

Client:
Fernhill Estates

Project:
**Foxden Way
Great Bourton**

Project No:
T21512
Report Title:
Transport Technical Note

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Date: 14/01/2022

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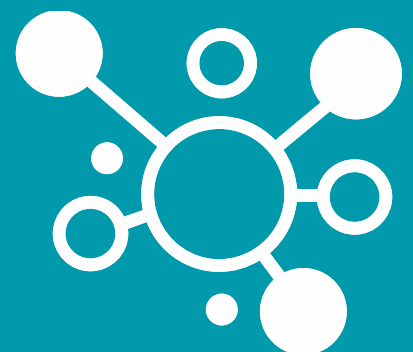


TABLE OF CONTENTS

1.0	INTRODUCTION	1
2.0	BASELINE CONDITIONS	2
3.0	DEVELOPMENT PROPOSAL	7
4.0	TRAFFIC GENERATION, DISTRIBUTION AND ASSIGNMENT	8
5.0	HIGHWAY NETWORK IMPACTS	10
6.0	SUMMARY AND CONCLUSIONS	12

FIGURES

1.1	Site Location Plan
2.1	Local Facilities Plan

DRAWINGS

T21512.001 rev E	Site Access Junction
T21512.002 rev C	Site Access Junction Swept Path Analysis
T21512.003 rev B	Proposed Footway Connection to South View

APPENDICES

Appendix A	ATC Data – October 2019
Appendix B	Crashmap Data
Appendix C	TRICS Output
Appendix D	2011 Census Journey to Work Data

1.0 Introduction

Background

- 1.1 Hub Transport Planning Ltd has been commissioned by Fernhill Estates to provide transport advice for a proposed residential development off Foxden Way, Great Bourton.
- 1.2 The proposed development will comprise up to 9 residential dwellings; the site location is shown on **Figure 1.1**.
- 1.3 Residential development has been permitted north of the site for 5 dwellings in total, taking access via a shared drive off School Lane.

Structure of the Report

- 1.4 This report is a Transport Technical Note (TN) intended to determine the relevant highway issues and indicate potential solutions, with reference to the impact of the proposed development site off Foxden Way, Great Bourton.
- 1.5 Following this introduction, the report is set out as follows:
 - Section 2.0 – Baseline Conditions.
 - Section 3.0 – Development Proposal.
 - Section 4.0 – Traffic Generation and Assignment.
 - Section 5.0 – Highway Network Impacts.
 - Section 6.0 – Summary and Conclusions.

Limitations of the Report

- 1.6 This report has been undertaken at the request of Fernhill Estates, thus should not be entrusted to any third party without written permission from Hub Transport Planning Ltd. However, should any information contained within this report be used by any unauthorised third party, it is done so entirely at their own risk and shall not be the responsibility of Hub Transport Planning Ltd.
- 1.7 This report has been compiled using data from several external sources (such as TRICS, traffic count data, and public transport information); these sources are considered to be trustworthy and therefore the data provided is considered to be accurate and relevant at the time of preparing this report.

2.0 Baseline Conditions

Site Location

- 2.1 The proposed development is located on the southern boundary of the village of Great Bourton. It is bound by residential properties fronting onto School Lane to the north, Foxden Way to the east, allotments to the south, and agricultural fields to the west.
- 2.2 Great Bourton is a village located c.4.5km north of Banbury.

Local Highway Network

- 2.3 Foxden Way is a rural lane of varying width, but generally around 4.5m in the vicinity of the site and connects the two villages of Great Bourton and Little Bourton. It is subject to the national speed limit from its junction with Spring Lane in Little Bourton until c.50m from the junction with School Lane/Crow Lane to the north, whereupon it changes to a 30mph speed limit entering Great Bourton.
- 2.4 Foxden Way forms a junction with School Lane and Crow Lane to the north of the site, providing access into Great Bourton along the rural lanes that generally allow for one-way running with informal passing points.
- 2.5 School Lane connects north-westward into the centre of Great Bourton onto Main Street past residential dwellings. Crow Lane runs north-eastward around the boundary of the village to the eastern edge of the settlement onto Main Street.
- 2.6 Main Street connects northeast to Cropredy c.1.2km from the site, and westward to a junction with the A423 c.650m from the site.
- 2.7 There are no footways present on Foxden Way, Crow Lane, or School Lane. These are lightly trafficked rural lanes that essentially operate as 'quiet lanes', being safe for pedestrian use alongside vehicular traffic.

Baseline Traffic Flows

- 2.8 An Automatic Traffic Count Survey (ATC) was undertaken as part of the development proposal north of the site (ref: 19/01808/F) on School Lane. The ATC covered a 7-day period beginning on Monday 14th October 2019 and collected speed and vehicle count data. Owing to Covid restrictions, current surveys would not present an accurate depiction of the current traffic patterns. Thus, this ATC from October 2019 presents a robust evidence base to inform this report. Moreover, as there is no reason to believe that there would be any material changes in travel patterns since October 2019, this ATC provides a reliable evidence base to assess impacts.
- 2.9 The ATC data is included as **Appendix A**.

Personal Injury Accident (PIA) Data

- 2.10 A search of the Crashmap website (crashmap.co.uk) has been undertaken to establish the volume and severity of accidents recorded in the vicinity of the development proposal site over the most recent five-year period (2015-2019). The data is included as **Appendix B** to this report.
- 2.11 A total of four PIAs have occurred within the search area around Great Bourton. Three of which are classified as slight, and one as serious.

- 2.12 One accident occurred c.65m west of the School Lane/Main Street junction, classified as slight.
- 2.13 One accident occurred at the access junction for Barnstones Caravan Park off Main Street, this was classified as serious; however, it should be noted that this was a single vehicle accident.
- 2.14 Two accidents occurred on the A423; one at the Main Street junction, the other c.350m south of the A423/Main Street junction. Both classified as slight.
- 2.15 Although all PIAs are regrettable, the volume and pattern of the accidents recorded in the Great Bourton area do not give any undue cause for concern, particularly given the limited size of the proposed development, as set out in later sections of this report.

Sustainable Transport Accessibility

- 2.16 It is generally accepted that walking and cycling provide important alternatives to the car and should also be encouraged to form part of longer trips via public transport. Indeed, it is noteworthy that the Institute of Highways and Transportation (IHT) has prepared several guidance documents that provide advice with respect to the provision of sustainable travel in conjunction with new developments. The suggested walking distances to common facilities is presented in **Table 1** below.

Table 1 – Suggested Walking Distances (IHT Guidelines)

	Town Centre (m)	Commuting/Schools/ Sightseeing (m)	Elsewhere
Desirable	200	500	400
Acceptable	400	1000	800
Preferred Maximum	800	2000	1200

- 2.17 In addition to the IHT guidance, Manual for Streets (MfS) states that ‘walkable neighbourhoods’ are typically characterised by having a range of facilities within 10 minutes (up to about 800m) walking distance of residential areas which residents may access comfortably on foot.
- 2.18 MfS also states that the 800m walking distance is not an upper limit and references the former PPG13 guidance in respect of walking replacing short car trips, particularly those under 2km.
- 2.19 The National Travel Survey (NTS) 2020, highlights the average cycle trip for 2019 was 6.1km (assuming a 10mph cycle speed).
- 2.20 In addition to the above, it is pertinent to note that the NTS (published in August 2020), which provides a summary of results of travel survey data for 2019, reports that the average walk trip distance is 1.36km.
- 2.21 As such, it is reasonable to assume that the average person will walk between 800m and 2.0km to a defined destination (such as local facilities), but also being mindful of the 1.36km average walk distance.
- 2.22 The following sections consider the opportunities for sustainable travel that are available in the vicinity of the site.

Local Facilities

- 2.23 The site is located within the ‘walkable neighbourhood’ (800m) distance of Great Bourton.
- 2.24 There are local facilities located within the village, however a greater number of key facilities and services are in the neighbouring village of Cropredy.
- 2.25 A list of local facilities and their distance from the centre of the site are shown in **Table 2** below and mapped out in **Figure 2.1**. These include the facilities in Cropredy as well as Great Bourton itself.

Table 2 – Local Facilities

Facility	Distance (Approx.)
The Bell Inn	250m
All Saints Church	300m
Bourton Village Hall	350m
The Bourtons Community Hall	500m
Garners Field Play Area	550m
Cropredy C of E Primary School	1.3km
The Brasenose Arms	1.8km
The Bridge Store	1.9km
The Mulberry Cafe	1.9km
Cropredy Surgery	1.9km
The Red Lion	2.1km
Cropredy Village Hall	2.2km

- 2.26 Many facilities listed above are located within the NTS 2020 average walking distance of 1.36km, including all those within Great Bourton as well as Cropredy C of E Primary School. Most facilities are located within the MfS suggested upper limit, referenced in the former PPG13 guidance, of 2.0km. Furthermore, Great Bourton facilities are also located within the IHT’s preferred maximum walking distance of 1.2km.
- 2.27 The site benefits from being located within proximity of multiple community and leisure facilities within Great Bourton. Education and healthcare facilities are in the adjoining village of Cropredy.
- 2.28 It is considered that the site is appropriately located for access to a range of local facilities via sustainable means, including education, health, leisure, and retail facilities.

Accessibility by Foot

- 2.29 There are no footways available along Foxden Way, School Lane, or Crow Lane. Footways can be found on South View which continue onto Main Street on the southern side of the carriageway.
- 2.30 Main Street has footways on alternating sides of the carriageway. West of the School Lane/Main Street junction the footway is on the southern side of the carriageway for c.100m until switching the northern side at an informal crossing point. To the east of the School Lane/Main Street junction, the footway is continuous on the northern side of the carriageway until reaching Cropredy C of E Primary School after c.1.2km.

T21512 Foxden Way, Great Bourton

- 2.31 The closest footways to the site on South View and onto School Lane are c.1.5m in width. The footways around the village are, for the most part, c.1.0m in width.
- 2.32 Great Bourton has several Public Rights of Way (PRoW) including footpaths and bridleways that connect the village to the surrounding countryside. These can be accessed off Stanwell Lane north of the site, and off Main Street east of the site.
- 2.33 All the facilities within Great Bourton can be accessed from the footways alongside Main Street. The primary school and medical practice as well as the other facilities found in Cropredy can be accessed via the continuous footway connecting the two villages.

Accessibility by Cycle

- 2.34 On road cycling is considered appropriate around Great Bourton. The internal road network is subject to a 30mph speed limit which starts adjacent to the site. The quiet rural lanes of the village are suitable for use by cyclists.
- 2.35 The roads become subject to the national speed limit beyond the settlement limits. These are still relatively lightly trafficked rural roads and can be considered appropriate for cycling to access the neighbouring villages such as Cropredy and Little Bourton.
- 2.36 The bridleways within the local area can be used for traffic-free cycling. The closest starting on Mill Lane c.400m south of the site. This connects onto the Oxford Canal network where the towpath can be further used.
- 2.37 There are no official National Cycle Network (NCN) Routes within the vicinity of the site, the closest being NCN Route 5 which can be accessed from Banbury Rail Station c.5.5km south of the site.

Accessibility by Bus

- 2.38 The nearest bus stops to the site are located on Main Street at The Bell Inn c.250m from the centre of the site. These stops take the form of flagpole stops.
- 2.39 Access to these stops would be along South View and School Lane where continuous footways are available to the Main Street junction.
- 2.40 A summary of the frequency and destinations of these bus services is included in **Table 3** below. It should be noted that the bus times included below were sourced during the Covid-19 pandemic and could therefore be running to altered timetables at the time of writing this report as a result. Up-to-date timetables can be found at the Traveline website (traveline.info).

Table 3 – Local Bus Services

Service No.	Destinations	Frequency (approx.)		
		Mon-Fri	Sat	Sun
497	Banbury – Great Bourton – Cropredy – Claydon – Farnborough – Avon Dassett – Fenny Compton – Lighthorne Heath – Moreton Morrell – Radford Semele - Offchurch		Thursdays Only (10:30 & 13:45)	
502	Banbury – Great Bourton – Cropredy – Mollington – Farnborough – Avon Dassett – Fenny Compton – Temple Herdwyke – Bishop’s Itchington – Tachbrook – Leamington Spa		Saturdays Only (11:00 & 14:00)	

- 2.41 The above demonstrates that there is a bus service for residents of the site to travel by bus for leisure purposes. These services provide connection to the larger regional towns of Banbury and Leamington Spa.
- 2.42 In addition to these regular services, there is also a bookable bus service available to residents of Bourton (and the surrounding villages), which provides bus services into Banbury on a Tuesday and Thursday at <https://bourtons-cherwell-pc.gov.uk/ability-cic-bookable-bus-service-for-the-bourtons/>.
- 2.43 An enhanced service is also available which provides for pick-up and drop-off at home, or close to home, along with assistance and increased advanced booking periods.

Accessibility by Rail

- 2.44 Banbury Rail Station is located c.5.5km to the south of the site. It can be accessed via the 497 and 502 bus services at specific times, a c.15-minute cycle journey or a c.10-minute car journey.
- 2.45 The station benefits from 978 parking spaces with 14 accessible spaces. As well as 63 sheltered cycle parking stands.
- 2.46 Banbury station is operated by Chiltern Railways and located on the Chiltern Main Line. Regular hourly services run from the station to London Marylebone, Birmingham Moor Street (& Snow Hill), and Manchester Piccadilly. Half hourly services run to Leamington Spa and Oxford. Other services run from Banbury to destinations such as Southampton and Newcastle on a less frequent basis.
- 2.47 It should be noted that the frequency of all these services has been reduced due to the implications of the Covid-19 pandemic and UK lockdown.
- 2.48 Banbury Rail Station provides a good level of services to national destinations that residents could use for business, education, leisure, and retail purposes.

Summary of Sustainable Travel Options

- 2.49 The above review demonstrates that the site is readily available by a variety of modes of transport that have the potential to reduce the reliance on the private car.
- 2.50 It is therefore considered that residents will have a real choice about how they travel and that the proposals therefore accord with the guiding principles of the NPPF.

3.0 Development Proposal

Introduction

3.1 The proposed development is for up to 9 residential dwellings, all of which are proposed as 'entry-level homes'.

Proposed Vehicular Access

3.2 The development will be accessed via a new priority T-junction off Foxden Way.

3.3 The proposed site access arrangements are shown on **Drawing T21512.001 rev E**, with appropriate visibility splays provided at the junction, along with the proposed relocation of the 30mph speed limit to the south of the allotments access and minor widening to provide a passing place on Foxden Way and facilitate large refuse vehicle access/egress.

3.4 In the absence of speed survey data, the visibility splays afforded are 2.4m x 43m to the north (to the junction, which is more than adequate given the observed speeds on School Lane – see Section 5); and 2.4m x 90m to the south. However, as shown, a splay of 120m is also available to the south of the site access.

3.5 The relocation of the 30mph speed limit to the south of the allotments is considered to be a proposal that would benefit that access, as well as the proposed development site access and entry speeds into the village as a whole.

3.6 Swept path analysis for the proposed site access has been carried out and can be seen in **Drawing T21512.002 rev C**. The access is shown to accommodate a large refuse vehicle, to Cherwell & South Northants' specification.

3.7 The proposed site access is deemed to be able to operate suitably and safely for all development traffic and service vehicles for the site.

Proposed Pedestrian Access

3.8 A pedestrian access point is proposed from the northwest of the site connecting onto South View, which will facilitate access into the centre of Great Bourton; this is shown on **Drawing T21512.003 rev B**.

3.9 In addition, this route will continue through the site and offer a connection to the allotments from the new access junction, via the delivery of a new footway on the western edge of Foxden Way; this will significantly reduce the length of rural carriageway over which existing residents would need to walk to access the allotments to the south of the site.

Construction Access

3.10 Details of the construction traffic access will be set out in a Construction Environment Management Plan, however it is envisaged that Foxden Way would be used.

4.0 Traffic Generation, Distribution and Assignment

Traffic Generation

- 4.1 To determine the likely vehicle movements associated with the proposed residential use, the TRICS (7.8.4) database has been used and carried out in accordance with the TRICS Good Practice Guide 2021.
- 4.2 To produce a robust traffic generation assessment, 85th percentile trip rates have been utilised, as well as assessing for privately-owned dwellings.
- 4.3 The trip rates that have been extracted from the database are based upon the following search parameters:
- Land Use – Residential, Private Housing.
 - Regions – United Kingdom (excl. Greater London and Northern Ireland);
 - Number of Units – Up to 40 dwellings.
 - Date Range – 01/01/12 to 16/09/20.
 - Selected Days – Weekdays.
 - Selected Locations – Neighbourhood Centre, Edge of Town.
- 4.4 The TRICS output is provided as **Appendix C**, while a summary of the trip rates and subsequent trip attraction during the peak hours are provided in **Table 4**.

Table 4 – TRICS 85th Percentile Trip Rates – 9 Residential Dwellings

Peak Period	Trip Rate (per dwelling)		Trips (9 dwellings)		Total
	In	Out	In	Out	
AM	0.250	0.417	2	4	6
PM	0.425	0.175	4	2	6

NB: AM peak is 08:00-09:00 and PM peak is 17:00-18:00; trips have been rounded.

- 4.5 **Table 4** indicates that the proposed development is forecast to generate 6 two-way trips in the AM and PM peak hours; this equates to one additional vehicle on the adjacent highway network, in either direction, every ten minutes during the peak hours.

Distribution and Assignment

- 4.6 The predicted development traffic, associated with the residential development, has been distributed across the highway network based on 2011 Census Origin/Destination Travel to Work data (using Cherwell as the place of residence, MSOA area – Cherwell 001); full details are provided as **Appendix D**.
- 4.7 Traffic has been assigned to the network using an appropriate online route mapping tool and knowledge of the existing area.
- 4.8 The analysis indicates that all traffic will distribute north of the site to the Foxden Way/School Lane/Crow Lane junction. At this junction 91% of the traffic will assign along School Lane and to/from the west, with the remaining 9% assigning along Crow Lane and to/from the east.

T21512
Foxden Way, Great Bourton

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- 4.9 In terms of vehicle numbers, this equates to approximately five two-way vehicle movements generated by the development using School Lane, and one using Crow Lane.
- 4.10 However, it is worth noting that some traffic may choose to utilise Foxden Way to the south of the site, whilst some linked trips (particularly in the morning peak hour) may assign along Crow Lane to the school at Cropredy, before continuing their onward journey to work.
- 4.11 As such, the five two-way vehicle movements identified as using School Lane may well be a worst-case assessment in reality, with some of those movements using Crow Lane and Foxden Way (south of the site); however the traffic eventually splits across the local highway network, it is clear that the impact on any individual link will be negligible, as set out in Section 5.0.

5.0 Highway Network Impacts

Introduction

- 5.1 To establish the impact the development will have on the local highway network, a qualitative assessment has been carried out comparing the forecast traffic generation from the site to the ATC data gathered on School Lane from 2019.
- 5.2 This provides an assessment of the likelihood of conflicts along the length of School Lane.

Conflict Assessment

- 5.3 The ATC data shows that the average weekday two-way flows along School Lane during the AM and PM peak hours is 11 vehicles. This equates to one vehicle on this stretch of the local highway network every five to six minutes.
- 5.4 The forecast number of vehicles generated from the development site using School Lane during the peak hours is five vehicles, or one vehicle every 12 minutes.
- 5.5 Therefore, it is unlikely that the development traffic will conflict with existing traffic on School Lane.
- 5.6 Where conflicts do occur, informal passing points are located along the route in the form of driveway entries.
- 5.7 The average speeds along School Lane have also been surveyed as part of the ATC, these show average vehicle speeds of 14.3mph (northwest bound) and 13.3mph southeast bound (13.3mph).
- 5.8 Such low speeds afford ample time for any vehicles that do meet to undertake the required passing manoeuvres at the informal passing points.

Journey Time Assessment

- 5.9 By considering the length of School Lane and the average speed at which vehicles travel along it, the estimated journey time along the lane can be calculated.
- 5.10 As the average two-way speed along School Lane is between 14.3mph (6.4m/s) and 13.3mph (5.9m/s), and School Lane has a length of 200m from its junction with Foxden Way to its junction with South View; the journey time to travel along the length of School Lane is between 31 and 34 seconds.
- 5.11 Given that the development traffic movements represent one additional vehicle every 12 minutes, with existing traffic movements every five to six minutes, the calculated journey time confirms that conflicts along the road will be rare.

Crow Lane Assessment

- 5.12 Crow Lane is a quiet rural lane like that of School Lane. The assignment exercise shows that the development is forecast to produce only a single vehicle on this part of the network during any peak hour.
- 5.13 As such, conflicts arising from the additional development traffic will be even more infrequent to those forecast on School Lane.

Analysis Summary

- 5.14 The qualitative analysis set out above demonstrates that the proposed development will have a negligible impact on the local highway network within Great Bourton.
- 5.15 The network of local rural lanes will continue to experience minimal traffic flows at low speeds.
- 5.16 As identified in Section 4.0, even if more traffic utilises Crow Lane or Foxden Way to the south of the site, the impacts will still be negligible.

6.0 Summary and Conclusions

Summary

- 6.1 Hub Transport Planning Ltd has been commissioned by Fernhill Estates to produce a Transport Technical Note for a proposed residential development off Foxden Way, Great Bourton.
- 6.2 The proposed development site will comprise up to 9 residential dwellings.
- 6.3 This report demonstrates that the site is in a suitable location in transport terms, with sustainable travel options to local facilities and surrounding settlements, including Cropredy and Banbury.
- 6.4 A review of PIA data has indicated that there was a total of five PIAs in the search area, all but one classed as slight. The volume and pattern of accidents recorded in the area does not give any undue cause for concern and the traffic associated with the proposed development will not materially affect highway safety.
- 6.5 Safe and suitable access to the site can be achieved via the proposed priority T-junction off Foxden Way.
- 6.6 Swept path analysis demonstrates that all vehicles requiring access to the site, including large service vehicles, can be accommodated safely.
- 6.7 The traffic generation, assignment and analysis undertaken demonstrates that the traffic associated with the proposed development will have a negligible impact on the adjacent highway network during the morning and evening peak hours.

Conclusions

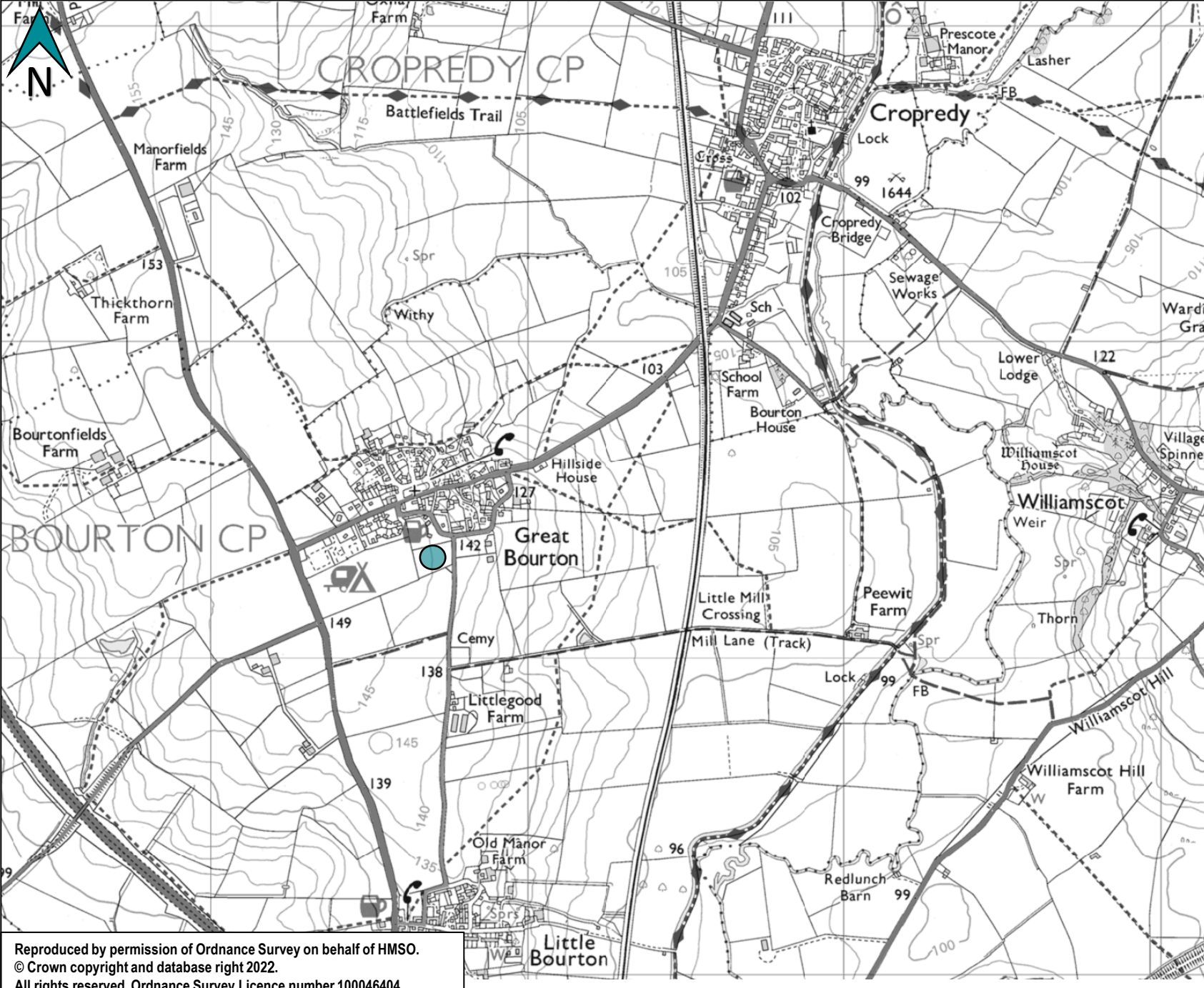
- 6.8 The National Planning Policy Framework (NPPF) states that opportunities to promote sustainable transport modes should be taken up and that safe and suitable access to the site should be achievable for all users.
- 6.9 Bearing the above in mind, the NPPF states that:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”
- 6.10 The assessment work undertaken and detailed in this report demonstrates that, in NPPF terms, the development will have a negligible impact on both the operation of the highway network and highway safety.
- 6.11 Based on the above, the proposals accord with national, regional, and local transport related policies and as such, the proposed development is considered acceptable in respect of transport.

T21512
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Figures



Legend

● Site

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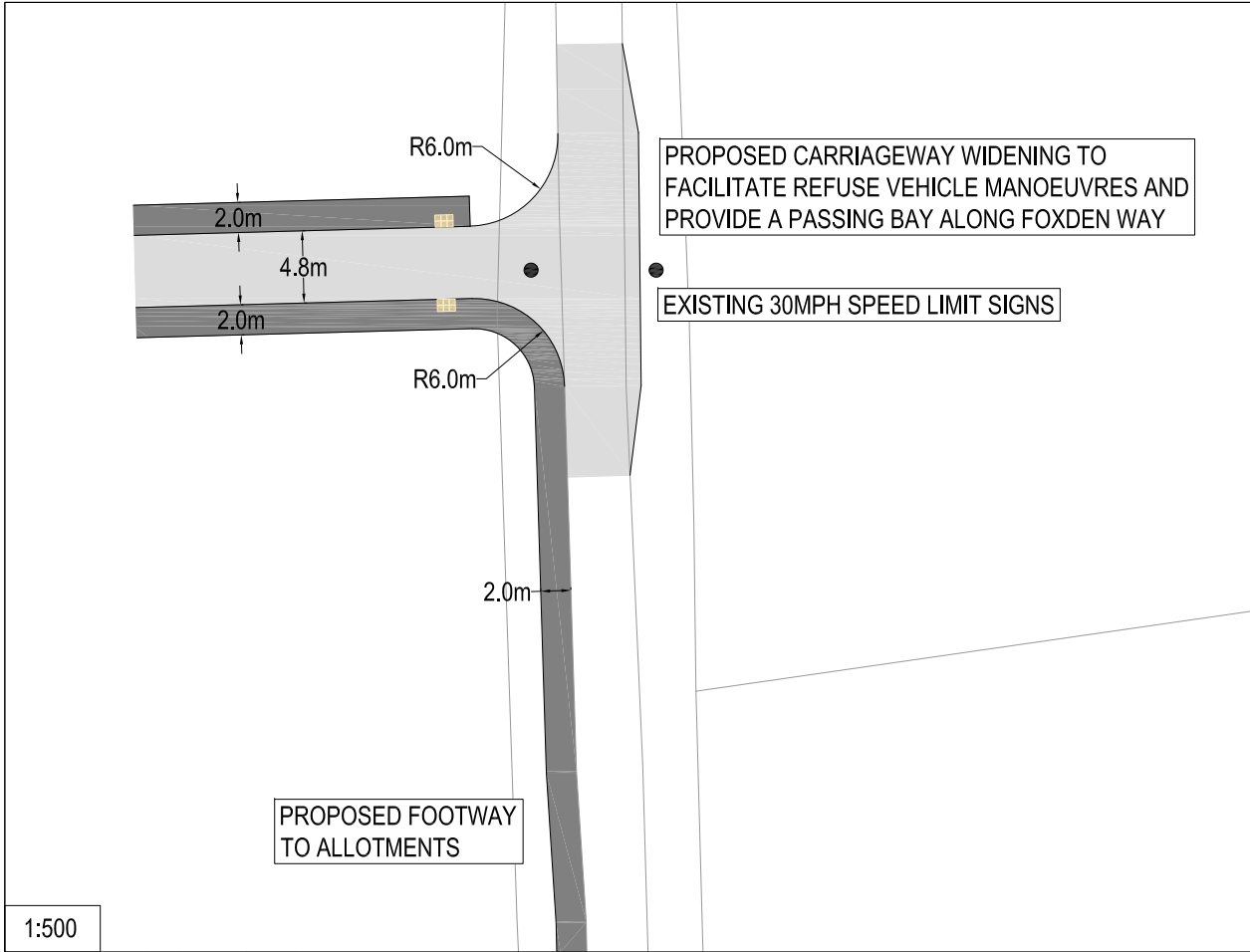


Not to Scale
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 Figure 1.1 – Site Location

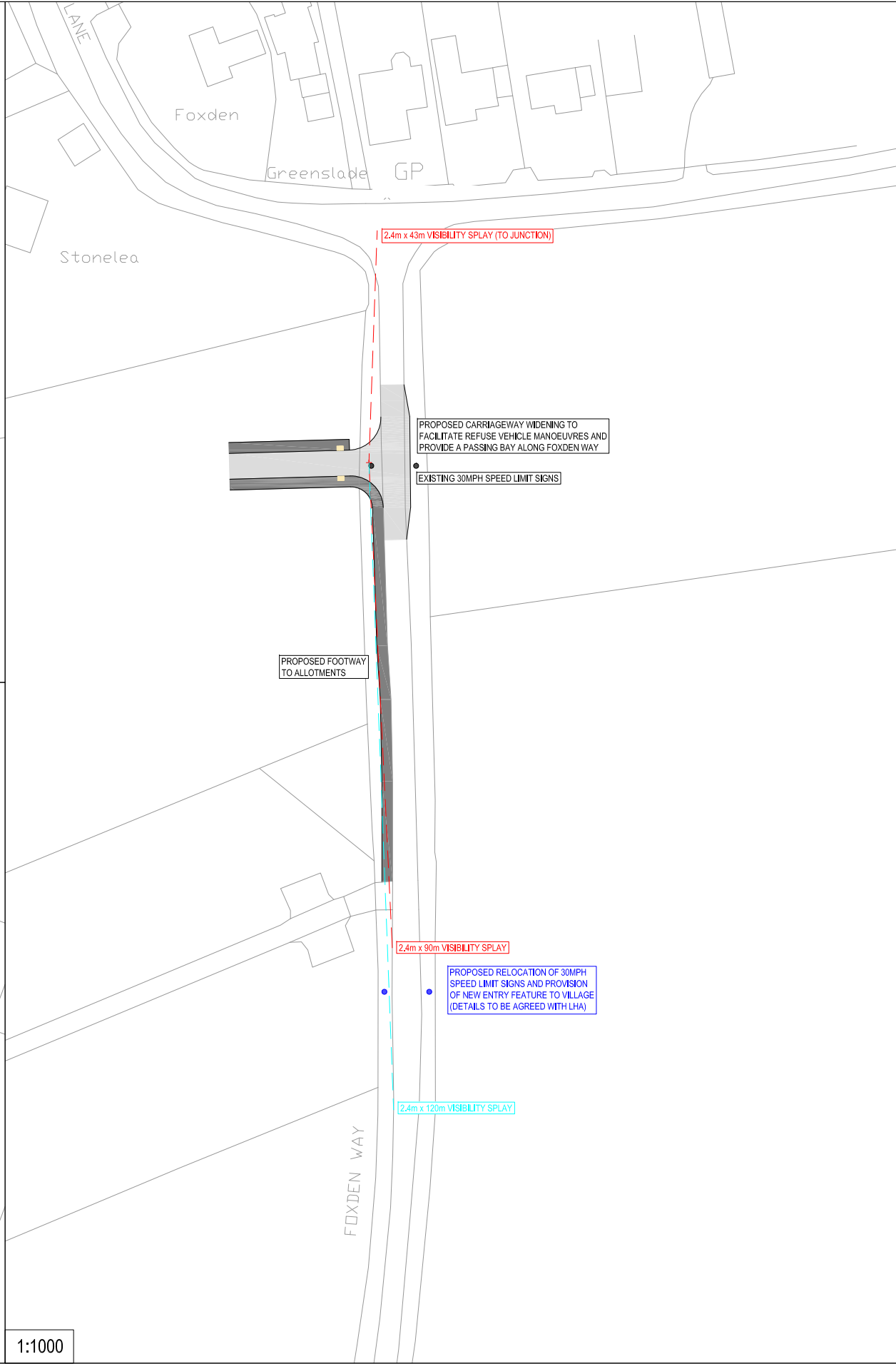
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Drawings



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1. THIS DRAWING IS NOT TO BE SCALED FOR CONSTRUCTION PURPOSES.
2. THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AND LEVELS ON SITE.

REV	DESCRIPTION	DATE	BY	AUTH
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C	ACCESS UPDATED TO PROVIDE ADDITIONAL FOOTWAY/FOOTPATH ANNOTATION AND FOXDEN WAY WIDENING AT ACCESS JUNCTION	28.06.21	JP	GM
B	ACCESS UPDATED TO PROVIDE ADDITIONAL FOOTWAY CONNECTIONS	07.06.21	JP	GM
A	ACCESS POSITION AMENDED TO MINIMISE IMPACT ON EXISTING HEDGEROW	18.02.21	JP	GM

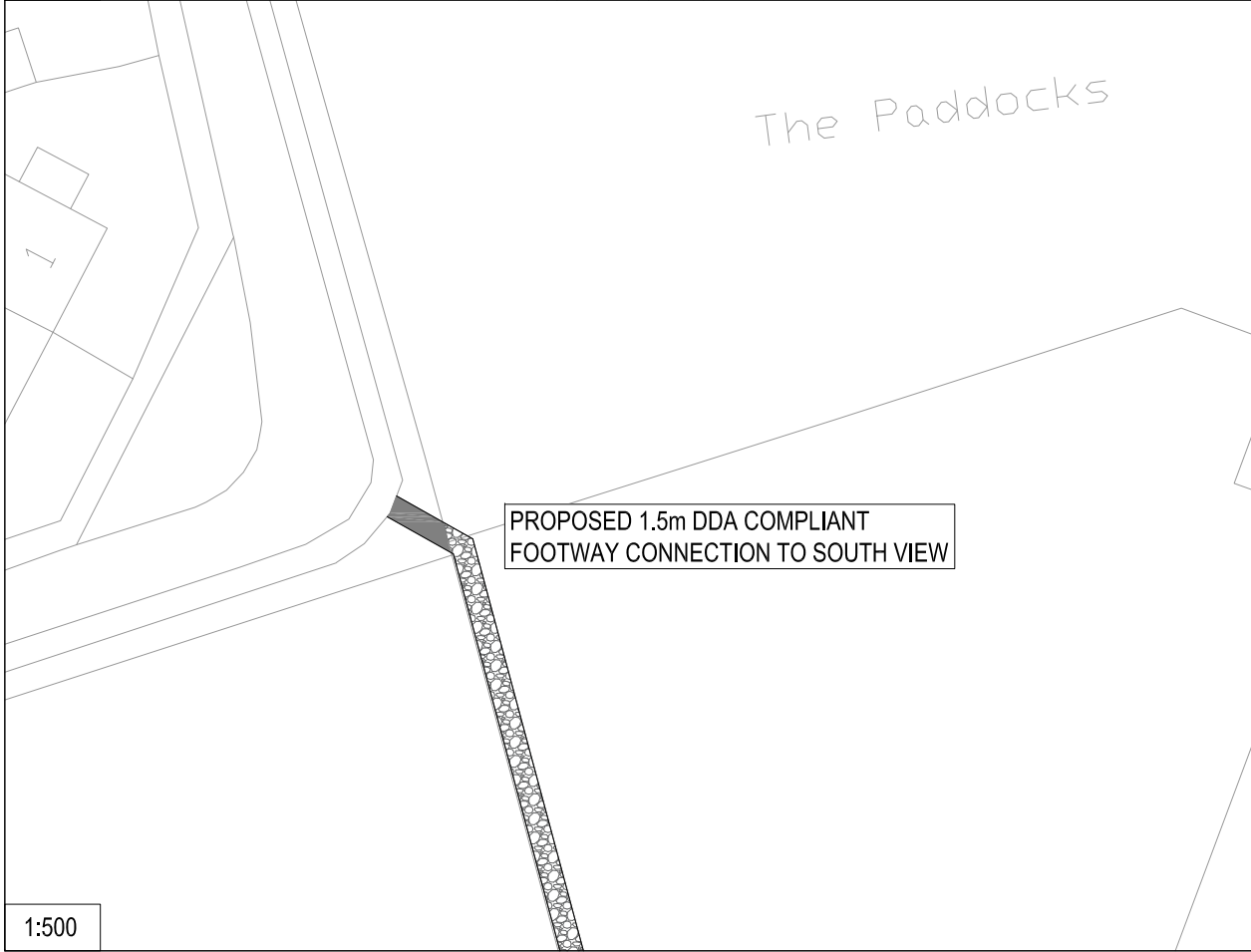

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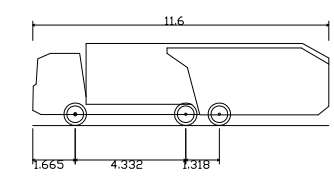
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PROJECT NO. T21512		DRAWING NO. 001		REV E



1:500

1. THIS DRAWING IS NOT TO BE SCALED FOR CONSTRUCTION PURPOSES.
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Cherwell DC Refuse Vehicle	
Overall Length	11.600m
Overall Width	2.530m
Overall Body Height	3.211m
Min Body Ground Clearance	0.416m
Track Width	2.530m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.500m

C	ACCESS UPDATED TO PROVIDE ADDITIONAL FOOTWAY/FOOTPATH ANNOTATION AND FOXDEN WAY WIDENING AT ACCESS JUNCTION	28.06.21	JP	GM
B	ACCESS UPDATED TO PROVIDE ADDITIONAL FOOTWAY CONNECTIONS	07.06.21	JP	GM
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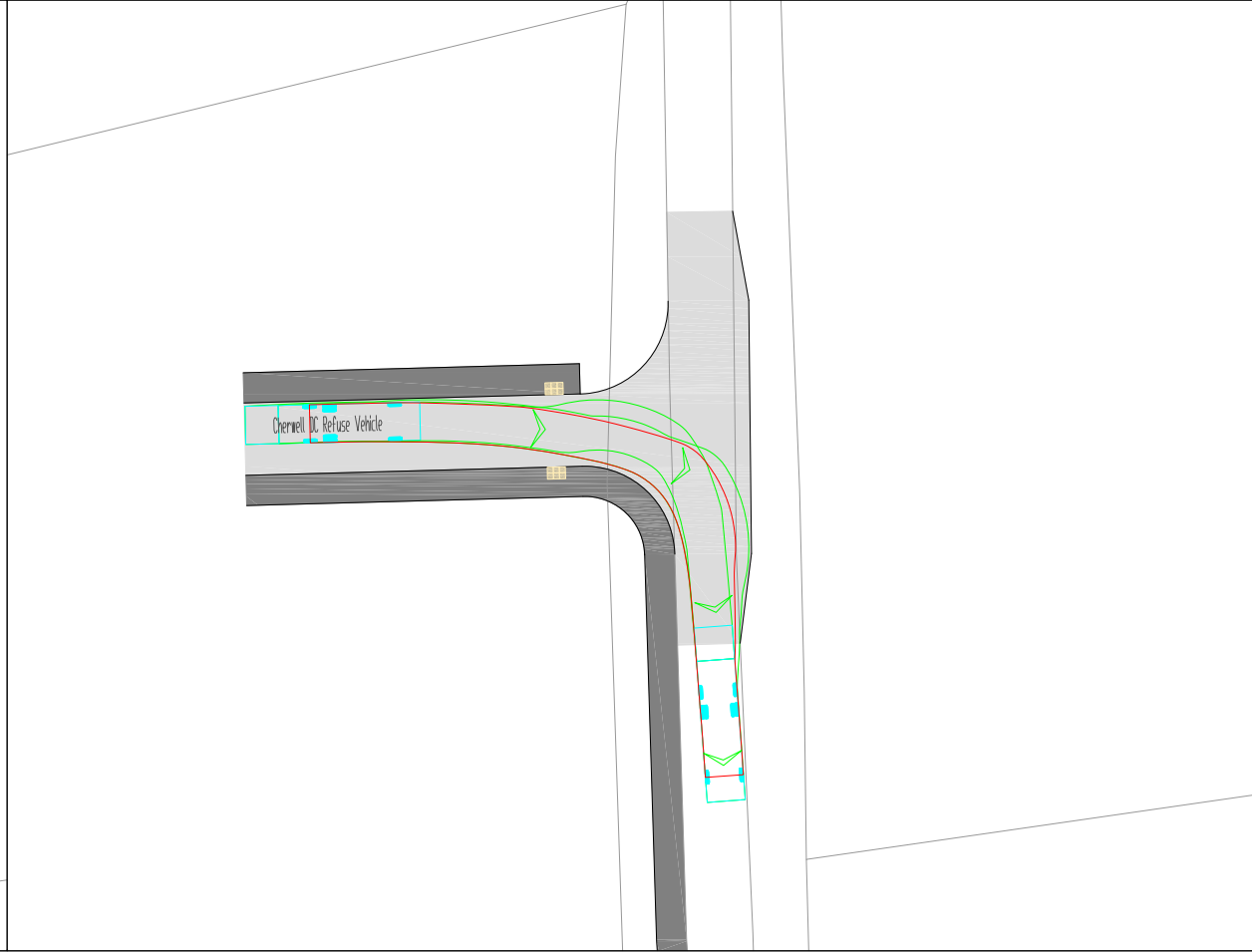
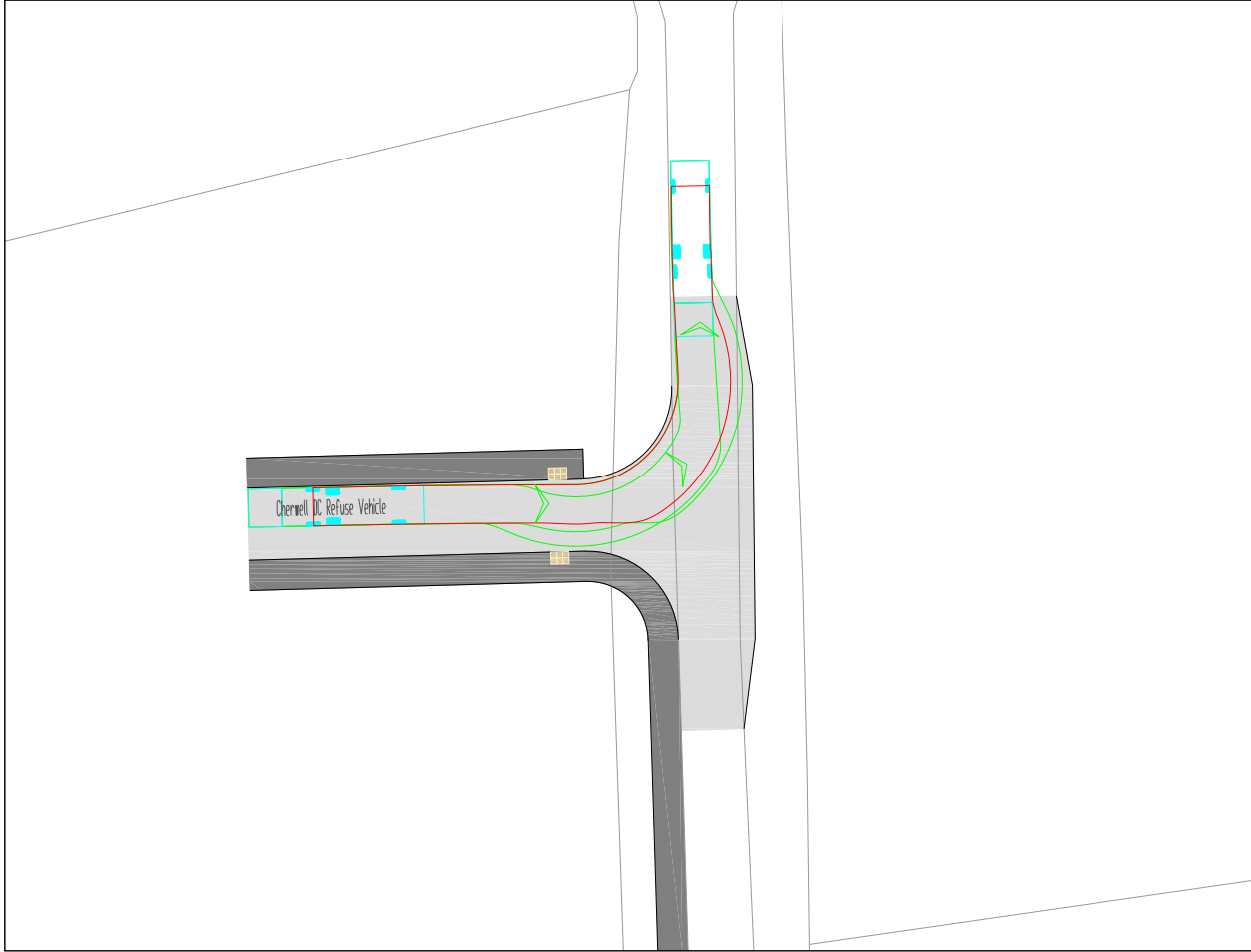
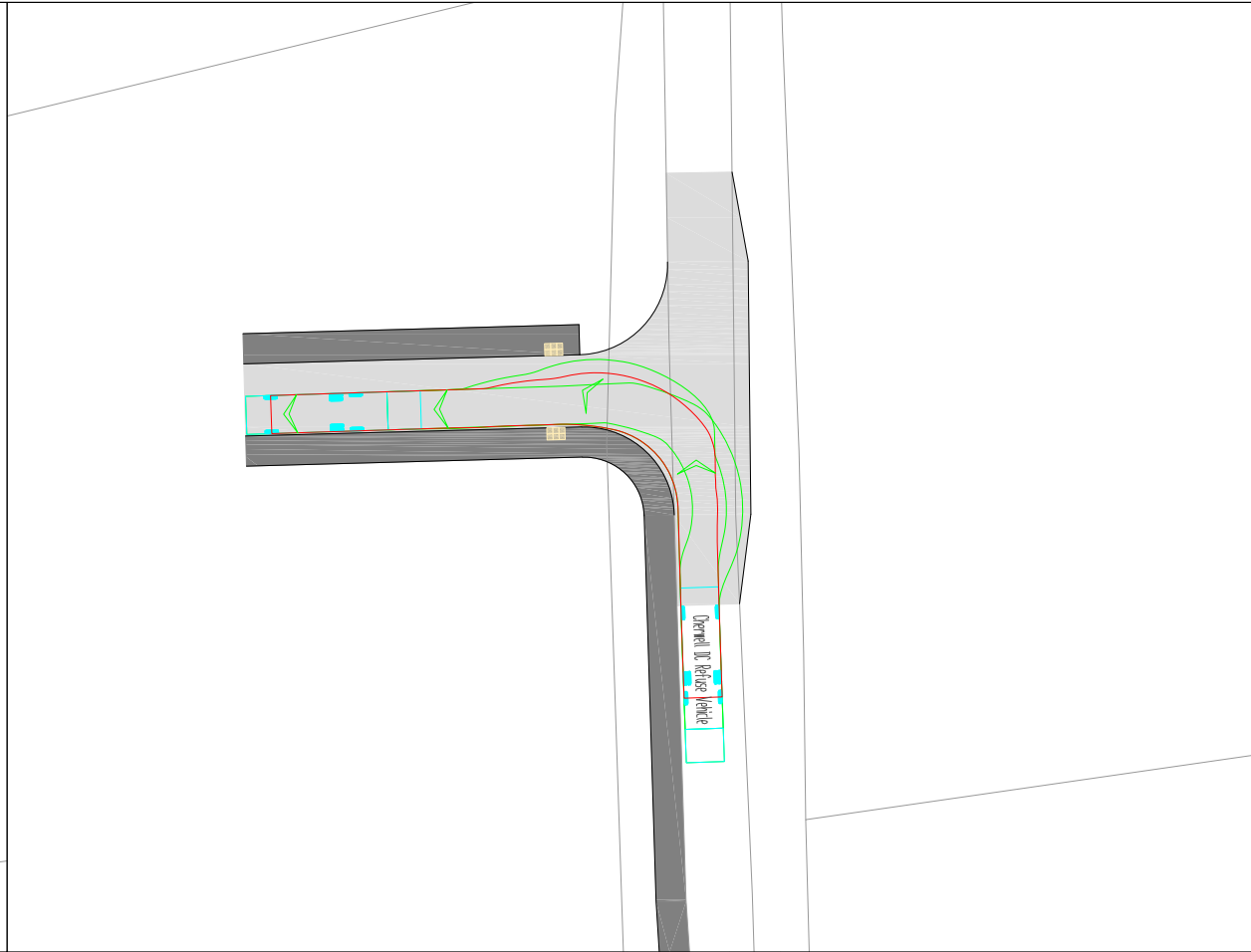
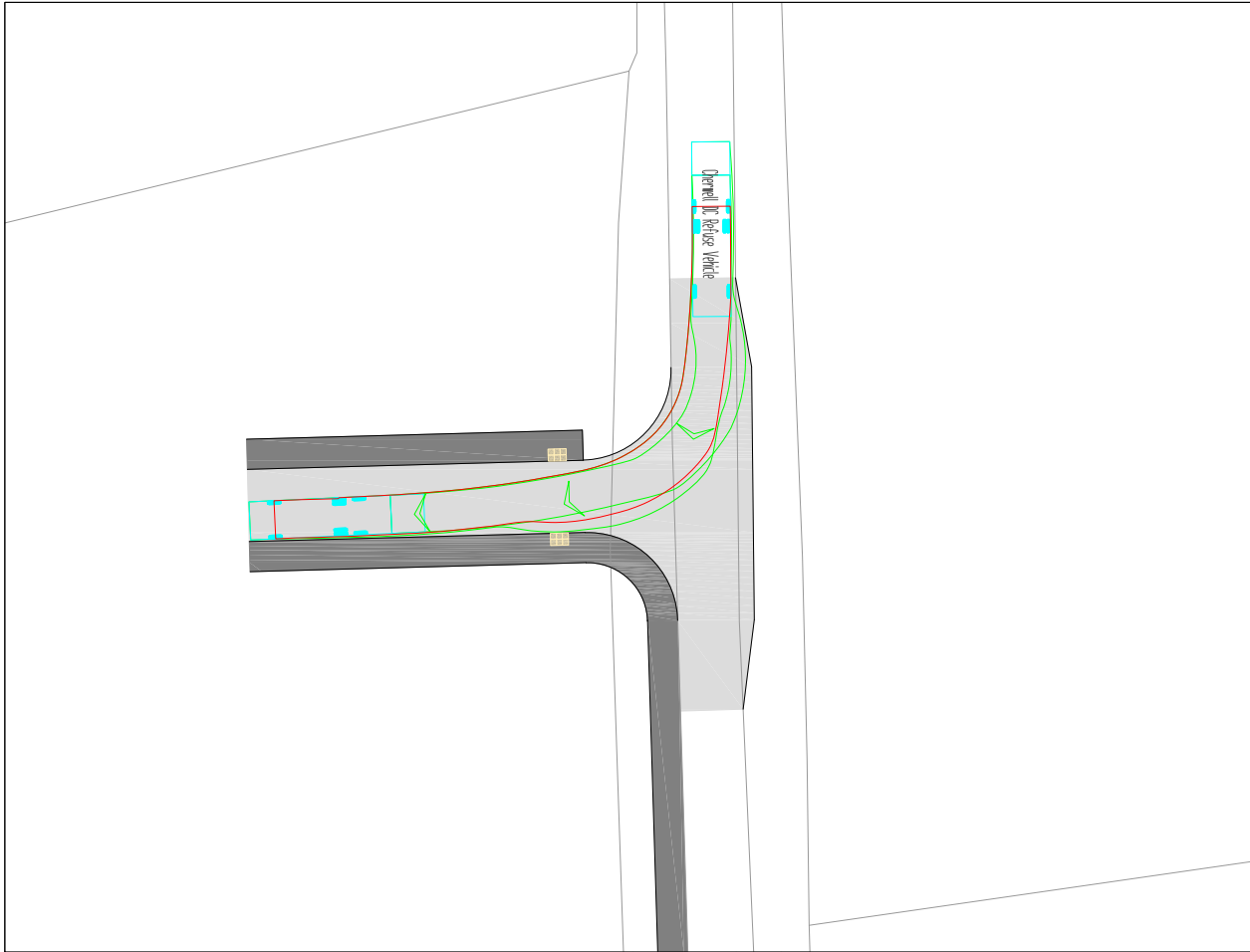
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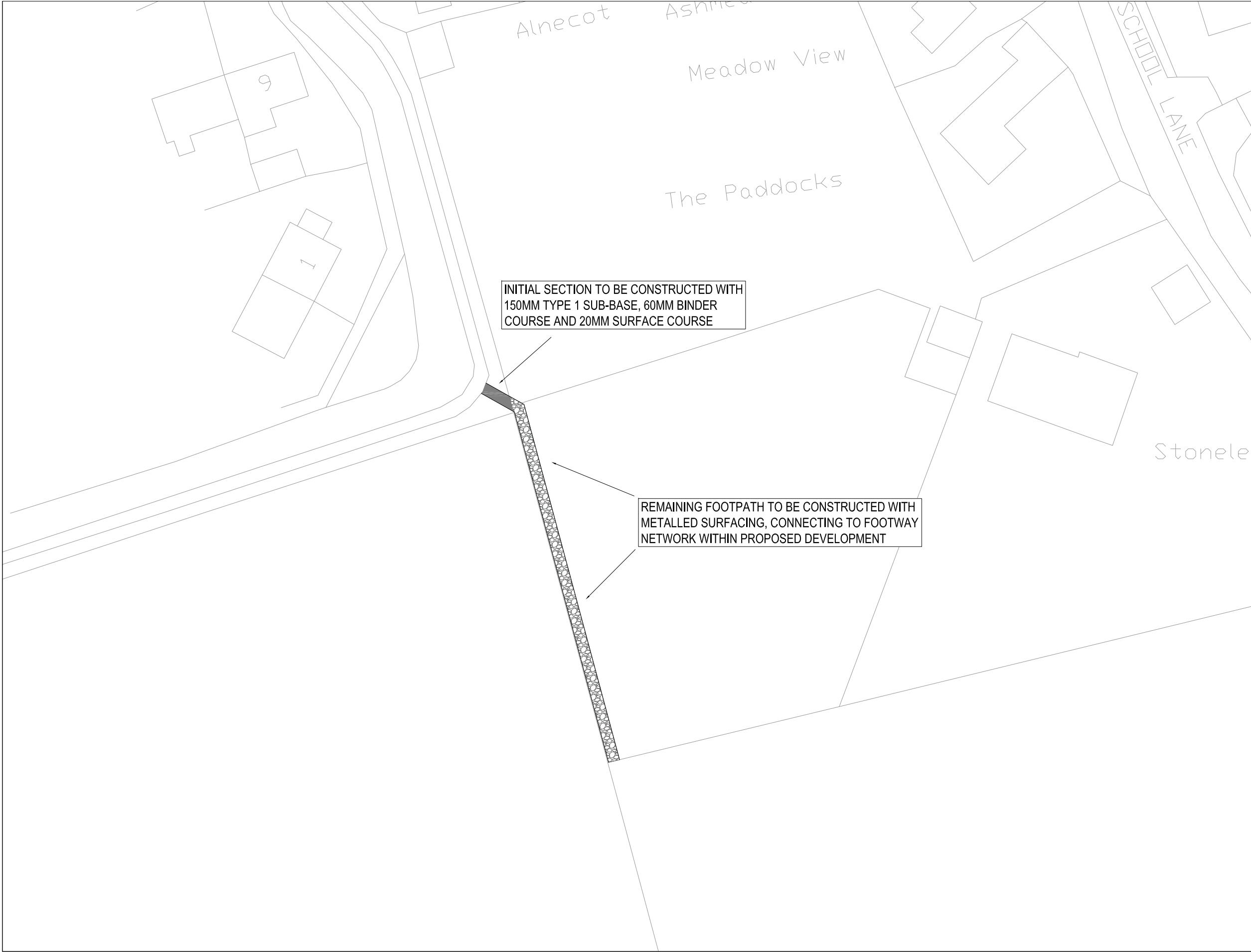
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PROJECT NO.	DRAWING NO.	REV
T21512	002	C





1. THIS DRAWING IS NOT TO BE SCALED FOR CONSTRUCTION PURPOSES.
2. THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AND LEVELS ON SITE.

REV	DESCRIPTION	DATE	BY	AUTH
B	FOOTPATH ALIGNMENT REVISED TO MEET CLIENT REQUIREMENTS	12.01.22	JP	GM
A	ACCESS UPDATED FOLLOWING UPDATE TO MASTERPLAN	18.10.21	JP	GM



Hub Transport Planning Ltd
 Radclyffe House
 66/68 Hagley Road
 Edgbaston
 Birmingham
 West Midlands
 B16 8PF
 T : 0121 454 5530

CLIENT
FERNHILL ESTATES

PROJECT
GREAT BOURTON

TITLE
PROPOSED FOOTWAY CONNECTION TO SOUTH VIEW

DRAWN JP	AUTHORISED GM	SCALE 1:500	SHEET SIZE A3	DATE 28.06.21
PROJECT NO. T21512		DRAWING NO. 003		REV B

T21512
Foxden Way, Great Bourton



Appendix A

ATC Data – October 2019

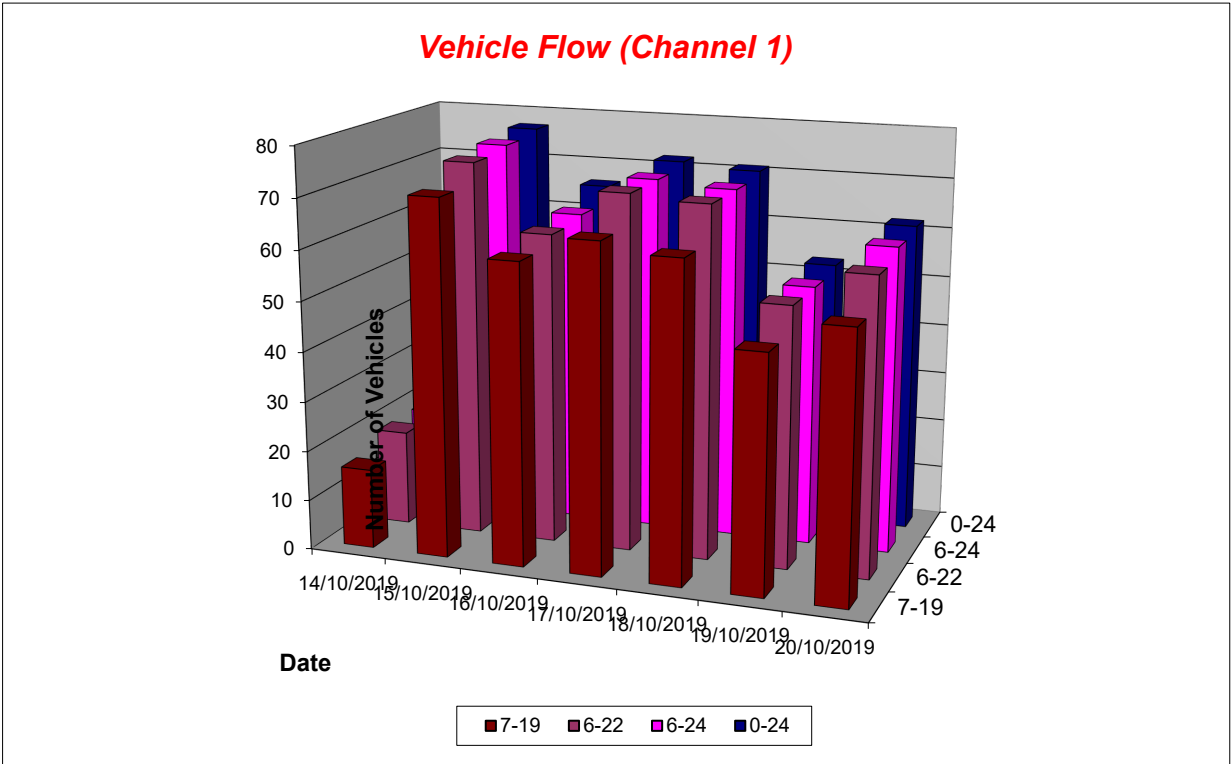
Great Bourton ATC, School Lane (Southern Site)

Channel 1 - Northwestbound

Vehicle Flow

Week 1

Hr Ending	14/10/2019 Monday	15/10/2019 Tuesday	16/10/2019 Wednesday	17/10/2019 Thursday	18/10/2019 Friday	19/10/2019 Saturday	20/10/2019 Sunday	Weekday Average	Average
1	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0
5	0	0	1	1	1	1	0	1	1
6	0	1	2	0	0	0	1	1	1
7	0	0	0	0	0	0	0	0	0
8	0	5	4	7	6	0	0	6	4
9	0	5	2	3	2	4	1	3	3
10	0	4	2	6	4	2	0	4	3
11	0	4	0	4	7	6	3	4	4
12	0	3	4	7	4	5	6	5	5
13	0	10	5	8	6	7	6	7	7
14	0	6	9	2	7	2	7	6	6
15	0	6	7	3	3	5	4	5	5
16	6	6	7	7	7	3	7	7	6
17	4	9	8	9	9	4	8	8	7
18	4	6	7	6	5	5	8	6	6
19	2	7	5	3	3	4	3	4	4
20	1	3	2	4	1	4	0	2	2
21	1	1	0	1	3	1	5	1	2
22	1	0	0	1	3	0	1	1	1
23	0	1	1	0	0	0	1	0	0
24	0	0	0	0	0	0	1	0	0
7-19	16	71	60	65	63	47	53	63	59
6-22	19	75	62	71	70	52	59	67	63
6-24	19	76	63	71	70	52	61	68	64
0-24	19	77	66	72	71	53	62	69	65



Great Bourton ATC, School Lane (Southern Site)

Channel 1 - Northwestbound

Average Speed

Week 1

Hr Ending	14/10/2019 Monday	15/10/2019 Tuesday	16/10/2019 Wednesday	17/10/2019 Thursday	18/10/2019 Friday	19/10/2019 Saturday	20/10/2019 Sunday
1	-	-	-	-	-	-	-
2	-	-	-	-	-	-	-
3	-	-	-	-	-	-	-
4	-	-	-	-	-	-	-
5	-	-	23.0	18.0	23.0	23.0	-
6	-	18.0	13.0	-	-	-	23.0
7	-	-	-	-	-	-	-
8	-	13.0	15.5	14.4	15.5	-	-
9	-	14.0	10.5	13.0	18.0	16.8	8.0
10	-	13.0	13.0	13.0	16.8	13.0	-
11	-	15.5	-	15.5	14.4	13.8	14.7
12	-	13.0	14.2	17.3	16.8	14.0	11.3
13	-	14.0	15.0	17.4	13.8	14.4	16.3
14	-	13.0	15.8	13.0	13.0	10.5	14.4
15	-	13.0	12.3	16.3	18.0	13.0	15.5
16	13.8	13.0	13.7	15.1	15.1	14.7	15.1
17	13.0	15.2	14.9	16.9	13.0	14.2	14.9
18	9.2	14.7	16.6	13.8	15.0	14.0	16.1
19	13.0	12.3	15.0	14.7	13.0	15.5	18.0
20	8.0	14.7	18.0	20.5	13.0	11.8	-
21	18.0	8.0	-	18.0	18.0	13.0	10.0
22	8.0	-	-	13.0	13.0	-	23.0
23	-	18.0	18.0	-	-	-	18.0
24	-	-	-	-	-	-	13.0
10-12	-	14.4	14.2	16.6	15.3	13.9	12.4
14-16	13.8	13.0	13.0	15.5	16.0	13.6	15.3
0-24	12.2	13.8	14.8	15.7	14.9	14.1	14.8

Average	14.3
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Channel 1 - Northwestbound

85th Percentile

Hr Ending	14/10/2019 Monday	15/10/2019 Tuesday	16/10/2019 Wednesday	17/10/2019 Thursday	18/10/2019 Friday	19/10/2019 Saturday	20/10/2019 Sunday
1	-	-	-	-	-	-	-
2	-	-	-	-	-	-	-
3	-	-	-	-	-	-	-
4	-	-	-	-	-	-	-
5	-	-	-	-	-	-	-
6	-	-	13.3	-	-	-	-
7	-	-	-	-	-	-	-
8	-	13.0	18.8	18.8	18.2	-	-
9	-	18.4	13.8	13.3	18.6	18.5	-
10	-	18.9	13.6	18.0	18.1	13.9	-
11	-	18.8	-	18.3	18.5	18.4	18.5
12	-	18.4	19.0	18.4	23.9	18.7	18.3
13	-	19.0	18.9	18.3	18.3	14.5	18.6
14	-	18.9	18.2	18.9	13.8	13.5	18.5
15	-	18.1	13.7	19.0	18.4	13.5	18.2
16	18.7	18.9	19.0	18.4	18.3	18.4	18.9
17	18.5	18.4	18.2	18.3	18.9	18.4	18.7
18	13.6	23.5	18.5	18.2	18.6	18.3	18.5
19	18.3	13.8	18.1	18.2	13.6	18.1	18.4
20	-	18.1	19.0	23.6	-	18.2	-
21	-	-	-	-	18.1	-	18.1
22	-	-	-	-	18.6	-	-
23	-	-	-	-	-	-	-
24	-	-	-	-	-	-	-
10-12	-	18.3	18.0	18.7	18.7	18.1	18.6
14-16	18.8	18.6	18.6	18.3	18.9	13.7	18.8
0-24	18.8	18.6	18.1	18.6	18.8	18.4	18.0

85th %ile	18.5
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Great Bourton ATC, School Lane (Southern Site)

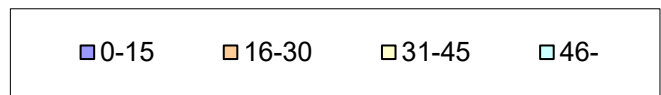
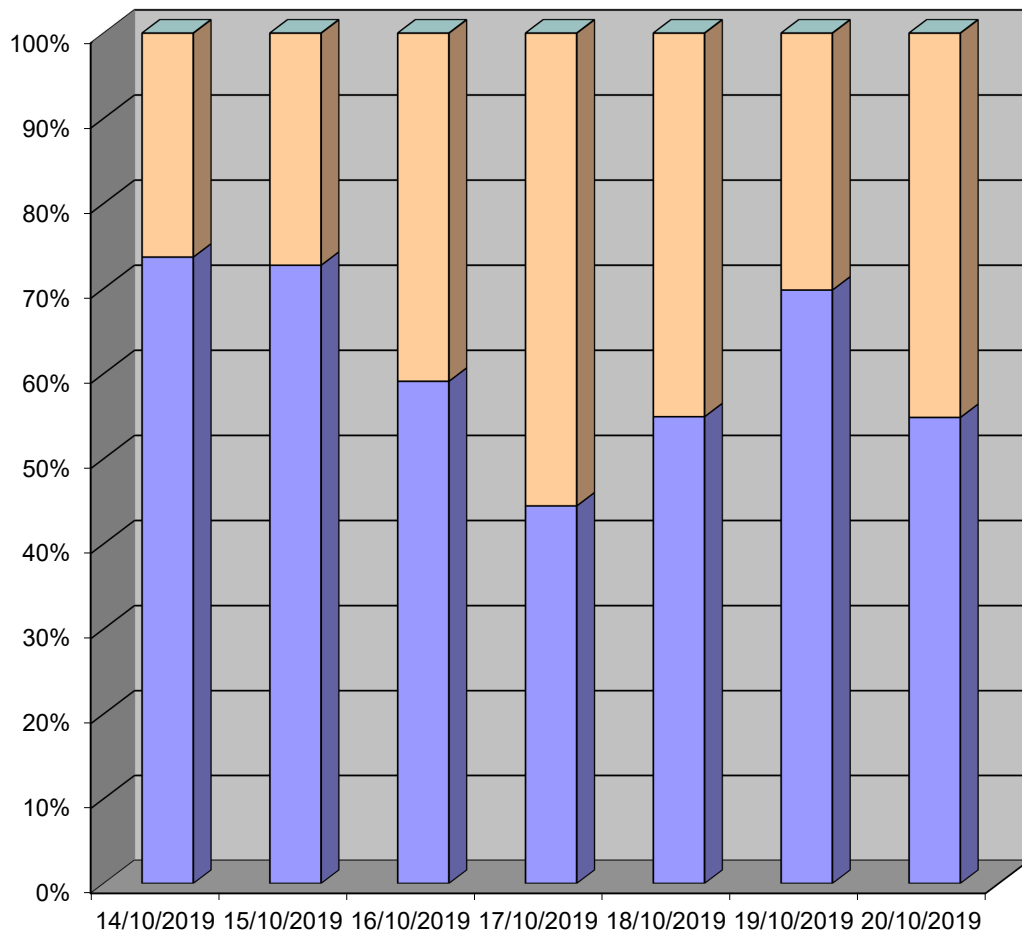
Channel 1 - Northwestbound

Speed Summary

Week 1

Speed (MPH)	14/10/2019 Monday	15/10/2019 Tuesday	16/10/2019 Wednesday	17/10/2019 Thursday	18/10/2019 Friday	19/10/2019 Saturday	20/10/2019 Sunday
0-15	14	56	39	32	39	37	34
16-30	5	21	27	40	32	16	28
31-45	0	0	0	0	0	0	0
46-	0	0	0	0	0	0	0
TOTAL	19	77	66	72	71	53	62

Speed Summary (MPH)



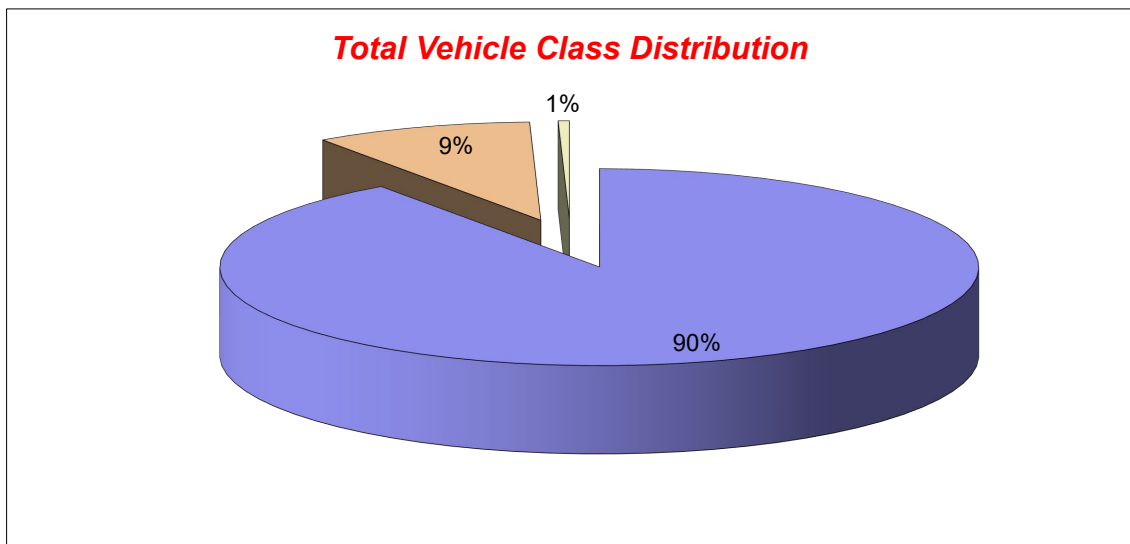
Great Bourton ATC, School Lane (Southern Site)

Channel 1 - Northwestbound

Vehicle Class

Week 1

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
14/10/2019				
7-19	13	3	0	16
6-22	16	3	0	19
6-24	16	3	0	19
0-24	16	3	0	19
15/10/2019				
7-19	66	5	0	71
6-22	69	5	1	75
6-24	70	5	1	76
0-24	71	5	1	77
16/10/2019				
7-19	55	5	0	60
6-22	56	6	0	62
6-24	57	6	0	63
0-24	58	8	0	66
17/10/2019				
7-19	58	7	0	65
6-22	62	9	0	71
6-24	62	9	0	71
0-24	63	9	0	72
18/10/2019				
7-19	56	7	0	63
6-22	63	7	0	70
6-24	63	7	0	70
0-24	64	7	0	71
19/10/2019				
7-19	44	3	0	47
6-22	49	3	0	52
6-24	49	3	0	52
0-24	50	3	0	53
20/10/2019				
7-19	49	4	0	53
6-22	54	4	1	59
6-24	56	4	1	61
0-24	57	4	1	62
Average				
7-19	49	5	0	54
6-22	53	5	0	58
6-24	53	5	0	59
0-24	54	6	0	60



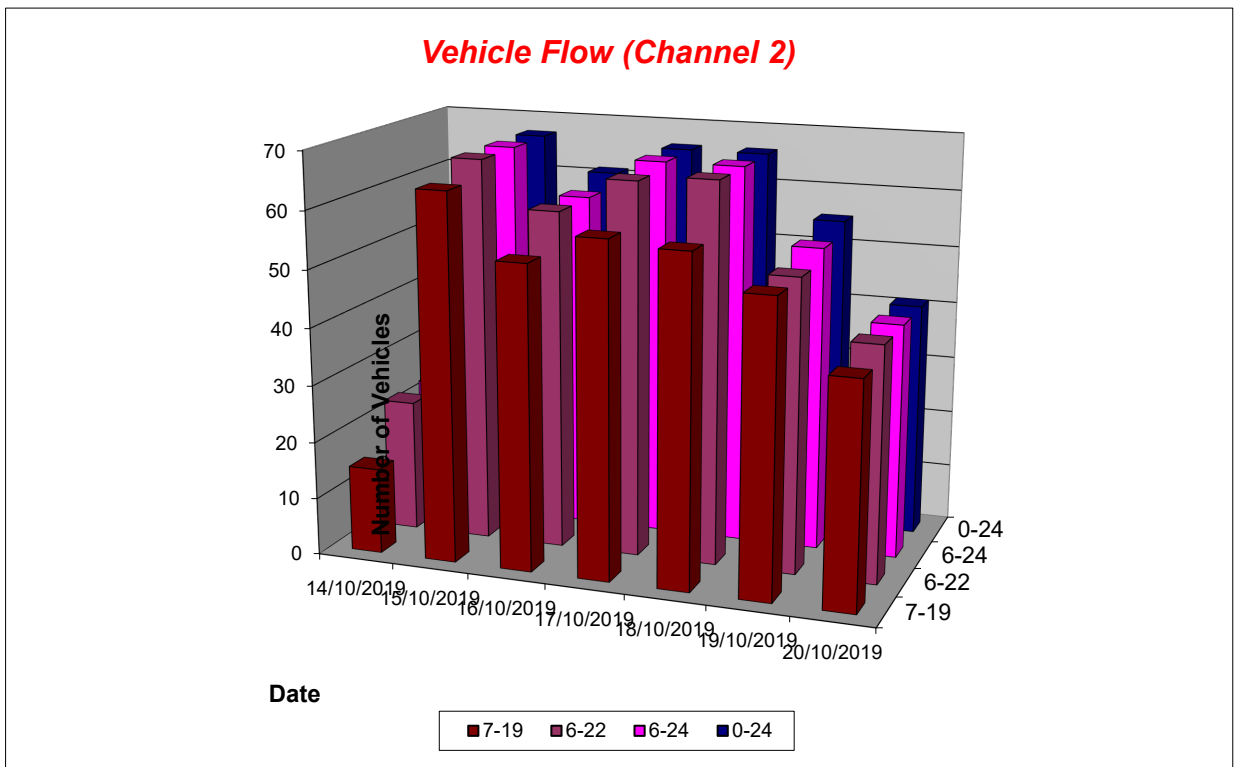
Great Bourton ATC, School Lane (Southern Site)

Channel 2 - Southeastbound

Vehicle Flow

Week 1

Hr Ending	14/10/2019 Monday	15/10/2019 Tuesday	16/10/2019 Wednesday	17/10/2019 Thursday	18/10/2019 Friday	19/10/2019 Saturday	20/10/2019 Sunday	Weekday Average	Average
1	0	0	0	0	0	2	0	0	0
2	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0
6	0	0	2	0	0	0	0	1	0
7	0	1	1	1	1	0	0	1	1
8	0	3	2	4	3	2	0	3	2
9	0	6	5	7	2	4	2	5	4
10	0	2	3	2	1	5	1	2	2
11	0	9	4	4	4	6	6	5	6
12	0	5	4	5	8	5	3	6	5
13	0	4	5	4	4	8	2	4	5
14	0	7	3	8	12	2	8	8	7
15	0	4	4	4	4	4	5	4	4
16	1	6	5	4	6	2	4	4	4
17	6	4	7	8	7	5	4	6	6
18	6	4	9	2	6	6	0	5	5
19	2	10	2	6	0	2	4	4	4
20	5	2	3	3	3	0	1	3	2
21	2	0	0	0	2	0	1	1	1
22	1	0	2	3	3	0	0	2	1
23	0	0	0	1	0	0	0	0	0
24	0	0	0	0	0	2	0	0	0
7-19	15	64	53	58	57	51	39	57	53
6-22	23	67	59	65	66	51	41	64	58
6-24	23	67	59	66	66	53	41	64	59
0-24	23	67	61	66	66	55	41	64	59



Great Bourton ATC, School Lane (Southern Site)

Channel 2 - Southeastbound

Average Speed

Week 1

Hr Ending	14/10/2019 Monday	15/10/2019 Tuesday	16/10/2019 Wednesday	17/10/2019 Thursday	18/10/2019 Friday	19/10/2019 Saturday	20/10/2019 Sunday
1	-	-	-	-	-	18.0	-
2	-	-	-	-	-	-	-
3	-	-	-	-	-	-	-
4	-	-	-	-	-	-	-
5	-	-	-	-	-	-	-
6	-	-	13.0	-	-	-	-
7	-	13.0	13.0	13.0	13.0	-	-
8	-	11.3	18.0	15.5	13.0	13.0	-
9	-	13.0	14.0	13.7	10.5	13.0	13.0
10	-	13.0	14.7	13.0	8.0	14.0	13.0
11	-	10.8	13.0	13.0	16.8	14.7	14.7
12	-	13.0	11.8	14.0	10.5	13.0	13.0
13	-	11.8	14.0	18.0	14.2	12.4	15.5
14	-	13.7	11.3	13.6	12.6	13.0	14.9
15	-	10.5	15.5	14.2	10.5	11.8	13.0
16	18.0	12.2	14.0	14.2	14.7	10.5	11.8
17	13.0	11.8	13.7	13.0	12.3	12.0	13.0
18	12.2	13.0	13.6	10.5	13.8	13.0	-
19	13.0	13.0	13.0	13.0	-	13.0	16.8
20	13.0	13.0	13.0	18.0	18.0	-	18.0
21	10.5	-	-	-	13.0	-	13.0
22	18.0	-	18.0	13.0	11.3	-	-
23	-	-	-	13.0	-	-	-
24	-	-	-	-	-	13.0	-
10-12	-	11.6	12.4	13.6	12.6	13.9	14.1
14-16	18.0	11.5	14.7	14.2	13.0	11.3	12.4
0-24	13.0	12.3	13.8	14.0	12.9	13.1	14.1

Average 13.3

Channel 2 - Southeastbound

85th Percentile

Hr Ending	14/10/2019 Monday	15/10/2019 Tuesday	16/10/2019 Wednesday	17/10/2019 Thursday	18/10/2019 Friday	19/10/2019 Saturday	20/10/2019 Sunday
1	-	-	-	-	-	18.4	-
2	-	-	-	-	-	-	-
3	-	-	-	-	-	-	-
4	-	-	-	-	-	-	-
5	-	-	-	-	-	-	-
6	-	-	13.1	-	-	-	-
7	-	-	-	-	-	-	-
8	-	13.1	18.2	18.3	13.5	13.7	-
9	-	13.2	18.9	13.8	13.2	13.2	13.2
10	-	13.7	18.1	13.5	-	18.4	-
11	-	13.5	13.4	18.2	18.1	18.5	18.2
12	-	13.4	13.3	18.9	13.0	13.8	13.6
13	-	13.1	18.9	18.6	18.3	13.5	18.4
14	-	13.8	13.8	18.8	18.5	13.4	18.9
15	-	13.9	18.3	18.9	13.9	13.5	13.5
16	-	13.5	18.7	18.3	18.5	13.2	13.2
17	18.1	13.1	13.8	13.5	13.4	13.6	13.7
18	13.1	13.8	13.7	13.1	18.8	13.5	-
19	13.3	13.4	13.0	13.6	-	13.7	23.7
20	13.1	13.5	13.3	18.4	18.8	-	-
21	13.0	-	-	-	13.7	-	-
22	-	-	18.8	14.0	13.7	-	-
23	-	-	-	-	-	-	-
24	-	-	-	-	-	13.9	-
10-12	-	13.5	13.3	18.9	19.0	18.4	18.2
14-16	18.7	13.2	18.2	18.6	18.3	13.3	13.8
0-24	13.5	13.3	18.5	18.3	18.5	13.3	18.2

85th %ile 16.2

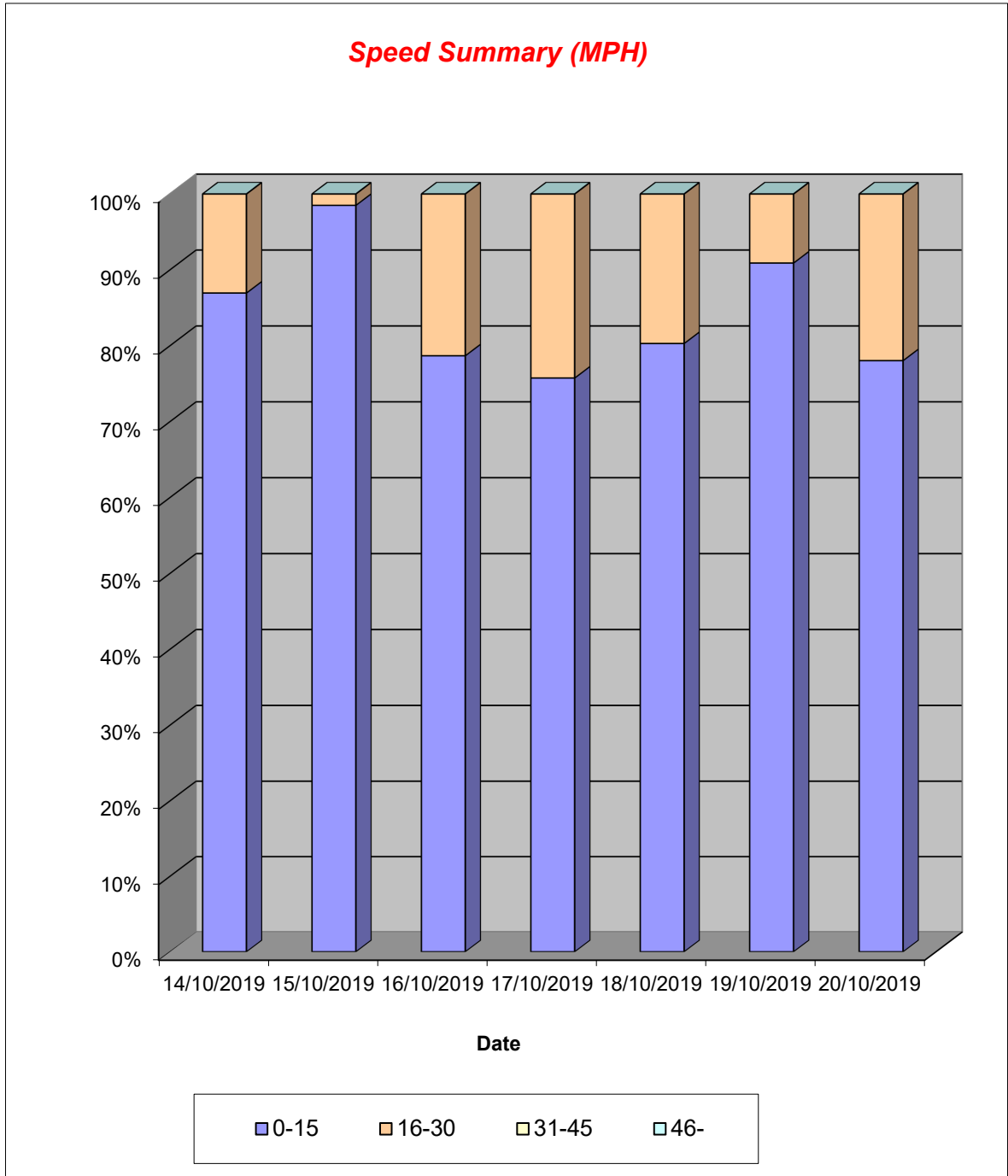
Great Bourton ATC, School Lane (Southern Site)

Channel 2 - Southeastbound

Speed Summary

Week 1

Speed (MPH)	14/10/2019 Monday	15/10/2019 Tuesday	16/10/2019 Wednesday	17/10/2019 Thursday	18/10/2019 Friday	19/10/2019 Saturday	20/10/2019 Sunday
0-15	20	66	48	50	53	50	32
16-30	3	1	13	16	13	5	9
31-45	0	0	0	0	0	0	0
46-	0	0	0	0	0	0	0
TOTAL	23	67	61	66	66	55	41



Great Bourton ATC, School Lane (Southern Site)

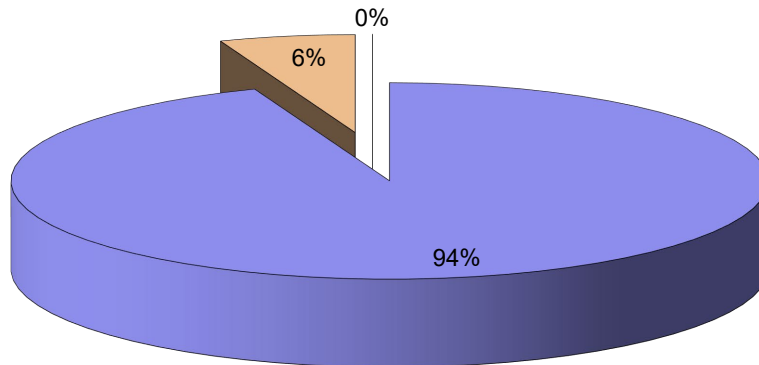
Channel 2 - Southeastbound

Vehicle Class

Week 1

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
14/10/2019				
7-19	15	0	0	15
6-22	23	0	0	23
6-24	23	0	0	23
0-24	23	0	0	23
15/10/2019				
7-19	59	5	0	64
6-22	62	5	0	67
6-24	62	5	0	67
0-24	62	5	0	67
16/10/2019				
7-19	50	3	0	53
6-22	56	3	0	59
6-24	56	3	0	59
0-24	58	3	0	61
17/10/2019				
7-19	55	3	0	58
6-22	62	3	0	65
6-24	63	3	0	66
0-24	63	3	0	66
18/10/2019				
7-19	52	5	0	57
6-22	61	5	0	66
6-24	61	5	0	66
0-24	61	5	0	66
19/10/2019				
7-19	46	5	0	51
6-22	46	5	0	51
6-24	48	5	0	53
0-24	50	5	0	55
20/10/2019				
7-19	38	1	0	39
6-22	40	1	0	41
6-24	40	1	0	41
0-24	40	1	0	41
Average				
7-19	45	3	0	48
6-22	50	3	0	53
6-24	50	3	0	54
0-24	51	3	0	54

Total Vehicle Class Distribution



T21512
Foxden Way, Great Bourton



Appendix B

Crashmap Data

The map displays a region in Great Britain with several crash locations marked by icons. The A423 road is prominent on the left. Landmarks include 'The Bell Inn', 'Barnstones Caravan Park', 'Chair Workshop', and 'Malcolm The Magician'. A sidebar on the right contains filters: 'Location' (great bourton), 'Years' (5 of 22 years selected), 'Severity' (Fatal, Serious, Slight all checked), 'Casualty Types' (All Casualty Types), and 'Vehicles Involved'. A legend in the bottom left shows 'Incident Severity' with icons for Slight (yellow), Serious (red), and Fatal (black), and a box indicating '4 results found'.

T21512
Foxden Way, Great Bourton



Appendix C

TRICS Output

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	2 days
	KC KENT	1 days
03	SOUTH WEST	
	DC DORSET	1 days
	SM SOMERSET	1 days
04	EAST ANGLIA	
	NF NORFOLK	3 days
	SF SUFFOLK	2 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	ST STAFFORDSHIRE	1 days
	WK WARWICKSHIRE	1 days
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	2 days
	GM GREATER MANCHESTER	1 days
	LC LANCASHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	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: 8 to 40 (units:)
Range Selected by User: 5 to 40 (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 16/06/21

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	5 days
Tuesday	2 days
Wednesday	6 days
Thursday	4 days
Friday	4 days

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

Selected survey types:

Manual count	20 days
Directional ATC Count	1 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	16
Neighbourhood Centre (PPS6 Local Centre)	5

This data displays the number of surveys per main location category within the selected set. The main location categories

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 21 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 500m Range:

All Surveys Included

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	4 days
5,001 to 10,000	3 days
10,001 to 15,000	5 days
15,001 to 20,000	3 days
20,001 to 25,000	2 days
25,001 to 50,000	2 days
50,001 to 100,000	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	3 days
25,001 to 50,000	2 days
50,001 to 75,000	3 days
75,001 to 100,000	3 days
125,001 to 250,000	5 days
250,001 to 500,000	4 days
500,001 or More	1 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	7 days
1.1 to 1.5	13 days
1.6 to 2.0	1 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	4 days
No	17 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	21 days
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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	GM-03-A-11 RUSHFORD STREET MANCHESTER LEVENSHULME Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: 37 <i>Survey date: MONDAY 26/09/16</i>	TERRACED & SEMI-DETACHED	GREATER MANCHESTER	<i>Survey Type: MANUAL</i>
5	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>
6	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>
7	KC-03-A-05 ROCHESTER ROAD NEAR CHATHAM BURHAM Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 8 <i>Survey date: FRIDAY 22/09/17</i>	DETACHED & SEMI-DETACHED	KENT	<i>Survey Type: MANUAL</i>
8	LC-03-A-31 GREENSIDE PRESTON COTTAM Edge of Town Residential Zone Total No of Dwellings: 32 <i>Survey date: FRIDAY 17/11/17</i>	DETACHED HOUSES	LANCASHIRE	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

9	NF-03-A-03 HALING WAY THETFORD	DETACHED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		10	
	<i>Survey date: WEDNESDAY</i>		<i>16/09/15</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	NF-03-A-10 HUNSTANTON ROAD HUNSTANTON	MIXED HOUSES & FLATS		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		17	
	<i>Survey date: WEDNESDAY</i>		<i>12/09/18</i>	<i>Survey Type: DIRECTIONAL ATC COUNT</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	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>
14	SF-03-A-06 BURY ROAD KENTFORD	DETACHED & SEMI-DETACHED		SUFFOLK
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings:		38	
	<i>Survey date: FRIDAY</i>		<i>22/09/17</i>	<i>Survey Type: MANUAL</i>
15	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>
16	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>
17	ST-03-A-08 SILKMORE CRESCENT STAFFORD MEADOWCROFT PARK	DETACHED HOUSES		STAFFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		26	
	<i>Survey date: WEDNESDAY</i>		<i>22/11/17</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

18	TW-03-A-03 STATION ROAD NEAR NEWCASTLE BACKWORTH Neighbourhood Centre (PPS6 Local Centre) Village	MIXED HOUSES	TYNE & WEAR
	Total No of Dwellings:	33	
	Survey date: <i>FRIDAY</i>	<i>13/11/15</i>	<i>Survey Type: MANUAL</i>
19	VG-03-A-01 ARTHUR STREET BARRY	SEMI-DETACHED & TERRACED	VALE OF GLAMORGAN
	Edge of Town Residential Zone		
	Total No of Dwellings:	12	
	Survey date: <i>MONDAY</i>	<i>08/05/17</i>	<i>Survey Type: MANUAL</i>
20	WK-03-A-02 NARBERTH WAY COVENTRY POTTERS GREEN	BUNGALOWS	WARWICKSHIRE
	Edge of Town Residential Zone		
	Total No of Dwellings:	17	
	Survey date: <i>THURSDAY</i>	<i>17/10/13</i>	<i>Survey Type: MANUAL</i>
21	WM-03-A-04 OSBORNE ROAD COVENTRY EARLSDON Neighbourhood Centre (PPS6 Local Centre) Residential Zone	TERRACED HOUSES	WEST MIDLANDS
	Total No of Dwellings:	39	
	Survey date: <i>MONDAY</i>	<i>21/11/16</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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BD-03-A-03	Covid
CA-03-A-07	Covid
CH-03-A-12	Covid
ES-03-A-06	Covid
GS-03-A-02	Covid
HF-03-A-04	Covid
KC-03-A-09	Covid
SF-03-A-08	Covid
SY-03-A-02	Covid
SY-03-A-03	Covid

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES

Ranking Type: TOTALS Time Range: 08:00-09:00

15th Percentile = No. 18 NF-03-A-03 Tot: 0.200

85th Percentile = No. 4 CH-03-A-09 Tot: 0.667

Median Values

Arrivals: 0.075
Departures: 0.325
Totals: 0.400

Mean Values

Arrivals: 0.136
Departures: 0.297
Totals: 0.433

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	WK-03-A-02	BUNGALOWS	COVENTRY	WARWICKSHIRE	17	Thu	17/10/13	0.588	0.353	0.941	2.06
2	VG-03-A-01	SEMI-DETACHED	BARRY	VALE OF GLAMORGAN	12	Mon	08/05/17	0.250	0.667	0.917	2.33
3	TW-03-A-03	MIXED HOUSES	NEAR NEWCASTLE	TYNE & WEAR	33	Fri	13/11/15	0.212	0.545	0.757	4.00
4	CH-03-A-09	TERRACED HOUSE	MACCLESFIELD	CHESHIRE	24	Mon	24/11/14	0.250	0.417	0.667	1.33
5	NF-03-A-05	MIXED HOUSES	HOLT	NORFOLK	40	Thu	19/09/19	0.300	0.300	0.600	2.50
6	NY-03-A-11	PRIVATE HOUSIN	BOROUGHBRIDGE	NORTH YORKSHIRE	23	Wed	18/09/13	0.000	0.565	0.565	6.26
7	LC-03-A-31	DETACHED HOUSE	PRESTON	LANCASHIRE	32	Fri	17/11/17	0.156	0.375	0.531	2.41
8	SM-03-A-01	DETACHED & SEM	BRIDGWATER	SOMERSET	33	Thu	24/09/15	0.182	0.333	0.515	3.97
9	HC-03-A-21	TERRACED & SEM	BASINGSTOKE	HAMPSHIRE	39	Tue	13/11/18	0.103	0.410	0.513	2.51
10	CH-03-A-10	SEMI-DETACHED	NORTHWICH	CHESHIRE	40	Tue	04/06/19	0.175	0.325	0.500	1.85
11	HC-03-A-22	MIXED HOUSES	NEAR EASTLEIGH	HAMPSHIRE	40	Wed	31/10/18	0.075	0.325	0.400	2.52
12	WM-03-A-04	TERRACED HOUSE	COVENTRY	WEST MIDLANDS	39	Mon	21/11/16	0.128	0.256	0.384	1.15
13	DC-03-A-08	BUNGALOWS	BOURNEMOUTH	DORSET	28	Mon	24/03/14	0.179	0.143	0.322	4.68
14	ST-03-A-08	DETACHED HOUSE	STAFFORD	STAFFORDSHIRE	26	Wed	22/11/17	0.000	0.308	0.308	3.42
15	SF-03-A-06	DETACHED & SEM	KENTFORD	SUFFOLK	38	Fri	22/09/17	0.053	0.237	0.290	0.92
16	NF-03-A-10	MIXED HOUSES &	HUNSTANTON	NORFOLK	17	Wed	12/09/18	0.059	0.176	0.235	3.35
17	SF-03-A-05	DETACHED HOUSE	BURY ST EDMUNDS	SUFFOLK	18	Wed	09/09/15	0.000	0.222	0.222	4.17
18	NF-03-A-03	DETACHED HOUSE	THETFORD	NORFOLK	10	Wed	16/09/15	0.100	0.100	0.200	3.70
19	GM-03-A-11	TERRACED & SEM	MANCHESTER	GREATER MANCHESTER	37	Mon	26/09/16	0.054	0.108	0.162	1.08
20	SH-03-A-06	BUNGALOWS	SHREWSBURY	SHROPSHIRE	16	Thu	22/05/14	0.000	0.063	0.062	2.00
21	KC-03-A-05	DETACHED & SEM	NEAR CHATHAM	KENT	8	Fri	22/09/17	0.000	0.000	0.000	2.00

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES

Ranking Type: TOTALS Time Range: 17:00-18:00

15th Percentile = No. 18 WM-03-A-04 Tot: 0.206

85th Percentile = No. 4 HC-03-A-22 Tot: 0.600

Median Values

Arrivals: 0.294

Departures: 0.176

Totals: 0.470

Mean Values

Arrivals: 0.280

Departures: 0.136

Totals: 0.416

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	CH-03-A-09	TERRACED HOUSE	MACCLESFIELD	CHESHIRE	24	Mon	24/11/14	0.500	0.250	0.750	1.33
2	NY-03-A-11	PRIVATE HOUSIN	BOROUGHBRIDGE	NORTH YORKSHIRE	23	Wed	18/09/13	0.609	0.130	0.739	6.26
3	TW-03-A-03	MIXED HOUSES	NEAR NEWCASTLE	TYNE & WEAR	33	Fri	13/11/15	0.333	0.273	0.606	4.00
4	HC-03-A-22	MIXED HOUSES	NEAR EASTLEIGH	HAMPSHIRE	40	Wed	31/10/18	0.425	0.175	0.600	2.52
5	VG-03-A-01	SEMI-DETACHED	BARRY	VALE OF GLAMORGAN	12	Mon	08/05/17	0.333	0.250	0.583	2.33
6	SF-03-A-05	DETACHED HOUSE	BURY ST EDMUNDS	SUFFOLK	18	Wed	09/09/15	0.389	0.167	0.556	4.17
7	LC-03-A-31	DETACHED HOUSE	PRESTON	LANCASHIRE	32	Fri	17/11/17	0.438	0.094	0.532	2.41
8	HC-03-A-21	TERRACED & SEM	BASINGSTOKE	HAMPSHIRE	39	Tue	13/11/18	0.308	0.205	0.513	2.51
9	SM-03-A-01	DETACHED & SEM	BRIDGWATER	SOMERSET	33	Thu	24/09/15	0.333	0.152	0.485	3.97
10	NF-03-A-05	MIXED HOUSES	HOLT	NORFOLK	40	Thu	19/09/19	0.300	0.175	0.475	2.50
11	NF-03-A-10	MIXED HOUSES &	HUNSTANTON	NORFOLK	17	Wed	12/09/18	0.294	0.176	0.470	3.35
12	ST-03-A-08	DETACHED HOUSE	STAFFORD	STAFFORDSHIRE	26	Wed	22/11/17	0.269	0.192	0.461	3.42
13	NF-03-A-03	DETACHED HOUSE	THETFORD	NORFOLK	10	Wed	16/09/15	0.400	0.000	0.400	3.70
14	SF-03-A-06	DETACHED & SEM	KENTFORD	SUFFOLK	38	Fri	22/09/17	0.263	0.079	0.342	0.92
15	CH-03-A-10	SEMI-DETACHED	NORTHWICH	CHESHIRE	40	Tue	04/06/19	0.250	0.075	0.325	1.85
16	DC-03-A-08	BUNGALOWS	BOURNEMOUTH	DORSET	28	Mon	24/03/14	0.107	0.179	0.286	4.68
17	GM-03-A-11	TERRACED & SEM	MANCHESTER	GREATER MANCHESTER	37	Mon	26/09/16	0.108	0.108	0.216	1.08
18	WM-03-A-04	TERRACED HOUSE	COVENTRY	WEST MIDLANDS	39	Mon	21/11/16	0.103	0.103	0.206	1.15
19	KC-03-A-05	DETACHED & SEM	NEAR CHATHAM	KENT	8	Fri	22/09/17	0.125	0.000	0.125	2.00
20	SH-03-A-06	BUNGALOWS	SHREWSBURY	SHROPSHIRE	16	Thu	22/05/14	0.000	0.063	0.062	2.00
21	WK-03-A-02	BUNGALOWS	COVENTRY	WARWICKSHIRE	17	Thu	17/10/13	0.000	0.000	0.000	2.06

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

T21512
Foxden Way, Great Bourton



Appendix D

2011 Census Journey to Work Data

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

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population All usual residents aged 16 and over in employment the week before the census
 units Persons
 date 2011
 method of travel to work Driving a car or van

usual residence

place of work : 2011 census merged local authority district	E02005921 : Cherwell 001	%	%/5	Assignment	Assignment	
Cherwell	899				School Ln	90.6%
Stratford-on-Avon	125	8.2%		School Ln	Crow Ln	9.4%
South Northamptonshire	114	7.5%	3.7%	School Ln		100.0%
			3.7%	Crow Ln		
Oxford	76	5.0%		School Ln		
Warwick	59	3.9%		School Ln		
West Oxfordshire	54	3.5%		School Ln		
Vale of White Horse	23	1.5%		School Ln		
Coventry	20	1.3%		School Ln		
Birmingham	19	1.2%		School Ln		
Daventry	18	1.2%	0.6%	School Ln		
			0.6%	Crow Ln		
Northampton	17	1.1%	0.6%	School Ln		
			0.6%	Crow Ln		
Aylesbury Vale	16	1.1%		School Ln		
South Oxfordshire	13	0.9%		School Ln		
Rugby	10	0.7%	0.3%	School Ln		
			0.3%	Crow Ln		
Milton Keynes	10	0.7%		School Ln		
Solihull	7	0.5%		School Ln		
Westminster, City of London	7	0.5%		School Ln		
Hillingdon	5	0.3%		School Ln		
Slough	5	0.3%		School Ln		
Wycombe	5	0.3%		School Ln		
Leicester	4	0.3%		School Ln		
Bedford	4	0.3%		School Ln		
Camden	4	0.3%		School Ln		
Hounslow	4	0.3%		School Ln		
West Berkshire	4	0.3%		School Ln		
E02005924 : Cherwell 004	258	17.0%		School Ln		
E02005921 : Cherwell 001	128	8.4%	4.2%	School Ln		
			4.2%	Crow Ln		
E02005926 : Cherwell 006	111	7.3%		School Ln		
E02005923 : Cherwell 003	109	7.2%		School Ln		
E02005928 : Cherwell 008	73	4.8%		School Ln		
E02005927 : Cherwell 007	52	3.4%		School Ln		
E02005929 : Cherwell 009	48	3.2%		School Ln		
E02005939 : Cherwell 019	28	1.8%		School Ln		
E02005930 : Cherwell 010	22	1.4%		School Ln		
E02005933 : Cherwell 013	19	1.2%		School Ln		
E02005935 : Cherwell 015	13	0.9%		School Ln		
E02005936 : Cherwell 016	12	0.8%		School Ln		
E02005922 : Cherwell 002	9	0.6%		School Ln		
E02005931 : Cherwell 011	5	0.3%		School Ln		
E02005937 : Cherwell 017	5	0.3%		School Ln		
E02005925 : Cherwell 005	3	0.2%		School Ln		

E02005934 : Cherwell 014	3	0.2%	School Ln
E02005932 : Cherwell 012	1	0.1%	School Ln
E02005938 : Cherwell 018	0	0.0%	School Ln
	1,522	100.0%	

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.