

**TRANSPORT STATEMENT
PROPOSED GREGGS WITH DRIVE THRU FACILITY
LAND OFF A4421
BICESTER, OXFORDSHIRE
OX26 5AF**

Created Life Three (Bicester) Ltd

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1.0 INTRODUCTION

1.1 Background

- 1.1.1 This Transport Statement (TS) has been prepared for Created Life Three (Bicester) Ltd in support of a planning application for a proposed Greggs with drive thru facilities on a vacant land off A4421 adjacent to the A4421/Launton Road Roundabout in northeast Bicester, Oxfordshire.
- 1.1.2 This TS sets out the site location, accessibility of the site, a description of the development proposals in their transport context and assesses the impact on the local highway network.
- 1.1.3 This TS has been produced in accordance with the Planning Practice Guidance, National Planning Policy Framework (2019), and adopted Cherwell Local Plan (2016).

1.2 Scope of Study

- 1.2.1 Section 2.0 sets out the details of the site, surrounding area and local road network.
- 1.2.2 Section 3.0 gives details of the accessibility of the site by non-car modes of transport.
- 1.2.3 Section 4.0 sets out the baseline traffic conditions.
- 1.2.4 Section 5.0 describes the proposals in their transport context.
- 1.2.5 Section 6.0 assesses the impact of the proposals on the local road network.
- 1.2.6 Section 7.0 provides an on-site assessment.
- 1.2.7 Section 8.0 summarises and concludes the findings of the report.

2.0 SITE AND SURROUNDING AREA

2.1 Site Location

2.1.1 The application site is a vacant plot of green land located approximately two kilometres northeast of the centre of Bicester. The site is on the southeastern corner of the A4421/Launton Road Roundabout and will be accessed via an access road on its eastern arm. The site location is shown in Appendix 1.1.

2.1.2 The A4421 forms the southern and western boundary of the site. An access road and car park, serving a care home (located north of the proposal site) forms the northern boundary whilst to the northeast, east and southeast the site is bordered by agricultural land. The site and surrounding area are shown in Appendix 1.2.

2.2 Local Road Network

2.2.1 The vehicle access to the site is from the A4421/Launton Road Roundabout via its eastern arm. The A4421 is an A class road which runs from Bicester, forming part of its ring road system, both to southern Bicester and northeast to Finmere. Launton Road (the western arm of the A4421/Launton Road Roundabout) runs into central Bicester.

2.2.2 The A4421 is subject to a 50mph speed limit while Launton Road is subject to a 30mph speed limit.

2.2.3 Launton Road provides access to residential areas located west of the site to the business and retail park southwest of the site. The A4421 provides access to southern Bicester and the residential areas there as well as to residential areas northwest of the site in northeast Bicester.

2.3 Collision Data

2.3.1 ADL have utilised information available at www.crashmap.co.uk to determine whether there have been any road traffic collisions recorded within the local vicinity of the site. The data has been reviewed for the five-year period of 2016-2020 (inclusive).

2.3.2 The Crashmap search extent is provided as Appendix 2.1. The Crashmap collision reports are provided as Appendix 2.2.

2.3.3 The analysis shows that there have been three accidents of slight severity at the Launton Road / Skimmingdish Lane roundabout. These accidents are summarised in Table 2A below.

Table 2A Accident Summary

Ref.	Time/Date	Severity	Summary
2019430108138	10/04/2019 15:24	Slight	V1 (car) proceeding normally along the carriageway, not on a bend, impact from front, collision with central island of roundabout, hit road sign/traffic signal.
2019430184741	19/06/2019 06:30	Slight	V1 (car) proceeding normally along the carriageway, not on a bend, impact from front, collision with central island of roundabout, hit another permanent object.
2019430372603	28/11/2019 17:32	Slight	V1 (car) is moving off. Impact on nearside, with pedestrian, in carriageway, crossing on pedestrian crossing facility.

2.3.4 Table 2A demonstrates that the frequency of collision at the A4421/Launton Road Roundabout is very low. It is noted that two of the three collisions involved vehicles colliding with objects on carriageway, which is indicative of driver error. There have been no collisions between vehicles.

2.3.5 It is also noted that there have been no collisions on the eastern arm of the roundabout which serves the existing care home, where the site is located.

2.3.6 It is concluded that the accident situation in the vicinity of the site is not severe, and this Transport Statement finds that there would not be a significant increase in vehicle traffic as a result of the proposal. Hence, the accident situation would not be exacerbated.

2.3.7 It is, therefore, not considered that there are any highway safety issues that need to be addressed as part of this planning application.

3.0 ACCESSIBILITY

3.1 Walking

- 3.1.1 The pedestrian desire lines will be associated with the nearest residential areas in Bicester located northwest of the site and the businesses and retail park southwest of the site.
- 3.1.2 Presently, there is a footway on the northern side of the site access road. The A4421/Launton Road Roundabout is provided with an uncontrolled pedestrian crossing on all its four arms in the form of tactile paving, dropped kerbs and pedestrian refuge islands. There is street lighting throughout.
- 3.1.3 There are footways on both the A4421 to the south of its roundabout with Launton Road, which provides access to bus stops. The footway on the southwestern side of the A4221 has a segregated cycleway/footway facility.
- 3.1.4 To the north of the roundabout there are footways on both sides of the A4421. At approximately 35 metres north of the roundabout, the footway on the western side of the road ceases. At this point, there is a staggered demand controlled pedestrian crossing facility to assist pedestrians crossing.
- 3.1.5 Additionally, there is a cycleway/footway which runs along the western side of the A4421 and envelopes Bicester.
- 3.1.6 On Launton Road, there is a continuous footway on its southern side. On its northern side there is a separate cycleway/footway which connects this site to central Bicester.
- 3.1.7 The pedestrian infrastructure in the vicinity of the site is therefore considered to be very good and is likely to encourage more walk-in trade, thus reducing the need to travel by car.

3.2 Cycling

- 3.2.1 As mentioned previously, there are separate cycle/footway on the western side of the A4421, north and south of the Launton Road roundabout. On the northern side of Launton Road there is a separate cycleway/footway, which becomes a shared use path, past the junction with Boston Road. This connects this site to central Bicester.
- 3.2.2 National Cycle Network Route 51 runs northwest to Milton Keynes and southwest to Killington and Oxford. A plan showing the local cycle routes in the vicinity of the site is included as Appendix 3.1.
- 3.2.3 The cycling infrastructure in the vicinity of the site is therefore considered to be very good and is likely to encourage more cycle trips to/from, thus reducing the need to travel by car.

3.3 Public Transport

Bus

- 3.3.1 There are bus stops on the A4421 approximately 50 metres south of its roundabout with Launton Road. These bus stops are served by route 28 and S5 Gold operated by Stagecoach. Both the bus stops are provided with lay-bys, bus shelters with seating and timetable information boards.
- 3.3.2 There are additional bus stops on Boston Road, approximately 200 metres from the site, which serve bus routes NS5 Gold and S5 Gold. These stops have flagpoles with timetable information.
- 3.3.3 These bus stops are within the recommended 250 metres walking distance from the site, as set out in the Chartered Institute of Highways and Transportation's (CIHT) Buses in Urban Development (2018). The location of these bus stops is shown in Appendix 3.2.
- 3.3.4 The services are summarised in Table 3A below and a route plan is shown in Appendix 3.3.

Table 3A Bus Routes

Service No	Route	Frequency		
		Mon-Fri	Saturday	Sunday
28	7 Bicester - Langford - Bicester	1 / 2hr	1 / 2hr	-
(N)S5 Gold	Bicester - Bicester Village - Gosford - Oxford	4 / hr	4 / hr	2 / hr

*<https://www.stagecoachbus.com/timetables>, from 03/04/2021

3.3.5 Table 3A demonstrates that there are regular bus services which provide links to Bicester, Gosford and Oxford. There are up to three buses per hour which is considered to be good level of service for a site located in an edge of town location.

Rail

3.3.6 There are two train stations in Bicester: Bicester North and Bicester Village. Both are located approximately 2.2 kilometres from the site, i.e., 30 minutes. There are therefore considered to be within cycling distance of the site, according to DfT's LTN 1/20 Cycle Infrastructure Design.

3.3.7 Bicester North Railway Station provides regular services to London Marylebone, Birmingham Snow Hill, and Banbury. The station is equipped with 673 car parking spaces, and 65 cycle parking spaces. This is a step-free category A station (i.e., step free access to all platforms, via lifts).

3.3.8 Bicester Village Railway Station provides regular services to London Marylebone and Oxford. The station is equipped with 223 car parking spaces, and 50 cycle parking spaces. This is a step-free category A station (i.e., step free access to all platforms).

3.3.9 The public transport accessibility of the site is considered to be good, in terms of bus travel, thus reducing the need to travel by car.

4.0 BASELINE TRAFFIC

- 4.1 At the time of producing this TS, it is considered that the current traffic levels are unlikely to be representative of a 'normal' working day due to the ongoing COVID-19 pandemic. Hence, a decision has been taken to use traffic surveys for the A4421/Launton Road Roundabout which were undertaken in 2019.
- 4.2 As the traffic survey was undertaken less than two years ago (within five years) it is considered to be acceptable.
- 4.3 Road Data Services Ltd were commissioned to undertake a manual traffic turning count survey at the A4421/Launton Road Roundabout on Tuesday 2nd July 2019 between the hours of 07:00 to 10:00 and from 16:00 to 18:00 in 15-minute intervals. Queue surveys were also undertaken for each approach per lane in five-minute intervals.
- 4.4 The manual turning count traffic survey data is provided in Appendix 4.1 and the queue survey data is provided as Appendix 4.2.
- 4.5 The traffic surveys on the surveyed roundabout have been analysed to ascertain the network peak hours. This is shown in Table 4A below.

Table 4A Peak Hour Analysis: A4421/Launton Road Roundabout

	Time	Arm				Total
		A4421 North	Site Access Road	A4421 South	Launton Road	
Weekday AM	07:00	997	11	619	485	2112
	08:00	1115	9	813	572	2509
	09:00	650	6	509	468	1633
Weekday PM	16:00	667	6	836	774	2283
	17:00	721	11	967	939	2638

- 4.6 Table 4A demonstrates that the network peak hours on are:

- Weekday AM 08:00 – 09:00 hours
- Weekday PM 17:00 – 18:00 hours

- 4.7 The 2019 network peak hour surveyed traffic flows are shown diagrammatically in Appendix 4.3.

- 4.8 The results of the peak hour queue survey at the A4421/Launton Roundabout are summarised in Tables 4B below.

Table 4B Average Queue Data: A4421/Launton Road Roundabout

	Time	Arm				
		A4421 North	Site Access Road	A4421 South		Launton Road
		Lane 1	Lane 1	Lane 1	Lane 2	Lane 1
Weekday AM Peak	Min	3	0	2	1	2
	Max	17	1	12	3	6
	Average	9	0	5	2	4
Weekday PM Peak	Min	2	0	0	1	4
	Max	11	1	12	4	11
	Average	5	0	3	2	8

* Lane 1 = nearside lane

- 4.9 The above queue analysis demonstrates that the queues at the A4421/Launton Road Roundabout are not significant with average queues of no more than nine vehicles. Whilst the maximum recorded queue on the A4421 north approach were 17 vehicles, such queues occurred during one instance only.

- 4.10 The proposed year of opening is 2022 and the following TEMPro Growth Factors for 2019 – 2022 for the Cherwell district have been used for the site:

- AM Peak Hour = 1.0650
- PM Peak Hour = 1.0663

*NTM AF15 Dataset, All area types

- 4.11 The 2022 network peak traffic flows are shown diagrammatically in Appendix 4.4.

5.0 DEVELOPMENT PROPOSALS

5.1 Design Layout

- 5.1.1 It is proposed to develop a 167sqm (1,800sqft) gross internal area (GIA) Gregg's with a drive thru facility. The architect's site layout is included as Appendix 5.1.

5.2 Access Arrangements

- 5.2.1 The vehicular access to the site will be via the existing access road on the eastern arm of the A4421/Launton Road Roundabout at approximately 20 metres from the roundabout. The proposal includes a new simple junction from the existing access road into the site.
- 5.2.2 The access will have a minimum visibility splay of 2.4 metres x 38 metres to the left and 2.4 metres x 25 metres to the right. The visibility splay drawings are included as Appendix 5.2. As such, the driver exiting the site access will have a clear view of the roundabout.
- 5.2.3 The site access will be provided with a footway on its western side, which will tie in with the existing footway network on the roundabout.

5.3 Parking Provision

- 5.3.1 It is proposed to provide 30 car parking spaces for the development of which two would be accessible spaces and four spaces would be Electric Vehicle Charging Points (EVCP). Two grill bays/waiting bays would also be provided.
- 5.3.2 Whilst there are no adopted standards available for A3/A5 uses, for guidance purposes, a maximum level of one space per five sqm of public space have been used as standard. Based on this standard, the proposed level of parking provision (i.e., 30 spaces) is considered to be acceptable.
- 5.3.3 A total of three covered Sheffield stands will be provided for cycles which provides a total of six spaces for staff and customers. This is in line with Oxfordshire County Council's Cycling Strategy.

5.4 Drive Thru Lane

- 5.4.1 The drive thru lane would operate in a clockwise direction. It can accommodate 15 vehicles queuing within the drive thru lane before extending into the car park area.
- 5.4.2 Drivers would enter the drive thru lane, place an order at the intercom post and then proceed to the window to pay for and collect their order.
- 5.4.3 The AutoTRACK analysis for a large car and medium sized van using the drive thru lane is provided as Appendices 5.3 and 5.4, respectively. It is shown that these vehicles can be accommodated.

5.5 Servicing and Refuse Provision

- 5.5.1 It is proposed that the store will be serviced by an 11-metre delivery vehicle entering and exiting the site from the A4421/Launton Road Roundabout via the existing access road.
- 5.5.2 The vehicle will enter the car park, stop on the parking bays located on the south-eastern side of the car park, and then continue in a clockwise direction, through the car park, before exiting the site. The AutoTRACK analysis for an 11-metre vehicle is provided as Appendix 5.5. This demonstrates that the site layout can accommodate the anticipated delivery vehicle.
- 5.5.3 Staff of the proposed store would cone-off the aforementioned car parking bays during delivery times. There are expected to be approximately three deliveries per week.
- 5.5.4 Refuse collection will be undertaken using trucks up to ten metres long. Refuse collections are anticipated to be required two-three times per week. The same vehicle routing would be used as delivery vehicles (i.e., Appendix 5.5).
- 5.5.5 Deliveries and refuse collection would be managed so that the vehicles arrive at the quiet times at the development. Deliveries would occur at 22:00 hours from Sunday to Friday and at 03:00 hours on a Sunday.

6.0 TRAFFIC IMPACT ASSESSMENT

6.1 Trip Generation

- 6.1.1 There is no TRICS data available for a Greggs drive-thru site specifically. However, it is similar to a coffee shop like Costa or Starbucks (more so than a typical fast-food drive-thru restaurant), as it primarily retails coffee and bakery products.
- 6.1.2 The traffic generation, trip types and drive thru queues has been based on survey of existing coffee shops located in Cambridge, Warrington, Didcot, Bedford, Sheffield and Banbury. A copy of the data is provided in Appendix 6.1. All of these coffee shops have drive thru facilities.
- 6.1.3 The average traffic generation established from the surveys undertaken are set out below in Table 6A.

Table 6A Average traffic generation

Weekday				Saturday			
AM Peak		PM Peak		AM Peak		PM Peak	
In	Out	In	Out	In	Out	In	Out
86	80	71	72	85	78	80	81

- 6.1.4 Table 6A demonstrates that this development would attract about 86 vehicles in a morning peak hour (one-way) and 71 in an evening peak hour on a weekday, with 85 in the Saturday AM peak and 80 in the PM peak.

6.2 New and Pass-By Trips

- 6.2.1 The customers at the above stores were also surveyed to determine the trip types and establish what proportion of the trips are existing (pass-by/diverted) and what were additional, with the primary purpose of visiting the shop. The average pass-by/diverted percentage is noted to be 90% on a weekday and 88% on a Saturday, confirming that very few visits to this type of facility are specific new trips on the highway network. The new trips would comprise:

- Workers, visiting from the local area
- Other trips from the local area i.e., visits from home

6.2.2 The number of additional trips on the network is therefore anticipated to be as set out in Table 6B below:

Table 6B Additional Trips

Weekday			
AM Peak		PM Peak	
In	Out	In	Out
9	8	7	7

6.2.3 Table 6B demonstrates that having discounted off the pass-by trips, the additional two-way trips generated are about 17 vehicles (two-way) in a weekday AM peak and 14 vehicles (two-way) in a PM peak period.

6.2.4 The additional traffic equates to broadly one vehicle arrival every seven minutes during peak hour, which is considered to be imperceptible in the context of the existing traffic on the local network.

6.2.5 In practice, any new trips to this Greggs are likely to derive from workers and local people as customers are unlikely to travel from beyond Bicester or further afield for a coffee when there are nearer similar facilities. Therefore, the most likely origins and destinations of new trips would be associated with those living in residential areas along Launton Road and the settlement known as Launton to the southeast of the site. For the purposes of assessment, it is assumed that 50% would be from the residential area to the north of Launton Road and remaining 50% from Launton.

6.2.6 The pass-by trips are more likely to be on the strategic road network. Therefore, the origin and destination of pass-by trips will be in line with the existing levels of traffic on the A4421.

Trip Distribution

6.2.7 Based on the surveyed traffic flows, the origins of trips to the coffee shop are expected to be as follows:

- AM peak arrivals:

A4421(N)	=	45%
A4421(S)	=	33%
Launton Road(W)	=	22%

- PM peak arrivals:
 A4421(N) = 27%
 A4421(S) = 37%
 Launton Road(W) = 36%

6.2.8 The trip distribution for the pass-by and new trips on the A54421/Launton Road Roundabout for the AM and PM peak hours is provided diagrammatically as Appendix 6.2 based upon the above assumptions.

6.3 Increase in Vehicular Trips

6.3.1 An increase in vehicular traffic as a result of the proposed development in the year 2022 is provided in Table 6C.

Table 6C Increase in Traffic in 2022

Hour	Arm	2022 Base	2022 Base + Development	% Increase
AM Peak Hour	A4421 (N)	1,187	1,187	0.0%
	A4421 (S)	865	869	+0.5%
	Launton Rd	609	614	+0.8%
PM Peak Hour	A4421 (N)	769	769	0.0%
	A4421 (S)	1,031	1,034	+0.3%
	Launton Rd	1,001	1,005	+0.4%

6.3.2 Table 6C demonstrates that the increase in vehicular traffic on the local road network as a result of the proposed development is likely to be no more than 1% during weekday AM and PM peak hours. This increase is not considered to be perceptible in traffic engineering terms.

6.3.3 The total flows (i.e., 2022 Base + Development Trips) for the network peak hours are provided diagrammatically as Appendix 6.3.

6.4 Junction Capacity Assessment

6.4.1 A4421/Launton Road roundabout is assessed for capacity using TRL's Junctions 9 software. The geometry plan is provided in Appendix 7.1 and the ARCADY output in Appendix 7.2. The results are summarised in Table 6D.

Table 6D ARCADY Results A4421/Launton Road Roundabout

	Arm	2022 Base		2022 Total		Increase in Queue
		RFC	Queue	RFC	Queue	
Weekday AM Peak Hour	A4421 North	0.96	16	0.98	20	+4
	Site Access	0.09	0	0.59	1	+1
	A4421 South	0.80	4	0.82	4	0
	Launton Rd	0.47	1	0.52	1	0
Weekday PM Peak Hour	A4421 North	0.64	2	0.65	2	0
	Site Access	0.04	0	0.29	0	0
	A4421 South	0.80	4	0.84	4	0
	Launton Rd	0.95	13	1.02	18	+5

* Note: RFC = Ratio of flow to capacity
Queue = Measured in vehicles

6.4.2 Table 6D demonstrates that the proposed development would not have a significant impact on the A4421/Launton Road roundabout, in terms of queue length. The increase in queues as a result of the proposed development is very minimal and as such the residual traffic impact on the roundabout is not considered to be severe.

7.0 ON SITE ASSESSMENT

7.1 Drive Thru Queue

7.1.1 The drive thru lane is able to accommodate 15 vehicles queuing, before extending into the car park area.

7.1.2 The average maximum drive thru queues recorded at the six surveyed stores are set out in Table 7A below. The survey data is provided as Appendix 6.1.

Table 7A Average Drive Thru Queues

	Weekday Max. Queue	Saturday Max. Queue
Average	7	7

7.1.3 The length of the proposed drive thru lane is therefore considered to be more than sufficient to accommodate the anticipated demand, as well as any fluctuations in peak demand. Any overspill from the drive thru will extend within the site and not prejudice the operation of the highway.

7.2 Car Parking

7.2.1 The car parking demand was recorded at four of the example sites, where a single dedicated access and car park is provided. The sites surveyed were Didcot (36 spaces), Bedford (20 spaces), Sheffield (24 spaces) and Banbury (34 spaces). The parking provision is broadly similar to that proposed at the proposed site.

7.2.2 The average peak car park demand is set out in Table 7B below. The survey data is provided as Appendix 6.1.

Table 7B Average Peak Car Park Demand

	Weekday peak parking demand	Saturday peak parking demand
Average	22	25

7.2.3 The proposed car parking provision of 30 spaces is therefore considered to be suitable to accommodate the anticipated demand plus any fluctuations in peak demand.

8.0 SUMMARY AND CONCLUSIONS

8.1 The Proposal

- 8.1.1 This Transport Statement (TS) has been prepared for Created Life Three (Bicester) Ltd in support of a planning application for a proposed Greggs with drive thru facilities on a vacant land off A4421 adjacent to the A4421/Launton Road Roundabout in northeast Bicester, Oxfordshire.
- 8.1.2 It is proposed to develop a 167 sqm gross internal area (GIA) Greggs with drive thru facilities along with 30 car parking spaces and six cycle spaces and this complies with Oxfordshire County Council's parking standards.
- 8.1.3 The vehicular access to the site will be via the existing access road on the eastern arm of the A4421/Launton Road Roundabout. The proposal includes a new simple junction from the existing access road into the proposal site.

8.2 Accessibility

- 8.2.1 There are bus stops on the A4421 approximately 50 metres south of its roundabout with Launton Road. These bus stops are served by route S5 operated by Stagecoach. Both the bus stops are provided with lay-bys, bus shelters with seating and timetable information boards.
- 8.2.2 These bus stops are within the recommended 250 metres walking distance from the site, as set out in the Chartered Institute of Highways and Transportation's (CIHT) Buses in Urban Development (2018).

8.3 Traffic Impact

- 8.3.1 Greggs is similar to a Costa (more so than a typical fast-food drive-thru restaurant), as it primarily retails coffee and bakery products. Hence, the trip generation, trip types and drive thru queues has been based on survey of existing coffee shops located in Cambridge, Warrington, Didcot, Bedford, Sheffield, and Banbury. All these coffee shops have drive thru facilities.

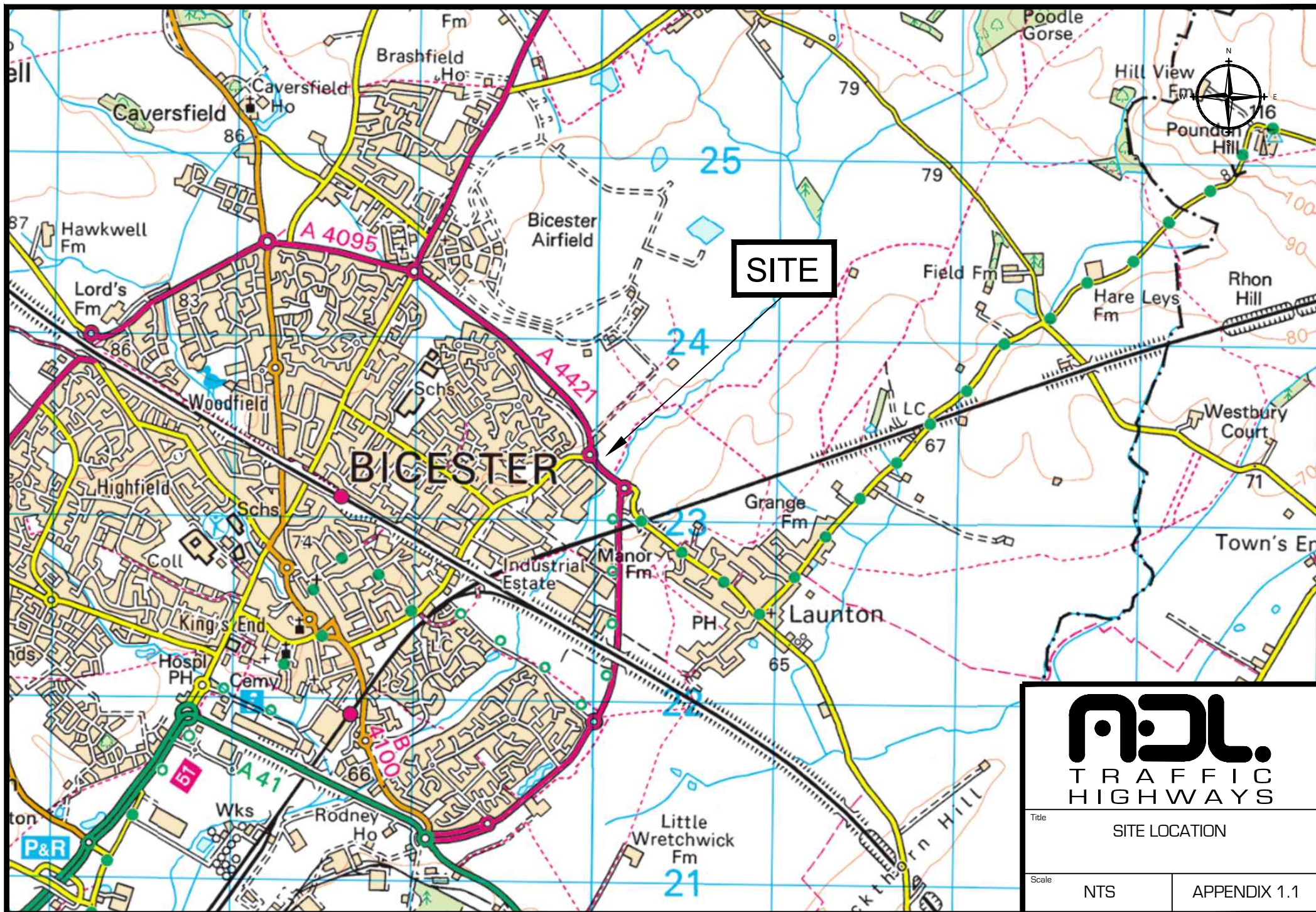
- 8.3.2 Based upon these surveys the development is expected to attract about 86 vehicles in a morning peak hour (one-way) and 71 (one-way) in an evening peak hour on a weekday.
- 8.3.3 The customers at the aforementioned stores were also surveyed to determine the trip types and establish what proportion of the trips are existing (pass-by/diverted) and what were additional, with the primary purpose of visiting the shop. The average pass-by/diverted percentage was noted to be 90% on a weekday, confirming that very few visits to this type of facility are specific new trips on the highway network. The new trips would comprise:
- a) Workers, visiting from the local area
 - b) Other trips from the local area i.e., visits from home
- 8.3.4 Having discounted off the pass-by and diverted trips, the additional two-way trips generated are 17 vehicle trips (two-way) in a weekday morning peak period and 14 vehicle trips (two-way) in the evening peak period. The additional traffic equates to broadly one vehicle trips every 6 minutes which is considered to be negligible in the context of the existing traffic on the local network.
- 8.3.5 In practice, any new trips to this coffee shop are likely to derive from workers and local people as customers are unlikely to travel from beyond Bicester or further afield for a coffee when there are nearer similar facilities. Therefore, the most likely origins and destinations of new trips would be associated with those living in residential areas along Launton Road and the settlement known as Launton to the southeast of the site. For the purposes of assessment, it is assumed that 50% would be from the residential area to the north of Launton Road and remaining 50% from Launton.
- 8.3.6 An ARCADY assessment has been undertaken for the A4421/Launton Road Roundabout for the 2022 base scenario and the 2022 total scenario (2022 Base + Development) using the computer programme Junctions 9. The assessment demonstrated that the increase in queues as a result of the proposed development is very minimal and as such the residual traffic impact on the roundabout is not considered to be severe.

8.3.7 Paragraph 109 of 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 serve”*. This assessment demonstrates the increase in traffic on the local highway network would be negligible with the majority of trips being already on the local road network. This proposal would therefore not give rise to a severe cumulative impact.

APPENDIX 1.0

LOCATION

1.1	Site Location
1.2	Site and Surrounding Area

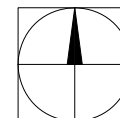


NAL
TRAFFIC
HIGHWAYS

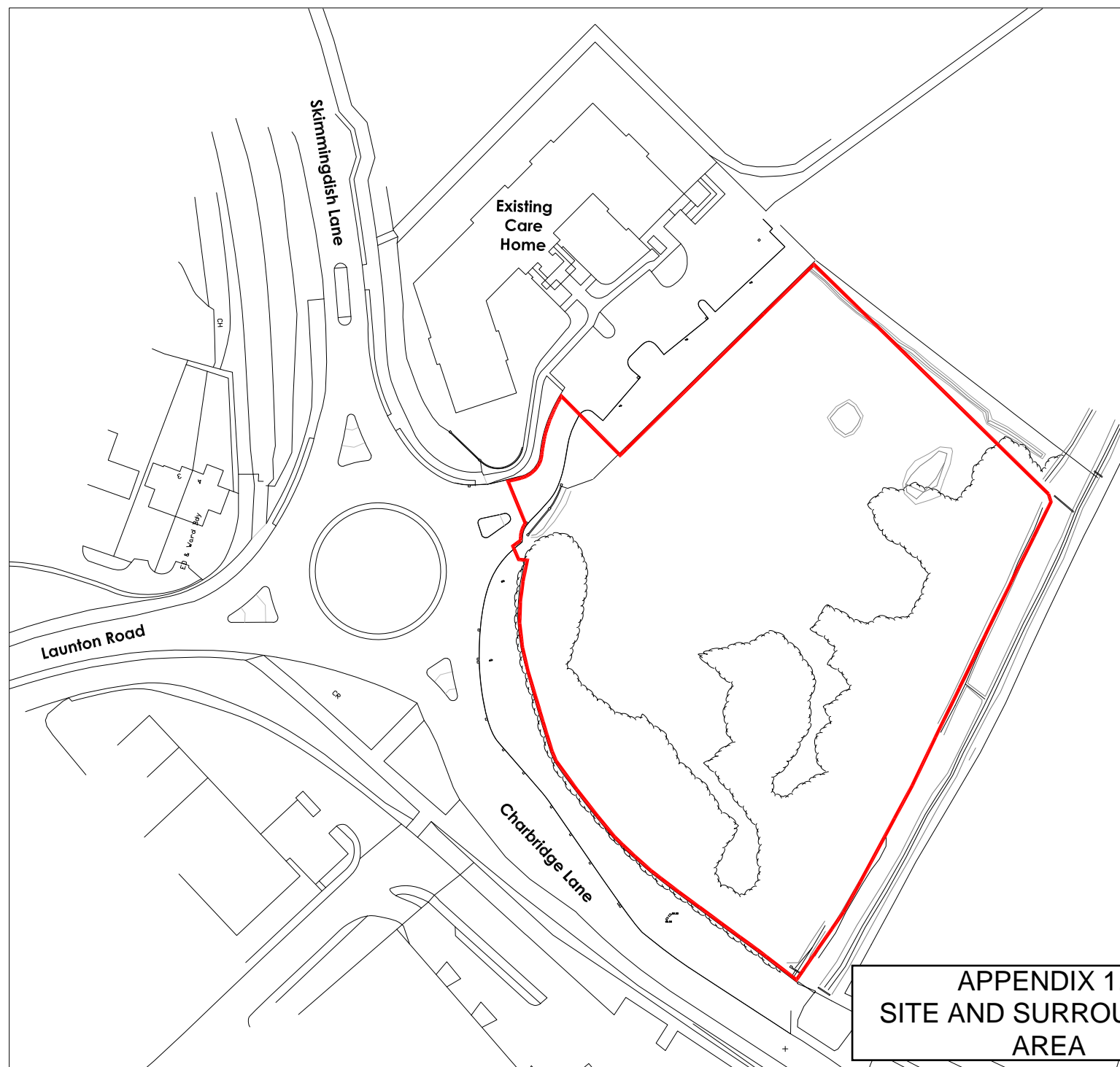
Title
SITE LOCATION

Scale
NTS
APPENDIX 1.1

Application Site Boundary
(2.92 Acres /
1.18 Hectares)



0 12.5 25 37.5 50 62.5m
SCALE 1:1250



APPENDIX 1.2 SITE AND SURROUNDING AREA

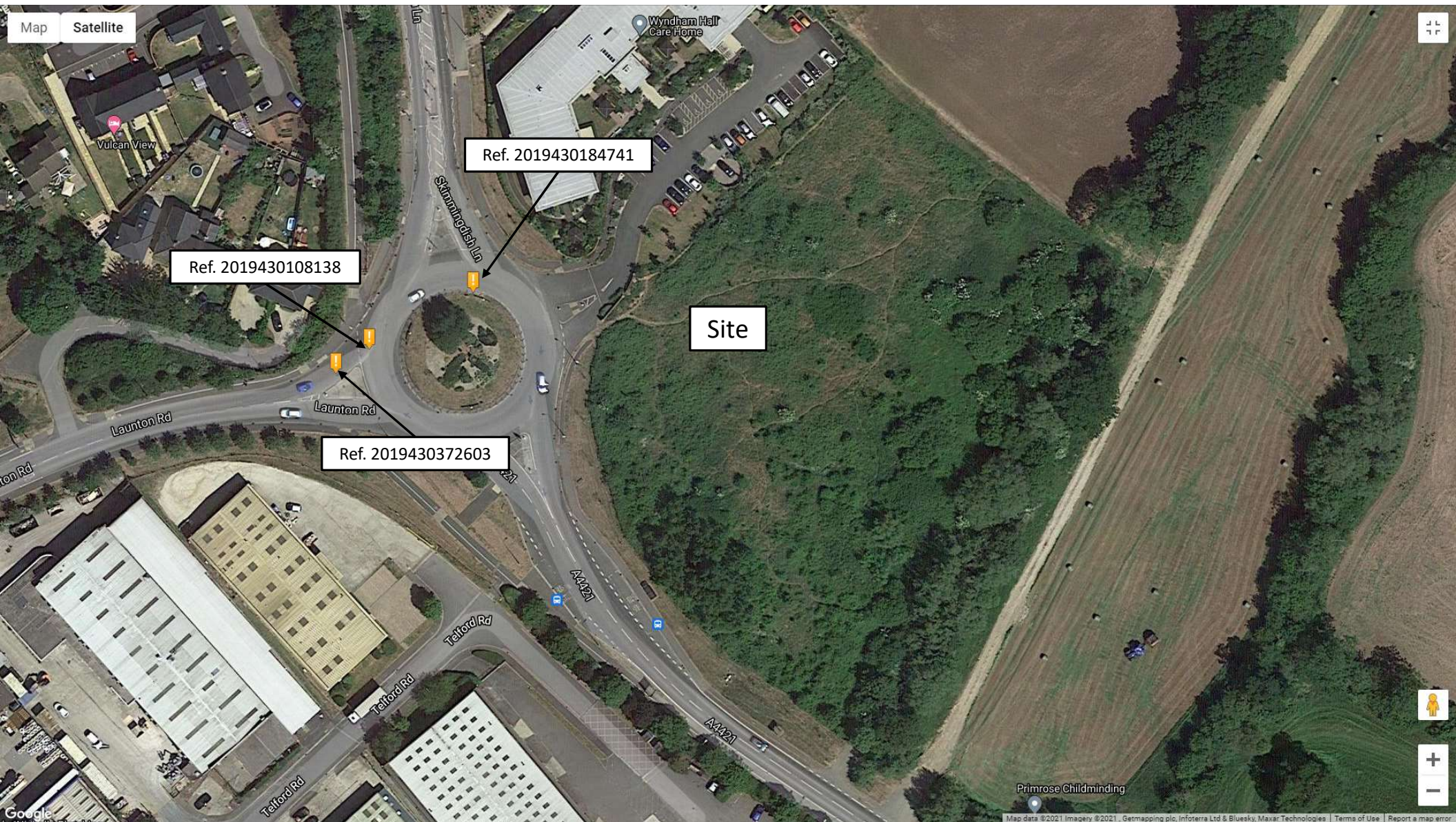
C	28.05.2021	Road names changed	JAI	JMR
B	28.05.2021	Red line area added	JAI	JMR
A	28.05.2021	Red line amended	JAI	JMR
Rev	Date	Description	Rev By	Chkd By

Project Title	Proposed Development			
	Skimmingdish Lane Bicester OX26 5AF			
Client	Created Life Three Bicester Ltd			
Status	Planning			
Scale	1:1250	Drawing Size	A4	
Date	18/05/2021	Drawn By	James I	Chkd by JMR
Drawing Title	Location Plan			
Job-Dwg No	15987-100			Rev C

- ☒ 2 St. Johns North, Watfield, WF1 3QA t. 01924 291800
- ☐ Carvers Warehouse, 77 Dale Street, Manchester, M1 2HG t. 0161 2388555
- ☐ The Old Rectory, 79 High Street, Newport Pagnell, MK16 8AB t. 01908 211577
- ☐ 101 London Road, Reading, RG1 5BY t. 0118 9507700
- ☐ 10 Gees Court, St Christophers Place, London, W1U 1JJ t. 0207 4091215

COLLISIONS

2.1	Crashmap Collision Plan
2.2	Crashmap Collision Reports



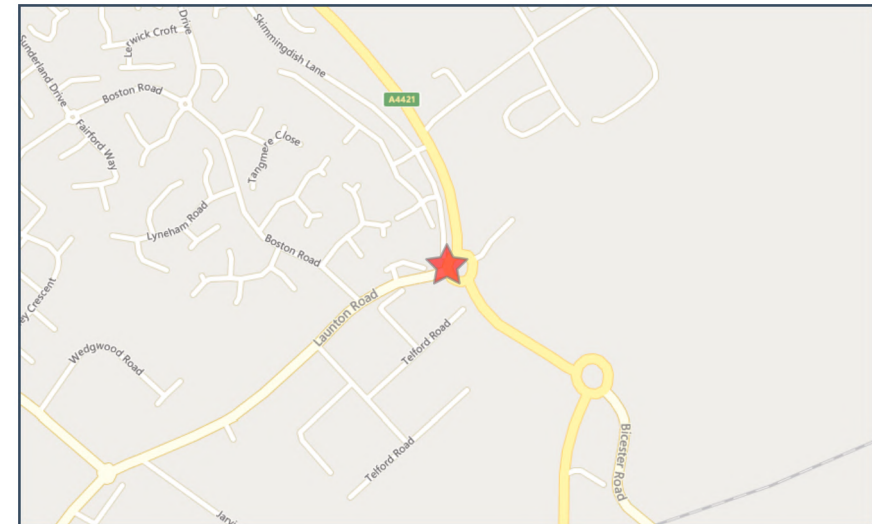


crashmap.co.uk

Validated Data

Crash Date: Wednesday, April 10, 2019 **Time of Crash:** 3:24:00 PM **Crash Reference:** 2019430108138

Highest Injury Severity:	Slight	Road Number:	A4421	Number of Casualties:	1
Highway Authority:	Oxfordshire	Number of Vehicles:	1	OS Grid Reference:	459948 223373
Local Authority:	Cherwell District				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	50				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Roundabout				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	3	Female	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	Central island of roundabout	Road sign/Traffic signal

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	46 - 55	Unknown or other	Unknown or other

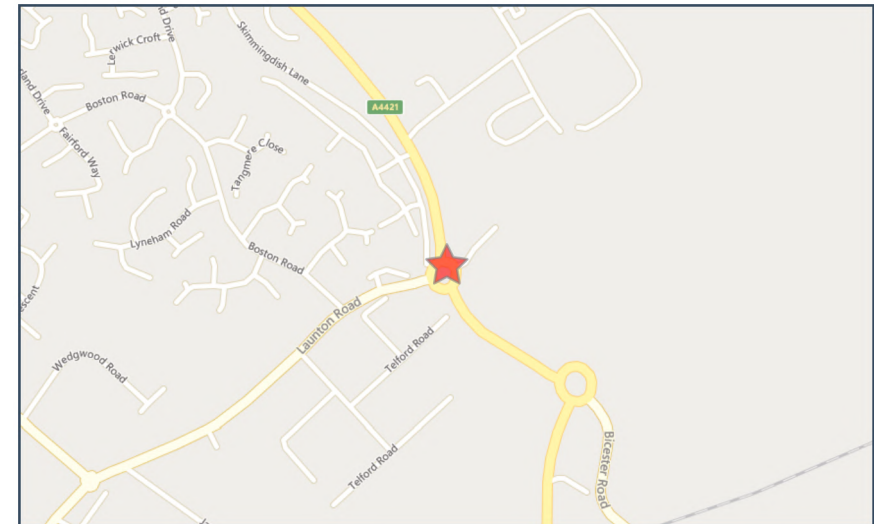
For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Validated Data

Crash Date:	Wednesday, June 19, 2019	Time of Crash:	6:30:00 AM	Crash Reference:	2019430184741
Highest Injury Severity:	Slight	Road Number:	A4421	Number of Casualties:	1
Highway Authority:	Oxfordshire			Number of Vehicles:	1
Local Authority:	Cherwell District			OS Grid Reference:	459973 223387
Weather Description:	Raining without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	50				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	Central refuge - no other controls				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	14	Female	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	Central island of roundabout	Other permanent object

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	46 - 55	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

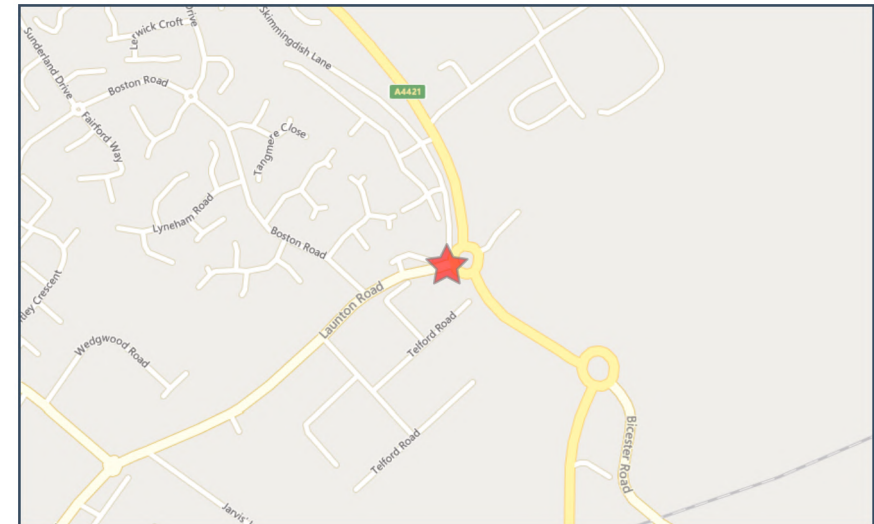
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Validated Data

Crash Date: Thursday, November 28, 2019 **Time of Crash:** 5:32:00 PM **Crash Reference:** 2019430372603

Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Oxfordshire	Number of Vehicles:	1	OS Grid Reference:	459940 223367
Local Authority:	Cherwell District				
Weather Description:	Raining without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	50				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	Central refuge - no other controls				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	1	Female	56 - 65	Vehicle is moving off	Nearside	Other	None	None

Casualties

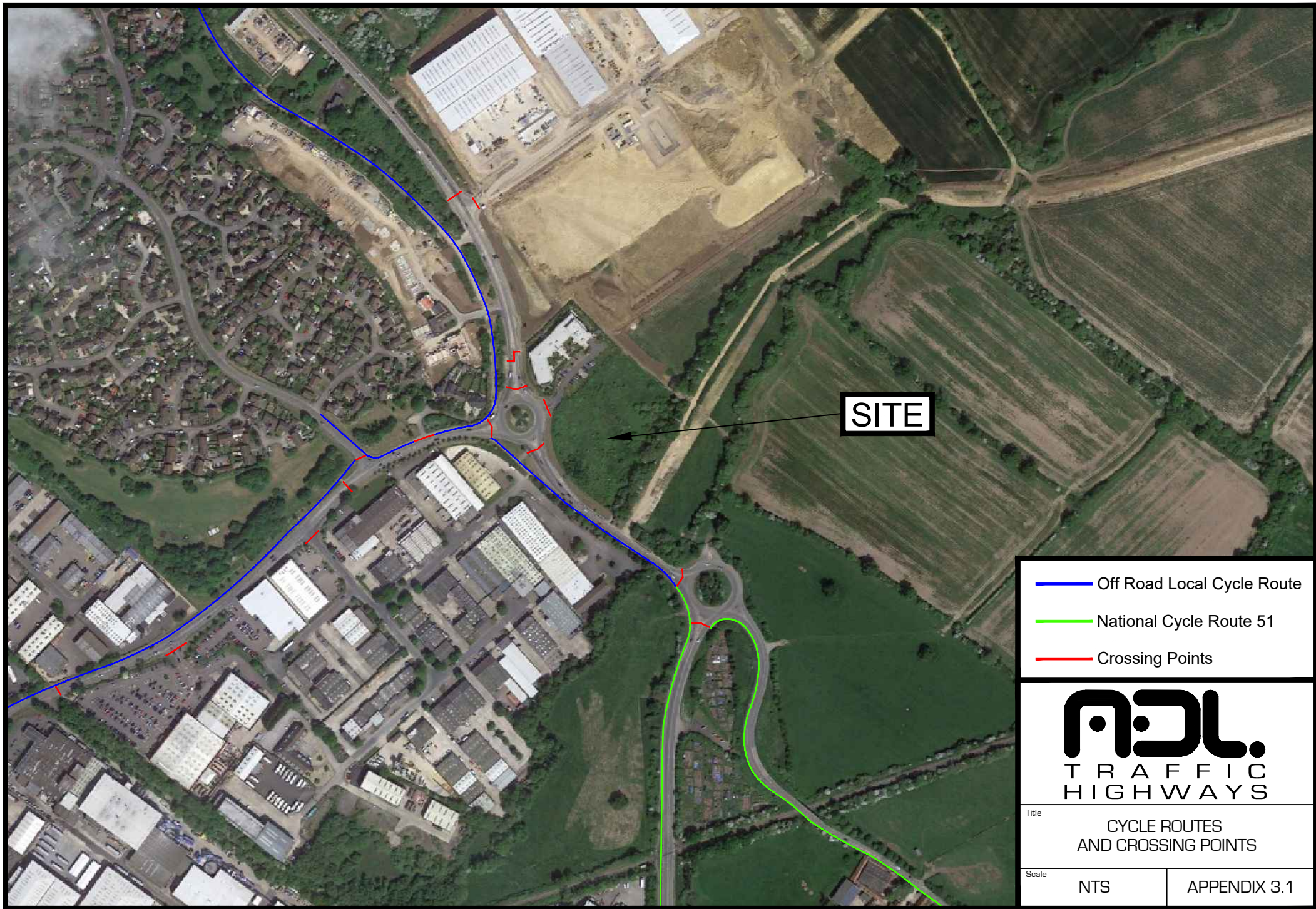
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Female	36 - 45	In carriageway, crossing on pedestrian crossing facility	Crossing from driver's nearside - masked by parked or stationary vehicle

For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services

ACCESSIBILITY

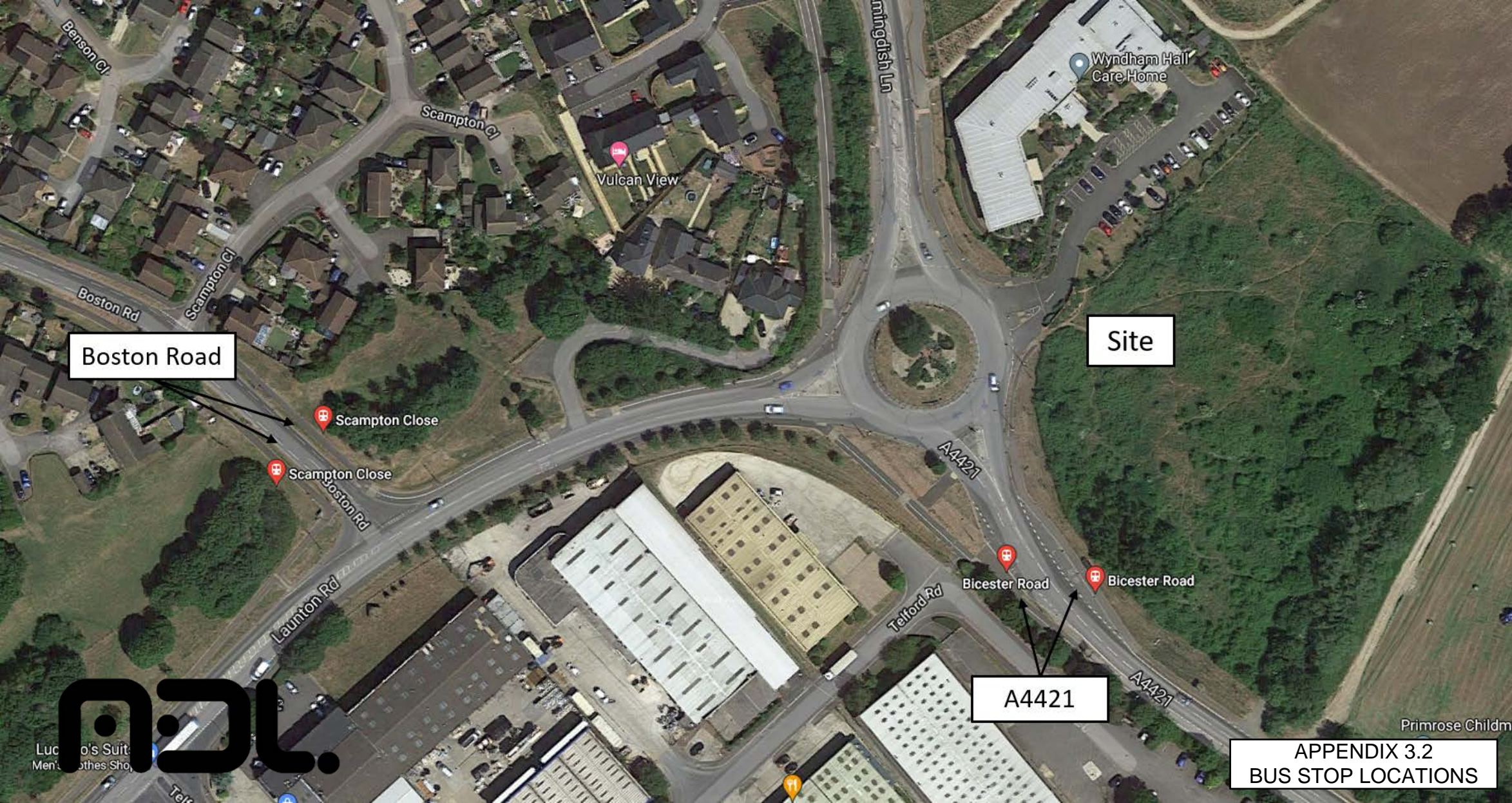
- 3.1 Cycle Routes and Crossing Points
- 3.2 Bus Stop Locations
- 3.3 Bus Routes



- Off Road Local Cycle Route
- National Cycle Route 51
- Crossing Points

ADL.
TRAFFIC
HIGHWAYS

Title		CYCLE ROUTES AND CROSSING POINTS	
Scale		NTS	APPENDIX 3.1

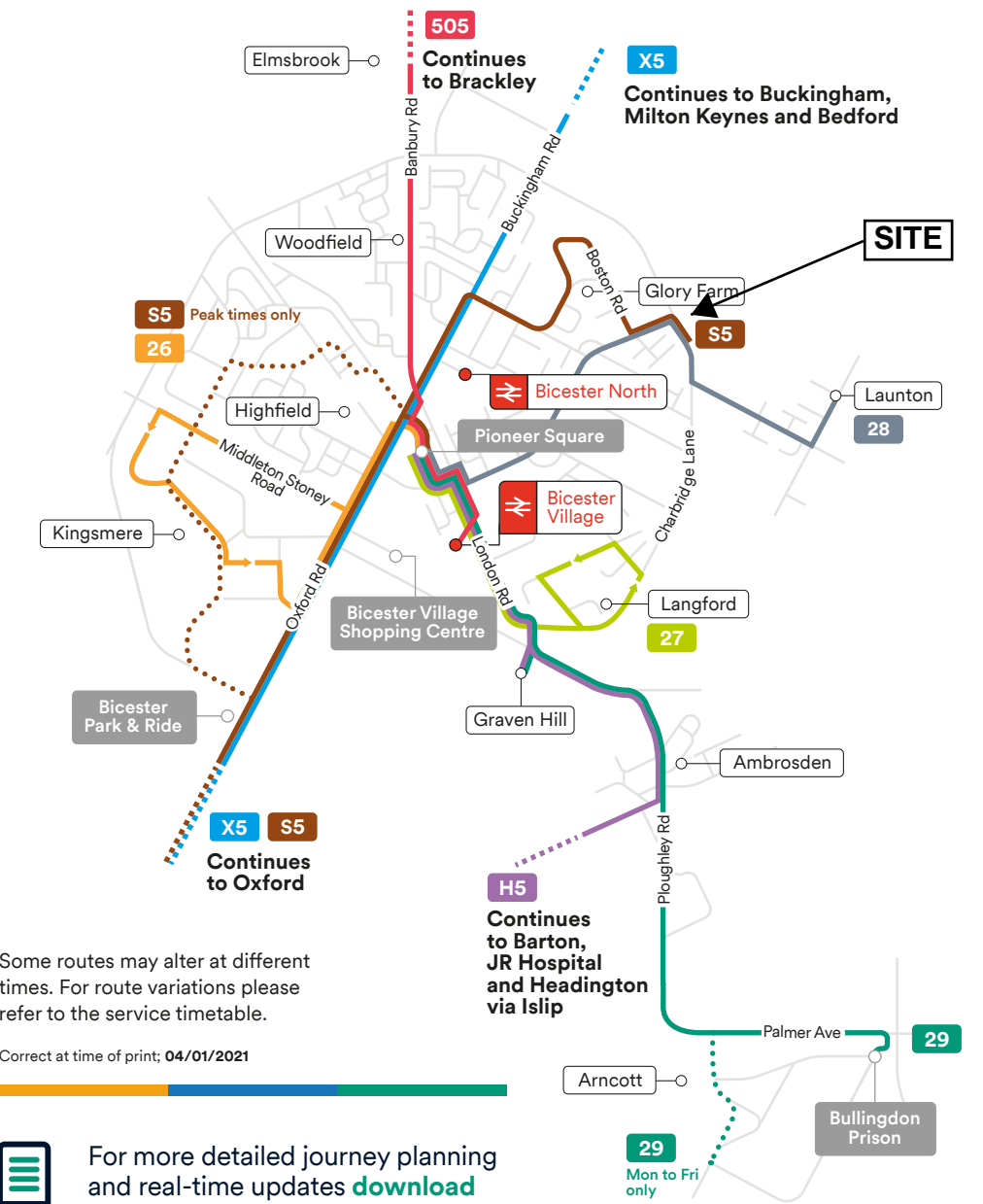


Boston Road

Site

A4421

APPENDIX 3.2
BUS STOP LOCATIONS



For more detailed journey planning and real-time updates **download the Stagecoach Bus App.**



TRAFFIC FLOWS

- 4.1 Manual Turning Count Data
- 4.2 Queue Length Data
- 4.3 2019 Surveyed Flows
- 4.4 2022 Base Flows

Bicester - Manual Traffic Survey, Tuesday 2nd July 2019

Produced by Road Data Services Ltd.

Junction: A4421 / Wyndham Hall / Launton Road

Approach: A4421 (North)

TIME	Left to Wyndham Hall								Ahead to A4421 (South)								Right to Launton Road							
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	0	0	1	0	0	1	1	1	109	21	5	3	0	140	0	0	31	14	3	2	0	50
0715 - 0730	0	0	1	0	0	0	0	1	0	0	125	30	4	0	0	159	0	0	61	14	2	3	0	80
0730 - 0745	0	0	5	0	0	0	0	5	0	3	135	26	6	3	0	173	0	0	77	18	5	3	0	103
0745 - 0800	0	0	0	0	0	0	0	0	0	2	154	28	5	6	0	195	0	2	72	11	4	1	0	90
Hourly Total	0	0	6	0	1	0	0	7	1	6	523	105	20	12	0	667	0	2	241	57	14	9	0	323
0800 - 0815	0	0	1	0	0	0	0	1	0	2	126	12	3	5	0	148	0	0	103	19	2	1	0	125
0815 - 0830	0	0	0	0	0	0	0	0	0	1	90	14	3	4	0	112	0	2	149	13	1	0	0	165
0830 - 0845	0	0	0	0	0	0	0	0	0	1	125	20	6	3	0	155	0	2	123	14	5	3	0	147
0845 - 0900	0	0	1	0	1	0	0	2	0	2	96	13	6	7	0	124	1	0	113	13	3	2	4	136
Hourly Total	0	0	2	0	1	0	0	3	0	6	437	59	18	19	0	539	1	4	488	59	11	6	4	573
0900 - 0915	0	0	0	0	0	0	0	0	1	1	72	10	3	0	1	88	0	0	75	17	5	2	1	100
0915 - 0930	0	0	0	0	0	0	0	0	0	0	54	9	6	5	0	74	0	0	47	8	2	2	4	63
0930 - 0945	0	0	0	0	0	0	0	0	0	1	76	10	7	3	0	97	0	0	54	15	3	2	2	76
0945 - 1000	0	0	0	0	0	0	0	0	0	0	64	11	7	4	0	86	0	0	45	12	8	1	0	66
Hourly Total	0	0	0	0	0	0	0	0	1	2	266	40	23	12	1	345	0	0	221	52	18	7	7	305
Session Total	0	0	8	0	2	0	0	10	2	14	1226	204	61	43	1	1551	1	6	950	168	43	22	11	1201
1600 - 1615	0	0	1	0	0	0	0	1	0	2	57	5	5	0	0	69	0	1	56	11	4	0	7	79
1615 - 1630	0	1	0	0	0	0	0	1	0	0	78	21	2	2	0	103	0	1	50	15	5	0	2	73
1630 - 1645	0	0	0	0	0	0	0	0	0	1	88	14	7	5	1	116	0	0	52	12	5	4	0	73
1645 - 1700	0	0	1	0	0	0	0	1	0	1	71	13	4	3	0	92	0	0	46	10	0	2	1	59
Hourly Total	0	1	2	0	0	0	0	3	0	4	294	53	18	10	1	380	0	2	204	48	14	6	10	284
1700 - 1715	0	0	0	1	0	0	0	1	0	1	92	17	4	4	0	118	0	0	65	13	0	2	0	80
1715 - 1730	0	0	0	0	0	0	0	0	0	1	88	16	0	2	1	108	0	0	55	12	2	0	3	72
1730 - 1745	0	0	0	0	0	0	0	0	0	2	80	9	1	0	0	92	0	0	59	5	0	2	3	69
1745 - 1800	0	0	0	0	0	0	0	0	0	0	89	10	2	3	0	104	0	0	69	4	1	0	3	77
Hourly Total	0	0	0	1	0	0	0	1	0	4	349	52	7	9	1	422	0	0	248	34	3	4	9	298
Session Total	0	1	2	1	0	0	0	4	0	8	643	105	25	19	2	802	0	2	452	82	17	10	19	582

Bicester - Manual Traffic Survey, Tuesday 2nd July 2019

Produced by Road Data Services Ltd.

Junction: A4421 / Wyndham Hall / Launton Road

Approach: Wyndham Hall

TIME	Left to A4421 (South)								Ahead to Launton Road								Right to A4421 (North)							
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1
0715 - 0730	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	1	0	0	0	1
0730 - 0745	0	0	1	0	0	0	0	1	0	0	1	1	0	0	0	2	0	0	2	0	0	0	0	2
0745 - 0800	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	2	0	0	0	0	2	0	0	4	1	0	0	0	5	0	0	3	1	0	0	0	4
0800 - 0815	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	2	2	0	0	0	4
0815 - 0830	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	1	0	0	0	0	1
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	4	0	0	3	2	0	0	0	5
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2
0915 - 0930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0930 - 0945	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Hourly Total	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4
Session Total	0	0	3	1	0	0	0	4	0	0	7	1	1	0	0	9	0	0	9	4	0	0	0	13
1600 - 1615	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
Hourly Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	5	0	0	0	0	5
1700 - 1715	0	0	1	0	1	0	0	2	0	1	0	0	0	0	0	1	0	0	3	0	0	0	0	3
1715 - 1730	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
1730 - 1745	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Hourly Total	0	0	4	0	1	0	0	5	0	1	0	0	0	0	0	1	0	0	5	0	0	0	0	5
Session Total	0	0	4	0	1	0	0	5	0	1	1	0	0	0	0	2	0	0	10	0	0	0	0	10

Bicester - Manual Traffic Survey, Tuesday 2nd July 2019

Produced by Road Data Services Ltd.

Junction: A4421 / Wyndham Hall / Launton Road

Approach: A4421 (South)

TIME	Left to Launton Road								Ahead to A4421 (North)								Right to Wyndham Hall							
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	30	10	0	3	3	46	0	0	54	10	0	5	2	71	0	0	2	0	0	0	0	2
0715 - 0730	0	0	31	12	2	1	0	46	0	0	48	11	1	5	2	67	0	0	1	0	0	0	0	1
0730 - 0745	0	2	55	5	3	0	2	67	0	1	73	17	4	4	0	99	0	0	3	2	0	0	0	5
0745 - 0800	0	1	77	16	2	1	0	97	0	2	88	17	5	5	0	117	0	0	1	0	0	0	0	1
Hourly Total	0	3	193	43	7	5	5	256	0	3	263	55	10	19	4	354	0	0	7	2	0	0	0	9
0800 - 0815	1	0	115	9	4	0	0	129	0	0	71	9	4	0	0	84	0	0	1	0	0	0	0	1
0815 - 0830	1	2	131	11	2	0	2	149	0	0	52	13	2	2	0	69	0	0	1	0	0	0	0	1
0830 - 0845	1	0	101	13	2	0	1	118	0	0	61	8	4	3	0	76	0	0	0	0	0	0	0	0
0845 - 0900	0	1	99	16	1	0	2	119	0	0	47	13	4	2	0	66	0	0	1	0	0	0	0	1
Hourly Total	3	3	446	49	9	0	5	515	0	0	231	43	14	7	0	295	0	0	3	0	0	0	0	3
0900 - 0915	1	1	57	11	2	1	0	73	0	0	55	8	3	3	0	69	0	0	1	0	0	0	0	1
0915 - 0930	0	0	61	10	3	3	0	77	0	0	44	15	1	3	0	63	0	0	1	0	0	0	0	1
0930 - 0945	0	0	55	13	0	0	0	68	0	1	42	11	1	1	0	56	0	0	3	0	0	0	0	3
0945 - 1000	0	0	40	10	2	0	0	52	0	0	30	7	2	6	0	45	0	0	1	0	0	0	0	1
Hourly Total	1	1	213	44	7	4	0	270	0	1	171	41	7	13	0	233	0	0	6	0	0	0	0	6
Session Total	4	7	852	136	23	9	10	1041	0	4	665	139	31	39	4	882	0	0	16	2	0	0	0	18
1600 - 1615	1	0	63	13	4	2	0	83	1	2	88	19	3	0	0	113	0	0	0	0	0	0	0	0
1615 - 1630	1	0	67	20	0	1	0	89	0	0	110	11	3	3	0	127	0	0	1	0	0	0	0	1
1630 - 1645	0	1	68	11	3	1	1	85	0	2	101	16	2	3	0	124	0	0	0	0	0	0	0	0
1645 - 1700	0	1	60	21	0	0	0	82	1	1	103	20	4	2	0	131	0	0	1	0	0	0	0	1
Hourly Total	2	2	258	65	7	4	1	339	2	5	402	66	12	8	0	495	0	0	2	0	0	0	0	2
1700 - 1715	0	1	85	16	3	0	0	105	0	1	127	17	3	1	0	149	0	0	2	0	0	0	0	2
1715 - 1730	0	0	83	9	0	1	0	93	1	0	128	12	1	5	0	147	0	0	1	0	0	0	0	1
1730 - 1745	0	2	68	15	1	0	1	87	1	1	120	14	2	0	0	138	0	0	0	0	0	0	0	0
1745 - 1800	2	1	87	3	0	0	0	93	0	1	134	10	1	6	0	152	0	0	0	0	0	0	0	0
Hourly Total	2	4	323	43	4	1	1	378	2	3	509	53	7	12	0	586	0	0	3	0	0	0	0	3
Session Total	4	6	581	108	11	5	2	717	4	8	911	119	19	20	0	1081	0	0	5	0	0	0	0	5

Bicester - Manual Traffic Survey, Tuesday 2nd July 2019

Produced by Road Data Services Ltd.

Junction: A4421 / Wyndham Hall / Launton Road

Approach: Launton Road

TIME	Left to A4421 (North)								Ahead to Wyndham Hall								Right to A4421 (South)							
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	34	13	4	1	9	61	0	0	1	0	0	0	1	2	0	0	37	6	2	0	1	46
0715 - 0730	0	0	18	6	2	3	5	34	0	0	6	0	1	0	0	7	0	0	31	10	2	1	0	44
0730 - 0745	0	0	56	17	2	1	1	77	0	0	2	1	0	0	0	3	0	0	53	6	0	1	0	60
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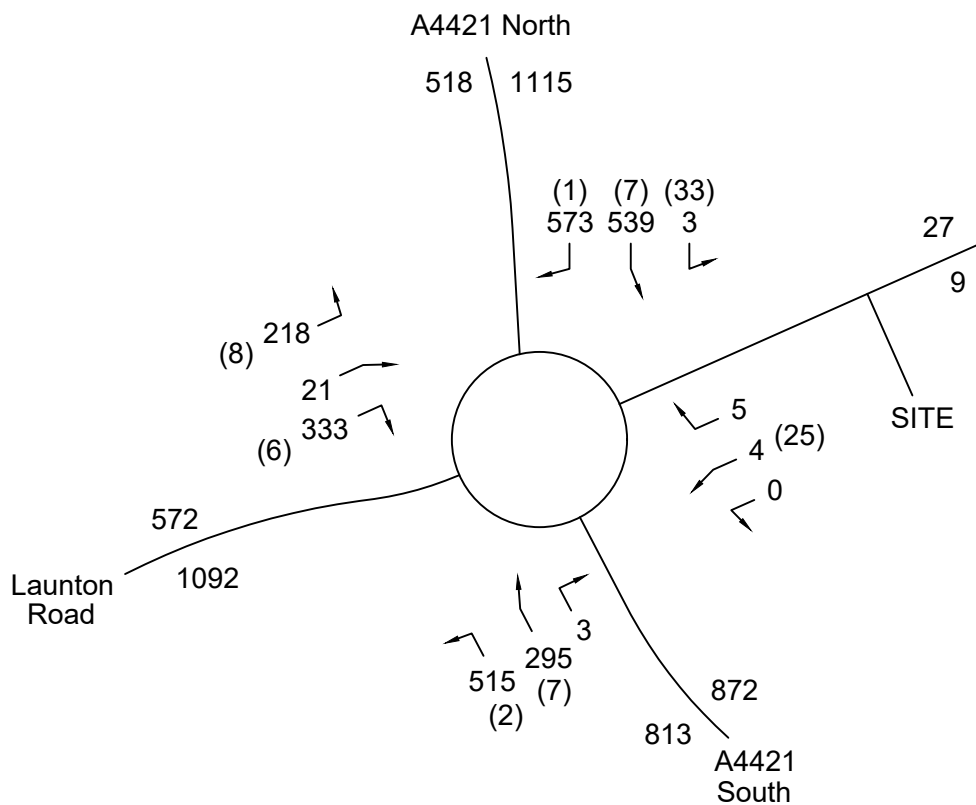
Bicester - Queue Survey, Tuesday 2nd July 2019

Produced by Road Data Services Ltd.

		A4421 (North)	Wyndham Hall	A4421 (South)		Launton Road
Time		Lane 1	Lane 1	Lane 1	Lane 2	Lane 1
		Vehicles				
7:00 - 7:05		2	0	1	1	1
7:05 - 7:10		2	1	1	2	2
7:10 - 7:15		3	0	2	3	2
7:15 - 7:20		2	0	1	0	1
7:20 - 7:25		10	1	3	1	5
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8:05 - 8:10		12	0	4	1	6
8:10 - 8:15		8	1	9	3	6
8:15 - 8:20		5	1	4	3	2
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9:05 - 9:10		3	0	2	4	2
9:10 - 9:15		8	0	3	1	2
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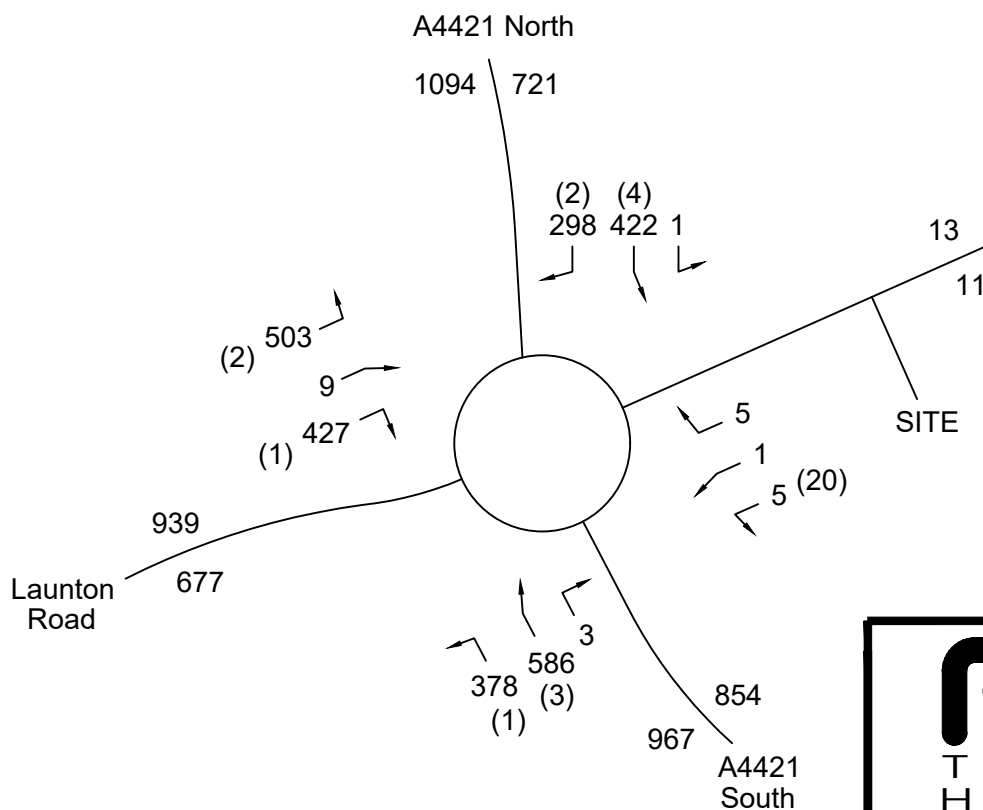
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17:45 - 17:50		11	0	12	3	9
17:50 - 17:55		5	0	2	1	8
17:55 - 18:00		4	1	0	2	7

Queues are maximum vehicle length every 5 minutes



() = % HGV's

WEEKDAY AM PEAK 08:00 - 09:00



() = % HGV's

WEEKDAY PM PEAK 17:00 - 18:00

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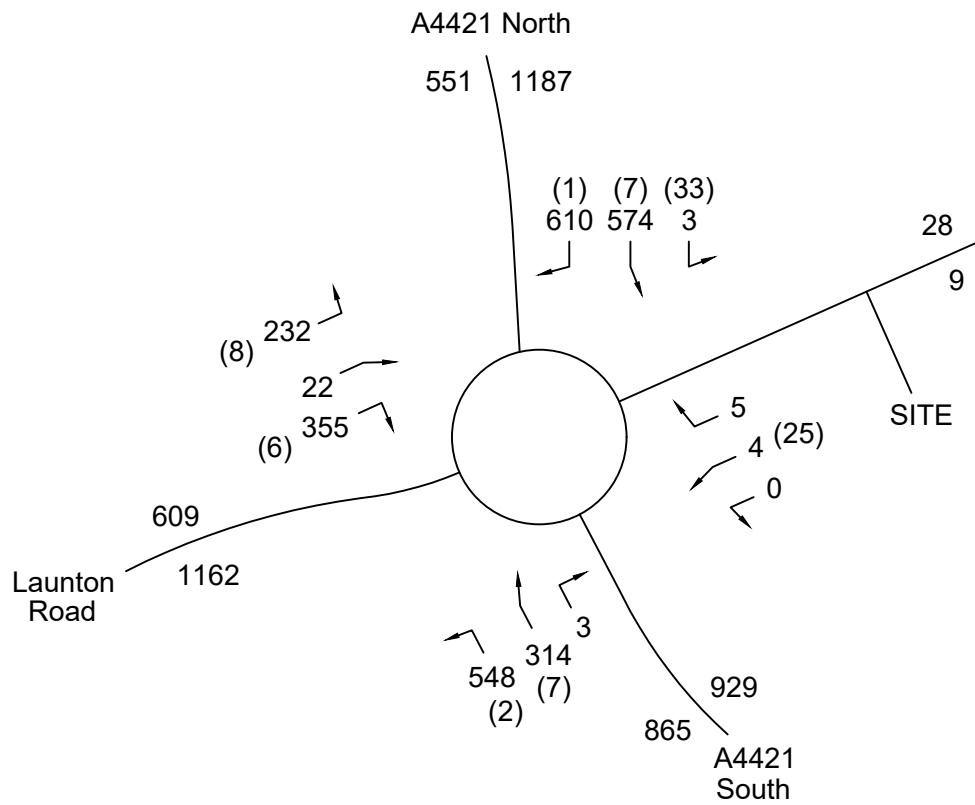
Title

2019 SURVEYED FLOWS
WEEKDAY PEAK

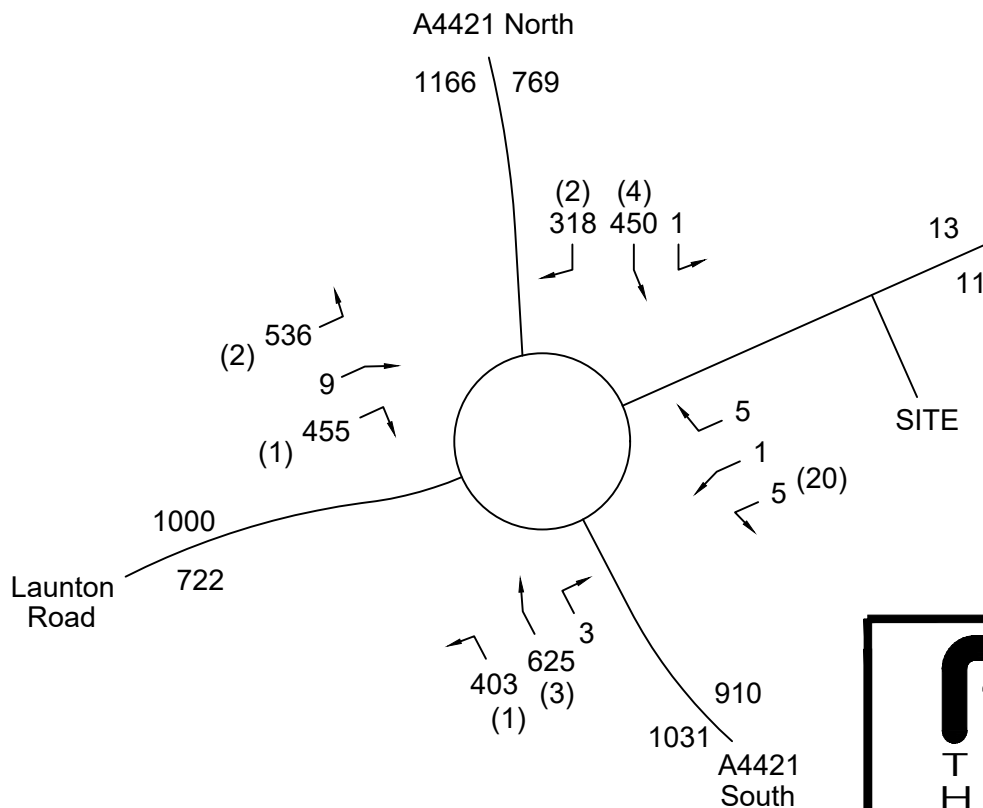
Scale

NTS


APPENDIX 4.3



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 GROWTH FACTOR = 1.0650
 WEEKDAY AM PEAK 08:00 - 09:00



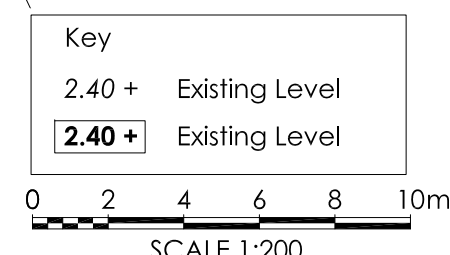
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 WEEKDAY PM PEAK 17:00 - 18:00

	
Title 2022 BASE FLOWS WEEKDAY PEAK	
Scale NTS	APPENDIX 4.4

PROPOSAL

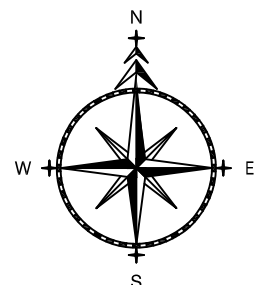
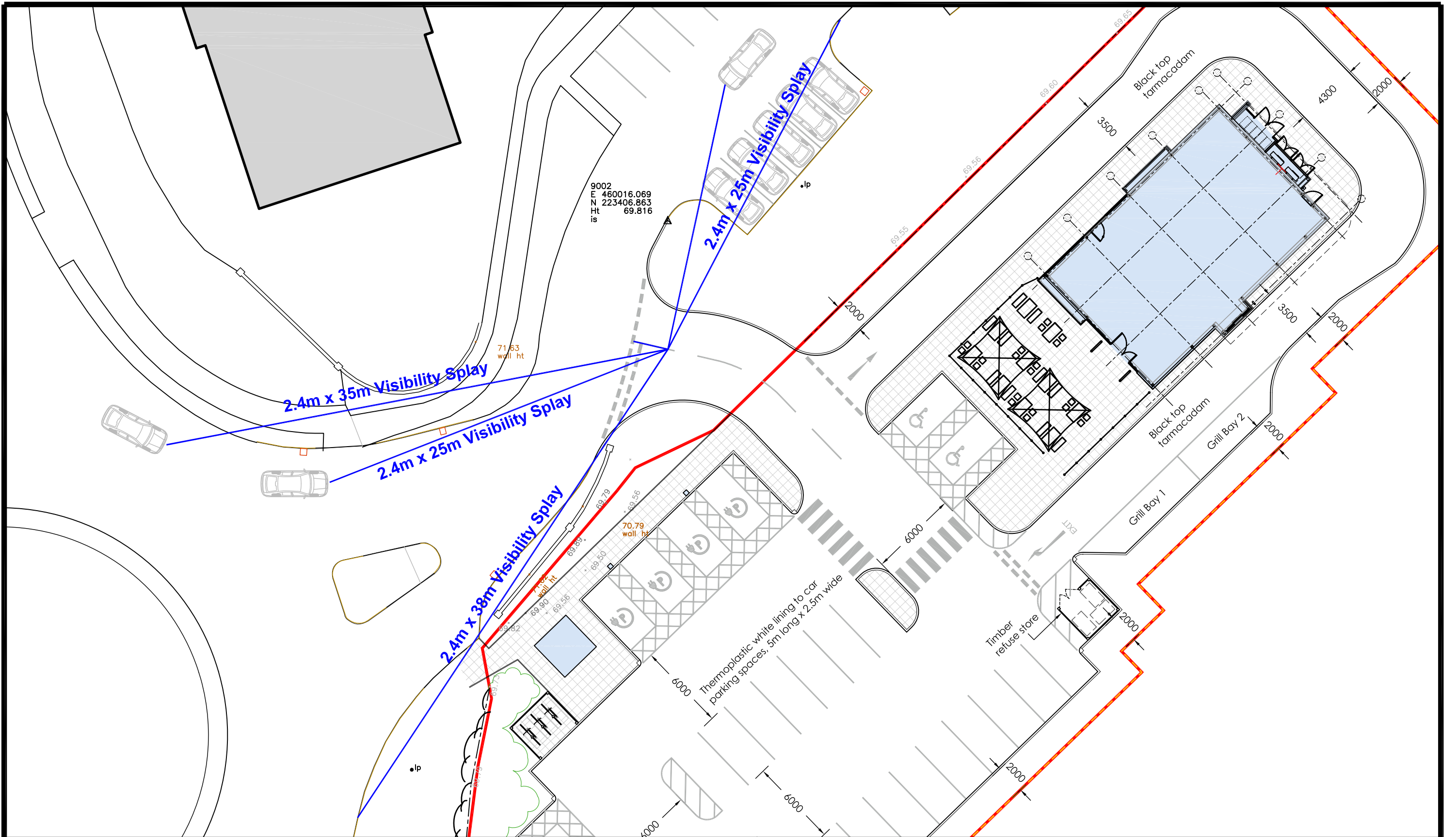
- 5.1 Site Layout Plan
- 5.2 Visibility Splays
- 5.3 AutoTRACK Analysis: Large Car Drive Thru Lane
- 5.4 AutoTRACK Analysis: 5.9m Medium Van Drive Thru Lane
- 5.5 AutoTRACK Analysis: 11.025m Delivery Vehicle
- 5.6 Spaces to be cones off prior to delivery

Existing Care Home



E	08.06.2021	Building glazing updated	JAI	JMR
D	04.06.2021	Landscaping updated, levels added, sheet size reduced	JAI	JMR
C	26.05.2021	Parking/landscaping amended	JAI	JMR
B	25.05.2021	Building/drive thru lane repositioned, external seating, bins amended	JAI	JMR
A	24.05.2021	Parking amended	JAI	JMR
Rev	Date	Description	Rev By	Chk'd

**THE
HARRIS
PARTNERSHIP**



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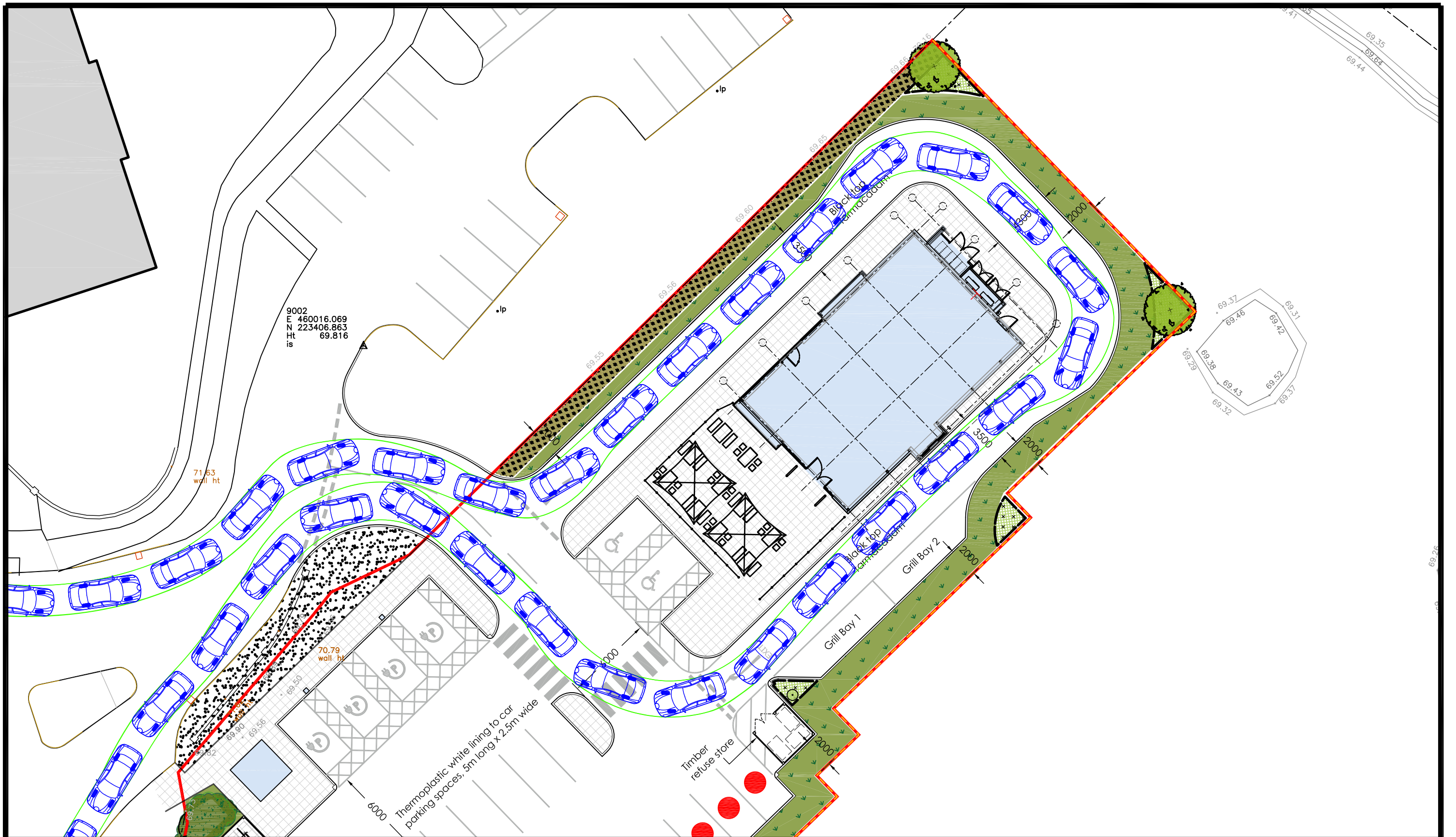
AMENDMENTS

REF.	DATE	DESCRIPTION

ADL Job No.

4364

Project GREGGS, BICESTER			
Title VISIBILITY SPLAYS			
Date 20.05.21	Drawn MAW		
Checked	Date	Approved	Date
Scale 1:250 @ A3	Drg No. APPENDIX 5.2		Rev.



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N 223406.863
Ht 69.816
is

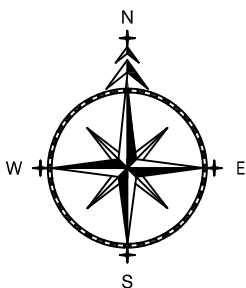
71.63
wall ht

70.79
wall ht

Thermoplastic white lining to car
parking spaces, 5m long x 2.5m wide

Timber
refuse store

Grill Bay 1
Grill Bay 2



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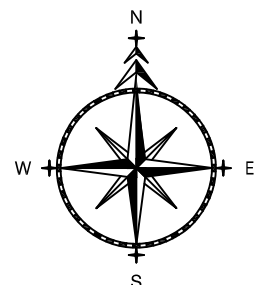
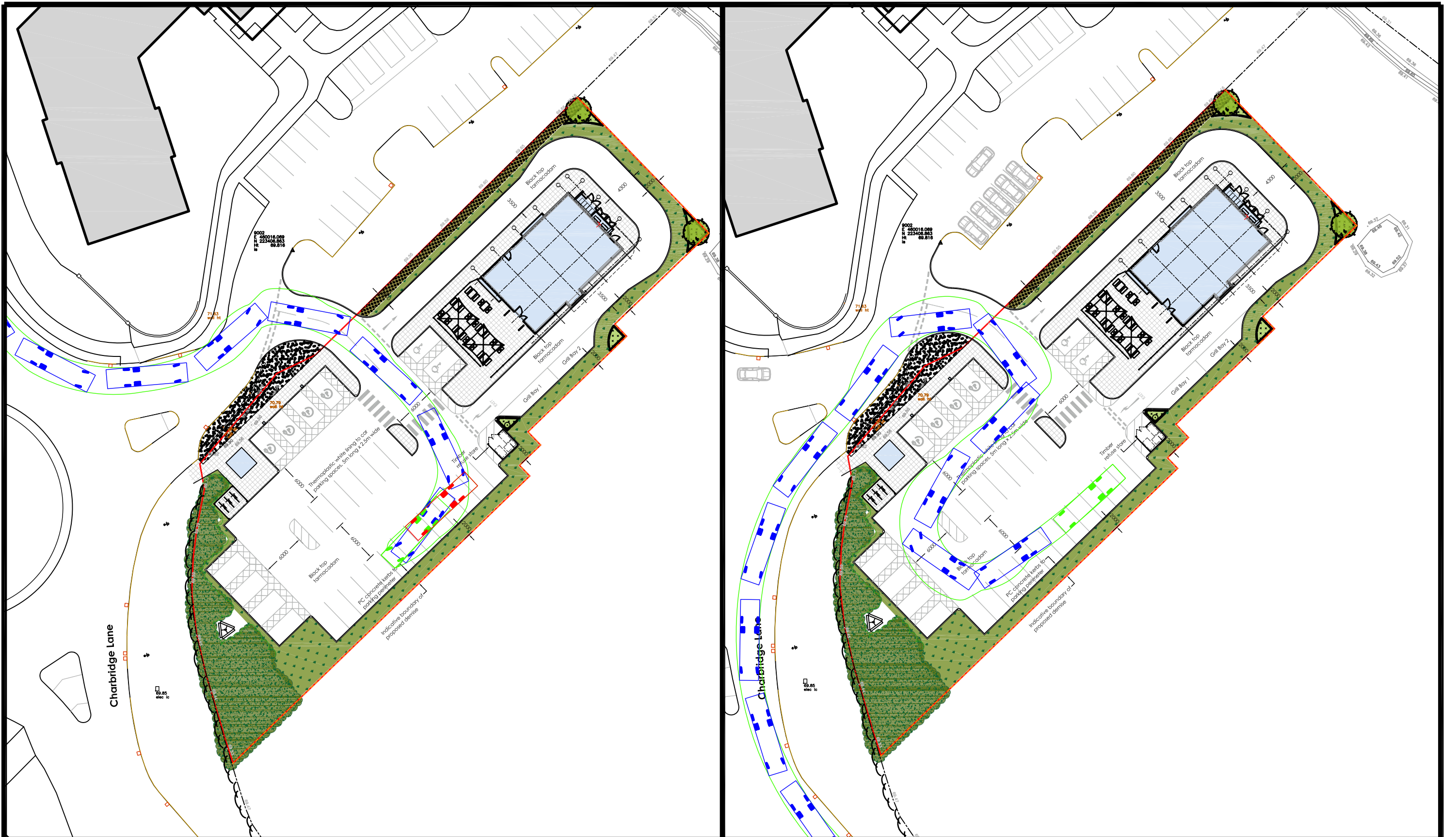
AMENDMENTS

REF.	DATE	DESCRIPTION

ADL Job No.

4364

Project GREGGS: BICESTER			
Title TRACK ANALYSIS: LARGE CAR AROUND DRIVE THRU			
Date 15/06/2021		Drawn MAW	
Checked	Date	Approved	Date
Scale 1:250 @ A3	Drg No. APPENDIX 5.3		Rev.



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AMENDMENTS

REF.	DATE	DESCRIPTION

ADL Job No. 4364

Project
GREGGS:
BICESTER

Title
TRACK ANALYSIS:
11m DELIVERY VEHICLE

Date
15/06/2021

Drawn
MAW

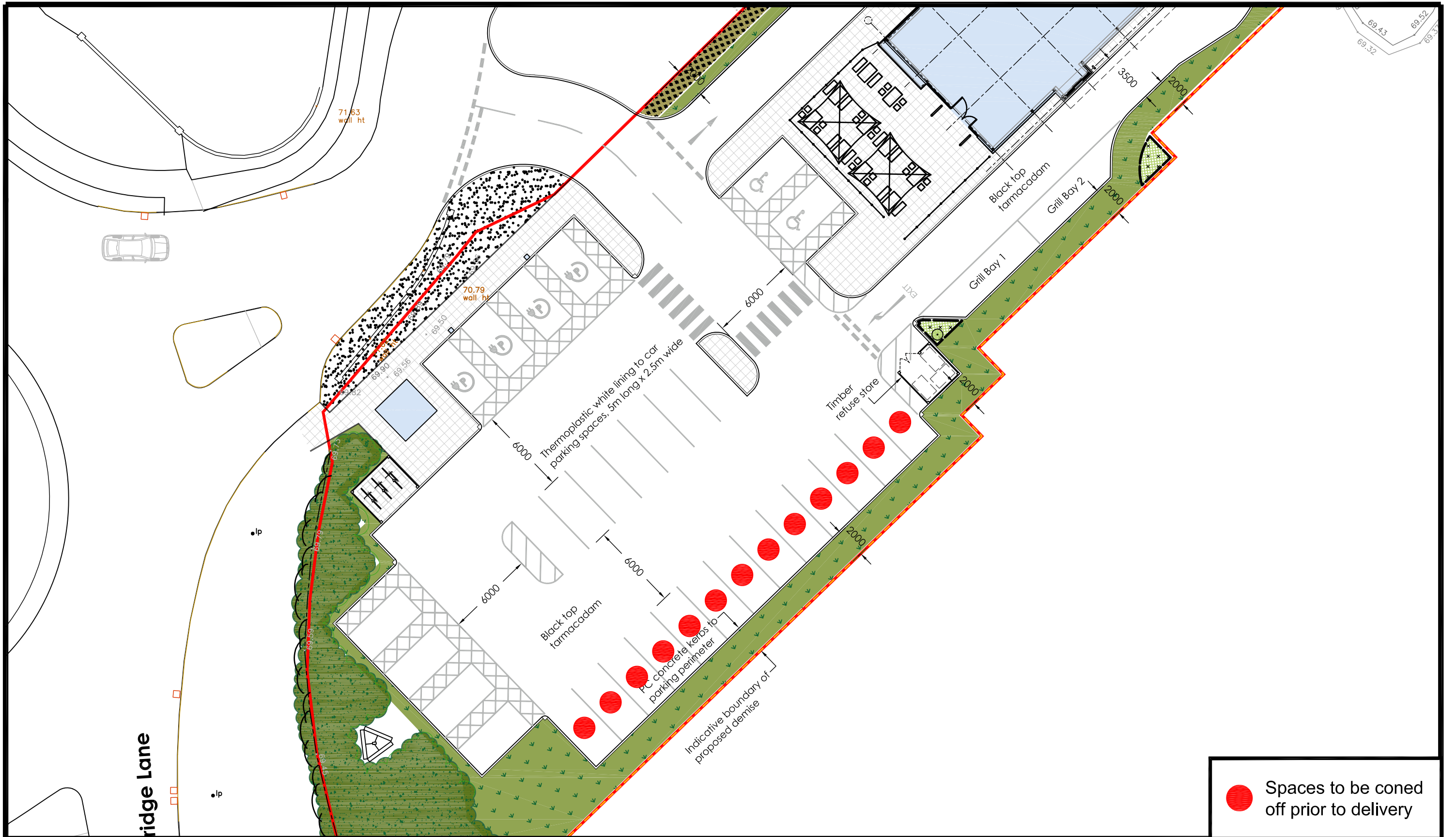
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Date

Approved
Date

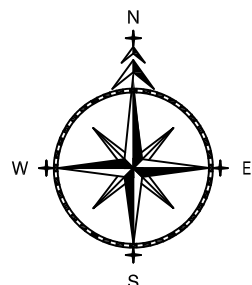
Scale
1:500 @ A3

Drg No.
APPENDIX 5.5

Rev.



Spaces to be coned off prior to delivery



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AMENDMENTS

REF.	DATE	DESCRIPTION

ADL Job No. 4364

Project
GREGGS,
BICESTER

Title
DELIVERY MANAGEMENT PLAN:
CONES

Date
15/06/2021

Drawn
MAW

Checked
Date

Approved
Date

Scale
1:250 @ A3

Drg No.
APPENDIX 5.6

Rev.

PROPOSED TRAFFIC FLOWS

6.1	Drive Thru Operations, Baseline Traffic & Customer Surveys Summary Report
6.2	Development Flows
6.3	Total Flows

Costa Ltd

Drive Thru Operations, Baseline Traffic & Customer Surveys

Summary Report

Project Reference: 1604-09/TN/01

Technical Note: Survey Results Summary

1 INTRODUCTION

- 1.1
- Transport Planning Associates has been instructed by Costa Limited to review the traffic generation, modal share and traffic related aspects of its Drive-Thru sites across England. The results of the review will be used to support future Costa Drive-Thru planning applications.
- 1.2
- In order to provide a representative sample of ‘average’ sites, those considered to be ‘top’ and ‘bottom end’ performers were excluded from the list of Costa sites, to leave the mid-band performers from which to select the sites. The sites selected were located in Didcot, Cambridge, Bedford, Warrington, Sheffield and Banbury, details of which are provided in the table below, with location plans of the sites included at **Appendix A**.

Table 1 Site Locations

Site Location	Description	Passing Traffic
Cambridge	Roadside off A428, shared with McDonald's Drive Thru. Shared parking.	27,865
Warrington	Prominent roundabout location. Shared with supermarket and small retail parade.	49,953
Didcot	Urban roadside (A4130) off the A34, next to petrol garage and McDonald's. 36 car parking spaces	63,042
Bedford	Retail park location, including M&S Simply Food. Shared parking.	28,957
Sheffield	Opposite Meadowhall Shopping Centre and next to large Next superstore. 20 car parking spaces.	28,336
Banbury	Urban roadside off A road into town centre.	32,496

1.3 To identify traffic generation and activity, traffic surveys were commissioned to record the following:

- Peak hour traffic flows;
- The pass-by and diverted trips to the site;
- Maximum queues at drive thru;
- Vehicle occupants; and,
- Age range of visitors.

1.4 The surveys were conducted by PCC Traffic Information Consultancy, on one weekday, and one Saturday over two weeks. The number of vehicles driving in and out of the site, were observed at 15-minute intervals between 6am and 7pm, with an interviewer stationed at the drive-thru. A copy of the questionnaire, and the survey results is included in **Appendix B**.

2 SURVEY RESULTS

Peak Hour Traffic Generation

2.1 Peak hour traffic flows were observed from both weekday, and Saturday surveys for all six sites. As the peak times varied for each site, two-way traffic flows were observed during the two busiest hours on each day (weekday and Saturday) for each site.

2.2 Peak hour traffic generation is summarised in the tables below, which show the survey results for the following:

- Total vehicles accessing the site (car park and drive-thru)
- Car park traffic generation; and,
- Drive-thru traffic generation.

Table 2 Total Peak Hour Traffic Attraction

Site	Weekday				Saturday			
	AM Peak		PM Peak		AM Peak		PM Peak	
	In	Out	In	Out	In	Out	In	Out
Cambridge*	231	240	247	234	223	216	217	219
Warrington*	291	253	259	258	273	244	259	250
Didcot	100	93	75	79	108	101	102	97
Bedford	72	71	59	66	72	70	69	62

Sheffield	87	83	79	79	57	60	58	54
Banbury	84	72	71	65	104	79	89	110
Average**	86	80	71	72	85	78	80	81

*Cambridge & Warrington entry points shared with other uses

**Excludes Cambridge & Warrington

2.3 The table shows the sites at Warrington and Cambridge generate the highest movements on both weekdays and Saturdays. This correlates to the location of the sites, with the Cambridge site in a prominent location on the side of the A428, and the Warrington site situated on a roundabout off the A49, next to a supermarket.

2.4 The correlation between site location and the volume of vehicles is also reflected in the trip generation for the other sites, whereby the sites in less prominent locations, generated less trips.

Table 3 Car Park Peak Hour Traffic Generation

Site	Weekday				Saturday			
	AM Peak		PM Peak		AM Peak		PM Peak	
	In	Out	In	Out	In	Out	In	Out
Cambridge*	183	192	218	205	188	181	190	192
Warrington*	265	227	238	237	232	203	236	227
Didcot	68	61	52	56	78	71	72	67
Bedford	40	39	42	49	46	44	42	35
Sheffield	71	67	63	63	46	49	47	43
Banbury	51	39	45	39	78	53	63	84
Average**	58	52	49	52	62	54	56	57

*Cambridge & Warrington entry points shared with other uses

**Excludes Cambridge & Warrington

2.5 The average number of vehicles using the car park on weekdays is 217 during the AM peak, and 218 trips during the PM peak. This equates to approximately 3.6 vehicles per minute in both the AM and PM peak hours. At weekends, the number of trips during the busiest hours decrease by 5 vehicles during the AM peak, and by 7 vehicles during the PM peak.

Table 4 Drive-Thru Peak Hour Traffic Generation

Site	Weekday		Saturday	
	AM Peak	PM Peak	AM Peak	PM Peak
Didcot	27	23	30	30
Cambridge	48	29	35	27
Bedford	32	17	26	27
Warrington	26	21	41	23
Sheffield	16	16	11	11
Banbury	33	26	26	26
Average	30	22	28	24

- 2.6 The table shows that the number of vehicles using the drive-thru lane ranged from 11 to 48 vehicles during the peak hours across the sites. The site at Cambridge generated the highest number of vehicles using the drive-thru lane, while the site at Sheffield generated the lowest.

Pass-by/Diverted Trips

- 2.7 While considering the potential number of vehicular trips to each site during the peak hours, the surveys also ascertained whether the purpose of the trips were to visit Costa only, or whether they were part of a pass-by, or diverted trip while travelling to somewhere else. The survey identified the reasons for visits as 'commuting to/from work', 'on the school run', 'shopping' or 'other'.
- 2.8 The percentages of pass-by/diverted trips for each site, as well as an overall average, is summarised in Table 5.

Table 5 Pass-by and Diverted Trips

Site	Pass-by and Diverted Trips (%)	
	Weekday	Saturday
Didcot	89.59	81.45
Cambridge	94.62	89.11
Bedford	82.81	95.11
Warrington	98.44	93.91
Sheffield	79.23	77.94
Banbury	98.03	90.10
Average	90	88

- 2.9 The results showed that 98% of trips to the sites located in Warrington and Banbury were pass-by or diverted trips on weekdays. This percentage reduced slightly at both sites on Saturdays, when the percentage of pass-by trips was 94% at Warrington, and 90% at Banbury. In other words, the sites generated little traffic in their own right.
- 2.10 The site at Sheffield generated a higher number of primary purpose trips in comparison with the other sites; 79% of the total number of trips were recorded as pass-by or diverted on weekdays, and 78% were recorded as pass-by on weekends. This site, unlike the sites at Banbury and Warrington, is located opposite a shopping centre, and next to a clothing superstore. With this site also generating the lowest number of vehicles at the drive-thru, as previously mentioned, it is considered that this site's location is more likely to generate primary purpose trips.
- 2.11 The table shows that, as an overall average, approximately 90% of trips to the sites were pass-by, or diverted trips on weekdays, and 88% were pass-by or diverted trips on a Saturday. This suggests that the sites do not generate a significant number of primary purpose trips during the week, and at weekends, when primary trips for leisure purposes are more likely to occur, only up to 12% of visits to the sites were primary purpose trips.

Queues

- 2.12 As well as the number of vehicles visiting the site, the maximum queue length at the drive-thru, and time of day that the queue occurred, was also observed. The queues and times that were recorded for each site, as well as the average queue length and time of occurrence for all sites, are set out in the table below.

Table 6 Queue Lengths – Maximum Recorded Queues

Location	Weekday		Saturday	
	Max Q.	Time	Max Q.	Time
Didcot	5	07:30-07:45	8	10:15-10:30
Cambridge	9	07:45-08:00*	9	10:30-10:45
Bedford	9	14:45-15:00	7	10:15-10:30
Warrington	8	07:30-07:45	10	10:15-10:45**
Sheffield	6	07:45-08:00	4	08:00-08:15+
Banbury	3	06:45-07:00++	4	12:00-12:15
Average	7		7	

*Also 09:30-09:45

**10 vehicle max queue recorded in two consecutive periods

+Also 09:45-10:00 and 11:15-11:30

++Also 08:30-08:45

- 2.13 The table shows that the mean maximum queue length was 7 vehicles, occurring on weekdays and Saturdays. The longest queue recorded was 10 vehicles, at Warrington, on the Saturday.
- 2.14 It should be noted that the maximum queue occurring in each 15 minutes was recorded, rather than a 'snapshot' recording. For all six sites, the maximum queue length reduced in the following 15 minute interval on both weekdays and weekends, with the exception of the site at Bedford where the maximum queue length stayed the same during the following 15 minute interval on Saturday. This suggests that queues would have only reached the maximum vehicle length for short periods of time.
- 2.15 For four out of the six sites, the number of vehicles queuing was at a maximum during at least one of the two peak hours on both days. The remaining two sites, located in Cambridge and Sheffield, recorded the maximum queue during the 15 minute period preceding one of the two peak hours.

Vehicle Occupants

- 2.16 Although not a usual traffic issue, the number of occupants per vehicle was also recorded, and is summarised in Table 7.

Table 7 Vehicle Occupants

Site No.	Location	Average Vehicle Occupants	
		Weekday	Saturday
1	Didcot	1	2
2	Cambridge	1	2
3	Bedford	1	2
4	Warrington	1	2
5	Sheffield	1	2
6	Banbury	1	1
Average		1	2

- 2.17 The table above shows that the average number of vehicle occupants across the sites equated to 1 occupant per vehicle on weekdays, and up to 2 at weekends. Results were consistent across all sites, except at the Banbury site, where the average number of vehicle occupants was 1 on a Saturday.

Age Groups

- 2.18 As well as the number of visitors travelling to the site by car, the survey also obtained the age range of visitors for both weekdays and Saturdays, a summary of which is set out in Table 8.

Table 8 Age Range of Visitors to Costa Sites

Day	Site	Visitor Age Range (%)		
		18-30	30-50	50+
Weekday	Didcot	43.2	51.4	5.5
	Cambridge	38.5	50.8	10.8
	Bedford	45.7	47.5	6.8
	Warrington	30.5	44.9	24.6
	Sheffield	31.54	61.5	6.9
	Banbury	34.2	42.1	23.7
Average Weekday		37	50	13
Saturday	1 - Didcot	56.1	39.5	4.4
	2 - Cambridge	36.7	54	9.3
	3 - Bedford	41.3	51.6	7.1
	4 - Warrington	31.3	49.6	19.1
	5 - Sheffield	36	58.8	5.2
	6 - Banbury	41.1	44.1	14.9
Average Saturday		40	50	10
Average (Total)		39	50	11

- 2.19 The results from the survey suggest that the majority of visitors were aged 30-50, with 50% of survey participants in this category. By a difference of 11% overall, the 18-30 age range also made a significant contribution to the overall number of visitors.
- 2.20 Across all sites, the 50+ age group contributed to less than 25% of trips to the site, while the other two categories varied slightly as the most common age group. The difference between these two groups ranged from 3% to 30% across both weekdays and weekend.
- 2.21 Five out of the six sites showed that the 30-50 group was the most common age range of visitors across both days, with the one exception at Site 1, Didcot, where 56% of the visitors on the Saturday were aged 18-30, while 40% of the visitors were aged 30-50.

Car Park Demand

- 2.22 Car park demand has been calculated from the entry and exit profile, at the four sites with dedicated vehicle access. Table 9

Table 9 Site Locations

Site Location	Peak Car Park Demand		Car Park Capacity
	Weekday	Saturday	
Didcot	22	30	36
Bedford	13	12	20
Sheffield	30*	23	24
Banbury	22	34	34

*Car park full with 6 vehicles in DT lane / circulating

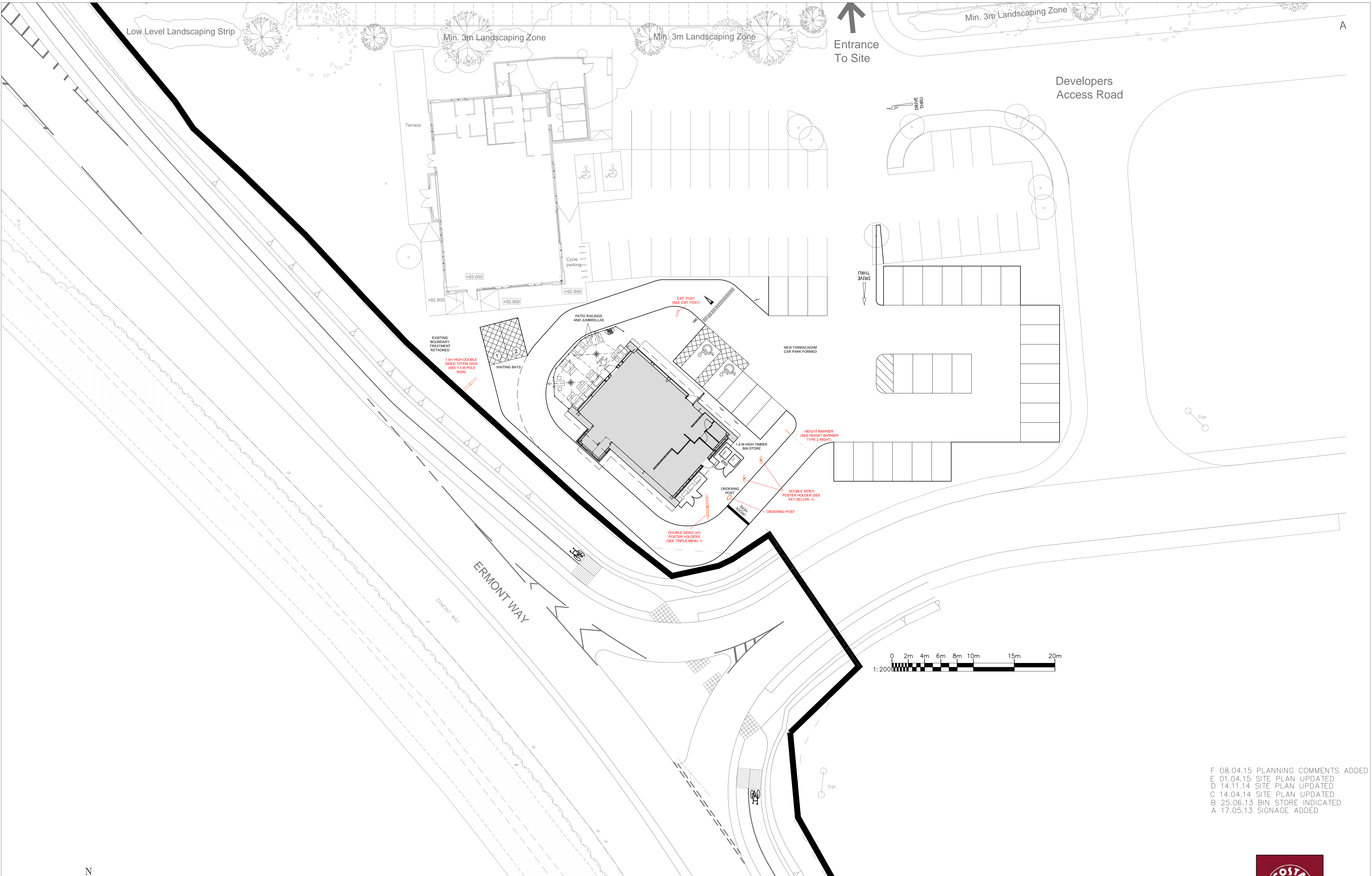
- 2.23 The parking demand results show that most of the parking areas were well utilised, with Sheffield and Banbury being full during peak hours. Survey staff indicated that the Cambridge and Warrington car parks also filled during peak hours, with the Cambridge site being particularly busy, for extended periods of the day.

3 SUMMARY

- 3.1 The surveys showed that the average number of peak hour vehicle arrivals at the four sites with separate car parks was 86 on weekday mornings and 71 during the weekday PM peaks. On Saturdays, the mean average of vehicles entering the sites was 85 vehicles in the AM peak and 80 during the PM peak. Of these trips, the majority (90%) were pass-by or diverted, with a slight increase in primary purpose trips on weekends.
- 3.2 The surveys also showed that the location of sites correlated to the traffic attraction, and the purpose of visit to each site. In terms of pass-by/diverted trips, the sites at Warrington and Banbury generated the highest number of trips, and the site at Sheffield generated the lowest.
- 3.3 In terms of queues, the average maximum queue length across the sites was 7 vehicles.

The surveys also obtained the number of occupants per vehicle, as well as the age range of visitors to the site. The results showed that the average number of occupants was 1 on weekdays, and up to 2 at weekends, and also that the most common age range of visitors was between 30 and 50, across both weekdays and weekends.

APPENDIX A

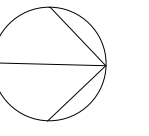
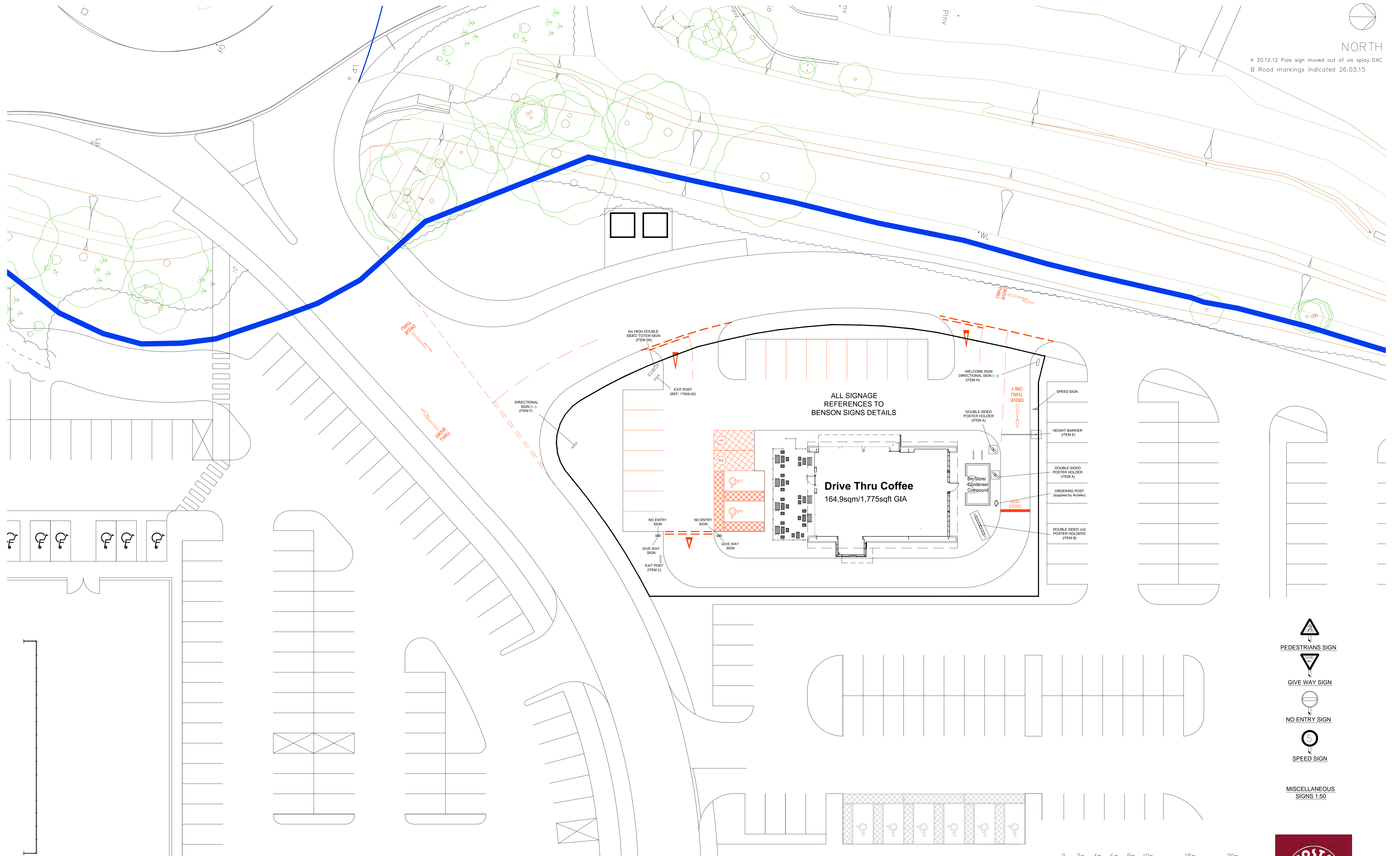


PROPOSED COSTA COFFEE — ERMONT WAY, BANBURY
SITE LAYOUT 1:200@A1

F 08.04.15 PLANNING COMMENTS ADDED
E 01.04.15 SITE PLAN UPDATED
D 14.11.14 SITE PLAN UPDATED
C 14.04.14 SITE PLAN UPDATED
B 25.06.13 BIN STORE INDICATED
A 17.05.13 SIGNAGE ADDED



DRAWING No
BN-01F



NORTH

A 20.12.12 Pole sign moved out of vis splay DAC
B Road markings indicated 26.03.15

- PEDESTRIANS SIGN
- GIVE WAY SIGN
- NO ENTRY SIGN
- SPEED SIGN

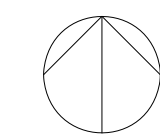
MISCELLANEOUS
SIGNS 1:50



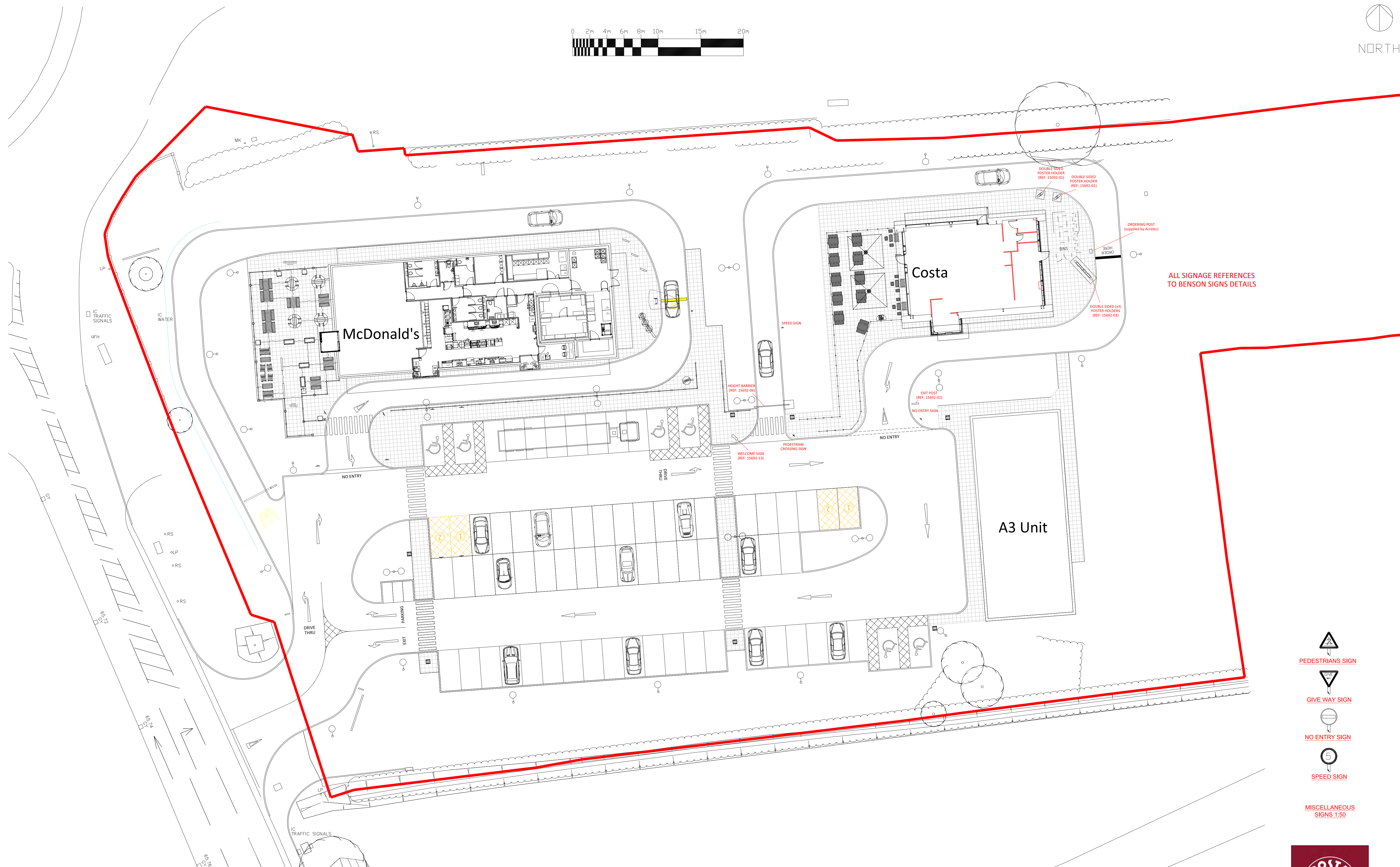
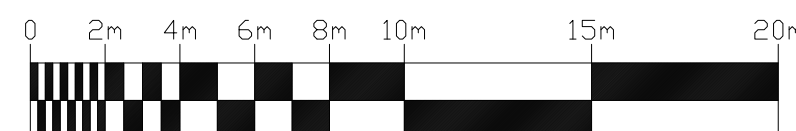
DRAWING No
BD-01B

PROPOSED COSTA COFFEE — BEDFORD INTERCHANGE

ADVERTS PLAN 1:200 @ A1



NORTH



ALL SIGNAGE REFERENCES
TO BENSON SIGNS DETAILS

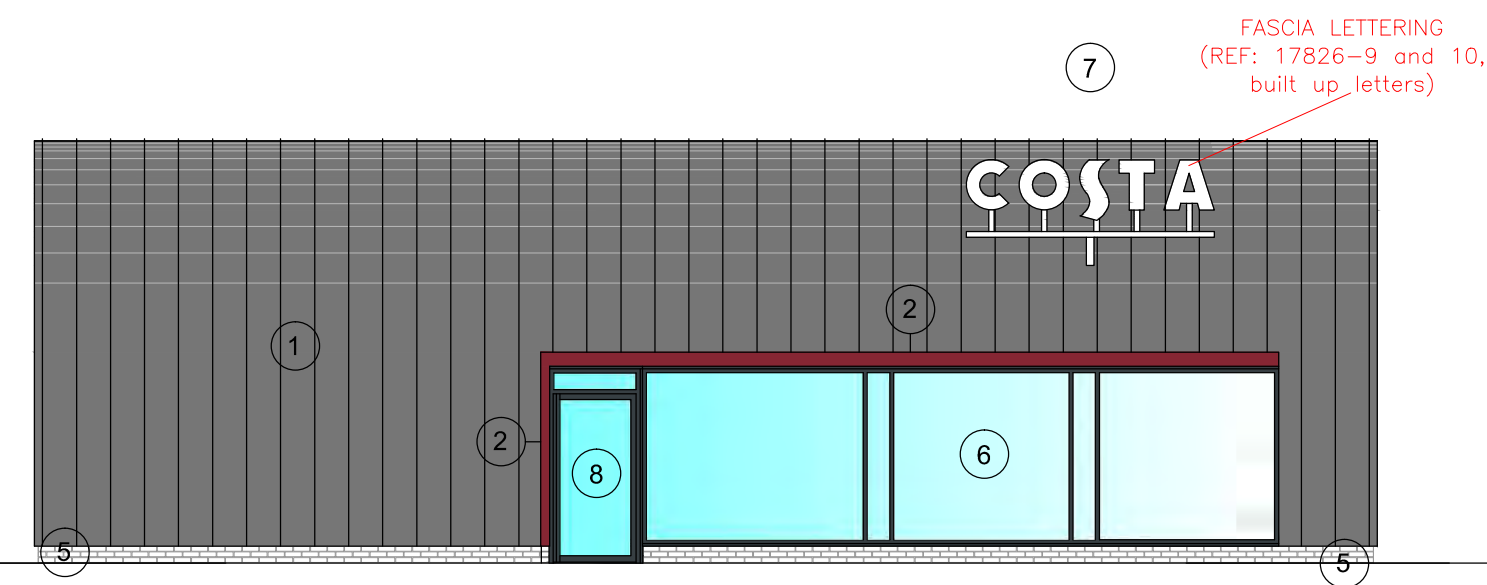


MISCELLANEOUS
SIGNS 1:50

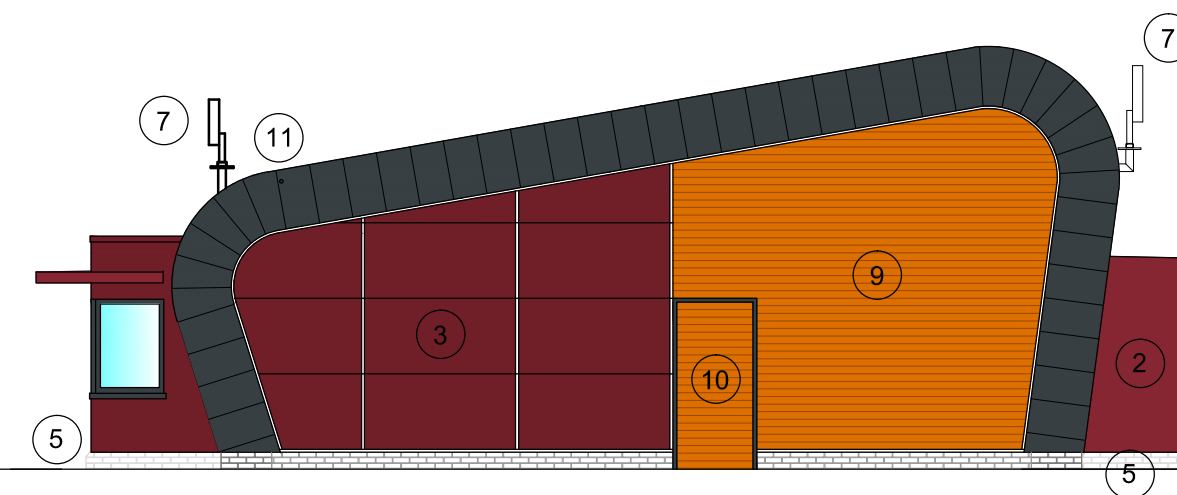


DRAWING No
CG-01c

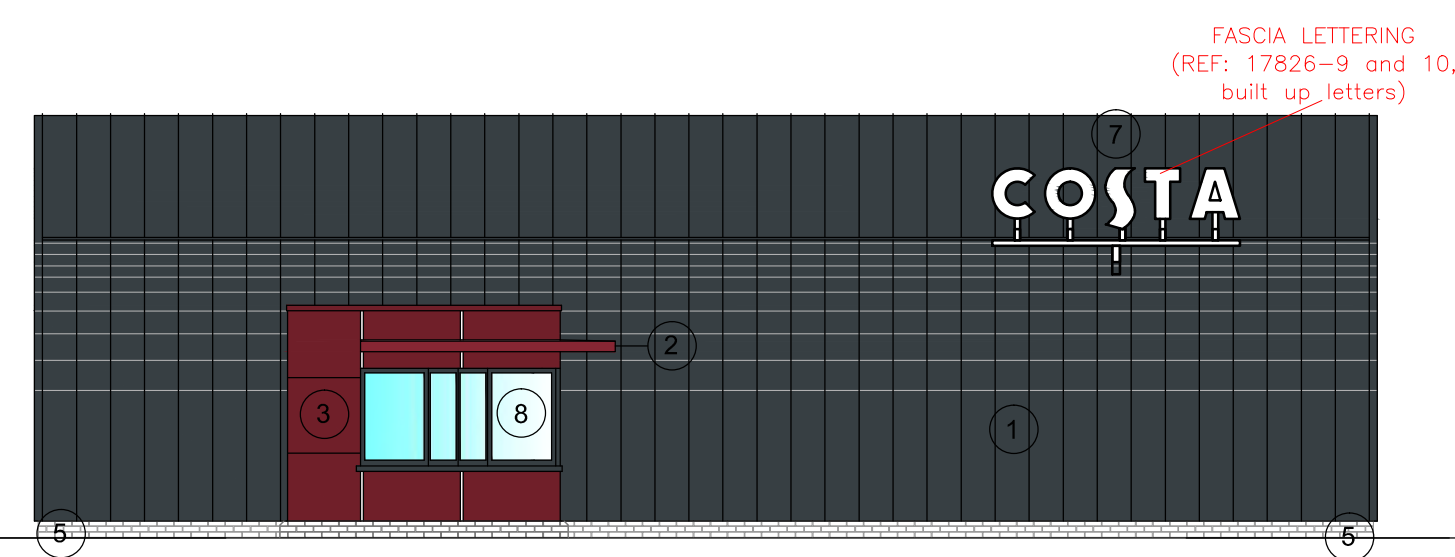
PROPOSED COSTA COFFEE — A428, CAXTON GIBBET
ADVERTS PLAN 1:200 @ A1



WEST ELEVATION



NORTH ELEVATION

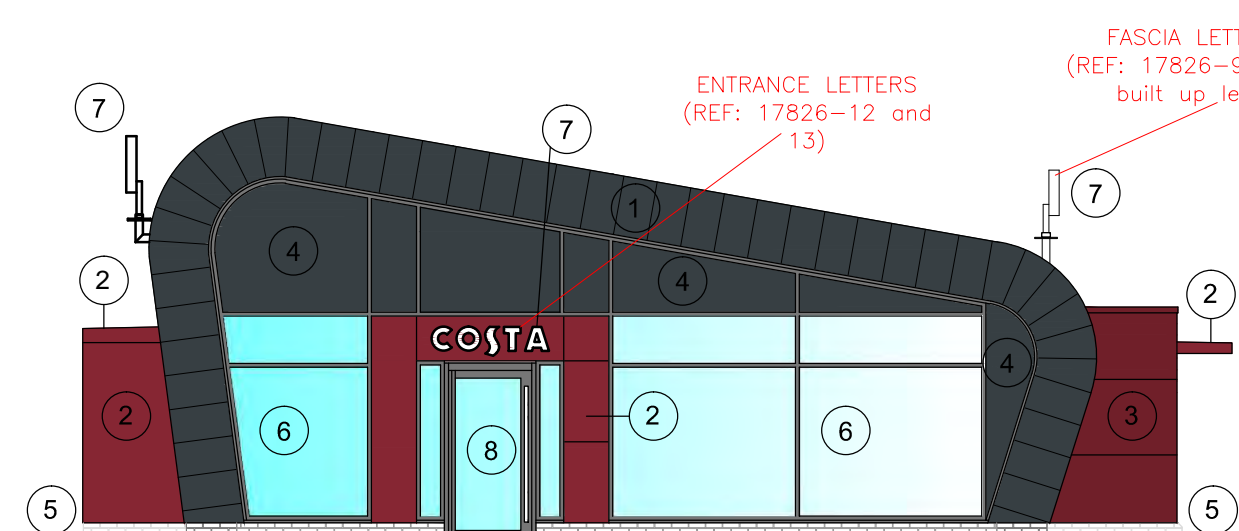


EAST ELEVATION

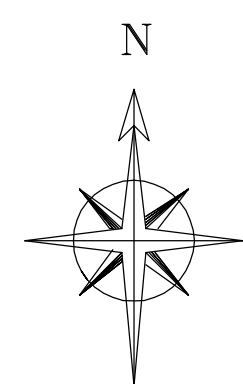
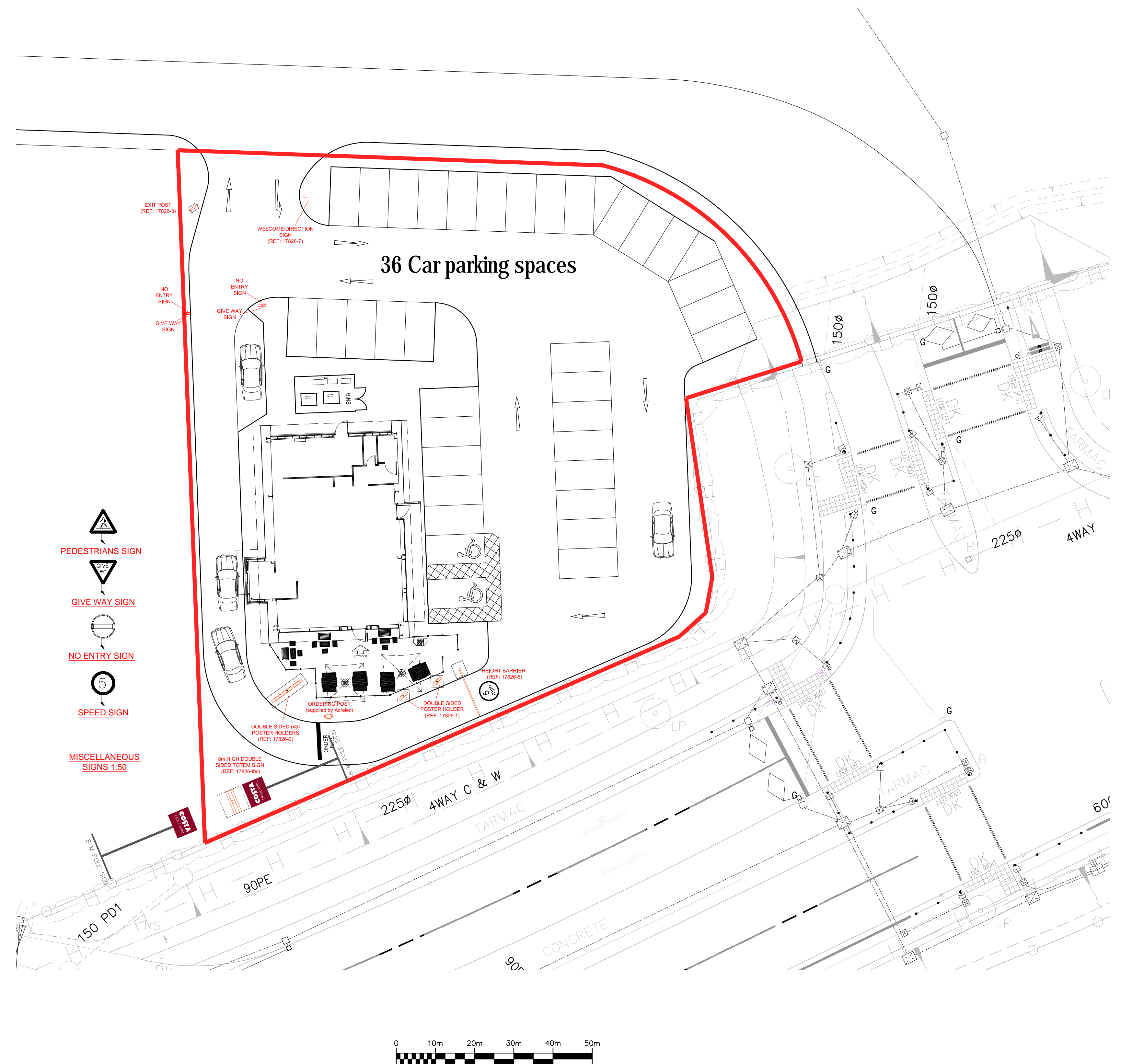
FASCIA LETTERING
(REF: 17826-9 and 10,
built up letters)

Materials Key

1. Euroced Vario profile - colour 7016 Anthracite grey - steel
2. HPS200 ultra thin and matching end caps / flashing
3. 2mm thick aluminium panel - powder coated Pantone 202c
4. Kingspan Architectural Wall Panel (AWP) - Shiraz XL Forte (RAL 3004)
5. Kingspan Architectural Wall Panel (AWP) - Anthracite XL Forte (RAL 7016)
6. Blue engineering brick
7. Double glazed low-e toughened curtain walling - frame colour RAL 7016, Anthracite Grey
8. Signage - to Benson Signs details
9. Aluminium framed doors / windows - colour RAL 7016, Anthracite Grey
10. Thermowood timber cladding
11. Thermowood clad external steel door
12. Rainwater overflow pipe



SOUTH ELEVATION



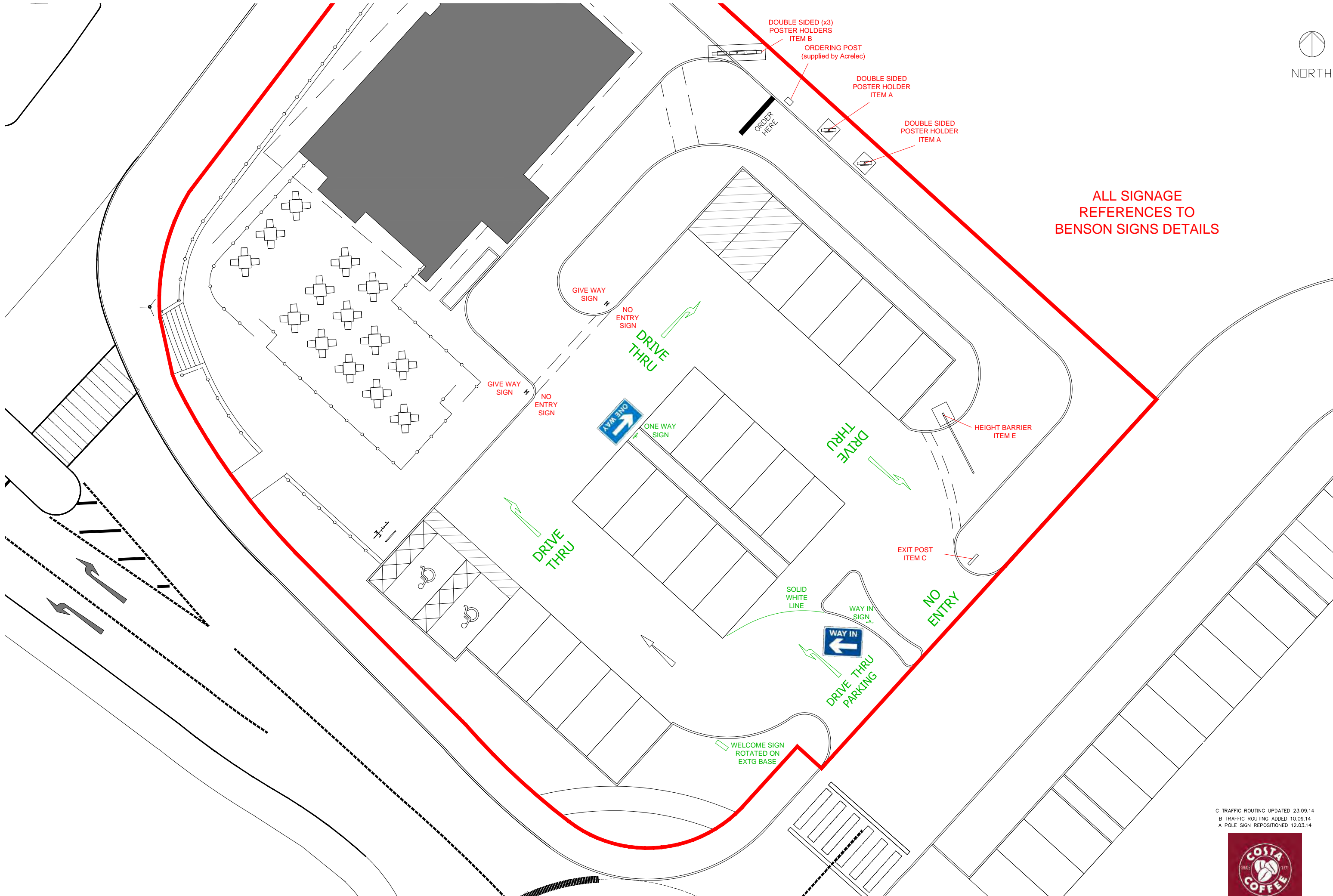
PROPOSED COSTA COFFEE – DIDCOT
ELEVATIONS 1:100@A1 SITE LAYOUT 1:200@A1



DRAWING No
DIDCOT - 02B

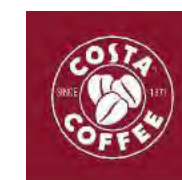


ALL SIGNAGE
REFERENCES TO
BENSON SIGNS DETAILS



PROPOSED COSTA COFFEE – MEADOWHALL, SHEFFIELD
ADVERTS PLAN 1:200 @ A3

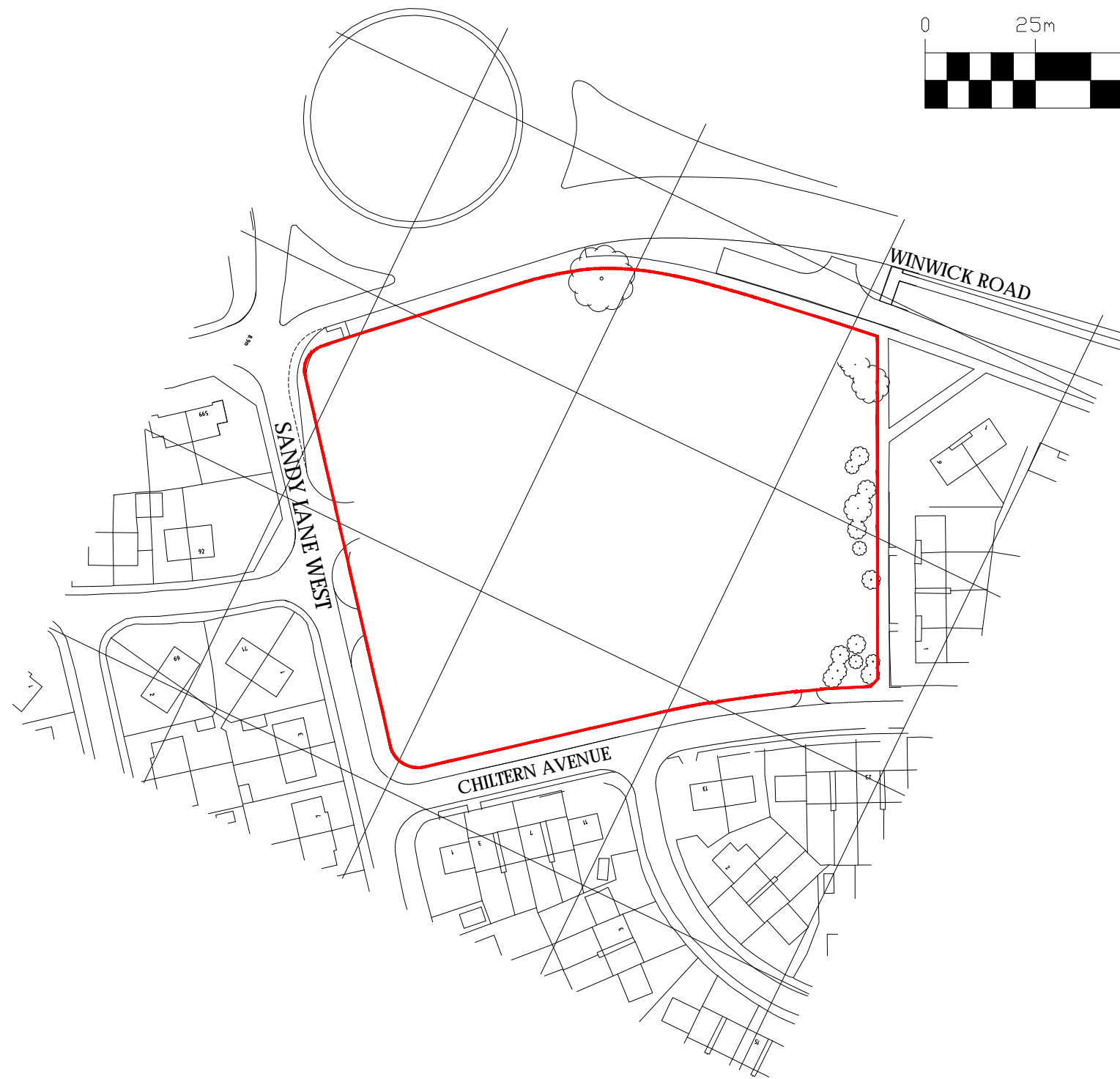
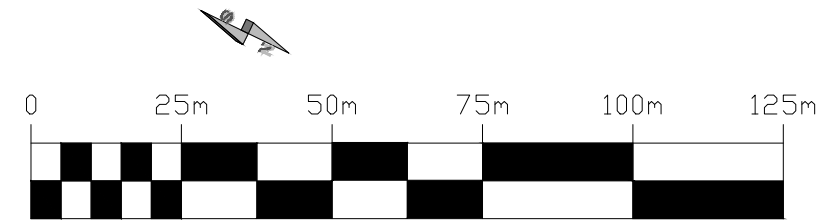
C TRAFFIC ROUTING UPDATED 23.09.14
B TRAFFIC ROUTING ADDED 10.09.14
A POLE SIGN REPOSITIONED 12.03.14



DRAWING No
SF-01C



NORTH



PROPOSED COSTA COFFEE – WINWICK ROAD WARRINGTON
LOCATION PLAN 1:1250 @ A3



DRAWING No
WA-03

APPENDIX B

Time	Car Park	
	Ins	Outs
06:00 - 06:15	2	2
06:15 - 06:30	6	5
06:30 - 06:45	5	5
06:45 - 07:00	6	3
07:00 - 07:15	4	5
07:15 - 07:30	6	8
07:30 - 07:45	8	5
07:45 - 08:00	4	6
08:00 - 08:15	8	7
08:15 - 08:30	9	8
08:30 - 08:45	8	9
08:45 - 09:00	9	6
09:00 - 09:15	13	5
09:15 - 09:30	6	11
09:30 - 09:45	8	9
09:45 - 10:00	13	12
10:00 - 10:15	12	11
10:15 - 10:30	9	10
10:30 - 10:45	13	9
10:45 - 11:00	12	14
11:00 - 11:15	11	11
11:15 - 11:30	14	15
11:30 - 11:45	12	10
11:45 - 12:00	11	8
12:00 - 12:15	15	12
12:15 - 12:30	25	13
12:30 - 12:45	11	13
12:45 - 13:00	27	15
13:00 - 13:15	20	20
13:15 - 13:30	13	21
13:30 - 13:45	10	30
13:45 - 14:00	20	13
14:00 - 14:15	8	8
14:15 - 14:30	17	12
14:30 - 14:45	15	20
14:45 - 15:00	10	10
15:00 - 15:15	7	19
15:15 - 15:30	8	9
15:30 - 15:45	6	4
15:45 - 16:00	6	8
16:00 - 16:15	5	6
16:15 - 16:30	5	8
16:30 - 16:45	4	5
16:45 - 17:00	12	10
17:00 - 17:15	9	5
17:15 - 17:30	4	7
17:30 - 17:45	5	4
17:45 - 18:00	6	8
18:00 - 18:15	4	6
18:15 - 18:30	5	3
18:30 - 18:45	7	7
18:45 - 19:00	6	2
TOTALS	499	492

Drive Through	
Ins	Max Queue
1	1
6	2
4	1
6	1
5	1
6	2
6	2
4	1
8	1
7	2
4	1
5	1
7	2
4	1
5	1
8	2
9	2
7	2
7	3
6	2
5	2
8	4
5	1
6	2
7	2
7	2
5	1
7	1
3	1
6	2
5	2
4	1
3	1
4	1
3	1
4	1
3	1
2	1
2	1
4	2
4	1
2	1
2	1
4	1
2	1
3	1
4	1
4	1
257	

Car Park		
Time	Ins	Outs
06:00 - 06:15	3	3
06:15 - 06:30	8	4
06:30 - 06:45	5	8
06:45 - 07:00	8	10
07:00 - 07:15	4	4
07:15 - 07:30	4	2
07:30 - 07:45	6	4
07:45 - 08:00	8	12
08:00 - 08:15	14	8
08:15 - 08:30	14	10
08:30 - 08:45	13	10
08:45 - 09:00	10	11
09:00 - 09:15	8	6
09:15 - 09:30	15	10
09:30 - 09:45	7	11
09:45 - 10:00	10	14
10:00 - 10:15	8	7
10:15 - 10:30	9	11
10:30 - 10:45	8	8
10:45 - 11:00	3	5
11:00 - 11:15	14	9
11:15 - 11:30	11	9
11:30 - 11:45	9	8
11:45 - 12:00	11	13
12:00 - 12:15	11	7
12:15 - 12:30	8	7
12:30 - 12:45	13	8
12:45 - 13:00	6	10
13:00 - 13:15	10	3
13:15 - 13:30	12	11
13:30 - 13:45	6	11
13:45 - 14:00	7	11
14:00 - 14:15	7	10
14:15 - 14:30	6	5
14:30 - 14:45	9	9
14:45 - 15:00	4	9
15:00 - 15:15	3	2
15:15 - 15:30	6	6
15:30 - 15:45	5	5
15:45 - 16:00	9	6
16:00 - 16:15	4	6
16:15 - 16:30	3	5
16:30 - 16:45	4	8
16:45 - 17:00	2	4
17:00 - 17:15	5	3
17:15 - 17:30	7	3
17:30 - 17:45	3	5
17:45 - 18:00	6	7
18:00 - 18:15	2	2
18:15 - 18:30	0	2
18:30 - 18:45	5	3
18:45 - 19:00	5	5
TOTALS	378	370

Drive Through	
Ins	Max Queue
2	1
8	2
5	1
7	3
3	1
3	1
4	1
6	2
7	2
8	2
10	3
8	2
5	1
7	2
6	1
6	2
6	2
4	1
4	1
2	1
9	2
4	1
6	2
7	2
5	2
3	1
7	2
4	1
4	1
6	2
2	1
3	1
4	1
2	1
3	1
2	1
1	1
3	1
2	1
3	1
3	1
1	1
2	1
0	0
0	0
3	1
1	1
4	1
0	0
0	0
1	1
2	1
208	

1. Is the purpose of your trip for Costa only or on your way to elsewhere? Costa only: YES/NO

2. If elsewhere, is it

- a. Commute to/from work
- b. Shopping trip
- c. School run
- d. Other (Specify)

3a. Origin Postcode:

3b. Home or Work?

4. Approximate age:

18-30

30-50

50+

5. Sex MALE/FEMALE

6. Vehicle occupants:

Time	Q1	Q2	Q3a	Q3b	Q4	Q5	Q6
06:08	No	a	OX16	Home	a	Male	1
06:19	No	a	OX16	Home	b	Male	1
06:22	No	a	OX17	Home	a	Female	1
06:27	No	a	OX16	Home	b	Male	1
06:34	No	a	NN33	Home	b	Male	1
06:41	No	Social	CV47	Home	a	Male	1
06:43	No	a	OX16	Home	b	Female	1
06:46	No	a	OX16	Home	b	Male	1
06:50	No	a	NN11	Work	a	Male	1
06:52	No	a	OX15	Home	b	Male	1
06:53	No	a	OX16	Home	a	Male	1
06:56	No	a	OX16	Home	b	Male	2
07:00	No	a	OX16	Home	b	Male	1
07:04	No	Leisure	OX16	Home	c	Male	2
07:10	No	a	OX16	Home	b	Male	1
07:13	No	a	OX16	Home	a	Male	2
07:16	No	a	OX16	Home	b	Male	1
07:20	Yes		OX16	Home	a	Male	1
07:21	No	a	OX16	Home	a	Male	2
07:25	No	b	OX16	Home	a	Male	1
07:29	No	a	OX16	Home	b	Female	1
07:33	No	Social	NN11	Home	b	Male	1
07:36	No	a	OX16	Home	b	Male	1
07:38	No	a	OX16	Home	a	Male	1
07:40	No	a	OX17	Home	a	Male	1
07:41	No	a	OX16	Home	a	Male	1
07:43	Yes		OX17	Home	a	Male	1
07:50	No	Holiday	OX16	Home	a	Male	1
07:56	No	a	OX16	Home	b	Male	1
08:01	No	a	OX16	Home	b	Male	1
08:04	No	c	OX17	Home	b	Female	2
08:06	No	a	NN11	Home	c	Female	1
08:07	No	a	OX16	Home	a	Male	1
08:09	No	a	OX16	Home	c	Male	1
08:10	No	a	OX16	Home	a	Male	1
08:13	No	a	OX16	Home	b	Female	2
08:16	No	a	OX16	Home	b	Female	1
08:20	No	a	OX16	Home	b	Male	1
08:21	No	a	OX16	Home	a	Male	1
08:22	No	a	OX16	Home	a	Male	2
08:25	No	a	OX16	Home	a	Female	1
08:26	No	a	OX16	Home	b	Female	1
08:28	Yes		OX16	Home	c	Male	1
08:30	No	a	OX16	Home	c	Male	1
08:35	No	a	OX16	Home	a	Male	1
08:44	No	a	OX16	Home	a	Female	1
08:49	No	a	OX16	Home	c	Male	1
08:51	No	a	NN11	Home	b	Male	1

Summaries	
Costa only	20
Commuting to/from work	76
Shopping	67
School run	2
Other	37
From home	200
From work	2
Aged 18-30	83
Aged 30-50	89
Aged 50+	30
Males	111
Females	91
Average Occupants	1

08:52	No	Dog walker	OX16	Home	b	Female	1
08:54	No	Leisure	OX15	Home	c	Male	1
09:02	Yes		OX15	Home	c	Male	1
09:03	No	a	OX16	Home	b	Female	1
09:04	Yes		OX17	Home	b	Female	1
09:06	No	c	CV26	Home	b	Male	2
09:07	No	b	OX16	Home	b	Female	2
09:11	No	a	OX15	Home	b	Male	2
09:17	No	Social	OX16	Home	a	Female	1
09:21	No	Social	OX16	Home	c	Female	1
09:36	No	b	NN11	Home	c	Male	2
09:37	No	Leisure	OX4	Home	b	Male	1
09:41	Yes		OX16	Home	a	Female	2
09:44	No	Social	OX16	Home	a	Male	1
09:45	Yes		OX16	Home	a	Male	1
09:48	No	Leisure	OX16	Home	a	Male	1
09:52	No	a	OX17	Home	a	Male	1
09:53	No	Leisure	OX17	Home	a	Female	1
09:53	No	a	OX16	Home	b	Male	1
09:56	No	b	OX16	Home	a	Male	1
09:57	No	b	OX16	Home	a	Female	1
09:59	No	a	OX16	Home	a	Male	1
10:02	No	b	NN13	Home	b	Male	1
10:14	No	a	OX16	Work	b	Male	1
10:16	No	Social	OX16	Home	a	Female	1
10:21	Yes		OX16	Home	a	Female	1
10:32	Yes		OX15	Home	a	Male	1
10:35	No	Leisure	OX28	Home	b	Male	1
10:37	No	b	OX17	Home	b	Female	1
10:38	No	Social	OX17	Home	a	Female	2
10:39	No	b	OX15	Home	c	Male	1
10:39	Yes		OX16	Home	a	Female	1
10:40	No	a	B61	Home	a	Female	1
10:41	No	a	OX15	Home	b	Female	1
10:43	No	a	OX15	Home	a	Male	1
10:46	No	Social	OX16	Home	c	Female	3
10:47	No	b	NN33	Home	c	Male	2
10:48	No	Leisure	OX17	Home	a	Female	1
10:50	Yes		OX16	Home	c	Male	2
10:52	No	a	OX16	Home	b	Female	2
11:03	No	a	OX15	Home	c	Female	1
11:05	No	b	OX26	Home	b	Female	1
11:08	No	a	OX16	Home	a	Male	2
11:09	Yes		OX16	Home	a	Male	1
11:10	No	b	CV37	Home	c	Female	2
11:12	No	b	OX17	Home	b	Male	2
11:13	No	b	OX16	Home	c	Female	2
11:15	No	b	OX16	Home	b	Female	4
11:16	No	b	OX17	Home	c	Male	2
11:17	No	b	NN11	Home	b	Female	3
11:20	No	b	OX15	Home	a	Female	2
11:22	No	b	OX17	Home	a	Male	2
11:23	No	b	OX16	Home	a	Male	2
11:25	Yes		OX16	Home	c	Female	2
11:27	No	b	OX16	Home	c	Female	1
11:29	No	b	OX17	Home	a	Male	1
11:30	Yes		OX15	Home	a	Female	2
11:32	No	a	OX15	Home	a	Female	1
11:33	No	a	OX16	Home	b	Female	2
11:35	No	a	OX17	Home	b	Male	1
11:40	No	b	OX17	Home	b	Female	1
11:43	No	Social	NN11	Home	b	Male	4
11:45	No	b	OX16	Home	a	Female	1
11:48	No	b	OX16	Home	c	Female	1
11:51	No	b	OX17	Home	c	Female	2
11:55	No	a	OX17	Home	b	Male	2
11:57	No	b	OX17	Home	c	Female	2
11:59	No	Social	CV32	Home	b	Male	2
12:01	Yes		OX16	Home	b	Female	1
12:02	No	a	OX16	Home	a	Male	1

12:05	No	a	OX16	Home	a	Female	1
12:08	No	Social	OX17	Home	a	Male	2
12:11	No	Leisure	OX17	Home	a	Male	1
12:12	No	Social	OX25	Home	b	Female	1
12:14	No	b	OX26	Home	a	Female	1
12:17	No	b	OX16	Home	a	Female	1
12:24	No	b	OX16	Home	a	Female	1
12:24	No	Social	MK44	Home	a	Male	2
12:32	No	Social	OX17	Home	a	Male	2
12:34	No	b	OX16	Home	b	Male	1
12:35	No	b	OX17	Home	b	Male	1
12:36	No	Leisure	HP11	Home	b	Female	2
12:40	No	a	NN13	Home	a	Female	1
12:42	No	Social	OX16	Home	b	Female	2
12:45	No	b	OX16	Home	a	Male	1
12:48	No	b	OX12	Home	b	Female	1
12:52	No	b	OX16	Home	b	Female	4
12:56	No	a	OX16	Home	a	Female	1
12:57	No	a	NN13	Home	a	Male	1
12:59	No	a	OX17	Home	a	Male	1
13:04	No	a	OX16	Home	b	Male	1
13:07	No	Social	OX25	Home	b	Male	1
13:09	No	Leisure	CV25	Home	b	Female	2
13:17	Yes		CV25	Home	b	Male	1
13:21	Yes		OX16	Home	b	Male	2
13:25	No	Social	OX25	Home	b	Male	1
13:44	No	b	OX16	Home	a	Female	2
13:48	No	b	OX16	Home	a	Female	2
13:52	No	b	OX16	Home	a	Female	1
13:54	No	b	OX28	Home	b	Female	2
13:59	No	b	OX16	Home	b	Female	2
14:01	No	b	OX15	Home	a	Female	2
14:05	No	b	OX17	Home	b	Female	1
14:09	No	Social	CV36	Home	a	Male	2
14:13	No	Leisure	OX16	Home	c	Male	2
14:15	No	b	OX16	Home	a	Female	2
14:16	No	a	OX16	Home	a	Male	1
14:18	Yes		OX16	Home	a	Female	1
14:19	No	Social	OX16	Home	c	Female	2
14:22	No	b	OX15	Home	b	Male	2
14:23	No	a	NN1	Home	b	Male	1
14:25	Yes		OX16	Home	a	Male	1
14:27	No	b	OX15	Home	b	Female	2
14:32	No	a	OX15	Home	c	Female	2
14:33	No	a	OX25	Home	a	Male	1
14:44	No	a	OX7	Home	b	Male	1
14:36	No	a	OX15	Home	b	Female	1
14:41	No	a	OX17	Home	a	Male	1
14:43	No	a	OX16	Home	b	Female	1
14:47	No	b	OX12	Home	a	Male	1
14:49	No	a	OX27	Home	c	Female	1
14:50	No	b	OX15	Home	b	Female	1
14:53	No	b	OX17	Home	b	Female	1
14:55	No	Leisure	OX25	Home	a	Male	4
15:00	No	b	OX17	Home	b	Female	2
15:07	No	Social	PO32	Home	b	Female	2
15:10	No	Social	OX16	Home	a	Male	1
15:15	No	b	OX16	Home	b	Male	2
15:24	No	b	SP10	Home	b	Female	1
15:33	No	Social	NN33	Home	a	Male	2
15:45	No	b	CV47	Home	b	Female	3
15:45	No	a	OX16	Home	b	Male	1
15:47	No	a	OX16	Home	b	Male	1
16:00	No	b	OX17	Home	b	Male	1
16:21	No	a	OX16	Home	c	Female	2
16:28	No	Social	OX17	Home	a	Female	1
16:34	Yes		OX17	Home	a	Female	2
16:48	No	b	OX16	Home	a	Male	2
16:50	No	b	OX16	Home	b	Male	2
16:53	No	b	OX17	Home	b	Female	2

16:58	No	b	OX16	Home	b	Male	1
17:04	No	b	NN11	Home	b	Male	2
17:13	No	b	NN11	Home	b	Female	1
17:16	No	b	OX16	Home	b	Male	2
17:21	No	b	OX16	Home	a	Female	1
17:30	No	b	OX15	Home	a	Female	2
17:41	No	b	OX15	Home	b	Female	1
17:48	No	a	NN1	Home	a	Male	1
17:50	No	b	OX17	Home	c	Female	2
17:53	No	b	OX17	Home	b	Male	2
17:58	No	b	OX16	Home	b	Female	4
18:00	No	b	OX16	Home	b	Female	2
18:10	No	b	OX16	Home	a	Male	1
18:19	No	a	OX15	Home	c	Male	1
18:40	No	a	OX17	Home	a	Male	1



Costa Banbury Interview Survey, Wednesday 18th May 2016

1. Is the purpose of your trip for Costa only or on your way to elsewhere? Costa only: YES/NO

2. If elsewhere, is it

- a. Commute to/from work
- b. Shopping trip
- c. School run
- d. Other (Specify)

3a. Origin Postcode:

3b. Home or Work?

4. Approximate age:

18-30

30-50

50+

5. Sex

MALE/FEMALE

6. Vehicle occupants:

Time	Q1	Q2	Q3a	Q3b	Q4	Q5	Q6
06:06	No	a	OX16	Home	b	Male	1
06:08	No	a	OX15	Home	b	Male	1
06:11	No	a	OX15	Home	c	Female	1
06:14	No	a	OX16	Home	c	Male	1
06:16	No	a	SL6	Home	b	Male	1
06:20	No	a	OX17	Home	a	Male	1
06:27	No	a	OX16	Home	a	Male	1
06:29	No	a	OX16	Home	b	Female	1
06:33	No	a	OX16	Home	c	Female	1
06:37	No	a	OX16	Home	b	Male	1
06:40	No	a	OX16	Home	c	Female	1
06:41	No	a	OX16	Home	b	Male	1
06:48	No	a	OX16	Home	c	Male	1
06:55	No	a	OX16	Home	b	Male	2
07:01	No	a	OX17	Home	b	Female	1
07:07	No	a	OX16	Home	c	Male	1
07:13	No	a	OX16	Home	c	Female	2
07:15	No	a	OX16	Home	a	Male	1
07:18	No	a	OX16	Home	a	Male	2
07:22	No	a	OX16	Home	b	Male	1
07:26	No	a	OX16	Home	b	Male	1
07:30	No	a	OX17	Home	b	Female	1
07:33	No	a	OX17	Home	a	Male	1
07:37	No	a	OX16	Home	c	Male	1
07:40	No	a	OX16	Home	b	Male	1
07:41	No	a	OX16	Home	b	Female	1
07:45	No	a	OX16	Home	a	Male	1
07:46	No	a	OX15	Home	c	Female	1
07:51	No	a	OX16	Home	a	Male	1
07:54	No	a	OX16	Home	b	Female	1
07:58	No	a	OX16	Home	a	Female	1
07:59	No	a	OX16	Home	c	Female	1
08:00	No	a	OX16	Home	a	Male	1
08:03	No	a	OX16	Home	b	Male	1
08:04	No	a	CV37	Home	c	Female	1
08:06	No	a	OX16	Home	b	Male	1
08:08	No	a	OX16	Home	c	Male	1
08:09	No	a	OX17	Home	b	Male	1
08:11	No	a	OX15	Home	a	Female	1
08:14	No	a	OX15	Home	a	Male	1
08:15	No	a	OX3	Home	c	Female	1
08:17	No	a	NN11	Home	b	Female	1
08:19	No	a	OX16	Home	a	Male	1
08:20	No	a	OX16	Home	b	Male	1
08:21	No	a	NN5	Home	a	Male	2
08:24	No	a	-	Home	b	Male	1
08:24	No	a	OX29	Home	a	Male	1
08:28	No	a	OX16	Home	a	Female	1
08:32	No	a	OX16	Home	a	Male	1
08:34	No	a	OX17	Home	b	Female	1
08:35	No	c	OX16	Home	a	Female	1
08:37	No	Hospital	OX16	Home	b	Male	1
08:39	No	a	NN13	Home	b	Female	1
08:40	No	a	B21	Home	b	Female	1

Summaries	
Costa only	3
Commuting to/from work	113
Shopping	21
School run	3
Other	12
From home	143
From work	9
Aged 18-30	52
Aged 30-50	64
Aged 50+	36
Males	92
Females	60
Average Occupants	1

08:40	No	a	RT21	Home	a	Female	1
08:41	No	a	OX16	Home	c	Male	1
08:43	No	a	NN11	Home	a	Male	1
08:44	No	a	OX11	Home	c	Male	2
08:46	No	a	OX11	Home	c	Male	2
08:50	No	Leisure	OX15	Home	a	Male	1
08:52	No	Leisure	OX15	Home	a	Male	1
08:53	No	a	OX15	Home	b	Female	1
08:56	No	a	OX15	Home	b	Female	1
09:00	No	a	OX16	Home	c	Female	1
09:03	No	a	NN1	Home	a	Female	1
09:06	No	a	OX16	Home	a	Male	1
09:10	No	a	OX15	Home	c	Male	1
09:12	No	a	OX7	Home	c	Male	1
09:20	No	a	OX16	Home	b	Female	2
09:26	No	a	OX16	Home	a	Female	1
09:27	No	a	OX15	Home	c	Male	1
09:29	No	c	OX16	Home	c	Female	1
09:30	No	a	NN6	Home	b	Female	1
09:41	No	a	OX16	Home	a	Female	1
09:45	No	a	OX16	Home	b	Male	1
09:48	No	b	OX16	Home	b	Female	2
09:50	No	a	OX15	Home	a	Male	1
09:53	No	a	OX16	Home	a	Male	1
10:04	No	Leisure	OX15	Home	a	Male	1
10:20	No	a	OX27	Home	b	Male	1
10:26	No	a	OX16	Home	c	Male	2
10:40	No	b	OX15	Home	b	Male	1
10:48	No	a	-	Home	c	Male	1
10:52	No	a	OX16	Home	a	Male	1
10:56	No	a	CV35	Home	b	Male	2
11:00	No	b	OX16	Home	c	Male	1
11:04	No	Social	OX17	Home	c	Male	1
11:05	No	a	OX16	Home	b	Female	1
11:06	No	Social	OX16	Home	a	Male	1
11:08	No	a	OX16	Home	a	Male	1
11:12	No	b	OX16	Home	a	Female	2
11:13	No	Leisure	OX16	Home	a	Male	1
11:18	No	a	OX16	Home	a	Female	1
11:24	No	Leisure	OX16	Home	a	Male	1
11:25	No	b	OX16	Home	b	Female	1
11:31	No	b	OX17	Home	c	Male	1
11:37	No	a	OX16	Home	a	Female	1
11:38	No	a	OX14	Home	a	Male	1
11:41	No	b	OX16	Home	b	Female	1
11:45	No	a	OX15	Home	b	Female	1
11:48	No	b	OX16	Home	b	Female	1
11:49	No	a	B8	Home	b	Male	1
11:50	No	a	OX16	Home	b	Male	2
11:57	No	a	OX16	Home	c	Male	1
11:59	No	Leisure	OX15	Home	b	Male	2
12:00	No	b	OX16	Home	a	Female	2
12:04	No	a	OX16	Home	a	Female	1
12:09	No	b	OX16	Home	a	Male	2
12:09	No	a	OX16	Work	c	Male	1
12:11	Yes		OX17	Home	c	Female	1
12:13	No	b	OX16	Home	c	Male	1
12:25	No	b	OX17	Home	b	Female	1
12:34	No	b	OX16	Home	c	Female	1
12:40	No	a	OX16	Home	b	Male	1
12:43	No	a	NN1	Home	b	Male	1
12:49	No	a	OX16	Home	b	Female	1
12:53	Yes		OX16	Home	c	Female	2
12:54	No	b	OX16	Home	b	Female	1
12:56	No	b	OX16	Home	c	Female	1
13:04	No	a	OX16	Work	b	Female	1
13:10	No	a	OX15	Home	b	Male	2
13:15	No	b	OX16	Home	a	Male	1
13:22	No	a	OX16	Home	a	Male	1
13:24	No	a	OX15	Home	b	Male	1
13:28	No	Leisure	OX1	Home	a	Female	1
13:33	No	a	OX16	Home	b	Male	2
13:38	No	a	OX16	Home	c	Female	1
13:40	No	b	OX11	Home	a	Male	1
13:45	No	b	OX16	Home	b	Male	1
13:52	Yes		OX14	Home	c	Female	1

14:00	No	a	OX17	Home	b	Female	2
14:04	No	a	NN1	Home	b	Male	2
14:05	No	a	OX16	Home	a	Male	1
14:27	No	a	OX16	Home	b	Male	1
14:35	No	b	OX17	Home	b	Female	2
14:38	No	b	OX25	Home	a	Female	1
14:50	No	Social	OX16	Home	c	Male	1
14:52	No	a	OX16	Home	a	Male	1
15:01	No	a	OX16	Home	b	Male	1
15:16	No	a	OX17	Home	b	Female	1
15:31	No	b	OX16	Home	b	Male	1
15:35	No	a	OX16	Home	a	Male	1
15:46	No	a	OX15	Work	b	Male	2
15:54	No	c	OX15	Work	b	Female	3
16:11	No	a	OX16	Work	a	Male	1
16:29	No	a	OX16	Work	a	Male	1
16:32	No	a	OX16	Home	b	Female	1
17:17	No	a	OX14	Work	a	Male	1
17:23	No	a	OX16	Home	b	Male	1
17:25	No	Leisure	OX16	Home	b	Female	4
17:44	No	a	OX15	Work	a	Male	1
18:41	No	a	OX16	Work	b	Male	2

Car Park		
Time	Ins	Outs
06:00 - 06:15	1	0
06:15 - 06:30	0	1
06:30 - 06:45	0	0
06:45 - 07:00	0	0
07:00 - 07:15	3	2
07:15 - 07:30	3	4
07:30 - 07:45	4	3
07:45 - 08:00	4	2
08:00 - 08:15	4	2
08:15 - 08:30	7	9
08:30 - 08:45	4	4
08:45 - 09:00	7	5
09:00 - 09:15	6	5
09:15 - 09:30	10	7
09:30 - 09:45	8	10
09:45 - 10:00	8	11
10:00 - 10:15	7	6
10:15 - 10:30	10	11
10:30 - 10:45	8	8
10:45 - 11:00	12	13
11:00 - 11:15	12	11
11:15 - 11:30	13	10
11:30 - 11:45	9	9
11:45 - 12:00	12	14
12:00 - 12:15	14	12
12:15 - 12:30	8	6
12:30 - 12:45	9	8
12:45 - 13:00	11	9
13:00 - 13:15	6	5
13:15 - 13:30	2	6
13:30 - 13:45	7	4
13:45 - 14:00	8	10
14:00 - 14:15	5	7
14:15 - 14:30	15	11
14:30 - 14:45	8	9
14:45 - 15:00	4	6
15:00 - 15:15	9	7
15:15 - 15:30	10	9
15:30 - 15:45	6	4
15:45 - 16:00	3	5
16:00 - 16:15	3	6
16:15 - 16:30	7	5
16:30 - 16:45	3	6
16:45 - 17:00	6	6
17:00 - 17:15	12	9
17:15 - 17:30	6	7
17:30 - 17:45	6	8
17:45 - 18:00	7	7
18:00 - 18:15	4	7
18:15 - 18:30	5	7
18:30 - 18:45	2	3
18:45 - 19:00	2	1
TOTALS	340	337

Drive Through	
Ins	Max Queue
0	0
0	0
0	0
0	0
3	2
2	1
2	1
4	4
6	5
3	2
2	1
5	3
3	2
7	5
6	5
5	3
9	7
7	6
6	4
6	3
7	4
6	5
7	5
5	3
7	4
7	3
8	2
4	3
2	2
5	3
5	2
4	2
7	5
5	4
3	1
6	2
4	2
3	1
2	2
3	2
4	2
3	2
3	1
2	1
1	1
214	

Car Park		
Time	Ins	Outs
06:00 - 06:15	2	2
06:15 - 06:30	3	1
06:30 - 06:45	4	1
06:45 - 07:00	3	1
07:00 - 07:15	7	8
07:15 - 07:30	6	3
07:30 - 07:45	8	5
07:45 - 08:00	9	13
08:00 - 08:15	10	9
08:15 - 08:30	10	8
08:30 - 08:45	8	7
08:45 - 09:00	11	8
09:00 - 09:15	8	10
09:15 - 09:30	9	8
09:30 - 09:45	11	11
09:45 - 10:00	12	10
10:00 - 10:15	10	8
10:15 - 10:30	7	7
10:30 - 10:45	6	9
10:45 - 11:00	11	10
11:00 - 11:15	5	10
11:15 - 11:30	6	8
11:30 - 11:45	7	5
11:45 - 12:00	7	8
12:00 - 12:15	5	4
12:15 - 12:30	6	6
12:30 - 12:45	6	7
12:45 - 13:00	8	8
13:00 - 13:15	10	9
13:15 - 13:30	6	7
13:30 - 13:45	4	5
13:45 - 14:00	8	11
14:00 - 14:15	11	8
14:15 - 14:30	12	10
14:30 - 14:45	4	6
14:45 - 15:00	12	5
15:00 - 15:15	9	18
15:15 - 15:30	14	13
15:30 - 15:45	11	10
15:45 - 16:00	8	8
16:00 - 16:15	3	3
16:15 - 16:30	3	3
16:30 - 16:45	8	6
16:45 - 17:00	5	3
17:00 - 17:15	7	7
17:15 - 17:30	4	3
17:30 - 17:45	2	5
17:45 - 18:00	1	4
18:00 - 18:15	1	2
18:15 - 18:30	2	4
18:30 - 18:45	3	2
18:45 - 19:00	2	3
TOTALS	355	350

Drive Through	
Ins	Max Queue
0	1
1	1
2	1
2	1
7	5
5	3
4	4
7	5
5	3
7	3
6	4
10	4
6	2
7	6
8	6
11	3
9	5
6	3
3	3
9	6
3	3
6	4
2	1
6	2
4	2
6	3
2	2
6	6
5	3
3	3
4	2
6	3
5	3
7	2
4	3
10	9
5	7
5	3
4	2
3	2
4	3
2	1
3	3
3	1
2	2
1	1
1	1
1	1
2	2
1	1
1	1
233	

1. Is the purpose of your trip for Costa only or on your way to elsewhere? Costa only: YES/NO

2. If elsewhere, is it

- a. Commute to/from work
- b. Shopping trip
- c. School run
- d. Other (Specify)

3a. Origin Postcode:

3b. Home or Work?

4. Approximate age:

18-30

30-50

50+

5. Sex MALE/FEMALE

6. Vehicle occupants:

Time	Q1	Q2	Q3a	Q3b	Q4	Q5	Q6
07:08	No	a	MK40	Home	a	Female	1
07:09	No	a	IP14	Home	b	Male	1
07:12	No	Leisure	MK45	Home	b	Male	1
07:15	No	a	MK47	Home	a	Male	1
07:21	No	Leisure	MK45	Home	c	Male	1
07:24	No	Holiday	MK43	Home	b	Male	2
07:37	No	a	MK42	Home	b	Female	2
07:46	No	a	MK42	Home	a	Male	1
07:56	No	a	CB24	Home	b	Male	1
08:04	No	a	PE29	Home	a	Male	1
08:07	No	a	MK43	Home	a	Female	2
08:09	No	Leisure	MK45	Home	a	Male	2
08:10	No	a	MK42	Home	a	Male	1
08:12	No	a	MK42	Home	b	Female	1
08:15	No	a	MK42	Home	b	Male	1
08:17	No	a	MK44	Home	b	Male	1
08:31	No	a	LU3	Home	a	Male	1
08:32	No	Leisure	MK43	Home	b	Male	1
08:34	No	a	MK41	Home	c	Female	1
08:51	No	a	MK42	Home	a	Female	1
08:58	No	b	MK41	Home	b	Female	1
09:00	No	b	MK40	Home	b	Female	1
09:06	No	Leisure	MK42	Home	b	Male	3
09:07	No	a	MK44	Home	b	Female	1
09:10	No	b	MK19	Home	b	Male	1
09:12	No	Leisure	MK40	Home	b	Male	1
09:12	No	Leisure	MK42	Home	b	Male	4
09:14	No	Leisure	MK42	Home	b	Male	1
09:25	No	b	MK45	Home	a	Female	3
09:26	No	Social	MK45	Home	a	Female	1
09:29	No	a	MK42	Home	b	Male	1
09:30	No	a	LU4	Home	a	Male	3
09:31	No	a	LU5	Home	b	Female	1
09:33	No	a	MK40	Home	a	Male	1
09:36	No	Leisure	MK41	Home	a	Male	1
09:40	No	a	MK43	Home	b	Female	1
09:41	Yes	Leisure	LU4	Home	b	Male	1
09:44	Yes		MK42	Home	b	Male	2
09:45	No	Leisure	MK41	Home	a	Male	1
09:46	No	b	MK43	Home	a	Male	1
09:58	No	b	MK43	Home	b	Female	1
09:54	No	Social	MK45	Home	a	Male	1
09:56	No	Leisure	MK41	Home	a	Male	3
09:58	No	b	MK42	Home	b	Female	2
10:06	No	a	MK42	Home	b	Male	1
10:09	No	b	MK44	Home	a	Male	3
10:10	No	a	MK43	Home	b	Male	1
10:11	No	Leisure	SG5	Home	a	Male	1

Summaries	
Costa only	9
Commuting to/from work	40
Shopping	92
School run	0
Other	43
From home	182
From work	2
Aged 18-30	76
Aged 30-50	95
Aged 50+	13
Males	106
Females	78
Average Occupants	2

10:12	No	b	MK43	Home	b	Female	1
10:17	No	Leisure	MK45	Home	a	Male	2
10:19	No	a	MK43	Home	b	Male	1
10:19	No	b	MK42	Home	b	Male	2
10:20	No	b	MK43	Home	c	Female	3
10:22	No	Holiday	MK45	Home	b	Male	3
10:25	No	b	MK41	Home	b	Female	1
10:29	No	Leisure	MK40	Home	b	Male	3
10:34	No	Leisure	MK43	Home	a	Female	2
10:36	No	b	MK41	Home	b	Female	4
10:40	No	b	MK41	Home	a	Male	1
10:42	No	b	MK4	Home	b	Male	2
10:43	No	b	MK4	Home	a	Female	3
10:46	No	Social	MK42	Home	b	Male	2
10:48	No	b	MK4	Home	b	Female	2
10:52	No	a	CB24	Work	a	Male	1
10:57	No	b	MK14	Home	b	Male	2
11:04	No	b	MK43	Home	b	Male	2
11:12	No	b	MK4	Home	a	Male	2
11:13	No	b	MK40	Home	b	Male	1
11:16	No	a	MK42	Home	b	Male	1
11:18	No	b	MK43	Home	a	Male	2
11:25	No	a	MK42	Home	b	Male	2
11:26	No	a	MK43	Home	b	Male	5
11:28	No	a	MK40	Home	a	Male	1
11:29	No	a	MK42	Home	b	Female	1
11:31	No	a	MK3	Work	a	Female	2
11:35	No	b	MK42	Home	b	Female	2
11:40	No	b	MK43	Home	a	Female	1
11:45	No	b	MK42	Home	b	Male	1
11:47	No	b	MK42	Home	a	Female	2
11:48	No	b	MK45	Home	b	Male	2
11:50	No	b	MK43	Home	a	Female	1
11:52	No	a	MK45	Home	a	Female	1
11:55	Yes		MK42	Home	a	Female	1
11:56	No	a	MK42	Home	a	Female	1
11:58	No	b	MK45	Home	a	Male	2
11:59	No	b	MK43	Home	b	Female	3
12:03	Yes		MK43	Home	a	Female	1
12:04	No	b	MK41	Home	b	Male	2
12:07	No	Leisure	MK41	Home	b	Male	2
12:09	Yes		MK45	Home	b	Female	6
12:18	No	b	SG18	Home	a	Male	2
12:20	No	b	MK42	Home	a	Female	2
12:25	No	b	MK42	Home	a	Female	3
12:27	No	b	MK43	Home	b	Male	2
12:28	No	Social	GU47	Home	c	Male	2
12:28	No	Leisure	MK45	Home	a	Male	1
12:30	No	b	MK42	Home	b	Female	2
12:30	No	a	MK40	Home	a	Male	1
12:37	No	a	MK40	Home	a	Male	1
12:39	No	b	MK42	Home	a	Female	3
12:45	No	Social	MK42	Home	a	Male	4
12:47	No	Holiday	MK40	Home	b	Female	5
12:51	No	Leisure	LU3	Home	b	Male	1
13:02	Yes		MK45	Home	a	Female	2
13:07	No	Leisure	IP27	Home	c	Female	1
13:08	No	b	LU5	Home	b	Male	2
13:09	No	Leisure	HP27	Home	a	Male	2
13:20	No	b	MK43	Home	a	Female	2
13:20	No	a	MK41	Home	b	Male	2
13:22	No	a	MK42	Home	a	Female	2
13:29	No	a	MK45	Home	a	Female	2
13:31	No	a	MK43	Home	a	Male	3
13:39	No	b	MK45	Home	c	Male	2
13:41	No	b	MK42	Home	b	Male	3
13:42	No	Social	NN10	Home	b	Female	1
13:44	No	Leisure	MK40	Home	b	Male	4
13:49	No	b	MK41	Home	a	Female	2
13:50	No	b	MK42	Home	b	Male	1

13:52	No	b	PE28	Home	a	Male	2
13:55	No	b	MK44	Home	c	Male	1
13:55	No	Social	MK42	Home	b	Male	2
13:56	Yes		MK43	Home	a	Male	1
13:58	No	a	SG18	Home	b	Male	2
14:01	No	b	SG5	Home	b	Female	3
14:07	No	b	MK43	Home	c	Male	3
14:08	No	b	SG16	Home	b	Male	4
14:10	No	b	MK4	Home	a	Female	1
14:12	No	b	PE19	Home	a	Male	2
14:16	No	Leisure	MK43	Home	b	Male	2
14:25	No	b	MK43	Home	a	Female	2
14:26	No	b	MK45	Home	b	Male	3
14:27	No	Social	MK45	Home	a	Female	2
14:28	No	b	MK41	Home	b	Male	3
14:29	No	b	MK43	Home	b	Female	2
14:32	No	b	SG19	Home	a	Female	2
14:35	No	Leisure	MK40	Home	a	Female	1
14:44	No	b	MK43	Home	b	Male	2
15:00	No	b	MK4	Home	b	Male	2
15:44	No	Leisure	MK41	Home	b	Male	2
15:50	No	b	MK43	Home	a	Male	1
15:52	No	Leisure	DU3	Home	a	Male	1
15:53	No	b	PE19	Home	b	Male	2
15:55	No	b	MK42	Home	b	Female	2
16:00	No	b	CB23	Home	b	Male	4
16:03	No	b	MK41	Home	a	Male	3
16:04	No	b	MK45	Home	b	Female	1
16:07	No	b	SG17	Home	b	Female	4
16:19	No	Leisure	SG6	Home	a	Male	1
16:20	No	b	MK41	Home	b	Male	2
16:24	No	b	LU2	Home	a	Female	2
16:26	No	b	MK40	Home	b	Female	3
16:31	No	b	MK42	Home	b	Female	3
16:37	No	b	MK43	Home	b	Female	3
16:38	No	Social	MK42	Home	b	Male	5
16:43	No	b	MK45	Home	c	Female	1
16:44	No	b	MK42	Home	a	Male	1
16:47	No	b	MK42	Home	b	Female	1
16:48	No	b	MK5	Home	a	Female	1
16:50	Yes		MK42	Home	b	Female	1
16:54	No	b	MK42	Home	a	Male	1
16:56	No	b	MK40	Home	a	Female	1
17:03	No	b	MK40	Home	a	Male	2
17:09	No	Leisure	CB23	Home	c	Male	2
17:11	No	b	MK43	Home	c	Male	3
17:13	No	b	MK42	Home	a	Female	1
17:15	No	b	SG17	Home	b	Male	3
17:24	No	b	MK43	Home	b	Female	3
17:25	No	b	MK42	Home	b	Male	2
17:27	No	Leisure	PE19	Home	b	Female	3
17:28	No	Social	MK45	Home	c	Female	1
17:29	No	b	MK41	Home	b	Female	4
17:33	No	b	MK42	Home	b	Male	2
17:34	No	b	LU5	Home	b	Male	2
17:38	No	b	MK40	Home	b	Female	2
17:47	No	b	SG17	Home	a	Female	1
17:53	Yes		MK42	Home	b	Male	1
17:54	No	Social	MK43	Home	b	Male	2
18:01	No	b	MK45	Home	b	Female	1
18:03	No	b	MK40	Home	a	Female	1
18:10	No	b	MK45	Home	a	Female	3
18:16	No	b	MK43	Home	b	Female	1
18:18	No	b	MK42	Home	c	Male	2
18:21	No	Social	MK45	Home	a	Female	2
18:33	No	b	MK4	Home	a	Female	1

1. Is the purpose of your trip for Costa only or on your way to elsewhere? Costa only: YES/NO

2. If elsewhere, is it

- a. Commute to/from work
- b. Shopping trip
- c. School run
- d. Other (Specify)

3a. Origin Postcode:

3b. Home or Work?

4. Approximate age:

 a 18-30 b 30-50 c 50+

5. Sex MALE/FEMALE

6. Vehicle occupants:

Time	Q1	Q2	Q3a	Q3b	Q4	Q5	Q6
06:15	No	a	LE3	Home	c	Male	1
06:31	No	a	SG5	Home	b	Male	1
06:44	No	a	NN10	Home	b	Male	1
06:53	No	a	MK41	Home	a	Male	1
06:58	No	a	MK41	Home	a	Male	2
07:04	No	a	MK45	Home	b	Male	1
07:06	No	a	LE16	Home	a	Male	1
07:07	No	a	MK42	Home	b	Male	1
07:18	No	a	MK42	Home	b	Male	1
07:10	No	a	MK41	Home	a	Female	1
07:11	No	a	MK41	Home	a	Female	1
07:12	No	a	MK42	Home	a	Male	2
07:16	No	a	MK42	Home	a	Female	2
07:24	No	a	PE19	Home	a	Male	1
07:31	No	a	MK42	Home	a	Male	1
07:32	No	a	MK45	Home	a	Female	1
07:34	No	a	MK45	Home	b	Male	1
07:34	No	a	MK42	Home	c	Female	3
07:37	No	Hospital	MK43	Home	b	Male	1
07:41	No	a	MK45	Home	b	Male	1
07:45	No	a	MK45	Home	b	Male	1
07:48	No	a	MK45	Home	b	Female	1
07:49	No	a	MK45	Home	a	Female	2
07:52	No	a	MK42	Home	b	Male	1
07:52	No	a	MK45	Home	a	Female	1
07:53	No	a	MK45	Home	b	Male	1
08:02	No	a	SG17	Home	a	Female	1
08:03	No	a	MK43	Home	b	Female	1
08:04	No	a	MK45	Home	b	Male	1
08:07	No	a	LU7	Home	a	Female	1
08:14	No	a	MK41	Home	b	Male	1
08:15	No	a	MK45	Home	b	Male	1
08:16	No	a	MK42	Home	a	Male	2
08:17	No	a	MK41	Home	b	Male	2
08:29	No	a	MK41	Home	a	Female	1
08:32	No	c	MK42	Home	a	Female	3
08:33	No	a	MK45	Home	a	Male	1
08:35	No	a	MK42	Home	b	Male	1
08:36	No	a	MK42	Home	a	Female	2
08:38	No	a	MK42	Home	b	Female	1
08:40	No	a	MK41	Home	b	Female	1
08:48	No	c	MK42	Home	a	Female	1
08:49	No	a	LU6	Home	a	Male	1
08:50	No	a	SG19	Home	a	Male	1
08:51	No	a	MK42	Home	c	Female	1
08:52	No	a	CM3	Home	b	Female	1
08:53	No	a	MK42	Home	b	Male	1

Summaries	
Costa only	38
Commuting to/from work	107
Shopping	33
School run	16
Other	27
From home	210
From work	11
Aged 18-30	101
Aged 30-50	105
Aged 50+	15
Males	96
Females	125
Average Occupants	1

08:55	No	c	MK43	Home	a	Female	1
08:58	No	c	MK42	Home	b	Male	1
09:00	No	a	SA6	Home	a	Male	1
09:01	No	a	MK40	Home	b	Female	1
09:03	No	c	MK40	Home	a	Male	1
09:06	No	b	MK45	Home	b	Female	2
09:08	No	a	MK42	Home	b	Female	1
09:10	No	a	MK44	Home	b	Male	1
09:17	No	a	MK42	Home	a	Male	1
09:20	No	c	MK42	Home	b	Female	1
09:23	Yes		MK44	Home	c	Female	1
09:24	No	a	MK45	Home	c	Male	1
09:27	Yes		LU3	Home	a	Female	3
09:27	Yes		MK43	Home	a	Female	2
09:29	No	c	MK43	Home	a	Female	5
09:30	Yes		MK41	Home	b	Male	1
09:33	c	a	MK42	Home	a	Female	1
09:37	No	a	MK42	Home	b	Male	1
09:39	No	b	MK43	Home	b	Female	3
09:41	No	a	MK22	Home	b	Male	1
09:42	No	a	MK41	Home	c	Male	1
09:47	No	b	MK44	Home	b	Female	1
09:47	No	a	SG19	Home	a	Female	1
09:50	No	c	MK40	Home	a	Female	2
09:51	No	Leisure	MK45	Home	a	Female	2
09:53	No	a	MK42	Home	a	Female	1
09:54	No	a	MK41	Home	b	Male	1
09:55	No	a	MK43	Home	b	Male	1
09:59	No	a	MK42	Work	a	Male	2
10:01	No	Leisure	MK43	Home	a	Male	2
10:02	No	Leisure	MK42	Home	a	Female	2
10:03	No	Leisure	MK43	Home	a	Female	2
10:05	No	a	MK45	Home	b	Female	1
10:08	No	b	MK45	Home	a	Female	2
10:09	No	Leisure	MK40	Home	c	Male	1
10:10	No	Leisure	MK45	Home	a	Female	2
10:12	No	Leisure	MK41	Home	a	Female	2
10:13	No	a	MK45	Home	a	Female	1
10:19	Yes		MK40	Home	a	Male	1
10:24	No	Leisure	MK45	Home	b	Male	1
10:26	No	a	MK41	Home	a	Female	1
10:27	No	a	LU7	Home	b	Female	1
10:29	No	a	MK45	Home	a	Female	2
10:03	No	a	MK45	Home	b	Male	2
10:15	No	a	MK42	Home	a	Male	1
10:22	No	a	MK43	Home	b	Male	3
10:27	Yes		MK42	Home	a	Female	2
10:33	No	a	MK45	Home	b	Female	1
10:38	No	a	MK40	Work	a	Female	1
10:44	No	Leisure	MK42	Home	a	Female	2
10:45	No	a	SG18	Home	a	Female	1
10:45	No	a	MK41	Home	a	Female	1
10:47	Yes		MK42	Home	b	Male	1
10:48	b	a	MK45	Home	c	Female	1
10:49	b	a	MK45	Home	b	Male	2
10:51	b	a	MK41	Home	b	Female	2
10:54	No	a	MK45	Home	a	Male	1
10:55	No	Leisure	MK43	Home	b	Female	1
10:56	No	b	MK41	Home	a	Male	2
10:59	No	a	MK43	Home	a	Male	1
11:03	No	Leisure	MK45	Home	c	Female	1
11:05	No	Social	MK45	Home	a	Male	2
11:07	No	b	MK43	Home	b	Male	1
11:16	No	a	MK45	Home	b	Male	1
11:19	No	b	MK43	Home	b	Female	1
11:20	No	b	MK44	Home	b	Female	1
11:21	No	b	MK42	Home	a	Female	2
11:22	No	Social	MK43	Home	a	Female	2
11:27	No	Leisure	MK45	Home	b	Female	1
11:33	No	Leisure	MK42	Home	a	Male	3

11:45	No	a	MK45	Home	b	Female	1
11:52	No	b	MK41	Home	b	Female	1
11:54	No	a	MK45	Home	b	Female	2
11:55	Yes		MK43	Home	a	Female	1
11:58	Yes		MK43	Home	b	Female	1
12:01	No	a	MK42	Home	a	Female	1
12:06	Yes		MK45	Home	c	Male	2
12:08	Yes		MK42	Home	b	Female	2
12:09	Yes		MK45	Home	b	Female	1
12:14	No	b	MK45	Home	c	Male	1
12:23	Yes		MK42	Home	b	Female	1
12:25	No	a	MK44	Home	a	Female	1
12:26	Yes		MK42	Home	a	Male	2
12:27	Yes		MK45	Home	b	Male	2
12:29	No	a	MK40	Work	a	Female	2
12:37	No	a	MK42	Work	b	Male	1
12:42	No	b	MK42	Home	a	Female	2
12:49	Yes		MK43	Home	b	Female	1
12:50	No	a	MK41	Home	b	Female	1
12:52	Yes		MK41	Home	a	Female	1
12:53	No	b	MK10	Home	a	Female	1
12:55	No	b	MK45	Home	b	Female	1
12:58	Yes		MK42	Home	b	Male	1
13:07	Yes		MK40	Home	a	Female	1
13:08	Yes		MK40	Home	b	Female	1
13:09	No	Social	MK45	Home	a	Female	1
13:12	Yes		MK42	Home	a	Female	1
13:14	No	Social	MK40	Home	a	Female	2
13:17	Yes		MK42	Home	a	Male	2
13:18	Yes		MK41	Home	a	Female	1
13:19	Yes		MK40	Home	b	Female	2
13:23	No	b	MK42	Home	b	Female	1
13:29	No	b	MK42	Home	c	Female	2
13:37	No	a	MK42	Home	a	Female	2
13:39	No	a	MK43	Home	b	Female	1
13:42	Yes		MK40	Home	c	Male	1
13:50	Yes		MK42	Home	b	Male	1
13:52	No	b	MK45	Home	b	Male	1
13:53	No	b	MK45	Home	b	Male	1
13:54	Yes	Leisure	NN9	Home	b	Male	2
13:57	No	a	MK40	Home	a	Male	1
13:58	Yes			Work	a	Male	1
14:01	Yes			Home	a	Female	1
14:03	No	a		Work	a	Female	1
14:04	No	b		Home	b	Female	1
14:10	Yes		MK40	Work	b	Male	1
14:14	No	b	MK41	Home	a	Male	2
14:24	No	c	MK43	Home	a	Female	1
14:25	No	b	MK41	Home	a	Female	2
14:30	No	b	MK41	Home	a	Female	1
14:32	No	c	MK41	Home	b	Female	2
14:33	No	b	MK45	Home	b	Male	1
14:36	No	b	MK43	Home	a	Female	2
14:36	No	b	MK43	Home	a	Female	1
14:45	No	b	MK40	Home	a	Male	2
14:47	No	b	MK43	Home	b	Female	1
14:50	No	b	MK42	Home	a	Female	1
14:51	No	a	MK45	Home	b	Female	2
14:53	No	a	MK42	Home	b	Male	1
14:54	No	a	MK42	Home	b	Male	2
14:56	No	a	MK40	Home	b	Male	4
14:58	No	Hospital	SG18	Home	c	Male	4
14:59	Yes		MK43	Home	b	Male	1
15:00	Yes		MK45	Home	b	Female	1
15:06	No	a	NN10	Home	b	Female	1
15:08	No	b	MK42	Home	a	Female	2
15:09	Yes		MK42	Home	b	Male	1
15:10	No	c	MK43	Home	b	Female	2
15:13	No	Leisure	MK42	Home	a	Female	1
15:16	No	a	MK45	Home	b	Male	1

15:17	No	a	MK42	Home	b	Male	1
15:27	No	a	MK42	Home	b	Male	1
15:28	No	a	MK43	Home	b	Female	2
15:29	No	Social	LU5	Home	a	Female	1
15:31	Yes		MK43	Home	b	Female	1
15:35	No	c	MK45	Home	a	Female	2
15:38	No	c	MK40	Home	a	Female	2
15:40	No	c	LU1	Work	a	Female	2
15:55	No	Leisure	MK40	Home	b	Male	1
15:56	No	Social	MK45	Home	a	Male	1
15:59	No	b	MK44	Home	b	Female	2
16:08	No	Leisure	MK40	Home	a	Female	3
16:12	No	a	MK40	Home	b	Male	1
16:14	No	b	MK40	Home	b	Female	2
16:14	No	a	MK41	Work	b	Male	1
16:25	Yes		MK42	Work	a	Female	1
16:29	Yes		MK45	Home	b	Female	2
16:35	No	Social	MK42	Home	a	Female	1
16:37	No	a	MK42	Home	b	Female	1
16:38	No	a	MK42	Home	b	Female	1
16:42	No	a	MK43	Home	b	Female	2
16:48	No	a	MK43	Home	b	Female	3
16:57	No	c	MK42	Home	b	Female	2
17:00	No	a	MK42	Home	a	Female	1
17:07	No	a	MK42	Home	a	Female	1
17:08	No	Leisure	MK43	Home	b	Male	1
17:17	No	a	MK42	Work	a	Male	2
17:44	No	Social	MK42	Home	c	Male	2
17:50	Yes		MK45	Home	a	Female	2
18:01	No	a	MK45	Home	b	Male	1
18:26	No	c	MK43	Home	a	Male	1
18:29	No	b	MK43	Home	a	Male	2
18:31	No	b	MK44	Home	b	Male	2
18:53	Yes		MK43	Home	b	Male	3

Car Park		
Time	Ins	Outs
06:00 - 06:15	10	5
06:15 - 06:30	8	10
06:30 - 06:45	15	11
06:45 - 07:00	14	16
07:00 - 07:15	16	17
07:15 - 07:30	18	19
07:30 - 07:45	30	17
07:45 - 08:00	19	27
08:00 - 08:15	23	13
08:15 - 08:30	30	24
08:30 - 08:45	29	30
08:45 - 09:00	41	32
09:00 - 09:15	41	32
09:15 - 09:30	39	42
09:30 - 09:45	41	40
09:45 - 10:00	47	37
10:00 - 10:15	56	35
10:15 - 10:30	39	45
10:30 - 10:45	59	49
10:45 - 11:00	37	45
11:00 - 11:15	35	41
11:15 - 11:30	42	41
11:30 - 11:45	56	52
11:45 - 12:00	55	47
12:00 - 12:15	55	55
12:15 - 12:30	46	38
12:30 - 12:45	51	49
12:45 - 13:00	38	50
13:00 - 13:15	51	50
13:15 - 13:30	36	50
13:30 - 13:45	54	50
13:45 - 14:00	35	48
14:00 - 14:15	40	52
14:15 - 14:30	43	46
14:30 - 14:45	24	34
14:45 - 15:00	48	43
15:00 - 15:15	44	42
15:15 - 15:30	37	39
15:30 - 15:45	40	36
15:45 - 16:00	41	39
16:00 - 16:15	46	40
16:15 - 16:30	30	35
16:30 - 16:45	37	30
16:45 - 17:00	29	36
17:00 - 17:15	50	25
17:15 - 17:30	25	36
17:30 - 17:45	36	41
17:45 - 18:00	38	43
18:00 - 18:15	42	37
18:15 - 18:30	28	25
18:30 - 18:45	28	38
18:45 - 19:00	23	27
TOTALS	1895	1861

Drive Through	
Ins	Max Queue
1	1
2	1
5	1
4	1
5	1
5	1
3	1
4	1
8	2
6	1
7	1
5	1
13	3
5	1
10	2
8	2
13	7
9	6
10	9
8	2
9	2
8	1
8	5
10	3
6	1
6	1
9	2
6	1
3	1
2	1
3	1
3	1
4	1
2	1
5	1
7	2
6	2
6	1
2	1
6	1
9	5
4	1
3	1
3	1
4	1
2	1
3	1
2	1
4	1
6	3
2	1
2	1
286	

06:00 - 06:15	1
06:15 - 06:30	-1
06:30 - 06:45	3
06:45 - 07:00	1
07:00 - 07:15	0
07:15 - 07:30	-1
07:30 - 07:45	12
07:45 - 08:00	4
08:00 - 08:15	14
08:15 - 08:30	20
08:30 - 08:45	19
08:45 - 09:00	28
09:00 - 09:15	37
09:15 - 09:30	34
09:30 - 09:45	35
09:45 - 10:00	45
10:00 - 10:15	66
10:15 - 10:30	60
10:30 - 10:45	70
10:45 - 11:00	62
11:00 - 11:15	56
11:15 - 11:30	57
11:30 - 11:45	61
11:45 - 12:00	69
12:00 - 12:15	69
12:15 - 12:30	77
12:30 - 12:45	79
12:45 - 13:00	67
13:00 - 13:15	68
13:15 - 13:30	54
13:30 - 13:45	58
13:45 - 14:00	45
14:00 - 14:15	33
14:15 - 14:30	30
14:30 - 14:45	20
14:45 - 15:00	25
15:00 - 15:15	27
15:15 - 15:30	25
15:30 - 15:45	29
15:45 - 16:00	31
16:00 - 16:15	37
16:15 - 16:30	32
16:30 - 16:45	39
16:45 - 17:00	32
17:00 - 17:15	57
17:15 - 17:30	46
17:30 - 17:45	41
17:45 - 18:00	36
18:00 - 18:15	41
18:15 - 18:30	44
18:30 - 18:45	34
18:45 - 19:00	30
Max	79

Car Park		
Time	Ins	Outs
06:00 - 06:15	19	17
06:15 - 06:30	21	13
06:30 - 06:45	32	28
06:45 - 07:00	42	30
07:00 - 07:15	35	38
07:15 - 07:30	27	26
07:30 - 07:45	38	41
07:45 - 08:00	28	35
08:00 - 08:15	39	53
08:15 - 08:30	47	46
08:30 - 08:45	45	55
08:45 - 09:00	40	34
09:00 - 09:15	52	53
09:15 - 09:30	48	41
09:30 - 09:45	37	52
09:45 - 10:00	46	46
10:00 - 10:15	36	30
10:15 - 10:30	48	41
10:30 - 10:45	43	36
10:45 - 11:00	26	21
11:00 - 11:15	31	35
11:15 - 11:30	34	30
11:30 - 11:45	43	43
11:45 - 12:00	45	42
12:00 - 12:15	74	58
12:15 - 12:30	51	37
12:30 - 12:45	36	65
12:45 - 13:00	57	45
13:00 - 13:15	34	44
13:15 - 13:30	49	37
13:30 - 13:45	34	40
13:45 - 14:00	45	39
14:00 - 14:15	41	43
14:15 - 14:30	49	44
14:30 - 14:45	33	59
14:45 - 15:00	37	37
15:00 - 15:15	37	30
15:15 - 15:30	38	40
15:30 - 15:45	26	25
15:45 - 16:00	31	31
16:00 - 16:15	35	33
16:15 - 16:30	31	46
16:30 - 16:45	44	36
16:45 - 17:00	37	38
17:00 - 17:15	29	41
17:15 - 17:30	28	26
17:30 - 17:45	39	41
17:45 - 18:00	35	41
18:00 - 18:15	30	25
18:15 - 18:30	22	21
18:30 - 18:45	31	29
18:45 - 19:00	32	21
TOTALS	1967	1958

Drive Through	
Ins	Max Queue
6	1
12	2
11	2
8	6
12	3
15	6
11	7
10	9
10	2
12	3
13	2
8	1
10	1
15	6
11	9
12	7
4	1
9	2
7	1
3	1
6	1
5	2
6	6
6	1
5	1
10	6
8	6
6	2
5	1
3	1
2	1
2	1
3	1
4	1
4	1
3	1
6	1
3	1
2	1
4	1
4	1
3	1
1	1
6	2
2	1
1	1
2	1
3	1
2	1
1	1
3	1
1	1
321	

06:00 - 06:15	12
06:15 - 06:30	14
06:30 - 06:45	22
06:45 - 07:00	26
07:00 - 07:15	38
07:15 - 07:30	35
07:30 - 07:45	36
07:45 - 08:00	33
08:00 - 08:15	26
08:15 - 08:30	12
08:30 - 08:45	13
08:45 - 09:00	3
09:00 - 09:15	9
09:15 - 09:30	8
09:30 - 09:45	15
09:45 - 10:00	0
10:00 - 10:15	0
10:15 - 10:30	6
10:30 - 10:45	13
10:45 - 11:00	20
11:00 - 11:15	25
11:15 - 11:30	21
11:30 - 11:45	25
11:45 - 12:00	25
12:00 - 12:15	28
12:15 - 12:30	44
12:30 - 12:45	58
12:45 - 13:00	29
13:00 - 13:15	41
13:15 - 13:30	31
13:30 - 13:45	43
13:45 - 14:00	37
14:00 - 14:15	43
14:15 - 14:30	41
14:30 - 14:45	46
14:45 - 15:00	20
15:00 - 15:15	20
15:15 - 15:30	27
15:30 - 15:45	25
15:45 - 16:00	26
16:00 - 16:15	26
16:15 - 16:30	28
16:30 - 16:45	13
16:45 - 17:00	21
17:00 - 17:15	20
17:15 - 17:30	8
17:30 - 17:45	10
17:45 - 18:00	8
18:00 - 18:15	2
18:15 - 18:30	7
18:30 - 18:45	8
18:45 - 19:00	10
Max	58

1. Is the purpose of your trip for Costa only or on your way to elsewhere? Costa only: YES/NO

2. If elsewhere, is it

- a. Commute to/from work
- b. Shopping trip
- c. School run
- d. Other (Specify)

3a. Origin Postcode:

3b. Home or Work?

4. Approximate age:

 a 18-30 b 30-50 c 50+

5. Sex MALE/FEMALE

6. Vehicle occupants:

Time	Q1	Q2	Q3a	Q3b	Q4	Q5	Q6
06:09	No	Social	CB23	Home	b	Male	2
06:21	Yes		CB2	Home	a	Male	3
06:26	No	b	CB1	Home	b	Female	2
06:32	No	b	CB23	Home	b	Male	2
06:34	No	Social	CB2	Home	b	Male	3
06:38	No	Leisure	CV1	Home	b	Female	2
06:41	No	a	CB2	Home	a	Female	1
06:45	No	a	PE1	Home	a	Male	3
06:49	No	a	SG8	Home	b	Male	2
06:54	Yes		CB2	Home	a	Male	1
07:02	No	a	CB1	Home	a	Male	1
07:05	No	a	PE1	Home	c	Male	2
07:09	Yes		CB23	Home	a	Female	2
07:11	No	Leisure	CB3	Home	b	Female	2
07:15	No		CB2	Home	b	Male	2
07:19	No	b	CB23	Home	b	Female	2
07:22	No	Leisure	CB23	Home	b	Male	2
07:24	No	a	CB1	Home	b	Male	1
07:33	No	Leisure	CB2	Home	b	Female	3
07:37	Yes		CB23	Home	a	Female	2
07:40	No	Leisure	CB3	Home	b	Female	2
07:46	Yes		CB23	Home	b	Male	2
07:48	No	b	CB23	Home	b	Female	4
07:54	No	Leisure	PE1	Home	c	Male	2
07:55	No	Leisure	CB23	Home	b	Male	5
08:02	No	Leisure	CB2	Home	b	Male	1
08:03	No	Leisure	CB1	Home	b	Male	3
08:05	No	Social	PE2	Home	a	Female	3
08:08	No	a	MK7	Work	b	Male	2
08:10	No	a	SG8	Home	a	Female	1
08:11	No	b	CB2	Home	a	Male	2
08:15	No	Social	CB1	Home	b	Male	2
08:16	No	Leisure	NG3	Home	b	Female	3
08:20	No	Social	CB2	Home	b	Female	2
08:22	No	Leisure	IP4	Home	b	Male	2
08:26	No	Leisure	MK4	Home	b	Female	3
08:30	No	Social	CB2	Home	c	Male	2
08:33	Yes	a	SG1	Home	c	Male	1
08:36	No	Leisure	SG12	Home	b	Female	1
08:38	No	Leisure	PE2	Home	a	Female	3
08:41	No	Leisure	CB23	Home	b	Male	2
08:44	No	Leisure	CB2	Home	b	Male	1
08:45	No	a	SG8	Home	a	Female	1
08:47	No	a	MK4	Work	b	Male	2
08:50	No	Leisure	CB2	Home	b	Female	3
08:52	No	b	SG5	Home	b	Male	2
08:58	No	b	CB1	Home	b	Male	1
09:00	No	Leisure	CB2	Home	a	Male	3

Summaries	
Costa only	27
Commuting to/from work	63
Shopping	47
School run	0
Other	111
From home	239
From work	9
Aged 18-30	91
Aged 30-50	134
Aged 50+	23
Males	160
Females	88
Average Occupants	2

09:02	No	a	SG8	Home	b	Male	1
09:03	No	Social	CB23	Home	b	Male	1
09:04	No	Leisure	CB23	Home	a	Male	2
09:04	No	a	PE1	Home	a	Female	1
09:06	No	a	CB2	Home	a	Male	1
09:07	No	Social	SG8	Home	b	Male	2
09:08	No	a	CB24	Home	a	Male	1
09:11	Yes		PE12	Home	b	Male	3
09:13	No	Leisure	CB2	Home	b	Male	2
09:14	No	Leisure	SG8	Home	b	Male	6
09:17	No	Leisure	SG8	Home	a	Female	2
09:20	Yes		PE1	Home	b	Male	2
09:25	No	Social	CB2	Home	a	Male	1
09:31	No	a	CB2	Home	a	Female	1
09:34	Yes		CB2	Home	a	Female	1
09:35	No	Leisure	CB2	Home	a	Male	1
09:35	No	Social	MK4	Home	b	Male	5
09:37	No	b	CB2	Home	c	Male	1
09:39	No	Social	CB1	Home	b	Male	5
09:40	No	Social	PE1	Home	c	Female	1
09:42	No	Leisure	SG1	Home	a	Male	2
09:44	No	Social	PE2	Home	b	Male	1
09:45	No	Leisure	AL9	Home	b	Male	1
09:47	No	Social	NN11	Home	a	Male	4
09:48	No	Social	CB2	Home	a	Female	2
09:49	No	Leisure	PE7	Home	a	Male	2
09:51	No	Leisure	PE2	Home	b	Male	1
09:53	No	b	SG8	Home	c	Male	1
09:56	No	Leisure	PE1	Home	b	Female	2
09:57	No	a	CB23	Home	a	Male	4
09:58	No	a	PE2	Home	a	Female	2
10:00	No	a	SG8	Home	b	Female	2
10:00	No	a	PE2	Home	b	Male	1
10:02	No	b	CB23	Home	c	Male	2
10:03	No	Leisure	CB4	Home	b	Male	1
10:04	No	b	CB1	Home	b	Male	2
10:05	No	Social	PE1	Home	b	Female	1
10:07	Yes		CB23	Home	a	Female	1
10:08	No	Leisure	CB1	Home	b	Male	1
10:10	Yes		CB2	Home	b	Male	2
10:11	No	a	CB1	Home	a	Male	1
10:13	No	b	CB2	Home	b	Male	2
10:14	No	Social	PE1	Home	a	Female	1
10:16	No	Social	MK6	Home	a	Male	2
10:17	No	Leisure	SG7	Home	c	Male	2
10:18	No	Leisure	CB3	Home	c	Female	2
10:21	No	a	MK4	Home	a	Male	2
10:22	No	Social	CB2	Home	c	Female	1
10:24	No	b	CB23	Home	b	Male	1
10:25	No	Leisure	CB2	Home	b	Male	1
10:26	No	Leisure	SG8	Home	b	Male	1
10:28	No	Leisure	PE1	Home	a	Female	3
10:29	No	Leisure	CB1	Home	b	Male	3
10:30	No	a	MK1	Home	b	Male	1
10:32	No	a	CB2	Work	b	Male	1
10:33	No	a	MK12	Work	b	Male	1
10:35	No	Leisure	CB23	Home	a	Female	2
10:35	No	a	CB2	Work	b	Female	2
10:37	Yes		CB23	Home	a	Male	3
10:40	No	Leisure	PE1	Home	a	Male	2
10:41	No	Leisure	CB2	Home	b	Male	1
10:42	No	a	CB23	Home	b	Male	1
10:44	No	Leisure	PE1	Home	b	Male	2
10:45	No	a	CB2	Home	a	Male	1
10:48	No	Leisure	CB2	Home	a	Female	1
10:49	No	Leisure	MK4	Home	b	Male	5
10:51	No	b	CB2	Home	a	Male	2
10:54	No	b	CB2	Home	a	Male	1
10:56	No	Leisure	OX2	Home	b	Female	1
10:59	Yes		CB2	Home	a	Male	1

11:02	No	Social	PE2	Home	a	Male	2
11:03	No	Social	CB23	Home	b	Male	2
11:06	No	Leisure	MK4	Home	b	Male	3
11:08	No	a	P27	Home	a	Female	1
11:09	No	Social	CB23	Home	a	Female	2
11:12	No	b	PE2	Home	b	Male	4
11:14	No	Leisure	CB21	Home	a	Male	1
11:15	Yes		PE1	Home	b	Male	2
11:16	No	Leisure	PE1	Home	b	Male	2
11:19	No	Social	MK4	Home	b	Male	2
11:19	No	Leisure	SG8	Home	a	Male	1
11:21	Yes		PE2	Home	a	Male	2
11:24	No	Social	CB6	Home	a	Male	2
11:30	No	a	IP4	Home	a	Female	1
11:32	Yes		PE1	Home	a	Male	2
11:35	No	b	PE1	Home	b	Male	2
11:37	Yes		CB2	Home	a	Male	1
11:40	Yes		PE2	Home	a	Female	1
11:40	No	b	CB2	Home	a	Female	2
11:42	No	Leisure	PE2	Home	b	Female	1
11:43	No	Social	CB2	Home	b	Male	3
11:45	Yes		CB23	Home	b	Female	1
11:46	Yes		PE8	Home	c	Male	2
11:47	No	a	CB23	Home	a	Female	1
11:49	No	a	CB23	Home	b	Female	1
11:50	No	a	IP2	Home	b	Female	1
11:52	No	Social	PE1	Home	a	Female	2
11:54	No	Leisure	PE1	Home	b	Male	1
11:55	No	Leisure	PE1	Home	b	Male	5
11:57	No	Leisure	CB1	Home	a	Female	3
11:59	No	a	CB23	Home	a	Female	1
12:04	No	Leisure	CB2	Home	b	Female	1
12:07	No	a	CB2	Home	c	Male	1
12:08	No	b	CB1	Home	b	Male	2
12:11	No	a	CB23	Home	a	Male	3
12:13	No	Social	CB1	Home	a	Female	1
12:16	No	a	SG1	Home	b	Female	1
12:19	No	Leisure	CB23	Home	a	Male	4
12:20	No	a	PE2	Work	b	Male	2
12:22	No	a	CB23	Home	b	Female	1
12:28	No	a	CB1	Home	a	Male	1
12:32	No	a	IP2	Work	c	Male	1
12:34	No	a	CB23	Home	b	Male	2
12:36	No	a	SG1	Home	a	Female	1
12:37	No	b	CB2	Home	a	Male	1
12:38	No	a	SG12	Home	a	Male	1
12:40	No	b	PE2	Home	a	Male	2
12:43	No	b	CB2	Home	a	Male	1
12:45	No	Social	CB23	Home	b	Female	2
12:49	Yes		CB2	Home	a	Female	1
12:51	No	a	MK4	Home	a	Male	1
12:53	No	a	SG1	Home	a	Female	1
12:56	No	Leisure	LU3	Home	b	Male	2
13:01	No	Leisure	CB3	Home	a	Male	1
13:07	No	Social	CB23	Home	a	Female	3
13:10	No	b	CB1	Home	b	Male	4
13:19	No	b	SG12	Home	b	Male	1
13:33	No	Leisure	SG8	Home	b	Male	4
13:48	No	Leisure	-	Home	a	Female	2
13:55	No	Social	CB2	Home	b	Female	1
14:02	No	a	CB8	Home	a	Male	1
14:08	No	b	PE7	Home	b	Female	2
14:09	Yes		CB23	Home	a	Male	2
14:11	No	b	CB1	Home	c	Female	1
14:20	Yes		CB23	Home	b	Male	3
14:31	No	a	CB2	Home	b	Male	1
14:34	No	a	CB23	Home	a	Male	1
14:36	No	a	CB8	Home	a	Male	1
14:37	No	b	PE1	Home	b	Male	1
14:45	No	b	CB2	Home	b	Female	1

14:49	No	Leisure	CB2	Home	a	Male	2
14:51	No	Social	SG8	Home	b	Male	1
14:54	No	Leisure	CB2	Home	b	Female	1
14:57	No	a	PE2	Home	c	Male	1
14:59	No	a	PE4	Home	b	Male	1
15:02	No	a	NN11	Home	b	Male	1
15:03	No	a	PE12	Home	a	Male	1
15:04	No	Social	CB2	Home	a	Female	1
15:10	No	Leisure	MK4	Home	b	Male	4
15:15	No	Leisure	IP2	Home	b	Male	5
15:18	No	Leisure	CB12	Home	a	Female	1
15:20	No	a	PE2	Home	a	Female	1
15:21	No	a	CB2	Home	b	Female	1
15:22	No	b	CB1	Home	b	Male	1
15:26	No	b	CB2	Home	b	Female	4
15:28	No	Social	CB23	Home	b	Female	1
15:35	No	Leisure	CB23	Home	b	Male	2
15:38	No	b	CB2	Home	b	Male	1
15:46	No	Social	CB3	Home	b	Male	2
15:47	No	Social	PE11	Home	b	Male	1
15:50	No	b	CB23	Home	a	Female	3
15:53	Yes		SB2	Home	b	Male	2
15:58	No	a	PE1	Work	b	Male	1
16:00	No	a	CB23	Home	c	Female	1
16:01	No	a	SG1	Home	b	Male	1
16:03	No	a	CB2	Home	b	Female	1
16:05	No	a	CB23	Home	a	Male	1
16:06	No	b	CB3	Home	b	Female	2
16:07	Yes		CB2	Home	a	Female	1
16:09	No	Social	MK1	Home	c	Male	2
16:10	Yes		CB2	Home	b	Female	1
16:12	No	b	CB2	Home	b	Female	2
16:13	No	Leisure	PE1	Home	b	Male	3
16:17	No	b	PE11	Home	b	Male	4
16:20	No	Leisure	MK4	Home	b	Male	1
16:24	No	b	PE1	Home	b	Female	3
16:28	No	Social	NR1	Home	c	Male	2
16:33	No	Social	LU6	Home	a	Male	2
16:41	No	Leisure	PE2	Home	b	Male	2
16:46	No	b	SG4	Home	b	Female	1
17:02	No	b	CB2	Home	a	Male	2
17:05	No	Leisure	CB2	Home	a	Male	4
17:11	No	Leisure	SG1	Home	b	Male	1
17:12	No	Leisure	CB2	Home	b	Female	1
17:15	No	b	SG1	Home	b	Female	2
17:22	No	b	PE2	Home	b	Male	4
17:33	No	b	CB2	Home	a	Male	3
17:37	No	a	CB23	Home	b	Male	1
17:48	No	Leisure	AL8	Home	c	Male	3
17:55	No	b	CB23	Home	b	Male	2
18:02	No	b	PE1	Home	a	Male	1
18:05	No	b	CB2	Home	c	Male	3
18:11	No	Leisure	MK4	Home	b	Male	2
18:12	No	b	CB12	Home	b	Female	2
18:15	No	Social	HA2	Home	b	Female	1
18:18	No	b	CB2	Home	b	Female	2
18:21	No	a	SG1	Work	b	Female	2
18:22	Yes		CB23	Home	a	Female	3
18:25	No	b	SG1	Home	c	Male	1
18:28	No	Leisure	CB1	Home	c	Male	1
18:30	No	b	CB4	Home	b	Male	4
18:50	Yes		PE2	Home	b	Male	3
18:56	No	Social	PE3	Home	b	Male	2

1. Is the purpose of your trip for Costa only or on your way to elsewhere? Costa only: YES/NO

2. If elsewhere, is it

- a. Commute to/from work
- b. Shopping trip
- c. School run
- d. Other (Specify)

3a. Origin Postcode:

3b. Home or Work?

4. Approximate age: a 18-30 b 30-50 c 50+

5. Sex MALE/FEMALE

6. Vehicle occupants:

Time	Q1	Q2	Q3a	Q3b	Q4	Q5	Q6
06:04	Yes		CB23	Home	a	Female	1
06:07	No	a	PE1	Work	b	Male	1
06:08	No	a	CB23	Home	a	Male	1
06:09	No	Social	CB23	Home	c	Female	1
06:12	No	a	CB5	Home	b	Male	2
06:16	No	a	CB1	Work	a	Female	1
06:18	No	a	CB2	Home	b	Female	2
06:19	No	a	CB3	Home	b	Male	1
06:21	No	a	CPE9	Home	b	Male	1
06:22	No	a	NN9	Home	c	Male	1
06:24	No	a	CB23	Home	b	Male	1
06:25	No	Social	PE1	Home	a	Male	1
06:27	No	b	SG8	Home	c	Female	2
07:28	No	a	CB23	Home	c	Male	1
06:29	No	a	CB1	Home	b	Female	1
06:30	No	c	CB2	Home	a	Female	1
06:32	No	Leisure	PE1	Home	a	Female	3
06:33	No	Leisure	CB2	Home	a	Male	1
06:34	No	Social	SG6	Home	c	Female	2
06:36	No	a	PE1	Work	b	Male	1
06:38	No	a	CB2	Work	b	Male	1
06:39	No	a	CB5	Work	b	Male	1
06:40	No	b	CB2	Home	b	Male	3
06:42	No	a	CB23	Work	a	Male	1
06:43	No	a	CB2	Work	b	Female	1
06:44	No	a	PE1	Work	b	Female	2
06:46	No	a	CB2	Work	b	Male	1
06:47	No	a	PE1	Home	b	Male	1
06:47	No	a	AU3	Home	b	Male	1
06:49	No	c	CB4	Home	a	Female	1
06:50	No	a	CB2	Home	a	Female	1
06:51	No	a	CB4	Work	c	Female	1
06:52	No	a	MK4	Work	a	Male	2
06:54	No	Social	CB23	Home	a	Male	2
06:55	No	a	CB2	Home	b	Female	1
06:57	No	Leisure	CB2	Home	b	Male	1
06:58	No	a	CB3	Home	a	Male	1
07:00	No	a	IP3	Home	a	Male	1
07:01	No	a	CB2	Home	b	Female	1
07:03	No	a	CB23	Home	b	Male	1
07:04	No	a	MK1	Home	b	Male	1
07:06	No	a	EP28	Home	a	Female	1
07:06	No	Leisure	CB2	Work	c	Male	1
07:08	No	a	CB2	Home	a	Female	1
07:09	No	a	CB2	Home	b	Male	2
07:10	No	a	CB1	Home	b	Male	1
07:12	No	a	SG8	Home	b	Female	1
07:13	No	a	CB3	Home	b	Female	1
07:14	No	a	CB2	Home	b	Female	1
07:15	No	a	CB2	Work	a	Female	2
07:16	No	a	PE1	Home	b	Male	1
07:17	No	a	PE2	Home	b	Male	1

Summaries	
Costa only	14
Commuting to/from work	192
Shopping	14
School run	10
Other	30
From home	213
From work	47
Aged 18-30	100
Aged 30-50	132
Aged 50+	28
Males	147
Females	113
Average Occupants	1

07:19	No	b	CB2	Home	a	Female	3
07:21	No	a	CB2	Home	a	Female	1
07:21	No	Leisure	CB4	Home	a	Female	1
07:22	No	a	CB2	Work	a	Male	1
07:24	No	a	PE2	Work	a	Female	1
07:25	No	a	PE1	Home	a	Female	1
07:27	No	a	PE1	Home	c	Male	1
07:28	No	a	CB1	Home	b	Male	1
07:29	No	a	PE2	Home	a	Female	1
07:31	No	a	PE1	Home	a	Female	1
07:32	No	a	PE19	Home	b	Male	2
07:33	No	a	SG8	Home	a	Male	1
07:35	No	a	CB23	Home	a	Female	1
07:36	No	a	RG14	Home	b	Male	1
07:37	No	a	CB1	Work	a	Male	2
07:39	No	a	MK4	Work	a	Male	1
07:40	No	Social	LU4	Home	a	Female	1
07:42	No	a	CB1	Home	a	Female	2
07:44	No	a	PE29	Work	b	Male	1
07:45	No	a	PE2	Home	a	Female	1
07:47	No	a	CM23	Home	b	Female	1
07:48	No	a	CB23	Home	b	Female	1
07:49	No	a	NR1	Home	b	Male	1
07:50	No	c	CB25	Home	a	Female	2
07:52	No	a	CB23	Home	b	Male	1
07:53	No	a	PE1	Home	b	Female	1
07:54	No	a	PE1	Home	b	Female	2
07:56	No	a	CB7	Home	c	Male	2
07:56	No	a	PE2	Home	b	Female	1
07:58	No	a	SG1	Home	b	Male	1
07:59	No	a	SB2	Home	b	Female	1
08:01	No	a	CB2	Home	b	Female	2
08:02	No	a	SG1	Home	c	Male	1
08:04	No	a	CB23	Home	b	Male	1
08:05	No	a	CB11	Home	a	Female	4
08:07	No	a	CB1	Home	a	Male	1
08:08	No	a	CB23	Home	b	Female	1
08:08	No	a	PE2	Home	b	Female	1
08:10	No	a	PE2	Home	a	Female	1
08:11	No	a	CB1	Home	b	Female	2
08:12	No	a	CB2	Home	a	Male	1
08:14	No	a	PE19	Home	a	Male	1
08:14	No	a	CB9	Home	a	Male	1
08:16	No	a	PE27	Home	a	Male	1
08:18	No	a	CB2	Home	a	Male	1
08:19	No	a	PE19	Home	b	Male	1
08:21	No	a	CB9	Home	a	Female	1
08:22	No	a	PE27	Home	b	Male	1
08:23	No	a	CB2	Home	b	Male	1
08:25	No	a	PE4	Home	a	Male	1
08:26	No	a	PE3	Home	c	Male	1
08:28	No	a	CB4	Work	a	Male	1
08:29	No	a	PE2	Home	b	Female	1
08:30	No	a	MK4	Home	a	Male	1
08:32	No	a	NN12	Home	b	Male	1
08:33	No	a	CB23	Home	b	Male	1
08:34	No	a	MK18	Home	b	Male	1
08:35	No	a	CB23	Home	b	Male	1
08:37	No	a	CB25	Home	c	Male	1
08:38	No	a	NN9	Home	b	Male	1
08:40	No	a	CB23	Home	b	Male	1
08:42	No	a	CB23	Home	b	Female	1
08:44	No	a	PE7	Home	b	Male	1
08:45	No	a	CB1	Home	b	Male	1
08:47	No	c	PE1	Home	b	Female	2
08:48	No	a	MK43	Home	a	Female	1
08:52	No	a	CB2	Home	b	Male	1
08:55	No	a	PE1	Home	b	Male	2
08:58	No	a	MK4	Home	b	Male	3
09:00	No	a	CB23	Home	b	Male	3
09:02	No	a	CB2	Home	b	Male	1
09:05	No	a	CB2	Home	a	Female	1
09:06	No	c	PE1	Home	a	Female	1
09:09	No	a	NN11	Home	b	Female	2

09:11	No	a	CM3	Home	b	Female	1
09:12	No	b	PE2	Home	a	Female	1
09:14	No	a	PE1	Home	b	Male	1
09:16	No	a	NG1	Home	b	Male	1
09:17	No	a	MK4	Home	b	Male	1
09:19	No	Social	CB6	Home	c	Female	2
09:20	No	a	PE2	Home	a	Female	1
09:20	No	a	CB23	Home	b	Female	2
09:21	No	a	CB24	Home	a	Female	2
09:23	No	a	SG8	Home	b	Male	2
09:24	No	a	MK1	Home	b	Male	1
09:25	No	a	CB2	Home	a	Female	1
09:25	No	a	CB23	Home	b	Male	1
09:27	No	a	CB23	Home	b	Female	1
09:28	No	a	CB2	Home	a	Female	1
09:29	No	a	CB1	Home	b	Male	1
09:31	No	a	MK8	Home	b	Male	1
09:33	No	a	-	Home	b	Male	1
09:34	No	a	CB2	Home	a	Female	1
09:36	No	a	PE7	Home	b	Male	1
09:38	No	a	NN2	Home	b	Male	1
09:39	No	a	PE1	Home	a	Female	1
09:41	No	a	MK4	Home	a	Female	1
09:42	No	a	CB1	Home	a	Male	2
09:46	No	a	CB6	Home	b	Male	1
09:48	No	Social	PE1	Home	b	Male	1
09:49	No	Social	NR7	Home	b	Female	2
09:51	No	a	PE1	Home	a	Female	1
09:52	No	a	PE1	Home	b	Male	2
09:54	No	a	CB2	Work	a	Female	1
09:55	No	a	NN2	Work	c	Male	2
09:57	No	Social	MK12	Home	c	Female	2
09:58	No	a	PE2	Work	b	Male	1
10:00	Yes		CB23	Home	a	Female	1
10:06	No	a	CB2	Work	b	Female	2
10:12	No	a	PE1	Home	b	Male	1
10:16	No	a	CB2	Home	a	Male	1
10:18	No	a	PE19	Home	a	Female	1
10:19	No	a	MK17	Home	b	Male	1
10:21	No	a	PE2	Home	a	Female	1
10:22	No	a	PE28	Home	b	Female	1
10:25	No	a	MK44	Home	a	Male	1
10:27	No	a	MK42	Home	b	Male	1
10:29	No	a	CB1	Home	a	Male	1
10:31	No	a	SG8	Home	b	Male	1
10:34	No	a	CB1	Home	a	Female	1
10:36	No	a	CB2	Home	a	Male	1
10:39	No	a	CB6	Home	a	Male	2
10:40	No	a	MK11	Work	a	Male	1
10:42	No	a	CB23	Work	a	Male	1
10:49	No	a	CB2	Home	b	Female	1
11:02	No	a	CB6	Home	a	Male	2
11:05	No	a	PE1	Work	b	Male	2
11:08	No	a	CB23	Home	b	Female	3
11:14	No	c	-	Home	a	Female	1
11:18	No	a	PE3	Work	a	Male	1
11:20	No	a	CB2	Work	b	Female	1
11:24	No	a	CB8	Work	c	Male	1
11:29	No	a	MK1	Work	b	Female	1
11:30	No	a	CB2	Home	a	Male	1
11:33	No	Social	CB1	Home	b	Male	1

11:37	No	Social	SG1	Home	b	Female	1
11:40	No	Social	CO1	Home	b	Female	2
11:41	No	a	PE1	Home	a	Male	1
11:45	No	a	CB23	Home	a	Female	1
11:49	No	a	CB24	Home	b	Male	1
11:51	No	a	CM7	Home	b	Male	1
11:53	No	a	IP28	Home	a	Male	1
11:57	No	a	CB2	Work	a	Female	1
11:59	Yes		CB2	Home	a	Male	1
12:01	No	b	IP1	Home	a	Female	2
12:06	No	Social	NN1	Home	b	Male	2
12:09	Yes		CB2	Home	b	Male	1
12:16	No	a	CB2	Work	a	Female	1
12:17	Yes		CB23	Home	a	Male	1
12:19	No	Social	CB2	Home	a	Female	1
12:21	No	b	IP2	Home	b	Male	2
12:23	No	a	CB2	Work	b	Male	1
12:24	No	a	MK1	Work	a	Male	1
12:26	No	a	CB2	Work	b	Female	1
12:27	No	a	CB2	Work	b	Male	1
12:28	No	Hospital	IP4	Home	c	Male	1
12:29	Yes		CB2	Home	a	Female	1
12:30	No	Social	CB2	Home	c	Male	2
12:33	No	b	CB2	Home	b	Male	1
12:39	No	b	MK2	Home	a	Female	1
12:46	No	a	CB23	Work	a	Male	1
12:50	No	Leisure	CB2	Home	a	Female	1
12:55	Yes		CB4	Work	a	Female	1
12:59	No	c	CB23	Home	b	Male	4
13:02	No	Social	IP1	Home	b	Male	4
13:08	No	a	CB3	Work	a	Male	1
13:13	No	Leisure	CV34	Home	c	Male	1
13:22	No	Leisure	CB23	Home	b	Female	2
13:38	Yes		PE1	Home	b	Male	2
13:49	No	a	CB1	Home	b	Female	3
13:55	No	b	PE2	Home	a	Male	1
14:03	No	a	CB2	Work	c	Male	1
14:09	No	c	CB2	Home	a	Female	1
14:15	No	a	CB2	Home	c	Male	1
14:26	No	b	PE2	Home	b	Female	3
14:28	Yes		PE1	Home	a	Female	2
14:33	No	a	IP5	Work	b	Female	1
14:39	No	a	PE2	Home	b	Male	1
14:46	Yes		CB2	Home	b	Female	2
14:55	No	a	CB23	Work	b	Male	1
15:01	No	c	CB23	Home	a	Female	1
15:03	No	a	CB2	Home	c	Male	1
15:08	No	b	PE2	Home	b	Female	3
15:12	Yes		PE1	Home	a	Female	2
15:18	No	Leisure	CB2	Home	a	Female	1
15:23	No	b	SG8	Home	a	Female	1
15:37	No	Leisure	CB2	Home	c	Male	1
15:49	No	Social	PE11	Home	b	Male	2
15:54	No	a	IP4	Home	a	Female	1
16:02	No	a	CB23	Work	b	Male	1
16:12	Yes		CB2	Home	b	Male	1
16:17	No	a	CB2	Work	c	Male	1
16:29	Yes		CB23	Home	c	Female	1
16:35	No	a	CB2	Home	b	Female	1
16:48	No	b	CB2	Home	b	Male	2
16:51	Yes		CB23	Home	b	Male	2
16:52	No	a	PE2	Work	c	Male	1
16:58	No	Social	CB3	Home	c	Male	1
17:09	No	b	OX1	Home	b	Female	1
17:17	No	a	CB2	Home	b	Female	2
17:36	No	a	NN11	Work	b	Female	1
17:46	No	c	CB23	Home	a	Male	3
17:52	No	a	MK4	Home	b	Male	1
18:03	No	a	RM1	Home	c	Male	2
18:19	No	Social	CB2	Home	b	Male	1
18:33	No	a	CB3	Work	b	Female	1
18:37	No	a	CB2	Home	b	Male	1
18:51	No	a	CB23	Home	a	Female	2

Car Park		
Time	Ins	Outs
06:00 - 06:15	7	3
06:15 - 06:30	8	4
06:30 - 06:45	3	4
06:45 - 07:00	7	6
07:00 - 07:15	11	11
07:15 - 07:30	17	7
07:30 - 07:45	12	15
07:45 - 08:00	8	12
08:00 - 08:15	11	6
08:15 - 08:30	9	10
08:30 - 08:45	9	11
08:45 - 09:00	14	9
09:00 - 09:15	14	8
09:15 - 09:30	11	8
09:30 - 09:45	9	20
09:45 - 10:00	12	7
10:00 - 10:15	21	15
10:15 - 10:30	23	17
10:30 - 10:45	13	22
10:45 - 11:00	21	17
11:00 - 11:15	19	14
11:15 - 11:30	18	17
11:30 - 11:45	16	21
11:45 - 12:00	19	15
12:00 - 12:15	16	13
12:15 - 12:30	12	9
12:30 - 12:45	12	15
12:45 - 13:00	13	15
13:00 - 13:15	10	15
13:15 - 13:30	6	5
13:30 - 13:45	15	9
13:45 - 14:00	14	12
14:00 - 14:15	19	16
14:15 - 14:30	14	14
14:30 - 14:45	7	13
14:45 - 15:00	6	4
15:00 - 15:15	16	15
15:15 - 15:30	15	15
15:30 - 15:45	10	13
15:45 - 16:00	7	12
16:00 - 16:15	4	6
16:15 - 16:30	10	14
16:30 - 16:45	10	7
16:45 - 17:00	8	3
17:00 - 17:15	11	15
17:15 - 17:30	8	11
17:30 - 17:45	4	9
17:45 - 18:00	3	5
18:00 - 18:15	7	5
18:15 - 18:30	7	6
18:30 - 18:45	1	3
18:45 - 19:00	3	4
TOTALS	580	562

Drive Through	
Ins	Max Queue
3	2
3	1
3	1
5	4
10	3
5	3
6	4
9	6
5	3
6	3
8	3
4	3
4	4
4	3
6	3
6	4
5	5
10	8
9	7
6	5
8	6
6	3
9	7
7	4
6	4
6	5
2	2
6	5
3	3
2	1
5	4
7	4
8	4
8	5
4	3
1	1
5	3
4	3
7	6
4	4
1	1
3	3
3	2
2	1
3	3
5	3
3	2
2	2
3	2
3	3
0	0
1	1
254	

06:00 - 06:15	1
06:15 - 06:30	5
06:30 - 06:45	4
06:45 - 07:00	5
07:00 - 07:15	5
07:15 - 07:30	15
07:30 - 07:45	12
07:45 - 08:00	8
08:00 - 08:15	13
08:15 - 08:30	12
08:30 - 08:45	10
08:45 - 09:00	15
09:00 - 09:15	21
09:15 - 09:30	24
09:30 - 09:45	13
09:45 - 10:00	18
10:00 - 10:15	24
10:15 - 10:30	30
10:30 - 10:45	21
10:45 - 11:00	25
11:00 - 11:15	30
11:15 - 11:30	31
11:30 - 11:45	26
11:45 - 12:00	30
12:00 - 12:15	33
12:15 - 12:30	36
12:30 - 12:45	33
12:45 - 13:00	31
13:00 - 13:15	26
13:15 - 13:30	27
13:30 - 13:45	33
13:45 - 14:00	35
14:00 - 14:15	38
14:15 - 14:30	38
14:30 - 14:45	32
14:45 - 15:00	34
15:00 - 15:15	35
15:15 - 15:30	35
15:30 - 15:45	32
15:45 - 16:00	27
16:00 - 16:15	25
16:15 - 16:30	21
16:30 - 16:45	24
16:45 - 17:00	29
17:00 - 17:15	25
17:15 - 17:30	22
17:30 - 17:45	17
17:45 - 18:00	15
18:00 - 18:15	17
18:15 - 18:30	18
18:30 - 18:45	16
18:45 - 19:00	15
Max	38

Car Park		
Time	Ins	Outs
06:00 - 06:15	6	5
06:15 - 06:30	11	6
06:30 - 06:45	4	9
06:45 - 07:00	12	9
07:00 - 07:15	22	8
07:15 - 07:30	8	16
07:30 - 07:45	21	13
07:45 - 08:00	17	24
08:00 - 08:15	14	17
08:15 - 08:30	14	11
08:30 - 08:45	20	16
08:45 - 09:00	12	15
09:00 - 09:15	16	12
09:15 - 09:30	13	13
09:30 - 09:45	13	12
09:45 - 10:00	11	10
10:00 - 10:15	9	10
10:15 - 10:30	12	14
10:30 - 10:45	12	14
10:45 - 11:00	15	10
11:00 - 11:15	15	16
11:15 - 11:30	11	10
11:30 - 11:45	14	11
11:45 - 12:00	14	14
12:00 - 12:15	14	17
12:15 - 12:30	14	11
12:30 - 12:45	12	16
12:45 - 13:00	12	12
13:00 - 13:15	16	15
13:15 - 13:30	17	19
13:30 - 13:45	12	7
13:45 - 14:00	6	11
14:00 - 14:15	7	6
14:15 - 14:30	8	5
14:30 - 14:45	17	12
14:45 - 15:00	13	18
15:00 - 15:15	6	6
15:15 - 15:30	6	4
15:30 - 15:45	13	13
15:45 - 16:00	7	11
16:00 - 16:15	7	11
16:15 - 16:30	9	4
16:30 - 16:45	10	10
16:45 - 17:00	10	7
17:00 - 17:15	9	12
17:15 - 17:30	9	7
17:30 - 17:45	7	8
17:45 - 18:00	6	11
18:00 - 18:15	9	7
18:15 - 18:30	6	8
18:30 - 18:45	7	10
18:45 - 19:00	7	9
TOTALS	592	582

Drive Through	
Ins	Max Queue
5	1
5	2
6	1
8	1
8	3
7	2
6	5
11	3
10	3
7	4
8	3
8	5
5	3
6	4
8	4
4	2
3	3
4	3
8	4
5	3
7	2
8	5
6	3
6	5
6	5
5	4
7	4
5	3
5	4
6	3
6	4
3	2
2	2
2	1
3	2
8	4
2	1
1	1
7	4
5	3
2	2
0	0
5	4
4	3
1	1
2	2
3	2
2	1
1	1
1	1
3	2
4	2
260	

06:00 - 06:15	1
06:15 - 06:30	6
06:30 - 06:45	1
06:45 - 07:00	4
07:00 - 07:15	18
07:15 - 07:30	10
07:30 - 07:45	18
07:45 - 08:00	11
08:00 - 08:15	8
08:15 - 08:30	11
08:30 - 08:45	15
08:45 - 09:00	12
09:00 - 09:15	16
09:15 - 09:30	16
09:30 - 09:45	17
09:45 - 10:00	18
10:00 - 10:15	17
10:15 - 10:30	15
10:30 - 10:45	13
10:45 - 11:00	18
11:00 - 11:15	17
11:15 - 11:30	18
11:30 - 11:45	21
11:45 - 12:00	21
12:00 - 12:15	18
12:15 - 12:30	21
12:30 - 12:45	17
12:45 - 13:00	17
13:00 - 13:15	18
13:15 - 13:30	16
13:30 - 13:45	21
13:45 - 14:00	16
14:00 - 14:15	17
14:15 - 14:30	20
14:30 - 14:45	25
14:45 - 15:00	20
15:00 - 15:15	20
15:15 - 15:30	22
15:30 - 15:45	22
15:45 - 16:00	18
16:00 - 16:15	14
16:15 - 16:30	19
16:30 - 16:45	19
16:45 - 17:00	22
17:00 - 17:15	19
17:15 - 17:30	21
17:30 - 17:45	20
17:45 - 18:00	15
18:00 - 18:15	17
18:15 - 18:30	15
18:30 - 18:45	12
18:45 - 19:00	10
Max	25

1. Is the purpose of your trip for Costa only or on your way to elsewhere? Costa only: YES/NO

2. If elsewhere, is it

- a. Commute to/from work
- b. Shopping trip
- c. School run
- d. Other (Specify)

3a. Origin Postcode:

3b. Home or Work?

4. Approximate age:

 a 18-30 b 30-50 c 50+

5. Sex MALE/FEMALE

6. Vehicle occupants:

Time	Q1	Q2	Q3a	Q3b	Q4	Q5	Q6
06:07	No	a	OX11	Home	a	Male	1
06:09	Yes		OX11	Work	a	Male	1
06:10	No	a	OX4	Home	b	Male	1
06:16	No	a	OX13	Home	a	Male	1
06:22	No	a	OX11	Home	b	Male	1
06:26	No	a	RG6	Home	a	Male	1
06:31	Yes		OX11	Work	b	Male	1
06:37	No	a	SN2	Home	b	Male	1
06:39	No	a	OX13	Home	c	Male	1
06:44	No	a	OX11	Home	b	Male	1
06:49	No	a	OX12	Home	b	Female	1
06:49	No	a	OX11	Home	b	Female	1
06:50	No	a	GS4	Home	a	Male	1
06:56	No	a	OX13	Home	a	Female	3
06:59	No	a	OX18	Home	a	Male	1
07:01	No	Social	OX11	Home	a	Male	1
07:04	No	a	OX11	Home	b	Male	1
07:05	No	Social	OX11	Home	a	Female	2
07:09	No	a	OX1	Home	b	Male	1
07:12	No	a	NN13	Home	b	Male	1
07:14	No	a	OX14	Work	a	Male	1
07:15	No	a	OX14	Home	a	Male	1
07:15	No	a	OX11	Home	b	Male	1
07:16	No	a	OX28	Home	c	Male	1
07:17	No	Social	OX12	Home	a	Male	2
07:20	No	a	OX11	Home	a	Male	1
07:21	No	a	OX11	Home	a	Male	4
07:22	No	a	OX11	Home	a	Male	1
07:28	No	a	OX4	Home	a	Female	1
07:30	No	a	OX3	Home	a	Male	1
07:33	No	a	OX13	Home	b	Male	1
07:36	No	Leisure	BH2	Home	b	Male	2
08:37	No	a	OX12	Home	a	Female	1
07:40	No	a	OX12	Home	a	Male	1
07:42	No	Train	OX13	Home	b	Female	2
07:44	No	a	OX11	Home	c	Female	2
07:49	No	Social	OX13	Home	b	Female	1
07:50	No	a	OX13	Home	c	Male	1
07:51	No	a	OX11	Home	b	Male	1
07:52	No	Leisure	OX11	Home	a	Male	1
07:54	No	a	OX4	Home	a	Female	1
07:55	No	Social	OX11	Home	a	Male	1
08:00	No	c	OX12	Home	b	Male	2
08:01	No	Social	OX11	Home	a	Male	1
08:04	No	Social	OX11	Home	a	Male	1
08:07	No	a	SO40	Home	a	Male	1
08:08	No	a	OX12	Home	a	Female	1
08:08	Yes		OX14	Home	a	Male	1

Summaries	
Costa only	46
Commuting to/from work	71
Shopping	35
School run	3
Other	93
From home	233
From work	15
Aged 18-30	139
Aged 30-50	98
Aged 50+	11
Males	167
Females	81
Average Occupants	2

08:12	No	a	OX11	Home	a	Female	2
08:16	No	c	OX11	Home	a	Female	2
08:19	No	a	OX14	Home	b	Male	1
08:22	No	a	OX14	Work	b	Male	1
08:33	No	c	TW19	Home	a	Male	2
08:34	No	a	OX1	Home	b	Male	1
08:37	Yes		OX14	Home	b	Female	1
08:38	No	Social	OX14	Home	a	Male	2
08:39	Yes		OX11	Home	b	Male	1
08:44	No	a	OX14	Home	b	Male	1
08:47	Yes		OX11	Home	a	Male	1
08:49	Yes		OX10	Home	b	Male	1
08:51	No	Social	OX11	Home	b	Male	2
09:05	No	Social	OX11	Home	a	Male	2
09:06	Yes		OX12	Home	a	Female	1
09:08	No	Social	OX14	Home	b	Female	4
09:11	No	Social	OX5	Home	a	Male	2
09:13	No	Leisure	OX11	Home	b	Male	4
09:19	No	b	OX12	Home	a	Female	1
09:27	No	a	OX11	Home	a	Male	1
09:28	Yes		OX11	Home	a	Male	2
09:32	No	Social	OX12	Home	a	Female	2
09:33	No	a	OX10	Home	a	Male	4
09:38	No	Leisure	OX14	Home	b	Male	3
09:40	Yes		OX12	Home	a	Male	1
09:44	No	Social	OX14	Home	b	Male	2
09:46	No	Leisure	OX4	Home	b	Female	3
09:49	No	a	OX11	Work	a	Male	1
09:50	No	Social	SN7	Home	b	Male	2
09:50	No	a	OX11	Home	a	Female	3
09:52	Yes		OX11	Home	b	Male	1
10:01	No	Social	OX11	Home	b	Female	2
10:02	Yes		OX10	Home	b	Female	3
10:04	No	Leisure	OX10	Home	a	Male	4
10:07	No	Leisure	OX14	Home	a	Female	4
10:09	Yes		OX14	Home	b	Female	3
10:10	No	b	OX11	Home	b	Male	4
10:14	No	Leisure	OX4	Home	a	Female	2
10:15	No	b	OX14	Home	a	Female	2
10:16	No	Leisure	OX49	Home	a	Female	1
10:19	No	Leisure	RG8	Home	b	Female	2
10:21	No	Leisure	OX11	Home	b	Female	2
10:24	No	Leisure	OX12	Home	b	Female	1
10:26	Yes		OX5	Home	a	Male	2
10:29	No	a	OX11	Home	a	Male	1
10:31	Yes		OX14	Home	a	Male	2
10:32	No	a	OX14	Home	a	Male	2
10:32	Yes		OX11	Home	b	Male	2
10:33	Yes		OX11	Home	a	Female	1
10:34	No	Leisure	OX12	Home	a	Male	2
10:37	No	b	RG20	Home	b	Male	1
10:38	No	Social	OX11	Home	b	Male	4
10:39	No	Leisure	OX14	Home	b	Male	2
10:40	Yes		OX11	Home	a	Male	1
10:41	No	Social	SN14	Home	b	Male	2
10:47	No	Leisure	OX11	Home	a	Male	2
10:49	No	Leisure	OX12	Home	a	Female	2
10:51	No	a	OX10	Home	a	Male	5
10:52	No	Social	OX11	Home	b	Female	3
10:56	No	b	OX11	Home	a	Male	4
10:57	No	Leisure	OX28	Home	b	Female	2
11:00	No	Leisure	SN9	Home	a	Female	1
11:02	No	Leisure	OX10	Home	a	Male	5
11:03	No	b	OX14	Home	a	Male	2
11:07	No	Train	OX14	Home	b	Female	2
11:09	Yes		OX11	Work	a	Male	1
11:10	Yes		OX14	Home	b	Male	3
11:12	No	a	OX11	Work	a	Male	2
11:14	No	Social	OX14	Home	a	Female	1
11:15	Yes		OX28	Home	a	Female	2

11:16	Yes		OX11	Home	b	Male	4
11:18	No	a	OX12	Home	b	Female	1
11:20	No	Leisure	OX11	Home	a	Female	4
11:22	No	a	OX11	Home	a	Male	1
11:24	Yes		OX11	Home	a	Male	1
11:25	No	a	OX14	Home	a	Female	2
11:28	No	Leisure	OX13	Home	a	Female	3
11:29	No	Leisure	OX11	Home	a	Female	3
11:31			OX11	Home	a	Male	2
11:35	No	b	OX11	Home	a	Male	1
11:38	No	Leisure	OX10	Home	a	Male	2
11:39	No	b	OX26	Home	a	Male	2
11:40	Yes		OX11	Home	a	Female	1
11:41	No	Social	OX11	Home	a	Male	3
11:42	No	a	OX14	Home	a	Male	3
11:44	No	a	OX13	Home	a	Male	1
11:45	No	Social	OX14	Work	b	Male	2
11:47	No	a	OX11	Home	a	Male	2
11:48	No	b	OX14	Home	b	Male	4
11:50	Yes		OX10	Home	a	Female	2
11:53	Yes		OX12	Home	a	Female	3
11:55	No	Leisure	OX14	Home	b	Male	3
11:56	No	Leisure	MK18	Home	b	Male	2
11:59	No	Social	OX14	Home	a	Male	2
12:02	No	Social	OX10	Home	a	Male	1
12:03	No	b	OX11	Home	a	Male	2
12:04	No	Leisure	OX11	Home	b	Female	1
12:06	No	b	OX11	Home	a	Male	3
12:10	Yes		MK18	Home	b	Male	2
12:12	Yes		OX11	Home	a	Male	1
12:13	Yes		OX11	Home	a	Female	2
12:14	No	b	OX12	Home	a	Female	1
12:16	No	b	OX14	Home	b	Female	3
12:17	No	b	OX29	Home	c	Male	2
12:23	No	Leisure	OX5	Home	a	Male	2
12:25	No	b	OX13	Home	b	Male	2
12:26	Yes		OX12	Work	c	Male	1
12:28	Yes		OX11	Work	b	Female	1
12:33	No	b	OX14	Home	c	Female	4
12:40	No	b	OX11	Home	b	Male	2
12:41	No	b	OX11	Home	a	Male	2
12:45	No	Leisure	OX15	Home	a	Male	3
12:46	No	b	OX12	Home	a	Male	2
12:50	Yes		OX10	Home	a	Male	1
12:51	Yes		OX14	Home	a	Female	2
12:52	Yes		OX9	Home	b	Female	1
12:55	Yes		BA2	Home	b	Male	1
13:04	No	Leisure	OX11	Home	a	Male	5
13:10	No	Leisure	BH25	Home	a	Male	4
13:12	No	Leisure	OX11	Home	a	Female	4
13:19	No	b	OX12	Home	b	Male	2
13:24	No	Leisure	OX11	Home	b	Male	2
13:30	No	b	Newbury	Home	b	Male	4
13:34	No	Leisure	OX27	Home	b	Male	4
13:35	No	Leisure	OX11	Home	a	Male	2
13:39	No	b	OX11	Home	a	Male	3
13:40	No	Social	RG9	Home	a	Female	2
13:46	No	Leisure	OX4	Home	a	Male	2
13:48	No	a	OX12	Home	a	Male	4
13:52	No	a	OX10	Home	a	Male	5
13:54	No	a	OX11	Home	a	Male	1
13:58	No	a	OX14	Home	b	Female	2
13:59	No	Leisure	OX14	Home	b	Male	4
14:01	Yes		OX11	Home	a	Male	2
14:02	No	b	OX11	Home	b	Male	2
14:05	No	Leisure	DA16	Home	a	Female	1
14:07	No	Leisure	OX29	Home	a	Female	2
14:08	Yes		OX14	Home	b	Male	1
14:09	No	Leisure	OX7	Home	a	Male	2
14:11	No	Leisure	GU9	Home	a	Female	3

14:12	No	b	OX11	Home	a	Female	2
14:14	No	Social	OX18	Home	a	Female	2
14:16	No	a	OX26	Home	b	Male	1
14:19	No	b	OX11	Home	b	Female	3
14:21	No	Leisure	HU19	Home	a	Male	2
14:23	No	b	OX11	Home	a	Male	3
14:25	No	b	OX10	Home	b	Male	4
14:26	No	Leisure	OX11	Home	b	Male	4
14:29	No	a	OX11	Work	b	Male	1
14:30	No	b	OX14	Home	b	Male	2
14:32	No	Leisure	OX10	Home	c	Female	1
14:39	Yes		OX14	Home	b	Female	2
14:51	No	Social	SP4	Home	a	Female	2
15:02	No	Social	OX11	Home	a	Male	2
15:04	No	b	OX11	Home	a	Female	3
15:07	No	Leisure	OX14	Home	b	Male	2
15:10	No	b	OX12	Home	a	Female	4
15:12	No	Hospital	OX11	Home	b	Female	2
15:16	No	b	OX11	Home	b	Female	2
15:20	Yes		OX13	Home	b	Male	2
15:21	No	Leisure	OX11	Home	b	Male	4
15:24	No	a	OX12	Home	b	Male	1
15:29	Yes		OX11	Home	c	Female	2
15:31	Yes		OX11	Home	b	Female	2
15:40	No	b	OX12	Home	b	Female	2
15:41	No	a	OX11	Home	b	Male	1
15:39	No	a	OX1	Work	a	Female	1
15:40	No	Leisure	OX11	Home	a	Female	3
15:41	Yes		OX18	Home	a	Male	2
15:42	No	Leisure	RG8	Home	b	Male	3
15:45	Yes		OX11	Home	a	Male	3
15:48	No	Leisure	OX14	Home	a	Female	2
15:50	No	Leisure	OX3	Home	b	Male	2
16:01	No	Leisure	OX11	Home	a	Female	1
16:22	No	a	OX11	Work	a	Male	1
16:24	No	Leisure	OX11	Home	b	Male	2
16:31	Yes		OX14	Home	a	Male	4
16:39	No	Social	RG20	Home	a	Female	1
16:41	No	Leisure	OX14	Home	b	Female	2
16:52	No	a	OX18	Home	a	Male	1
17:00	No	b	PO7	Home	a	Female	2
17:02	No	Social	OX12	Home	a	Male	2
17:10	No	a	OX11	Home	b	Male	1
17:12	No	Leisure	OX11	Home	a	Male	2
17:16	No	b	OX14	Home	a	Male	1
17:17	No	a	TQ5	Home	c	Male	1
17:19	No	a	OX11	Home	a	Male	1
17:23	No	Leisure	OX14	Home	a	Male	2
17:26	No	a	OX14	Work	b	Male	2
17:29	No	Leisure	OX11	Home	a	Female	1
17:40	No	a	OX11	Work	b	Male	4
17:54	No	Leisure	RG14	Home	b	Male	2
17:57	Yes		OX12	Home	a	Male	1
18:08	No	Social	OX11	Home	a	Male	2
18:09	No	a	OX12	Home	a	Male	1
18:12	No	a	OX25	Home	c	Male	1
18:18	No	Leisure	OX13	Home	b	Male	6
18:21	Yes		OX11	Home	b	Male	1
18:28	No	b	OX11	Home	b	Male	3
18:50	No	Leisure	OX14	Home	b	Male	3

1. Is the purpose of your trip for Costa only or on your way to elsewhere? Costa only: YES/NO

2. If elsewhere, is it

- a. Commute to/from work
- b. Shopping trip
- c. School run
- d. Other (Specify)

3a. Origin Postcode:

3b. Home or Work?

4. Approximate age:

18-30

30-50

50+

5. Sex MALE/FEMALE

6. Vehicle occupants:

Time	Q1	Q2	Q3a	Q3b	Q4	Q5	Q6
06:01	No	a	OX4	Home	b	Male	1
06:02	No	a	OX11	Home	b	Female	1
06:05	No	a	RG20	Home	a	Male	1
06:11	No	a	RG18	Home	b	Male	1
06:20	No	a	OX12	Home	b	Male	1
06:23	No	a	OX11	Home	a	Female	1
06:26	No	a	OX14	Work	b	Male	1
06:31	No	a	OX12	Home	b	Male	1
06:35	No	a	RG12	Home	b	Male	1
06:40	No	a	OX16	Home	b	Male	1
06:44	No	a	OX16	Home	b	Male	1
06:47	No	a	RG20	Home	a	Male	1
06:49	No	a	RG20	Home	a	Female	1
06:54	No	a	RG9	Home	b	Male	1
06:55	No	a	OX11	Home	a	Female	1
06:59	No	a	SN5	Home	b	Male	1
07:02	No	a	OX11	Home	a	Female	1
07:03	No	a	OX11	Home	a	Male	1
07:05	No	a	RG15	Home	a	Male	1
07:07	No	a	SN4	Home	c	Male	1
07:10	No	a	B31	Home	b	Male	1
07:11	No	a	OX14	Home	a	Male	1
07:12	No	a	NN13	Home	b	Male	1
07:14	No	a	OX3	Home	a	Male	2
07:15	No	a	WD24	Home	a	Female	1
07:17	No	a	OX1	Home	b	Male	1
07:18	No	a	OX11	Home	a	Female	1
07:19	No	a	OX11	Home	b	Female	1
07:20	No	a	OX12	Home	b	Male	1
07:22	No	a	OX11	Home	a	Female	1
07:23	No	a	OX14	Home	a	Male	2
07:25	No	a	OX14	Home	a	Male	1
07:28	No	a	RG20	Home	a	Male	1
07:30	No	a	OX2	Work	a	Male	1
07:32	No	a	OX13	Home	b	Male	1
07:33	No	a	OX14	Home	b	Male	1
07:37	No	a	SN10	Home	b	Male	1
07:40	No	a	OX11	Home	a	Male	1
07:40	No	a	RG20	Home	a	Female	1
07:41	No	c	OX11	Home	b	Female	3
07:42	No	a	OX14	Home	c	Female	1
07:42	No	a	DA6	Home	b	Male	1
07:43	No	a	OX18	Home	a	Male	1
07:44	No	a	M33	Home	a	Male	1
07:44	No	a	OX4	Home	b	Female	1
07:45	No	a	OX12	Home	b	Male	1
07:46	No	a	OX2	Home	a	Female	1

Summaries	
Costa only	27
Commuting to/from work	189
Shopping	12
School run	15
Other	14
From home	214
From work	43
Aged 18-30	111
Aged 30-50	132
Aged 50+	14
Males	155
Females	102
Average Occupants	1

07:47	No	a	NN13	Home	b	Male	1
07:49	No	a	OX44	Home	a	Male	1
07:50	No	a	OX3	Home	a	Male	1
07:52	No	a	OX11	Home	a	Female	1
07:54	No	a	BS15	Home	a	Male	1
07:54	No	a	SN1	Home	a	Female	1
07:55	No	a	OX11	Home	b	Male	1
07:55	No	a	OX11	Home	a	Male	1
07:57	No	a	OX11	Home	a	Female	1
08:00	No	a	OX18	Home	b	Male	1
08:02	No	a	SP2	Home	b	Male	2
08:03	No	a	HP18	Home	c	Male	2
08:04	No	a	-	Home	b	Male	1
08:05	No	a	OX10	Home	b	Male	1
08:06	No	a	OX11	Home	b	Male	1
08:07	No	a	SN5	Home	a	Male	2
08:09	No	a	OX11	Home	b	Male	1
08:12	No	c	OX11	Home	b	Female	1
08:14	No	a	RG6	Home	a	Male	1
08:17	No	a	OX14	Home	a	Male	2
08:19	No	a	OX11	Home	b	Male	1
08:20	No	Social	LE3	Home	a	Male	3
08:23	No	a	OX2	Home	b	Male	1
08:25	No	a	OX14	Home	b	Female	1
08:27	No	a	OX14	Home	a	Male	1
08:30	No	a	OX14	Home	b	Female	1
08:31	No	a	OX11	Home	b	Male	3
08:32	No	a	OX11	Home	a	Female	1
08:35	No	a	OX11	Home	a	Male	2
08:37	No	a	NN15	Home	a	Male	1
08:38	No	a	OX13	Home	b	Male	1
08:40	No	a	OX11	Home	b	Male	1
08:41	No	a	OX11	Home	a	Female	1
08:43	No	a	OX11	Work	b	Female	1
08:45	No	a	OX14	Home	c	Male	1
08:49	No	a	RM8	Home	a	Male	1
08:51	No	a	AP22	Home	a	Female	1
08:53	No	a	OX10	Home	b	Male	1
08:54	No	a	OX11	Home	b	Female	1
08:54	No	a	OX26	Home	b	Male	1
08:52	No	a	OX14	Home	b	Male	1
08:55	No	a	RG20	Home	b	Male	1
09:06	No	a	OX4	Home	b	Male	1
09:09	No	a	OX14	Home	a	Female	2
09:11	No	a	OX14	Home	a	Female	1
09:13	No	a	OX11	Home	a	Female	1
09:15	No	a	OX11	Home	b	Male	1
09:18	No	a	OX11	Home	b	Male	1
09:20	No	a	OX13	Home	b	Male	1
09:23	No	a	RG7	Home	a	Female	1
09:25	No	a	OX13	Home	a	Male	1
09:26	No	a	RG8	Home	b	Male	1
09:30	No	a	OX11	Home	a	Male	1
09:32	No	a	OX13	Home	b	Male	2
09:34	No	a	WS15	Home	b	Male	1
09:35	No	a	M41	Home	a	Male	1
09:37	No	a	OX11	Home	a	Male	1
09:38	No	a	OX13	Home	a	Female	1
09:40	No	a	OX11	Home	b	Male	1
09:44	No	a	CF15	Home	b	Male	1
09:53	No	a	OX16	Home	b	Female	1
09:49	No	c	OX9	Home	b	Female	1
09:51	No	b	OX11	Home	a	Female	2
09:54	No	b	OX11	Work	a	Male	2
10:06	No	a	OX11	Home	a	Male	1
10:12	No	a	OX11	Work	b	Female	2
10:16	No	a	OX14	Home	b	Male	1
10:20	No	b	OX11	Home	b	Female	2
10:21	No	a	OX11	Work	b	Female	1
10:23	No	a	OX11	Work	b	Male	1

10:30	No	a	OX11	Work	c	Male	1
10:31	No	Social	OX11	Home	b	Male	1
10:31	No	a	MK43	Home	c	Female	1
10:33	No	b	OX11	Home	b	Female	2
10:35	No	a	OX12	Home	a	Female	2
10:36	No	a	OX10	Home	a	Male	3
10:39	No	a	OX14	Work	a	Male	1
10:43	No	a	WR9	Work	a	Male	1
10:44	No	Social	SO19	Home	b	Male	1
10:47	No	a	OX14	Home	b	Male	1
10:48	No	c	OX11	Home	a	Female	1
10:50	Yes		OX11	Home	b	Female	1
10:53	No	a	OX27	Home	b	Female	1
10:55	No	a	OX10	Home	a	Male	2
10:58	No	a	OX11	Home	a	Female	1
10:58	No	a	OX14	Home	a	Male	1
10:58	Yes		OX14	Home	a	Female	1
11:00	No	a	OX14	Home	b	Female	1
11:03	No	a	OX13	Home	b	Male	1
11:09	No	b	OX11	Home	b	Female	1
11:10	No	b	OX11	Home	b	Female	2
11:11	No	a	OX14	Home	a	Male	1
11:12	No	a	OX13	Home	b	Female	1
11:14	No	a	BB7	Home	b	Male	2
11:17	Yes		OX14	Home	b	Male	1
11:22	No	a	OX18	Home	b	Female	1
11:23	No	a	BG20	Home	b	Female	1
11:27	No	a	OX13	Home	a	Female	1
11:30	No	Social	OX11	Home	a	Female	1
11:31	No	a	PE21	Home	b	Male	1
11:32	No	a	OX14	Home	b	Male	1
11:35	No	a	OX11	Home	a	Female	2
11:38	No	a	OX10	Home	c	Male	1
11:38	Yes		OX4	Home	b	Male	1
11:42	No	a	OX11	Home	a	Male	1
11:43	No	a	OX3	Home	b	Male	1
11:47	No	Social	OX29	Home	b	Female	1
11:49	No	Social	OX14	Home	b	Male	1
11:52	No	a	OX4	Home	c	Male	1
11:56	No	a	OX12	Home	a	Male	2
11:58	No	Social	RG20	Home	b	Female	2
12:02	No	a	OX14	Home	c	Female	1
12:04	No	a	OX12	Home	a	Female	1
12:07	No	a	RG14	Home	b	Male	1
12:12	No	a	OX4	Home	a	Female	2
12:14	No	a	SN2	Home	b	Male	1
12:19	No	a	OX11	Home	a	Female	2
12:20	No	a	OX11	Home	a	Female	2
12:23	Yes		OX11	Work	a	Male	1
12:26	Yes		OX13	Home	a	Female	1
12:27	Yes		OX11	Work	a	Male	2
12:28	Yes		OX14	Home	a	Female	2
12:32	Yes		OX11	Home	b	Female	1
12:34	No	Doctors	OX12	Home	b	Female	1
12:35	No	a	RG15	Work	b	Female	1
12:35	No	b	OX11	Home	b	Female	2
12:37	No	Dog walking	OX11	Home	c	Male	1
12:40	No	a	OX11	Home	b	Male	2
12:43	No	a	OX25	Home	b	Female	1
12:45	No	a	OX14	Work	b	Female	2
12:52	No	a	OX11	Home	b	Female	1
12:53	No	a	OX11	Work	a	Male	1
12:54	Yes		OX11	Work	a	Male	1
12:56	Yes		OX11	Work	b	Male	2
12:58	No	a	OX11	Work	a	Male	2
13:06	No	a	OX11	Work	a	Male	2
13:09	No	a	OX11	Work	a	Male	1
13:11	No	Social	SO31	Home	a	Male	2
13:12	No	a	OX14	Home	b	Female	1
13:13	No	a	OX14	Home	a	Male	1

13:17	No	Social	OX11	Home	b	Female	f
13:22	No	a	OX11	Home	b	Female	1
13:23	No	b	OX14	Home	c	Female	2
13:25	No	c	OX13	Home	b	Female	2
13:29	Yes		RG12	Home	b	Male	1
13:31	Yes		OX14	Home	a	Male	2
13:37	Yes	a	OX11	Work	a	Male	1
13:39	No	a	HP11	Home	a	Female	1
13:43	No	a	OX13	Work	a	Male	1
13:46	No	a	OX14	Work	b	Male	1
13:49	No	Social	BA5	Home	a	Female	1
13:51	No	a	OX10	Home	b	Female	3
14:01	No	c	OX14	Home	b	Female	2
14:07	No	a	OX14	Home	b	Female	1
14:19	Yes	a	OX11	Home	a	Female	2
14:24	No	a	OX14	Work	b	Female	1
14:33	No	a	OX11	Work	a	Female	1
14:38	No	a	OX9	Home	b	Male	2
14:40	Yes		OX10	Work	a	Male	1
14:41	Yes		OX2	Home	b	Male	1
14:42	Yes		OX11	Home	a	Male	1
14:43	Yes		OX11	Home	a	Female	2
14:49	Yes		-	Work	a	Male	1
14:50	Yes		-	Work	b	Male	1
14:51	No	Social	OX10	Home	c	Male	1
14:53	No	a	OX11	Home	a	Female	2
15:05	Yes		OX16	Work	b	Female	1
15:12	No	c	OX11	Home	a	Male	1
15:25	No	a	OX29	Home	a	Female	3
15:27	No	a	OX4	Work	b	Female	1
15:30	No	c	OX11	Home	a	Female	2
15:34	Yes		OX11	Home	a	Female	1
15:37	No	a	OX13	Home	b	Male	1
15:40	Yes		OX11	Home	b	Male	2
15:41	Yes		OX13	Home	a	Male	2
15:42	No	a	OX33	Home	b	Male	1
15:45	No	c	OX13	Home	b	Male	2
15:46	No	c	OX11	Home	b	Male	2
15:47	No	b	OX13	Home	b	Male	2
15:50	No	b	BX11	Home	b	Female	1
15:51	No	a	RG20	Work	b	Female	1
16:05	No	b	OX13	Home	a	Female	1
16:18	No	c	OX14	Home	b	Female	4
16:30	No	a	OX11	Work	b	Male	1
16:31	No	c	OX13	Home	b	Female	3
16:35	No	c	OX11	Home	b	Male	1
16:39	No	a	OX2	Home	b	Female	1
16:40	Yes		OX14	Work	b	Male	1
16:46	No	a	NN4	Work	a	Male	1
16:47	No	a	-	Work	a	Male	1
16:50	Yes		-	Work	b	Male	1
16:55	No	a	OX11	Work	b	Female	1
17:04	No	a	-	Work	a	Female	1
17:17	No	a	RG20	Home	b	Male	1
17:26	No	a	OX13	Home	a	Male	1
17:38	No	a	OX11	Home	b	Male	1
17:43	No	Social	SN7	Home	a	Female	1
17:45	No	c	OX11	Work	a	Female	1
17:47	No	a	OX12	Work	a	Female	1
17:54	No	a	OX11	Home	a	Male	1
18:06	No	a	OX12	Work	b	Male	1
18:07	No	a	OX11	Work	a	Female	2
18:26	No	b	BX13	Home	a	Female	3
18:28	No	Social	OX10	Home	c	Male	3
18:30	No	a	OX2	Home	b	Male	1
18:39	No	a	OX13	Home	b	Male	1
18:43	No	a	OX11	Work	c	Male	1
18:45	No	a	LU7	Home	b	Male	1
18:47	No	c	OX14	Home	b	Male	3
18:55	No	Social	OX11	Home	a	Male	1

Car Park		
Time	Ins	Outs
06:00 - 06:15	0	0
06:15 - 06:30	0	0
06:30 - 06:45	3	1
06:45 - 07:00	2	1
07:00 - 07:15	4	2
07:15 - 07:30	3	3
07:30 - 07:45	3	3
07:45 - 08:00	7	4
08:00 - 08:15	5	5
08:15 - 08:30	8	7
08:30 - 08:45	8	6
08:45 - 09:00	9	6
09:00 - 09:15	13	7
09:15 - 09:30	7	8
09:30 - 09:45	5	5
09:45 - 10:00	6	9
10:00 - 10:15	6	8
10:15 - 10:30	13	11
10:30 - 10:45	16	14
10:45 - 11:00	7	6
11:00 - 11:15	7	8
11:15 - 11:30	13	10
11:30 - 11:45	11	10
11:45 - 12:00	9	9
12:00 - 12:15	7	6
12:15 - 12:30	4	6
12:30 - 12:45	11	10
12:45 - 13:00	9	9
13:00 - 13:15	14	13
13:15 - 13:30	9	11
13:30 - 13:45	11	14
13:45 - 14:00	12	11
14:00 - 14:15	7	10
14:15 - 14:30	12	11
14:30 - 14:45	13	10
14:45 - 15:00	15	12
15:00 - 15:15	8	12
15:15 - 15:30	3	7
15:30 - 15:45	13	11
15:45 - 16:00	7	9
16:00 - 16:15	15	12
16:15 - 16:30	11	7
16:30 - 16:45	7	9
16:45 - 17:00	10	6
17:00 - 17:15	12	9
17:15 - 17:30	10	12
17:30 - 17:45	8	9
17:45 - 18:00	6	8
18:00 - 18:15	11	9
18:15 - 18:30	10	7
18:30 - 18:45	4	6
18:45 - 19:00	3	7
TOTALS	427	406

Drive Through	
Ins	Max Queue
0	0
0	0
2	0
1	0
2	2
1	1
1	1
2	1
4	4
4	3
2	2
3	1
5	4
2	2
4	3
5	4
4	3
2	2
2	1
3	2
2	3
5	4
5	3
3	2
4	2
5	3
4	3
4	2
2	1
3	1
3	3
3	2
3	2
2	1
4	1
2	1
2	2
1	2
6	1
2	2
3	2
5	3
2	2
2	1
4	2
3	2
3	1
4	2
5	2
3	1
3	2
2	1
153	

Car Park		
Time	Ins	Outs
06:00 - 06:15	1	1
06:15 - 06:30	5	4
06:30 - 06:45	4	5
06:45 - 07:00	4	4
07:00 - 07:15	12	4
07:15 - 07:30	16	9
07:30 - 07:45	16	20
07:45 - 08:00	22	20
08:00 - 08:15	18	14
08:15 - 08:30	14	24
08:30 - 08:45	18	13
08:45 - 09:00	21	16
09:00 - 09:15	18	13
09:15 - 09:30	24	28
09:30 - 09:45	17	13
09:45 - 10:00	4	9
10:00 - 10:15	11	14
10:15 - 10:30	9	9
10:30 - 10:45	6	6
10:45 - 11:00	14	12
11:00 - 11:15	12	8
11:15 - 11:30	9	10
11:30 - 11:45	17	11
11:45 - 12:00	13	16
12:00 - 12:15	10	9
12:15 - 12:30	11	16
12:30 - 12:45	12	12
12:45 - 13:00	11	9
13:00 - 13:15	8	7
13:15 - 13:30	7	3
13:30 - 13:45	7	9
13:45 - 14:00	8	5
14:00 - 14:15	10	5
14:15 - 14:30	12	10
14:30 - 14:45	7	10
14:45 - 15:00	6	14
15:00 - 15:15	8	9
15:15 - 15:30	13	8
15:30 - 15:45	14	8
15:45 - 16:00	6	10
16:00 - 16:15	8	13
16:15 - 16:30	15	15
16:30 - 16:45	10	7
16:45 - 17:00	5	10
17:00 - 17:15	13	12
17:15 - 17:30	7	5
17:30 - 17:45	8	7
17:45 - 18:00	8	10
18:00 - 18:15	6	6
18:15 - 18:30	4	11
18:30 - 18:45	12	8
18:45 - 19:00	13	11
TOTALS	564	542

Drive Through	
Ins	Max Queue
1	1
4	2
3	2
3	3
7	4
6	4
8	5
6	6
5	4
3	2
3	1
5	3
5	3
4	3
4	2
3	1
2	1
4	3
3	1
4	2
2	1
2	2
3	2
2	1
2	2
5	2
4	2
2	2
2	1
3	2
3	1
4	2
2	1
3	2
4	2
4	3
2	1
3	2
2	1
2	2
1	1
2	1
2	2
2	1
1	1
4	4
5	4
168	

1. Is the purpose of your trip for Costa only or on your way to elsewhere? Costa only: YES/NO

2. If elsewhere, is it

- a. Commute to/from work
- b. Shopping trip
- c. School run
- d. Other (Specify)

3a. Origin Postcode:

3b. Home or Work?

4. Approximate age:

18-30

30-50

50+

5. Sex MALE/FEMALE

6. Vehicle occupants:

Time	Q1	Q2	Q3a	Q3b	Q4	Q5	Q6
06:36	No	b	S61	Home	b	Female	2
06:49	No	a	S90	Home	b	Male	1
07:02	No	Social	S10	Home	b	Female	2
07:05	No	b	S91	Home	b	Male	3
07:18	No	b	S65	Home	a	Female	1
07:31	No	b	S36	Home	a	Female	1
07:49	No	b	HD9	Home	b	Female	2
08:04	No	b	DN3	Home	a	Male	2
08:08	Yes		S35	Home	b	Male	2
08:11	No	b	S21	Home	a	Male	1
08:15	No	b	WF6	Home	b	Male	4
08:23	No	b	NG3	Home	a	Male	3
08:31	No	b	S63	Home	b	Male	2
08:40	No	a	S61	Home	b	Female	1
08:47	No	a	DN3	Home	c	Male	4
08:50	No	a	LN6	Home	b	Male	4
08:53	No	b	NN7	Home	b	Male	3
09:07	No	b	S22	Home	a	Male	1
09:11	Yes		S62	Home	b	Female	1
09:13	Yes		B16	Home	b	Female	1
09:16	No	a	S09	Home	a	Male	2
09:20	Yes		S89	Home	a	Male	2
09:22	No	b	S26	Home	a	Female	1
09:18	No	b	S59	Home	a	Female	1
09:30	No	b	S35	Home	b	Male	2
09:34	No	b	LE2	Home	a	Male	2
09:39	No	b	S21	Home	b	Male	3
09:41	No	b	DM1	Home	a	Male	2
09:45	No	a	S81	Home	a	Male	1
09:48	No	b	NG2	Home	a	Female	3
09:51	Yes		S64	Home	a	Female	1
09:55	No	b	S91	Home	a	Female	5
10:07	No	a	LS2	Home	b	Female	1
10:12	No	Social	S86	Home	b	Male	1
10:16	No	b	DM6	Home	b	Female	2
10:21	No	b	DE2	Home	b	Male	3
10:33	No	Social	S36	Home	b	Female	2
10:38	Yes		S63	Home	a	Female	3
10:46	No	b	S42	Home	b	Female	1
10:52	No	b	S18	Home	b	Female	2
11:07	No	b	S64	Home	b	Male	1
11:11	No	b	DN1	Home	a	Male	2
11:17	No	Social	S35	Home	b	Male	1
11:22	Yes		S66	Home	b	Female	1
11:24	No	b	S66	Home	a	Female	2
11:31	No	Social	S71	Home	b	Male	1
11:36	No	Leisure	NG2	Home	b	Male	2
11:39	No	a	NG1	Home	a	Male	2

Summaries	
Costa only	30
Commuting to/from work	31
Shopping	54
School run	2
Other	19
From home	129
From work	7
Aged 18-30	49
Aged 30-50	80
Aged 50+	7
Males	81
Females	55
Average Occupants	2

11:42	No	Social	DN3	Home	c	Male	1
11:44	No	b	NG1	Home	b	Female	2
11:47	No	b	S66	Home	a	Female	1
11:50	No	b	S13	Home	c	Male	2
11:54	No	b	S61	Home	a	Female	1
11:56	Yes		DN3	Home	b	Female	1
12:03	No	a	S36	Home	a	Male	2
12:08	No	a	S60	Home	b	Female	1
12:09	No	Leisure	S63	Home	b	Male	2
12:13	No	b	S91	Home	a	Female	3
12:15	No	b	S13	Home	b	Female	3
12:19	No	b	S5	Home	c	Male	2
12:22	No	a	HD8	Work	b	Female	1
12:27	No	b	S66	Home	a	Male	2
12:31	No	Social	S4	Home	a	Female	2
12:35	No	a	S70	Home	b	Male	2
12:42	No	a	S62	Home	a	Male	1
12:44	No	a	S35	Home	c	Female	2
12:46	No	a	S60	Home	b	Male	1
12:47	Yes		S94	Home	b	Female	2
12:51	Yes		S36	Home	b	Female	1
12:58	No	Social	S60	Home	b	Male	2
13:09	No	b	NG2	Home	a	Male	2
13:15	No	b	DN6	Home	b	Male	3
13:16	Yes		S13	Home	a	Male	3
13:22	Yes		S9	Home	b	Female	2
13:34	No	b	S87	Home	b	Male	2
13:41	No	b	S61	Home	b	Male	2
13:42	Yes		S60	Home	b	Male	1
13:48	No	a	S60	Home	b	Female	1
13:54	Yes		NG2	Work	b	Male	1
14:02	Yes		S6	Home	b	Male	1
14:09	No	b	S61	Home	a	Male	1
15:16	Yes		S62	Home	b	Male	4
14:25	No	b	S66	Home	a	Male	1
14:30	Yes		NG2	Work	b	Male	1
14:33	Yes		S9	Home	b	Male	4
14:37	No	b	S48	Home	b	Male	1
14:44	No	a	S35	Work	b	Female	2
14:46	Yes		S65	Work	a	Male	2
14:51	No	a	HS4	Home	b	Male	1
15:03	No	a	S93	Home	a	Female	1
15:07	No	Social	S60	Home	a	Female	4
15:15	No	Leisure	S17	Home	c	Male	2
15:33	No	b	S91	Home	a	Female	1
15:36	No	Leisure	S60	Home	a	Female	2
15:40	No	b	S26	Home	a	Male	1
15:43	No	Social	S66	Home	b	Female	1
15:44	No	Social	S63	Home	a	Male	1
15:46	No	c	NG2	Home	b	Female	1
15:49	No	a	S18	Home	b	Male	2
16:04	No	a	S91	Home	b	Male	1
16:09	No	a	S75	Home	b	Female	1
16:12	No	c	S35	Home	b	Female	1
16:17	No	b	S60	Home	b	Female	1
16:20	No	a	S61	Home	b	Male	1
16:22	Yes		S61	Home	a	Male	2
16:27	No	a	S75	Home	a	Female	1
16:30	Yes		S60	Home	a	Female	1
16:39	No	a	-	Home	b	Male	1
16:47	No	Social	S56	Home	b	Male	2
16:55	No	a	HD8	Home	b	Male	1
17:03	Yes		S13	Home	b	Female	2
17:06	No	a	S36	Home	b	Male	1
17:07	Yes		S26	Home	a	Male	1
17:13	No	a	S75	Home	a	Male	2
17:16	No	Social	S10	Home	b	Male	2
17:22	No	a	S36	Home	b	Male	1
17:25	Yes		S91	Home	b	Male	2
17:32	No	Leisure	S18	Home	b	Male	2

17:37	No	a	S91	Home	b	Female	1
17:41	No	Social	S7	Home	b	Female	2
17:45	No	b	S63	Home	a	Male	3
17:49	Yes		S81	Home	b	Female	2
17:52	Yes		S35	Work	a	Male	2
17:56	Yes		S2	Home	b	Male	2
18:01	Yes		S13	Home	b	Male	3
18:04	No	b	S81	Home	b	Male	2
18:08	No	b	S60	Home	c	Female	3
18:11	No	b	S40	Home	b	Female	2
18:12	No	b	DN2	Home	a	Male	2
18:17	No	b	S57	Home	b	Male	2
18:22	No	b	DN4	Home	b	Male	1
18:25	No	b	DN4	Home	a	Female	1
18:35	No	a	S45	Home	a	Male	2
18:42	No	b	S60	Home	b	Male	1
18:49	Yes		S14	Work	b	Female	3
18:54	Yes		S36	Home	a	Male	1

1. Is the purpose of your trip for Costa only or on your way to elsewhere? Costa only: YES/NO

2. If elsewhere, is it

- a. Commute to/from work
- b. Shopping trip
- c. School run
- d. Other (Specify)

3a. Origin Postcode:

3b. Home or Work?

4. Approximate age:

18-30

30-50

50+

5. Sex MALE/FEMALE

6. Vehicle occupants:

Time	Q1	Q2	Q3a	Q3b	Q4	Q5	Q6
06:07	No	a	PE2	Home	a	Male	1
06:19	Yes		S60	Home	a	Male	1
06:23	No	a	S18	Home	b	Female	2
06:33	No	a	S60	Home	a	Male	1
06:41	Yes		S60	Home	a	Female	1
06:45	Yes		S26	Work	b	Female	1
06:49	No	b	S64	Home	b	Male	2
06:54	No	Social	S30	Home	a	Female	1
07:02	No	a	S36	Home	b	Male	1
07:05	No	a	S88	Home	c	Female	1
07:08	No	a	S75	Home	a	Female	1
07:10	No	a	S65	Home	b	Female	1
07:14	No	a	S36	Home	b	Male	1
07:15	No	a	S88	Home	c	Female	1
07:18	No	a	S75	Home	a	Female	1
07:19	No	a	S65	Home	b	Female	1
07:22	Yes		S62	Home	a	Male	2
07:25	Yes		S72	Home	b	Male	1
07:27	No	a	HD8	Home	b	Male	2
07:31	No	a	-	Home	a	Male	1
07:35	No	a	WF1	Home	b	Female	1
07:39	No	a	DN2	Home	b	Female	1
07:43	No	a	S57	Home	a	Female	2
07:45	No	a	S66	Home	b	Male	1
07:49	No	c	S9	Home	b	Male	1
07:52	Yes		LS2	Work	a	Male	1
07:53	Yes		S92	Work	b	Male	2
08:00	No	c	S91	Home	a	Female	1
08:02	No	a	S56	Home	b	Male	4
08:09	No	a	S26	Home	c	Female	1
08:10	No	a	S93	Home	b	Male	1
08:12	No	a	S60	Home	b	Female	2
08:17	No	a	S61	Home	a	Male	1
08:22	No	a	S93	Home	b	Female	1
08:25	No	a	S81	Home	b	Female	1
08:33	No	a	S60	Home	b	Male	1
08:38	No	a	S61	Home	a	Male	1
08:42	No	a	-	Home	a	Female	1
08:46	No	a	S66	Home	a	Male	1
08:50	Yes		S60	Home	b	Female	3
08:52	No	a	DN1	Home	b	Male	1
08:57	No	a	S75	Home	b	Male	1
09:05	No	a	S93	Home	b	Female	1
09:08	No	a	S35	Home	b	Male	1
09:12	No	a	S20	Home	a	Female	1
09:14	No	a	S71	Home	b	Female	1
09:15	No	a	S75	Home	b	Male	1

Summaries	
Costa only	27
Commuting to/from work	81
Shopping	10
School run	3
Other	9
From home	118
From work	12
Aged 18-30	41
Aged 30-50	80
Aged 50+	9
Males	68
Females	62
Average Occupants	1

09:18	No	a	S42	Home	b	Male	1
09:22	No	a	S74	Home	b	Male	1
09:23	No	a	S35	Home	b	Female	1
09:31	No	a	S87	Home	b	Male	1
09:35	No	a	S56	Home	b	Female	1
09:37	No	a	DN2	Home	b	Male	1
09:42	Yes		H55	Home	b	Male	1
09:47	Yes		S64	Home	b	Male	1
09:50	No	a	S9	Home	b	Male	1
09:55	No	a	S70	Home	c	Female	1
10:08	No	a	S62	Home	b	Female	1
10:16	No	a	S61	Home	b	Male	2
10:22	No	a	S61	Home	b	Female	1
10:25	Yes		HD8	Home	b	Male	1
10:33	No	a	S60	Home	b	Male	2
10:38	Yes			Work	b	Male	2
10:41	No	a	S60	Home	a	Male	1
10:48	No	a	LS1	Home	c	Male	2
10:52	No	a	S75	Home	a	Female	1
10:53	No	a	S75	Home	b	Female	1
10:57	No	a	S87	Home	a	Female	1
11:02	No	a	S44	Home	a	Female	1
11:09	No	a	LS7	Home	a	Female	1
11:16	No	a	S13	Home	b	Female	1
11:20	Yes		S61	Home	a	Female	1
11:27	Yes		S35	Home	b	Male	1
11:31	No	c	S12	Home	a	Male	1
11:33	No	a	S36	Home	a	Male	1
11:40	No	a	S19	Home	a	Female	1
11:46	No	a	S64	Work	a	Male	1
11:55	No	Leisure	S70	Home	b	Male	1
12:01	No	a	S61	Home	b	Female	1
12:09	No	Leisure	HD3	Work	b	Male	1
12:15	Yes		S61	Home	b	Male	1
12:19	No	Social	S60	Home	a	Female	1
12:23	No	Social	S9	Home	a	Female	1
12:28	No	Social	S12	Home	b	Female	1
12:30	No	b	S6	Home	a	Male	1
12:33	Yes		S91	Home	b	Female	4
12:39	No	a	-	Home	b	Male	1
12:42	Yes		S26	Home	b	Male	1
12:47	No	a	S60	Work	b	Female	1
12:55	No	b	S35	Home	c	Female	1
13:03	Yes		S9	Home	b	Female	1
13:09	No	Social	S61	Home	b	Female	2
13:16	No	b	S93	Home	b	Female	1
13:24	No	b	S26	Home	a	Male	2
13:28	No	a	S34	Home	b	Female	1
13:33	No	a	S64	Home	b	Female	1
13:37	No	a	S21	Work	b	Male	1
13:44	No	a	S60	Home	b	Female	1
14:02	No	b	S61	Home	a	Male	1
14:08	No	a	HD8	Work	b	Female	2
14:17	No	a	S65	Home	b	Male	1
14:22	No	b	S71	Home	a	Male	2
14:28	No	a	S62	Home	a	Female	1
14:33	No	Social	S20	Home	a	Female	1
14:37	No	a	S26	Home	a	Female	1
14:42	No	a	S12	Home	b	Female	1
14:48	No	a	S25	Home	b	Female	1
14:56	Yes		S91	Home	b	Male	2
15:03	No	a	S87	Home	a	Male	1
15:11	No	a	-	Home	a	Male	1
15:19	No	a	S58	Home	b	Male	1
15:35	Yes		S60	Home	b	Male	1
15:42	No	a	WE4	Home	b	Female	1
15:49	No	a	S62	Home	b	Male	1
15:55	No	a	S36	Home	b	Female	1
16:02	No	a	S82	Home	c	Male	2
16:11	No	a	S18	Home	b	Male	2

16:19	Yes		S61	Home	a	Female	1
16:35	Yes		S2	Home	a	Female	1
16:40	Yes		S18	Home	c	Male	3
16:48	No	a	S26	Home	b	Male	2
17:03	Yes		S64	Home	b	Male	1
17:12	Yes		S10	Work	b	Male	1
17:25	Yes		S91	Work	b	Male	1
17:38	Yes		S92	Home	b	Female	1
17:49	No	Social	S26	Home	b	Female	2
18:02	No	b	S82	Home	b	Male	1
18:37	No	b	S65	Home	c	Male	2
18:44	No	a	S60	Work	b	Male	1
18:51	No	b	S11	Home	a	Female	2

Car Park		
Time	Ins	Outs
06:00 - 06:15	2	3
06:15 - 06:30	8	6
06:30 - 06:45	7	9
06:45 - 07:00	3	8
07:00 - 07:15	7	6
07:15 - 07:30	12	7
07:30 - 07:45	18	15
07:45 - 08:00	20	17
08:00 - 08:15	36	23
08:15 - 08:30	32	36
08:30 - 08:45	44	39
08:45 - 09:00	34	33
09:00 - 09:15	37	31
09:15 - 09:30	50	39
09:30 - 09:45	52	44
09:45 - 10:00	40	43
10:00 - 10:15	54	42
10:15 - 10:30	57	59
10:30 - 10:45	58	52
10:45 - 11:00	63	50
11:00 - 11:15	43	54
11:15 - 11:30	52	56
11:30 - 11:45	40	47
11:45 - 12:00	59	53
12:00 - 12:15	51	44
12:15 - 12:30	44	50
12:30 - 12:45	60	58
12:45 - 13:00	49	32
13:00 - 13:15	49	49
13:15 - 13:30	77	59
13:30 - 13:45	49	64
13:45 - 14:00	61	55
14:00 - 14:15	50	54
14:15 - 14:30	56	54
14:30 - 14:45	53	48
14:45 - 15:00	52	56
15:00 - 15:15	46	47
15:15 - 15:30	43	50
15:30 - 15:45	64	56
15:45 - 16:00	52	50
16:00 - 16:15	49	51
16:15 - 16:30	59	44
16:30 - 16:45	59	62
16:45 - 17:00	52	51
17:00 - 17:15	55	54
17:15 - 17:30	52	49
17:30 - 17:45	39	40
17:45 - 18:00	39	41
18:00 - 18:15	44	43
18:15 - 18:30	48	48
18:30 - 18:45	32	45
18:45 - 19:00	27	31
TOTALS	2239	2157

Drive Through	
Ins	Max Queue
2	1
3	1
3	1
2	1
4	2
5	2
5	3
6	5
6	3
8	2
9	3
8	2
6	4
9	2
9	2
6	3
8	7
13	10
11	10
9	6
9	5
7	3
5	2
5	3
6	3
5	4
6	2
5	2
7	2
5	2
6	2
5	2
9	6
4	2
5	2
4	1
5	1
7	5
6	4
9	3
8	4
6	5
5	2
2	1
3	2
6	5
2	2
5	2
2	1
308	

06:00 - 06:15	1
06:15 - 06:30	3
06:30 - 06:45	1
06:45 - 07:00	-4
07:00 - 07:15	-3
07:15 - 07:30	2
07:30 - 07:45	5
07:45 - 08:00	8
08:00 - 08:15	21
08:15 - 08:30	17
08:30 - 08:45	22
08:45 - 09:00	23
09:00 - 09:15	29
09:15 - 09:30	40
09:30 - 09:45	48
09:45 - 10:00	45
10:00 - 10:15	57
10:15 - 10:30	55
10:30 - 10:45	61
10:45 - 11:00	74
11:00 - 11:15	63
11:15 - 11:30	59
11:30 - 11:45	52
11:45 - 12:00	58
12:00 - 12:15	65
12:15 - 12:30	59
12:30 - 12:45	61
12:45 - 13:00	78
13:00 - 13:15	78
13:15 - 13:30	96
13:30 - 13:45	81
13:45 - 14:00	87
14:00 - 14:15	83
14:15 - 14:30	85
14:30 - 14:45	90
14:45 - 15:00	86
15:00 - 15:15	85
15:15 - 15:30	78
15:30 - 15:45	86
15:45 - 16:00	88
16:00 - 16:15	86
16:15 - 16:30	101
16:30 - 16:45	98
16:45 - 17:00	99
17:00 - 17:15	100
17:15 - 17:30	103
17:30 - 17:45	102
17:45 - 18:00	100
18:00 - 18:15	101
18:15 - 18:30	101
18:30 - 18:45	88
18:45 - 19:00	84
Max	103

Car Park		
Time	Ins	Outs
06:00 - 06:15	6	8
06:15 - 06:30	9	5
06:30 - 06:45	21	16
06:45 - 07:00	25	24
07:00 - 07:15	22	18
07:15 - 07:30	29	25
07:30 - 07:45	30	25
07:45 - 08:00	29	30
08:00 - 08:15	29	25
08:15 - 08:30	29	25
08:30 - 08:45	31	30
08:45 - 09:00	38	28
09:00 - 09:15	47	47
09:15 - 09:30	40	36
09:30 - 09:45	48	47
09:45 - 10:00	51	49
10:00 - 10:15	48	39
10:15 - 10:30	41	48
10:30 - 10:45	39	31
10:45 - 11:00	47	35
11:00 - 11:15	52	45
11:15 - 11:30	56	45
11:30 - 11:45	44	48
11:45 - 12:00	63	61
12:00 - 12:15	62	55
12:15 - 12:30	60	61
12:30 - 12:45	67	54
12:45 - 13:00	76	57
13:00 - 13:15	55	64
13:15 - 13:30	63	53
13:30 - 13:45	52	58
13:45 - 14:00	68	62
14:00 - 14:15	54	57
14:15 - 14:30	50	58
14:30 - 14:45	33	58
14:45 - 15:00	45	45
15:00 - 15:15	31	47
15:15 - 15:30	42	39
15:30 - 15:45	35	42
15:45 - 16:00	27	49
16:00 - 16:15	46	36
16:15 - 16:30	45	40
16:30 - 16:45	35	36
16:45 - 17:00	48	45
17:00 - 17:15	42	46
17:15 - 17:30	40	48
17:30 - 17:45	47	37
17:45 - 18:00	31	40
18:00 - 18:15	47	42
18:15 - 18:30	48	40
18:30 - 18:45	41	43
18:45 - 19:00	45	44
TOTALS	2209	2146

Drive Through	
Ins	Max Queue
5	1
5	1
7	2
9	3
10	5
11	5
11	8
7	6
9	3
10	5
8	4
11	3
10	6
10	7
8	6
7	6
6	4
8	5
7	4
4	3
8	4
6	4
4	2
5	3
7	3
7	5
6	4
6	3
7	3
5	3
4	2
5	2
3	1
6	1
4	1
7	5
5	4
4	2
4	3
5	3
3	1
3	1
5	2
3	1
5	2
5	4
3	2
4	2
4	3
3	2
4	3
3	3
316	

06:00 - 06:15	1
06:15 - 06:30	5
06:30 - 06:45	10
06:45 - 07:00	11
07:00 - 07:15	15
07:15 - 07:30	19
07:30 - 07:45	24
07:45 - 08:00	23
08:00 - 08:15	27
08:15 - 08:30	31
08:30 - 08:45	32
08:45 - 09:00	42
09:00 - 09:15	42
09:15 - 09:30	46
09:30 - 09:45	47
09:45 - 10:00	49
10:00 - 10:15	58
10:15 - 10:30	51
10:30 - 10:45	59
10:45 - 11:00	71
11:00 - 11:15	78
11:15 - 11:30	89
11:30 - 11:45	85
11:45 - 12:00	87
12:00 - 12:15	94
12:15 - 12:30	93
12:30 - 12:45	106
12:45 - 13:00	125
13:00 - 13:15	116
13:15 - 13:30	126
13:30 - 13:45	120
13:45 - 14:00	126
14:00 - 14:15	123
14:15 - 14:30	115
14:30 - 14:45	90
14:45 - 15:00	90
15:00 - 15:15	74
15:15 - 15:30	77
15:30 - 15:45	70
15:45 - 16:00	48
16:00 - 16:15	58
16:15 - 16:30	63
16:30 - 16:45	62
16:45 - 17:00	65
17:00 - 17:15	61
17:15 - 17:30	53
17:30 - 17:45	63
17:45 - 18:00	54
18:00 - 18:15	59
18:15 - 18:30	67
18:30 - 18:45	65
18:45 - 19:00	66
Max	126

1. Is the purpose of your trip for Costa only or on your way to elsewhere? Costa only: YES/NO

2. If elsewhere, is it

- a. Commute to/from work
- b. Shopping trip
- c. School run
- d. Other (Specify)

3a. Origin Postcode:

3b. Home or Work?

4. Approximate age:

18-30

30-50

50+

5. Sex MALE/FEMALE

6. Vehicle occupants:

Time	Q1	Q2	Q3a	Q3b	Q4	Q5	Q6
06:10	No	a	WA13	Work	b	Female	2
06:17	No	a	WA8	Home	c	Female	1
06:20	No	Holiday	WA5	Home	b	Female	4
06:28	No	a	WA2	Home	c	Male	1
06:36	No	Holiday	WA13	Home	b	Female	2
06:37	No	a	WA4	Home	c	Male	1
06:40	No	a	L35	Home	b	Male	1
06:49	No	a	WA3	Home	b	Male	1
07:05	No	Social	WA5	Home	b	Male	1
07:07	No	Leisure	WA13	Home	a	Female	1
07:10	No	a	WA12	Home	b	Female	1
07:12	No	a	WA7	Home	b	Male	2
07:18	No	a	WA4	Home	b	Female	1
07:22	No	a	WA5	Home	a	Male	1
07:25	No	a	WN4	Home	b	Female	1
07:31	No	a	M31	Home	b	Male	1
07:33	No	Social	WA12	Home	c	Male	1
07:40	No	a	WA9	Home	b	Male	2
07:44	No	a	WA4	Home	a	Male	1
07:47	No	b	M31	Home	b	Female	2
07:51	No	a	WA4	Home	b	Male	1
07:52	No	a	WA5	Home	a	Female	2
07:54	No	a	LS4	Home	a	Female	1
07:55	No	Social	WA5	Home	b	Female	1
08:00	No	a	WA4	Home	c	Female	1
08:03	No	Leisure	WA11	Home	b	Female	3
08:05	No	b	WA2	Home	a	Male	3
08:08	No	Social	WA4	Home	b	Female	2
08:08	No	b	L24	Home	b	Female	1
08:10	No	a	WA8	Home	a	Male	1
08:13	No	Leisure	WA16	Home	b	Female	1
08:15	No	b	WA4	Home	b	Male	1
08:19	No	a	WA15	Home	a	Male	1
08:20	No	b	WA5	Home	c	Female	1
08:22	No	b	WA7	Home	c	Female	1
08:24	No	a	WA12	Home	b	Male	1
08:27	Yes		WA2	Home	b	Male	1
08:28	No	a	WA6	Home	b	Female	1
08:28	No	a	CH3	Home	a	Male	1
08:31	No	Leisure	WA9	Home	c	Male	2
08:33	No	b	WA5	Home	a	Male	1
08:35	No	b	M44	Home	b	Female	2
08:36	No	b	WA2	Home	a	Male	1
08:38	No	Leisure	WA4	Home	b	Female	2
08:39	No	Social	WA7	Home	b	Male	1
08:42	No	b	WA4	Home	b	Female	1
08:44	No	Social	WN4	Home	c	Female	3
08:46	No	b	WA6	Home	b	Male	1

Summaries	
Costa only	14
Commuting to/from work	53
Shopping	107
School run	0
Other	56
From home	227
From work	3
Aged 18-30	72
Aged 30-50	114
Aged 50+	44
Males	102
Females	128
Average Occupants	2

08:49	No	b	WN7	Home	c	Female	4
08:51	No	a	M27	Home	b	Male	1
08:54	No	Leisure	WA4	Home	a	Male	1
08:55	No	a	CV34	Home	b	Male	1
08:58	No	Leisure	WA3	Home	c	Female	3
09:00	No	a	WA10	Home	b	Female	2
09:03	No	b	WA1	Home	b	Male	2
09:06	No	b	WA5	Home	c	Female	1
09:10	No	a	WA3	Home	b	Female	1
09:14	No	b	WA5	Home	a	Male	2
09:17	Yes		WN2	Home	c	Female	1
09:20	No	b	WA12	Home	b	Female	3
09:22	No	Leisure	M22	Home	c	Female	2
09:22	No	b	WA3	Home	b	Female	2
09:25	No	Leisure	WA1	Home	a	Female	2
09:28	No	Social	WA1	Home	b	Male	2
09:33	No	a	WA10	Home	c	Male	3
09:35	No	b	WA6	Home	b	Female	2
09:37	No	b	L21	Home	b	Female	1
09:40	No	b	WA13	Home	a	Male	1
09:43	No	Social	WA5	Home	c	Male	2
09:44	No	b	WA4	Home	b	Female	2
09:51	Yes		WA2	Home	a	Female	4
09:56	No	b	WA3	Home	b	Male	1
10:00	No	Leisure	WA3	Home	b	Female	2
10:01	No	b	M29	Home	b	Female	1
10:03	No	b	WN2	Home	b	Female	2
10:05	No	a	WA4	Home	a	Male	1
10:06	No	Social	WN7	Home	c	Female	4
10:10	No	b	WA3	Home	c	Female	2
10:12	No	b	WA2	Home	b	Female	2
10:15	No	b	CH3	Home	b	Female	1
10:17	No	b	WA3	Home	c	Female	3
10:18	Yes		WA1	Home	c	Female	1
10:19	No	a	WA5	Home	a	Male	1
10:21	No	b	WA13	Home	b	Female	2
10:22	No	b	WA4	Home	a	Male	1
10:24	No	b	WA2	Home	c	Male	1
10:24	No	b	WA5	Home	c	Male	4
10:25	No	b	M31	Home	c	Female	2
10:26	No	a	ST4	Home	b	Male	1
10:27	No	b	WA2	Home	b	Female	1
10:30	No	b	WA3	Home	b	Female	1
10:31	No	b	WA10	Home	b	Male	1
10:33	No	b	WA4	Home	a	Female	2
10:35	No	Leisure	WA3	Home	a	Female	3
10:37	No	b	WA5	Home	b	Female	1
10:40	No	a	L34	Home	b	Male	1
10:40	Yes	Social	WA7	Home	b	Female	2
10:42	No	b	WA3	Home	c	Male	1
10:44	No	Leisure	WA4	Home	a	Female	1
10:46	No	Social	WA2	Home	c	Male	1
10:48	No	b	WA4	Home	a	Female	1
10:51	No	b	WA13	Home	b	Female	3
10:51	No	b	CH2	Home	a	Female	2
10:52	No	Social	WA2	Home	a	Male	1
10:54	No	b	WA5	Home	b	Male	1
10:55	No	b	WA4	Home	c	Male	2
10:55	No	b	WN7	Home	b	Female	2
10:56	No	b	WA12	Home	c	Female	2
10:57	No	b	WA14	Home	b	Female	1
10:59	Yes		WA5	Home	a	Male	3
11:02	No	Leisure	WA2	Home	b	Male	2
11:06	No	b	WA4	Home	a	Female	2
11:08	Yes		WA1	Home	a	Female	1
11:09	No	b	WA5	Home	b	Female	2
11:11	No	a	WA3	Home	b	Female	1
11:13	No	Social	WN8	Home	c	Female	2
11:14	No	b	WA4	Home	c	Female	2
11:17	No	a	M25	Home	b	Male	1

11:19	No	b	WA5	Home	b	Female	1
11:20	No	Leisure	WA7	Home	a	Male	1
11:20	No	b	WA3	Home	a	Male	2
11:21	No	b	WA4	Home	b	Female	1
11:23	No	Social	L23	Home	b	Female	4
11:31	No	a	WA12	Home	b	Male	1
11:38	No	b	WA5	Home	a	Male	2
11:40	No	b	WA2	Home	b	Male	1
11:44	No	b	WA6	Home	c	Female	2
11:45	No	b	WA2	Home	b	Female	2
11:48	No	Social	WA3	Home	b	Male	3
11:52	No	a	WN7	Home	c	Female	1
11:59	No	b	WA12	Home	c	Male	2
12:02	Yes		WA3	Home	b	Male	1
12:05	No	Leisure	WA14	Home	b	Male	1
12:08	Yes		M22	Work	c	Female	3
12:11	No	b	WA2	Home	b	Male	2
12:12	No	a	L25	Home	b	Female	1
12:18	No	b	WA11	Home	b	Female	1
12:20	No	b	WA2	Home	a	Male	1
12:24	No	Social	WA5	Home	a	Male	3
12:27	No	Leisure	WA3	Home	b	Female	1
12:33	Yes		WA7	Home	a	Male	2
12:35	No	b	WA4	Home	b	Male	1
12:38	No	b	WA4	Home	a	Female	1
12:40	No	b	WA3	Home	b	Male	1
12:45	No	Social	WA9	Home	c	Male	2
12:49	No	Social	WA12	Home	c	Female	1
12:54	No	b	WA12	Home	b	Female	2
13:00	No	b	WA9	Home	b	Male	3
13:04	No	b	WA4	Home	c	Female	1
13:06	No	b	M46	Home	b	Female	2
13:07	No	b	WA5	Home	a	Male	2
13:09	No	b	WN3	Home	c	Female	2
13:12	No	Leisure	WA5	Home	b	Female	2
13:15	No	Social	WA15	Home	a	Female	2
13:18	No	Social	WA6	Home	a	Male	4
13:24	No	b	WA8	Home	b	Female	2
13:28	No	b	WA4	Home	b	Female	2
13:30	No	b	WA3	Home	b	Female	3
13:33	No	Leisure	WA11	Home	b	Female	2
13:37	No	b	WA13	Home	b	Female	1
13:40	No	a	WA4	Home	b	Male	2
13:42	No	a	WA4	Home	b	Female	2
13:45	No	a	WA3	Home	c	Male	1
13:48	No	b	WA4	Home	b	Female	1
13:50	No	b	WA7	Home	b	Male	1
13:54	No	a	WA14	Home	a	Female	2
13:59	Yes		WA3	Home	b	Male	1
14:03	No	a	WA6	Home	a	Female	3
14:08	No	a	WA2	Home	a	Female	3
14:16	No	a	WA2	Home	a	Male	1
14:20	No	Leisure	WA4	Home	b	Female	4
14:24	No	Social	M22	Home	b	Male	1
14:30	No	b	WA5	Home	b	Female	2
14:33	No	b	WA15	Home	a	Female	1
14:42	No	b	WA3	Home	b	Female	1
14:48	No	a	WN4	Home	a	Female	1
14:50	No	Leisure	WA5	Home	a	Male	2
14:51	No	b	WA5	Home	b	Female	4
14:51	No	b	WA7	Home	a	Male	1
14:52	No	a	WA5	Home	a	Male	1
14:53	No	b	WA2	Home	a	Male	1
14:54	No	b	WA4	Home	a	Male	1
14:55	No	b	WA7	Home	b	Female	2
14:55	No	b	WA5	Home	b	Male	1
14:56	No	b	WA2	Home	b	Female	1
14:58	No	b	WA4	Home	b	Female	2
15:01	No	a	BL5	Home	b	Female	1
15:04	No	Leisure	L34	Home	a	Male	1

15:12	No	b	WA6	Home	b	Female	2
15:22	No	b	WA14	Home	a	Female	2
15:36	No	b	WA4	Home	a	Female	2
15:40	No	b	WA3	Home	b	Female	4
15:46	No	b	WA3	Home	c	Female	2
15:57	No	b	CW9	Home	a	Male	2
16:02	No	b	WA16	Home	b	Female	3
16:04	No	a	WA4	Home	a	Female	2
16:07	No	b	WA16	Home	c	Female	2
16:08	No	Leisure	WA5	Home	b	Male	2
16:10	No	b	M44	Home	a	Male	1
16:12	No	Leisure	WN2	Home	a	Male	1
16:15	No	b	WA11	Home	b	Female	1
16:17	No	Social	L39	Home	b	Female	2
16:20	No	b	WA5	Home	a	Male	1
16:25	Yes		WA1	Home	b	Male	1
16:29	No	a	WA8	Work	b	Female	3
16:31	No	b	WA3	Home	c	Female	2
16:34	No	Social	M22	Home	b	Male	1
16:38	No	Leisure	WA5	Home	a	Male	1
16:40	No	Leisure	WA2	Home	c	Male	1
16:44	No	Social	WN3	Home	a	Female	2
16:47	No	b	WA12	Home	b	Male	1
16:50	No	b	WA2	Home	b	Male	2
16:52	No	a	M22	Home	a	Female	2
16:55	No	b	WN2	Home	a	Female	3
16:58	No	Holiday	WA6	Home	c	Male	1
17:02	No	b	WA5	Home	a	Male	1
17:16	No	a	LS4	Home	a	Female	2
17:22	No	Social	M20	Home	a	Male	1
17:29	Yes		WA5	Home	a	Male	2
17:34	No	a	WA12	Home	a	Female	1
17:46	No	Social	WA12	Home	a	Female	4
17:51	No	b	WA2	Home	a	Female	2
18:03	No	b	WA3	Home	a	Male	2
18:06	No	b	WA8	Home	b	Female	3
18:11	No	Social	WA14	Home	c	Male	1
18:14	No	Social	WN5	Home	b	Male	1
18:19	No	a	WN3	Home	a	Female	1
18:33	No	b	WA9	Home	a	Male	1
18:46	Yes		WA5	Home	b	Female	3
18:52	No	Leisure	WA2	Home	a	Male	2

1. Is the purpose of your trip for Costa only or on your way to elsewhere? Costa only: YES/NO

2. If elsewhere, is it

- a. Commute to/from work
- b. Shopping trip
- c. School run
- d. Other (Specify)

3a. Origin Postcode:

3b. Home or Work?

4. Approximate age:

 a 18-30 b 30-50 c 50+

5. Sex MALE/FEMALE

6. Vehicle occupants:

Time	Q1	Q2	Q3a	Q3b	Q4	Q5	Q6
06:00	No	a	WA1	Home	c	Male	1
06:02	No	a	WA2	Home	c	Female	1
06:08	No	a	WA1	Home	b	Male	1
06:09	No	a	WA1	Home	b	Male	1
06:11	No	a	WA2	Home	b	Male	1
06:15	No	a	WA1	Home	c	Male	1
06:17	No	a	WA1	Home	c	Female	1
06:22	No	a	WA4	Home	b	Male	1
06:28	No	a	WA1	Home	c	Female	1
06:29	No	a	WA1	Home	a	Male	1
06:30	No	a	M28	Home	a	Male	1
06:33	No	a	WA4	Home	b	Male	1
06:33	No	a	WA4	Home	b	Male	1
06:37	No	a	WA5	Home	c	Male	1
06:39	No	a	WA2	Home	a	Male	1
06:40	No	a	-	Home	a	Male	2
06:41	No	a	L37	Home	a	Female	1
06:42	No	a	L23	Home	c	Female	1
06:44	No	a	WA4	Home	a	Male	1
06:45	No	a	WA1	Home	c	Male	1
06:49	No	a	WA3	Home	b	Female	1
06:51	No	a	WA5	Home	c	Female	1
06:51	No	a	M34	Home	b	Female	1
06:53	No	a	WA8	Home	a	Male	1
06:55	No	a	L35	Home	b	Male	1
06:56	No	a	WA12	Home	a	Female	2
06:59	No	a	HD7	Home	b	Female	1
07:02	No	a	-	Home	c	Female	1
07:03	No	a	WA5	Home	c	Male	1
07:05	No	a	WA5	Home	a	Male	1
07:06	No	a	WA2	Home	a	Male	1
07:08	No	a	WA4	Work	c	Male	1
07:10	No	a	SK7	Home	c	Male	1
07:11	No	a	WA5	Home	c	Male	1
07:13	No	a	WA3	Home	b	Male	1
07:16	No	a	WA1	Home	a	Female	1
07:17	No	a	L35	Home	b	Female	1
07:17	No	a	WA5	Home	c	Male	1
07:19	No	a	-	Home	c	Male	1
07:20	No	a	WA5	Home	a	Female	1
07:24	No	a	WA12	Home	b	Male	2
07:25	No	a	WA1	Home	a	Female	1
07:26	No	a	WA2	Home	b	Male	1
07:27	No	a	WA2	Home	b	Male	1
07:28	No	a	WN8	Home	b	Female	1
07:29	No	a	WA12	Home	c	Female	2
07:31	No	a	WA5	Home	a	Male	1

Summaries	
Costa only	4
Commuting to/from work	199
Shopping	37
School run	15
Other	1
From home	249
From work	7
Aged 18-30	78
Aged 30-50	115
Aged 50+	63
Males	129
Females	127
Average Occupants	1

07:34	No	a	WA2	Home	b	Male	1
07:35	No	a	WA2	Home	a	Male	3
07:37	No	a	WA10	Home	a	Female	1
07:37	No	a	L39	Home	a	Female	1
07:39	No	a	WA4	Home	c	Male	1
07:40	No	a	WA5	Home	a	Male	1
07:42	No	a	WA3	Home	b	Male	1
07:43	No	a	L10	Home	b	Male	1
07:43	No	a	M14	Home	c	Male	2
07:44	No	a	WA5	Home	b	Female	1
07:45	No	a	WA2	Home	b	Male	1
07:47	No	a	WA4	Home	c	Male	1
07:47	No	a	WA5	Home	c	Male	1
07:48	No	a	WA4	Home	b	Female	2
07:49	No	a	WA1	Home	b	Female	1
07:50	No	a	WA4	Home	c	Male	1
07:50	No	a	WA1	Home	b	Male	1
07:51	No	a	WA3	Home	b	Female	1
07:52	No	a	WA4	Home	b	Male	1
07:53	No	a	WA5	Home	c	Male	1
07:53	No	a	WA3	Home	c	Male	1
07:54	No	a	WA4	Home	b	Female	2
07:55	No	a	WA9	Home	a	Male	1
07:57	No	a	WA1	Home	a	Male	1
07:58	No	a	WA3	Home	b	Male	1
07:58	No	a	WA11	Home	b	Female	1
07:59	No	a	WA9	Home	a	Male	1
08:01	No	a	WA5	Home	c	Male	1
08:02	No	a	WA8	Home	a	Male	1
08:03	No	a	WA1	Home	a	Male	2
08:03	No	a	WA2	Home	c	Male	1
08:08	No	a	WA4	Home	b	Female	1
08:14	No	a	WA11	Home	b	Female	1
08:16	No	a	LS4	Home	c	Male	1
08:19	No	a	WA2	Home	b	Female	1
08:22	No	c	M15	Home	a	Female	1
08:23	No	a	WA2	Home	b	Female	3
08:25	No	a	WA5	Home	a	Male	1
08:27	No	a	M22	Home	b	Female	1
08:29	Yes		-	Home	a	Male	2
08:30	No	a	WA4	Home	c	Male	1
08:32	No	a	WA16	Home	a	Male	1
08:33	No	a	L12	Home	b	Female	1
08:33	No	a	L12	Home	a	Female	1
08:35	No	a	WA5	Home	c	Male	1
08:26	No	c	WA2	Home	b	Female	2
08:38	No	a	WA4	Home	b	Male	2
08:39	No	a	WN4	Home	c	Female	1
08:40	No	c	WA5	Home	a	Female	1
08:42	No	a	WA1	Home	b	Female	1
08:45	No	a	WN6	Home	a	Female	1
08:45	No	a	WN4	Home	a	Male	1
08:46	No	a	WA2	Home	c	Female	1
08:48	No	a	L23	Home	b	Female	1
08:49	No	a	WA5	Home	b	Female	1
08:50	No	c	WA2	Home	a	Male	1
08:51	No	a	WA12	Home	c	Female	1
08:53	No	a	WA1	Home	a	Female	1
08:56	No	a	WA4	Home	a	Female	1
08:57	No	a	WA3	Home	c	Male	2
08:59	No	a	WA11	Home	b	Female	1
09:00	No	a	WN4	Home	a	Male	1
09:02	No	a	WA1	Home	c	Male	1
09:04	No	a	WA2	Home	b	Female	1
09:04	No	a	L11	Home	a	Male	1
09:06	No	a	WA2	Home	b	Female	1
09:07	No	a	WA3	Home	c	Male	1
09:09	No	c	WA2	Home	a	Female	1
09:09	No	a	WA2	Home	a	Male	1
09:11	No	c	WA1	Home	b	Male	1

09:14	No	c	WA4	Home	b	Female	1
09:15	No	a	WA2	Home	a	Female	2
09:16	No	a	WA7	Home	c	Female	1
09:18	No	a	LS2	Home	b	Male	1
09:19	No	c	WA1	Home	b	Female	1
09:20	No	a	WA1	Home	a	Male	1
09:21	No	a	WA4	Home	a	Female	1
09:22	No	a	WA13	Home	b	Male	1
09:24	No	a	WA12	Home	c	Male	1
09:25	No	c	WA2	Home	b	Female	1
09:26	No	a	WA9	Home	a	Male	1
09:28	No	a	WN3	Home	b	Female	1
09:30	No	a	WA13	Home	a	Male	2
09:31	No	a	WA13	Home	b	Female	1
09:31	No	c	WA4	Home	b	Male	2
09:32	No	a	WA11	Home	b	Male	1
09:32	No	b	WA1	Home	c	Male	1
09:33	No	a	CW9	Home	b	Male	1
09:35	No	a	WA3	Home	b	Male	1
09:36	No	a	WA2	Home	c	Male	1
09:38	No	a	WA14	Home	c	Female	1
09:38	No	a	WA2	Home	a	Female	1
09:39	No	a	WN7	Home	a	Male	1
09:40	No	a	WA4	Home	b	Female	1
09:42	No	a	WA5	Home	a	Female	1
09:43	No	a	WA2	Home	b	Female	1
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09:52	No	a	WA\$	Home	a	Male	1
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10:05	No	a	WA2	Home	a	Male	1
10:09	No	a	WA5	Home	c	Female	1
10:12	No	a	WA14	Home	a	Male	1
10:16	No	a	WA4	Home	c	Male	1
10:23	No	a	CW9	Home	b	Male	2
10:25	No	a	WA6	Home	a	Female	1
10:28	No	b	WA2	Home	b	Female	1
10:33	No	a	WA2	Home	b	Male	1
10:37	No	a	WA5	Home	a	Female	1
10:38	No	a	WA2	Home	b	Female	1
10:40	No	a	WA1	Home	c	Female	3
10:45	No	b	WA7	Home	b	Male	1
10:49	No	a	WA1	Home	a	Male	1
10:53	No	a	WN6	Home	b	Female	1
10:54	No	a	WA7	Home	a	Male	1
10:57	No	a	WA4	Home	a	Male	1
11:00	No	a	WA14	Home	b	Female	1
11:06	No	b	WA2	Home	b	Female	2
11:12	No	a	WA13	Home	a	Male	1
11:19	No	a	WA1	Home	a	Male	1
11:21	No	b	WA5	Home	b	Male	1
11:22	No	a	WA2	Home	b	Male	1
11:24	No	b	WA4	Home	b	Female	2
11:25	No	a	L35	Home	b	Male	1
11:26	No	a	WA4	Home	b	Female	1
11:29	No	a	WA16	Home	a	Female	1
11:30	No	a	CH3	Home	a	Female	1
11:32	No	Social	WA4	Home	b	Female	2
11:32	No	a	CW9	Home	b	Female	1
11:33	No	a	WA8	Home	c	Female	1
11:37	No	b	WA2	Home	b	Female	1
11:39	No	a	WA4	Home	b	Female	1
11:39	No	b	WA5	Home	b	Female	2
11:44	No	a	WA4	Home	b	Male	2
11:48	No	b	WA1	Home	a	Male	2
11:51	No	a	WA4	Home	c	Male	1
11:53	No	a	WA5	Home	a	Female	1
11:57	No	b	WA2	Home	c	Female	1
12:02	No	b	WA6	Home	c	Female	1

12:08	No	b	WA4	Home	b	Female	1
12:17	No	a	WN3	Home	b	Female	2
12:22	No	a	WA4	Home	c	Female	1
12:23	No	a	WA2	Home	b	Female	1
12:25	No	b	L23	Home	b	Female	1
12:26	No	a	WA13	Work	c	Male	1
12:27	No	a	WA3	Home	b	Male	1
12:29	No	b	WA9	Home	c	Male	1
12:30	No	a	WA1	Home	b	Male	1
12:36	No	a	M31	Home	b	Male	1
12:44	No	b	WA3	Home	a	Female	2
12:53	No	a	WA16	Home	c	Male	1
13:05	No	b	WA4	Home	b	Female	1
13:07	No	a	WA4	Home	c	Female	1
13:12	No	b	WA4	Home	c	Female	1
13:14	No	b	WA2	Home	a	Male	1
13:16	No	c	WA5	Home	b	Female	2
13:21	No	a	WA9	Home	b	Female	1
13:28	No	a	WA15	Home	b	Male	2
13:30	No	b	WA14	Home	c	Female	1
13:33	No	a	WA7	Home	b	Female	1
13:35	No	a	WA2	Home	c	Female	1
13:36	No	a	WA3	Home	b	Female	2
13:38	No	a	WA3	Home	b	Male	1
13:41	No	a	WA11	Home	a	Female	1
13:45	No	a	WD2	Home	a	Female	2
13:49	No	a	WA7	Home	b	Female	1
13:50	No	b	WA4	Home	c	Male	1
13:53	No	b	WA5	Home	b	Female	1
15:00	No	c	WA4	Home	b	Female	1
15:04	No	a	VW8	Home	c	Female	1
15:08	No	b	WA9	Home	a	Male	1
15:10	No	c	WA16	Home	a	Male	1
15:14	No	c	WA5	Home	b	Female	1
15:15	No	c	WA4	Home	b	Female	3
15:17	No	b	WA13	Home	b	Female	2
15:25	No	b	WA2	Home	b	Female	2
15:29	No	b	WA13	Home	b	Female	3
15:44	No	a	M22	Home	a	Male	1
16:03	No	b	WA3	Home	b	Female	2
16:05	No	a	WA5	Home	b	Female	1
16:07	No	a	M31	Home	b	Female	4
16:10	No	a	WA16	Home	c	Male	1
16:12	No	a	WA16	Home	b	Female	2
16:15	No	a	M14	Home	c	Male	1
16:21	No	a	CW8	Home	a	Male	1
16:28	No	a	WA3	Home	b	Female	1
16:33	No	b	WA13	Home	b	Female	1
16:48	No	a	CW10	Home	a	Male	2
16:50	No	a	WA14	Home	c	Female	1
16:52	No	b	WN7	Home	b	Male	1
16:55	Yes		WA3	Home	b	Female	2
17:00	No	b	WA1	Home	a	Male	1
17:08	No	b	M22	Home	b	Female	1
17:12	No	a	WA5	Work	c	Female	1
17:17	No	a	WA6	Work	b	Male	1
17:25	No	b	WA3	Home	a	Male	1
17:33	Yes		WA3	Work	b	Female	1
17:38	No	b	CW8	Home	a	Male	1
17:42	No	a	WA5	Work	a	Female	1
17:46	No	b	WN3	Home	c	Female	1
17:51	No	b	WA12	Home	c	Male	1
17:57	Yes		WA4	Home	b	Male	1
18:09	No	a	WA2	Home	a	Male	1
18:14	No	b	CW12	Home	a	Female	1
18:34	No	b	LS4	Home	b	Female	1
18:38	No	a	WA6	Work	a	Male	1
18:46	No	b	WA3	Home	a	Female	1
18:56	No	a	WA9	Home	b	Male	1

DOCUMENT SIGNATURE AND REVIEW SHEET

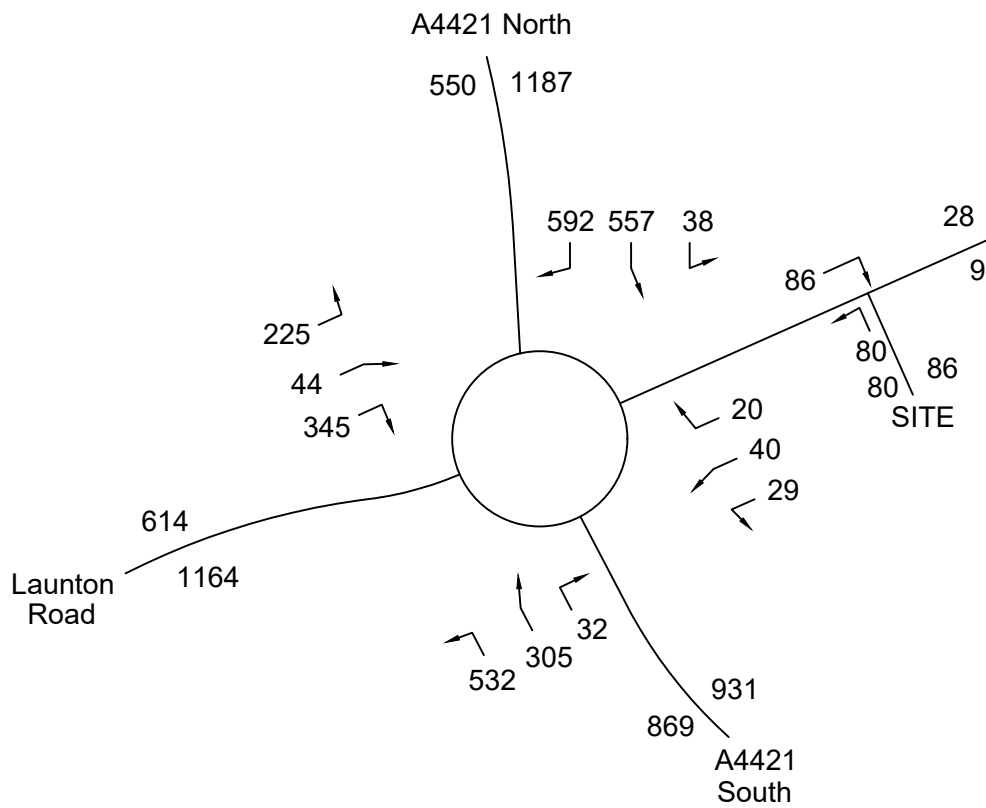
	Prepared By:	Checked By:	Approved for issue
Name	Hayley Coen	Nathan Hanks	Nathan Hanks
Signature	<i>HC</i>	<i>NH</i>	<i>NH</i>
Date	June 2016	June 2016	June 2016

Document Review

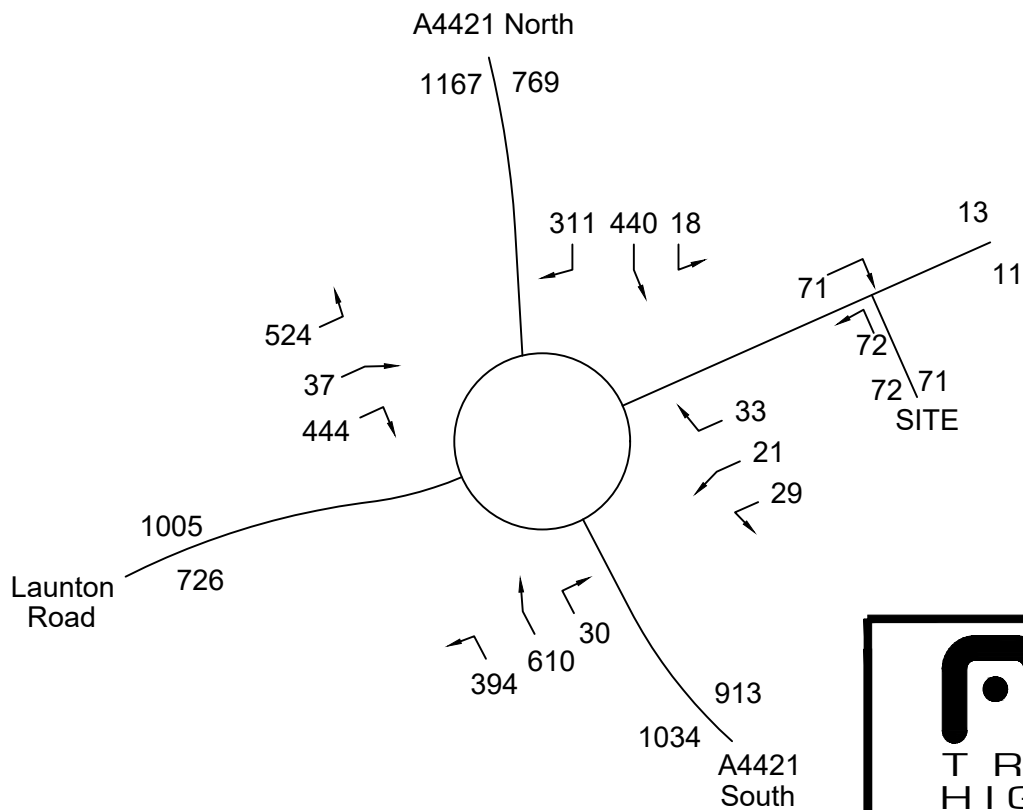
Revision	Date	Description	Checked By







WEEKDAY AM PEAK 08:00 - 09:00



WEEKDAY PM PEAK 17:00 - 18:00

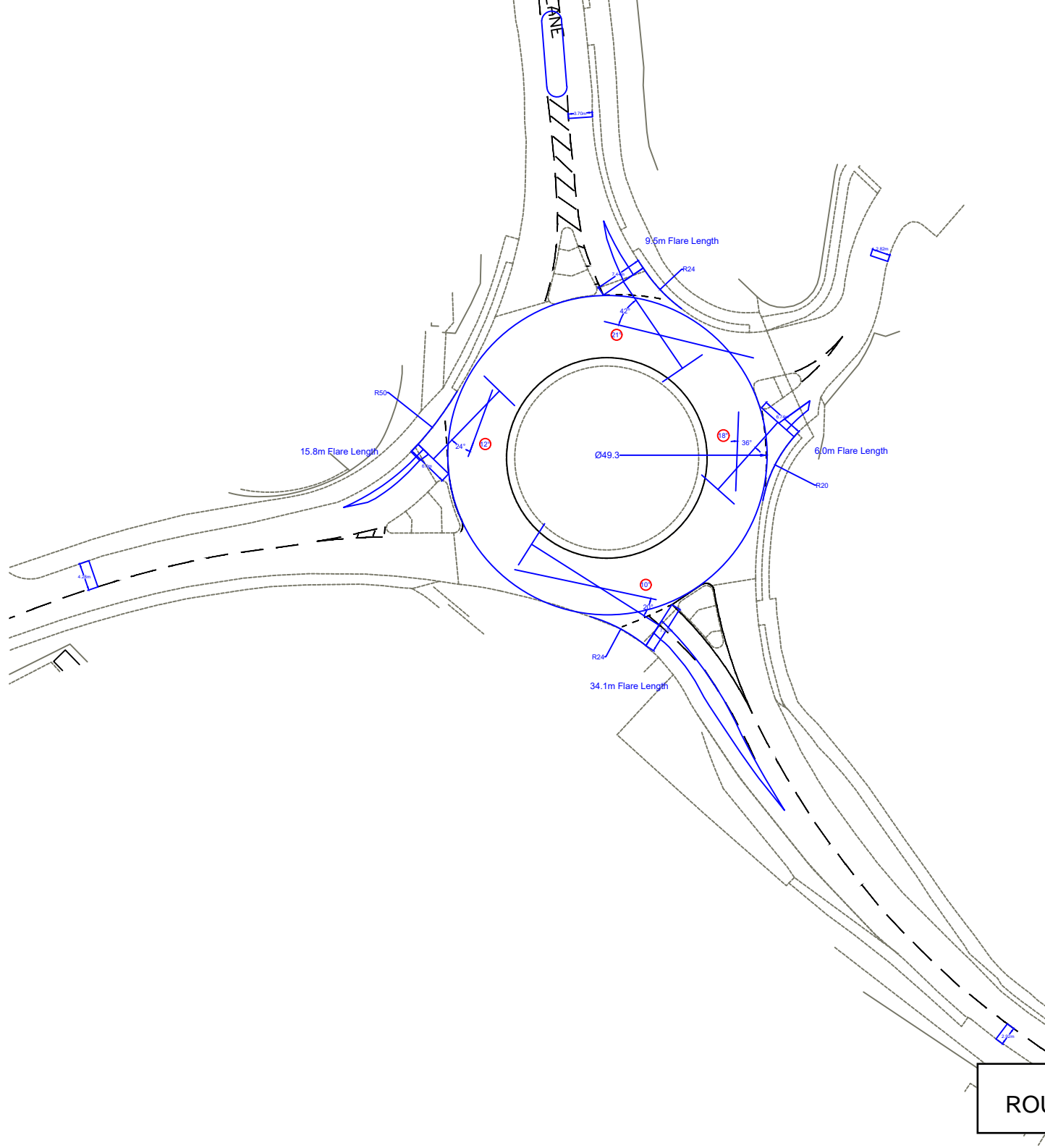


Title		TOTAL FLOWS WEEKDAY PEAK	
Scale	NTS	APPENDIX 6.3	

APPENDIX 7.0

ARCADY ANALYSIS

- 7.1 Roundabout Geometry
- 7.2 ARCADY Output Results



APPENDIX 7.1
ROUNDAABOUT GEOMETRY

Junctions 9			
ARCADY 9 - Roundabout Module			
Version: 9.0.2.5947 © Copyright TRL Limited, 2017			
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 770558 software@trl.co.uk www.trlsoftware.co.uk			
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution			

Filename: A4421 Roundabout.j9
Path: D:\4364 Bicester\A4421 Roundabout
Report generation date: 18/05/2021 15:15:06

- »2019 Base, AM Peak
- »2019 Base, PM Peak
- »2022 Base, AM Peak
- »2022 Base, PM Peak
- »Development, AM Peak
- »Development, PM Peak
- »2022 Total, AM Peak
- »2022 Total, PM Peak

Summary of junction performance

	AM Peak		PM Peak	
	Queue (Veh)	RFC	Queue (Veh)	RFC
2019 Base				
1 - A4421 North	7.5	0.89	1.4	0.59
2 - Site Access	0.1	0.06	0.0	0.03
3 - A4421 South	2.8	0.74	2.8	0.74
4 - Launton Road	0.9	0.47	6.2	0.87
2022 Base				
1 - A4421 North	15.7	0.96	1.7	0.64
2 - Site Access	0.1	0.09	0.0	0.04
3 - A4421 South	3.9	0.80	3.9	0.80
4 - Launton Road	1.0	0.51	13.2	0.95
Development				
1 - A4421 North	0.0	0.00	0.0	0.00
2 - Site Access	0.1	0.08	0.1	0.07
3 - A4421 South	0.0	0.00	0.0	0.00
4 - Launton Road	0.0	0.00	0.0	0.00
2022 Total				
1 - A4421 North	20.0	0.98	1.8	0.65
2 - Site Access	1.3	0.59	0.3	0.26
3 - A4421 South	4.4	0.82	4.3	0.82
4 - Launton Road	1.1	0.52	18.4	0.98

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

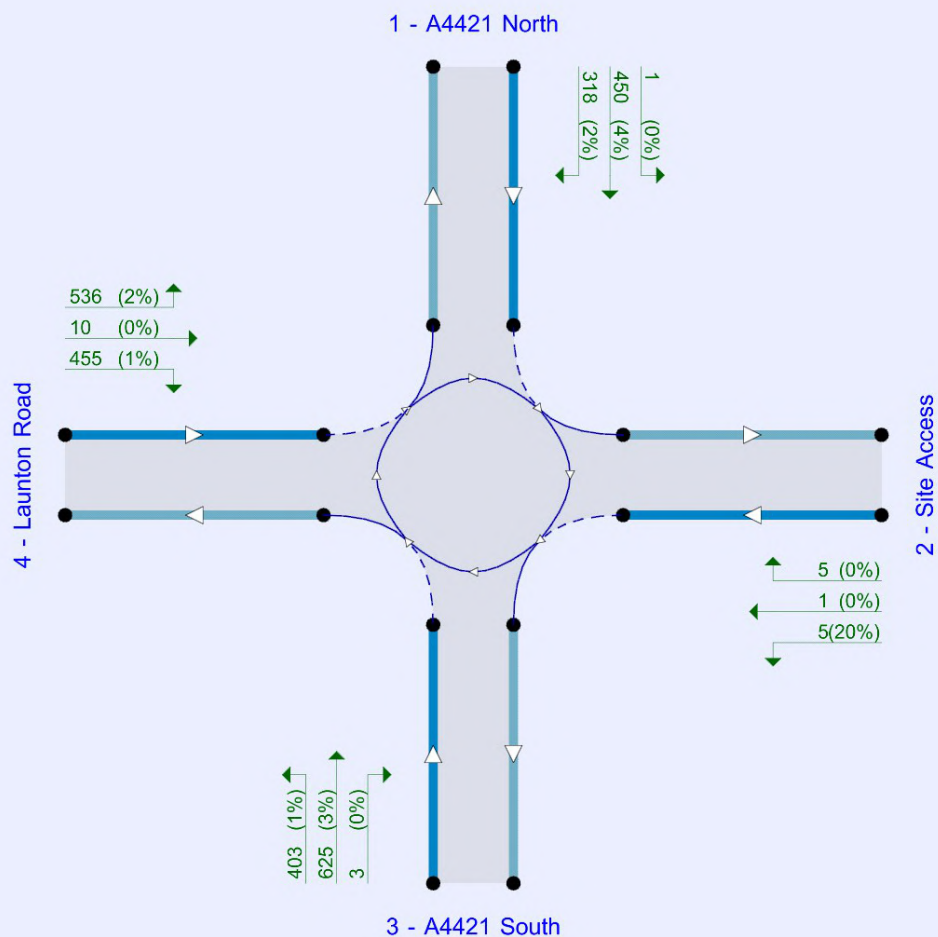
File summary

File Description

Title	(untitled)
Location	
Site number	
Date	05/11/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ADLUK\Junction
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin



Flows show original traffic demand (Veh/hr).

The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	2019 Base	AM Peak	ONE HOUR	07:45	09:15	15	✓		
D2	2019 Base	PM Peak	ONE HOUR	16:45	18:15	15	✓		
D3	2022 Base	AM Peak	ONE HOUR	07:45	09:15	15	✓	Simple	D1*1.0650
D4	2022 Base	PM Peak	ONE HOUR	16:45	18:15	15	✓	Simple	D2*1.0663
D5	Development	AM Peak	ONE HOUR	07:45	09:15	15	✓		
D6	Development	PM Peak	ONE HOUR	16:45	18:15	15	✓		
D7	2022 Total	AM Peak	ONE HOUR	07:45	09:15	15	✓	Simple	D3+D5
D8	2022 Total	PM Peak	ONE HOUR	16:45	18:15	15	✓	Simple	D4+D6

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2019 Base, AM Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - A4421 South - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Demand Set Relationship	D7 - 2022 Total, AM Peak	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	15.24	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A4421 North	
2	Site Access	
3	A4421 South	
4	Launton Road	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - A4421 North	3.70	7.44	9.5	24.0	49.3	21.0	
2 - Site Access	2.82	6.74	6.0	20.0	49.3	19.5	
3 - A4421 South	2.92	7.53	34.1	24.0	49.3	10.0	
4 - Launton Road	4.28	6.60	15.8	50.0	49.3	12.5	

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Percentage intercept adjustment (%)
1 - A4421 North	Percentage		100.00
2 - Site Access	Percentage		85.00
3 - A4421 South	Percentage		85.00
4 - Launton Road	Percentage		86.00

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A4421 North	0.620	1686
2 - Site Access	0.543	1091
3 - A4421 South	0.692	1703
4 - Launton Road	0.682	1664

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2019 Base	AM Peak	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A4421 North		ONE HOUR	✓	1115	100.000
2 - Site Access		ONE HOUR	✓	9	100.000
3 - A4421 South		ONE HOUR	✓	813	100.000
4 - Launton Road		ONE HOUR	✓	572	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		1 - A4421 North	2 - Site Access	3 - A4421 South	4 - Launton Road
	1 - A4421 North	0	3	539	573
	2 - Site Access	5	0	0	4
	3 - A4421 South	295	3	0	515
	4 - Launton Road	218	21	333	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - A4421 North	2 - Site Access	3 - A4421 South	4 - Launton Road
	1 - A4421 North	0	33	7	1
	2 - Site Access	0	0	0	25
	3 - A4421 South	7	0	0	2
	4 - Launton Road	8	0	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A4421 North	0.89	23.31	7.5	C	1023	1535
2 - Site Access	0.06	22.22	0.1	C	8	12
3 - A4421 South	0.74	11.39	2.8	B	746	1119
4 - Launton Road	0.47	5.11	0.9	A	525	787

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - A4421 North	839	210	268	1453	0.578	834	388	0.0	1.3	5.766	A
2 - Site Access	7	2	1081	431	0.016	7	20	0.0	0.0	8.493	A
3 - A4421 South	612	153	435	1347	0.454	609	653	0.0	0.8	4.852	A
4 - Launton Road	431	108	227	1407	0.306	429	817	0.0	0.4	3.675	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - A4421 North	1002	251	321	1420	0.706	998	465	1.3	2.3	8.461	A
2 - Site Access	8	2	1295	322	0.025	8	24	0.0	0.0	11.474	B
3 - A4421 South	731	183	521	1290	0.567	729	782	0.8	1.3	6.399	A
4 - Launton Road	514	129	272	1376	0.374	514	978	0.4	0.6	4.171	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - A4421 North	1228	307	392	1375	0.893	1209	568	2.3	6.9	19.875	C
2 - Site Access	10	2	1572	180	0.055	10	30	0.0	0.1	21.097	C
3 - A4421 South	895	224	631	1215	0.736	890	951	1.3	2.7	10.865	B
4 - Launton Road	630	157	332	1335	0.472	629	1189	0.6	0.9	5.087	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - A4421 North	1228	307	393	1374	0.893	1225	570	6.9	7.5	23.307	C
2 - Site Access	10	2	1589	172	0.058	10	30	0.1	0.1	22.218	C
3 - A4421 South	895	224	640	1210	0.740	895	959	2.7	2.8	11.390	B
4 - Launton Road	630	157	333	1334	0.472	630	1201	0.9	0.9	5.112	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - A4421 North	1002	251	322	1419	0.706	1022	468	7.5	2.5	9.505	A
2 - Site Access	8	2	1320	309	0.026	8	24	0.1	0.0	11.973	B
3 - A4421 South	731	183	534	1281	0.570	737	794	2.8	1.3	6.678	A
4 - Launton Road	514	129	275	1374	0.374	515	996	0.9	0.6	4.199	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - A4421 North	839	210	269	1452	0.578	844	391	2.5	1.4	5.960	A
2 - Site Access	7	2	1093	425	0.016	7	20	0.0	0.0	8.613	A
3 - A4421 South	612	153	440	1344	0.455	614	659	1.3	0.8	4.944	A
4 - Launton Road	431	108	229	1405	0.306	431	826	0.6	0.4	3.700	A

2019 Base, PM Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - A4421 South - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Demand Set Relationship	D7 - 2022 Total, AM Peak	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	13.41	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2019 Base	PM Peak	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A4421 North		ONE HOUR	✓	721	100.000
2 - Site Access		ONE HOUR	✓	11	100.000
3 - A4421 South		ONE HOUR	✓	967	100.000
4 - Launton Road		ONE HOUR	✓	939	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		1 - A4421 North	2 - Site Access	3 - A4421 South	4 - Launton Road
	1 - A4421 North	0	1	422	298
	2 - Site Access	5	0	5	1
	3 - A4421 South	586	3	0	378
	4 - Launton Road	503	9	427	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - A4421 North	2 - Site Access	3 - A4421 South	4 - Launton Road
	1 - A4421 North	0	0	4	2
	2 - Site Access	0	0	20	0
	3 - A4421 South	3	0	0	1
	4 - Launton Road	2	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A4421 North	0.59	6.57	1.4	A	662	992
2 - Site Access	0.03	10.42	0.0	B	10	15
3 - A4421 South	0.74	9.68	2.8	A	887	1331
4 - Launton Road	0.87	22.66	6.2	C	862	1292

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - A4421 North	543	136	328	1435	0.378	540	819	0.0	0.6	4.012	A
2 - Site Access	8	2	859	563	0.015	8	10	0.0	0.0	6.492	A
3 - A4421 South	728	182	228	1509	0.482	724	639	0.0	0.9	4.565	A
4 - Launton Road	707	177	445	1331	0.531	702	507	0.0	1.1	5.686	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - A4421 North	648	162	393	1396	0.464	647	981	0.6	0.9	4.800	A
2 - Site Access	10	2	1029	476	0.021	10	12	0.0	0.0	7.717	A
3 - A4421 South	869	217	273	1478	0.588	867	766	0.9	1.4	5.873	A
4 - Launton Road	844	211	533	1270	0.664	841	607	1.1	1.9	8.317	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - A4421 North	794	198	476	1346	0.590	792	1193	0.9	1.4	6.473	A
2 - Site Access	12	3	1254	362	0.033	12	14	0.0	0.0	10.297	B
3 - A4421 South	1065	266	334	1436	0.741	1059	932	1.4	2.8	9.414	A
4 - Launton Road	1034	258	651	1189	0.870	1019	742	1.9	5.7	19.624	C

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - A4421 North	794	198	482	1342	0.592	794	1203	1.4	1.4	6.567	A
2 - Site Access	12	3	1262	357	0.034	12	14	0.0	0.0	10.422	B
3 - A4421 South	1065	266	335	1436	0.742	1064	939	2.8	2.8	9.683	A
4 - Launton Road	1034	258	654	1187	0.871	1032	745	5.7	6.2	22.656	C

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - A4421 North	648	162	402	1390	0.466	650	996	1.4	0.9	4.878	A
2 - Site Access	10	2	1041	470	0.021	10	12	0.0	0.0	7.824	A
3 - A4421 South	869	217	274	1477	0.588	875	777	2.8	1.5	6.026	A
4 - Launton Road	844	211	537	1267	0.666	861	612	6.2	2.1	9.192	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - A4421 North	543	136	332	1433	0.379	544	827	0.9	0.6	4.053	A
2 - Site Access	8	2	866	559	0.015	8	10	0.0	0.0	6.535	A
3 - A4421 South	728	182	229	1508	0.483	730	645	1.5	0.9	4.637	A
4 - Launton Road	707	177	448	1329	0.532	711	511	2.1	1.2	5.857	A

2022 Base, AM Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - A4421 South - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Demand Set Relationship	D7 - 2022 Total, AM Peak	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	26.45	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D3	2022 Base	AM Peak	ONE HOUR	07:45	09:15	15	✓	Simple	D1*1.0650

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A4421 North		ONE HOUR	✓	1187	100.000
2 - Site Access		ONE HOUR	✓	10	100.000
3 - A4421 South		ONE HOUR	✓	866	100.000
4 - Launton Road		ONE HOUR	✓	609	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		1 - A4421 North	2 - Site Access	3 - A4421 South	4 - Launton Road
	1 - A4421 North	0	3	574	610
	2 - Site Access	5	0	0	4
	3 - A4421 South	314	3	0	548
	4 - Launton Road	232	22	355	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - A4421 North	2 - Site Access	3 - A4421 South	4 - Launton Road
	1 - A4421 North	0	33	7	1
	2 - Site Access	0	0	0	25
	3 - A4421 South	7	0	0	2
	4 - Launton Road	8	0	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A4421 North	0.96	45.49	15.7	E	1090	1634
2 - Site Access	0.09	31.68	0.1	D	9	13
3 - A4421 South	0.80	15.33	3.9	C	795	1192
4 - Launton Road	0.51	5.55	1.0	A	559	838

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - A4421 North	894	223	285	1442	0.620	888	413	0.0	1.6	6.419	A
2 - Site Access	7	2	1151	395	0.018	7	22	0.0	0.0	9.280	A
3 - A4421 South	652	163	463	1329	0.491	648	695	0.0	1.0	5.260	A
4 - Launton Road	459	115	242	1397	0.328	457	870	0.0	0.5	3.821	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - A4421 North	1068	267	341	1407	0.759	1062	495	1.6	3.0	10.268	B
2 - Site Access	9	2	1377	280	0.031	9	26	0.0	0.0	13.283	B
3 - A4421 South	778	195	554	1267	0.614	776	832	1.0	1.6	7.289	A
4 - Launton Road	548	137	289	1364	0.401	547	1041	0.5	0.7	4.402	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - A4421 North	1307	327	418	1359	0.962	1269	604	3.0	12.6	31.499	D
2 - Site Access	11	3	1655	138	0.077	10	31	0.0	0.1	28.201	D
3 - A4421 South	953	238	662	1194	0.798	945	1003	1.6	3.7	13.973	B
4 - Launton Road	671	168	352	1321	0.508	669	1255	0.7	1.0	5.511	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - A4421 North	1307	327	419	1358	0.963	1295	607	12.6	15.7	45.486	E
2 - Site Access	11	3	1682	124	0.085	11	32	0.1	0.1	31.684	D
3 - A4421 South	953	238	676	1185	0.804	952	1017	3.7	3.9	15.332	C
4 - Launton Road	671	168	355	1319	0.508	671	1274	1.0	1.0	5.551	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - A4421 North	1068	267	343	1406	0.759	1117	500	15.7	3.3	14.394	B
2 - Site Access	9	2	1433	251	0.034	9	26	0.1	0.0	14.873	B
3 - A4421 South	778	195	583	1248	0.624	787	860	3.9	1.7	7.957	A
4 - Launton Road	548	137	293	1361	0.402	549	1077	1.0	0.7	4.441	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - A4421 North	894	223	287	1441	0.620	901	417	3.3	1.7	6.737	A
2 - Site Access	7	2	1166	388	0.019	7	22	0.0	0.0	9.467	A
3 - A4421 South	652	163	470	1324	0.492	655	703	1.7	1.0	5.402	A
4 - Launton Road	459	115	244	1395	0.329	459	881	0.7	0.5	3.850	A

2022 Base, PM Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - A4421 South - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Demand Set Relationship	D7 - 2022 Total, AM Peak	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	22.93	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D4	2022 Base	PM Peak	ONE HOUR	16:45	18:15	15	✓	Simple	D2*1.0663

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A4421 North		ONE HOUR	✓	769	100.000
2 - Site Access		ONE HOUR	✓	12	100.000
3 - A4421 South		ONE HOUR	✓	1031	100.000
4 - Launton Road		ONE HOUR	✓	1001	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		1 - A4421 North	2 - Site Access	3 - A4421 South	4 - Launton Road
	1 - A4421 North	0	1	450	318
	2 - Site Access	5	0	5	1
	3 - A4421 South	625	3	0	403
	4 - Launton Road	536	10	455	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - A4421 North	2 - Site Access	3 - A4421 South	4 - Launton Road
	1 - A4421 North	0	0	4	2
	2 - Site Access	0	0	20	0
	3 - A4421 South	3	0	0	1
	4 - Launton Road	2	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A4421 North	0.64	7.52	1.7	A	705	1058
2 - Site Access	0.04	11.85	0.0	B	11	16
3 - A4421 South	0.80	12.55	3.9	B	946	1419
4 - Launton Road	0.95	45.85	13.2	E	919	1378

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - A4421 North	579	145	350	1422	0.407	576	873	0.0	0.7	4.241	A
2 - Site Access	9	2	916	534	0.017	9	10	0.0	0.0	6.855	A
3 - A4421 South	776	194	243	1499	0.518	772	682	0.0	1.1	4.924	A
4 - Launton Road	754	188	474	1311	0.575	748	541	0.0	1.3	6.341	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - A4421 North	691	173	419	1381	0.501	690	1045	0.7	1.0	5.203	A
2 - Site Access	11	3	1096	442	0.024	11	12	0.0	0.0	8.344	A
3 - A4421 South	927	232	291	1466	0.632	924	816	1.1	1.7	6.619	A
4 - Launton Road	900	225	568	1246	0.722	895	647	1.3	2.5	10.127	B

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - A4421 North	846	212	500	1331	0.636	844	1262	1.0	1.7	7.341	A
2 - Site Access	13	3	1329	323	0.040	13	15	0.0	0.0	11.591	B
3 - A4421 South	1135	284	356	1421	0.799	1127	986	1.7	3.7	11.920	B
4 - Launton Road	1102	276	692	1160	0.950	1070	790	2.5	10.7	32.062	D

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - A4421 North	846	212	511	1325	0.639	846	1279	1.7	1.7	7.522	A
2 - Site Access	13	3	1342	317	0.041	13	15	0.0	0.0	11.848	B
3 - A4421 South	1135	284	357	1420	0.799	1135	998	3.7	3.9	12.550	B
4 - Launton Road	1102	276	697	1157	0.953	1092	795	10.7	13.2	45.850	E

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - A4421 North	691	173	440	1367	0.505	694	1076	1.7	1.0	5.370	A
2 - Site Access	11	3	1121	429	0.025	11	13	0.0	0.0	8.600	A
3 - A4421 South	927	232	293	1465	0.633	935	839	3.9	1.8	6.903	A
4 - Launton Road	900	225	575	1242	0.725	942	653	13.2	2.8	13.579	B

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - A4421 North	579	145	355	1419	0.408	580	883	1.0	0.7	4.297	A
2 - Site Access	9	2	925	529	0.017	9	10	0.0	0.0	6.916	A
3 - A4421 South	776	194	245	1498	0.518	779	689	1.8	1.1	5.026	A
4 - Launton Road	754	188	478	1308	0.576	759	545	2.8	1.4	6.623	A

Development, AM Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - A4421 South - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Demand Set Relationship	D7 - 2022 Total, AM Peak	Demand Set relationships are chained. This may slow down the file.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.
Warning	O-D data		O-D matrix contains negative demand. Matrix should only be used as a development matrix for Demand Set relationships and should not be run on its own.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	3.51	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	Development	AM Peak	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A4421 North		ONE HOUR	✓	0	100.000
2 - Site Access		ONE HOUR	✓	80	100.000
3 - A4421 South		ONE HOUR	✓	4	100.000
4 - Launton Road		ONE HOUR	✓	5	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		1 - A4421 North	2 - Site Access	3 - A4421 South	4 - Launton Road
	1 - A4421 North	0	35	-17	-18
	2 - Site Access	15	0	29	36
	3 - A4421 South	-9	29	0	-16
	4 - Launton Road	-7	22	-10	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - A4421 North	2 - Site Access	3 - A4421 South	4 - Launton Road
	1 - A4421 North	0	0	0	0
	2 - Site Access	0	0	0	0
	3 - A4421 South	0	0	0	0
	4 - Launton Road	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A4421 North	0.00	0.00	0.0	A	0	0
2 - Site Access	0.08	3.59	0.1	A	73	110
3 - A4421 South	0.00	0.00	0.0	A	0	0
4 - Launton Road	0.00	2.18	0.0	A	5	7

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - A4421 North	0	0	3	1685	0.000	0	12	0.0	0.0	0.000	A
2 - Site Access	60	15	0.96	1091	0.055	60	2	0.0	0.1	3.492	A
3 - A4421 South	0	0	38	1677	0.000	0	23	0.0	0.0	0.000	A
4 - Launton Road	4	0.94	11	1656	0.002	4	27	0.0	0.0	2.178	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - A4421 North	0	0	4	1684	0.000	0	14	0.0	0.0	0.000	A
2 - Site Access	72	18	1	1091	0.066	72	3	0.1	0.1	3.532	A
3 - A4421 South	0	0	46	1672	0.000	0	27	0.0	0.0	0.000	A
4 - Launton Road	4	1	13	1655	0.003	4	32	0.0	0.0	2.180	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - A4421 North	0	0	5	1684	0.000	0	17	0.0	0.0	0.000	A
2 - Site Access	88	22	1	1091	0.081	88	3	0.1	0.1	3.590	A
3 - A4421 South	0	0	56	1665	0.000	0	33	0.0	0.0	0.000	A
4 - Launton Road	6	1	17	1653	0.003	6	40	0.0	0.0	2.185	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - A4421 North	0	0	5	1684	0.000	0	18	0.0	0.0	0.000	A
2 - Site Access	88	22	1	1091	0.081	88	3	0.1	0.1	3.590	A
3 - A4421 South	0	0	56	1665	0.000	0	33	0.0	0.0	0.000	A
4 - Launton Road	6	1	17	1653	0.003	6	40	0.0	0.0	2.185	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - A4421 North	0	0	4	1684	0.000	0	14	0.0	0.0	0.000	A
2 - Site Access	72	18	1	1091	0.066	72	3	0.1	0.1	3.533	A
3 - A4421 South	0	0	46	1672	0.000	0	27	0.0	0.0	0.000	A
4 - Launton Road	4	1	13	1655	0.003	4	32	0.0	0.0	2.180	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - A4421 North	0	0	3	1685	0.000	0	12	0.0	0.0	0.000	A
2 - Site Access	60	15	0.97	1091	0.055	60	2	0.1	0.1	3.492	A
3 - A4421 South	0	0	38	1677	0.000	0	23	0.0	0.0	0.000	A
4 - Launton Road	4	0.94	11	1656	0.002	4	27	0.0	0.0	2.179	A

Development, PM Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - A4421 South - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Demand Set Relationship	D7 - 2022 Total, AM Peak	Demand Set relationships are chained. This may slow down the file.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.
Warning	O-D data		O-D matrix contains negative demand. Matrix should only be used as a development matrix for Demand Set relationships and should not be run on its own.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	3.56	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	Development	PM Peak	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A4421 North		ONE HOUR	✓	0	100.000
2 - Site Access		ONE HOUR	✓	72	100.000
3 - A4421 South		ONE HOUR	✓	3	100.000
4 - Launton Road		ONE HOUR	✓	4	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		1 - A4421 North	2 - Site Access	3 - A4421 South	4 - Launton Road
	1 - A4421 North	0	17	-10	-7
	2 - Site Access	28	0	24	20
	3 - A4421 South	-15	27	0	-9
	4 - Launton Road	-12	27	-11	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - A4421 North	2 - Site Access	3 - A4421 South	4 - Launton Road
	1 - A4421 North	0	0	0	0
	2 - Site Access	0	0	0	0
	3 - A4421 South	0	0	0	0
	4 - Launton Road	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A4421 North	0.00	0.00	0.0	A	0	0
2 - Site Access	0.07	3.56	0.1	A	66	99
3 - A4421 South	0.00	0.00	0.0	A	0	0
4 - Launton Road	0.00	0.00	0.0	A	0	0

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - A4421 North	0	0	0	1686	0.000	0	21	0.0	0.0	0.000	A
2 - Site Access	54	14	0	1091	0.050	54	0	0.0	0.1	3.470	A
3 - A4421 South	0	0	36	1679	0.000	0	18	0.0	0.0	0.000	A
4 - Launton Road	0	0	21	1650	0.000	0	15	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - A4421 North	0	0	0	1686	0.000	0	25	0.0	0.0	0.000	A
2 - Site Access	65	16	0	1091	0.059	65	0	0.1	0.1	3.505	A
3 - A4421 South	0	0	43	1674	0.000	0	22	0.0	0.0	0.000	A
4 - Launton Road	0	0	25	1647	0.000	0	18	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - A4421 North	0	0	0	1686	0.000	0	31	0.0	0.0	0.000	A
2 - Site Access	79	20	0	1091	0.073	79	0	0.1	0.1	3.556	A
3 - A4421 South	0	0	53	1667	0.000	0	26	0.0	0.0	0.000	A
4 - Launton Road	0	0	31	1643	0.000	0	22	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - A4421 North	0	0	0	1686	0.000	0	31	0.0	0.0	0.000	A
2 - Site Access	79	20	0	1091	0.073	79	0	0.1	0.1	3.556	A
3 - A4421 South	0	0	53	1667	0.000	0	26	0.0	0.0	0.000	A
4 - Launton Road	0	0	31	1643	0.000	0	22	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - A4421 North	0	0	0	1686	0.000	0	25	0.0	0.0	0.000	A
2 - Site Access	65	16	0	1091	0.059	65	0	0.1	0.1	3.509	A
3 - A4421 South	0	0	43	1674	0.000	0	22	0.0	0.0	0.000	A
4 - Launton Road	0	0	25	1647	0.000	0	18	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - A4421 North	0	0	0	1686	0.000	0	21	0.0	0.0	0.000	A
2 - Site Access	54	14	0	1091	0.050	54	0	0.1	0.1	3.473	A
3 - A4421 South	0	0	36	1678	0.000	0	18	0.0	0.0	0.000	A
4 - Launton Road	0	0	21	1650	0.000	0	15	0.0	0.0	0.000	A

2022 Total, AM Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - A4421 South - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Demand Set Relationship	D7 - 2022 Total, AM Peak	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	32.66	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D7	2022 Total	AM Peak	ONE HOUR	07:45	09:15	15	✓	Simple	D3+D5

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A4421 North		ONE HOUR	✓	1187	100.000
2 - Site Access		ONE HOUR	✓	90	100.000
3 - A4421 South		ONE HOUR	✓	870	100.000
4 - Launton Road		ONE HOUR	✓	614	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		1 - A4421 North	2 - Site Access	3 - A4421 South	4 - Launton Road
	1 - A4421 North	0	38	557	592
	2 - Site Access	20	0	29	40
	3 - A4421 South	305	32	0	532
	4 - Launton Road	225	44	345	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - A4421 North	2 - Site Access	3 - A4421 South	4 - Launton Road
	1 - A4421 North	0	3	7	1
	2 - Site Access	0	0	0	3
	3 - A4421 South	7	0	0	2
	4 - Launton Road	8	0	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A4421 North	0.98	56.88	20.0	F	1090	1634
2 - Site Access	0.59	51.14	1.3	F	82	123
3 - A4421 South	0.82	17.13	4.4	C	798	1197
4 - Launton Road	0.52	5.81	1.1	A	564	845

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - A4421 North	894	223	316	1424	0.628	887	412	0.0	1.7	6.630	A
2 - Site Access	67	17	1117	452	0.149	67	86	0.0	0.2	9.328	A
3 - A4421 South	655	164	488	1313	0.499	651	696	0.0	1.0	5.410	A
4 - Launton Road	462	116	268	1381	0.335	460	871	0.0	0.5	3.903	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - A4421 North	1068	267	378	1385	0.771	1061	494	1.7	3.2	10.917	B
2 - Site Access	81	20	1337	329	0.245	80	103	0.2	0.3	14.427	B
3 - A4421 South	782	195	583	1248	0.627	779	833	1.0	1.6	7.636	A
4 - Launton Road	552	138	320	1345	0.411	551	1042	0.5	0.7	4.534	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - A4421 North	1307	327	462	1332	0.982	1260	602	3.2	15.1	36.432	E
2 - Site Access	99	25	1598	182	0.541	96	124	0.3	1.1	40.235	E
3 - A4421 South	958	239	693	1174	0.816	948	1000	1.6	4.1	15.293	C
4 - Launton Road	676	169	389	1298	0.521	675	1252	0.7	1.1	5.763	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - A4421 North	1307	327	464	1331	0.982	1288	606	15.1	20.0	56.877	F
2 - Site Access	99	25	1626	167	0.592	98	126	1.1	1.3	51.135	F
3 - A4421 South	958	239	708	1164	0.823	956	1015	4.1	4.4	17.133	C
4 - Launton Road	676	169	393	1295	0.522	676	1272	1.1	1.1	5.814	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - A4421 North	1068	267	380	1384	0.772	1133	500	20.0	3.6	17.776	C
2 - Site Access	81	20	1408	289	0.278	84	106	1.3	0.4	17.846	C
3 - A4421 South	782	195	622	1222	0.640	792	870	4.4	1.8	8.564	A
4 - Launton Road	552	138	326	1341	0.412	554	1088	1.1	0.7	4.582	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - A4421 North	894	223	318	1423	0.628	901	416	3.6	1.7	7.003	A
2 - Site Access	67	17	1132	443	0.152	68	87	0.4	0.2	9.618	A
3 - A4421 South	655	164	496	1307	0.501	658	705	1.8	1.0	5.575	A
4 - Launton Road	462	116	271	1379	0.335	463	883	0.7	0.5	3.935	A

2022 Total, PM Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - A4421 South - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Demand Set Relationship	D7 - 2022 Total, AM Peak	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	28.89	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D8	2022 Total	PM Peak	ONE HOUR	16:45	18:15	15	✓	Simple	D4+D6

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A4421 North		ONE HOUR	✓	769	100.000
2 - Site Access		ONE HOUR	✓	84	100.000
3 - A4421 South		ONE HOUR	✓	1034	100.000
4 - Launton Road		ONE HOUR	✓	1005	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		1 - A4421 North	2 - Site Access	3 - A4421 South	4 - Launton Road
	1 - A4421 North	0	18	440	311
	2 - Site Access	33	0	29	21
	3 - A4421 South	610	30	0	394
	4 - Launton Road	524	37	444	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - A4421 North	2 - Site Access	3 - A4421 South	4 - Launton Road
	1 - A4421 North	0	0	4	2
	2 - Site Access	0	0	4	0
	3 - A4421 South	3	0	0	1
	4 - Launton Road	2	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A4421 North	0.65	7.95	1.8	A	705	1058
2 - Site Access	0.26	13.44	0.3	B	77	115
3 - A4421 South	0.82	14.19	4.3	B	949	1423
4 - Launton Road	0.98	61.69	18.4	F	922	1384

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - A4421 North	579	145	382	1403	0.413	576	873	0.0	0.7	4.338	A
2 - Site Access	63	16	895	586	0.107	63	63	0.0	0.1	6.866	A
3 - A4421 South	779	195	273	1478	0.527	774	684	0.0	1.1	5.081	A
4 - Launton Road	757	189	504	1291	0.586	751	544	0.0	1.4	6.604	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - A4421 North	691	173	457	1358	0.509	690	1045	0.7	1.0	5.380	A
2 - Site Access	75	19	1071	490	0.154	75	76	0.1	0.2	8.675	A
3 - A4421 South	930	232	328	1441	0.645	927	818	1.1	1.8	6.963	A
4 - Launton Road	904	226	604	1222	0.739	898	651	1.4	2.7	10.938	B

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - A4421 North	846	212	542	1306	0.648	843	1257	1.0	1.8	7.726	A
2 - Site Access	92	23	1293	367	0.251	92	91	0.2	0.3	13.027	B
3 - A4421 South	1139	285	400	1391	0.819	1129	985	1.8	4.2	13.276	B
4 - Launton Road	1107	277	735	1131	0.978	1063	794	2.7	13.7	38.887	E

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - A4421 North	846	212	554	1299	0.652	846	1275	1.8	1.8	7.947	A
2 - Site Access	92	23	1307	360	0.256	92	93	0.3	0.3	13.444	B
3 - A4421 South	1139	285	402	1390	0.819	1138	997	4.2	4.3	14.187	B
4 - Launton Road	1107	277	741	1127	0.982	1088	799	13.7	18.4	61.687	F

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - A4421 North	691	173	489	1338	0.517	694	1088	1.8	1.1	5.620	A
2 - Site Access	75	19	1105	471	0.160	76	79	0.3	0.2	9.117	A
3 - A4421 South	930	232	330	1440	0.646	940	850	4.3	1.9	7.336	A
4 - Launton Road	904	226	612	1217	0.743	965	658	18.4	3.1	17.571	C

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - A4421 North	579	145	388	1399	0.414	580	884	1.1	0.7	4.404	A
2 - Site Access	63	16	904	581	0.108	63	64	0.2	0.1	6.955	A
3 - A4421 South	779	195	276	1477	0.527	781	692	1.9	1.1	5.200	A
4 - Launton Road	757	189	509	1288	0.588	763	548	3.1	1.5	6.947	A