
09	NORTH	
	DH DURHAM	1 days
10	WALES	
	VG VALE OF GLAMORGAN	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
 Actual Range: 10 to 99 (units:)
 Range Selected by User: 10 to 100 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 19/11/19

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	3 days
Tuesday	3 days
Wednesday	7 days
Thursday	6 days
Friday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	20 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town 20

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C3 20 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	5 days
10,001 to 15,000	6 days
15,001 to 20,000	5 days
20,001 to 25,000	1 days
25,001 to 50,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

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

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	17 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	6 days
No	14 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	20 days
-----------------	---------

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CH-03-A-09 GREYSTOKE ROAD MACCLESFIELD HURDSFIELD Edge of Town Residential Zone Total No of Dwellings: 24 <i>Survey date: MONDAY 24/11/14</i>	TERRACED HOUSES	CHESHIRE	<i>Survey Type: MANUAL</i>
2	CH-03-A-10 MEADOW DRIVE NORTHWICH BARNTON Edge of Town Residential Zone Total No of Dwellings: 40 <i>Survey date: TUESDAY 04/06/19</i>	SEMI-DETACHED & TERRACED	CHESHIRE	<i>Survey Type: MANUAL</i>
3	DC-03-A-08 HURSTDENE ROAD BOURNEMOUTH CASTLE LANE WEST Edge of Town Residential Zone Total No of Dwellings: 28 <i>Survey date: MONDAY 24/03/14</i>	BUNGALOWS	DORSET	<i>Survey Type: MANUAL</i>
4	DH-03-A-03 PILGRIMS WAY DURHAM Edge of Town Residential Zone Total No of Dwellings: 57 <i>Survey date: FRIDAY 19/10/18</i>	SEMI-DETACHED & TERRACED	DURHAM	<i>Survey Type: MANUAL</i>
5	ES-03-A-05 RATTLE ROAD NEAR EASTBOURNE STONE CROSS Edge of Town Residential Zone Total No of Dwellings: 99 <i>Survey date: WEDNESDAY 05/06/19</i>	MIXED HOUSES & FLATS	EAST SUSSEX	<i>Survey Type: MANUAL</i>
6	HC-03-A-21 PRIESTLEY ROAD BASINGSTOKE HOUNDMILLS Edge of Town Residential Zone Total No of Dwellings: 39 <i>Survey date: TUESDAY 13/11/18</i>	TERRACED & SEMI-DETACHED	HAMPSHIRE	<i>Survey Type: MANUAL</i>
7	HC-03-A-22 BOW LAKE GARDENS NEAR EASTLEIGH BISHOPSTOKE Edge of Town Residential Zone Total No of Dwellings: 40 <i>Survey date: WEDNESDAY 31/10/18</i>	MIXED HOUSES	HAMPSHIRE	<i>Survey Type: MANUAL</i>
8	NF-03-A-03 HALING WAY THETFORD Edge of Town Residential Zone Total No of Dwellings: 10 <i>Survey date: WEDNESDAY 16/09/15</i>	DETACHED HOUSES	NORFOLK	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

9	NF-03-A-04 NORTH WALSHAM ROAD NORTH WALSHAM	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		70	
	<i>Survey date: WEDNESDAY</i>		<i>18/09/19</i>	<i>Survey Type: MANUAL</i>
10	NF-03-A-05 HEATH DRIVE HOLT	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		40	
	<i>Survey date: THURSDAY</i>		<i>19/09/19</i>	<i>Survey Type: MANUAL</i>
11	NY-03-A-10 BOROUGHBRIDGE ROAD RIPON	HOUSES AND FLATS		NORTH YORKSHIRE
	Edge of Town No Sub Category Total No of Dwellings:		71	
	<i>Survey date: TUESDAY</i>		<i>17/09/13</i>	<i>Survey Type: MANUAL</i>
12	NY-03-A-11 HORSEFAIR BOROUGHBRIDGE	PRIVATE HOUSING		NORTH YORKSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		23	
	<i>Survey date: WEDNESDAY</i>		<i>18/09/13</i>	<i>Survey Type: MANUAL</i>
13	SC-03-A-04 HIGH ROAD BYFLEET	DETACHED & TERRACED		SURREY
	Edge of Town Residential Zone Total No of Dwellings:		71	
	<i>Survey date: THURSDAY</i>		<i>23/01/14</i>	<i>Survey Type: MANUAL</i>
14	SF-03-A-05 VALE LANE BURY ST EDMUNDS	DETACHED HOUSES		SUFFOLK
	Edge of Town Residential Zone Total No of Dwellings:		18	
	<i>Survey date: WEDNESDAY</i>		<i>09/09/15</i>	<i>Survey Type: MANUAL</i>
15	SH-03-A-05 SANDCROFT TELFORD SUTTON HILL	SEMI-DETACHED/TERRACED		SHROPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		54	
	<i>Survey date: THURSDAY</i>		<i>24/10/13</i>	<i>Survey Type: MANUAL</i>
16	SH-03-A-06 ELLESMERE ROAD SHREWSBURY	BUNGALOWS		SHROPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		16	
	<i>Survey date: THURSDAY</i>		<i>22/05/14</i>	<i>Survey Type: MANUAL</i>
17	SM-03-A-01 WEMBDON ROAD BRIDGWATER NORTHFIELD	DETACHED & SEMI		SOMERSET
	Edge of Town Residential Zone Total No of Dwellings:		33	
	<i>Survey date: THURSDAY</i>		<i>24/09/15</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

18	VG-03-A-01 ARTHUR STREET BARRY	SEMI -DETACHED & TERRACED		VALE OF GLAMORGAN
	Edge of Town Residential Zone Total No of Dwellings:		12	
	<i>Survey date: MONDAY</i>		<i>08/05/17</i>	<i>Survey Type: MANUAL</i>
19	WK-03-A-02 NARBERTH WAY COVENTRY POTTERS GREEN	BUNGALOWS		WARWICKSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		17	
	<i>Survey date: THURSDAY</i>		<i>17/10/13</i>	<i>Survey Type: MANUAL</i>
20	WS-03-A-10 TODDINGTON LANE LITTLEHAMPTON WICK	MIXED HOUSES		WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:		79	
	<i>Survey date: WEDNESDAY</i>		<i>07/11/18</i>	<i>Survey Type: MANUAL</i>

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	20	42	0.121	20	42	0.534	20	42	0.655
08:00 - 09:00	20	42	0.246	20	42	0.685	20	42	0.931
09:00 - 10:00	20	42	0.227	20	42	0.301	20	42	0.528
10:00 - 11:00	20	42	0.221	20	42	0.290	20	42	0.511
11:00 - 12:00	20	42	0.270	20	42	0.285	20	42	0.555
12:00 - 13:00	20	42	0.245	20	42	0.249	20	42	0.494
13:00 - 14:00	20	42	0.283	20	42	0.256	20	42	0.539
14:00 - 15:00	20	42	0.254	20	42	0.271	20	42	0.525
15:00 - 16:00	20	42	0.541	20	42	0.339	20	42	0.880
16:00 - 17:00	20	42	0.512	20	42	0.277	20	42	0.789
17:00 - 18:00	20	42	0.529	20	42	0.247	20	42	0.776
18:00 - 19:00	20	42	0.416	20	42	0.221	20	42	0.637
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.865			3.955			7.820

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Appendix E
Mode Share Data

QS701EW - Method of travel to work

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population	All usual residents aged 16 to 74
units	Persons
area type	2011 super output areas - lower layer
area name	E01028485 : Cherwell 009B
rural urban	Total

Method of Travel to Work	2011	
All categories: Method of travel to work	915	
Work mainly at or from home	83	
Underground, metro, light rail, tram	0	0%
Train	14	2%
Bus, minibus or coach	9	2%
Taxi	1	0%
Motorcycle, scooter or moped	4	1%
Driving a car or van	458	80%
Passenger in a car or van	23	4%
Bicycle	7	1%
On foot	56	10%
Other method of travel to work	3	
Not in employment	257	
		572

Appendix F
Distribution Data

Residence	Workplace	All	Home	Underground	Train	Bus	Taxi	Motorcycle	Car_Driver	Car_Passenger	Bike	Foot	Other
Cherwell 009	Aylesbury Vale 001	2	0	0	0	0	0	0	2	0	0	0	0
Cherwell 009	Aylesbury Vale 004	15	0	0	0	0	0	0	11	4	0	0	0
Cherwell 009	Aylesbury Vale 005	1	0	0	0	0	0	0	1	0	0	0	0
Cherwell 009	Aylesbury Vale 010	2	0	0	0	0	0	0	2	0	0	0	0
Cherwell 009	Aylesbury Vale 015	3	0	0	0	0	0	0	3	0	0	0	0
Cherwell 009	Aylesbury Vale 017	1	0	0	0	0	0	0	1	0	0	0	0
Cherwell 009	Aylesbury Vale 019	1	0	0	0	0	0	0	1	0	0	0	0
Cherwell 009	Aylesbury Vale 022	2	0	0	0	0	0	0	2	0	0	0	0
Cherwell 009	Barnet 026	1	0	0	0	0	0	0	1	0	0	0	0
Cherwell 009	Barnet 033	1	0	0	0	0	0	0	1	0	0	0	0
Cherwell 009	Basingstoke and Deane 010	1	0	0	0	0	0	0	1	0	0	0	0
Cherwell 009	Basingstoke and Deane 011	1	0	0	0	0	0	0	1	0	0	0	0
Cherwell 009	Bath and North East Somerset 007	1	0	0	0	0	0	0	1	0	0	0	0
Cherwell 009	Bedford 003	2	0	0	0	0	0	0	2	0	0	0	0
Cherwell 009	Bedford 020	1	0	0	0	0	0	0	1	0	0	0	0
Cherwell 009	Birmingham 013	1	0	0	0	0	0	0	1	0	0	0	0
Cherwell 009	Birmingham 069	1	0	0	0	0	0	0	1	0	0	0	0
Cherwell 009	Birmingham 090	1	0	0	1	0	0	0	0	0	0	0	0
Cherwell 009	Birmingham 099	1	0	0	0	0	0	0	1	0	0	0	0
Cherwell 009	Birmingham 135	1	0	0	1	0	0	0	0	0	0	0	0
Cherwell 009	Birmingham 137	1	0	0	0	0	0	0	1	0	0	0	0
Cherwell 009	Birmingham 138	1	0	0	0	0	0	0	1	0	0	0	0
Cherwell 009	Birmingham 139	2	0	0	0	0	0	0	2	0	0	0	0
Cherwell 009	Bolsover 008	1	0	0	0	0	0	0	1	0	0	0	0
Cherwell 009	Bournemouth 017	1	0	0	0	0	0	0	1	0	0	0	0
Cherwell 009	Bracknell Forest 001	1	0	0	0	0	0	0	1	0	0	0	0
Cherwell 009	Bracknell Forest 004	1	0	0	0	0	0	0	1	0	0	0	0
Cherwell 009	Bracknell Forest 013	1	0	0	0	0	0	0	1	0	0	0	0
Cherwell 009	Brent 017	1	0	0	1	0	0	0	0	0	0	0	0
Cherwell 009	Brent 030	1	0	0	0	0	0	0	1	0	0	0	0
Cherwell 009	Bristol 032	1	0	0	0	0	0	0	1	0	0	0	0
Cherwell 009	Bristol 054	1	0	0	0	0	0	0	1	0	0	0	0
Cherwell 009	Camden 008	2	0	0	2	0	0	0	0	0	0	0	0
Cherwell 009	Camden 021	1	0	0	1	0	0	0	0	0	0	0	0
Cherwell 009	Camden 023	1	0	0	1	0	0	0	0	0	0	0	0
Cherwell 009	Camden 025	2	0	1	1	0	0	0	0	0	0	0	0
Cherwell 009	Camden 026	4	0	1	3	0	0	0	0	0	0	0	0
Cherwell 009	Camden 027	1	0	0	1	0	0	0	0	0	0	0	0
Cherwell 009	Camden 028	3	0	0	3	0	0	0	0	0	0	0	0
Cherwell 009	Cheltenham 001	1	0	0	0	0	0	0	0	1	0	0	0
Cherwell 009	Cheltenham 009	6	0	0	0	0	0	0	6	0	0	0	0
Cherwell 009	Cheltenham 011	1	0	0	0	0	0	0	1	0	0	0	0
Cherwell 009	Cheltenham 014	1	0	0	0	0	0	0	1	0	0	0	0
Cherwell 009	Cherwell 001	38	0	0	0	0	0	0	36	2	0	0	0
Cherwell 009	Cherwell 002	6	0	0	0	0	0	0	6	0	0	0	0
Cherwell 009	Cherwell 003	101	0	0	1	2	1	2	85	4	6	0	0
Cherwell 009	Cherwell 004	301	0	0	2	18	1	2	250	21	3	4	0
Cherwell 009	Cherwell 005	6	0	0	0	0	0	0	5	1	0	0	0
Cherwell 009	Cherwell 006	147	0	0	0	3	4	1	130	3	6	0	0
Cherwell 009	Cherwell 007	66	0	0	0	4	0	0	55	5	1	1	0
Cherwell 009	Cherwell 008	175	0	0	1	2	0	1	139	8	2	22	0
Cherwell 009	Cherwell 009	272	0	0	1	2	1	0	160	10	6	92	0
Cherwell 009	Cherwell 010	48	0	0	0	0	1	1	42	2	0	2	0
Cherwell 009	Cherwell 011	11	0	0	0	0	0	0	10	1	0	0	0
Cherwell 009	Cherwell 012	2	0	0	0	0	0	0	2	0	0	0	0
Cherwell 009	Cherwell 013	20	0	0	0	0	0	1	17	1	1	0	0

Cherwell 009	Herefordshire 022	1	0	0	0	0	0	0	0	1	0	0	0	0
Cherwell 009	Hillingdon 005	1	0	0	0	0	0	0	0	1	0	0	0	0
Cherwell 009	Hillingdon 015	1	0	0	0	0	0	0	0	1	0	0	0	0
Cherwell 009	Hillingdon 016	1	0	0	0	0	0	0	0	1	0	0	0	0
Cherwell 009	Hillingdon 017	1	0	0	0	0	0	0	0	1	0	0	0	0
Cherwell 009	Hillingdon 018	2	0	0	0	0	0	0	0	2	0	0	0	0
Cherwell 009	Hillingdon 028	1	0	0	0	0	0	0	0	1	0	0	0	0
Cherwell 009	Hillingdon 031	5	0	0	0	0	0	0	0	5	0	0	0	0
Cherwell 009	Hinckley and Bosworth 009	1	0	0	0	0	0	0	0	1	0	0	0	0
Cherwell 009	Hounslow 009	1	0	0	0	0	0	0	0	1	0	0	0	0
Cherwell 009	Hounslow 023	1	0	0	1	0	0	0	0	0	0	0	0	0
Cherwell 009	Isles of Scilly 001	1	0	0	0	0	0	0	0	0	0	0	1	0
Cherwell 009	Islington 006	1	0	0	1	0	0	0	0	0	0	0	0	0
Cherwell 009	Islington 020	1	0	0	1	0	0	0	0	0	0	0	0	0
Cherwell 009	Islington 022	1	0	0	1	0	0	0	0	0	0	0	0	0
Cherwell 009	Islington 023	1	0	0	1	0	0	0	0	0	0	0	0	0
Cherwell 009	Lambeth 036	1	0	0	0	0	0	0	0	0	0	0	0	1
Cherwell 009	Leeds 002	1	0	0	0	0	0	0	0	1	0	0	0	0
Cherwell 009	Leicester 040	2	0	0	0	0	0	0	0	2	0	0	0	0
Cherwell 009	Lichfield 002	1	0	0	0	0	0	0	0	1	0	0	0	0
Cherwell 009	Luton 014	1	0	0	0	0	0	0	0	1	0	0	0	0
Cherwell 009	Merton 002	2	0	0	0	0	0	0	0	2	0	0	0	0
Cherwell 009	Mid Sussex 012	1	0	0	0	0	0	0	0	1	0	0	0	0
Cherwell 009	Milton Keynes 001	1	0	0	0	0	0	0	0	1	0	0	0	0
Cherwell 009	Milton Keynes 005	1	0	0	0	0	0	0	0	1	0	0	0	0
Cherwell 009	Milton Keynes 007	1	0	0	0	0	0	0	0	1	0	0	0	0
Cherwell 009	Milton Keynes 010	1	0	0	0	0	0	0	0	1	0	0	0	0
Cherwell 009	Milton Keynes 013	1	0	0	0	0	0	0	0	1	0	0	0	0
Cherwell 009	Milton Keynes 014	2	0	0	0	0	0	0	0	2	0	0	0	0
Cherwell 009	Milton Keynes 017	5	0	0	0	0	0	0	0	5	0	0	0	0
Cherwell 009	Milton Keynes 018	1	0	0	0	0	0	0	0	1	0	0	0	0
Cherwell 009	Milton Keynes 020	1	0	0	0	0	0	0	0	1	0	0	0	0
Cherwell 009	Milton Keynes 022	1	0	0	0	0	0	0	0	1	0	0	0	0
Cherwell 009	Milton Keynes 024	1	0	0	1	0	0	0	0	0	0	0	0	0
Cherwell 009	Newcastle upon Tyne 007	1	0	0	0	0	0	0	0	1	0	0	0	0
Cherwell 009	North Hertfordshire 010	1	0	0	0	0	0	0	0	1	0	0	0	0
Cherwell 009	North West Leicestershire 013	2	0	0	0	0	0	0	0	2	0	0	0	0
Cherwell 009	Northampton 008	1	0	0	0	0	0	0	0	1	0	0	0	0
Cherwell 009	Northampton 011	1	0	0	0	0	0	0	0	1	0	0	0	0
Cherwell 009	Northampton 023	1	0	0	0	0	0	0	1	0	0	0	0	0
Cherwell 009	Northampton 024	1	0	0	0	0	0	0	0	1	0	0	0	0
Cherwell 009	Northampton 025	1	0	0	0	0	0	0	1	0	0	0	0	0
Cherwell 009	Northampton 028	6	0	0	0	0	0	0	0	6	0	0	0	0
Cherwell 009	Nottingham 022	1	0	0	0	0	0	0	0	1	0	0	0	0
Cherwell 009	Nuneaton and Bedworth 008	1	0	0	0	0	0	0	0	1	0	0	0	0
Cherwell 009	Nuneaton and Bedworth 018	1	0	0	0	0	0	0	0	1	0	0	0	0
Cherwell 009	Oxford 001	2	0	0	0	0	0	0	0	2	0	0	0	0
Cherwell 009	Oxford 002	12	0	0	0	1	0	0	0	7	4	0	0	0
Cherwell 009	Oxford 003	4	0	0	0	0	0	0	0	2	1	0	1	0
Cherwell 009	Oxford 004	1	0	0	0	0	0	0	0	1	0	0	0	0
Cherwell 009	Oxford 005	1	0	0	0	0	0	0	0	1	0	0	0	0
Cherwell 009	Oxford 006	26	0	0	0	1	0	0	0	24	0	0	1	0
Cherwell 009	Oxford 007	3	0	0	0	0	0	0	0	3	0	0	0	0
Cherwell 009	Oxford 008	55	0	0	5	7	1	0	0	35	3	2	2	0
Cherwell 009	Oxford 009	8	0	0	1	0	0	0	0	7	0	0	0	0
Cherwell 009	Oxford 010	12	0	0	2	0	0	0	0	10	0	0	0	0
Cherwell 009	Oxford 011	9	0	0	0	0	0	0	0	8	1	0	0	0

Cherwell 009	Oxford 013	16	0	0	0	0	0	0	1	14	0	0	1	0
Cherwell 009	Oxford 015	18	0	0	0	0	0	0	0	16	0	0	2	0
Cherwell 009	Oxford 016	9	0	0	1	0	0	0	1	7	0	0	0	0
Cherwell 009	Reading 007	1	0	0	1	0	0	0	0	0	0	0	0	0
Cherwell 009	Reading 011	1	0	0	1	0	0	0	0	0	0	0	0	0
Cherwell 009	Reading 014	1	0	0	0	0	0	0	0	1	0	0	0	0
Cherwell 009	Reading 015	1	0	0	0	0	0	0	0	1	0	0	0	0
Cherwell 009	Reading 017	1	0	0	1	0	0	0	0	0	0	0	0	0
Cherwell 009	Reading 018	1	0	0	0	0	0	0	0	0	1	0	0	0
Cherwell 009	Redditch 004	1	0	0	0	0	0	0	0	1	0	0	0	0
Cherwell 009	Redditch 007	1	0	0	0	0	0	0	0	1	0	0	0	0
Cherwell 009	Richmond upon Thames 014	1	0	0	0	0	0	0	0	1	0	0	0	0
Cherwell 009	Rochdale 014	1	0	0	0	0	0	0	0	1	0	0	0	0
Cherwell 009	Rugby 002	1	0	0	0	0	0	0	0	1	0	0	0	0
Cherwell 009	Rugby 003	1	0	0	0	0	0	0	0	1	0	0	0	0
Cherwell 009	Rugby 006	1	0	0	0	0	0	0	0	0	0	0	1	0
Cherwell 009	Rugby 007	1	0	0	0	0	0	0	0	1	0	0	0	0
Cherwell 009	Rugby 009	1	0	0	0	0	0	0	0	1	0	0	0	0
Cherwell 009	Runnymede 004	1	0	0	0	0	0	0	0	1	0	0	0	0
Cherwell 009	Runnymede 008	1	0	0	0	0	0	0	0	1	0	0	0	0
Cherwell 009	Rushmoor 004	1	0	0	1	0	0	0	0	0	0	0	0	0
Cherwell 009	Rushmoor 008	2	0	0	0	0	0	0	0	2	0	0	0	0
Cherwell 009	Sevenoaks 012	1	0	0	1	0	0	0	0	0	0	0	0	0
Cherwell 009	Slough 009	2	0	0	0	0	0	0	0	2	0	0	0	0
Cherwell 009	Slough 014	1	0	0	0	0	0	0	0	1	0	0	0	0
Cherwell 009	Solihull 009	2	0	0	0	0	0	0	0	2	0	0	0	0
Cherwell 009	Solihull 011	2	0	0	0	0	0	0	0	2	0	0	0	0
Cherwell 009	Solihull 019	1	0	0	0	0	0	0	0	1	0	0	0	0
Cherwell 009	Solihull 022	1	0	0	0	0	0	0	0	1	0	0	0	0
Cherwell 009	Solihull 026	1	0	0	0	0	0	0	0	1	0	0	0	0
Cherwell 009	South Bucks 002	2	0	0	0	0	0	0	0	2	0	0	0	0
Cherwell 009	South Cambridgeshire 018	1	0	0	0	0	0	0	0	1	0	0	0	0
Cherwell 009	South Gloucestershire 001	1	0	0	0	0	0	0	0	1	0	0	0	0
Cherwell 009	South Gloucestershire 009	1	0	0	0	0	0	0	0	1	0	0	0	0
Cherwell 009	South Kesteven 012	1	0	0	0	0	0	0	0	1	0	0	0	0
Cherwell 009	South Northamptonshire 004	1	0	0	0	0	0	0	0	1	0	0	0	0
Cherwell 009	South Northamptonshire 006	30	0	0	0	0	0	0	1	29	0	0	0	0
Cherwell 009	South Northamptonshire 007	1	0	0	0	0	0	0	0	1	0	0	0	0
Cherwell 009	South Northamptonshire 009	2	0	0	0	0	0	0	0	2	0	0	0	0
Cherwell 009	South Northamptonshire 010	22	0	0	0	0	0	0	0	22	0	0	0	0
Cherwell 009	South Northamptonshire 011	20	0	0	0	0	0	0	1	19	0	0	0	0
Cherwell 009	South Oxfordshire 001	3	0	0	0	0	0	0	0	3	0	0	0	0
Cherwell 009	South Oxfordshire 002	2	0	0	0	0	0	0	0	2	0	0	0	0
Cherwell 009	South Oxfordshire 003	3	0	0	0	0	0	0	0	3	0	0	0	0
Cherwell 009	South Oxfordshire 004	3	0	0	0	0	0	0	0	3	0	0	0	0
Cherwell 009	South Oxfordshire 005	1	0	0	0	0	0	0	0	1	0	0	0	0
Cherwell 009	South Oxfordshire 006	1	0	0	0	0	0	0	0	1	0	0	0	0
Cherwell 009	South Oxfordshire 007	5	0	0	0	0	0	0	0	4	1	0	0	0
Cherwell 009	South Oxfordshire 009	3	0	0	0	0	0	0	0	3	0	0	0	0
Cherwell 009	South Oxfordshire 010	1	0	0	0	0	0	0	0	1	0	0	0	0
Cherwell 009	South Oxfordshire 012	2	0	0	0	0	0	0	0	2	0	0	0	0
Cherwell 009	South Ribble 012	1	0	0	0	0	0	0	0	1	0	0	0	0
Cherwell 009	Southwark 002	5	0	0	5	0	0	0	0	0	0	0	0	0
Cherwell 009	Southwark 003	4	0	1	3	0	0	0	0	0	0	0	0	0
Cherwell 009	Southwark 006	1	0	0	0	0	0	0	1	0	0	0	0	0
Cherwell 009	Spelthorne 004	1	0	0	0	0	0	0	0	1	0	0	0	0
Cherwell 009	Spelthorne 010	1	0	0	0	0	0	0	0	1	0	0	0	0

Cherwell 009	St Albans 012	1	0	0	0	0	0	0	0	1	0	0	0	0
Cherwell 009	St Albans 017	1	0	0	0	0	0	0	0	0	1	0	0	0
Cherwell 009	St. Helens 009	1	0	0	0	0	0	0	0	0	0	0	1	0
Cherwell 009	Stevenage 005	1	0	0	0	0	0	0	0	1	0	0	0	0
Cherwell 009	Stratford-on-Avon 004	4	0	0	0	0	0	0	0	4	0	0	0	0
Cherwell 009	Stratford-on-Avon 005	8	0	0	0	0	0	1	0	6	1	0	0	0
Cherwell 009	Stratford-on-Avon 007	1	0	0	0	0	0	0	0	1	0	0	0	0
Cherwell 009	Stratford-on-Avon 008	3	0	0	0	0	0	0	0	3	0	0	0	0
Cherwell 009	Stratford-on-Avon 009	8	0	0	0	0	0	0	0	8	0	0	0	0
Cherwell 009	Stratford-on-Avon 010	3	0	0	0	0	0	0	0	3	0	0	0	0
Cherwell 009	Stratford-on-Avon 011	2	0	0	0	0	0	0	0	2	0	0	0	0
Cherwell 009	Stratford-on-Avon 013	39	0	0	0	1	0	1	0	34	3	0	0	0
Cherwell 009	Stratford-on-Avon 014	5	0	0	0	0	0	0	0	3	2	0	0	0
Cherwell 009	Stratford-on-Avon 015	26	0	0	0	0	0	0	0	26	0	0	0	0
Cherwell 009	Surrey Heath 010	1	0	0	0	0	0	0	0	1	0	0	0	0
Cherwell 009	Swindon 012	2	0	0	0	0	0	0	0	2	0	0	0	0
Cherwell 009	Swindon 024	1	0	0	0	0	0	0	0	1	0	0	0	0
Cherwell 009	Telford and Wrekin 009	2	0	0	0	0	0	0	0	2	0	0	0	0
Cherwell 009	Telford and Wrekin 016	1	0	0	0	0	0	0	0	1	0	0	0	0
Cherwell 009	Telford and Wrekin 018	1	0	0	0	0	0	0	0	1	0	0	0	0
Cherwell 009	Tendring 007	2	0	0	0	0	0	0	0	2	0	0	0	0
Cherwell 009	Tewkesbury 003	2	0	0	0	0	0	0	0	2	0	0	0	0
Cherwell 009	Tewkesbury 009	1	0	0	0	0	0	0	0	1	0	0	0	0
Cherwell 009	Tower Hamlets 015	1	0	0	0	0	0	0	0	1	0	0	0	0
Cherwell 009	Tower Hamlets 021	1	0	0	0	1	0	0	0	0	0	0	0	0
Cherwell 009	Tower Hamlets 028	1	0	0	0	1	0	0	0	0	0	0	0	0
Cherwell 009	Tower Hamlets 033	2	0	0	0	1	0	0	0	1	0	0	0	0
Cherwell 009	Trafford 002	1	0	0	0	0	1	0	0	0	0	0	0	0
Cherwell 009	Vale of White Horse 001	4	0	0	0	0	0	0	1	3	0	0	0	0
Cherwell 009	Vale of White Horse 002	10	0	0	0	0	0	0	0	10	0	0	0	0
Cherwell 009	Vale of White Horse 003	4	0	0	0	0	0	0	0	3	0	0	0	1
Cherwell 009	Vale of White Horse 005	5	0	0	0	0	1	0	0	3	1	0	0	0
Cherwell 009	Vale of White Horse 006	11	0	0	0	0	0	0	0	10	0	1	0	0
Cherwell 009	Vale of White Horse 010	2	0	0	0	0	0	0	0	2	0	0	0	0
Cherwell 009	Vale of White Horse 011	1	0	0	0	0	0	0	0	1	0	0	0	0
Cherwell 009	Vale of White Horse 015	9	0	0	0	0	0	0	0	9	0	0	0	0
Cherwell 009	Wandsworth 026	2	0	0	0	0	0	0	0	2	0	0	0	0
Cherwell 009	Wandsworth 029	1	0	0	0	1	0	0	0	0	0	0	0	0
Cherwell 009	Warwick 004	1	0	0	0	0	0	0	0	1	0	0	0	0
Cherwell 009	Warwick 005	4	0	0	0	0	0	0	0	4	0	0	0	0
Cherwell 009	Warwick 007	5	0	0	0	0	0	0	0	3	2	0	0	0
Cherwell 009	Warwick 008	2	0	0	0	0	0	0	0	2	0	0	0	0
Cherwell 009	Warwick 010	2	0	0	0	0	0	0	0	2	0	0	0	0
Cherwell 009	Warwick 011	10	0	0	0	0	0	0	0	10	0	0	0	0
Cherwell 009	Warwick 012	13	0	0	0	0	0	0	0	13	0	0	0	0
Cherwell 009	Warwick 013	1	0	0	0	0	0	0	0	1	0	0	0	0
Cherwell 009	Watford 005	1	0	0	0	0	0	0	0	1	0	0	0	0
Cherwell 009	Wellingborough 003	2	0	0	0	0	0	0	0	2	0	0	0	0
Cherwell 009	Welwyn Hatfield 010	1	0	0	0	0	0	0	0	1	0	0	0	0
Cherwell 009	West Berkshire 012	1	0	0	0	0	0	0	0	1	0	0	0	0
Cherwell 009	West Berkshire 018	2	0	0	0	0	0	0	0	2	0	0	0	0
Cherwell 009	West Oxfordshire 001	93	0	0	0	0	2	0	0	83	7	0	1	0
Cherwell 009	West Oxfordshire 002	50	0	0	0	1	1	0	1	43	2	1	0	1
Cherwell 009	West Oxfordshire 003	9	0	0	0	0	1	0	1	6	1	0	0	0
Cherwell 009	West Oxfordshire 004	18	0	0	0	0	0	0	1	13	3	0	1	0
Cherwell 009	West Oxfordshire 005	3	0	0	0	0	0	0	0	2	1	0	0	0
Cherwell 009	West Oxfordshire 006	3	0	0	0	0	0	0	0	3	0	0	0	0

Cherwell 009	West Oxfordshire 007	5	0	0	0	0	0	0	0	4	1	0	0	0
Cherwell 009	West Oxfordshire 008	5	0	0	0	0	0	0	0	3	1	0	1	0
Cherwell 009	West Oxfordshire 009	6	0	0	0	0	0	0	0	6	0	0	0	0
Cherwell 009	West Oxfordshire 010	6	0	0	0	0	0	0	0	6	0	0	0	0
Cherwell 009	West Oxfordshire 011	3	0	0	0	0	0	0	0	3	0	0	0	0
Cherwell 009	West Oxfordshire 012	7	0	0	0	0	0	0	0	7	0	0	0	0
Cherwell 009	West Oxfordshire 013	1	0	0	0	0	0	0	0	1	0	0	0	0
Cherwell 009	West Oxfordshire 014	3	0	0	0	0	0	0	0	3	0	0	0	0
Cherwell 009	Westminster 001	1	0	0	0	0	0	0	0	0	0	0	1	0
Cherwell 009	Westminster 006	1	0	1	0	0	0	0	0	0	0	0	0	0
Cherwell 009	Westminster 011	3	0	0	1	0	0	0	0	1	0	1	0	0
Cherwell 009	Westminster 013	12	0	2	6	0	0	1	3	0	0	0	0	0
Cherwell 009	Westminster 015	1	0	0	1	0	0	0	0	0	0	0	0	0
Cherwell 009	Westminster 016	1	0	0	1	0	0	0	0	0	0	0	0	0
Cherwell 009	Westminster 018	13	0	0	9	1	0	1	0	0	0	1	1	0
Cherwell 009	Westminster 020	4	0	0	3	1	0	0	0	0	0	0	0	0
Cherwell 009	Westminster 021	1	0	0	0	1	0	0	0	0	0	0	0	0
Cherwell 009	Wiltshire 007	1	0	0	0	0	0	0	0	1	0	0	0	0
Cherwell 009	Wiltshire 041	1	0	0	0	0	0	0	0	0	0	0	1	0
Cherwell 009	Windsor and Maidenhead 005	2	0	0	2	0	0	0	0	0	0	0	0	0
Cherwell 009	Windsor and Maidenhead 007	1	0	0	0	0	0	0	0	1	0	0	0	0
Cherwell 009	Windsor and Maidenhead 010	1	0	0	0	0	0	0	0	1	0	0	0	0
Cherwell 009	Windsor and Maidenhead 011	1	0	0	0	0	0	0	0	1	0	0	0	0
Cherwell 009	Wokingham 001	1	0	0	0	0	0	0	0	1	0	0	0	0
Cherwell 009	Wokingham 008	1	0	0	0	0	0	0	0	1	0	0	0	0
Cherwell 009	Wokingham 009	1	0	0	1	0	0	0	0	0	0	0	0	0
Cherwell 009	Wolverhampton 020	1	0	0	0	0	0	0	0	1	0	0	0	0
Cherwell 009	Wolverhampton 033	1	0	0	0	0	0	0	0	1	0	0	0	0
Cherwell 009	Worcester 003	1	0	0	0	0	0	0	0	1	0	0	0	0
Cherwell 009	Wychavon 018	1	0	0	0	0	0	0	0	1	0	0	0	0
Cherwell 009	Wycombe 004	1	0	0	0	0	0	0	0	1	0	0	0	0
Cherwell 009	Wycombe 012	1	0	0	0	0	0	0	0	1	0	0	0	0
Cherwell 009	Wycombe 013	1	0	0	0	0	0	0	0	1	0	0	0	0
Cherwell 009	Wycombe 015	5	0	0	1	0	0	0	0	4	0	0	0	0
Cherwell 009	Wycombe 017	1	0	0	0	0	0	0	0	1	0	0	0	0
Cherwell 009	Wycombe 020	1	0	0	0	0	0	0	0	1	0	0	0	0
Cherwell 009	Wycombe 021	1	0	0	0	0	0	0	0	1	0	0	0	0
Cherwell 009	Wycombe 023	1	0	0	0	0	0	0	0	1	0	0	0	0



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