



# Transport Statement

**Proposed Residential Development  
Land North of Dukes Meadow Drive  
Banbury**

**Revision A: September 2021  
Report Reference: 340-TS-01-A**

**Revision Record**

<b>Revision</b>	<b>Date</b>	<b>Description</b>	<b>Written</b>	<b>Approved</b>
0	24/08/21	Draft issue	DB	MA
A	22/09/21	Planning Application	DB	MA

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## 1.0 Introduction

### 1.1 Instructions

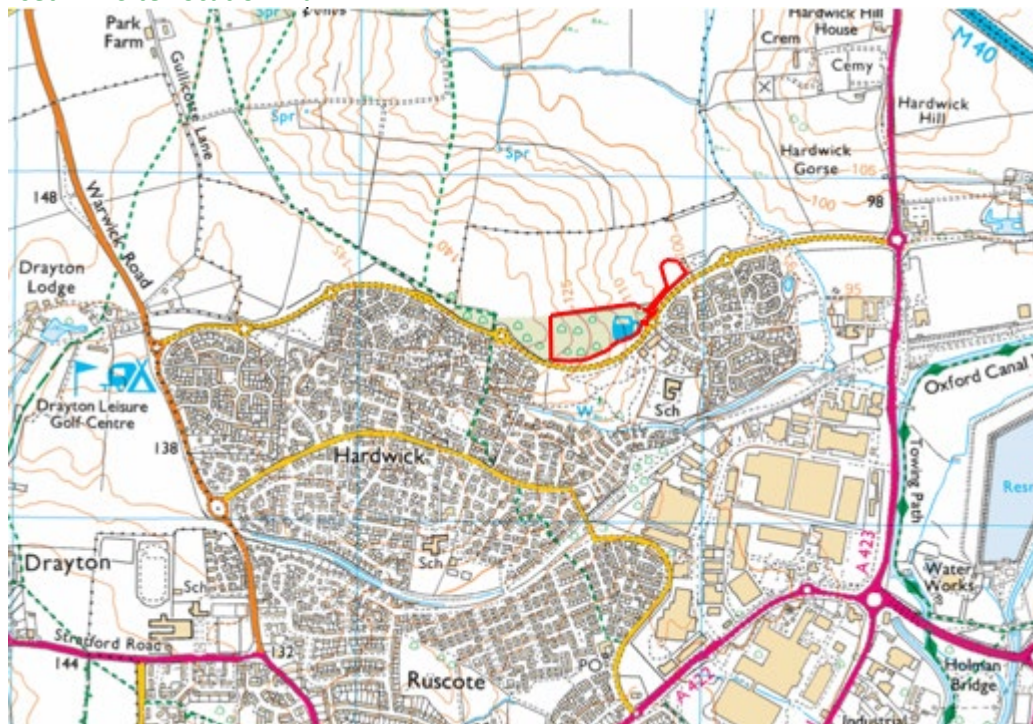
1.1.1 MAC have been commissioned by Manor Oak Homes to provide a Transport Statement to accompany an Outline planning application for a residential development on land north of Dukes Meadow Drive, Banbury, Oxfordshire.

1.1.2 The benefit of this report is to our instructing Client.

### 1.2 Site Location

1.2.1 The proposed development site is located on land north of Dukes Meadow Drive, Banbury, as shown in **Inset 1.1** below and enclosed in **Appendix A**. The approximate National Grid Reference for the site is E444697 N242543.

**Inset 1.1: Site Location Plan**



1.2.2 The application site covers an area of approximately 4 hectares and is located to the north of Banbury Town Centre.

1.2.3 Access to the site is to be provided via a new access arm from the existing Dukes Meadow Drive / Lapsley Drive roundabout at the south-eastern boundary of the site.

### 1.3 Current Use and Description

1.3.1 The site currently comprises undeveloped greenfield land. There has been no previous development on the site.

### 1.4 Proposed Development

1.4.1 The proposal is for residential development of up to 78 dwellings with all matters reserved other than access. An affordable housing element is likely to be provided at 30%. The proposed development layout is shown on the plan enclosed in **Appendix B**.

### 1.5 Summary

1.5.1 This TS has been prepared in accordance with OCC Highway Design Guide and its Guidance on Transport Assessments and Statements. This TS has been structured as follows:

**Section 2** describes the existing conditions including the surrounding highway network, the available facilities for public transport, cyclists and pedestrians and the range of local facilities and amenities. Local highway safety is considered through a review of personal injury collision records.

**Section 3** presents the proposals of the development, including the site access arrangements, layout, and parking provision for vehicles and cycles.

**Section 4** presents the trip generation likely to be associated with the proposed development.

**Section 5** summarises the highway impact of the proposed development on the local network and **Section 6** provides a summary and conclusion to this Transport Statement.

## 2.0 Existing Conditions

### 2.1 Site Location

2.1.1 The proposed development site is located north of Dukes Meadow Drive.

### 2.2 Permitted Use

2.2.1 The site is currently an undeveloped greenfield site with no previous development.

### 2.3 Neighbouring Land Uses

2.3.1 The neighbouring land uses are residential areas to the south along Dukes Meadow Drive, known locally as Hanwell Fields.

2.3.2 We are not aware of any planned changes to the neighbouring land uses.

### 2.4 Existing Access Arrangements

2.4.1 There is an existing gated field access to the site off the Dukes Meadow Drive / Lapsley Drive roundabout.

### 2.5 Walking and Cycling

2.5.1 Dukes Meadow Drive provides a 3m shared footway / cycleway to the southern / eastern side of the carriageway. This links with other off-road pedestrian / cycle routes through Duke Meadow's Park to the south of the site, as such provides excellent active travel connections to Banbury town centre, the railway station and employment areas.

2.5.2 A Public Right of Way (PRoW) is located beyond the western boundary of the site. PRoW No. 120/107/20 connects the village of Hanwell to the north and Banbury town centre to the south. An extract of the PRoW within the vicinity of the site is enclosed in **Appendix C**.

2.5.3 Walking and cycling distances to key local facilities is set out on the plan enclosed in **Appendix D**. The plan also shows the proximity of the site to key facilities, including a primary school, health services, and local centre retail. The suitability of the walking distances shown on the plan is based on the guidance described in full below. Cycle journeys are generally considered acceptable if the distance is less than 5km.

2.5.4 In 2000 the Institution of Highways and Transportation published the document 'Providing for Journeys on Foot'. This document states that:

*"80% of walk journeys and walk stages in urban areas are less than one mile. The average length of a walk journey is one kilometre (0.6 miles). This differs little by age or sex and has remained constant since 1975/76."*

It goes on to define an average walking speed thus:

*“An average walking speed of approximately 1.4 m/s can be assumed, which equates to approximately 400m in five minutes or three miles per hour.”*

2.5.5 Within the document:

*“Table 3.2 contains suggested acceptable walking distances, for pedestrians without a mobility impairment for some common facilities. These may be used for planning and evaluation purposes.”*

Table 3.2 is replicated below as Table 2.1. Predicted journey times have been added to distances based on the 1.4m/s walking pace.

**Table 2.1: Suggested Walking Distances - IHT 'Providing for Journeys on Foot'**

	Town Centres		Commuting / School / Sight-seeing		Elsewhere	
	Distance	Time	Distance	Time	Distance	Time
Desirable	200m	2m 23s	500m	5m 57s	400m	4m 46s
Acceptable	400m	4m 46s	1000m	11m 54s	800m	9m 32s
Preferred	800m	9m 32s	2000m	23m 48s	1200m	14m 17s
Maximum						

## 2.6 Local Facilities & Amenities

2.6.1 Having regard to the above review of sustainable transport options, consideration has been given to the proximity of the site to the key local services including education, employment, retail and health facilities. The accessibility plan provided within Appendix D shows the site is located with respect to a range of facilities and services that can be accessed by walking and cycling in accordance with the principles of the NPPF.

2.6.2 A summary of the distances and journey times to the local amenities is provided in Table 2.2.



**Table 2.2: Distance and Journey Times to Local Facilities & Amenities**

Destination	Distance (m)	Journey Time (minutes)	
		Walk	Cycle
Co-op Convenience Store	140	2	1
Hanwell Arms PH	170	2	1
Hanwell Fields Community Centre	200	2	1
Hanwell Fields Community School	260	3	1
Hanwell Fields Sports & Recreation Ground	350	4	1
Penhill Industrial Park	480	6	2
St Francis Church	490	6	2
Cherwell Business Village	770	9	3
Hardwick Primary School	780	9	3
Banbury Cross Retail Park	830	10	3
Tesco Extra	940	11	4
Noral Way Industrial Estate	1000	12	4
Cherry Fields Primary School	1100	13	5
Sainsburys Local	1400	17	6
Banbury Athletics Club	1500	18	6
North Oxfordshire Academy	1500	18	6
Woodgreen Leisure Centre	2000	24	8
Castle Quay Shopping Centre	2100	25	9
Banbury and Bicester College	2200	26	9
Banbury Rail Station	2500	30	10
Banbury United Football Club	2900	35	12

Note: Assumes average walking speed of 1.4m/s and average cycling speed of 4m/s

- 2.6.3 It is evident from Table 2.2 that there is a range of local amenities within acceptable walking and cycling distances. It should be noted that these distances have been taken from the centre of the development site and these could vary depending on where dwellings are based within the site.

## 2.7 Public Transport

### Bus

- 2.7.1 The nearest bus stops are located on Highlands to the south of the site. These bus stops are located approximately 650m from the proposed site's western pedestrian / cyclist access. The bus stops are served by the B9 bus route which provides bus services between 0630 and 2330 operating every 15 minutes Monday to Saturday.
- 2.7.2 The bus stops serve the routes described in Table 2.3 below. A plan showing the location of existing bus stops is provided within Appendix D. The local bus route and timetable information is provided within Appendix E.

**Table 2.3: Bus Services and Frequencies**

Route No.	Route	Typical Frequency			Hours of operation
		Mon – Sat		Sun	
		Peak	Off Peak		
B9	Banbury Gate Retail Park-Town Centre Bridge-Ruscote Beaumont Industrial Estate-Hardwick Sussex Drive-Hardwick Warwick Road-Hardwick User Drive Park	15 mins	15 mins	Hourly	0630-2330

**Rail**

2.7.3 The Banbury railway station is located 2.5km from the site. The station can be reached by cycling in approximately 10 minutes, as part of a multi modal journey. The station is located on the Chiltern Main Line and provides three trains per hour to London Marylebone and two trains per hour to Birmingham Moor Street. Local stops include Leamington Spa, Kings Sutton and Oxford.

**2.8 Highway Network**

2.8.1 The proposed development is accessed off Dukes Meadow Drive with the characteristics as set out in Table 2.4 below. Dukes Meadow Drive is a link road running in an east-west alignment along the northern side of Banbury, between the roundabout with Warwick Road and the roundabout with the A423 Southam Road. Dukes Meadow Drive is subject to a 30mph speed limit and provides a carriageway width of approximately 6.75m. There are five roundabouts along Dukes Meadow Drive providing access to existing residential estates.

2.8.2 Street lighting is provided along Dukes Meadow Drive and a shared use pedestrian-cycleway is provided along the southern side of the carriageway, separated by a grass verge. Informal and controlled crossing points are provided across Dukes Meadow Drive along its length.

2.8.3 The proximity of Dukes Meadow Drive in relation to the wider highway network can be seen on the plan enclosed within Appendix D.

**Table 2.4: Dukes Meadow Drive Characteristics**

Characteristic	Value
Road classification	Link Road
Carriageway Width	6.75m
Footways:	3m
Cycleways	3m
Speed limit	30mph
Other features	Street lit

## **2.9 Traffic Data**

- 2.9.1 In order to consider the current traffic conditions on the local highway network, traffic data has been collected at the Dukes Meadow Drive / Lapsley Drive roundabout junction. The survey was undertaken on Tuesday 7<sup>th</sup> September 2021 and comprised of classified turning count at the junction. The survey data is provided within **Appendix F**.
- 2.9.2 The junction data was supplemented by a queue length survey and a count of pedestrian and cycle movements at the existing crossing point on Lapsley Drive.

## **2.10 Collision Data**

- 2.10.1 The most recent Personal Injury Collision data has been obtained from the Local Highway Authority. The data covers the 5-year period from the 1<sup>st</sup> January 2016 to 31<sup>st</sup> May 2021.
- 2.10.2 Over the 5-year period there have been zero reported collisions along Dukes Meadow drive within the proximity of the site. A copy of the collision report and a plot from the Local Highway Authority is enclosed in **Appendix G**.

## **2.11 Summary**

- 2.11.1 The proposed development is shown to be well served for pedestrian, cyclist and public transport infrastructure.
- 2.11.2 The footway provision between the development and the local facilities is currently limited to allow pedestrians of the development to access the local facilities.
- 2.11.3 The site is shown to be served by frequent bus services to key destinations.
- 2.11.4 A review of the collision data shows that there is not an accident problem on the local highway network within the vicinity of the proposed development site.

## 3.0 Proposed Development

### 3.1 Type and Scale

3.1.1 The proposed development comprises up to 78 residential dwellings. A plan showing the proposed development is enclosed in **Appendix B**.

### 3.2 Access – all modes

3.2.1 The proposed development will be accessed via an upgrading of the agricultural access to form a fourth arm off the Dukes Meadow Drive / Lapsley Drive roundabout. Either side of the access road within the immediate vicinity of Dukes Meadow Drive a 3m wide shared footway / cycle will be provided. To connect these to the existing footway / cycleway provision on the southern / eastern side of Dukes Meadow Drive, two new uncontrolled crossings will be provided.

3.2.2 Within the site the 5.5m wide development road will be bound by two 2m wide footways.

3.2.3 Towards the western extent of the site additional uncontrolled pedestrian crossing points will be provided across Dukes Meadow Drive. The proposed site access arrangement is enclosed in **Appendix H**.

3.2.4 The proposed access arrangement and footpath connections to the site have been reviewed and agreed in-principle with the Local Highway Authority as part of pre-application discussions.

3.2.5 Upon the request of the Local Highway Authority, a Stage 1 Road Safety Audit has been undertaken on the proposed site access arrangement as shown on **Drawing 340-TA114**. The audit report and a Designer's Response will be submitted during the determination period of the planning application.

### 3.3 Parking

3.3.1 Parking within the development will be provided in line with current Oxfordshire County Council's Residential Road Design Guide for new development for urban areas in Cherwell as referenced in the Supplementary Planning Document, Cherwell Residential Design Guide, adopted in July 2018.

3.3.2 Cycle parking will be provided at a level of at least one space per one bed dwellings and at least two spaces per dwelling of two or more bedrooms.

3.3.3 Consideration will also be given to the provision of electric charging points for vehicles. Car and cycle parking provision will be confirmed as part of a Reserved Matters Application.

### **3.4 Sustainable Travel Strategy**

- 3.4.1 In order to promote sustainable travel each household will be provided with a Travel Welcome Pack. The pack will contain a high-quality map of the area, showing cycle, walking and public transport routes, and up-to-date timetables for local bus and connecting train services. The key role of the Travel Welcome Pack will be to raise awareness of sustainable initiatives. A Travel Plan Statement has been prepared and accompanies this Transport Statement.

## 4.0 Trip Generation

### 4.1 Trip Generation

- 4.1.1 Person trip rates have been obtained from the TRICS 7.8.2 database. The person trip selection criteria are set out in Table 4.1 below. The full TRICS data is enclosed in Appendix I.

**Table 4.1: TRICS Parameters**

Parameter	Selection
Version	7.8.2
Main land use	03 – Residential
Sub land use	A – Houses Privately Owned
Regions	All of England except Greater London
Locations	Suburban Area, Edge of Town, Neighbourhood Centre

- 4.1.2 From the TRICS database the predicted person trip rates are set out in Table 4.2 below.

**Table 4.2: Person Trip Rates**

Use	Morning Peak (0800-0900)			Afternoon Peak (1700-1800)		
	Arr	Dep	Total	Arr	Dep	Total
Residential	0.195	0.746	0.941	0.597	0.251	0.848

- 4.1.3 Using the above person trip rates from the TRICS database it is possible to calculate the number of person trips generated by the proposed development. The below calculations are based on the quantum of development specified in Section 3.1.

- 4.1.4 To understand the number of trips generated by the development by mode we need to establish the likely modal split for a development in this location. The 2011 Census includes the 'Method of Travel to Work' (MTW) dataset which defines mode choice for all local authority wards. MTW data has been extracted from the 2011 Census for the Cherwell 002 ward which includes the development site. The 'Method of Travel to Work' data is summarised in Table 4.3 below.

**Table 4.3: Method of Travel to Work - 2011 Census – Cherwell 002 Super Output Area (SOA) Middle Layer**

Mode	Number	Proportion
Train	98	2%
Bus	171	4%
Taxi	28	1%
Motorcycle	23	0%
Driving	3,376	72%
Passenger	287	6%
Bicycle	140	3%
On foot	522	11%
Other	24	1%

4.1.5 Using the above mode splits in Table 4.3 it is possible to calculate the predicted number of trips generated by each mode. The proposed trips by mode is shown in Table 4.4 below.

**Table 4.4: Trip Numbers by Mode – 78 Dwellings**

Mode	Morning Peak (0800-0900)			Afternoon Peak (1700-1800)		
	Arr	Dep	Total	Arr	Dep	Total
Train	0	1	1	1	0	1
Bus	1	2	3	2	1	3
Taxi	0	1	1	0	0	1
Motorcycle	0	0	0	0	0	0
Driving	11	42	53	34	14	48
Passenger	1	3	4	3	1	4
Bicycle	0	2	2	1	1	2
On foot	2	6	8	5	2	7
Other	0	1	1	0	0	1
Total	15	58	73	47	20	66

4.1.6 The proposed development is predicted to generate 53 vehicle trips in the morning peak and 48 trips in the evening peak. It is considered that this number of vehicles will not result in a significant adverse impact which will result in detrimental harm to the highway network.

4.1.7 The number of vehicle trips generated by more sustainable forms of transport is considered to be acceptable considering the existing sustainable transport infrastructure.

## 5.0 Junction Impact Assessment

### 5.1 Introduction

5.1.1 This section presents a junction impact assessment for the development proposal based on existing traffic survey data in the locality of the site.

5.1.2 The assessments have been undertaken using TRL Junctions 9 ARCADY for roundabout junctions.

5.1.3 A junction is considered to be operating within capacity if the RFC (Ratio of Flow to Capacity) value is less than or equal to 0.85. An RFC value of 1.0 represents absolute capacity, however, a lower value of 0.85 is used to reflect the practical capacity of the junction.

### 5.2 Permitted Development

5.2.1 We are not aware of any permitted development in the local area which needs to be included within the assessment.

### 5.3 Assessment Year

5.3.1 The planning application will be submitted in 2021. Therefore, junction capacity analysis will be undertaken for an assessment year of 2026 when the proposed development site is expected to be fully occupied.

5.3.2 To growth traffic counts to the future assessment year TEMpro growth factors have been applied utilising the following inputs for 2021-2026:

**Table 5.1: Local Traffic Growth Factors – Cherwell 002**

Period	2021-2026
AM Peak	1.0871
PM Peak	1.0928



## 5.4 Background Traffic

- 5.4.1 The junction capacity assessment is based on the classified turning counts undertaken at the Dukes Meadow Drive / Lapsley Drive roundabout.
- 5.4.2 Existing and proposed vehicle movement diagrams for the junction are shown on the plans enclosed in Appendix J. The distribution of development traffic at the Dukes Meadow Drive roundabout is based on observed vehicle turning proportions at the Lapsley Drive access arm serving the residential estate opposite the site.

## 5.5 A1: Access / Dukes Meadow Drive / Lapsley Drive

- 5.5.1 This junction is an existing three arm roundabout junction and will comprise a new fourth access arm to the development site. The arms are labelled thus:

Arm A – Dukes Meadow Drive (N)  
 Arm B – Lapsley Drive  
 Arm C – Dukes Meadow Drive (S)  
 Arm D – Proposed Site Access

- 5.5.2 The full junction input data and results can be found in Appendix K. The results of the assessment are summarised below.

**Table 5.2: A1 Access / Dukes Meadow Drive / Lapsley Drive–2026 AM Peak 0800-0900**

Arm	Base Year 2021		Forecast Year 2026 + Development	
	Max RFC	Max Queue	Max RFC	Max Queue
A	0.19	0	0.21	0
B	0.17	0	0.19	0
C	0.44	1	0.47	1
D	-	-	0.06	0

**Table 5.3: A1 Access / Dukes Meadow Drive / Lapsley Drive–2026 PM Peak 1700-1800**

Arm	Base Year 2021		Forecast Year 2026 + Development	
	Max RFC	Max Queue	Max RFC	Max Queue
A	0.42	1	0.48	1
B	0.15	0	0.17	0
C	0.19	0	0.22	0
D	-	-	0.02	0

- 5.5.3 The existing Dukes Meadow Drive / Lapsley Lane roundabout with the proposed site access is shown to operate well within its operational capacity in the future year scenario.

## **6.0 Summary and Conclusion**

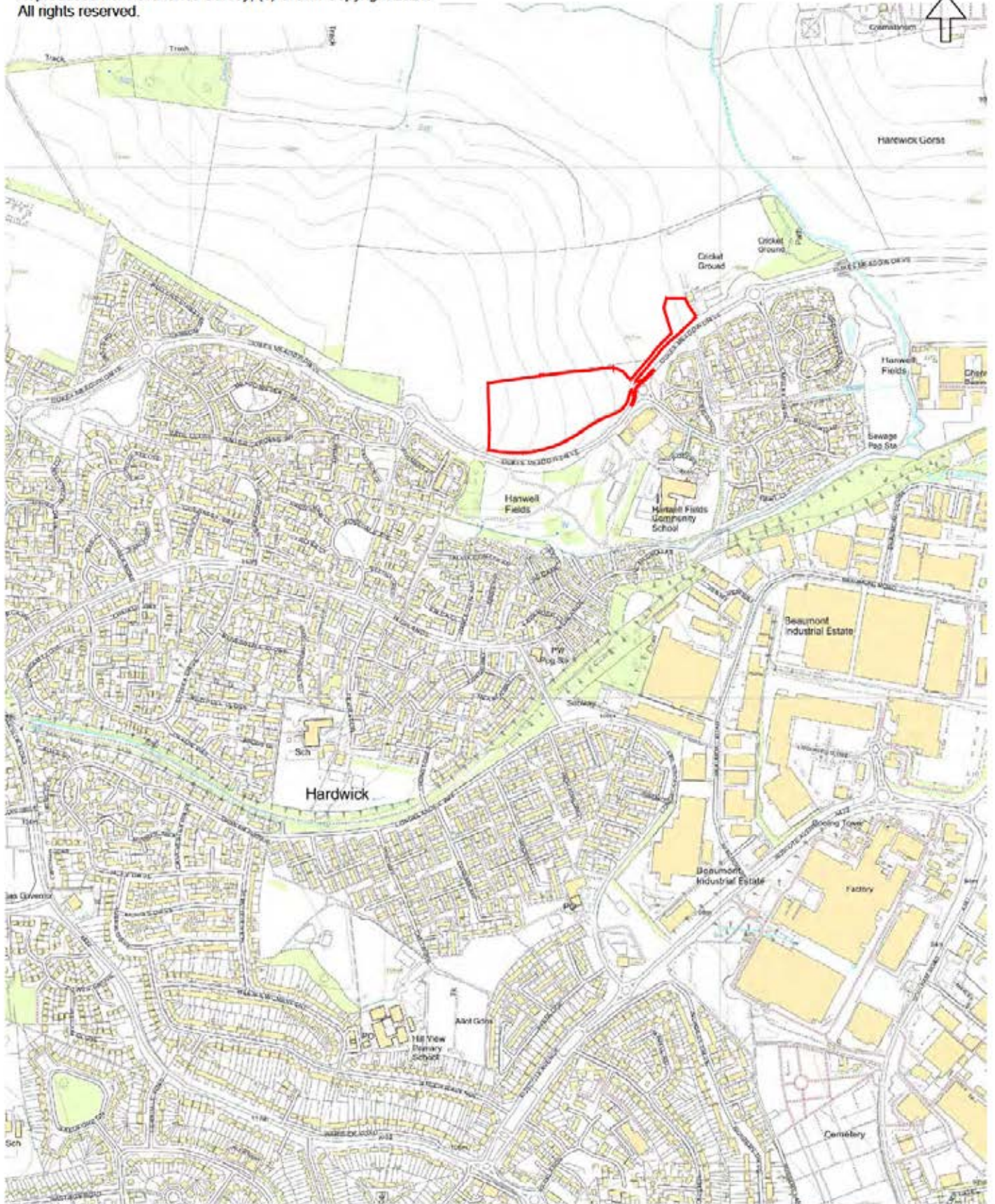
### **6.1 Summary**

- 6.1.1 MAC have reviewed the transport and highway implications of developing the proposed site for up to 78 dwellings on land north of Dukes Meadow Drive, Banbury, Oxfordshire.
- 6.1.2 It is proposed to access the site from a fourth arm from the existing roundabout junction on Dukes Meadow Drive.
- 6.1.3 The site is within a feasible walking distance to a frequent bus service to key destinations.
- 6.1.4 A number of local amenities, including primary education, lie within walking and cycling distance of the site. These can be accessed via the existing network of footway and cycleways within Hanwell Fields.
- 6.1.5 A review of Personal Injury Collision data has found no casualties or locations of accidents along Dukes Meadows Drive within the proximity of the site. The development is considered unlikely to have a significant impact on local highway safety.
- 6.1.6 New footway links along Dukes Meadow Drive will be provided between the development site and the existing footway provision within Hanwell Fields. The site will provide connections to the existing Public Right of Way network linking the site and creating a sustainable development.
- 6.1.7 Parking within the development will be provided in line with current Oxfordshire County Council parking standards and Cherwell District Council's guidance for residential developments.
- 6.1.8 The provision of a Welcome Pack will promote and raise awareness amongst future residents for travelling sustainability, including those health and financial benefits. These measures are outlined in the accompanying Travel Plan Statement.
- 6.1.9 Trip generation for the development has been derived using TRICS 'total person' trip rates in conjunction with 2011 Census 'Method of Travel to Work' data. The proposed development is estimated to generate 53 vehicle movements during the AM peak and 48 vehicle movements in the PM peak.
- 6.1.10 Capacity assessment of the site access junction has been undertaken which shows that development will not have an adverse impact on the immediate highway network.

### **6.2 Conclusion**

- 6.2.1 It is considered the proposed development will not result in an unacceptable impact on highway safety, and the residual cumulative impacts on the road network would not be severe. The development proposal therefore accords with NPPF paragraph 111.





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Martin Andrews Consulting Ltd

Client: Manor Oak Homes

Project: Land North of  
Dukes Meadow Drive  
Banbury

Date: 24/09/21

Drw: AN

Title: Location Plan

Chk: MJA

Scale: 1:10,000

Size: A4

Drawing No. 340-TA01

Revision -

- Transport Assessments
- Flood Risk Assessments
- Highway Advice
- Drainage Strategies



**Appendix B**

Proposed Master Plan  
Thrive Architects drawing no. SKL-01 Rev P7



PRIVATE				
House Type	No of Bedrooms	Sqft	No	Total Sqft
26 Flat	2	755	6	4530
26 Maisonette	2	850	9	7650
38 Bungalow	3	1025	4	4100
38.1	3	1001	11	11011
38.2	3	1125	15	16875
48.1	4	1560	7	10920
<b>TOTALS</b>			<b>54</b>	<b>57136</b>

Private housing plot areas (sqft)	57136
Net developable area (acres)	3.824
Coverage sqft/acre	14941

AFFORDABLE				
House Type	No of Bedrooms	Sqft	No	Total Sqft
18 Maisonette	1	825	6	5720
28 Bungalow	2	785	2	1570
28	2	850	4	3400
38	3	1001	4	4004
48	4	1140	1	1140
<b>TOTALS</b>			<b>17</b>	<b>13804</b>

Affordable Housing plot areas (sqft)	13804
Net developable area (acres)	0.79
Coverage sqft/acre	17473

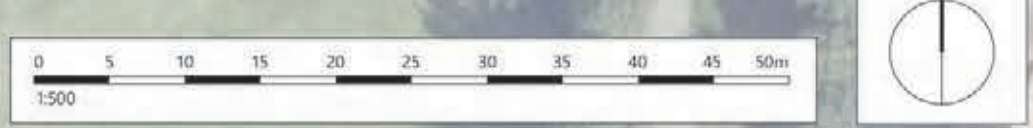
SHARED OWNERSHIP				
House Type	No of Bedrooms	Sqft	No	Total Sqft
26	2	850	4	3400
38	3	1001	3	3003
<b>TOTALS</b>			<b>7</b>	<b>6403</b>

Affordable Housing plot areas (sqft)	6403
Net developable area (acres)	0.345
Coverage sqft/acre	18559

<b>SITE TOTALS</b>	<b>78</b>	<b>77343</b>
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Total Housing plot areas (sqft)	77343
Total Net developable area (acres)	4.959
Total Coverage sqft/acre	15596

- Site Boundary
- Other Land in Ownership
- 26 Plot Number
- 38.2 House Type
- ★ Affordable Rented
- ★ Intermediate
- ⊙ Maintenance Access



Romsey Portishead Camberley  
 T: 01794 367703 T: 01275 407000 T: 01276 749050  
 F: 01794 367276 F: 01794 367276 F: 01794 367276

[www.thrivearchitects.co.uk](http://www.thrivearchitects.co.uk)

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Rev	Description	Date	Au	Ch
P1	Preliminary Issue	13.08.21	PM/hm	—/—
P2	Revised Layout	27.08.21	PM/SWD	HM
P3	Minor updates to notes	06.09.21	PM/SWD	—
P4	Updated Redline and notes further to client feedback	08.09.21	PM/SWD	—
P5	Revised boundary	09.09.21	PM/hm	—
P6	Revised boundary	22.09.21	PM/hm	—
P7	Revised boundary	23.09.21	PM/hm	—

Project Hanwell Fields, Banbury  
 Drawing Sketch Layout - 01

Client Manor Oak Homes  
 Job no. MANO210710  
 Dwg no. SKL-01

Author PM/hm Checked —/— Date 13.08.21  
 Status PRELIMINARY Rev. P7  
 Scale 1:500@A1  
 Office Romsey

Client ref.





# 340 Dukes Meadow Drive

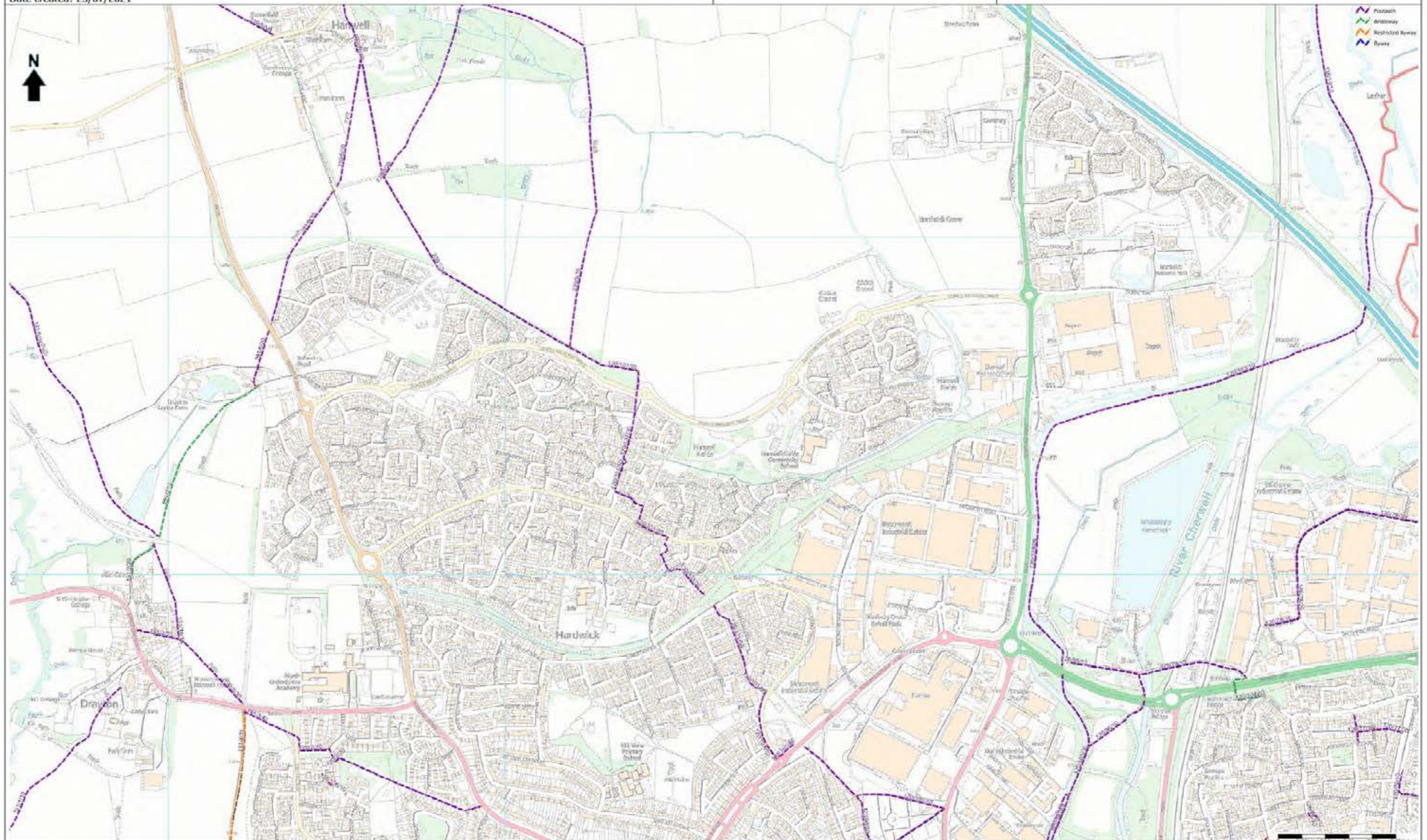
The Public Rights of Way data shown is not the legal record and is just indicative of recorded public rights of way. Any information shown has limitations and may only ever be used as a guide. The map is not to scale and the width of a public right of way is not shown. The purpose of this map is for guidance only. Due to the changing nature of the countryside, actual conditions encountered may differ from some of the information shown.

Date created: 23/07/2021

Countryside Access  
Oxfordshire County Council



# OXFORDSHIRE COUNTY COUNCIL

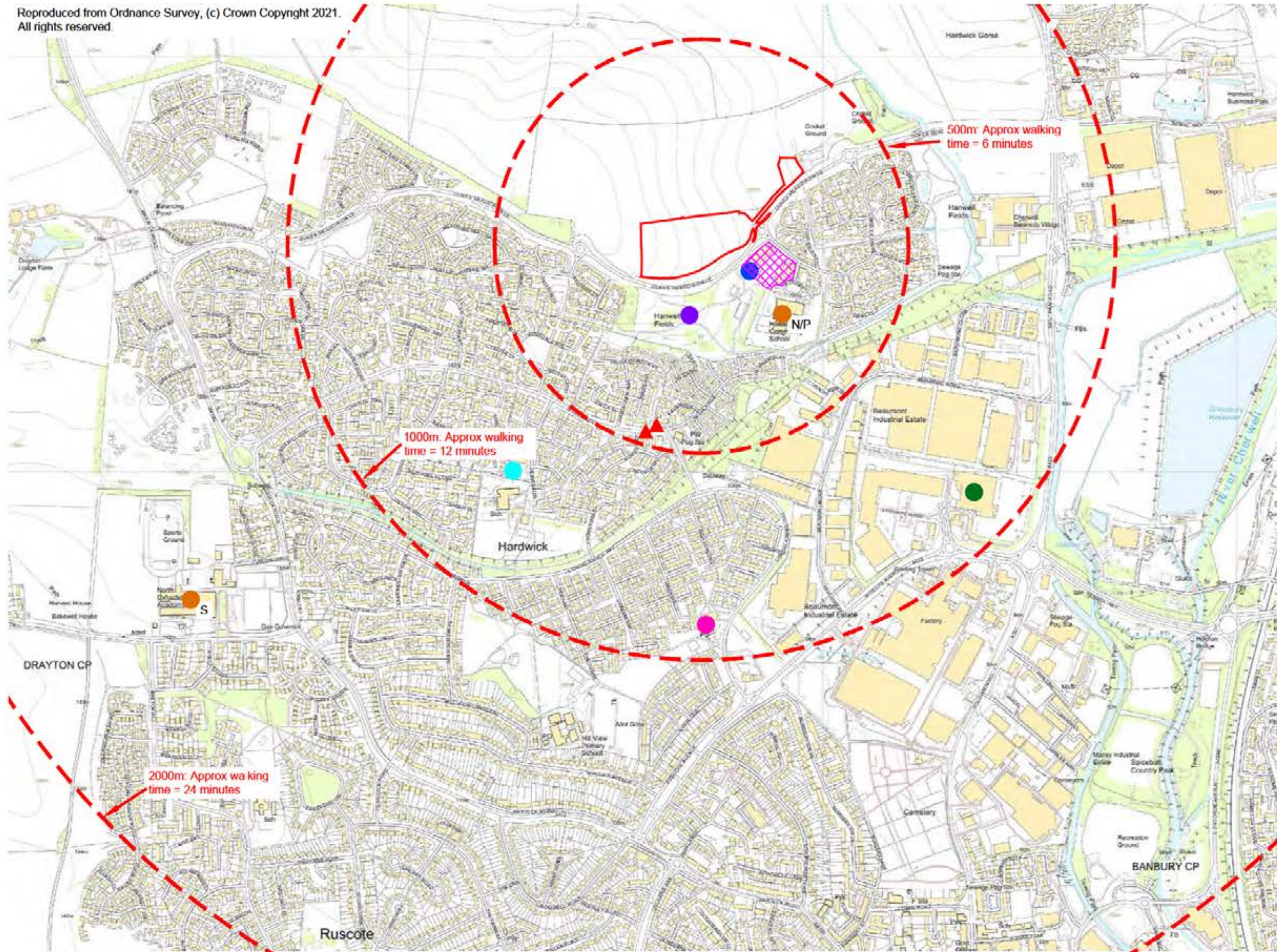


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Produced from Oxfordshire County Council's Countryside Access Interactive Map







**Notes:**

1. Walking distances based on a walking speed of 1.4 m/s from 'Providing For Journeys On Foot'
2. Actual walking distances may vary from radial distances shown.
3. Nearest of each facility / service shown only

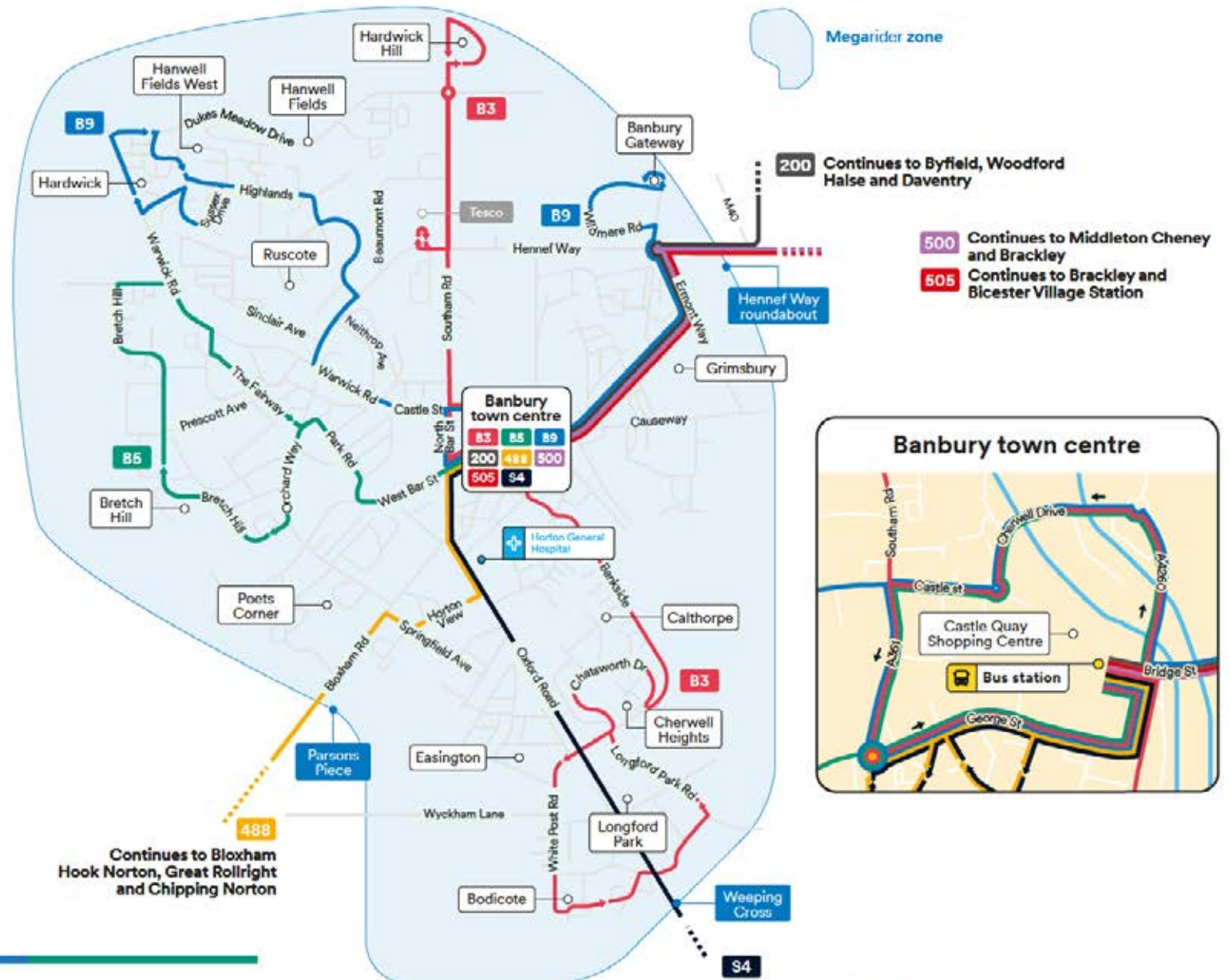
**Key**

- Site Boundary
- Walking distances - radial
- Doctors Surgery / Pharmacy
- Dentist
- School - Primary (S) / Secondary (S) / Nursery (N)
- Post Office
- Supermarket
- Local services - convenience store, takeaway, dentist, public house
- Park
- Bus Stops

 T: 01604 340544 Northampton Office E: info@mac-ltd.co.uk W: mac-ltd.co.uk Martin Andrews Consulting Ltd	<ul style="list-style-type: none"> <li>• Transport Assessments</li> <li>• Flood Risk Assessments</li> <li>• Highway Advice</li> <li>• Access Design</li> <li>• Drainage Strategies</li> <li>• Vehicle tracking</li> </ul>	Client: Manor Oak Homes	Project: Land North of Dukes Meadow Drive Banbury
		Title: Facilities Plan	Date: 24/09/21
		Drawing No: 340-TA02	Revision: -
			Drw: AN Chk: MJA Scale: 1:10,000 Size: A3



**Appendix E**  
Bus Route & Timetable Information

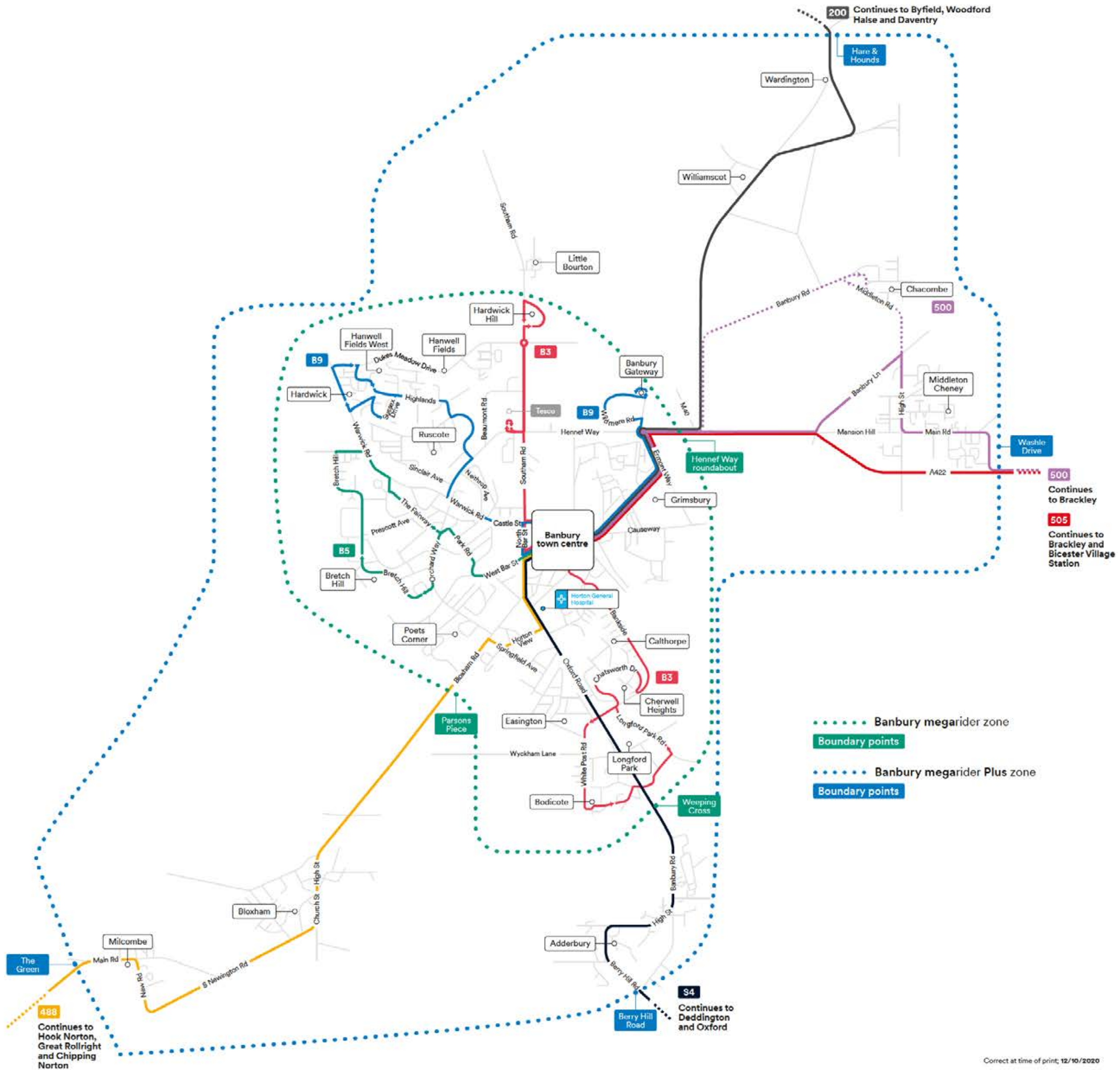


Correct at time of print; 12/10/2020



For more detailed journey planning and real-time updates  
[download the Stagecoach Bus App.](#)





Correct at time of print, 12/10/2020



For more detailed journey planning and real-time updates  
[download the Stagecoach Bus App.](#)



## B9 Banbury Gateway - town centre - Longelandes Way (for Beaumont Industrial Estate) - Hardwick

**MONDAYS TO FRIDAYS Except public holidays**

Effective from Sunday 07 March 2021

										0815	then	45	19	
										0825	at	55	25	
<b>Banbury Gateway Retail Park</b>										0815	then	45	19	
Town Centre Bridge arr.										0825	at	55	25	
Town Centre Bridge [stand 1] dep	0620	0640	0700	0715	0730	0745	0800	0815	0830	these	45	00	15	30
Ruscote Beaumont Industrial Estate	0626	0646	0706	0721	0736	0751	0806	0821	0836	times	51	06	21	36
Hardwick Sussex Drive	0633	0653	0713	0728	0743	0758	0813	0828	0843	each	58	13	28	43
Hardwick Warwick Road	0636	0656	0716	0731	0746	0801	0816	0831	0846	hour	01	16	31	46
<b>Hardwick Usher Drive Park</b>	0638	0658	0718	0733	0748	0803	0818	0833	0848		03	18	33	48

<b>Banbury Gateway Retail Park</b>				1745	1815	1845	1915	1945	2015	2045	2115	2145	2215
Town Centre Bridge arr.				1755	1825	1855	1925	1955	2025	2055	2125	2155	2225
Town Centre Bridge [stand 1] dep	until	1745	1800	1815	1830	1900	1930	2000	2030	2100	2130	2200	2315
Ruscote Beaumont Industrial Estate	until	1751	1806	1821	1836	1906	1936	2006	2036	2106	2136	2206	2321
Hardwick Sussex Drive	until	1758	1813	1828	1843	1913	1943	2013	2043	2113	2143	2213	2328
Hardwick Warwick Road	until	1801	1816	1831	1846	1916	1946	2016	2046	2116	2146	2216	2331
<b>Hardwick Usher Drive Park</b>	until	1803	1818	1833	1848	1918	1948	2018	2048	2118	2148	2218	2333

## B9 Hardwick - Longelandes Way (for Beaumont Industrial Estate) - town centre - Banbury Gateway

**MONDAYS TO FRIDAYS Except public holidays**

Effective from Sunday 07 March 2021

<b>Hardwick Sussex Drive</b>	0633	0653	0713	0728	then	43	58	13	28	until	1743	1758	1813	1828
Hardwick Warwick Road	0636	0656	0716	0731	at	46	01	16	31	until	1746	1801	1816	1831
Hardwick Usher Drive Park	0638	0658	0718	0733	these	48	03	18	33	until	1748	1803	1818	1833
Ruscote Beaumont Industrial Estate	0642	0702	0722	0737	times	52	07	22	37	until	1752	1807	1822	1837
Town Centre High Street	0648	0708	0728	0743	each	58	13	28	43	until	1758	1813	1828	1842
Town Centre Bridge arr.	0656	0716	0739	0754	hour	09	24	39	54	until	1809	1824	1837	1849
Town Centre Bridge [stand 2] dep				0800			30		00				1830	
<b>Banbury Gateway Retail Park</b>				0810			40		10				1840	

<b>Hardwick Sussex Drive</b>	1843	1913	1943	2013	2043	2113	2143	2213	2243	2328
Hardwick Warwick Road	1846	1916	1946	2016	2046	2116	2146	2216	2246	2331
Hardwick Usher Drive Park	1848	1918	1948	2018	2048	2118	2148	2218	2248	2333
Ruscote Beaumont Industrial Estate	1852	1922	1952	2022	2052	2122	2152	2222	2252	2337
Town Centre High Street	1857	1927	1957	2027	2057	2127	2157	2227	2257	2342
Town Centre Bridge arr.	1904	1934	2004	2034	2104	2134	2204	2234	2304	2349
Town Centre Bridge [stand 2] dep	1905	1935	2005	2035	2105	2135	2205			
<b>Banbury Gateway Retail Park</b>	1913	1943	2013	2043	2113	2143	2213			

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## B9 Banbury Gateway - town centre - Longelandes Way (for Beaumont Industrial Estate) - Hardwick

SATURDAYS Except public holidays

Effective from Sunday 07 March 2021

									then at these times each hour					until
										45	19			
<b>Banbury Gateway Retail Park</b>								0815		<b>55</b>	<b>25</b>			
Town Centre Bridge arr.								0825						
Town Centre Bridge [stand 1] dep	0620	0640	0700	0720	0740	0800	0815	0830		<b>45</b>	<b>00</b>	<b>15</b>	<b>30</b>	
Ruscote Beaumont Industrial Estate	0626	0646	0706	0726	0746	0806	0821	0836		<b>51</b>	<b>06</b>	<b>21</b>	<b>36</b>	
Hardwick Sussex Drive	0633	0653	0713	0733	0753	0813	0828	0843		<b>58</b>	<b>13</b>	<b>28</b>	<b>43</b>	
Hardwick Warwick Road	0636	0656	0716	0736	0756	0816	0831	0846		<b>01</b>	<b>16</b>	<b>31</b>	<b>46</b>	
<b>Hardwick Usher Drive Park</b>	0638	0658	0718	0738	0758	0818	0833	0848		<b>03</b>	<b>18</b>	<b>33</b>	<b>48</b>	
<b>Banbury Gateway Retail Park</b>														
			1745		1815	1845	1915	1945	2015	2045	2115	2145	2215	
Town Centre Bridge arr.			1755		1825	1855	1925	1955	2025	2055	2125	2155	2225	
Town Centre Bridge [stand 1] dep	1745	1800	1815	1830	1900	1930	2000	2030	2100	2130	2200	2230	2315	
Ruscote Beaumont Industrial Estate	1751	1806	1821	1836	1906	1936	2006	2036	2106	2136	2206	2236	2321	
Hardwick Sussex Drive	1758	1813	1828	1843	1913	1943	2013	2043	2113	2143	2213	2243	2328	
Hardwick Warwick Road	1801	1816	1831	1846	1916	1946	2016	2046	2116	2146	2216	2246	2331	
<b>Hardwick Usher Drive Park</b>	1803	1818	1833	1848	1918	1948	2018	2048	2118	2148	2218	2248	2333	

## B9 Hardwick - Longelandes Way (for Beaumont Industrial Estate) - town centre - Banbury Gateway

SATURDAYS Except public holidays

Effective from Sunday 07 March 2021

									then at these times each hour					until
										43	58	13	28	
<b>Hardwick Sussex Drive</b>	0633	0653	0713	0733	0753	0813	0828			<b>43</b>	<b>58</b>	<b>13</b>	<b>28</b>	1743
Hardwick Warwick Road	0636	0656	0716	0736	0756	0816	0831			<b>46</b>	<b>01</b>	<b>16</b>	<b>31</b>	1746
Hardwick Usher Drive Park	0638	0658	0718	0738	0758	0818	0833			<b>48</b>	<b>03</b>	<b>18</b>	<b>33</b>	1748
Ruscote Beaumont Industrial Estate	0642	0702	0722	0742	0802	0822	0837			<b>52</b>	<b>07</b>	<b>22</b>	<b>37</b>	1752
Town Centre High Street	0648	0708	0728	0748	0808	0828	0843			<b>58</b>	<b>13</b>	<b>28</b>	<b>43</b>	1758
Town Centre Bridge arr.	0656	0716	0737	0757	0817	0839	0854			<b>09</b>	<b>24</b>	<b>39</b>	<b>54</b>	1809
Town Centre Bridge [stand 2] dep				0800	0820					<b>30</b>	<b>00</b>			
<b>Banbury Gateway Retail Park</b>				0810	0830					<b>40</b>	<b>10</b>			
<b>Hardwick Sussex Drive</b>														
	1758	1813	1828	1843	1913	1943	2013	2043	2113	2143	2213	2243	2328	
Hardwick Warwick Road	1801	1816	1831	1846	1916	1946	2016	2046	2116	2146	2216	2246	2331	
Hardwick Usher Drive Park	1803	1818	1833	1848	1918	1948	2018	2048	2118	2148	2218	2248	2333	
Ruscote Beaumont Industrial Estate	1807	1822	1837	1852	1922	1952	2022	2052	2122	2152	2222	2252	2337	
Town Centre High Street	1813	1828	1842	1857	1927	1957	2027	2057	2127	2157	2227	2257	2342	
Town Centre Bridge arr.	1824	1837	1849	1904	1934	2004	2034	2104	2134	2204	2234	2304	2349	
Town Centre Bridge [stand 2] dep	1830			1905	1935	2005	2035	2105	2135	2205				
<b>Banbury Gateway Retail Park</b>	1840			1913	1943	2013	2043	2113	2143	2213				

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## B9 Banbury Gateway - town centre - Longelandes Way (for Beaumont Industrial Estate) - Hardwick

**SUNDAYS Except public holidays** Effective from Sunday 07 March 2021

<b>Banbury Gateway Retail Park</b>		0915	1015	1115	1215	1315	1415	1515	1615	1715	1815	
Town Centre Bridge arr.		0925	1025	1125	1225	1325	1425	1525	1625	1725	1825	
Town Centre Bridge [stand 1] dep	0750	0830	0930	1030	1130	1230	1330	1430	1530	1630	1730	1830
Ruscote Beaumont Industrial Estate	0756	0836	0936	1036	1136	1236	1336	1436	1536	1636	1736	1836
Hardwick Sussex Drive	0802	0842	0942	1042	1142	1242	1342	1442	1542	1642	1742	1842
Hardwick Warwick Road	0805	0845	0945	1045	1145	1245	1345	1445	1545	1645	1745	1845
<b>Hardwick Usher Drive Park</b>	0807	0847	0947	1047	1147	1247	1347	1447	1547	1647	1747	1847

## B9 Hardwick - Longelandes Way (for Beaumont Industrial Estate) - town centre - Banbury Gateway

**SUNDAYS Except public holidays** Effective from Sunday 07 March 2021

<b>Hardwick Sussex Drive</b>	0802	0842	0942	1042	1142	1242	1342	1442	1542	1642	1742	1842
Hardwick Warwick Road	0805	0845	0945	1045	1145	1245	1345	1445	1545	1645	1745	1845
Hardwick Usher Drive Park	0807	0847	0947	1047	1147	1247	1347	1447	1547	1647	1747	1847
Ruscote Beaumont Industrial Estate	0811	0851	0951	1051	1151	1251	1351	1451	1551	1651	1751	1851
Town Centre High Street	0816	0856	0956	1056	1156	1256	1356	1456	1556	1656	1756	1856
Town Centre Bridge arr.	0825	0905	1005	1105	1205	1305	1405	1505	1605	1705	1805	1905
Town Centre Bridge [stand 2] dep		0905	1005	1105	1205	1305	1405	1505	1605	1705	1805	
<b>Banbury Gateway Retail Park</b>		0913	1013	1113	1213	1313	1413	1513	1613	1713	1813	

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Junction: 1

Approach: Dukes Meadow Drive North

TIME	To Lapsley Drive								To Dukes Meadow Drive (S)								U-Turn							
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	5	2	0	0	0	7	0	0	12	7	0	0	0	19	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	8	0	0	0	0	8	0	0	12	3	1	0	0	16	0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	7	1	0	0	0	8	0	0	22	5	0	0	0	27	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	11	0	0	0	0	11	0	0	42	10	2	1	2	57	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>25</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>119</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
08:00 - 08:15	0	0	12	2	0	0	0	14	0	0	33	8	1	0	2	44	0	0	0	0	0	0	0	0
08:15 - 08:30	0	0	14	0	0	0	0	14	0	0	34	5	1	0	0	40	0	0	0	0	0	0	0	0
08:30 - 08:45	0	0	26	1	0	0	0	27	0	0	30	3	0	0	0	33	0	0	0	0	0	0	0	0
08:45 - 09:00	0	0	9	2	0	0	0	11	0	0	28	2	1	0	0	31	0	0	1	0	0	0	0	1
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>0</b>	<b>0</b>	<b>125</b>	<b>18</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>148</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
09:00 - 09:15	0	0	9	1	0	0	0	10	0	0	31	6	1	0	0	38	0	0	1	0	0	0	0	1
09:15 - 09:30	0	0	7	1	1	0	0	9	0	0	25	4	0	0	0	29	0	0	0	0	0	0	0	0
09:30 - 09:45	0	1	3	2	0	0	0	6	0	0	23	4	0	0	0	27	0	0	1	1	0	0	0	2
09:45 - 10:00	0	0	3	0	0	0	0	3	1	0	29	5	0	0	0	35	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>1</b>	<b>22</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>1</b>	<b>0</b>	<b>108</b>	<b>19</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>129</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>
<b>TOTAL</b>	<b>0</b>	<b>1</b>	<b>114</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>128</b>	<b>1</b>	<b>0</b>	<b>321</b>	<b>62</b>	<b>7</b>	<b>1</b>	<b>4</b>	<b>396</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>
16:00 - 16:15	0	0	12	4	0	0	0	16	1	1	62	6	0	1	0	71	0	0	0	0	0	0	0	0
16:15 - 16:30	1	0	17	2	0	0	0	20	1	0	57	8	0	0	0	66	0	0	0	0	0	0	0	0
16:30 - 16:45	0	0	11	2	0	0	0	13	1	1	66	9	0	0	0	77	0	0	0	0	0	0	0	0
16:45 - 17:00	0	0	18	3	0	0	0	21	0	0	75	6	0	0	0	81	0	0	1	0	0	0	0	1
<b>Hourly Total</b>	<b>1</b>	<b>0</b>	<b>58</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>3</b>	<b>2</b>	<b>260</b>	<b>29</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>295</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
17:00 - 17:15	0	0	16	2	0	0	0	18	3	1	115	10	0	0	0	129	0	0	0	0	0	0	0	0
17:15 - 17:30	0	0	16	0	0	0	0	16	0	3	100	7	0	0	0	110	0	0	0	0	0	0	0	0
17:30 - 17:45	0	0	7	2	0	0	0	9	0	4	85	8	0	0	0	97	0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	13	0	0	0	0	13	0	1	95	8	0	0	0	104	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>3</b>	<b>9</b>	<b>395</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>440</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
18:00 - 18:15	1	0	17	0	0	0	0	18	2	0	77	4	0	0	0	83	0	0	0	0	0	0	0	0
18:15 - 18:30	0	0	14	1	0	0	0	15	0	2	60	1	0	0	0	63	0	0	0	0	0	0	0	0
18:30 - 18:45	1	0	12	0	0	0	0	13	1	0	43	3	0	0	0	47	0	0	0	0	0	0	0	0
18:45 - 19:00	0	1	13	0	0	0	0	14	2	0	51	3	0	0	0	56	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>2</b>	<b>1</b>	<b>56</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>5</b>	<b>2</b>	<b>231</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>249</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL</b>	<b>3</b>	<b>1</b>	<b>166</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>186</b>	<b>11</b>	<b>13</b>	<b>886</b>	<b>73</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>984</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>

Junction: 1

Approach: Lapsley Drive

TIME	To Dukess Meadow Drive (S)								To Dukess Meadow Drive (N)							
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	1	3	0	0	0	4	0	0	7	2	0	0	0	9
07:15 - 07:30	0	0	1	0	0	0	0	1	0	0	5	3	0	0	0	8
07:30 - 07:45	0	0	9	0	0	0	0	9	0	0	10	1	0	0	0	11
07:45 - 08:00	0	0	7	1	0	0	0	8	0	0	7	0	0	0	0	7
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>35</b>
08:00 - 08:15	0	0	15	2	1	0	0	18	0	0	16	1	0	0	0	17
08:15 - 08:30	0	0	6	0	0	0	0	6	0	0	9	2	0	0	0	11
08:30 - 08:45	0	0	40	0	0	0	0	40	0	0	29	0	0	0	0	29
08:45 - 09:00	0	0	20	0	0	0	0	20	0	0	28	1	0	0	0	29
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>86</b>
09:00 - 09:15	0	0	8	5	0	0	0	13	0	0	11	0	0	0	0	11
09:15 - 09:30	0	0	4	0	0	0	0	4	0	0	4	1	0	0	0	5
09:30 - 09:45	0	0	2	2	0	0	0	4	0	0	7	1	1	0	0	9
09:45 - 10:00	0	0	2	0	0	0	0	2	0	0	3	1	0	0	0	4
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>29</b>

<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>115</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>129</b>	<b>0</b>	<b>0</b>	<b>136</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>150</b>
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16:00 - 16:15	0	0	13	2	0	0	0	15	0	0	6	1	0	0	0	7
16:15 - 16:30	0	0	15	2	0	0	0	17	0	0	9	2	0	0	0	11
16:30 - 16:45	0	0	13	1	0	0	0	14	0	0	9	2	0	0	0	11
16:45 - 17:00	0	0	15	2	0	0	0	17	0	0	12	0	0	0	0	12
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>41</b>
17:00 - 17:15	0	0	14	2	0	0	0	16	0	0	10	4	0	0	0	14
17:15 - 17:30	0	0	20	0	0	0	0	20	0	0	22	0	0	0	0	22
17:30 - 17:45	0	0	16	0	0	0	0	16	1	0	9	2	0	0	0	12
17:45 - 18:00	0	0	10	1	0	0	0	11	0	0	12	0	0	0	0	12
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>1</b>	<b>0</b>	<b>53</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>60</b>
18:00 - 18:15	0	0	13	0	0	0	0	13	0	0	11	0	0	0	0	11
18:15 - 18:30	0	1	7	0	0	0	0	8	0	0	14	1	0	0	0	15
18:30 - 18:45	0	0	4	0	0	0	0	4	0	0	7	1	0	0	0	8
18:45 - 19:00	0	0	4	0	0	0	0	4	3	0	10	0	0	0	0	13
<b>Hourly Total</b>	<b>0</b>	<b>1</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>3</b>	<b>0</b>	<b>42</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>47</b>

<b>TOTAL</b>	<b>0</b>	<b>1</b>	<b>144</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>155</b>	<b>4</b>	<b>0</b>	<b>131</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>148</b>
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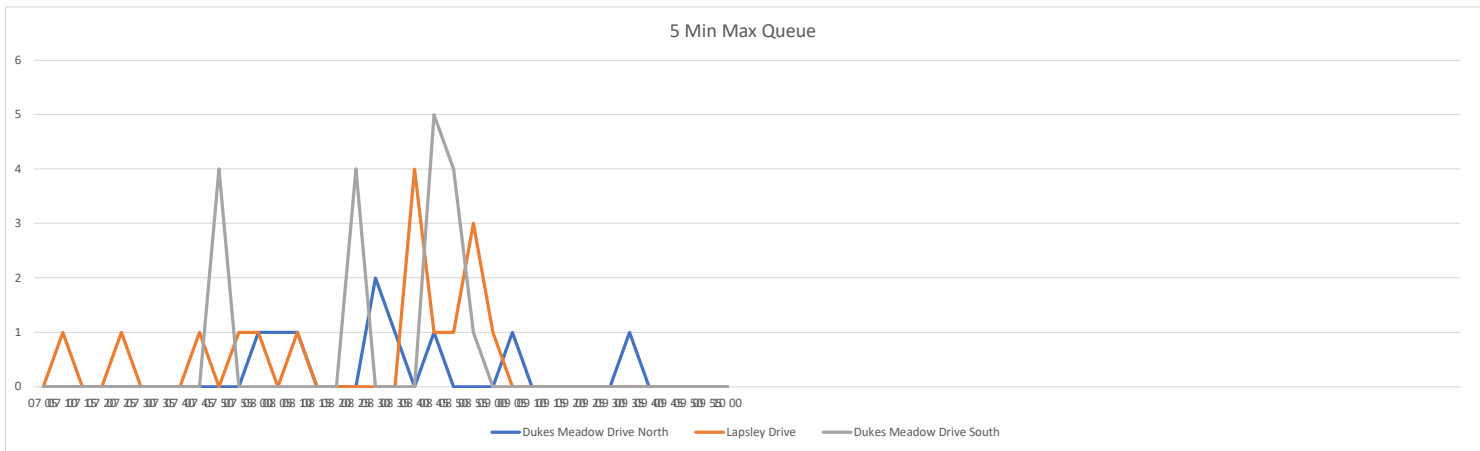
Junction: 1  
 Approach: Dukes Meadow Drive South

TIME	To Dukes Meadow Drive (N)								To Lapsley Drive								U-Turn							
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	1	0	39	10	0	0	0	50	0	0	2	3	0	0	0	5	0	0	0	0	0	0	0	0
07:15 - 07:30	0	1	52	4	0	0	0	57	0	0	6	2	0	0	0	8	0	0	0	0	0	0	0	0
07:30 - 07:45	0	1	48	5	0	0	1	55	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0
07:45 - 08:00	1	1	96	11	0	0	0	109	0	0	12	2	0	0	0	14	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>2</b>	<b>3</b>	<b>235</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>271</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
08:00 - 08:15	0	0	72	5	0	0	0	77	0	0	22	2	0	0	0	24	0	0	1	0	0	0	0	1
08:15 - 08:30	0	1	101	8	0	0	1	111	0	0	47	0	0	0	0	47	0	0	1	0	0	0	0	1
08:30 - 08:45	0	0	72	4	1	1	0	78	0	0	41	1	0	0	0	42	0	0	3	0	0	0	0	3
08:45 - 09:00	1	1	55	7	0	1	0	65	0	0	14	0	0	0	0	14	0	0	2	0	0	0	0	2
<b>Hourly Total</b>	<b>1</b>	<b>2</b>	<b>300</b>	<b>24</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>331</b>	<b>0</b>	<b>0</b>	<b>124</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>127</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>
09:00 - 09:15	0	0	40	6	0	0	0	46	0	0	7	0	0	0	0	7	0	0	1	0	0	0	0	1
09:15 - 09:30	0	1	35	0	0	0	0	36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 - 09:45	0	0	24	3	0	0	0	27	0	0	2	4	0	0	0	6	0	0	0	0	0	0	0	0
09:45 - 10:00	0	0	24	4	0	0	0	28	0	0	4	1	0	0	0	5	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>1</b>	<b>123</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>137</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
<b>TOTAL</b>	<b>3</b>	<b>6</b>	<b>658</b>	<b>67</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>739</b>	<b>0</b>	<b>0</b>	<b>162</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>177</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>
16:00 - 16:15	1	2	31	6	1	0	1	42	0	0	10	2	0	0	0	12	0	0	0	0	0	0	0	0
16:15 - 16:30	1	1	37	9	1	0	0	49	0	0	15	2	0	0	0	17	0	0	0	0	0	0	0	0
16:30 - 16:45	0	0	39	3	0	0	0	42	0	0	8	1	0	0	0	9	0	0	1	0	0	0	0	1
16:45 - 17:00	0	0	41	6	0	0	0	47	0	0	9	2	0	0	0	11	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>2</b>	<b>3</b>	<b>148</b>	<b>24</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>180</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
17:00 - 17:15	0	1	27	6	0	0	0	34	0	0	8	2	0	0	0	10	0	0	0	0	0	0	0	0
17:15 - 17:30	0	0	36	4	0	0	0	40	0	0	7	1	0	0	0	8	0	0	0	0	0	0	0	0
17:30 - 17:45	0	0	45	3	0	0	0	48	0	0	10	1	0	0	0	11	0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	41	2	0	0	0	43	0	0	12	1	0	0	0	13	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>1</b>	<b>149</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>165</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
18:00 - 18:15	1	1	31	3	0	0	0	36	0	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0
18:15 - 18:30	1	0	28	3	0	0	0	32	0	0	7	1	0	0	0	8	0	0	0	0	0	0	0	0
18:30 - 18:45	0	2	34	1	0	0	0	37	2	0	8	1	0	0	0	11	0	0	0	0	0	0	0	0
18:45 - 19:00	0	0	32	2	1	0	0	35	0	0	10	1	0	0	0	11	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>2</b>	<b>3</b>	<b>125</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>140</b>	<b>2</b>	<b>0</b>	<b>31</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL</b>	<b>4</b>	<b>7</b>	<b>422</b>	<b>48</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>485</b>	<b>2</b>	<b>0</b>	<b>110</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>127</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>

**PCC** Banbury - 5 Minute Max Queue Length Survey, Tuesday 7th September 2021

Time	Dukes Meadow Drive North	Lapsley Drive	Dukes Meadow Drive South
07:05	0	0	0
07:10	0	1	0
07:15	0	0	0
07:20	0	0	0
07:25	0	1	0
07:30	0	0	0
07:35	0	0	0
07:40	0	0	0
07:45	0	1	0
07:50	0	0	4
07:55	0	1	0
08:00	1	1	0
08:05	1	0	0
08:10	1	1	0
08:15	0	0	0
08:20	0	0	0
08:25	0	0	4
08:30	2	0	0
08:35	1	0	0
08:40	0	4	0
08:45	1	1	5
08:50	0	1	4
08:55	0	3	1
09:00	0	1	0
09:05	1	0	0
09:10	0	0	0
09:15	0	0	0
09:20	0	0	0
09:25	0	0	0
09:30	0	0	0
09:35	1	0	0
09:40	0	0	0
09:45	0	0	0
09:50	0	0	0
09:55	0	0	0
10:00	0	0	0

Time	Dukes Meadow Drive North	Lapsley Drive	Dukes Meadow Drive South
16:05	0	0	0
16:10	0	0	0
16:15	0	1	0
16:20	0	0	0
16:25	0	1	0
16:30	0	0	0
16:35	0	0	0
16:40	0	0	0
16:45	3	2	0
16:50	0	2	0
16:55	1	6	2
17:00	3	2	0
17:05	0	1	0
17:10	0	2	1
17:15	1	2	0
17:20	0	0	0
17:25	0	1	0
17:30	0	1	0
17:35	0	0	0
17:40	0	0	0
17:45	0	1	0
17:50	0	1	0
17:55	0	2	2
18:00	0	0	0
18:05	0	2	0
18:10	0	1	0
18:15	3	0	0
18:20	0	2	0
18:25	0	0	0
18:30	2	0	0
18:35	0	0	0
18:40	0	0	0
18:45	0	0	0
18:50	0	0	0
18:55	0	0	0
19:00	0	0	0



**Junction: 1**

**Approach: Ped Crossing**

TIME	Northbound			Southbound		
	PED	CYCLE	TOTAL	PED	CYCLE	TOTAL
07:00 - 07:15	2	1	3	2	0	2
07:15 - 07:30	2	0	2	2	0	2
07:30 - 07:45	0	0	0	1	0	1
07:45 - 08:00	2	0	2	0	0	0
<b>Hourly Total</b>	<b>6</b>	<b>1</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>5</b>
08:00 - 08:15	0	0	0	2	0	2
08:15 - 08:30	2	0	2	1	0	1
08:30 - 08:45	1	0	1	1	0	1
08:45 - 09:00	0	1	1	1	0	1
<b>Hourly Total</b>	<b>3</b>	<b>1</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>5</b>
09:00 - 09:15	0	0	0	1	0	1
09:15 - 09:30	5	0	5	0	0	0
09:30 - 09:45	1	0	1	1	0	1
09:45 - 10:00	2	0	2	1	1	2
<b>Hourly Total</b>	<b>8</b>	<b>0</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>4</b>

<b>TOTAL</b>	<b>17</b>	<b>2</b>	<b>19</b>	<b>13</b>	<b>1</b>	<b>14</b>
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16:00 - 16:15	3	0	3	2	1	3
16:15 - 16:30	1	1	2	0	2	2
16:30 - 16:45	1	0	1	0	1	1
16:45 - 17:00	0	0	0	0	0	0
<b>Hourly Total</b>	<b>5</b>	<b>1</b>	<b>6</b>	<b>2</b>	<b>4</b>	<b>6</b>
17:00 - 17:15	1	0	1	0	1	1
17:15 - 17:30	0	0	0	1	3	4
17:30 - 17:45	2	2	4	0	1	1
17:45 - 18:00	0	0	0	0	0	0
<b>Hourly Total</b>	<b>3</b>	<b>2</b>	<b>5</b>	<b>1</b>	<b>5</b>	<b>6</b>
18:00 - 18:15	3	1	4	1	2	3
18:15 - 18:30	2	0	2	1	0	1
18:30 - 18:45	0	0	0	4	1	5
18:45 - 19:00	3	0	3	0	2	2
<b>Hourly Total</b>	<b>8</b>	<b>1</b>	<b>9</b>	<b>6</b>	<b>5</b>	<b>11</b>

<b>TOTAL</b>	<b>16</b>	<b>4</b>	<b>20</b>	<b>9</b>	<b>14</b>	<b>23</b>
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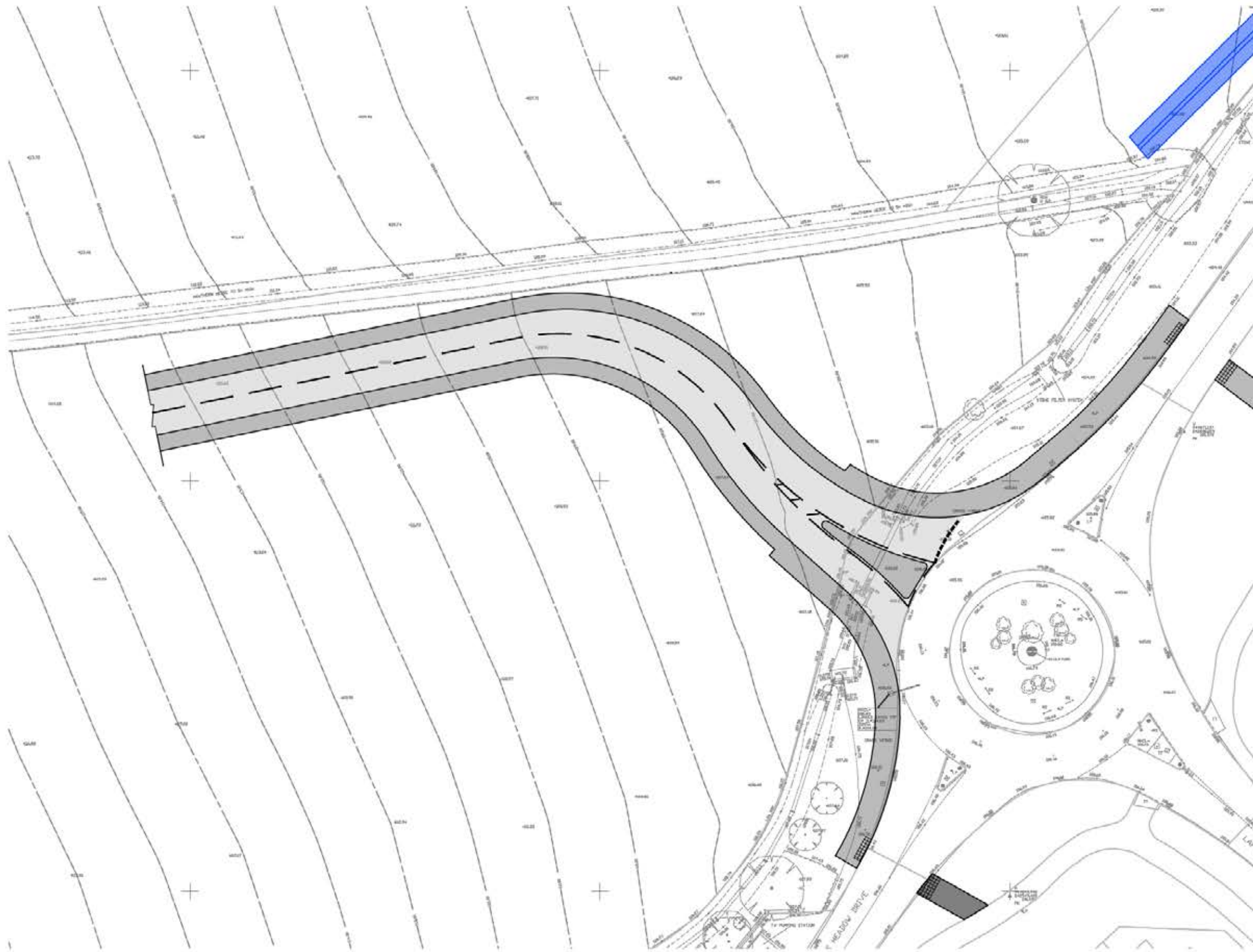







**Appendix H**

Proposed Site Access  
MAC drawing no. 340-TA114 Rev A



**Notes:**

1. Based on Woods Hardwick 'Topographical Survey', drawing number 17525.7.853 dated 24.03.2016.
2. Road Dimensions  
 Carrageway Width = 5.5m  
 Footway Width = 2m  
 Cycleway - 3m wide

 T: 01604 340544 Northampton Office E: info@mac-ltd.co.uk W: mac-ltd.co.uk Martin Andrews Consulting Ltd	<ul style="list-style-type: none"> <li>• Transport Assessments</li> <li>• Flood Risk Assessments</li> <li>• Highway Advice</li> <li>• Access Design</li> <li>• Drainage Strategies</li> <li>• Vehicle tracking</li> </ul>	Client: Manor Oak Homes	Project: Hanwell Fields, Banbury	
		Title: Proposed Access: Option 2 Without Layout		Date: 13/09/21
		Drawing No: 340-TA114		Revision: A
				Drw: MJA Chk: MJA Scale: 1:500 Size: A3



## TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	3 days
	HC HAMPSHIRE	3 days
	HF HERTFORDSHIRE	1 days
	IW ISLE OF WIGHT	1 days
	KC KENT	6 days
	SC SURREY	2 days
	WS WEST SUSSEX	6 days
03	SOUTH WEST	
	DC DORSET	1 days
	DV DEVON	3 days
	SM SOMERSET	3 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	6 days
	SF SUFFOLK	3 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	LE LEICESTERSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	2 days
	ST STAFFORDSHIRE	1 days
	WK WARWICKSHIRE	2 days
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NE NORTH EAST LINCOLNSHIRE	1 days
	NY NORTH YORKSHIRE	5 days
	SY SOUTH YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	3 days
	MS MERSEYSIDE	1 days
09	NORTH	
	DH DURHAM	3 days
	TW TYNE & WEAR	1 days

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

## Primary Filtering selection:

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

Parameter: No of Dwellings  
Actual Range: 8 to 1817 (units: )  
Range Selected by User: 6 to 1817 (units: )

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 08/10/20

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

Selected survey days:

Monday	14 days
Tuesday	12 days
Wednesday	13 days
Thursday	16 days
Friday	8 days

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

Selected survey types:

Manual count	63 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	17
Edge of Town	35
Neighbourhood Centre (PPS6 Local Centre)	10
Free Standing (PPS6 Out of Town)	1

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

Selected Location Sub Categories:

Residential Zone	52
Village	8
Out of Town	1
No Sub Category	2

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

## Secondary Filtering selection:

Use Class:

C3 63 days

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

Population within 500m Range:

All Surveys Included

## Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	2 days
1,001 to 5,000	11 days
5,001 to 10,000	16 days
10,001 to 15,000	17 days
15,001 to 20,000	7 days
20,001 to 25,000	4 days
25,001 to 50,000	6 days

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

Population within 5 miles:

5,001 to 25,000	7 days
25,001 to 50,000	7 days
50,001 to 75,000	10 days
75,001 to 100,000	13 days
100,001 to 125,000	1 days
125,001 to 250,000	18 days
250,001 to 500,000	7 days

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

Car ownership within 5 miles:

0.6 to 1.0	15 days
1.1 to 1.5	44 days
1.6 to 2.0	4 days

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

Travel Plan:

Yes	18 days
No	45 days

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

PTAL Rating:

No PTAL Present	63 days
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*This data displays the number of selected surveys with PTAL Ratings.*



LIST OF SITES relevant to selection parameters

1	CA-03-A-05 EASTFIELD ROAD PETERBOROUGH	DETACHED HOUSES		CAMBRI DGESHI RE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 28 <i>Survey date: MONDAY 17/10/16</i>			
2	CH-03-A-09 GREYSTOKE ROAD MACCLESFIELD HURDSFIELD	TERRACED HOUSES		CHESHIRE
	Edge of Town Residential Zone Total No of Dwellings: 24 <i>Survey date: MONDAY 24/11/14</i>			
3	CH-03-A-10 MEADOW DRIVE NORTHWICH BARNTON	SEMI -DETACHED & TERRACED		CHESHIRE
	Edge of Town Residential Zone Total No of Dwellings: 40 <i>Survey date: TUESDAY 04/06/19</i>			
4	CH-03-A-11 LONDON ROAD NORTHWICH LEFTWICH	TOWN HOUSES		CHESHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 24 <i>Survey date: THURSDAY 06/06/19</i>			
5	DC-03-A-08 HURSTDENE ROAD BOURNEMOUTH CASTLE LANE WEST	BUNGALOWS		DORSET
	Edge of Town Residential Zone Total No of Dwellings: 28 <i>Survey date: MONDAY 24/03/14</i>			
6	DH-03-A-01 GREENFIELDS ROAD BISHOP AUCKLAND	SEMI DETACHED		DURHAM
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 50 <i>Survey date: TUESDAY 28/03/17</i>			
7	DH-03-A-02 LEAZES LANE BISHOP AUCKLAND ST HELEN AUCKLAND	MIXED HOUSES		DURHAM
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: 125 <i>Survey date: MONDAY 27/03/17</i>			
8	DH-03-A-03 PILGRIMS WAY DURHAM	SEMI -DETACHED & TERRACED		DURHAM
	Edge of Town Residential Zone Total No of Dwellings: 57 <i>Survey date: FRIDAY 19/10/18</i>			

LIST OF SITES relevant to selection parameters (Cont.)

9	DS-03-A-02 RADBOURNE LANE DERBY	MIXED HOUSES		DERBYSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		371	
	<i>Survey date: TUESDAY</i>		<i>10/07/18</i>	<i>Survey Type: MANUAL</i>
10	DV-03-A-01 BRONSHILL ROAD TORQUAY	TERRACED HOUSES		DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		37	
	<i>Survey date: WEDNESDAY</i>		<i>30/09/15</i>	<i>Survey Type: MANUAL</i>
11	DV-03-A-02 MILLHEAD ROAD HONITON	HOUSES & BUNGALOWS		DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		116	
	<i>Survey date: FRIDAY</i>		<i>25/09/15</i>	<i>Survey Type: MANUAL</i>
12	DV-03-A-03 LOWER BRAND LANE HONITON	TERRACED & SEMI DETACHED		DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		70	
	<i>Survey date: MONDAY</i>		<i>28/09/15</i>	<i>Survey Type: MANUAL</i>
13	ES-03-A-03 SHEPHAM LANE POLEGATE	MIXED HOUSES & FLATS		EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:		212	
	<i>Survey date: MONDAY</i>		<i>11/07/16</i>	<i>Survey Type: MANUAL</i>
14	ES-03-A-04 NEW LYDD ROAD CAMBER	MIXED HOUSES & FLATS		EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:		134	
	<i>Survey date: FRIDAY</i>		<i>15/07/16</i>	<i>Survey Type: MANUAL</i>
15	ES-03-A-05 RATTLE ROAD NEAR EASTBOURNE STONE CROSS	MIXED HOUSES & FLATS		EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:		99	
	<i>Survey date: WEDNESDAY</i>		<i>05/06/19</i>	<i>Survey Type: MANUAL</i>
16	HC-03-A-21 PRIESTLEY ROAD BASINGSTOKE HOUNDMILLS	TERRACED & SEMI-DETACHED		HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		39	
	<i>Survey date: TUESDAY</i>		<i>13/11/18</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

17	HC-03-A-22 BOW LAKE GARDENS NEAR EASTLEIGH BISHOPSTOKE Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	MIXED HOUSES      40 31/10/18	HAMPSHIRE        <i>Survey Type: MANUAL</i>
18	HC-03-A-23 CANADA WAY LIPHOOK  Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: <i>Survey date: TUESDAY</i>	HOUSES & FLATS      62 19/11/19	HAMPSHIRE        <i>Survey Type: MANUAL</i>
19	HF-03-A-03 HARE STREET ROAD BUNTINGFORD  Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: MONDAY</i>	MIXED HOUSES      160 08/07/19	HERTFORDSHIRE        <i>Survey Type: MANUAL</i>
20	IW-03-A-01 MEDHAM FARM LANE NEAR COWES MEDHAM Free Standing (PPS6 Out of Town) Out of Town Total No of Dwellings: <i>Survey date: TUESDAY</i>	DETACHED HOUSES      72 25/06/19	ISLE OF WIGHT        <i>Survey Type: MANUAL</i>
21	KC-03-A-03 HYTHE ROAD ASHFORD WILLESBOROUGH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: <i>Survey date: THURSDAY</i>	MIXED HOUSES & FLATS      51 14/07/16	KENT        <i>Survey Type: MANUAL</i>
22	KC-03-A-04 KILN BARN ROAD AYLESFORD DITTON Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: FRIDAY</i>	SEMI-DETACHED & TERRACED      110 22/09/17	KENT        <i>Survey Type: MANUAL</i>
23	KC-03-A-05 ROCHESTER ROAD NEAR CHATHAM BURHAM Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: <i>Survey date: FRIDAY</i>	DETACHED & SEMI-DETACHED      8 22/09/17	KENT        <i>Survey Type: MANUAL</i>
24	KC-03-A-06 MARGATE ROAD HERNE BAY  Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	MIXED HOUSES & FLATS      363 27/09/17	KENT        <i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

25	KC-03-A-07 RECULVER ROAD HERNE BAY	MIXED HOUSES		KENT
	Edge of Town Residential Zone Total No of Dwellings:		288	
	<i>Survey date: WEDNESDAY</i>		<i>27/09/17</i>	<i>Survey Type: MANUAL</i>
26	KC-03-A-08 MAIDSTONE ROAD CHARING	MIXED HOUSES		KENT
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings:		159	
	<i>Survey date: TUESDAY</i>		<i>22/05/18</i>	<i>Survey Type: MANUAL</i>
27	LE-03-A-02 MELBOURNE ROAD IBSTOCK	DETACHED & OTHERS		LEICESTERSHIRE
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings:		85	
	<i>Survey date: THURSDAY</i>		<i>28/06/18</i>	<i>Survey Type: MANUAL</i>
28	MS-03-A-03 BEMPTON ROAD LIVERPOOL OTTERSPOOL	DETACHED		MERSEYSIDE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		15	
	<i>Survey date: FRIDAY</i>		<i>21/06/13</i>	<i>Survey Type: MANUAL</i>
29	NE-03-A-02 HANOVER WALK SCUNTHORPE	SEMI DETACHED & DETACHED		NORTH EAST LINCOLNSHIRE
	Edge of Town No Sub Category Total No of Dwellings:		432	
	<i>Survey date: MONDAY</i>		<i>12/05/14</i>	<i>Survey Type: MANUAL</i>
30	NF-03-A-03 HALING WAY THETFORD	DETACHED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		10	
	<i>Survey date: WEDNESDAY</i>		<i>16/09/15</i>	<i>Survey Type: MANUAL</i>
31	NF-03-A-04 NORTH WALSHAM ROAD NORTH WALSHAM	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		70	
	<i>Survey date: WEDNESDAY</i>		<i>18/09/19</i>	<i>Survey Type: MANUAL</i>
32	NF-03-A-05 HEATH DRIVE HOLT	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		40	
	<i>Survey date: THURSDAY</i>		<i>19/09/19</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

33	NF-03-A-06	MIXED HOUSES	NORFOLK
	BEAUFORT WAY GREAT YARMOUTH BRADWELL Edge of Town Residential Zone Total No of Dwellings: 275 <i>Survey date: MONDAY 23/09/19</i>		
	<i>Survey Type: MANUAL</i>		
34	NF-03-A-08	MIXED HOUSES & FLATS	NORFOLK
	SIR ALFRED MUNNINGS RD NEAR NORWICH COSTESSEY Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 1817 <i>Survey date: THURSDAY 19/09/19</i>		
	<i>Survey Type: MANUAL</i>		
35	NF-03-A-09	MIXED HOUSES & FLATS	NORFOLK
	ROUND HOUSE WAY NORWICH CRINGLEFORD Edge of Town Residential Zone Total No of Dwellings: 984 <i>Survey date: TUESDAY 24/09/19</i>		
	<i>Survey Type: MANUAL</i>		
36	NY-03-A-08	TERRACED HOUSES	NORTH YORKSHIRE
	NICHOLAS STREET YORK  Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 21 <i>Survey date: MONDAY 16/09/13</i>		
	<i>Survey Type: MANUAL</i>		
37	NY-03-A-09	MIXED HOUSING	NORTH YORKSHIRE
	GRAMMAR SCHOOL LANE NORTHALLERTON  Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 52 <i>Survey date: MONDAY 16/09/13</i>		
	<i>Survey Type: MANUAL</i>		
38	NY-03-A-10	HOUSES AND FLATS	NORTH YORKSHIRE
	BOROUGHBRIDGE ROAD RIPON  Edge of Town No Sub Category Total No of Dwellings: 71 <i>Survey date: TUESDAY 17/09/13</i>		
	<i>Survey Type: MANUAL</i>		
39	NY-03-A-11	PRIVATE HOUSING	NORTH YORKSHIRE
	HORSEFAIR BOROUGHBRIDGE  Edge of Town Residential Zone Total No of Dwellings: 23 <i>Survey date: WEDNESDAY 18/09/13</i>		
	<i>Survey Type: MANUAL</i>		
40	NY-03-A-13	TERRACED HOUSES	NORTH YORKSHIRE
	CATTERICK ROAD CATTERICK GARRISON OLD HOSPITAL COMPOUND Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 10 <i>Survey date: WEDNESDAY 10/05/17</i>		
	<i>Survey Type: MANUAL</i>		

LIST OF SITES relevant to selection parameters (Cont.)

41	SC-03-A-04 HIGH ROAD BYFLEET	DETACHED & TERRACED		SURREY
	Edge of Town Residential Zone Total No of Dwellings:		71	
	<i>Survey date:</i>	<i>THURSDAY</i>	<i>23/01/14</i>	<i>Survey Type: MANUAL</i>
42	SC-03-A-05 REIGATE ROAD HORLEY	MIXED HOUSES		SURREY
	Edge of Town Residential Zone Total No of Dwellings:		207	
	<i>Survey date:</i>	<i>MONDAY</i>	<i>01/04/19</i>	<i>Survey Type: MANUAL</i>
43	SF-03-A-05 VALE LANE BURY ST EDMUNDS	DETACHED HOUSES		SUFFOLK
	Edge of Town Residential Zone Total No of Dwellings:		18	
	<i>Survey date:</i>	<i>WEDNESDAY</i>	<i>09/09/15</i>	<i>Survey Type: MANUAL</i>
44	SF-03-A-06 BURY ROAD KENTFORD	DETACHED & SEMI -DETACHED		SUFFOLK
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings:		38	
	<i>Survey date:</i>	<i>FRIDAY</i>	<i>22/09/17</i>	<i>Survey Type: MANUAL</i>
45	SF-03-A-07 FOXHALL ROAD IPSWICH	MIXED HOUSES		SUFFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		73	
	<i>Survey date:</i>	<i>THURSDAY</i>	<i>09/05/19</i>	<i>Survey Type: MANUAL</i>
46	SH-03-A-05 SANDCROFT TELFORD SUTTON HILL	SEMI -DETACHED/TERRACED		SHROPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		54	
	<i>Survey date:</i>	<i>THURSDAY</i>	<i>24/10/13</i>	<i>Survey Type: MANUAL</i>
47	SH-03-A-06 ELLESMERE ROAD SHREWSBURY	BUNGALOWS		SHROPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		16	
	<i>Survey date:</i>	<i>THURSDAY</i>	<i>22/05/14</i>	<i>Survey Type: MANUAL</i>
48	SM-03-A-01 WEMBDON ROAD BRIDGWATER NORTHFIELD	DETACHED & SEMI		SOMERSET
	Edge of Town Residential Zone Total No of Dwellings:		33	
	<i>Survey date:</i>	<i>THURSDAY</i>	<i>24/09/15</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

49	SM-03-A-02	MIXED HOUSES	SOMERSET
	HYDE LANE NEAR TAUNTON CREECH SAINT MICHAEL Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 42 <i>Survey date: TUESDAY 25/09/18</i>		
	<i>Survey Type: MANUAL</i>		
50	SM-03-A-03	MIXED HOUSES	SOMERSET
	HYDE LANE NEAR TAUNTON CREECH ST MICHAEL Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 41 <i>Survey date: TUESDAY 25/09/18</i>		
	<i>Survey Type: MANUAL</i>		
51	ST-03-A-07	DETACHED & SEMI-DETACHED	STAFFORDSHIRE
	BEACONSIDE STAFFORD MARSTON GATE Edge of Town Residential Zone Total No of Dwellings: 248 <i>Survey date: WEDNESDAY 22/11/17</i>		
	<i>Survey Type: MANUAL</i>		
52	SY-03-A-01	SEMI DETACHED HOUSES	SOUTH YORKSHIRE
	A19 BENTLEY ROAD DONCASTER BENTLEY RISE Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 54 <i>Survey date: WEDNESDAY 18/09/13</i>		
	<i>Survey Type: MANUAL</i>		
53	TW-03-A-02	SEMI-DETACHED	TYNE & WEAR
	WEST PARK ROAD GATESHEAD  Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 16 <i>Survey date: MONDAY 07/10/13</i>		
	<i>Survey Type: MANUAL</i>		
54	WK-03-A-02	BUNGALOWS	WARWICKSHIRE
	NARBERTH WAY COVENTRY POTTERS GREEN Edge of Town Residential Zone Total No of Dwellings: 17 <i>Survey date: THURSDAY 17/10/13</i>		
	<i>Survey Type: MANUAL</i>		
55	WK-03-A-04	DETACHED HOUSES	WARWICKSHIRE
	DALEHOUSE LANE KENILWORTH  Edge of Town Residential Zone Total No of Dwellings: 49 <i>Survey date: FRIDAY 27/09/19</i>		
	<i>Survey Type: MANUAL</i>		
56	WL-03-A-02	SEMI DETACHED	WILTSHIRE
	HEADLANDS GROVE SWINDON  Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 27 <i>Survey date: THURSDAY 22/09/16</i>		
	<i>Survey Type: MANUAL</i>		

LIST OF SITES relevant to selection parameters (Cont.)

57	WM-03-A-04 OSBORNE ROAD COVENTRY EARLSDON Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: <i>Survey date: MONDAY</i>	TERRACED HOUSES      39 21/11/16	WEST MIDLANDS        <i>Survey Type: MANUAL</i>
58	WS-03-A-04 HILLS FARM LANE HORSHAM BROADBRIDGE HEATH Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: THURSDAY</i>	MIXED HOUSES      151 11/12/14	WEST SUSSEX        <i>Survey Type: MANUAL</i>
59	WS-03-A-07 EMMS LANE NEAR HORSHAM BROOKS GREEN Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: <i>Survey date: THURSDAY</i>	BUNGALOWS      57 19/10/17	WEST SUSSEX        <i>Survey Type: MANUAL</i>
60	WS-03-A-08 ROUNDSTONE LANE ANGMERING  Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: THURSDAY</i>	MIXED HOUSES      180 19/04/18	WEST SUSSEX        <i>Survey Type: MANUAL</i>
61	WS-03-A-09 LITTLEHAMPTON ROAD WORTHING WEST DURRINGTON Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: THURSDAY</i>	MIXED HOUSES & FLATS      197 05/07/18	WEST SUSSEX        <i>Survey Type: MANUAL</i>
62	WS-03-A-10 TODDINGTON LANE LITTLEHAMPTON WICK Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	MIXED HOUSES      79 07/11/18	WEST SUSSEX        <i>Survey Type: MANUAL</i>
63	WS-03-A-11 ELLIS ROAD WEST HORSHAM S BROADBRIDGE HEATH Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: TUESDAY</i>	MIXED HOUSES      918 02/04/19	WEST SUSSEX        <i>Survey Type: MANUAL</i>

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
SC-03-A-06	Surveyed during covid restrictions



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

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	63	148	0.067	63	148	0.304	63	148	0.371
08:00 - 09:00	63	148	0.124	63	148	0.359	63	148	0.483
09:00 - 10:00	63	148	0.135	63	148	0.162	63	148	0.297
10:00 - 11:00	63	148	0.114	63	148	0.139	63	148	0.253
11:00 - 12:00	63	148	0.117	63	148	0.126	63	148	0.243
12:00 - 13:00	63	148	0.139	63	148	0.137	63	148	0.276
13:00 - 14:00	63	148	0.145	63	148	0.135	63	148	0.280
14:00 - 15:00	63	148	0.153	63	148	0.161	63	148	0.314
15:00 - 16:00	63	148	0.225	63	148	0.161	63	148	0.386
16:00 - 17:00	63	148	0.254	63	148	0.150	63	148	0.404
17:00 - 18:00	63	148	0.333	63	148	0.148	63	148	0.481
18:00 - 19:00	63	148	0.291	63	148	0.155	63	148	0.446
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>2.097</b>			<b>2.137</b>			<b>4.234</b>

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

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

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#### Parameter summary

Trip rate parameter range selected: 8 - 1817 (units: )  
 Survey date range: 01/01/13 - 08/10/20  
 Number of weekdays (Monday-Friday): 63  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 5  
 Surveys manually removed from selection: 1

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED  
MULTI-MODAL TOTAL PEOPLE  
Calculation factor: 1 DWELLS  
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	63	148	0.101	63	148	0.531	63	148	0.632
08:00 - 09:00	63	148	0.195	63	148	0.746	63	148	0.941
09:00 - 10:00	63	148	0.211	63	148	0.292	63	148	0.503
10:00 - 11:00	63	148	0.189	63	148	0.248	63	148	0.437
11:00 - 12:00	63	148	0.195	63	148	0.214	63	148	0.409
12:00 - 13:00	63	148	0.234	63	148	0.221	63	148	0.455
13:00 - 14:00	63	148	0.237	63	148	0.220	63	148	0.457
14:00 - 15:00	63	148	0.266	63	148	0.251	63	148	0.517
15:00 - 16:00	63	148	0.487	63	148	0.276	63	148	0.763
16:00 - 17:00	63	148	0.506	63	148	0.260	63	148	0.766
17:00 - 18:00	63	148	0.597	63	148	0.251	63	148	0.848
18:00 - 19:00	63	148	0.505	63	148	0.278	63	148	0.783
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			3.723			3.788			7.511

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

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



Junction Turning Flows Access/Dukes Meadow Dr/Lapsley Dr  
Survey Date 07/09/2021



- Arm Link**
- A Dukes Meadow Drive (N)
  - B Lapsley Drive
  - C Dukes Meadow Drive (S)
  - D Site Access

AM Peak 2021					
	A	B	C	D	Total
A	1	66	148		215
B	86		84		170
C	331	127	7		465
D					
<b>Total</b>	<b>418</b>	<b>193</b>	<b>239</b>		<b>850</b>

PM Peak 2021					
	A	B	C	D	Total
A		56	440		496
B	60		63		123
C	165	42			207
D					
<b>Total</b>	<b>225</b>	<b>98</b>	<b>503</b>		<b>826</b>

AM Peak Distribution					
	A	B	C	D	Total
A		34%			
B	51%		49%		100%
C		66%			
D					
<b>Total</b>		<b>100%</b>			

PM Peak Distribution					
	A	B	C	D	Total
A		57%			
B	49%		51%		100%
C		43%			
D					
<b>Total</b>		<b>100%</b>			

AM Peak Forecast 2026					
	A	B	C	D	Total
A	1	72	161	0	234
B	93	0	91	0	185
C	360	138	8	0	506
D	0	0	0	0	0
<b>Total</b>	<b>454</b>	<b>210</b>	<b>260</b>	<b>0</b>	<b>924</b>

PM Peak Forecast 2026					
	A	B	C	D	Total
A	0	61	481	0	542
B	66	0	69	0	134
C	180	46	0	0	226
D	0	0	0	0	0
<b>Total</b>	<b>246</b>	<b>107</b>	<b>550</b>	<b>0</b>	<b>903</b>

1.0871

1.0928

AM Peak Proposed Dev					
	A	B	C	D	Total
A				4	
B					
C				7	
D	21		21		42
<b>Total</b>				<b>11</b>	<b>53</b>

PM Peak Proposed Dev					
	A	B	C	D	Total
A				19	
B					
C				14	
D	7		7		14
<b>Total</b>				<b>34</b>	<b>48</b>

AM Peak 2026 Plus Proposed Dev					
	A	B	C	D	Total
A	1	72	161	4	237
B	93	0	91	0	185
C	360	138	8	7	513
D	21	0	21	0	42
<b>Total</b>	<b>476</b>	<b>210</b>	<b>281</b>	<b>11</b>	<b>977</b>

PM Peak 2026 Plus Proposed Dev					
	A	B	C	D	Total
A	0	61	481	19	561
B	66	0	69	0	134
C	180	46	0	14	241
D	7	0	7	0	14
<b>Total</b>	<b>253</b>	<b>107</b>	<b>557</b>	<b>34</b>	<b>950</b>

Use	AM Peak (0800-0900)			PM Peak (1700-1800)		
	Arr	Dep	Total	Arr	Dep	Total
78	11	42	53	34	14	48
Units						



**Appendix K**  
ARCADY Output

<b>Junctions 9</b>
<b>ARCADY 9 - Roundabout Module</b>
Version: 9.5.0.6896 © Copyright TRL Limited, 2018
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk
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**Filename:** Access\_Dukes Meadow Dr\_Lapsley Dr - Existing Roundabout 3 arm.j9  
**Path:** C:\Users\Owner\Martin Andrews Consulting Ltd\Projects 300 - 399 - Documents\340 - Banbury\Design\TA\ARCADY  
**Report generation date:** 24/09/2021 13:08:35

- »AM Peak 2021, AM
- »PM Peak 2021, PM

**Summary of junction performance**

	AM						PM						
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	
<b>AM Peak 2021</b>													
Arm A	0.2	3.58	0.19	A	4.75	A							
Arm B	0.2	4.02	0.17	A									
Arm C	0.0	5.56	0.44	A									
<b>PM Peak 2021</b>													
Arm A							0.7	4.73	0.42	A	4.49	A	
Arm B							0.2	4.69	0.15	A			
Arm C							0.2	3.80	0.19	A			

*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. Junction LOS and Junction Delay are demand-weighted averages.*

**File summary**

**File Description**

Title	
Location	
Site number	
Date	24/09/2021
Version	
Status	Planning Issue
Identifier	
Client	
Jobnumber	340
Enumerator	AN
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	per/hour	s	-Min	perMin

### 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
D1	AM Peak 2021	AM	ONE HOUR	07:45	09:15	15	✓
D2	PM Peak 2021	PM	ONE HOUR	16:45	18:15	15	✓

### Analysis Set Details

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

# AM Peak 2021, AM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D1 - AM Peak 2021, AM	Demand Set 1: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Demand Sets	D2 - PM Peak 2021, PM	Demand Set 2: Scenario Name includes Time Period Name ('PM'). Are you sure this is correct?

## Junction Network

### Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C	4.75	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Arms

### Arms

Arm	Name	Description
A	Dukes Meadow Drive (N)	
B	Lapsley Drive	
C	Dukes Madow Drive (S)	

### 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
A	3.30	6.18	7.6	30.7	31.8	19.5	
B	3.04	5.04	11.6	19.7	31.8	32.9	
C	3.39	6.04	6.6	20.0	31.8	39.1	

### Slope / Intercept / Capacity

#### Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A	0.625	1469
B	0.570	1297
C	0.572	1335

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	AM Peak 2021	AM	ONE HOUR	07:45	09:15	15	✓

Default vehicle mix	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 (%)
A		ONE HOUR	✓	215	100.000
B		ONE HOUR	✓	170	100.000
C		ONE HOUR	✓	465	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To		
		A	B	C
From	A	1	66	148
	B	86	0	84
	C	331	127	7

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

## 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)
A	0.19	3.58	0.2	A	197	296
B	0.17	4.02	0.2	A	156	234
C	0.44	5.56	0.8	A	427	640

### 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)	Unsignalised level of service
A	162	40	100	1273	0.127	161	313	0.0	0.1	3.237	A
B	128	32	117	1113	0.115	127	145	0.0	0.1	3.651	A
C	350	88	65	1176	0.298	348	179	0.0	0.4	4.339	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)	Unsignalised level of service
A	193	48	120	1260	0.153	193	375	0.1	0.2	3.373	A
B	153	38	140	1100	0.139	153	173	0.1	0.2	3.801	A
C	418	105	78	1169	0.358	417	215	0.4	0.6	4.787	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)	Unsignalised level of service
A	237	59	147	1243	0.190	237	459	0.2	0.2	3.575	A
B	187	47	172	1082	0.173	187	212	0.2	0.2	4.022	A
C	512	128	96	1159	0.442	511	263	0.6	0.8	5.548	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)	Unsignalised level of service
A	237	59	148	1243	0.190	237	460	0.2	0.2	3.576	A
B	187	47	172	1082	0.173	187	212	0.2	0.2	4.024	A
C	512	128	96	1159	0.442	512	263	0.8	0.8	5.563	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)	Unsignalised level of service
A	193	48	121	1260	0.153	193	377	0.2	0.2	3.375	A
B	153	38	140	1099	0.139	153	174	0.2	0.2	3.803	A
C	418	105	78	1169	0.358	419	215	0.8	0.6	4.807	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)	Unsignalised level of service
A	162	40	101	1272	0.127	162	315	0.2	0.1	3.242	A
B	128	32	118	1112	0.115	128	145	0.2	0.1	3.659	A
C	350	88	66	1176	0.298	351	180	0.6	0.4	4.364	A

# PM Peak 2021, PM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D1 - AM Peak 2021, AM	Demand Set 1: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Demand Sets	D2 - PM Peak 2021, PM	Demand Set 2: Scenario Name includes Time Period Name ('PM'). Are you sure this is correct?

## Junction Network

### Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C	4.49	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
D2	PM Peak 2021	PM	ONE HOUR	16:45	18:15	15	✓

Default vehicle mix	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 (%)
A		ONE HOUR	✓	496	100.000
B		ONE HOUR	✓	123	100.000
C		ONE HOUR	✓	207	100.000

## Origin-Destination Data

### Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	56	440
	B	60	0	63
	C	165	42	0

## Vehicle Mix

### Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	10	10	10
	B	10	10	10
	C	10	10	10

## 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)
A	0.42	4.73	0.7	A	455	683
B	0.15	4.69	0.2	A	113	169
C	0.19	3.80	0.2	A	190	285

### 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)	Unsignalised level of service
A	373	93	31	1316	0.284	372	169	0.0	0.4	3.807	A
B	93	23	330	991	0.093	92	73	0.0	0.1	4.002	A
C	156	39	45	1188	0.131	155	377	0.0	0.2	3.484	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)	Unsignalised level of service
A	446	111	38	1312	0.340	445	202	0.4	0.5	4.154	A
B	111	28	395	954	0.116	110	88	0.1	0.1	4.267	A
C	186	47	54	1183	0.157	186	452	0.2	0.2	3.610	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)	Unsignalised level of service
A	546	137	46	1306	0.418	545	247	0.5	0.7	4.725	A
B	135	34	484	904	0.150	135	108	0.1	0.2	4.684	A
C	228	57	66	1176	0.194	228	553	0.2	0.2	3.796	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)	Unsignalised level of service
A	546	137	46	1306	0.418	546	248	0.7	0.7	4.734	A
B	135	34	484	903	0.150	135	108	0.2	0.2	4.688	A
C	228	57	66	1176	0.194	228	554	0.2	0.2	3.796	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)	Unsignalised level of service
A	446	111	38	1312	0.340	447	203	0.7	0.5	4.165	A
B	111	28	396	953	0.116	111	88	0.2	0.1	4.272	A
C	186	47	54	1183	0.157	186	453	0.2	0.2	3.612	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)	Unsignalised level of service
A	373	93	32	1316	0.284	374	170	0.5	0.4	3.824	A
B	93	23	332	990	0.094	93	74	0.1	0.1	4.010	A
C	156	39	45	1188	0.131	156	379	0.2	0.2	3.491	A

<b>Junctions 9</b>
<b>ARCADY 9 - Roundabout Module</b>
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Filename: Access\_Dukes Meadow Dr\_Lapsley Dr - Proposed Roundabout 4 arm.j9

Path: C:\Users\Owner\Martin Andrews Consulting Ltd\Projects 300 - 399 - Documents\340 - Banbury\Design\TA\ARCADY

Report generation date: 24/09/2021 13:09:47

- »AM Peak Forecast 2026, AM
- »PM Peak Forecast 2026, PM
- »AM Peak 2026 Plus Proposed Dev, AM
- »PM Peak 2026 Plus Proposed Dev, PM

**Summary of junction performance**

	AM						PM						
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	
<b>AM Peak Forecast 2026</b>													
Arm A	0.3	3.68	0.21	A	4.79	A							
Arm B	0.2	4.14	0.19	A									
Arm C	0.9	5.54	0.46	A									
Arm D	0.0	0.00	0.00	A									
<b>PM Peak Forecast 2026</b>													
Arm A							0.8	5.09	0.46	A	4.72	A	
Arm B							0.2	4.94	0.17	A			
Arm C							0.3	3.69	0.20	A			
Arm D							0.0	0.00	0.00	A			
<b>AM Peak 2026 Plus Proposed Dev</b>													
Arm A	0.3	3.76	0.21	A	4.87	A							
Arm B	0.2	4.21	0.19	A									
Arm C	0.9	5.63	0.47	A									
Arm D	0.1	4.87	0.06	A									
<b>PM Peak 2026 Plus Proposed Dev</b>													
Arm A							0.9	5.28	0.48	A	4.85	A	
Arm B							0.2	5.05	0.17	A			
Arm C							0.3	3.79	0.22	A			
Arm D							0.0	3.73	0.02	A			

*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. Junction LOS and Junction Delay are demand-weighted averages.*

## File summary

### File Description

Title	
Location	
Site number	
Date	24/09/2021
Version	
Status	Planning Issue
Identifier	
Client	
Jobnumber	340
Enumerator	AN
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

## 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
D1	AM Peak Forecast 2026	AM	ONE HOUR	07:45	09:15	15	✓
D2	PM Peak Forecast 2026	PM	ONE HOUR	16:45	18:15	15	✓
D3	AM Peak 2026 Plus Proposed Dev	AM	ONE HOUR	07:45	09:15	15	✓
D4	PM Peak 2026 Plus Proposed Dev	PM	ONE HOUR	16:45	18:15	15	✓

## Analysis Set Details

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

# AM Peak Forecast 2026, AM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D1 - AM Peak Forecast 2026, AM	Demand Set 1: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Demand Sets	D2 - PM Peak Forecast 2026, PM	Demand Set 2: Scenario Name includes Time Period Name ('PM'). Are you sure this is correct?
Warning	Demand Sets	D3 - AM Peak 2026 Plus Proposed Dev, AM	Demand Set 3: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Demand Sets	D4 - PM Peak 2026 Plus Proposed Dev, PM	Demand Set 4: Scenario Name includes Time Period Name ('PM'). Are you sure this is correct?

## Junction Network

### Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	4.79	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Arms

### Arms

Arm	Name	Description
A	Dukes Meadow Drive (N)	
B	Lapsley Drive	
C	Dukes Meadow Drive (S)	
D	Site Access	

### 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
A	3.30	6.18	7.6	30.7	31.8	19.5	
B	3.04	5.04	11.6	19.7	31.8	32.9	
C	3.39	6.04	6.6	20.0	31.8	26.5	
D	2.75	5.50	9.2	20.0	31.8	24.4	

### Slope / Intercept / Capacity

#### Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A	0.625	1469
B	0.570	1297
C	0.598	1395
D	0.577	1284

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	AM Peak Forecast 2026	AM	ONE HOUR	07:45	09:15	15	✓

Default vehicle mix	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 (%)
A		ONE HOUR	✓	234	100.000
B		ONE HOUR	✓	184	100.000
C		ONE HOUR	✓	506	100.000
D		ONE HOUR	✓	0	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To				
		A	B	C	D	
From	A	1	72	161	0	
	B	93	0	91	0	
	C	360	138	8	0	
	D	0	0	0	0	

## Vehicle Mix

### Heavy Vehicle Percentages

		To				
		A	B	C	D	
From	A	10	10	10	10	
	B	10	10	10	10	
	C	10	10	10	10	
	D	10	10	10	10	

## 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)
A	0.21	3.68	0.3	A	215	322
B	0.19	4.14	0.2	A	169	253
C	0.46	5.54	0.9	A	464	696
D	0.00	0.00	0.0	A	0	0

### 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)	Unsignalised level of service
A	176	44	109	1267	0.139	176	340	0.0	0.2	3.297	A
B	139	35	128	1107	0.125	138	157	0.0	0.1	3.714	A
C	381	95	70	1226	0.311	379	195	0.0	0.4	4.241	A
D	0	0	450	907	0.000	0	0	0.0	0.0	0.000	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)	Unsignalised level of service
A	210	53	131	1253	0.168	210	408	0.2	0.2	3.450	A
B	165	41	153	1092	0.151	165	189	0.1	0.2	3.883	A
C	455	114	84	1218	0.373	454	234	0.4	0.6	4.711	A
D	0	0	539	856	0.000	0	0	0.0	0.0	0.000	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)	Unsignalised level of service
A	258	64	160	1235	0.209	257	499	0.2	0.3	3.682	A
B	203	51	187	1073	0.189	202	231	0.2	0.2	4.134	A
C	557	139	103	1207	0.462	556	286	0.6	0.8	5.524	A
D	0	0	659	786	0.000	0	0	0.0	0.0	0.000	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)	Unsignalised level of service
A	258	64	161	1235	0.209	258	500	0.3	0.3	3.683	A
B	203	51	187	1073	0.189	203	231	0.2	0.2	4.136	A
C	557	139	103	1207	0.462	557	286	0.8	0.9	5.541	A
D	0	0	661	786	0.000	0	0	0.0	0.0	0.000	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)	Unsignalised level of service
A	210	53	132	1253	0.168	211	409	0.3	0.2	3.456	A
B	165	41	153	1092	0.151	166	189	0.2	0.2	3.887	A
C	455	114	85	1218	0.373	456	234	0.9	0.6	4.731	A
D	0	0	541	855	0.000	0	0	0.0	0.0	0.000	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)	Unsignalised level of service
A	176	44	110	1266	0.139	176	342	0.2	0.2	3.301	A
B	139	35	128	1106	0.125	139	158	0.2	0.1	3.719	A
C	381	95	71	1226	0.311	382	196	0.6	0.5	4.264	A
D	0	0	452	906	0.000	0	0	0.0	0.0	0.000	A

# PM Peak Forecast 2026, PM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D1 - AM Peak Forecast 2026, AM	Demand Set 1: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Demand Sets	D2 - PM Peak Forecast 2026, PM	Demand Set 2: Scenario Name includes Time Period Name ('PM'). Are you sure this is correct?
Warning	Demand Sets	D3 - AM Peak 2026 Plus Proposed Dev, AM	Demand Set 3: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Demand Sets	D4 - PM Peak 2026 Plus Proposed Dev, PM	Demand Set 4: Scenario Name includes Time Period Name ('PM'). Are you sure this is correct?

## Junction Network

### Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	4.72	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
D2	PM Peak Forecast 2026	PM	ONE HOUR	16:45	18:15	15	✓

Default vehicle mix	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 (%)
A		ONE HOUR	✓	542	100.000
B		ONE HOUR	✓	135	100.000
C		ONE HOUR	✓	226	100.000
D		ONE HOUR	✓	0	100.000

## Origin-Destination Data

### Demand (Veh/hr)

	To				
	A	B	C	D	
From	A	0	61	481	0
	B	66	0	69	0
	C	180	46	0	0
	D	0	0	0	0

## Vehicle Mix

### Heavy Vehicle Percentages

	To				
	A	B	C	D	
From	A	10	10	10	10
	B	10	10	10	10
	C	10	10	10	10
	D	10	10	10	10

## 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)
A	0.46	5.09	0.8	A	497	746
B	0.17	4.94	0.2	A	124	186
C	0.20	3.69	0.3	A	207	311
D	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)	Unsignalised level of service
A	408	102	35	1314	0.311	406	184	0.0	0.4	3.958	A
B	102	25	361	974	0.104	101	80	0.0	0.1	4.123	A
C	170	43	49	1239	0.137	170	412	0.0	0.2	3.364	A
D	0	0	219	1041	0.000	0	0	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)	Unsignalised level of service
A	487	122	41	1309	0.372	487	221	0.4	0.6	4.372	A
B	121	30	432	933	0.130	121	96	0.1	0.1	4.434	A
C	203	51	59	1233	0.165	203	494	0.2	0.2	3.494	A
D	0	0	262	1016	0.000	0	0	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)	Unsignalised level of service
A	597	149	51	1304	0.458	596	271	0.6	0.8	5.078	A
B	149	37	529	878	0.169	148	118	0.1	0.2	4.934	A
C	249	62	73	1225	0.203	249	605	0.2	0.3	3.686	A
D	0	0	321	982	0.000	0	0	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)	Unsignalised level of service
A	597	149	51	1304	0.458	597	271	0.8	0.8	5.092	A
B	149	37	530	877	0.169	149	118	0.2	0.2	4.939	A
C	249	62	73	1225	0.203	249	606	0.3	0.3	3.686	A
D	0	0	321	981	0.000	0	0	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)	Unsignalised level of service
A	487	122	41	1309	0.372	488	221	0.8	0.6	4.388	A
B	121	30	433	932	0.130	122	96	0.2	0.2	4.442	A
C	203	51	59	1233	0.165	203	495	0.3	0.2	3.496	A
D	0	0	263	1015	0.000	0	0	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)	Unsignalised level of service
A	408	102	35	1314	0.311	409	185	0.6	0.5	3.981	A
B	102	25	363	973	0.104	102	81	0.2	0.1	4.135	A
C	170	43	50	1239	0.137	170	415	0.2	0.2	3.369	A
D	0	0	220	1040	0.000	0	0	0.0	0.0	0.000	A

# AM Peak 2026 Plus Proposed Dev, AM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D1 - AM Peak Forecast 2026, AM	Demand Set 1: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Demand Sets	D2 - PM Peak Forecast 2026, PM	Demand Set 2: Scenario Name includes Time Period Name ('PM'). Are you sure this is correct?
Warning	Demand Sets	D3 - AM Peak 2026 Plus Proposed Dev, AM	Demand Set 3: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Demand Sets	D4 - PM Peak 2026 Plus Proposed Dev, PM	Demand Set 4: Scenario Name includes Time Period Name ('PM'). Are you sure this is correct?

## Junction Network

### Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	4.87	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
D3	AM Peak 2026 Plus Proposed Dev	AM	ONE HOUR	07:45	09:15	15	✓

Default vehicle mix	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 (%)
A		ONE HOUR	✓	238	100.000
B		ONE HOUR	✓	184	100.000
C		ONE HOUR	✓	513	100.000
D		ONE HOUR	✓	42	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To			
From		A	B	C	D
	A	1	72	161	4
	B	93	0	91	0
	C	360	138	8	7
	D	21	0	21	0

## Vehicle Mix

### Heavy Vehicle Percentages

	To				
	A	B	C	D	
From	A	10	10	10	10
	B	10	10	10	10
	C	10	10	10	10
	D	10	10	10	10

## 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)
A	0.21	3.76	0.3	A	218	328
B	0.19	4.21	0.2	A	169	253
C	0.47	5.63	0.9	A	471	706
D	0.06	4.87	0.1	A	39	58

### 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)	Unsignalised level of service
A	179	45	125	1257	0.143	179	356	0.0	0.2	3.336	A
B	139	35	146	1096	0.126	138	157	0.0	0.1	3.755	A
C	386	97	73	1225	0.315	384	211	0.0	0.5	4.275	A
D	32	8	450	907	0.035	31	8	0.0	0.0	4.109	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)	Unsignalised level of service
A	214	53	150	1242	0.172	214	427	0.2	0.2	3.502	A
B	165	41	175	1080	0.153	165	189	0.1	0.2	3.937	A
C	461	115	88	1216	0.379	461	252	0.5	0.6	4.762	A
D	38	9	539	856	0.044	38	10	0.0	0.0	4.398	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)	Unsignalised level of service
A	262	66	184	1221	0.215	262	522	0.2	0.3	3.754	A
B	203	51	214	1057	0.192	202	231	0.2	0.2	4.210	A
C	565	141	108	1204	0.469	564	309	0.6	0.9	5.613	A
D	46	12	659	786	0.059	46	12	0.0	0.1	4.863	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)	Unsignalised level of service
A	262	66	184	1220	0.215	262	523	0.3	0.3	3.755	A
B	203	51	215	1057	0.192	203	231	0.2	0.2	4.212	A
C	565	141	108	1204	0.469	565	309	0.9	0.9	5.631	A
D	46	12	661	786	0.059	46	12	0.1	0.1	4.867	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)	Unsignalised level of service
A	214	53	150	1241	0.172	214	428	0.3	0.2	3.505	A
B	165	41	176	1079	0.153	166	189	0.2	0.2	3.941	A
C	461	115	88	1216	0.379	462	253	0.9	0.6	4.783	A
D	38	9	541	855	0.044	38	10	0.1	0.0	4.406	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)	Unsignalised level of service
A	179	45	126	1257	0.143	179	358	0.2	0.2	3.344	A
B	139	35	147	1096	0.126	139	158	0.2	0.1	3.764	A
C	386	97	74	1224	0.315	387	212	0.6	0.5	4.301	A
D	32	8	452	906	0.035	32	8	0.0	0.0	4.117	A



# PM Peak 2026 Plus Proposed Dev, PM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D1 - AM Peak Forecast 2026, AM	Demand Set 1: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Demand Sets	D2 - PM Peak Forecast 2026, PM	Demand Set 2: Scenario Name includes Time Period Name ('PM'). Are you sure this is correct?
Warning	Demand Sets	D3 - AM Peak 2026 Plus Proposed Dev, AM	Demand Set 3: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Demand Sets	D4 - PM Peak 2026 Plus Proposed Dev, PM	Demand Set 4: Scenario Name includes Time Period Name ('PM'). Are you sure this is correct?

## Junction Network

### Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	4.85	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
D4	PM Peak 2026 Plus Proposed Dev	PM	ONE HOUR	16:45	18:15	15	✓

Default vehicle mix	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 (%)
A		ONE HOUR	✓	561	100.000
B		ONE HOUR	✓	135	100.000
C		ONE HOUR	✓	240	100.000
D		ONE HOUR	✓	14	100.000

## Origin-Destination Data

### Demand (Veh/hr)

From	To			
	A	B	C	D
A	0	61	481	19
B	66	0	69	0
C	180	46	0	14
D	7	0	7	0

## Vehicle Mix

### Heavy Vehicle Percentages

	To				
	A	B	C	D	
From	A	10	10	10	10
	B	10	10	10	10
	C	10	10	10	10
	D	10	10	10	10

## 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)
A	0.48	5.28	0.9	A	515	772
B	0.17	5.05	0.2	A	124	186
C	0.22	3.79	0.3	A	220	330
D	0.02	3.73	0.0	A	13	19

### 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)	Unsignalised level of service
A	422	106	40	1310	0.322	420	190	0.0	0.5	4.037	A
B	102	25	380	963	0.106	101	80	0.0	0.1	4.177	A
C	181	45	64	1230	0.147	180	417	0.0	0.2	3.425	A
D	11	3	219	1041	0.010	10	25	0.0	0.0	3.494	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)	Unsignalised level of service
A	504	126	48	1306	0.386	504	227	0.5	0.6	4.487	A
B	121	30	455	920	0.132	121	96	0.1	0.2	4.508	A
C	216	54	76	1223	0.176	216	500	0.2	0.2	3.573	A
D	13	3	262	1016	0.012	13	30	0.0	0.0	3.588	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)	Unsignalised level of service
A	618	154	58	1299	0.476	617	278	0.6	0.9	5.267	A
B	149	37	557	862	0.173	148	118	0.2	0.2	5.046	A
C	264	66	93	1213	0.218	264	612	0.2	0.3	3.794	A
D	15	4	321	982	0.016	15	36	0.0	0.0	3.724	A

**17:30 - 17:45**

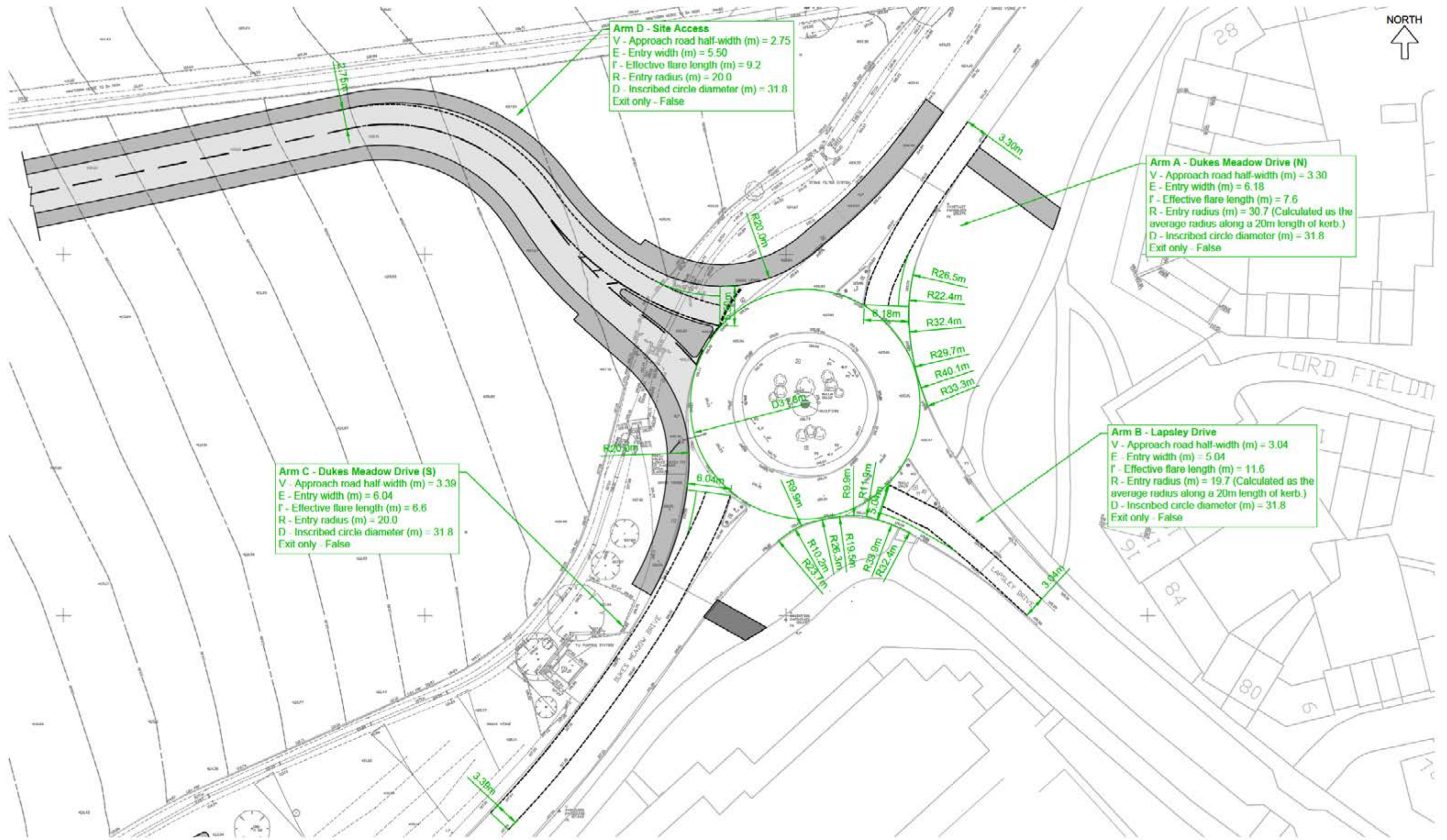
Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	618	154	58	1299	0.476	618	279	0.9	0.9	5.284	A
B	149	37	558	861	0.173	149	118	0.2	0.2	5.052	A
C	264	66	94	1213	0.218	264	613	0.3	0.3	3.795	A
D	15	4	321	981	0.016	15	36	0.0	0.0	3.725	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)	Unsignalised level of service
A	504	126	48	1305	0.386	505	228	0.9	0.6	4.506	A
B	121	30	457	919	0.132	122	96	0.2	0.2	4.517	A
C	216	54	77	1223	0.176	216	502	0.3	0.2	3.575	A
D	13	3	263	1015	0.012	13	30	0.0	0.0	3.589	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)	Unsignalised level of service
A	422	106	40	1310	0.322	423	191	0.6	0.5	4.061	A
B	102	25	382	961	0.106	102	81	0.2	0.1	4.187	A
C	181	45	64	1230	0.147	181	420	0.2	0.2	3.430	A
D	11	3	220	1040	0.010	11	25	0.0	0.0	3.496	A




**Arm D - Site Access**  
 V - Approach road half-width (m) = 2.75  
 E - Entry width (m) = 5.50  
 F - Effective flare length (m) = 9.2  
 R - Entry radius (m) = 20.0  
 D - Inscribed circle diameter (m) = 31.8  
 Exit only - False

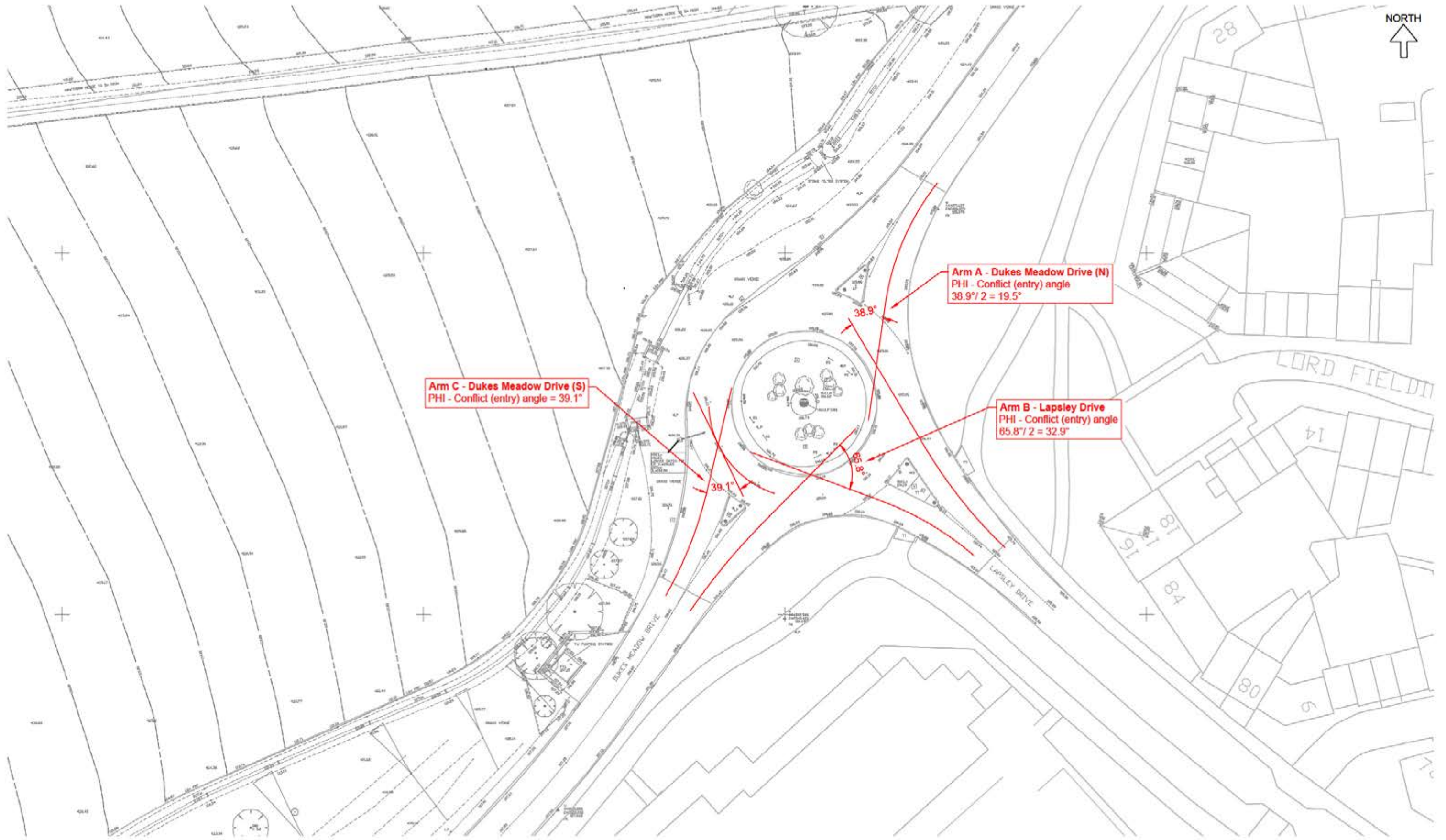
**Arm A - Dukes Meadow Drive (N)**  
 V - Approach road half-width (m) = 3.30  
 E - Entry width (m) = 6.18  
 F - Effective flare length (m) = 7.6  
 R - Entry radius (m) = 30.7 (Calculated as the average radius along a 20m length of kerb.)  
 D - Inscribed circle diameter (m) = 31.8  
 Exit only - False

**Arm C - Dukes Meadow Drive (S)**  
 V - Approach road half width (m) = 3.39  
 E - Entry width (m) = 6.04  
 F - Effective flare length (m) = 6.6  
 R - Entry radius (m) = 20.0  
 D - Inscribed circle diameter (m) = 31.8  
 Exit only - False

**Arm B - Lapsley Drive**  
 V - Approach road half-width (m) = 3.04  
 E - Entry width (m) = 5.04  
 F - Effective flare length (m) = 11.6  
 R - Entry radius (m) = 19.7 (Calculated as the average radius along a 20m length of kerb.)  
 D - Inscribed circle diameter (m) = 31.8  
 Exit only - False

Notes:  
 1. Based on Woods Hardwick 'Topographical Survey', drawing number 17525-7-853 dated 24-03-2016.

 T: 01604 340544 Northampton Office E: info@mac-ltd.co.uk W: mac-ltd.co.uk Martin Andrews Consulting Ltd	<ul style="list-style-type: none"> <li>Transport Assessments</li> <li>Flood Risk Assessments</li> <li>Highway Advice</li> <li>Access Design</li> <li>Drainage Strategies</li> <li>Vehicle tracking</li> </ul>	Client: Manor Oak Homes Project: Hanwell Fields, Banbury	Date: 24/09/21 Draw: AN Chk: DB	
	Title: Existing and Proposed Roundabout Geometry Plan Junctions 9 Input Data	Drawing No: 340-TA120	Revision:	Scale: 1:500 Size: A3



Arm C - Dukes Meadow Drive (S)  
PHI - Conflict (entry) angle = 39.1°

Arm A - Dukes Meadow Drive (N)  
PHI - Conflict (entry) angle  
 $38.9^\circ / 2 = 19.5^\circ$

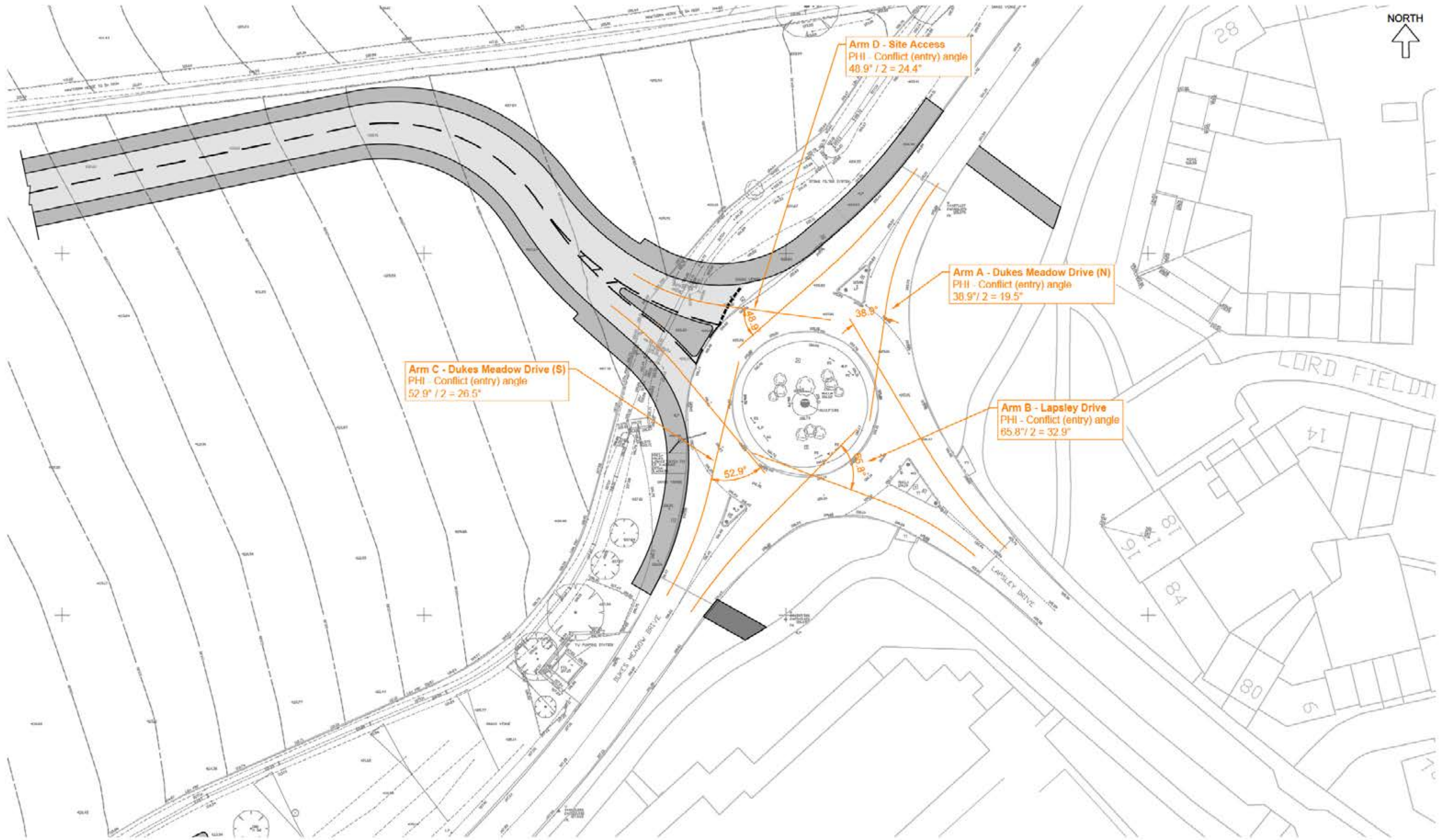
Arm B - Lapsley Drive  
PHI - Conflict (entry) angle  
 $65.8^\circ / 2 = 32.9^\circ$

Notes:  
1. Based on Woods Hardwick 'Topographical Survey', drawing number 17525-7-853 dated 24-03-2016.


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- Transport Assessments
- Flood Risk Assessments
- Highway Advice
- Access Design
- Drainage Strategies
- Vehicle tracking

Client: Manor Oak Homes	Project: Hanwell Fields, Banbury
Title: Existing Roundabout Geometry Plan Conflict Entry Angle	Date: 24/09/21 Drw: AN Chk: DB
Drawing No: 340-TA118	Revision: Scale: 1:500 Size: A3



Notes:  
 1. Based on Woods Hardwick 'Topographical Survey', drawing number 17525-7-853 dated 24-03-2016.

 T: 01604 340544 Northampton Office E: info@mac-ltd.co.uk W: mac-ltd.co.uk Martin Andrews Consulting Ltd	<ul style="list-style-type: none"> <li>• Transport Assessments</li> <li>• Flood Risk Assessments</li> <li>• Highway Advice</li> <li>• Access Design</li> <li>• Drainage Strategies</li> <li>• Vehicle tracking</li> </ul>	Client: Manor Oak Homes Project: Hanwell Fields, Banbury	Date: 24/09/21 Drw: AN Chk: DB	
	Title: Proposed Roundabout Geometry Plan Conflict Entry Angle	Drawing No: 340-TA119	Revision:	Scale: 1:500 Size: A3