Transport Assessment

Proposed Residential Development
Land off Oxford Road
Kidlington
Oxfordshire

Revision D: March 2022
Report Reference: 122-TS-01-D

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Revision Record

Revision	Date	Description	Written	Approved
0	10/12/18	Initial Issue	MJA	MJA
A	27/01/19	Care home removed	MJA	MJA
B	11/02/19	Masterplan drawings updated	MJA	MJA
C	25/01/22	Masterplan updated	MJA/DB	MJA
D	14/03/22	Planning Issue	MJA	MJA

Contents

Appendices

1.0 Introduction

1.1 Instructions

1.1.1 This Transport Assessment has been prepared from instructions received from Manor Oak Homes.

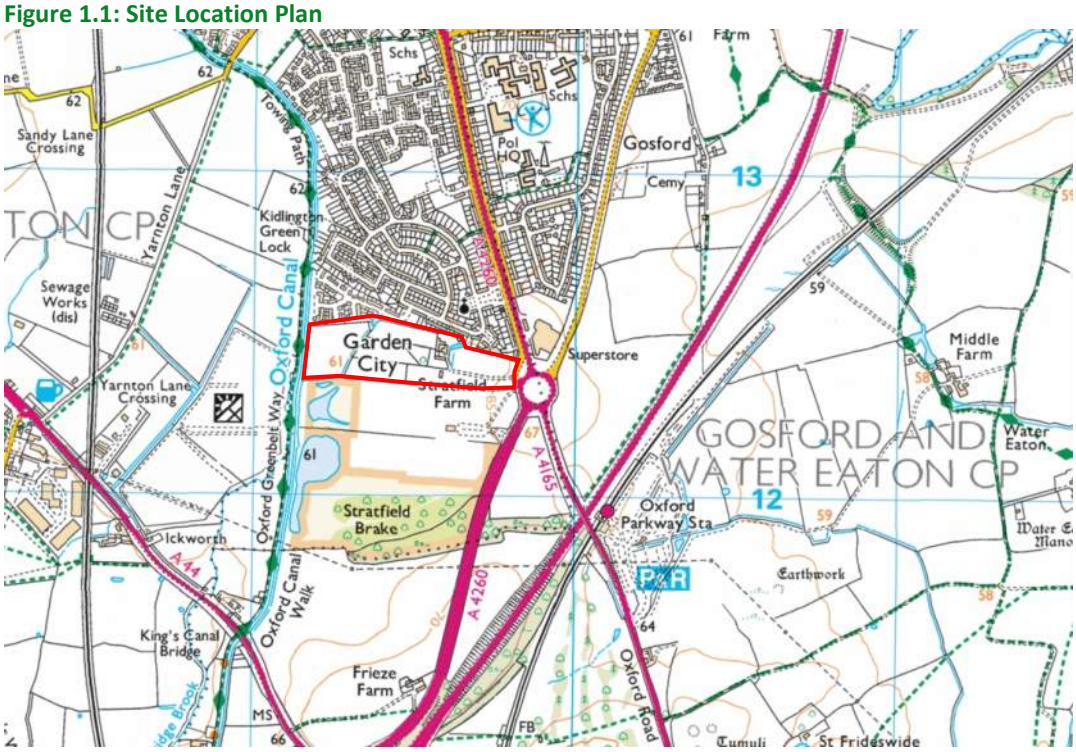
1.1.2 The report has been prepared to support the submission of an Outline planning application.

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

1.2 Site Location

1.2.1 The proposed residential development is located at Oxford Road, Kidlington, as shown in Figure 1.1 below and enclosed in Appendix A. The approximate National Grid Reference for the site is E449737 N212406.

Figure 1.1: Site Location Plan



1.3 Current Use and Description

1.3.1 The site currently comprises agricultural land and with a disused farmhouse and outbuildings. The existing site is shown on the topographical survey enclosed in Appendix B.

1.4 Proposed Development

1.4.1 The proposed development site will comprise 118 dwellings as part of an outline application on the wider site and a further 5 dwellings comprising a redevelopment of the existing buildings which will comprise part of a full planning application.

1.4.2 This Transport Assessment will consider the impact of the proposed development on the highway network.

1.5 Consultations

1.5.1 A Transport Assessment Scoping Note was submitted to the Local Highway Authority (LHA), Oxfordshire County Council for pre-application advice in October 2018. The scoping note and their response is enclosed in Appendix G. This Transport Assessment has been prepared with their scoping advice in mind.

2.0 Existing Conditions – Site Information

2.1 Site Location

2.1.1 The proposed development site is located at Oxford Road, Kidlington, as shown in Figure 1.1 above and enclosed in Appendix A. The approximate National Grid Reference for the site is E449737 N212406.

2.2 Permitted Use

2.2.1 The site is currently agricultural land with a disused farmhouse and associated outbuildings.

2.3 Neighbouring Land Uses

2.3.1 The neighbouring land uses are residential dwellings to the north, public highway to the east, a rugby club to the south and canal to the west.

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

2.4 Existing Access Arrangements

2.4.1 The proposed development site is currently accessed by a field access and cross over.

3.0 Existing Conditions – Baseline Transport Data

3.1 Walking and Cycling

3.1.1 Adjacent to the proposed development site Oxford Road is bound by a 3.3m wide footway on the western side of Oxford Road. The footway provides connections to the north and south. Pedestrians wishing to access the east side of Oxford Road and Sainsburys can walk 215m to the north crossing from the footway on the service road to the western footway on Oxford Road using the uncontrolled crossing by the local shops adjacent to Broadway. Users can then access the east side of Oxford Road using the Pelican crossing.

3.1.2 Immediately to the south of the site the footway becomes a shared footway / cycleway which provides an off-road cycle route to Oxford. Oxford Road within the vicinity of the site is a 'service road' which runs parallel to the main Oxford Road, hence, traffic volumes are much quieter and it is appropriate for use by cyclists.

3.1.3 The shared footway / cycleway and Oxford Road comprise part of the National Cycle Network route 51. Combing with on road use of the Oxford Road service road route 51 links Kidlington and Bicester to the north with Oxford to the south. Details of National Cycle Route 51 are included within Appendix E.

3.1.4 In addition to the above cycle routes there is a segregated footway / cycleway located on the east side of Oxford Road.

3.1.5 The footway provision between the development and the local facilities is adequate for purpose and would allow pedestrians of the development to access the local facilities. From our desktop review of the existing pedestrian facilities we are not aware of any significant deficiencies in the footway network which would prevent or significantly reduce the likelihood of residents walking to / from the development site.

3.1.6 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: schools, health services, shops etc. The suitability of the walking distance shown on the drawing is based on the guidance described in full below. Cycle journeys are generally considered acceptable if the distance is less than 5km.

3.1.7 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."

3.1.8 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 3.1. Predicted journey times have been added to distances based on the 1.4m/s walking pace.

Table 3.1: 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 Maximum	800m	9m 32s	2000m	23m 48s	1200m	14m 17s

3.2 Public Transport

Bus

3.2.1 The nearest bus stops are located on Oxford Road, Sainsburys and Bicester Road. The nearest bus stops located on Oxford Road is approximately 250m and 300m from the site access. To reach the bus stops residents can walk north on Oxford Road crossing from the footway on the service road to the west side of Oxford Road using the uncontrolled crossing by the local shops adjacent to Broadway. Users can then access the southbound bus stop using the Pelican crossing. Bus stops at Sainsburys and on Bicester Road are accessed in a similar fashion and then walking into Sainsburys

3.2.2 The bus stops provide a flag, timetable, raised kerb, shelter and bin. The bus stops are located within a 3–4 minute walk from the development site. The bus stops serve the bus routes described in below. For timetable and bus route details are enclosed in Appendix F.

Table 3.2: Bus Services and Frequencies

Service	Operator	Route	Typical Frequency			Hours of operation
			Mon – Friday	Sat	Sun	
3	TL	Middle Barton – Oxford Parkway	2 Service @ 10:25 & 12:30	No Service	No Service	10:25 – 13:23
9	TL	Middle Barton – Kidlington	2 Service @ 10:47 & 12:58	No Service	No Service	10:47 – 14:00
9A	TL	Middle Barton - Kidlington	1 Service @ 12:40	No Service	No Service	12:40 – 14:00
250	TL	Oxford City Centre - Bicester	30mins	Hourly	Hourly	06:28 – 20:02
H4	SC	Banbury – JR Hospital	2 Service @ 07:20 & 15:20	No Service	No Service	07:20 – 15:20
S4	SC	Oxford - Banbury	30mins / Hourly	Hourly	90 mins	05:55 – 22:55

SC = Stagecoach; TL = Travel line

3.2.3 The proposed development has very good access to frequent bus services and is therefore located in a sustainable location.

Rail

3.2.4 The nearest railway station is located at Oxford Parkway located approximately 0.8 km (0.5 miles) from the development site. The railway station is located on the Oxford to Bicester line and offers regular services to Bicester, Oxford and London Marylebone.

3.2.5 The railway station can be reached on foot, by bicycle on National Cycle Route 51 or by bus on many of the services described above. Oxford Parkway is located within a highly sustainable location and can be reached by all forms of sustainable transport from the development site.

3.3 Highway network

3.3.1 The proposed development is accessed off Oxford Road. Oxford Road within the vicinity of the site is a 'service road' which runs parallel to the main Oxford Road. The characteristics of Oxford Road are set out in Table 3.1 below. The proximity of the proposed development in relation to the wider highway network can be seen on the plan enclosed within Appendix D.

3.3.2 To the south of the development site the Oxford Road (service road) connects with the A4260 / Oxford Road / Bicester Road 5 arm roundabout.

Table 3.3: Oxford Road (Service Road) characteristics

Characteristic	Value
Road classification	Unclassified
Carriageway Width	Approx. 7.3m wide
Footways:	1 no. approx. 3.3m wide
Cycleways	1 no. shared footway / cycleway to south of the site. Footway / cycleway and Oxford Road combine to create National Cycle Route 51
Speed limit	30mph Speed Survey – 7 days 31/10 to 6/11 2018 Northbound 85th %ile = 23.7mph Southbound 85th %ile = 19.2mph Results enclosed in Appendix H.
Other features	Street lit Tactile paving and dropped kerbs at appropriate locations. Traffic calmed.

3.4 Accident Data

3.4.1 The most recent accident data has been obtained from the local highway authority. The data covers the most recent 5-year period from 1st March 2013 to 31st July 2018. A further review of the CrashMap database has also been undertaken for the period between 2018-2020. A copy of the accident data and search area is enclosed in Appendix I.

3.4.2 There are no accidents on Oxford Road service road within the vicinity of the proposed development.

3.4.3 At Kidlington Roundabout (A4260 / Oxford Road) here were four serious accidents and eleven slight accidents. The accidents are in clusters of three or four accidents at all arms except for the Oxford Road Service Road. The accidents comprise eight failures to give way, two shunts and one other. The number and type of accidents is consistent with the type of junction and volume of traffic negotiating the junction on a daily basis.

3.4.4 There are no accidents at the Oxford Road Service Road / A4260 Oxford Road junction.

3.5 Accessibility

3.5.1 The proposed development is located within an accessible location with several facilities accessible on foot or by bike. The proximity of the proposed development to key facilities is shown in Table 3.4 below. The proximity of facilities to the development is shown on the plan enclosed in Appendix D.

Table 3.4: Walking distance to key facilities

Facility	Location	Distance	Suitability
Local Shops incl post office	Oxford Rd nr Broadway	210m	Desirable
Bus Stops	A4260 Oxford Rd	250m/300m	Desirable
Supermarket incl pharmacy	A4260 Oxford Rd	300m	Desirable
Local Shops	Oxford Rd nr Fairfax Rd	470m	Desirable
Doctors' Surgery	Oxford Road	880m	Acceptable
Leisure Centre	Oxford Road	950m	Acceptable
Primary School	Oxford Road	1000m	Acceptable
Secondary School	Oxford Road	1000m	Acceptable

All distances measured from the access on Oxford Road

3.6 Summary

3.6.1 The proposed development is shown to be well served for pedestrian, cyclist and public transport infrastructure.

3.6.2 The footway provision between the development and the local facilities is adequate for purpose and would allow pedestrians of the development to access the local facilities. From our desktop review of the existing pedestrian facilities we are not aware of any deficiencies in the footway network which would prevent or significantly reduce the likelihood of residents walking to / from the development site.

3.6.3 The site is shown to be served by frequent bus services to key destinations.

3.6.4 A review of the accident data shows that there does not appear to be any significant safety concerns with the existing highway infrastructure.

4.0 Proposed Development

4.1 Type and Scale

4.1.1 This report has been prepared to support two planning application for up to 123 dwellings on the site.

4.1.2 The proposed site layout is enclosed in Appendix C.

4.2 Access – all modes

4.2.1 The proposed development will be primarily accessed off Oxford Road which also provides the principal pedestrian and cyclist access. The principal access provides a simple priority junction serving a development road with a width of 5.5m bound by two 1.8m wide footways. A plan of the proposed access is enclosed in Appendix J.

4.2.2 Roads within the development will be constructed in line with Oxfordshire County Council's guidance. We understand the guidance is currently being updated but based on the current guidance roads within the development will be designed to the hierarchy shown in Table 4.1.

Table 4.1: Road Design Hierarchy

Description	Capacity	Carriageway Width	Footway Width
Spine Road Major Access Road	200 cul-de-sac	5.5m	1.8m
Other roads Minor Access Road	100 cul-de-sac	5m	1.8m
Other roads Access Way	50 link or loop 25 cul-de-sac	4.8m	1.5m
Other roads Access Lane	50 link or loop 25 cul-de-sac	6.0m	Shared surface

4.3 Parking

4.3.1 Parking within the development will be provided in line with Oxfordshire's current parking guidance at the time of the planning application.

4.4 Trip Generation

4.4.1 Person trip rates have been obtained from the TRICS database. The person trip selection criteria are set out in Table 4.2 below. The full TRICS data is enclosed in Appendix K.

Table 4.2: TRICS Parameters

Parameter	Selection
Version	7.8.4
Main land use	Residential
Sub land use	Houses Privately Owned (Person)
Regions	All of England except Greater London
Locations	Suburban Area Edge of town

4.4.2 From the TRICS database the predicted person trip rates are set out in Table 4.3 below.

Table 4.3: Person Trip Rates - Mean

Use	Morning Peak (0800-0900)			Afternoon Peak (1700-1800)		
	Arr	Dep	Total	Arr	Dep	Total
Dwellings	0.206	0.782	0.988	0.596	0.281	0.877

4.4.3 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 calculations in Table 4.4 are based on the quantum of development specified in Section 4.1.

Table 4.4: Person Trip Numbers

Use	Quantum	Morning Peak (0800-0900)			Afternoon Peak (1700-1800)		
		Arr	Dep	Total	Arr	Dep	Total
Dwellings - person	123 dwellings	25	96	122	73	35	108

4.4.4 To convert the person trip rates for the development into mode specific trip numbers we need to interrogate the 2011 Census. 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 Kidlington South ward which includes the development site. The 'Method of Travel to Work' data is summarised in Table 4.5 below.

Table 4.5: Method of Travel to Work - 2011 Census - Kidlington South ward

Mode	Number	Proportion
Driving a car or van	2,412	59.1%
Bus, minibus or coach	787	19.3%
On foot	343	8.4%
Bicycle	252	6.2%
Passenger in a car or van	215	5.3%
Motorcycle, scooter or moped	45	1.1%
Train	26	0.6%

4.4.5 Using the above mode splits (Table 4.5) and person trip rates it is possible to calculate the predicted number of trips generated by each mode. The proposed trips by mode is shown in Table 4.6 below for the 123 dwelling development.

Table 4.6: Trip Numbers by Mode Residential Element – 123 dwellings

Mode	Morning Peak (0800-0900)			Afternoon Peak (1700-1800)		
	Arr	Dep	Total	Arr	Dep	Total
Driving a car or van	15	57	72	43	20	64
Bus, minibus or coach	5	19	23	14	7	21
On foot	2	8	10	6	3	9
Bicycle	2	6	8	5	2	7
Passenger in a car or van	1	5	6	4	2	6
Motorcycle, scooter or moped	0	1	1	1	0	1
Train	0	1	1	0	0	1

4.4.6 The total number of vehicle trips generated by the residential development is shown in Table 4.7.

Table 4.7: Vehicle Trips - 123 dwelling option

Use	Quantum	Morning Peak (0800-0900)			Afternoon Peak (1700-1800)		
		Arr	Dep	Total	Arr	Dep	Total
Dwellings	123 dwellings	15	57	72	43	20	64

4.5 Impact on Sustainable Transport

4.5.1 The impact on sustainable transport is considered to be relatively minor. It is predicted that the largest number of sustainable transport trips will be by bus. The proposed development is located within a reasonable walking distance of several high frequency routes between Kidlington and Oxford amongst other destinations. This provides residents of the development with various opportunities to catch public transport thus ensuring that the impact of the predicted 34 trips in the worst-case scenario will not be considered significant.

5.0 Junction Impact Assessment

5.1 Area of Assessment

5.1.1 The scope of junction to be assessed has been agreed with Oxfordshire County Council, the following junction will be assessed as part of the impact assessment.

- J1 – Access / Oxford Road Service Road;
- J2 – A4260 / Oxford Road / Bicester Road; and
- J3 Oxford Road Service Road / A4260 Oxford Road.

5.2 Distribution

5.2.1 Vehicles from the proposed development has been assigned to the highway network using distribution data obtained from the 2011 Census using the 'WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)' dataset. The 2011 Census data has been extracted using the following parameters

- Method of Travel to Work – Driving a car or van
- Place of Work – All
- Usual Residence – Cherwell 018

5.2.2 Proposed vehicle trips have been assigned onto the highway network using online route planning software. The Census data with proposed assignment is shown in Appendix L.

5.2.3 Proposed development vehicle trip calculation is enclosed in Appendix M.

5.3 Assessment Year

5.3.1 A planning application will be submitted in 2022. Therefore, a junction analysis will be undertaken for an assessment year of 2027 when the development is expected to be fully occupied.

5.3.2 To grow traffic counts to the future year assessment year Tempro growth factors have been applied utilising the following inputs:

- Tempro – 72;
- Cherwell 018;
- NTM AF15 – Urban, Principal

5.3.3 The Tempro growth factors used are set out in below.

Table 5.1: Tempro Growth Factors

	AM Peak	PM Peak
2018-2027	1.1659	1.1804

5.4 Background Traffic

5.4.1 A classified turning count was undertaken at Junctions 2 and 3 on Wednesday 31st October 2018 between 0700-1000 and 1600-1900. The results of the traffic counts is enclosed in Appendix H.

5.4.2 An Automatic Traffic Count was undertaken on the Oxford Road service road for seven days between 31st October and 6th November 2018, the results of this survey are enclosed in Appendix H.

5.5 Committed Development

5.5.1 As part of the scoping exercise Oxfordshire County Council has requested that the following sites are included as committed developments

- Oxford North – 18/02065/OUTFUL – mixed use development comprising 87,300m2 B1, 550m2 D1, 2500m^2 of A1/2/3/4/5, 180 bedroom hotel and up to 480 dwellings Local Plan Part 1 Partial Review Sites
- PR6b – 530 dwellings
- PR7a – 530 dwellings

5.5.2 Vehicle trips from Oxford North have been taken from the Transport Assessment published as part of the planning application. Vehicle movements for the Local Plan allocations have been calculated using the same vehicle trip and distribution methodology as used for this site. Vehicle trips for the committed developments on the junctions of interest is shown in Appendix N.

5.6 Vehicle movement diagrams

5.6.1 Vehicle movement diagrams setting out movements in various scenarios at the three assessment junctions is enclosed in Appendix O.

6.0 Junction Analysis Results

6.1 Introduction

6.1.1 The junction assessments have been undertaken using TRL software Arcady 9 and PICADY 9 for roundabouts and priority junctions respectively.

6.1.2 A junction is considered to be operating within capacity if the RFC (Ratio to Flow 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.

6.2 J1 – Access / Oxford Road Service Road

6.2.1 This junction is a new three arm simple priority junction and will comprise the new access for the development site. The arms are labelled thus:

Arm A – Oxford Road service road south
Arm B – Access
Arm C – Oxford Road service road north

6.2.2 The full junction input data and result can be found in Appendix P. The results of the assessment are summarised below.

Table 6.1: J1 Access / Oxford Road service road - 2027 Baseline data

	AM Peak		PM Peak	
Movement	Max RFC	Max Queue	Max RFC	Max Queue
B-AC	0	0	0	0
C-AB	0	0	0	0

Table 6.2: J1 Access / Oxford Road service road – 2027 AM Peak 0800-0900

	Background + Committed		Background + Committed + Development		Difference	
Movement	Max RFC	Max Queue	Max RFC	Max Queue	Max RFC	Max Queue
B-AC	0	0	0.14	0	0.14	0
C-AB	0	0	0.00	0	0.00	0

Table 6.3: J1 Access / Oxford Road service road – 2027 PM Peak 1700-1800

	Background + Committed		Background + Committed + Development		Difference	
Movement	Max RFC	Max Queue	Max RFC	Max Queue	Max RFC	Max Queue
B-AC	0	0	0.05	0	0.05	0
C-AB	0	0	0.01	0.0	0.01	0

6.2.3 The junction is shown to operate within capacity in all scenarios both without and with the proposed development.

6.3 J2 – A4260 / Oxford Road / Bicester Road

6.3.1 The junction is a five-arm roundabout, the arms are labelled thus:

Arm A – Bicester Road
Arm B – Oxford Road south
Arm C – A4260 south
Arm D – Oxford Road service road
Arm E – A4260 Oxford Road north

6.3.2 The full junction input data and result can be found in Appendix Q. The results of the assessment are summarised below.

Table 6.4: J2 A4260 / Oxford Road / Bicester Road – 2027 Baseline data

	AM Peak		PM Peak	
Arm	Max RFC	Max Queue	Max RFC	Max Queue
A: Bicester Rd	0.32	1	0.22	0
B: Oxford Rd S	0.35	1	0.72	3
C: A4260 S	0.30	0	0.46	1
D: Oxford Rd service rd	0.26	0	0.22	0
E: A4260 Oxford Rd N	0.51	1	0.68	2

Table 6.5: J2 A4260 / Oxford Road / Bicester Road – 2027 AM Peak 0800-0900

	Background + Committed		Background + Committed + Development		Difference	
Arm	Max RFC	Max Queue	Max RFC	Max Queue	Max RFC	Max Queue
A: Bicester Rd	0.41	1	0.42	1	0.01	0
B: Oxford Rd S	0.48	1	0.49	1	0.01	0
C: A4260 S	0.33	1	0.34	1	0.01	0
D: Oxford Rd service rd	0.31	0	0.37	1	0.06	1
E: A4260 Oxford Rd N	0.57	1	0.58	2	0.01	1

Table 6.6: J2 A4260 / Oxford Road / Bicester Road – 2027 PM Peak 1700-1800

	Background + Committed		Background + Committed + Development		Difference	
Arm	Max RFC	Max Queue	Max RFC	Max Queue	Max RFC	Max Queue
A: Bicester Rd	0.28	0	0.28	0	0.00	0
B: Oxford Rd S	0.79	4	0.80	4	0.01	0
C: A4260 S	0.59	1	0.60	2	0.01	1
D: Oxford Rd service rd	0.28	0	0.31	0	0.03	0
E: A4260 Oxford Rd N	0.77	3	0.78	4	0.01	1

6.3.3 The junction is shown to operate within capacity in all scenarios both without and with the proposed development.

6.4 J3 – Oxford Road Service Road / A4260 Oxford Road

6.4.1 This junction is a three-arm simple priority junction the arms are labelled thus:

Arm A – A4260 Oxford Road service road south
Arm B – Oxford Road service Road
Arm C – A4260 Oxford Road service road north

6.4.2 The full junction input data and result can be found in Appendix R. The results of the assessment are summarised below.

Table 6.7: J3 Access / Oxford Road service road - 2027 Baseline data

	AM Peak		PM Peak	
Movement	Max RFC	Max Queue	Max RFC	Max Queue
B-AC	0.15	0	0.16	0
C-AB	0.22	0	0.20	0

Table 6.8: J3 Access / Oxford Road service road – 2027 AM Peak 0800-0900

	Background + Committed		Background + Committed + Development		Difference	
Movement	Max RFC	Max Queue	Max RFC	Max Queue	Max RFC	Max Queue
B-AC	0.17	0	0.18	0	0.01	0
C-AB	0.23	0	0.23	0	0.00	0

Table 6.9: J3 Access / Oxford Road service road – 2027 PM Peak 1700-1800

	Background + Committed		Background + Committed + Development		Difference	
Movement	Max RFC	Max Queue	Max RFC	Max Queue	Max RFC	Max Queue
B-AC	0.19	0	0.20	0	0.01	0
C-AB	0.21	0	0.22	0	0.01	0

6.4.3 The junction is shown to operate within capacity in all scenarios both without and with the proposed development.

6.5 Summary

6.5.1 With 123 dwellings the proposed development is shown to have a minimal adverse impact on the surrounding highway network. All junctions continue to operate within capacity in 2027 with the proposed development and committed development.

7.0 Conclusion

7.1 Site Location and Permitted Use

7.1.1 The proposed development site is located at land off Oxford Road, Kidlington. The site is currently agricultural land with a disused farmhouse and associated outbuildings

7.2 Existing Conditions

7.2.1 The proposed development is shown to be well served for pedestrian, cyclist and public transport infrastructure.

7.2.2 The footway provision between the development and the local facilities is adequate for purpose and would allow pedestrians of the development to access the local facilities. From our desktop review of the existing pedestrian facilities we are not aware of any deficiencies in the footway network which would prevent or significantly reduce the likelihood of residents walking to / from the development site.

7.2.3 The site is shown to be served by frequent bus services to key destinations.

7.2.4 A review of the accident data shows that there is not an accident data on the highway network within the vicinity of the proposed development site.

7.3 Proposed Development

7.3.1 This Transport Assessment has assessed the impact of 123 dwellings on the site.

7.3.2 The proposed development will be primarily accessed off Oxford Road which also provides the principle pedestrian and cyclist access. The principle access provides a simple priority junction serving a development road with a width of 5.5m bound by two 1.8m wide footway.

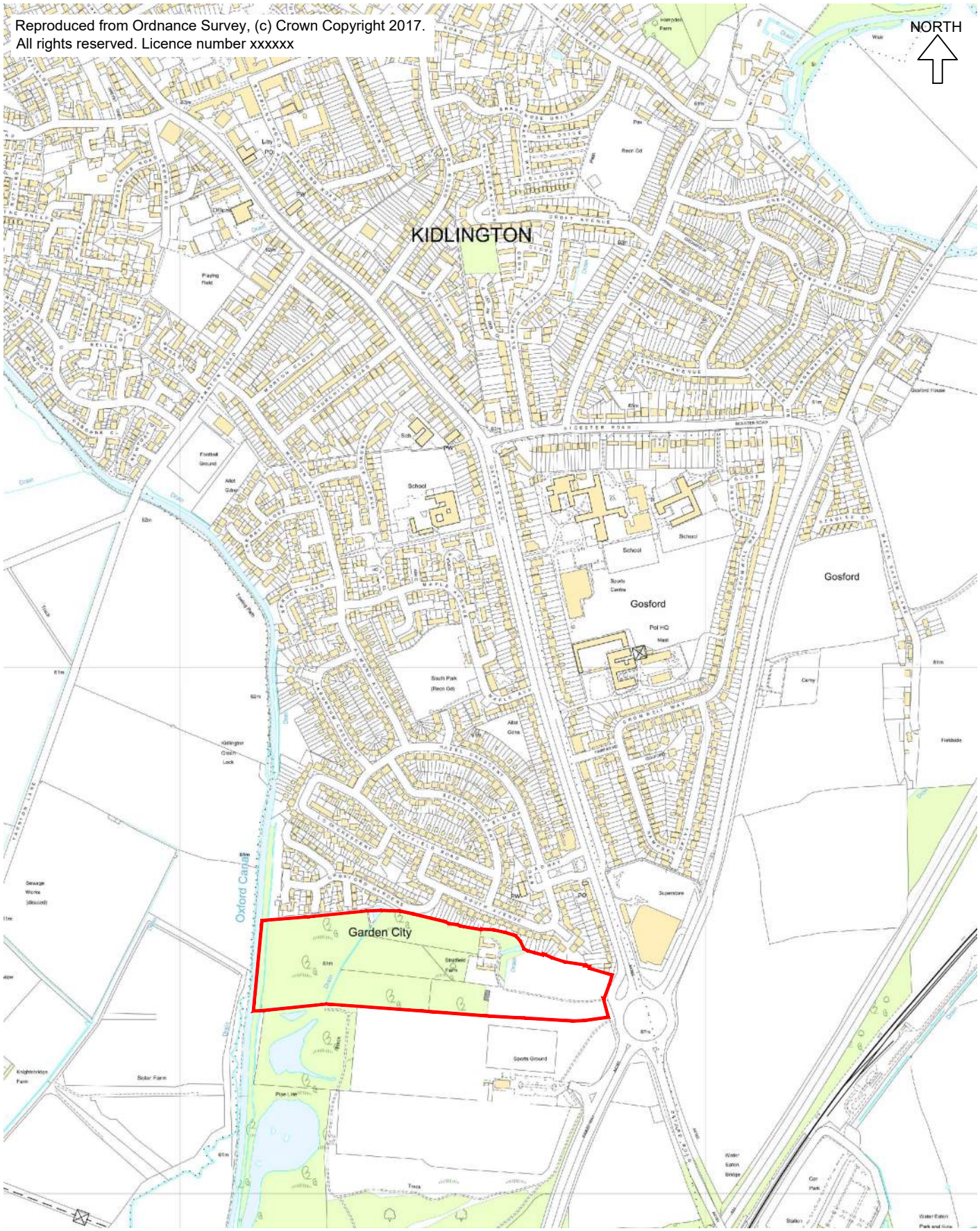
7.3.3 Parking within the development will be provided in line with Oxfordshire's current parking guidance at the time of the planning application.

7.4 Junction Analysis

7.4.1 The assessment scenarios are shown to have a minimal impact on the surrounding highway network, with all assessed junctions continuing to operate within capacity in 2027.

Appendix A

Location Plan
MAC drawing no. 122-TA01



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Client: Manor Oak Homes	Project: Land off Oxford Road, Kidlington		Date: 22/10/18
			Drw: MJA
Title: Site Location Plan			Chk: MJA
			Scale: 1:10,000
			Size: A4
Drawing No. 122-TA01	Revision -	• Transport Assessments • Flood Risk Assessments • Highway Advice • Drainage Strategies	

Appendix B

Topographical Survey
MSurv drawing no. 1215/3047/1A

Notes

Grid and levels have been aligned to O.S. National Grid OSGB36(15).

MSURV
your surveying solution

Rainsborough Barns
Charlton
Banbury, Oxon
OX17 3DT
Tel: 01295 814417
Fax: 01295 814410

client
Manor Oak Homes

project
Stratfield Farm, Kidlington
Topographical Survey

Drawn	Date	Checked	Date	Scale
JG	May 2017			1:500 @A1

drawing no.
1215/3047/1A

Appendix C

Illustrative Masterplan
RGP drawing no. 40975-012

N

SCALE 1:2,000

10 30
0m 20 50 100

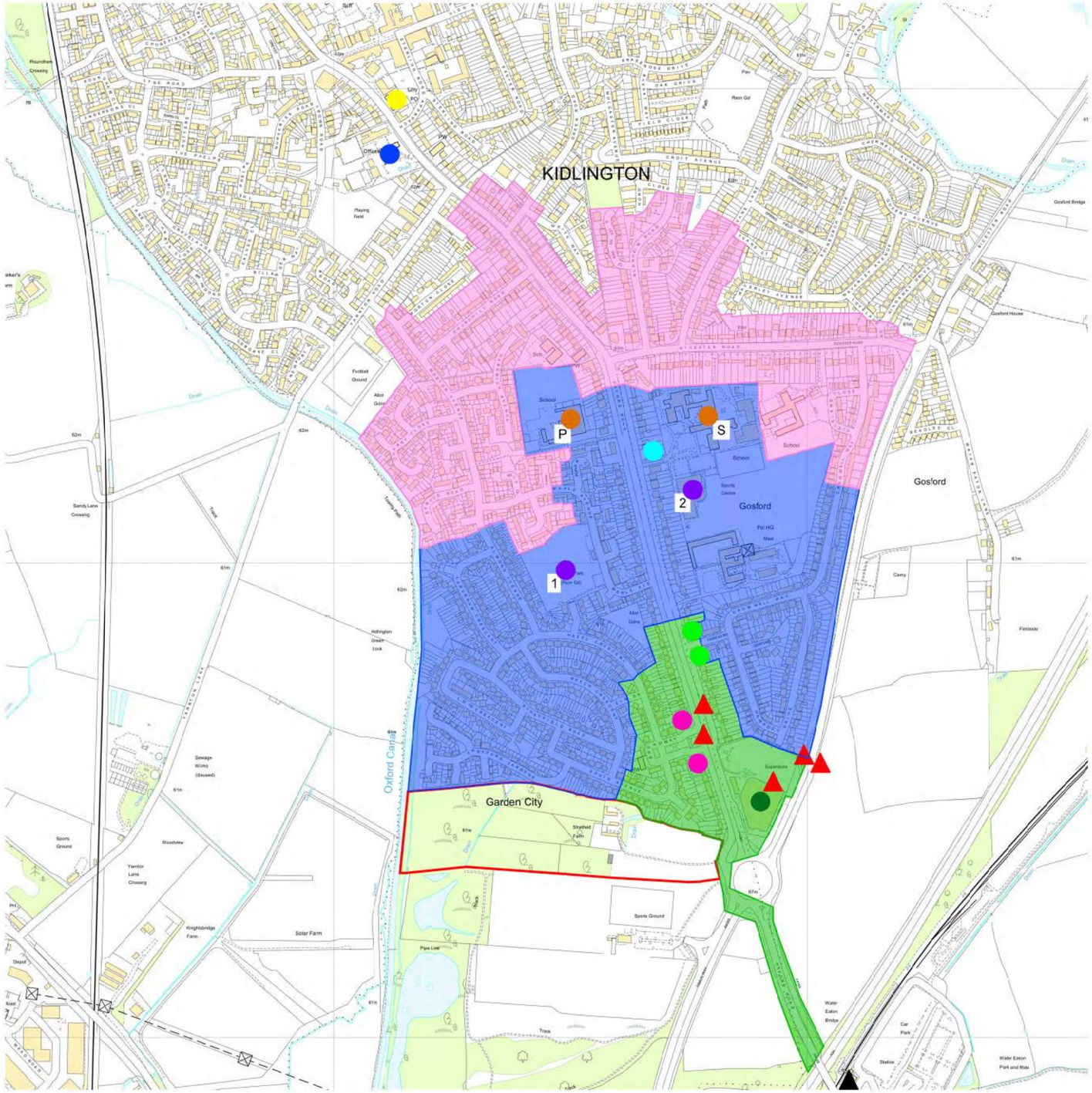
rg+p

Project:	A development at Oxford Road, Kidlington
Status:	Planning
Client:	Manor Oak Homes
Sheet title:	**Illustrative Masterplan**
Scale:	**1:2,000@A3**
Date:	February 2022
Drawn:	AIG / DNW
Checked:	DNW
Ref:	**40975/012**

London | Birmingham | Leicester
0203 327 0381 | 0121 309 0071 | 0116 204 5800
rg-p.co.uk · design@rg-p.co.uk

Appendix D

Facilities Plan and Walking Distances
MAC drawing no. 122-TA02



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
- Local Shops
- Local Shops including Post Office
- Supermarket including Pharmacy
- Schools
  Primary (P) / Secondary (S)
- Doctors Surgery
- Dentist
- Library
- Leisure Facilities 1 - Ron Groves Park
  2 - Kidlington and Gosford Sports Centre
- Bus Stops
- Railway Station - Oxford Parkway

Walking Times

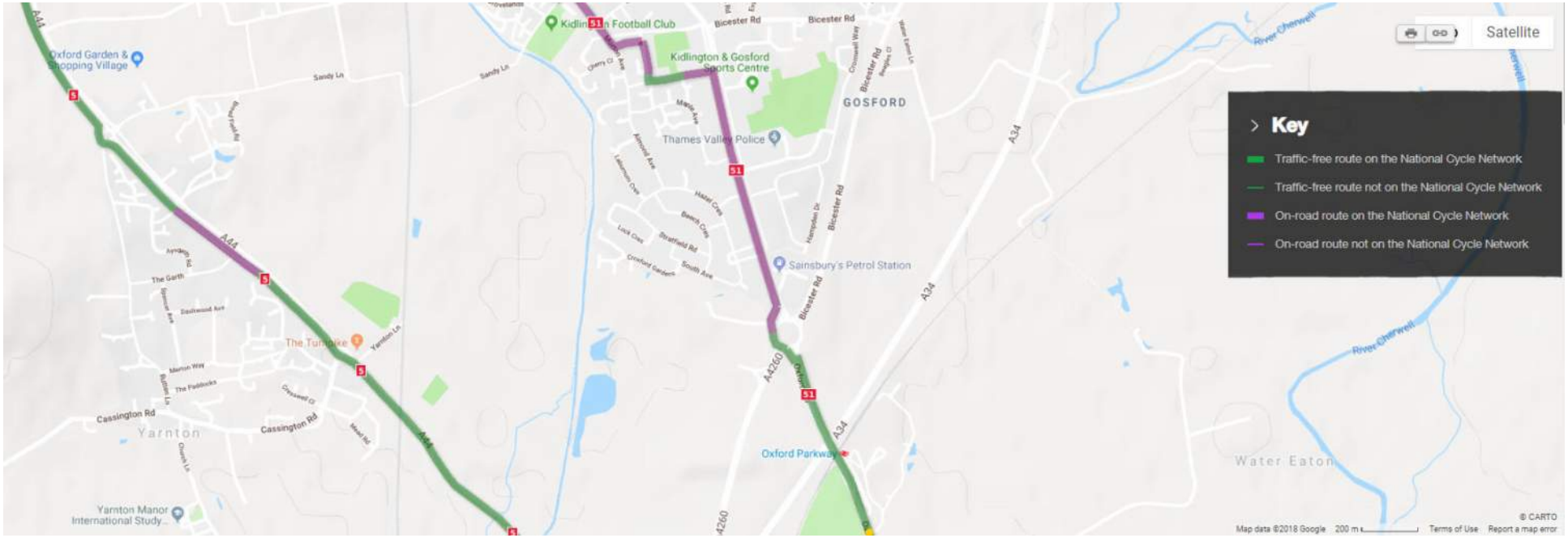
- 0-500m - 0 to 6 minutes walking time
- 500-1000m - 6 to 12 minutes walking time
- 1000-1500m - 12 to 18 minutes walking time

T: 01604 340544 Northampton Office
E: info@mac-ltd.co.uk W: mac-ltd.co.uk
Martin Andrews Consulting Ltd

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

Client: Manor Oak Homes	Project: Residential Development Oxford Road Kidlington	
Title: Facilities Plan & Walking Distances		Date: 27/11/18
		Drw: MJA
		Chk: MJA
Drawing No: 122-TA02	Revision: -	Scale: 1:10,000
		Size: A3

Appendix E
Cycle Routes


Satellite
Key
Traffic-free route on the National Cycle Network
Traffic-free route not on the National Cycle Network
On-road route on the National Cycle Network
On-road route not on the National Cycle Network
Oxford Garden & Shopping Village
Kidlington Football Club
Kidlington & Gosford Sports Centre
Bicester Rd
GOSFORD
Thames Valley Police
Sainsbury's Petrol Station
Oxford Parkway
Yarnton
Cassington Rd
The Turnpike
Yarnton Manor International Study...
Water Eaton
River Cherwell
A44
A34
A4260
51
5
© CARTO
Map data ©2018 Google
200 m
Terms of Use
Report a map error

Appendix F

Bus Timetable Information

3 Water Eaton - Middle Barton

OurBus Bartons

Mondays to Fridays
[1]

Water Eaton, Oxford Parkway Station Forecourt (Stand F)	***dep***	**10:25**	
Kidlington, opp Tesco		**10:32**	
Oxford Road inside Sainsburys, Kidlington	***dep***	**|**	**12:30**
Kidlington, opp Lovelace Drive		**|**	**12:32**
Kidlington, o/s Tesco		**|**	**12:39**
Kidlington, Homewell House (NW-bound)		**|**	**12:44**
Kidlington, adj Helwys Place		|	12:45
Shipton-on-Cherwell, Jerome Way (W-bound)		**10:38**	**12:52**
Woodstock, opp Marlborough Arms		**10:39**	**13:03**
Wootton, opp Church		**10:45**	**13:10**
Glympton, opp New Road		**|**	**13:15**
Middle Barton, Sports and Social Club (N-bound)	***arr***	**10:53**	**13:23**

[1] Only runs on Monday, Thursday
Compiled from data for the period Wed 26-Jan-2022 to Tue 01-Feb-2022. Times not in bold are estimated by using the distance between the stops.

3 Middle Barton - Water Eaton

OurBus Bartons

Mondays to Fridays
[1]

Middle Barton, Sports and Social Club (S-bound)	*dep*	**09:30**
Glympton, adj New Road		**09:36**
Wootton, o/s Church		**09:40**
Woodstock, o/s Marlborough Arms		**09:47**
Shipton-on-Cherwell, Jerome Way (W-bound)		**09:55**
Kidlington, opp Helwys Place		10:07
Kidlington, Homewell House (SE-bound)		**10:08**
Kidlington, opp Tesco		**10:14**
Kidlington, adj Lovelace Drive		**10:19**
Oxford Road inside Sainsburys, Kidlington		**10:21**
Water Eaton, Oxford Parkway Station Forecourt (Stand F)	*arr*	**10:25**

[1] Only runs on Monday, Thursday
Compiled from data for the period Wed 26-Jan-2022 to Tue 01-Feb-2022. Times not in bold are estimated by using the distance between the stops.

3 Middle Barton - Oxford Road inside Sainsburys

OurBus Bartons

Mondays to Fridays
[1]

Middle Barton, Sports and Social Club (S-bound)	***dep***	**12:00**
Kidlington, opp Tesco		**12:17**
Oxford Road inside Sainsburys, Kidlington	***arr***	**12:24**

[1] Only runs on Monday, Thursday
Compiled from data for the period Wed 26-Jan-2022 to Tue 01-Feb-2022. Times not in bold are estimated by using the distance between the stops.

9 Kidlington - Middle Barton

OurBus Bartons

Mondays to Fridays
[1]

Kidlington, opp Tesco	*dep*	**10:47**	**12:58**
Kidlington, opp Exeter Hall		**|**	**13:03**
Oxford Road inside Sainsburys, Kidlington		**|**	**13:10**
Yarnton, opp Great Close Road		**|**	**13:16**
Yarnton, opp The Paddocks		**|**	**13:18**
Yarnton, opp Aysgarth Road		**|**	**13:20**
Yarnton, o/s Garden Centre		**|**	**13:23**
Begbroke, Sandhill Road (S-bound)		**|**	**13:29**
Begbroke, Fernhill Road (W-bound)		**|**	**13:35**
Woodstock, opp Marlborough Arms		**10:59**	**13:42**
Wootton, opp Church		**11:06**	**13:49**
Glympton, opp New Road		**11:10**	**13:53**
Middle Barton, Sports and Social Club (N-bound)	*arr*	**11:16**	**14:00**

[1] Only runs on Tuesday (Tue 01-Feb-2022)
Compiled from data for the period Wed 26-Jan-2022 to Tue 01-Feb-2022. Times not in bold are estimated by using the distance between the stops.

9 Middle Barton - Kidlington

OurBus Bartons

Mondays to Fridays
[1]

Middle Barton, Sports and Social Club (S-bound)	***dep***	**10:00**	**12:40**
Glympton, adj New Road		**10:06**	**|**
Wootton, o/s Church		**10:10**	**|**
Woodstock, o/s Marlborough Arms		**10:17**	**|**
Begbroke, Sandhill Road (S-bound)		**10:22**	**|**
Begbroke, Foxglove Road (N-bound)		**10:25**	**|**
Yarnton, o/s Garden Centre		**10:29**	**|**
Yarnton, adj Aysgarth Road		**10:31**	**|**
Yarnton, adj The Paddocks		**10:33**	**|**
Yarnton, adj Great Close Road		**10:35**	**|**
Oxford Road inside Sainsburys, Kidlington		**10:41**	**|**
Kidlington, o/s Exeter Hall		**10:45**	**|**
Kidlington, o/s Tesco	***arr***	**10:47**	**12:58**

[1] Only runs on Tuesday (Tue 01-Feb-2022)
Compiled from data for the period Wed 26-Jan-2022 to Tue 01-Feb-2022. Times not in bold are estimated by using the distance between the stops.

9A Middle Barton - Middle Barton

OurBus Bartons

Mondays to Fridays
[1]

Middle Barton, Sports and Social Club (S-bound)	*dep*	**12:40**
Kidlington, opp Tesco		**12:58**
Kidlington, opp Exeter Hall		**13:03**
Oxford Road inside Sainsburys, Kidlington		**13:10**
Yarnton, opp Great Close Road		**13:16**
Yarnton, opp The Paddocks		**13:18**
Yarnton, opp Aysgarth Road		**13:20**
Begbroke, Sandhill Road (S-bound)		**13:29**
Begbroke, Foxglove Road (N-bound)		**13:35**
Middle Barton, Sports and Social Club (N-bound)	*arr*	**14:00**

[1] Only runs on Friday (Fri 28-Jan-2022)
Compiled from data for the period Wed 26-Jan-2022 to Tue 01-Feb-2022. Times not in bold are estimated by using the distance between the stops.

9A Middle Barton - Middle Barton

OurBus Bartons

Mondays to Fridays
[1]

Middle Barton, Sports and Social Club (S-bound)	*dep*	**10:30**
Begbroke, Sandhill Road (S-bound)		**10:47**
Begbroke, Foxglove Road (N-bound)		**10:50**
Yarnton, adj Aysgarth Road		**10:55**
Yarnton, adj The Paddocks		**10:56**
Yarnton, adj Great Close Road		**10:58**
Oxford Road inside Sainsburys, Kidlington		**11:05**
Kidlington, o/s Exeter Hall		**11:09**
Kidlington, o/s Tesco		**11:12**
Wootton, o/s Church		**11:35**
Middle Barton, Sports and Social Club (N-bound)	*arr*	**11:45**

[1] Only runs on Friday (Fri 28-Jan-2022)
Compiled from data for the period Wed 26-Jan-2022 to Tue 01-Feb-2022. Times not in bold are estimated by using the distance between the stops.

250 Oxford City Centre - Bicester

Hallmark Connections

Mondays to Fridays

Oxford City Centre, Magdalen Street (Stop C4)	***dep***		**06:28**		**07:40**		**09:00**		**10:05**	**11:05**	**12:05**	**13:05**	**14:05**		**15:05**		**16:13**	
Oxford, opp Keble Road			06:29		07:41		09:01		10:06	11:06	12:06	13:06	14:06		15:06		16:15	
Oxford, adj St Margarets Road east			06:32		07:44		09:04		10:09	11:09	12:09	13:09	14:09		15:09		16:19	
Oxford, adj Lathbury Road east			06:33		07:46		09:06		10:10	11:10	12:10	13:10	14:10		15:10		16:21	
Summertown, Summertown Shops (Stop A)			**06:34**		**07:47**		**09:07**		**10:11**	**11:11**	**12:11**	**13:11**	**14:11**		**15:11**		**16:23**	
Summertown, adj South Parade east			06:35		07:48		09:08		10:12	11:12	12:12	13:12	14:12		15:12		16:24	
Summertown, adj Squitchey Lane east			06:36		07:49		09:09		10:13	11:13	12:13	13:13	14:13		15:13		16:26	
Cutteslowe, opp Harefields			06:37		07:50		09:10		10:14	11:14	12:14	13:14	14:14		15:15		16:28	
Cutteslowe, adj Five Mile Drive			06:37		07:50		09:10		10:14	11:14	12:14	13:14	14:14		15:15		16:28	
Cutteslowe, o/s Jordan Hill			06:38		07:51		09:11		10:15	11:15	12:15	13:15	14:15		15:16		16:29	
Water Eaton, Oxford Parkway Railway Station (Stop E)			06:39		07:53		09:12		10:16	11:16	12:16	13:16	14:16		15:18		16:32	
Garden City, Bicester Road (N-bound)			06:41		07:55		09:14		10:18	11:18	12:18	13:18	14:18		15:20		16:35	
Gosford, o/s Kings Arms			**06:43**		**07:57**		**09:16**		**10:20**	**11:20**	**12:20**	**13:20**	**14:20**		**15:23**		**16:38**	
Hampton Poyle, Oxford Road (NW-bound)			06:46		08:00		09:19		10:23	11:23	12:23	13:23	14:23		15:26		16:41	
Hampton Poyle, opp The Bell			**06:46**		**08:00**		**09:19**		**10:23**	**11:23**	**12:23**	**13:23**	**14:23**		**15:26**		**16:41**	
Hampton Poyle, adj Hampton Gay Turn			06:48		08:03		09:22		10:26	11:26	12:26	13:26	14:26		15:29		16:45	
Bletchingdon, adj Lenthal			06:50		08:05		09:24		10:28	11:28	12:28	13:28	14:28		15:31		16:47	
Bletchingdon, o/s Blacks Head Inn	**05:55**		**06:50**		**08:05**		**09:24**		**10:28**	**11:28**	**12:28**	**13:28**	**14:28**		**15:31**		**16:47**	
Kirtlington, adj Gossway Fields	05:56		06:53		08:08		09:27		10:31	11:31	12:31	13:31	14:31		15:34		16:50	
Kirtlington, o/s The Mount	05:57		06:54		08:09		09:28		10:32	11:32	12:32	13:32	14:32		15:34		16:51	
Kirtlington, opp Oxford Arms	**05:57**		**06:54**		**08:09**		**09:28**		**10:32**	**11:32**	**12:32**	**13:32**	**14:32**		**15:35**		**16:51**	
Kirtlington, opp Kirtlington CE School	05:57		06:54		08:09		09:28		10:32	11:32	12:32	13:32	14:32		15:35		16:51	
Kirtlington, Kirtlington Park (N-bound)	05:58		06:55		08:10		09:29		10:33	11:33	12:33	13:33	14:33		15:36		16:52	
Lower Heyford, opp Caulcott Turn	06:01		06:59		08:14		09:33		10:37	11:37	12:37	13:37	14:37		15:40		16:56	
Lower Heyford, opp Kingdom Hall	**06:03**		**07:01**		**08:16**		**09:35**		**10:39**	**11:39**	**12:39**	**13:39**	**14:39**		**15:42**		**16:58**	
Upper Heyford, Camp Road West end (E-bound)	06:05		07:03		08:18		09:37		10:41	11:41	12:41	13:41	14:41		15:44		17:00	
Heyford Park, opp Dacey Drive	**06:07**	**06:30**	**07:04**	**07:30**	**08:19**	**09:08**	**09:39**	**10:08**	**10:42**	**11:42**	**12:42**	**13:42**	**14:42**	**15:15**	**15:45**	**16:15**	**17:01**	**17:31**
Heyford Park, Village Centre (E-bound)	**06:11**	**06:33**	**07:07**	**07:33**	**08:22**	**09:11**	**09:44**	**10:11**	**10:45**	**11:45**	**12:45**	**13:45**	**14:45**	**15:18**	**15:48**	**16:18**	**17:04**	**17:34**
Heyford Park, adj Free School	06:11	06:33	07:07	07:33	08:22	09:11	09:44	10:11	10:45	11:45	12:45	13:45	14:45	15:18	15:48	16:18	17:04	17:34
Heyford Park, opp Park Homes	06:12	06:34	07:08	07:34	08:23	09:12	09:45	10:12	10:46	11:46	12:46	13:46	14:46	15:19	15:49	16:19	17:05	17:35
Middleton Stoney, opp Park Close	**06:16**	**06:38**	**07:13**	**07:38**	**08:28**	**09:17**	**09:50**	**10:17**	**10:51**	**11:51**	**12:51**	**13:51**	**14:51**	**15:24**	**15:54**	**16:24**	**17:11**	**17:41**
Middleton Stoney, Bicester Road (E-bound)	06:16	06:38	07:13	07:38	08:29	09:17	09:50	10:17	10:51	11:51	12:51	13:51	14:51	15:24	15:54	16:24	17:11	17:41
Bicester, Empire Road (SE-bound)	06:21	06:43	07:19	07:43	08:35	09:22	09:55	10:22	10:56	11:56	12:56	13:56	14:56	15:29	15:59	16:29	17:17	17:47
King's End, opp Kingsmere	06:22	06:44	07:22	07:44	08:38	09:23	09:56	10:23	10:57	11:57	12:57	13:57	14:57	15:30	16:00	16:30	17:20	17:50
King's End, adj Ray Road	06:23	06:45	07:23	07:45	08:39	09:24	09:57	10:24	10:58	11:58	12:58	13:58	14:58	15:31	16:01	16:31	17:21	17:51
King's End, opp Community Hospital	06:24	06:46	07:23	07:46	08:40	09:25	09:58	10:25	10:59	11:59	12:59	13:59	14:59	15:32	16:02	16:32	17:21	17:51
King's End, Queens Avenue (NE-bound)	06:24	06:46	07:24	07:46	08:41	09:25	09:58	10:25	10:59	11:59	12:59	13:59	14:59	15:32	16:02	16:32	17:22	17:52
Bicester Town Centre, Manorsfield Road (Stand 4)	**06:25**	**06:47**	**07:25**	**07:47**	**08:42**	**09:26**	**09:59**	**10:26**	**11:00**	**12:00**	**13:00**	**14:00**	**15:00**	**15:33**	**16:03**	**16:33**	**17:23**	**17:53**
Bicester, opp Bicester Village Station	***arr***	**06:52**		**07:52**	**08:47**											**16:38**		**17:58**

Oxford City Centre, Magdalen Street (Stop C4)	*dep*	**17:25**		**18:40**	**19:55**
Oxford, opp Keble Road		17:29		18:42	19:55
Oxford, adj St Margarets Road east		17:37		18:45	19:55
Oxford, adj Lathbury Road east		17:41		18:47	19:55
Summertown, Summertown Shops (Stop A)		**17:44**		**18:48**	**19:55**
Summertown, adj South Parade east		17:44		18:48	19:55
Summertown, adj Squitchey Lane east		17:45		18:49	19:55
Cutteslowe, opp Harefields		17:45		18:49	19:55
Cutteslowe, adj Five Mile Drive		17:45		18:49	19:55
Cutteslowe, o/s Jordan Hill		17:46		18:50	19:55
Water Eaton, Oxford Parkway Railway Station (Stop E)		17:46		18:50	19:55
Garden City, Bicester Road (N-bound)		17:47		18:51	19:55
Gosford, o/s Kings Arms		**17:48**		**18:52**	**19:55**
Hampton Poyle, Oxford Road (NW-bound)		17:51		18:55	19:55
Hampton Poyle, opp The Bell		**17:51**		**18:55**	**19:55**
Hampton Poyle, adj Hampton Gay Turn		17:54		18:58	19:55
Bletchingdon, adj Lenthal		17:56		19:00	19:55
Bletchingdon, o/s Blacks Head Inn		**17:56**		**19:00**	**19:55**
Kirtlington, adj Gossway Fields		17:59		19:03	19:55
Kirtlington, o/s The Mount		18:00		19:04	19:55
Kirtlington, opp Oxford Arms		**18:01**		**19:04**	**19:55**
Kirtlington, opp Kirtlington CE School		18:01		19:04	19:55
Kirtlington, Kirtlington Park (N-bound)		18:02		19:05	19:55
Lower Heyford, opp Caulcott Turn		18:06		19:09	19:55
Lower Heyford, opp Kingdom Hall		**18:08**		**19:11**	**19:55**
Upper Heyford, Camp Road West end (E-bound)		18:10		19:13	19:55
Heyford Park, opp Dacey Drive		**18:11**	**18:41**	**19:14**	**19:55**
Heyford Park, Village Centre (E-bound)		**18:14**	**18:44**	**19:17**	**19:58**
Heyford Park, adj Free School		18:14	18:44	19:17	19:58
Heyford Park, opp Park Homes		18:15	18:44	19:18	19:58
Middleton Stoney, opp Park Close		**18:20**	**18:44**	**19:21**	**19:58**
Middleton Stoney, Bicester Road (E-bound)		18:20	18:44	19:21	19:58
Bicester, Empire Road (SE-bound)		18:26	18:44	19:26	19:58
King's End, opp Kingsmere		18:29	18:44	19:27	19:58
King's End, adj Ray Road		18:30	18:44	19:28	19:58
King's End, opp Community Hospital		18:30	18:44	19:29	19:58
King's End, Queens Avenue (NE-bound)		18:31	18:44	19:29	19:58
Bicester Town Centre, Manorsfield Road (Stand 4)		**18:32**	**18:44**	**19:30**	**19:58**
Bicester, opp Bicester Village Station	*arr*	**18:37**	**18:49**	**19:35**	**20:02**

Compiled from data for the period Wed 26-Jan-2022 to Tue 01-Feb-2022. Times not in bold are estimated by using the distance between the stops.

250 Oxford City Centre - Bicester Town Centre

Hallmark Connections

Saturdays

Oxford City Centre, Magdalen Street (Stop C4)	*dep*		**07:05**	**08:05**	**09:05**	**10:05**	**11:05**	**12:05**	**13:05**	**14:05**	**15:05**	**16:05**	**17:15**	**18:25**	**19:25**
Oxford, opp Keble Road			07:06	08:06	09:06	10:06	11:06	12:06	13:06	14:06	15:06	16:07	17:16	18:26	19:26
Oxford, adj St Margarets Road east			07:09	08:09	09:09	10:09	11:09	12:09	13:09	14:09	15:09	16:10	17:19	18:29	19:29
Oxford, adj Lathbury Road east			07:10	08:10	09:10	10:10	11:10	12:10	13:10	14:10	15:10	16:12	17:20	18:30	19:30
Summertown, Summertown Shops (Stop A)			**07:11**	**08:11**	**09:11**	**10:11**	**11:11**	**12:11**	**13:11**	**14:11**	**15:11**	**16:13**	**17:21**	**18:31**	**19:31**
Summertown, adj South Parade east			07:12	08:12	09:12	10:12	11:12	12:12	13:12	14:12	15:12	16:14	17:22	18:32	19:32
Summertown, adj Squitchey Lane east			07:13	08:13	09:13	10:13	11:13	12:13	13:13	14:13	15:13	16:15	17:23	18:33	19:33
Cutteslowe, opp Harefields			07:14	08:14	09:14	10:14	11:14	12:14	13:14	14:14	15:14	16:17	17:24	18:34	19:34
Cutteslowe, adj Five Mile Drive			07:14	08:14	09:14	10:14	11:14	12:14	13:14	14:14	15:14	16:17	17:24	18:34	19:34
Cutteslowe, o/s Jordan Hill			07:15	08:15	09:15	10:15	11:15	12:15	13:15	14:15	15:15	16:18	17:25	18:35	19:35
Water Eaton, Oxford Parkway Railway Station (Stop E)			07:16	08:16	09:16	10:16	11:16	12:16	13:16	14:16	15:16	16:20	17:26	18:36	19:36
Garden City, Bicester Road (N-bound)			07:18	08:18	09:18	10:18	11:18	12:18	13:18	14:18	15:18	16:22	17:28	18:38	19:38
Gosford, o/s Kings Arms			**07:20**	**08:20**	**09:20**	**10:20**	**11:20**	**12:20**	**13:20**	**14:20**	**15:20**	**16:25**	**17:30**	**18:40**	**19:40**
Hampton Poyle, Oxford Road (NW-bound)			07:23	08:23	09:23	10:23	11:23	12:23	13:23	14:23	15:23	16:28	17:33	18:43	19:43
Hampton Poyle, opp The Bell			**07:23**	**08:23**	**09:23**	**10:23**	**11:23**	**12:23**	**13:23**	**14:23**	**15:23**	**16:28**	**17:33**	**18:43**	**19:43**
Hampton Poyle, adj Hampton Gay Turn			07:26	08:26	09:26	10:26	11:26	12:26	13:26	14:26	15:26	16:31	17:36	18:46	19:46
Bletchingdon, adj Lenthal			07:28	08:28	09:28	10:28	11:28	12:28	13:28	14:28	15:28	16:33	17:38	18:48	19:48
Bletchingdon, o/s Blacks Head Inn		**06:35**	**07:28**	**08:28**	**09:28**	**10:28**	**11:28**	**12:28**	**13:28**	**14:28**	**15:28**	**16:33**	**17:38**	**18:48**	**19:48**
Kirtlington, adj Gossway Fields		06:35	07:31	08:31	09:31	10:31	11:31	12:31	13:31	14:31	15:31	16:36	17:41	18:51	19:51
Kirtlington, o/s The Mount		06:35	07:32	08:32	09:32	10:32	11:32	12:32	13:32	14:32	15:32	16:37	17:42	18:52	19:52
Kirtlington, opp Oxford Arms		**06:35**	**07:32**	**08:32**	**09:32**	**10:32**	**11:32**	**12:32**	**13:32**	**14:32**	**15:32**	**16:38**	**17:42**	**18:52**	**19:52**
Kirtlington, opp Kirtlington CE School		06:35	07:32	08:32	09:32	10:32	11:32	12:32	13:32	14:32	15:32	16:38	17:42	18:52	19:52
Kirtlington, Kirtlington Park (N-bound)		06:35	07:33	08:33	09:33	10:33	11:33	12:33	13:33	14:33	15:33	16:39	17:43	18:53	19:53
Lower Heyford, opp Caulcott Turn		06:35	07:37	08:37	09:37	10:37	11:37	12:37	13:37	14:37	15:37	16:43	17:47	18:57	19:57
Lower Heyford, opp Kingdom Hall		**06:35**	**07:39**	**08:39**	**09:39**	**10:39**	**11:39**	**12:39**	**13:39**	**14:39**	**15:39**	**16:45**	**17:49**	**18:59**	**19:59**
Upper Heyford, Camp Road West end (E-bound)		06:35	07:40	08:40	09:40	10:40	11:40	12:40	13:40	14:40	15:40	16:46	17:50	19:00	20:00
Heyford Park, opp Dacey Drive		**06:35**	**07:41**	**08:41**	**09:41**	**10:41**	**11:41**	**12:41**	**13:41**	**14:41**	**15:41**	**16:47**	**17:51**	**19:01**	**20:01**
Heyford Park, Village Centre (E-bound)		**06:36**	**07:44**	**08:44**	**09:44**	**10:44**	**11:44**	**12:44**	**13:44**	**14:44**	**15:44**	**16:50**	**17:54**	**19:04**	**20:04**
Heyford Park, adj Free School		06:36	07:44	08:44	09:44	10:44	11:44	12:44	13:44	14:44	15:44	16:50	17:54	19:04	20:04
Heyford Park, opp Park Homes		06:36	07:45	08:45	09:45	10:45	11:45	12:45	13:45	14:45	15:45	16:51	17:55	19:05	20:05
Middleton Stoney, opp Park Close		**06:36**	**07:50**	**08:50**	**09:50**	**10:50**	**11:50**	**12:50**	**13:50**	**14:50**	**15:50**	**16:56**	**18:00**	**19:10**	**20:10**
Middleton Stoney, Bicester Road (E-bound)		06:36	07:50	08:50	09:50	10:50	11:50	12:50	13:50	14:50	15:50	16:56	18:00	19:10	20:10
Bicester, Empire Road (SE-bound)		06:36	07:55	08:55	09:55	10:55	11:55	12:55	13:55	14:55	15:55	17:02	18:05	19:15	20:15
King's End, opp Kingsmere		06:36	07:56	08:56	09:56	10:56	11:56	12:56	13:56	14:56	15:56	17:05	18:06	19:16	20:16
King's End, adj Ray Road		06:36	07:57	08:57	09:57	10:57	11:57	12:57	13:57	14:57	15:57	17:06	18:07	19:17	20:17
King's End, opp Community Hospital		06:36	07:58	08:58	09:58	10:58	11:58	12:58	13:58	14:58	15:58	17:06	18:08	19:18	20:18
King's End, Queens Avenue (NE-bound)		06:36	07:58	08:58	09:58	10:58	11:58	12:58	13:58	14:58	15:58	17:07	18:08	19:18	20:18
Bicester Town Centre, Manorsfield Road (Stand 4)	*arr*	**06:36**	**07:59**	**08:59**	**09:59**	**10:59**	**11:59**	**12:59**	**13:59**	**14:59**	**15:59**	**17:08**	**18:09**	**19:19**	**20:19**

Compiled from data for the period Wed 26-Jan-2022 to Tue 01-Feb-2022. Times not in bold are estimated by using the distance between the stops.

250 Heyford Park - Bicester

Hallmark Connections

Sundays

Heyford Park, opp Dacey Drive	*dep*	**08:27**	**09:27**	**10:27**	**11:27**	**12:27**	**13:27**	**14:27**	**15:27**	**16:27**	**17:27**
Heyford Park, Village Centre (E-bound)		**08:30**	**09:30**	**10:30**	**11:30**	**12:30**	**13:30**	**14:30**	**15:30**	**16:30**	**17:30**
Heyford Park, adj Free School		08:30	09:30	10:30	11:30	12:30	13:30	14:30	15:30	16:30	17:30
Heyford Park, opp Park Homes		08:31	09:31	10:31	11:31	12:31	13:31	14:31	15:31	16:31	17:31
Middleton Stoney, opp Park Close		**08:36**	**09:36**	**10:36**	**11:36**	**12:36**	**13:36**	**14:36**	**15:36**	**16:36**	**17:36**
Middleton Stoney, Bicester Road (E-bound)		08:36	09:36	10:36	11:36	12:36	13:36	14:36	15:36	16:36	17:36
Bicester, Empire Road (SE-bound)		08:41	09:41	10:41	11:41	12:41	13:41	14:41	15:41	16:41	17:41
King's End, opp Kingsmere		08:42	09:42	10:42	11:42	12:42	13:42	14:42	15:42	16:42	17:42
King's End, adj Ray Road		08:43	09:43	10:43	11:43	12:43	13:43	14:43	15:43	16:43	17:43
King's End, opp Community Hospital		08:44	09:44	10:44	11:44	12:44	13:44	14:44	15:44	16:44	17:44
King's End, Queens Avenue (NE-bound)		08:44	09:44	10:44	11:44	12:44	13:44	14:44	15:44	16:44	17:44
Bicester Town Centre, Manorsfield Road (Stand 4)		**08:45**	**09:45**	**10:45**	**11:45**	**12:45**	**13:45**	**14:45**	**15:45**	**16:45**	**17:45**
Bicester, opp Bicester Village Station	*arr*	**08:50**	**09:50**	**10:50**	**11:50**	**12:50**	**13:50**	**14:50**	**15:50**	**16:50**	**17:50**

Compiled from data for the period Wed 26-Jan-2022 to Tue 01-Feb-2022. Times not in bold are estimated by using the distance between the stops.

250 Bicester - Oxford City Centre

Hallmark Connections

Mondays to Fridays

Bicester, adj Bicester Village Station	*dep*			**06:55**		**08:10**	**08:50**									**16:10**	**16:48**		**18:15**
Bicester Town Centre, Manorsfield Road (Stand 4)			**06:25**	**07:00**	**07:30**	**08:15**	**08:55**	**09:32**	**10:02**	**11:02**	**12:02**	**13:02**	**14:02**	**15:05**	**15:45**	**16:15**	**16:53**	**17:33**	**18:20**
King's End, Queens Avenue (SW-bound)			06:26	07:01	07:31	08:16	08:56	09:33	10:03	11:03	12:03	13:03	14:03	15:06	15:46	16:16	16:54	17:34	18:21
King's End, o/s Community Hospital			06:26	07:02	07:32	08:16	08:56	09:33	10:03	11:03	12:03	13:03	14:03	15:07	15:47	16:16	16:55	17:35	18:21
King's End, opp Ray Road			06:26	07:02	07:32	08:17	08:57	09:34	10:04	11:04	12:04	13:04	14:04	15:07	15:47	16:17	16:55	17:35	18:21
King's End, adj Kingsmere			06:27	07:03	07:33	08:18	08:58	09:35	10:05	11:05	12:05	13:05	14:05	15:08	15:48	16:18	16:56	17:36	18:22
Bicester, Ludlow Road (NW-bound)			06:28	07:04	07:34	08:18	08:58	09:35	10:05	11:05	12:05	13:05	14:05	15:09	15:49	16:18	16:57	17:37	18:23
Bicester, Empire Road (NW-bound)			06:29	07:05	07:35	08:19	08:59	09:36	10:06	11:06	12:06	13:06	14:06	15:10	15:50	16:19	16:58	17:38	18:24
Middleton Stoney, Bicester Road (W-bound)			06:33	07:10	07:40	08:24	09:04	09:41	10:11	11:11	12:11	13:11	14:11	15:15	15:55	16:24	17:03	17:43	18:28
Middleton Stoney, adj Park Close		**05:35**	**06:33**	**07:10**	**07:40**	**08:24**	**09:04**	**09:41**	**10:11**	**11:11**	**12:11**	**13:11**	**14:11**	**15:15**	**15:55**	**16:24**	**17:03**	**17:43**	**18:28**
Heyford Park, adj Park Homes		05:40	06:40	07:18	07:48	08:32	09:10	09:46	10:16	11:16	12:16	13:16	14:16	15:20	16:01	16:30	17:08	17:48	18:34
Heyford Park, opp Free School		05:41	06:40	07:18	07:48	08:32	09:10	09:47	10:17	11:17	12:17	13:17	14:17	15:21	16:01	16:30	17:09	17:49	18:34
Heyford Park, Village Centre (W-bound)		**05:41**	**06:41**	**07:19**	**07:49**	**08:33**	**09:11**	**09:47**	**10:17**	**11:17**	**12:17**	**13:17**	**14:17**	**15:21**	**16:02**	**16:31**	**17:09**	**17:49**	**18:35**
Heyford Park, adj Dacey Drive		**05:44**	**06:44**	**07:22**	**07:52**	**08:36**	**09:14**	**09:50**	**10:20**	**11:20**	**12:20**	**13:20**	**14:20**	**15:24**	**16:05**	**16:34**	**17:12**	**17:52**	**18:38**
Upper Heyford, Camp Road West end (W-bound)		05:45	06:45		07:53		09:15		10:21	11:21	12:21	13:21	14:21	15:25		16:35		17:53	
Lower Heyford, o/s Kingdom Hall		**05:47**	**06:47**		**07:55**		**09:17**		**10:23**	**11:23**	**12:23**	**13:23**	**14:23**	**15:27**		**16:37**		**17:55**	
Lower Heyford, Portway Crossroads (E-bound)		05:48	06:48		07:56		09:18		10:24	11:24	12:24	13:24	14:24	15:28		16:38		17:56	
Lower Heyford, adj Caulcott Turn		05:49	06:49		07:57		09:19		10:25	11:25	12:25	13:25	14:25	15:29		16:39		17:57	
Kirtlington, Kirtlington Park (S-bound)		05:54	06:54		08:02		09:23		10:29	11:29	12:29	13:29	14:29	15:34		16:43		18:02	
Kirtlington, o/s Kirtlington CE School		05:55	06:55		08:03		09:24		10:30	11:30	12:30	13:30	14:30	15:35		16:44		18:03	
Kirtlington, o/s Oxford Arms		**05:55**	**06:55**		**08:03**		**09:24**		**10:30**	**11:30**	**12:30**	**13:30**	**14:30**	**15:35**		**16:44**		**18:03**	
Kirtlington, opp The Mount		05:56	06:56		08:04		09:25		10:31	11:31	12:31	13:31	14:31	15:36		16:45		18:04	
Kirtlington, opp Gossway Fields		05:56	06:57		08:05		09:26		10:31	11:31	12:31	13:31	14:31	15:36		16:46		18:04	
Bletchingdon, opp Blacks Head Inn		**05:59**	**07:01**		**08:08**		**09:29**		**10:34**	**11:34**	**12:34**	**13:34**	**14:34**	**15:39**		**16:49**		**18:07**	
Bletchingdon, opp Lenthal		05:59	07:01		08:08		09:29		10:34	11:34	12:34	13:34	14:34	15:39		16:49		18:07	
Hampton Poyle, opp Hampton Gay Turn		06:01	07:03		08:10		09:31		10:36	11:36	12:36	13:36	14:36	15:41		16:51		18:09	
Hampton Poyle, o/s The Bell		**06:03**	**07:05**		**08:13**		**09:33**		**10:38**	**11:38**	**12:38**	**13:38**	**14:38**	**15:43**		**16:53**		**18:11**	
Hampton Poyle, Oxford Road (SE-bound)		06:03	07:05		08:14		09:34		10:38	11:38	12:38	13:38	14:38	15:43		16:54		18:11	
Gosford, opp Kings Arms		**06:07**	**07:09**		**08:18**		**09:38**		**10:41**	**11:41**	**12:41**	**13:41**	**14:41**	**15:47**		**16:58**		**18:15**	
Garden City, Bicester Road (S-bound)		06:09	07:12		08:21		09:41		10:43	11:43	12:43	13:43	14:43	15:50		17:01		18:18	
Water Eaton, Oxford Parkway Railway Station (Stop D)		06:11	07:14		08:24		09:42		10:45	11:45	12:45	13:45	14:45	15:51		17:02		18:19	
Cutteslowe, opp Jordan Hill		06:12	07:16		08:26		09:45		10:47	11:47	12:47	13:47	14:47	15:54		17:05		18:22	
Cutteslowe, opp Five Mile Drive		06:13	07:17		08:27		09:45		10:48	11:48	12:48	13:48	14:48	15:54		17:05		18:22	
Cutteslowe, adj Harefields		06:13	07:17		08:28		09:46		10:48	11:48	12:48	13:48	14:48	15:55		17:06		18:23	
Summertown, opp Squitchey Lane east		06:15	07:19		08:30		09:48		10:50	11:50	12:50	13:50	14:50	15:57		17:08		18:25	
Summertown, Summertown Shops (Stop C)		**06:16**	**07:21**		**08:32**		**09:49**		**10:51**	**11:51**	**12:51**	**13:51**	**14:51**	**15:58**		**17:09**		**18:26**	
Summertown, opp Thorncliffe Road		06:17	07:22		08:33		09:50		10:52	11:52	12:52	13:52	14:52	15:59		17:10		18:27	
Oxford, opp Lathbury Road east		06:18	07:24		08:35		09:51		10:53	11:53	12:53	13:53	14:53	16:00		17:11		18:28	
Oxford, opp St Margarets Road east		06:19	07:27		08:38		09:53		10:55	11:55	12:55	13:55	14:55	16:02		17:13		18:30	
Oxford, adj Keble Road		06:22	07:32		08:43		09:58		10:59	11:59	12:59	13:59	14:59	16:07		17:18		18:35	
Oxford City Centre, Magdalen Street East (Stop C6)	*arr*	**06:24**	**07:35**		**08:46**		**10:00**		**11:01**	**12:01**	**13:01**	**14:01**	**15:01**	**16:09**		**17:20**		**18:37**	

Bicester, adj Bicester Village Station	*dep*	**18:50**	**19:15**	**19:50**
Bicester Town Centre, Manorsfield Road (Stand 4)		**18:55**	**19:20**	**19:55**
King's End, Queens Avenue (SW-bound)		18:56	19:21	19:56
King's End, o/s Community Hospital		18:56	19:22	19:56
King's End, opp Ray Road		18:56	19:22	19:56
King's End, adj Kingsmere		18:57	19:23	19:57
Bicester, Ludlow Road (NW-bound)		18:58	19:24	19:58
Bicester, Empire Road (NW-bound)		18:59	19:25	19:59
Middleton Stoney, Bicester Road (W-bound)		19:03	19:30	20:03
Middleton Stoney, adj Park Close		**19:03**	**19:30**	**20:03**
Heyford Park, adj Park Homes		19:08	19:35	20:08
Heyford Park, opp Free School		19:08	19:36	20:08
Heyford Park, Village Centre (W-bound)		**19:09**	**19:36**	**20:09**
Heyford Park, adj Dacey Drive		**19:12**	**19:39**	**20:12**
Upper Heyford, Camp Road West end (W-bound)		19:13		20:13
Lower Heyford, o/s Kingdom Hall		**19:15**		**20:15**
Lower Heyford, Portway Crossroads (E-bound)		19:16		20:16
Lower Heyford, adj Caulcott Turn		19:17		20:17
Kirtlington, Kirtlington Park (S-bound)		19:21		20:21
Kirtlington, o/s Kirtlington CE School		19:22		20:22
Kirtlington, o/s Oxford Arms		**19:22**		**20:22**
Kirtlington, opp The Mount		19:23		20:23
Kirtlington, opp Gossway Fields		19:23		20:23
Bletchingdon, opp Blacks Head Inn		**19:26**		**20:26**
Bletchingdon, opp Lenthall		19:26		
Hampton Poyle, opp Hampton Gay Turn		19:28		
Hampton Poyle, o/s The Bell		**19:30**		
Hampton Poyle, Oxford Road (SE-bound)		19:30		
Gosford, opp Kings Arms		**19:34**		
Garden City, Bicester Road (S-bound)		19:36		
Water Eaton, Oxford Parkway Railway Station (Stop D)		19:38		
Cutteslowe, opp Jordan Hill		19:39		
Cutteslowe, opp Five Mile Drive		19:40		
Cutteslowe, adj Harefields		19:40		
Summertown, opp Squitchey Lane east		19:42		
Summertown, Summertown Shops (Stop C)		**19:43**		
Summertown, opp Thorncliffe Road		19:44		
Oxford, opp Lathbury Road east		19:45		
Oxford, opp St Margarets Road east		19:46		
Oxford, adj Keble Road		19:49		
Oxford City Centre, Magdalen Street East (Stop C6)	*arr*	**19:51**		

Compiled from data for the period Wed 26-Jan-2022 to Tue 01-Feb-2022. Times not in bold are estimated by using the distance between the stops.

250 Bicester Town Centre - Oxford City Centre

Hallmark Connections

Saturdays

Bicester Town Centre, Manorsfield Road (Stand 4)	*dep*	**07:07**	**08:02**	**09:02**	**10:02**	**11:02**	**12:02**	**13:02**	**14:02**	**15:02**	**16:05**	**17:16**	**18:24**	**19:24**
King's End, Queens Avenue (SW-bound)		07:08	08:03	09:03	10:03	11:03	12:03	13:03	14:03	15:03	16:06	17:17	18:25	19:25
King's End, o/s Community Hospital		07:08	08:03	09:03	10:03	11:03	12:03	13:03	14:03	15:03	16:06	17:17	18:25	19:25
King's End, opp Ray Road		07:08	08:04	09:04	10:04	11:04	12:04	13:04	14:04	15:04	16:07	17:18	18:26	19:25
King's End, adj Kingsmere		07:09	08:05	09:05	10:05	11:05	12:05	13:05	14:05	15:05	16:08	17:19	18:27	19:26
Bicester, Ludlow Road (NW-bound)		07:10	08:05	09:05	10:05	11:05	12:05	13:05	14:05	15:05	16:08	17:19	18:27	19:27
Bicester, Empire Road (NW-bound)		07:11	08:06	09:06	10:06	11:06	12:06	13:06	14:06	15:06	16:09	17:20	18:28	19:28
Middleton Stoney, Bicester Road (W-bound)		07:15	08:11	09:11	10:11	11:11	12:11	13:11	14:11	15:11	16:14	17:25	18:33	19:32
Middleton Stoney, adj Park Close		**07:15**	**08:11**	**09:11**	**10:11**	**11:11**	**12:11**	**13:11**	**14:11**	**15:11**	**16:14**	**17:25**	**18:33**	**19:32**
Heyford Park, adj Park Homes		07:20	08:16	09:16	10:16	11:16	12:16	13:16	14:16	15:16	16:19	17:30	18:38	19:36
Heyford Park, opp Free School		07:21	08:16	09:17	10:17	11:17	12:17	13:17	14:17	15:17	16:20	17:31	18:39	19:37
Heyford Park, Village Centre (W-bound)		**07:21**	**08:17**	**09:17**	**10:17**	**11:17**	**12:17**	**13:17**	**14:17**	**15:17**	**16:20**	**17:31**	**18:39**	**19:37**
Heyford Park, adj Dacey Drive		**07:22**	**08:19**	**09:19**	**10:19**	**11:19**	**12:19**	**13:19**	**14:19**	**15:19**	**16:22**	**17:33**	**18:41**	**19:39**
Upper Heyford, Camp Road West end (W-bound)		07:23	08:20	09:20	10:20	11:20	12:20	13:20	14:20	15:20	16:23	17:34	18:42	19:40
Lower Heyford, o/s Kingdom Hall		**07:25**	**08:22**	**09:22**	**10:22**	**11:22**	**12:22**	**13:22**	**14:22**	**15:22**	**16:25**	**17:36**	**18:44**	**19:42**
Lower Heyford, Portway Crossroads (E-bound)		07:26	08:23	09:23	10:23	11:23	12:23	13:23	14:23	15:23	16:26	17:37	18:45	19:43
Lower Heyford, adj Caulcott Turn		07:27	08:24	09:24	10:24	11:24	12:24	13:24	14:24	15:24	16:27	17:38	18:46	19:44
Kirtlington, Kirtlington Park (S-bound)		07:31	08:28	09:28	10:28	11:28	12:28	13:28	14:28	15:28	16:31	17:42	18:50	19:48
Kirtlington, o/s Kirtlington CE School		07:32	08:29	09:29	10:29	11:29	12:29	13:29	14:29	15:29	16:32	17:43	18:51	19:49
Kirtlington, o/s Oxford Arms		**07:32**	**08:29**	**09:29**	**10:29**	**11:29**	**12:29**	**13:29**	**14:29**	**15:29**	**16:32**	**17:43**	**18:51**	**19:49**
Kirtlington, opp The Mount		07:33	08:30	09:30	10:30	11:30	12:30	13:30	14:30	15:30	16:33	17:44	18:52	19:50
Kirtlington, opp Gossway Fields		07:33	08:30	09:30	10:30	11:30	12:30	13:30	14:30	15:30	16:33	17:44	18:52	|
Bletchingdon, opp Blacks Head Inn		**07:36**	**08:33**	**09:33**	**10:33**	**11:33**	**12:33**	**13:33**	**14:33**	**15:33**	**16:36**	**17:47**	**18:55**	**19:53**
Bletchingdon, opp Lenthall		07:36	08:33	09:33	10:33	11:33	12:33	13:33	14:33	15:33	16:36	17:47	18:55	
Hampton Poyle, opp Hampton Gay Turn		07:38	08:35	09:35	10:35	11:35	12:35	13:35	14:35	15:35	16:38	17:49	18:57	
Hampton Poyle, o/s The Bell		**07:40**	**08:37**	**09:37**	**10:37**	**11:37**	**12:37**	**13:37**	**14:37**	**15:37**	**16:40**	**17:51**	**18:59**	
Hampton Poyle, Oxford Road (SE-bound)		07:40	08:37	09:37	10:37	11:37	12:37	13:37	14:37	15:37	16:40	17:51	18:59	
Gosford, opp Kings Arms		**07:43**	**08:40**	**09:40**	**10:40**	**11:40**	**12:40**	**13:40**	**14:40**	**15:40**	**16:43**	**17:54**	**19:02**	
Garden City, Bicester Road (S-bound)		07:45	08:42	09:42	10:42	11:42	12:42	13:42	14:42	15:42	16:45	17:56	19:04	
Water Eaton, Oxford Parkway Railway Station (Stop D)		07:47	08:44	09:44	10:44	11:44	12:44	13:44	14:44	15:44	16:47	17:58	19:06	
Cutteslowe, opp Jordan Hill		07:48	08:46	09:46	10:46	11:46	12:46	13:46	14:46	15:46	16:49	18:00	19:08	
Cutteslowe, opp Five Mile Drive		07:49	08:47	09:47	10:47	11:47	12:47	13:47	14:47	15:47	16:50	18:01	19:09	
Cutteslowe, adj Harefields		07:49	08:47	09:47	10:47	11:47	12:47	13:47	14:47	15:47	16:50	18:01	19:09	
Summertown, opp Squitchey Lane east		07:51	08:49	09:49	10:49	11:49	12:49	13:49	14:49	15:49	16:52	18:03	19:11	
Summertown, Summertown Shops (Stop C)		**07:52**	**08:50**	**09:50**	**10:50**	**11:50**	**12:50**	**13:50**	**14:50**	**15:50**	**16:53**	**18:04**	**19:12**	
Summertown, opp Thorncliffe Road		07:53	08:51	09:51	10:51	11:51	12:51	13:51	14:51	15:51	16:54	18:05	19:13	
Oxford, opp Lathbury Road east		07:54	08:52	09:52	10:52	11:52	12:52	13:52	14:52	15:52	16:55	18:06	19:14	
Oxford, opp St Margarets Road east		07:55	08:54	09:54	10:54	11:54	12:54	13:54	14:54	15:54	16:57	18:08	19:16	
Oxford, adj Keble Road		07:58	08:58	09:58	10:58	11:58	12:58	13:58	14:58	15:58	17:01	18:12	19:20	
Oxford City Centre, Magdalen Street East (Stop C6)	*arr*	**08:00**	**09:00**	**10:00**	**11:00**	**12:00**	**13:00**	**14:00**	**15:00**	**16:00**	**17:03**	**18:14**	**19:22**	

Compiled from data for the period Wed 26-Jan-2022 to Tue 01-Feb-2022. Times not in bold are estimated by using the distance between the stops.

250 Bicester - Heyford Park

Hallmark Connections

Sundays

Bicester, adj Bicester Village Station	***dep***	**08:55**	**09:55**	**10:55**	**11:55**	**12:55**	**13:55**	**14:55**	**15:55**	**16:55**	**17:55**
Bicester Town Centre, Manorsfield Road (Stand 4)		**09:00**	**10:00**	**11:00**	**12:00**	**13:00**	**14:00**	**15:00**	**16:00**	**17:00**	**18:00**
King's End, Queens Avenue (SW-bound)		09:01	10:01	11:01	12:01	13:01	14:01	15:01	16:01	17:01	18:01
King's End, o/s Community Hospital		09:01	10:01	11:01	12:01	13:01	14:01	15:01	16:01	17:01	18:01
King's End, opp Ray Road		09:01	10:01	11:01	12:01	13:01	14:01	15:01	16:01	17:01	18:01
King's End, adj Kingsmere		09:02	10:02	11:02	12:02	13:02	14:02	15:02	16:02	17:02	18:02
Bicester, Ludlow Road (NW-bound)		09:03	10:03	11:03	12:03	13:03	14:03	15:03	16:03	17:03	18:03
Bicester, Empire Road (NW-bound)		09:04	10:04	11:04	12:04	13:04	14:04	15:04	16:04	17:04	18:04
Middleton Stoney, Bicester Road (W-bound)		09:08	10:08	11:08	12:08	13:08	14:08	15:08	16:08	17:08	18:08
Middleton Stoney, adj Park Close		**09:08**	**10:08**	**11:08**	**12:08**	**13:08**	**14:08**	**15:08**	**16:08**	**17:08**	**18:08**
Heyford Park, adj Park Homes		09:14	10:14	11:14	12:14	13:14	14:14	15:14	16:14	17:14	18:14
Heyford Park, opp Free School		09:14	10:14	11:14	12:14	13:14	14:14	15:14	16:14	17:14	18:14
Heyford Park, Village Centre (W-bound)		**09:15**	**10:15**	**11:15**	**12:15**	**13:15**	**14:15**	**15:15**	**16:15**	**17:15**	**18:15**
Heyford Park, adj Dacey Drive	***arr***	**09:18**	**10:18**	**11:18**	**12:18**	**13:18**	**14:18**	**15:18**	**16:18**	**17:18**	**18:18**

Compiled from data for the period Wed 26-Jan-2022 to Tue 01-Feb-2022. Times not in bold are estimated by using the distance between the stops.

Contactless payment available on board

Service H4: Banbury - Adderbury - Deddington - Kidlington - JR Hospital

MONDAYS TO FRIDAYS Except public holidays Effective from Sunday 07 March 2021

	H4	H4
Banbury Bus Station, bay 6	0720	1520
Horton Hospital	0726	1529
Twyford, Twyford Gardens	0733	1536
Adderbury, The Green	0735	1538
Deddington, Market Place	0740	1543
Shipton on Cherwell turn	0756	1559
Kidlington, Black Horse	0802	1604
Summertown, Shops	0817	1614
JR Hospital, stop J3	0837	1627

Service H4: JR Hospital - Kidlington - Deddington - Adderbury - Banbury

MONDAYS TO FRIDAYS Except public holidays Effective from Sunday 07 March 2021

	H4	H4
JR Hospital, stop J3	0845	1640
Summertown, Shops	0858	1653
Kidlington, Black Horse	0910	1706
Shipton on Cherwell turn	0914	1710
Deddington, Market Place	0931	1727
Adderbury, The Green	0936	1732
Twyford, Twyford Gardens	0939	1735
Horton Hospital	0947	1743
Banbury, Bus Station	0956	1752

Sorry, no Saturday or Sunday service

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Contactless payment available on board

Service S4: Banbury - Adderbury - Deddington - Steeple Aston - Tackley - Kidlington - Oxford

MONDAYS TO FRIDAYS Except public holidays — Effective from Sunday 07 March 2021

				H4						H4						
Banbury Bus Station, bay 6	0555	0630	0710	0720	0845		**45**		1445	1520	1545	1645	1745	1900	2015	2145
Horton Hospital	0559	0635	0718	0726	0853		**53**		1453	1529	1554	1654	1754	1906	2021	2151
Twyford, Twyford Gardens	0605	0641	0725	0733	0900		**00**		1500	1536	1601	1701	1801	1913	2028	2158
Adderbury Old Post Office	0608	0644	0728	0735	0903	then	**03**		1503	1538	1604	1704	1804	1916	2031	2201
Deddington, Market Place	0615	0652	0736	0740	0911	hourly	**11**	until	1511	1543	1612	1712	1812	1924	2039	2209
Steeple Aston, Post Office	0624	0702	0746	-	0920	at	**20**		1520	-	1621	1721	1821	1932	2047	2217
Tackley, The Green	0634	0713	0757	-	0930		**30**		1530	-	1631	1731	1831	1942	2057	2227
Shipton on Cherwell turn	0639	0719	0803	0756	0935		**35**		1535	1559	1636	1736	1836	1947	2102	2232
Kidlington, Black Horse	0644	0725	0809	0802	0940		**40**		1540	1604	1641	1741	1841	1951	2106	2236
Summertown, Shops	0654	0740	0824	0817	0952		**52**		1552	1614	1651	1751	1851	2001	2116	2246
Oxford, Magdalen St stop C6	0702	0800	0844	-	1003		**03**		1603	-	1702	1802	1902	2010	2125	2255
JR Hospital, stop J3				0837						1627						

Service H4 serves Adderbury, The Green (not the Old Post Office)

SATURDAYS

Banbury, Bus Station bay 6	0635	0735	0845		**45**		1745	1900	2015	2145
Horton Hospital	0639	0739	0852		**52**		1752	1906	2021	2151
Twyford, Twyford Gardens	0645	0745	0859		**59**		1759	1913	2028	2158
Adderbury, Old Post Office	0648	0748	0902	then	**02**		1802	1916	2031	2201
Deddington, Market Place	0655	0755	0910	hourly	**10**	until	1810	1924	2039	2209
Steeple Aston, Post Office	0704	0804	0919	at	**19**		1819	1932	2047	2217
Tackley, The Green	0714	0814	0929		**29**		1829	1942	2057	2227
Shipton on Cherwell turn	0719	0819	0934		**34**		1834	1947	2102	2232
Kidlington, Black Horse	0724	0824	0939		**39**		1839	1951	2106	2236
Summertown, Shops	0735	0835	0951		**51**		1851	2001	2116	2246
Oxford, Magdalen St stop C6	0746	0846	1002		**02**		1902	2010	2125	2255

On Deddington Farmers Market days buses listed to leave Deddington Market Place before 1410 will leave from the New St/Hudson St junction instead

SUNDAYS & most public holidays

Banbury, Bus Station bay 6	0830	1000	1130	1300	1430	1600	1730
Horton Hospital	0836	1006	1136	1306	1436	1606	1736
Twyford, Twyford Gardens	0842	1012	1142	1312	1442	1612	1742
Adderbury, Old Post Office	0846	1016	1146	1316	1446	1616	1746
Deddington, Market Place	0853	1023	1153	1323	1453	1623	1753
Steeple Aston, Post Office	0903	1033	1203	1333	1503	1633	1803
Tackley, The Green	0913	1043	1213	1343	1513	1643	1813
Shipton on Cherwell turn	0917	1047	1217	1347	1517	1647	1817
Kidlington, Black Horse	0921	1051	1221	1351	1521	1651	1821
Summertown, Shops	0933	1103	1233	1403	1533	1703	1833
Oxford, Magdalen St stop C6	0944	1114	1244	1414	1544	1714	1844

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Service S4: Oxford - Kidlington - Tackley - Steeple Aston - Deddington - Adderbury - Banbury

MONDAYS TO FRIDAYS Except public holidays — Effective from Sunday 07 March 2021

					H4									H4			
JR Hospital, stop J3					0845									1640			
Oxford, Magdalen Street C3			0710	0810	-	0915		**15**		1415	1515	1615	-	1715	1815	1915	
Summertown, Shops			0717	0818	0858	0923		**23**		1423	1524	1624	1653	1724	1824	1922	
Kidlington, Black Horse			0729	0831	0910	0935		**35**		1435	1538	1638	1706	1738	1838	1934	
Shipton on Cherwell turn			0732	0835	0914	0939	then	**39**		1439	1542	1642	1710	1742	1842	1938	
Tackley, The Green			0740	0843	-	0946	hourly	**46**	until	1446	1549	1649	-	1749	1849	1945	
Steeple Aston, Post Office			0752	0855	-	0957	at	**57**		1457	1600	1700	-	1800	1900	1955	
Deddington, Market Place	0602	0704	0803	0908	0931	1008		**08**		1508	1611	1711	1727	1811	1911	2006	
Adderbury Old Post Office	0607	0710	0810	0914	0936	1014		**14**		1514	1617	1717	1732	1817	1916	2011	
Twyford, Twyford Gardens	0610	0713	0814	0918	0939	1018		**18**		1518	1621	1721	1735	1821	1919	2014	
Horton Hospital	0617	0721	0822	0926	0947	1026		**26**		1526	1629	1729	1743	1829	1924	2019	
Banbury, Bus Station	0625	0730	0835	0935	0956	1035		**35**		1535	1638	1738	1752	1838	1929	2024	

Oxford, Magdalen Street C3	2030	2145	2315
Summertown, Shops	2037	2152	2322
Kidlington, Black Horse	2048	2203	2333
Shipton on Cherwell turn	2051	2206	2336
Tackley, The Green	2058	2213	2343
Steeple Aston, Post Office	2107	2222	2352
Deddington, Market Place	2117	2232	0002
Adderbury Old Post Office	2122	2237	0007
Twyford, Twyford Gardens	2125	2240	0010
Horton Hospital	2130	2245	0015
Banbury, Bus Station	2135	2250	0020

Service H4 serves Adderbury, The Green (not the Old Post Office)

SATURDAYS

Oxford, Magdalen Street C3			0815	0915		**15**		1515	1615	1715	1815	1915	2030	2145	2315	
Summertown, Shops			0823	0923		**23**		1523	1623	1723	1822	1922	2037	2152	2322	
Kidlington, Black Horse			0835	0935		**35**		1535	1635	1735	1834	1934	2048	2203	2333	
Shipton on Cherwell turn			0839	0939	then	**39**		1539	1639	1739	1838	1938	2051	2206	2336	
Tackley, The Green			0846	0946	hourly	**46**	until	1546	1646	1746	1845	1945	2058	2213	2343	
Steeple Aston, Post Office		0759	0857	0957	at	**57**		1557	1657	1757	1855	1955	2107	2222	2352	
Deddington, Market Place	0704	0809	0908	1008		**08**		1608	1708	1808	1906	2006	2117	2232	0002	
Adderbury Old Post Office	0710	0815	0914	1014		**14**		1614	1714	1814	1911	2011	2122	2237	0007	
Twyford, Twyford Gardens	0713	0818	0918	1018		**18**		1618	1718	1818	1914	2014	2125	2240	0010	
Horton Hospital	0721	0826	0926	1026		**26**		1626	1725	1825	1919	2019	2130	2245	0015	
Banbury, Bus Station	0730	0835	0935	1035		**35**		1635	1731	1831	1924	2024	2135	2250	0020	

On Deddington Farmers Market days buses listed to leave Deddington Market Place before 1408 will leave from the New St/Hudson St junction instead

SUNDAYS & most public holidays

Oxford, Magdalen Street C3		1000	1130	1300	1430	1600	1730	1900
Summertown, Shops		1007	1137	1307	1437	1607	1737	1907
Kidlington, Black Horse		1018	1148	1318	1448	1618	1748	1918
Shipton on Cherwell turn		1021	1151	1321	1451	1621	1751	1921
Tackley, The Green		1028	1158	1328	1458	1628	1758	1928
Steeple Aston, Post Office	0917	1037	1207	1337	1507	1637	1807	1937
Deddington, Market Place	0927	1047	1217	1347	1517	1647	1817	1946
Adderbury Old Post Office	0933	1053	1223	1353	1523	1653	1823	1951
Twyford, Twyford Gardens	0936	1056	1226	1356	1526	1656	1826	1954
Horton Hospital	0944	1104	1234	1404	1534	1704	1834	1959
Banbury, Bus Station	0953	1113	1243	1413	1543	1713	1843	2005

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Appendix G

MAC Scoping Note and OCC Consultation Response

Transport Assessment
Scoping Note

Proposed Residential Development
Land off Oxford Road
Kidlington
Oxfordshire

Revision 0: October 2018
Report Reference: 122-TAS-01-0

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Revision Record

Revision	Date	Description	Written	Approved
0	23/10/18	Initial Issue	MJA	MJA

Contents

Appendices

1.0 Introduction

1.1 Instructions

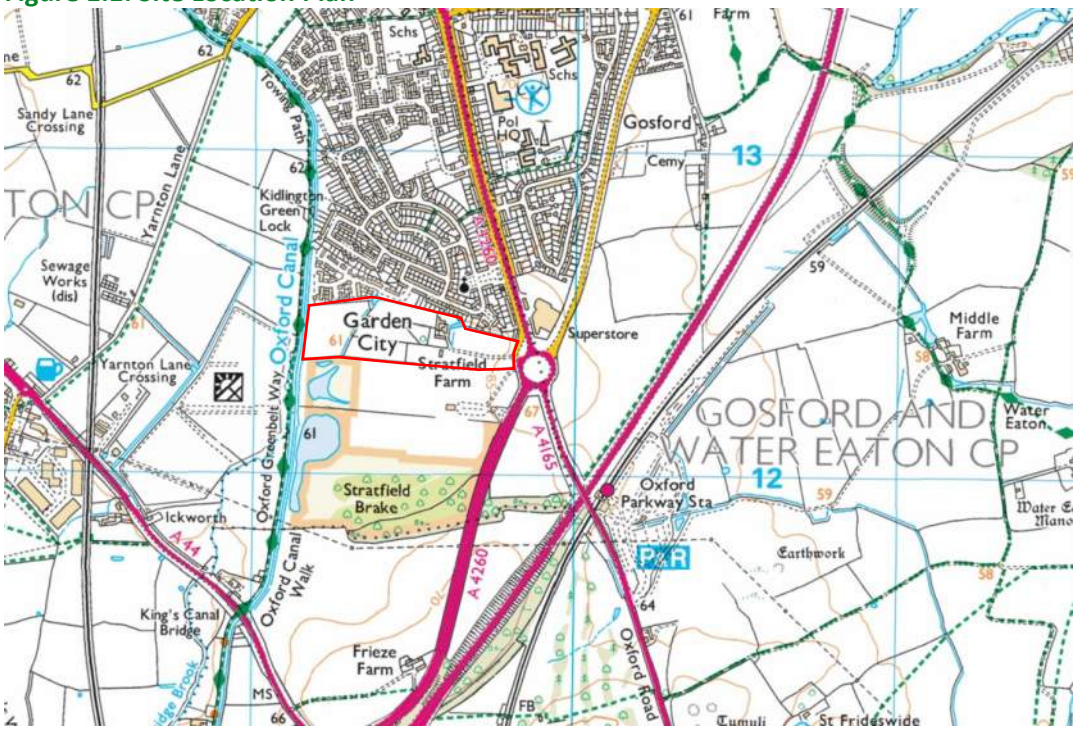
1.1.1 This Transport Assessment has been prepared from instructions received from Manor Oak Homes.

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

1.2 Site Location

1.2.1 The proposed residential development is located at Oxford Road, Kidlington, as shown in Figure 1.1 below and enclosed in Appendix A. The approximate National Grid Reference for the site is E449737 N212406.

Figure 1.1: Site Location Plan



1.3 Current Use and Description

1.3.1 The site currently comprises agricultural land and with a disused farmhouse and outbuildings. The existing site is shown on the topographical survey enclosed in Appendix B.

1.4 Proposed Development

1.4.1 The proposed development site currently has a draft allocation for 100 dwellings including a 60-70 bed care home provision in a refurbished nursing home. The client has requested that any assessment considered the impact of a further 75 dwellings bring the total to 175 dwellings should the allocation on the site be increased.

1.4.2 A layout for the development has not been prepared to date.

1.5 Objective

1.5.1 The aim of the Transport Assessment Scoping Note is to advise the local highway authority of a forthcoming planning application for a residential development and agree an approach to the following aspects:

- Traffic counts specification;
- Trip generation;
- Vehicle distribution and assignment;
- Tempro growth factors;
- Committed developments; and
- Junction assessment locations.

1.5.2 Following consultation with the highway authority a Transport Assessment will be prepared to support the allocation of this site through the Local Plan process and any subsequent planning application.

2.0 Existing Conditions – Site Information

2.1 Site Location

2.1.1 The proposed development site is located at land off Oxford Road, Kidlington as shown in Figure 1.1 above and enclosed in Appendix A.

2.2 Permitted Use

2.2.1 The site is currently agricultural land with a disused farmhouse and associated outbuildings.

2.3 Neighbouring Land Uses

2.3.1 The neighbouring land uses are residential dwellings to the north, public highway to the east, a rugby club to the south and canal to the west.

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

2.4 Existing Access Arrangements

2.4.1 The proposed development site is currently accessed by a field access and cross over.

3.0 Existing Conditions – Baseline Transport Data

3.1 Introduction

3.1.1 An assessment of sustainable transport infrastructure will be undertaken as part of the Transport Assessment.

4.0 Proposed Development

4.1 Type and Scale

4.1.1 The proposed development will comprise either 100 or 175 residential dwellings plus a 60-70 bed care home. A plan showing the proposed development has not been developed yet.

4.2 Access – all modes

4.2.1 The proposed development will be primarily accessed off Oxford Road via a simple priority access. This will also provide the principle pedestrian and cyclist access. A secondary pedestrian / cyclist access onto Croxford Gardens is also being investigated.

4.2.2 The principle access provides a simple priority junction serving a development road with a width of 5.5m bound by 2no. 2m wide footways. A plan of the proposed access is enclosed in Appendix C.

4.3 Parking

4.3.1 Parking within the development will be provided in line with current parking policy at the time of the planning application.

4.4 Trip Generation

4.4.1 Person and vehicle trip rates have been obtained from the TRICS database. The trip selection criteria is set out in Table 4.1 below. The full TRICS data is enclosed in Appendix D.

Table 4.1: TRICS Parameters

Parameter	Selection
Version	7.5.3
Main land use	Residential
Sub land use	Houses Privately Owned (Person) & Sheltered Accommodation (vehicle)
Regions	All of England except Greater London
Locations	Suburban Area Edge of town

4.4.2 From the TRICS database the predicted trip rates are set out in Table 4.2 below.

Table 4.2: Trip Rates - Mean

Use	Morning Peak (0800-0900)			Afternoon Peak (1700-1800)		
	Arr	Dep	Total	Arr	Dep	Total
Dwellings - person	0.200	0.794	0.994	0.601	0.278	0.879
Sheltered Accommodation – vehicle	0.064	0.064	0.128	0.092	0.11	0.202

4.4.3 Using the above trip generation rates the person and vehicle trip numbers are shown in Table 4.3below.

Table 4.3: Person & Vehicle Trip Numbers

Use	Quantum	Morning Peak (0800-0900)			Afternoon Peak (1700-1800)		
		Arr	Dep	Total	Arr	Dep	Total
Dwellings - person	100 dwellings	20	79	99	60	28	88
Dwellings - person	175 dwellings	35	139	174	105	49	154
Sheltered Accommodation – vehicle	70 beds	4	4	9	6	8	14

4.4.4 To convert the person trip rates for the dwelling aspect of the development in to mode specific trip numbers we need to interrogate the 2011 Census. 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 Kidlington South ward which includes the development site. The 'Method of Travel to Work' data is summarised in Table 4.4 below.

Table 4.4: Method of Travel to Work - 2011 Census – Kidlington South ward

Mode	Number	Proportion
Driving a car or van	2,412	59.1%
Bus, minibus or coach	787	19.3%
On foot	343	8.4%
Bicycle	252	6.2%
Passenger in a car or van	215	5.3%
Motorcycle, scooter or moped	45	1.1%
Train	26	0.6%

4.4.5 Using the above mode splits (Table 4.4) and person trip rates it is possible to calculate the predicted number of trips generated by each mode. The proposed trips by mode is shown in Table 4.5 below for the 100 dwelling development and Table 4.6 for the 175 dwelling development.

Table 4.5: Residential Trip Numbers by Mode – 100 dwellings

Mode	Morning Peak (0800-0900)			Afternoon Peak (1700-1800)		
	Arr	Dep	Total	Arr	Dep	Total
Driving a car or van	12	47	59	36	16	52
Bus, minibus or coach	4	15	19	12	5	17
On foot	2	7	8	5	2	7
Bicycle	1	5	6	4	2	5
Passenger in a car or van	1	4	5	3	1	5
Motorcycle, scooter or moped	0	1	1	1	0	1
Train	0	1	1	0	0	1

Table 4.6: Residential Trip Numbers by Mode – 175 dwellings

Mode	Morning Peak (0800-0900)			Afternoon Peak (1700-1800)		
	Arr	Dep	Total	Arr	Dep	Total
Driving a car or van	21	82	103	62	29	91
Bus, minibus or coach	7	27	34	20	9	30
On foot	3	12	15	9	4	13
Bicycle	2	9	11	6	3	10
Passenger in a car or van	2	7	9	6	3	8
Motorcycle, scooter or moped	0	2	2	1	1	2
Train	0	1	1	1	0	1

4.4.6 The total number of vehicle trips generated by the residential development and the nursing home is shown in Table 4.7 and Table 4.8 below for the 100 and 175 dwelling development respectively.

Table 4.7: Vehicle Trips - 100 dwelling option

Use	Quantum	Morning Peak (0800-0900)			Afternoon Peak (1700-1800)		
		Arr	Dep	Total	Arr	Dep	Total
Dwellings	100 dwellings	12	47	59	36	16	52
Sheltered Accommodation	70 beds	4	4	9	6	8	14
Total		16	51	68	42	24	66

Table 4.8: Vehicle Trips - 175 dwelling option

Use	Quantum	Morning Peak (0800-0900)			Afternoon Peak (1700-1800)		
		Arr	Dep	Total	Arr	Dep	Total
Dwellings	175 dwellings	25	87	112	69	36	25
Sheltered Accommodation	70 beds	4	4	9	6	8	14
Total		16	51	68	42	24	66

5.0 Junction Assessments

5.1 Distribution

5.1.1 Vehicle trip distribution data has been obtained from the 2011 Census using the 'WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)' dataset. The 2011 Census data has been extracted using the following parameters

- Method of Travel to Work – Driving a car or van
- Place of Work – All
- Usual Residence – Cherwell 018

5.1.2 Proposed vehicle trips have been assigned onto the highway network using online route planning software. The Census data with proposed assignment is shown in Appendix E.

5.1.3 Proposed development vehicle trip calculation is enclosed in Appendix F whilst vehicle movement diagrams are shown on the plan enclosed in Appendix G.

5.2 Assessment Year

5.2.1 A planning application will be submitted in 2019. Therefore, a junction analysis will be undertaken for an assessment year of 2024 when the development is expected to be fully occupied.

5.2.2 To grow traffic counts to the future year assessment year Tempro growth factors will be applied utilising the following inputs:

- Tempro – 72;
- Cherwell 018;
- NTM AF15 – Urban, Principal

5.3 Committed Development

5.3.1 We are not aware of any committed developments within the vicinity of the site which would need to be included within any assessment

5.3.2 The following committed developments have been included within the assessment:

5.4 Background Traffic

5.4.1 Background traffic counts will be undertaken at the proposed assessment locations (). Traffic counts will be undertaken during November to include the following specification:

<u>Classified Turning Counts</u>

- 0700-1000 and 1600-1900
- Queue length survey with queues recorded at 5 minute intervals

5.5 Junction Assessment Locations

5.5.1 Assessment of vehicular impact will be undertaken at the locations listed below. These junctions are shown to have an increase of at least 60 vehicle trips equivalent to the threshold for Transport Assessment identified within the 'Guidance for Transport Assessment' which recommends a Transport Assessment is undertaken for any development generating 30 or more two-way vehicle trips.

- Junction 2: Oxford Road / Bicester Road / A4260

6.0 Conclusion

6.1 Site Location and Permitted Use

6.1.1 The proposed development site is located at land off Oxford Road, Kidlington. The site is currently agricultural land with a disused farmhouse and associated outbuildings.

6.2 Proposed Development

6.2.1 The proposed development will comprise either 100 or 175 residential dwellings plus a 60-70 bed care home.

6.2.2 The proposed development will be primarily accessed off Oxford Road via a simple priority access. This will also provide the principle pedestrian and cyclist access. A secondary pedestrian / cyclist access onto Croxford Gardens is also being investigated.

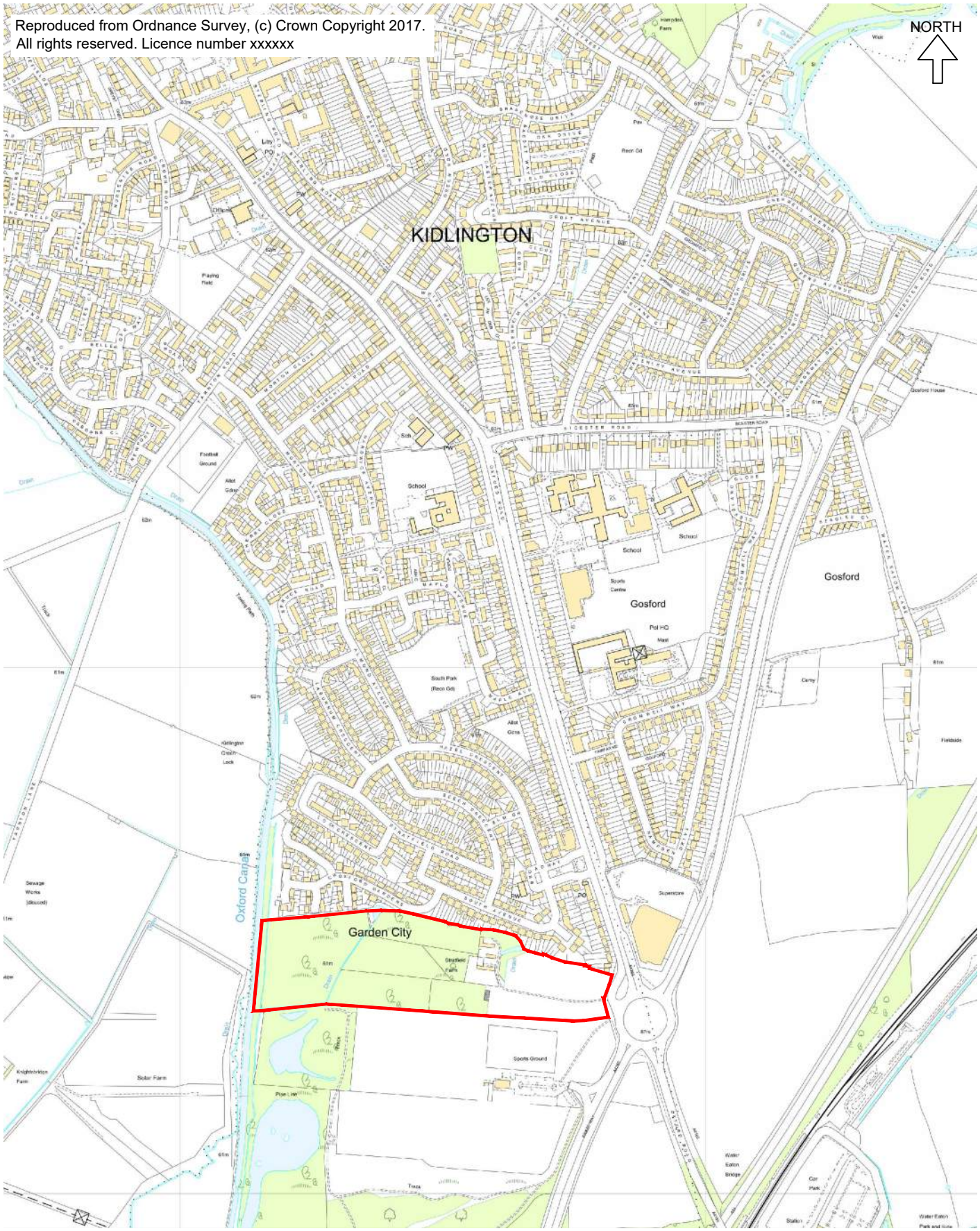
6.3 Junction Assessment

6.3.1 A junction analysis of the following junctions will be undertaken:

- Junction 2: Oxford Road / Bicester Road / A4260

Appendix A

Location Plan
MAC drawing no. 122-TA01



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Martin Andrews Consulting Ltd

Client: Manor Oak Homes	Project: Land off Oxford Road, Kidlington		Date: 22/10/18
			Drw: MJA
Title: Site Location Plan			Chk: MJA
			Scale: 1:10,000
			Size: A4
Drawing No. 122-TA01	Revision -	• Transport Assessments • Flood Risk Assessments • Highway Advice • Drainage Strategies	

Appendix B

Topographical Survey
MSurv drawing nos.1215/3047/1A & 2A

Notes

Grid and levels have been aligned to O.S. National Grid OSGB36(15).

MSURV
your surveying solution

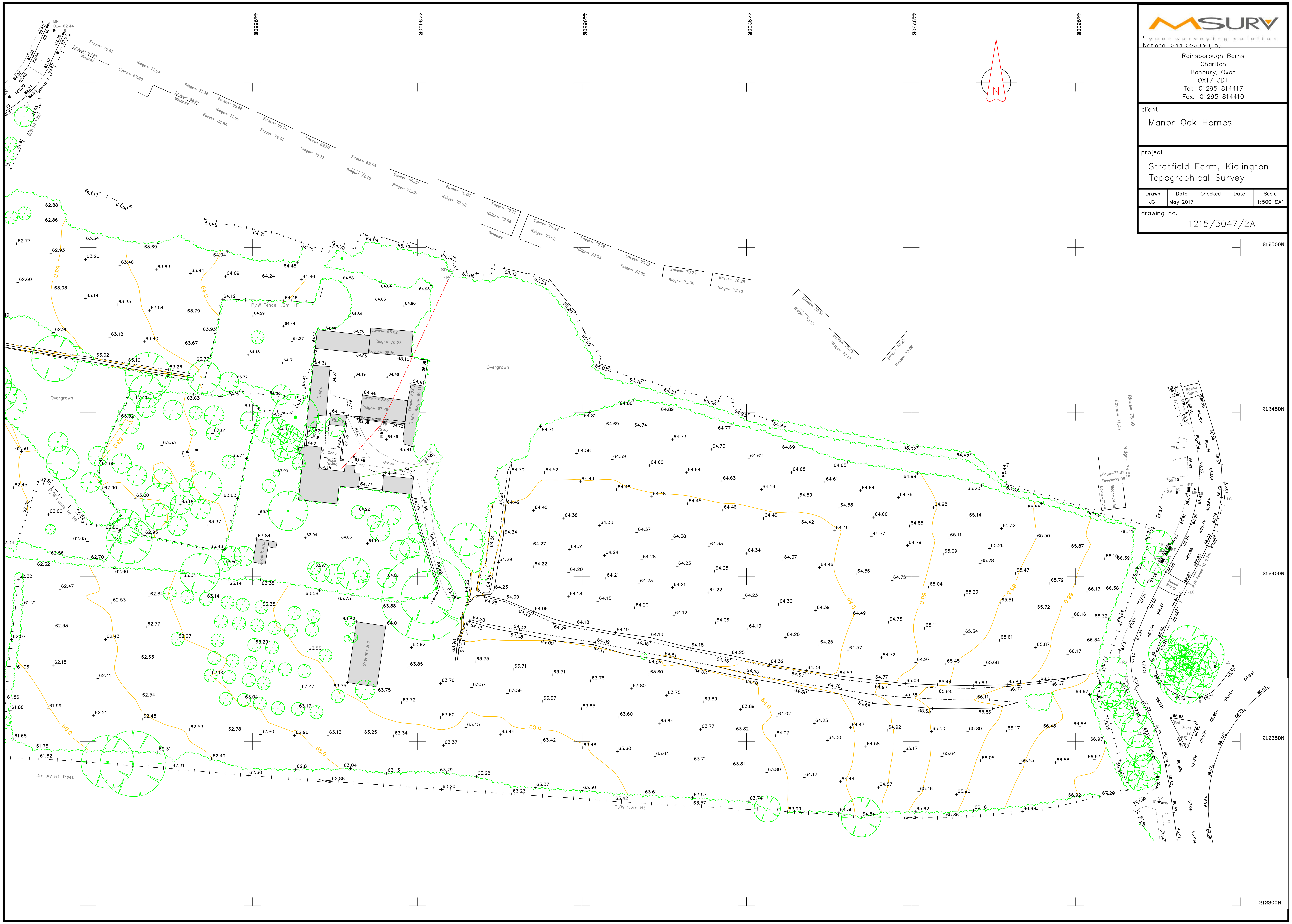
Rainsborough Barns
Charlton
Banbury, Oxon
OX17 3DT
Tel: 01295 814417
Fax: 01295 814410

client
Manor Oak Homes

project
Stratfield Farm, Kidlington
Topographical Survey

Drawn	Date	Checked	Date	Scale
JG	May 2017			1:500 @A1

drawing no.
1215/3047/1A



MSURV
(your surveying solution)

National Grid OSGB36(15).

Rainsborough Barns
Charlton
Banbury, Oxon
OX17 3DT
Tel: 01295 814417
Fax: 01295 814410

client

Manor Oak Homes

project

Stratfield Farm, Kidlington
Topographical Survey

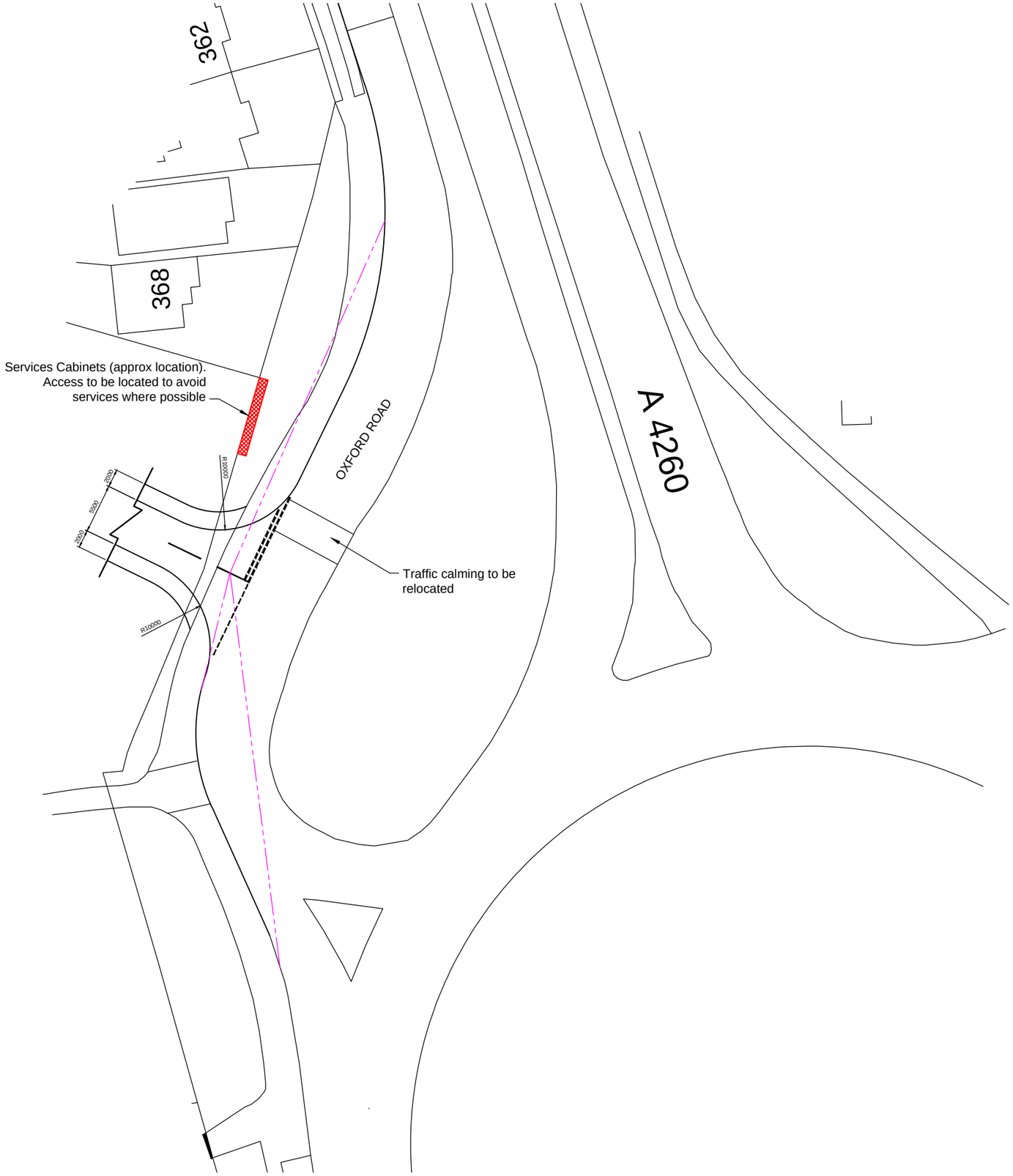
Drawn	Date	Checked	Date	Scale
JG	May 2017			1:500 @A1

drawing no.

1215/3047/2A

Appendix C

Access Option
JPP Consulting drawing no. ENQ4215M-SK01



Notes

1. Based on Ordnance Survey maps Ordnance Survey, (c) Crown Copyright 2016. All rights reserved. Licence number 100022432

Key

Junction Visibility Splays - 2.4m x 43m

jpp consulting
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Client	Manor Oak Homes
Project	Land off Oxford Road Kidlington, Oxfordshire
Title	Access Option

Scale at A3	1:500	Drawn by	MJA	Checked by		Date	30/06/2016
Status		Project ref		Drawing no.		Revision	
		ENQ4215M		SK01		-	

Appendix D

TRICS Data

Calculation Reference: AUDIT-864401-181021-1033

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	3 days
	HC	HAMPSHIRE	1 days
	KC	KENT	4 days
	SC	SURREY	1 days
	WS	WEST SUSSEX	4 days
03	SOUTH WEST		
	DC	DORSET	1 days
	DV	DEVON	3 days
	SM	SOMERSET	1 days
	WL	WILTSHIRE	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	2 days
	NF	NORFOLK	3 days
	SF	SUFFOLK	2 days
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	1 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	2 days
	ST	STAFFORDSHIRE	1 days
	WK	WARWICKSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NE	NORTH EAST LINCOLNSHIRE	1 days
	NY	NORTH YORKSHIRE	6 days
	SY	SOUTH YORKSHIRE	1 days
08	NORTH WEST		
	CH	CHESHIRE	2 days
	GM	GREATER MANCHESTER	1 days
	MS	MERSEYSIDE	1 days
09	NORTH		
	DH	DURHAM	1 days
	TW	TYNE & WEAR	1 days

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

Secondary 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: Number of dwellings
Actual Range: 6 to 805 (units:)
Range Selected by User: 6 to 805 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/10 to 19/04/18

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	11 days
Tuesday	7 days
Wednesday	11 days
Thursday	10 days
Friday	7 days

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

Selected survey types:

Manual count	46 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 undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	24
Edge of Town	22

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	44
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:

C1	1 days
C3	44 days

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

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	5 days
5,001 to 10,000	10 days
10,001 to 15,000	14 days
15,001 to 20,000	6 days
20,001 to 25,000	5 days
25,001 to 50,000	5 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	5 days
25,001 to 50,000	3 days
50,001 to 75,000	7 days
75,001 to 100,000	12 days
100,001 to 125,000	2 days
125,001 to 250,000	11 days
250,001 to 500,000	5 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	14 days
1.1 to 1.5	32 days

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

Travel Plan:

Yes	6 days
No	40 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	46 days

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

LIST OF SITES relevant to selection parameters

1 CA-03-A-04 DETACHED CAMBRIDGESHIRE

PETERBOROUGH
THORPE PARK ROAD
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 9
Survey date: TUESDAY *18/10/11* *Survey Type: MANUAL*

2 CA-03-A-05 DETACHED HOUSES CAMBRIDGESHIRE
EASTFIELD ROAD
PETERBOROUGH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 28
Survey date: MONDAY *17/10/16* *Survey Type: MANUAL*

3 CH-03-A-08 DETACHED CHESHIRE
WHITCHURCH ROAD
CHESTER
BOUGHTON HEATH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 11
Survey date: TUESDAY *22/05/12* *Survey Type: MANUAL*

4 CH-03-A-09 TERRACED HOUSES CHESHIRE
GREYSTOKE ROAD
MACCLESFIELD
HURDSFIELD
Edge of Town
Residential Zone
Total Number of dwellings: 24
Survey date: MONDAY *24/11/14* *Survey Type: MANUAL*

5 DC-03-A-08 BUNGALOWS DORSET
HURSTDENE ROAD
BOURNEMOUTH
CASTLE LANE WEST
Edge of Town
Residential Zone
Total Number of dwellings: 28
Survey date: MONDAY *24/03/14* *Survey Type: MANUAL*

6 DH-03-A-01 SEMI DETACHED DURHAM
GREENFIELDS ROAD
BISHOP AUCKLAND

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 50
Survey date: TUESDAY *28/03/17* *Survey Type: MANUAL*

7 DV-03-A-01 TERRACED HOUSES DEVON
BRONSHILL ROAD
TORQUAY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 37
Survey date: WEDNESDAY *30/09/15* *Survey Type: MANUAL*

8 DV-03-A-02 HOUSES & BUNGALOWS DEVON
MILLHEAD ROAD
HONITON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 116
Survey date: FRIDAY *25/09/15* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9 DV-03-A-03 TERRACED & SEMI DETACHED DEVON
LOWER BRAND LANE
HONITON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 70
Survey date: MONDAY *28/09/15* *Survey Type: MANUAL*

10 ES-03-A-02 PRIVATE HOUSING EAST SUSSEX
SOUTH COAST ROAD
PEACEHAVEN

Edge of Town
Residential Zone
Total Number of dwellings: 37
Survey date: FRIDAY *18/11/11* *Survey Type: MANUAL*

11 ES-03-A-03 MIXED HOUSES & FLATS EAST SUSSEX
SHEPHAM LANE
POLEGATE

Edge of Town
Residential Zone
Total Number of dwellings: 212
Survey date: MONDAY *11/07/16* *Survey Type: MANUAL*

12 ES-03-A-04 MIXED HOUSES & FLATS EAST SUSSEX
NEW LYDD ROAD
CAMBER

Edge of Town
Residential Zone
Total Number of dwellings: 134
Survey date: FRIDAY *15/07/16* *Survey Type: MANUAL*

13 GM-03-A-10 DETACHED/SEMI GREATER MANCHESTER
BUTT HILL DRIVE
MANCHESTER
PRESTWICH
Edge of Town
Residential Zone
Total Number of dwellings: 29
Survey date: WEDNESDAY *12/10/11* *Survey Type: MANUAL*

14 HC-03-A-19 HOUSES & FLATS HAMPSHIRE
CANADA WAY
LIPHOOK

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 62
Survey date: MONDAY *27/11/17* *Survey Type: MANUAL*

15 KC-03-A-03 MIXED HOUSES & FLATS KENT
HYTHE ROAD
ASHFORD
WILLESBOROUGH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 51
Survey date: THURSDAY *14/07/16* *Survey Type: MANUAL*

16 KC-03-A-04 SEMI-DETACHED & TERRACED KENT
KILN BARN ROAD
AYLESFORD
DITTON
Edge of Town
Residential Zone
Total Number of dwellings: 110
Survey date: FRIDAY *22/09/17* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

17 KC-03-A-06 MIXED HOUSES & FLATS KENT
MARGATE ROAD
HERNE BAY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 363
Survey date: WEDNESDAY *27/09/17* *Survey Type: MANUAL*

18 KC-03-A-07 MIXED HOUSES KENT
RECULVER ROAD
HERNE BAY

Edge of Town
Residential Zone
Total Number of dwellings: 288
Survey date: WEDNESDAY *27/09/17* *Survey Type: MANUAL*

19 LN-03-A-03 SEMI DETACHED LINCOLNSHIRE
ROOKERY LANE
LINCOLN
BOULTHAM
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 22
Survey date: TUESDAY *18/09/12* *Survey Type: MANUAL*

20 MS-03-A-03 DETACHED MERSEYSIDE
BEMPTON ROAD
LIVERPOOL
OTTERSPOOL
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 15
Survey date: FRIDAY *21/06/13* *Survey Type: MANUAL*

21 NE-03-A-02 SEMI DETACHED & DETACHED NORTH EAST LINCOLNSHIRE
HANOVER WALK
SCUNTHORPE

Edge of Town
No Sub Category
Total Number of dwellings: 432
Survey date: MONDAY *12/05/14* *Survey Type: MANUAL*

22 NF-03-A-01 SEMI DET. & BUNGALOWS NORFOLK
YARMOUTH ROAD
CAISTER-ON-SEA

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 27
Survey date: TUESDAY *16/10/12* *Survey Type: MANUAL*

23 NF-03-A-02 HOUSES & FLATS NORFOLK
DEREHAM ROAD
NORWICH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 98
Survey date: MONDAY *22/10/12* *Survey Type: MANUAL*

24 NF-03-A-03 DETACHED HOUSES NORFOLK
HALING WAY
THETFORD

Edge of Town
Residential Zone
Total Number of dwellings: 10
Survey date: WEDNESDAY *16/09/15* *Survey Type: MANUAL*

25 NY-03-A-06 BUNGALOWS & SEMI DET. NORTH YORKSHIRE
HORSEFAIR
BOROUGHBRIDGE

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 115
Survey date: FRIDAY *14/10/11* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

26 NY-03-A-08 TERRACED HOUSES NORTH YORKSHIRE
NICHOLAS STREET
YORK

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 21
Survey date: MONDAY *16/09/13* *Survey Type: MANUAL*

27 NY-03-A-09 MIXED HOUSING NORTH YORKSHIRE
GRAMMAR SCHOOL LANE
NORTHALLERTON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 52
Survey date: MONDAY *16/09/13* *Survey Type: MANUAL*

28 NY-03-A-10 HOUSES AND FLATS NORTH YORKSHIRE
BOROUGHBRIDGE ROAD
RIPON

Edge of Town
No Sub Category
Total Number of dwellings: 71
Survey date: TUESDAY *17/09/13* *Survey Type: MANUAL*

29 NY-03-A-11 PRIVATE HOUSING NORTH YORKSHIRE
HORSEFAIR
BOROUGHBRIDGE

Edge of Town
Residential Zone
Total Number of dwellings: 23
Survey date: WEDNESDAY *18/09/13* *Survey Type: MANUAL*

30 NY-03-A-13 TERRACED HOUSES NORTH YORKSHIRE
CATTERICK ROAD
CATTERICK GARRISON
OLD HOSPITAL COMPOUND
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 10
Survey date: WEDNESDAY *10/05/17* *Survey Type: MANUAL*

31 SC-03-A-04 DETACHED & TERRACED SURREY
HIGH ROAD
BYFLEET

Edge of Town
Residential Zone
Total Number of dwellings: 71
Survey date: THURSDAY *23/01/14* *Survey Type: MANUAL*

32 SF-03-A-04 DETACHED & BUNGALOWS SUFFOLK
NORMANSTON DRIVE
LOWESTOFT

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 7
Survey date: TUESDAY *23/10/12* *Survey Type: MANUAL*

33 SF-03-A-05 DETACHED HOUSES SUFFOLK
VALE LANE
BURY ST EDMUNDS

Edge of Town
Residential Zone
Total Number of dwellings: 18
Survey date: WEDNESDAY *09/09/15* *Survey Type: MANUAL*

34 SH-03-A-05 SEMI-DETACHED/TERRACED SHROPSHIRE
SANDCROFT
TELFORD
SUTTON HILL
Edge of Town
Residential Zone
Total Number of dwellings: 54
Survey date: THURSDAY *24/10/13* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

35 SH-03-A-06 BUNGALOWS SHROPSHIRE
ELLESMERE ROAD
SHREWSBURY

Edge of Town
Residential Zone
Total Number of dwellings: 16
Survey date: THURSDAY *22/05/14* *Survey Type: MANUAL*

36 SM-03-A-01 DETACHED & SEMI SOMERSET
WEMBDON ROAD
BRIDGWATER
NORTHFIELD
Edge of Town
Residential Zone
Total Number of dwellings: 33
Survey date: THURSDAY *24/09/15* *Survey Type: MANUAL*

37 ST-03-A-07 DETACHED & SEMI-DETACHED STAFFORDSHIRE
BEACONSIDE
STAFFORD
MARSTON GATE
Edge of Town
Residential Zone
Total Number of dwellings: 248
Survey date: WEDNESDAY *22/11/17* *Survey Type: MANUAL*

38 SY-03-A-01 SEMI DETACHED HOUSES SOUTH YORKSHIRE
A19 BENTLEY ROAD
DONCASTER
BENTLEY RISE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 54
Survey date: WEDNESDAY *18/09/13* *Survey Type: MANUAL*

39 TW-03-A-02 SEMI-DETACHED TYNE & WEAR
WEST PARK ROAD
GATESHEAD

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 16
Survey date: MONDAY *07/10/13* *Survey Type: MANUAL*

40 WK-03-A-01 TERRACED/SEMI/DET. WARWICKSHIRE
ARLINGTON AVENUE
LEAMINGTON SPA

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 6
Survey date: FRIDAY *21/10/11* *Survey Type: MANUAL*

41 WK-03-A-02 BUNGALOWS WARWICKSHIRE
NARBERTH WAY
COVENTRY
POTTERS GREEN
Edge of Town
Residential Zone
Total Number of dwellings: 17
Survey date: THURSDAY *17/10/13* *Survey Type: MANUAL*

42 WL-03-A-02 SEMI DETACHED WILTSHIRE
HEADLANDS GROVE
SWINDON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 27
Survey date: THURSDAY *22/09/16* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

43 WS-03-A-04 MIXED HOUSES WEST SUSSEX
HILLS FARM LANE
HORSHAM
BROADBRIDGE HEATH
Edge of Town
Residential Zone
Total Number of dwellings: 151
Survey date: THURSDAY *11/12/14* *Survey Type: MANUAL*

44 WS-03-A-05 TERRACED & FLATS WEST SUSSEX
UPPER SHOREHAM ROAD
SHOREHAM BY SEA

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 48
Survey date: WEDNESDAY *18/04/12* *Survey Type: MANUAL*

45 WS-03-A-06 MIXED HOUSES WEST SUSSEX
ELLIS ROAD
WEST HORSHAM
S BROADBRIDGE HEATH
Edge of Town
Residential Zone
Total Number of dwellings: 805
Survey date: THURSDAY *02/03/17* *Survey Type: MANUAL*

46 WS-03-A-08 MIXED HOUSES WEST SUSSEX
ROUNDSTONE LANE
ANGMERING

Edge of Town
Residential Zone
Total Number of dwellings: 180
Survey date: THURSDAY *19/04/18* *Survey Type: MANUAL*

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	46	94	0.126	46	94	0.480	46	94	0.606
08:00 - 09:00	46	94	0.200	46	94	0.794	46	94	0.994
09:00 - 10:00	46	94	0.230	46	94	0.296	46	94	0.526
10:00 - 11:00	46	94	0.214	46	94	0.268	46	94	0.482
11:00 - 12:00	46	94	0.222	46	94	0.256	46	94	0.478
12:00 - 13:00	46	94	0.258	46	94	0.256	46	94	0.514
13:00 - 14:00	46	94	0.273	46	94	0.259	46	94	0.532
14:00 - 15:00	46	94	0.271	46	94	0.303	46	94	0.574
15:00 - 16:00	46	94	0.577	46	94	0.317	46	94	0.894
16:00 - 17:00	46	94	0.543	46	94	0.308	46	94	0.851
17:00 - 18:00	46	94	0.601	46	94	0.278	46	94	0.879
18:00 - 19:00	46	94	0.478	46	94	0.313	46	94	0.791
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.993			4.128			8.121

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.*

Sheltered Accommodation

Calculation Reference: AUDIT-864401-181022-1041

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : F - SHELTERED ACCOMMODATION
VEHICLES

Selected regions and areas:

05	EAST MIDLANDS		
	LE	LEICESTERSHIRE	1 days
	LN	LINCOLNSHIRE	1 days
	NT	NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	WY	WEST YORKSHIRE	1 days

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

Secondary 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: Number of dwellings
Actual Range: 14 to 87 (units:)
Range Selected by User: 14 to 124 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/10 to 21/06/13

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:

Tuesday	2 days
Thursday	2 days
Friday	1 days

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

Selected survey types:

Manual count	5 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 undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	4
Edge 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	5

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	5 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®.

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
10,001 to 15,000	1 days
25,001 to 50,000	3 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	1 days
50,001 to 75,000	1 days
250,001 to 500,000	2 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	1 days

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

Travel Plan:

No	5 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	5 days

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

LIST OF SITES relevant to selection parameters

1 LE-03-F-02 SHELTERED HOUSING LEICESTERSHIRE
AYLESTONE LANE
LEICESTER
WIGSTON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 49
Survey date: THURSDAY *27/09/12* *Survey Type: MANUAL*

2 LN-03-F-01 SHELTERED HOUSING LINCOLNSHIRE
WILLOW CLOSE
HECKINGTON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 40
Survey date: TUESDAY *11/12/12* *Survey Type: MANUAL*

3 NT-03-F-01 SHELTERED HOUSING NOTTINGHAMSHIRE
BEAUMONT STREET
NOTTINGHAM
SNEINTON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 87
Survey date: FRIDAY *21/06/13* *Survey Type: MANUAL*

4 WK-03-F-01 SHELTERED HOUSING WARWICKSHIRE
NORTHUMBERLAND ROAD
LEAMINGTON SPA
MILVERTON
Edge of Town
Residential Zone
Total Number of dwellings: 14
Survey date: THURSDAY *25/10/12* *Survey Type: MANUAL*

5 WY-03-F-01 SHELTERED HOUSING WEST YORKSHIRE
NORTH GRANGE ROAD
LEEDS
HEADINGLEY
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 28
Survey date: TUESDAY *15/06/10* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 03 - RESIDENTIAL/F - SHELTERED ACCOMMODATION
VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	5	44	0.041	5	44	0.037	5	44	0.078
08:00 - 09:00	5	44	0.064	5	44	0.064	5	44	0.128
09:00 - 10:00	5	44	0.106	5	44	0.142	5	44	0.248
10:00 - 11:00	5	44	0.124	5	44	0.156	5	44	0.280
11:00 - 12:00	5	44	0.156	5	44	0.119	5	44	0.275
12:00 - 13:00	5	44	0.119	5	44	0.110	5	44	0.229
13:00 - 14:00	5	44	0.101	5	44	0.147	5	44	0.248
14:00 - 15:00	5	44	0.096	5	44	0.087	5	44	0.183
15:00 - 16:00	5	44	0.119	5	44	0.092	5	44	0.211
16:00 - 17:00	5	44	0.151	5	44	0.110	5	44	0.261
17:00 - 18:00	5	44	0.092	5	44	0.110	5	44	0.202
18:00 - 19:00	5	44	0.073	5	44	0.087	5	44	0.160
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.242			1.261			2.503

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.*

Parameter summary

Trip rate parameter range selected:	14 - 87 (units:)
Survey date date range:	01/01/10 - 21/06/13
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Appendix E

Census Distribution Data

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

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

				J1 - Access / Oxford Rd								J2 - Oxford Road / Bicester Road / A4260								
place of work : 2011 super output area - middle layer	**usual residence**	**Location for assignment**	**Routing**	**A : South**	**C: North**		**A : South**	**C: North**		**A - Bicester Rd**	**B - Oxford Rd**	**C - A4260 S**	**D - Service Rd**	**E - A4260 N**		**A - Bicester Rd**	**B - Oxford Rd**	**C - A4260 S**	**D - Service Rd**	**E - A4260 N**
E02005938 : Cherwell 018	**1,191**						**88.3%**	**11.7%**								**13.4%**	**30.6%**	**32.6%**	**0.0%**	**11.7%**
							1051.5	139.5								159	365	388	0	139.5
E02005937 : Cherwell 017	55	Kidlington North	A4260 N	0.5	0.5		27.5	27.5						0.5		0	0	0	0	27.5
E02005938 : Cherwell 018	31	Kidlington South	A4260 N	0.5	0.5		15.5	15.5						0.5		0	0	0	0	15.5
E02005939 : Cherwell 019	193	Airport / business parks	A4260 N	0.5	0.5		96.5	96.5						0.5		0	0	0	0	96.5
E02005948 : Oxford 009	33	Osney	A4260 S / A34 S	1			33	0				1				0	0	33	0	0
E02005954 : Oxford 015	35	Oxford - Rose Hill	A4260 S / A34 S	1			35	0				1				0	0	35	0	0
E02005955 : Oxford 016	22	Littlemore	A4260 S / A34 S	1			22	0				1				0	0	22	0	0
E02005963 : South Oxfordshire 006	8	Culham Science Centre	A4260 S / A34 S	1			8	0				1				0	0	8	0	0
E02005966 : South Oxfordshire 009	8	Didcot N	A4260 S / A34 S	1			8	0				1				0	0	8	0	0
E02005968 : South Oxfordshire 011	5	RAF Benson	A4260 S / A34 S	1			5	0				1				0	0	5	0	0
E02005978 : Vale of White Horse 001	12	Cumnor / Dean Court Oxford	A4260 S / A34 S	1			12	0				1				0	0	12	0	0
E02005979 : Vale of White Horse 002	18	Botley	A4260 S / A34 S	1			18	0				1				0	0	18	0	0
E02005980 : Vale of White Horse 003	18	Abingdon Airfield	A4260 S / A34 S	1			18	0				1				0	0	18	0	0
E02005983 : Vale of White Horse 006	25	Abingdon Airfield	A4260 S / A34 S	1			25	0				1				0	0	25	0	0
E02005992 : Vale of White Horse 015	26	Science and Technology Facilitie	A4260 S / A34 S	1			26	0				1				0	0	26	0	0
E02005994 : West Oxfordshire 002	18	north of Chipping Norton	A4260 S / A44 N	1			18	0				1				0	0	18	0	0
E02005996 : West Oxfordshire 004	15	Woodstock	A4260 S / A44 N	1			15	0				1				0	0	15	0	0
E02005947 : Oxford 008	66	Oxford City Centre	A4260 S / A44 S	1			66	0				1				0	0	66	0	0
E02005998 : West Oxfordshire 006	18	Cassington and Freeland	A4260 S / A44 S / A40 W	1			18	0				1				0	0	18	0	0
E02005999 : West Oxfordshire 007	6	west of Witney	A4260 S / A44 S / A40 W	1			6	0				1				0	0	6	0	0
E02006000 : West Oxfordshire 008	5	Witney - E	A4260 S / A44 S / A40 W	1			5	0				1				0	0	5	0	0
E02006001 : West Oxfordshire 009	9	Witney - W	A4260 S / A44 S / A40 W	1			9	0				1				0	0	9	0	0
E02006002 : West Oxfordshire 010	15	Wintey - C	A4260 S / A44 S / A40 W	1			15	0				1				0	0	15	0	0
E02006003 : West Oxfordshire 011	21	Eynsham	A4260 S / A44 S / A40 W	1			21	0				1				0	0	21	0	0
E02005929 : Cherwell 009	5	SW Banbury - Hook Norton	A4260 S A44 N	1			5	0				1				0	0	5	0	0
E02005690 : South Northamptonshire 010	6	Brackley	Bicester Rd, A34 N	1			6	0		1						6	0	0	0	0
E02005691 : South Northamptonshire 011	5	Rural S of Brackley	Bicester Rd, A34 N	1			5	0		1						5	0	0	0	0
E02005924 : Cherwell 004	30	Banbury	Bicester Rd, A34 N	1			30	0		1						30	0	0	0	0
E02005927 : Cherwell 007	9	Banbury	Bicester Rd, A34 N	1			9	0		1						9	0	0	0	0
E02005930 : Cherwell 010	7	Heyford Park	Bicester Rd, A34 N	1			7	0		1						7	0	0	0	0
E02005931 : Cherwell 011	7	NW Bicester - Caversfield	Bicester Rd, A34 N	1			7	0		1						7	0	0	0	0
E02005933 : Cherwell 013	30	Bicester - Churchhill Rd	Bicester Rd, A34 N	1			30	0		1						30	0	0	0	0
E02005934 : Cherwell 014	8	Bicester - Bicester School	Bicester Rd, A34 N	1			8	0		1						8	0	0	0	0
E02005935 : Cherwell 015	23	Bicester - Bicester Village	Bicester Rd, A34 N	1			23	0		1						23	0	0	0	0
E02005936 : Cherwell 016	34	SW Bisceter Rurak	Bicester Rd, A34 N	1			34	0		1						34	0	0	0	0
E02003710 : Wycombe 015	5	High Wycombe	Oxford Rd	1			5	0			1					0	5	0	0	0
E02005940 : Oxford 001	15	Upper Wolvercote	Oxford Road	1			15	0			1					0	15	0	0	0
E02005941 : Oxford 002	14	Summertown	Oxford Road	1			14	0			1					0	14	0	0	0
E02005942 : Oxford 003	29	Summertown / Norham Manor	Oxford Road	1			29	0			1					0	29	0	0	0
E02005945 : Oxford 006	80	John Radcliffe	Oxford Road / A40 E	1			80	0			1					0	80	0	0	0
E02005946 : Oxford 007	8	Headington	Oxford Road / A40 E	1			8	0			1					0	8	0	0	0
E02005949 : Oxford 010	24	Oxford - Wood Farm	Oxford Road / A40 E	1			24	0			1					0	24	0	0	0
E02005950 : Oxford 011	21	Oxford - Cowley Rd	Oxford Road / A40 E	1			21	0			1					0	21	0	0	0
E02005952 : Oxford 013	122	Mini plant	Oxford Road / A40 E	1			122	0			1					0	122	0	0	0
E02005956 : Oxford 017	17	Blackbird Leys North	Oxford Road / A40 E	1			17	0			1					0	17	0	0	0
E02005957 : Oxford 018	5	Blackbird Leys South	Oxford Road / A40 E	1			5	0			1					0	5	0	0	0
E02005959 : South Oxfordshire 002	11	Horspath	Oxford Road / A40 E	1			11	0			1					0	11	0	0	0
E02005960 : South Oxfordshire 003	6	Thame S	Oxford Road / A40 E	1			6	0			1					0	6	0	0	0
E02005961 : South Oxfordshire 004	8	Wheatley	Oxford Road / A40 E	1			8	0			1					0	8	0	0	0

Appendix F

Development Vehicle Trip Calculation

100 Dwellings

Number of dwellings: 100

Residential Dwellings

Residential		AM Peak 0800-0900			PM Peak 1700-1800		
		Arrivals	Departures	Total	Arrivals	Departures	Total
Person Trip Rate		0.2	0.794	0.994	0.601	0.278	0.879
Person Trips		20	79	99	60	28	88

Travel to work data	%	AM Peak 0800-0900			PM Peak 1700-1800		
		Arrivals	Departures	Total	Arrivals	Departures	Total
Driving a car or van	59.1%	12	47	59	36	16	52
Bus, minibus or coach	19.3%	4	15	19	12	5	17
On foot	8.4%	2	7	8	5	2	7
Bicycle	6.2%	1	5	6	4	2	5
Passenger in a car or var	5.3%	1	4	5	3	1	5
Motorcycle, scooter or r	1.1%	0	1	1	1	0	1
Train	0.6%	0	1	1	0	0	1
		20	79	99	60	28	88

Number of beds: 70

Sheltered Accommodation

Nursing Home		AM Peak 0800-0900			PM Peak 1700-1800		
		Arrivals	Departures	Total	Arrivals	Departures	Total
Vehicle Trip Rate		0.064	0.064	0.128	0.092	0.11	0.202
Vehicle Trips		4	4	9	6	8	14

Total Vehicle trips

AM Peak 0800-0900			PM Peak 1700-1800		
Arrivals	Departures	Total	Arrivals	Departures	Total
16	51	68	42	24	66

J1 - Access / Oxford Rd Service Rd

C: North

B: Access

A: South

Distribution

	A	B	C
A		88.3%	
B	88.3%		11.7%
C		11.7%	

AM Peak 0800-0900

	A	B	C
A		14	
B	45		6
C		2	

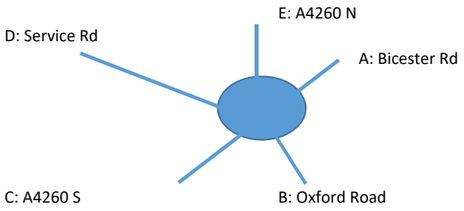
68

PM Peak 1700-1800

	A	B	C
A		37	
B	21		3
C		5	

66

J2 - Oxford Road / Bicester Road / A4260



Distribution

	A	B	C	D	E
A				13.4%	
B				30.6%	
C				32.6%	
D	13.4%	30.6%	32.6%		11.7%
E				11.7%	

AM Peak 0800-0900

	A	B	C	D	E
A				2	
B				5	
C				5	
D	7	16	17		6
E				2	

60

PM Peak 1700-1800

	A	B	C	D	E
A				6	
B				13	
C				14	
D	3	7	8		3
E				5	

58

175 Dwellings

Number of dwellings: 175

Residential Dwellings

		AM Peak 08.00-09.00			PM Peak 17.00-18.00		
		Arrivals	Departures	Total	Arrivals	Departures	Total
Person Trip Rate	**per dwell**	0.2	0.794	0.994	0.601	0.278	0.879
Person Trips		35	139	174	105	49	154

		AM Peak 0800-0900			PM Peak 1700-1800		
Travel to work data	**%**	**Arrivals**	**Departures**	**Total**	**Arrivals**	**Departures**	**Total**
Driving a car or van	59.1%	21	82	103	62	29	91
Bus, minibus or coach	19.3%	7	27	34	20	9	30
On foot	8.4%	3	12	15	9	4	13
Bicycle	6.2%	2	9	11	6	3	10
Passenger in a car or var	5.3%	2	7	9	6	3	8
Motorcycle, scooter or r	1.1%	0	2	2	1	1	2
Train	0.6%	0	1	1	1	0	1
		35	139	174	105	49	154

Total Vehicle trips

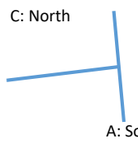
AM Peak 08.00-09.00			PM Peak 17.00-18.00		
Arrivals	Departures	Total	Arrivals	Departures	Total
25	87	112	69	36	105

Number of beds: 70

Sheltered Accommodation

Nursing Home		AM Peak 0800-0900			PM Peak 1700-1800		
		Arrivals	Departures	Total	Arrivals	Departures	Total
Vehicle Trip Rate		0.064	0.064	0.128	0.092	0.11	0.202
Vehicle Trips		4	4	9	6	8	14

J1 - Access / Oxford Rd Service Rd



Distribution

	A	B	C
A		88.3%	
B	88.3%		11.7%
C		11.7%	

AM Peak 0800-0900

	A	B	C
A		22	
B	76		10
C		3	

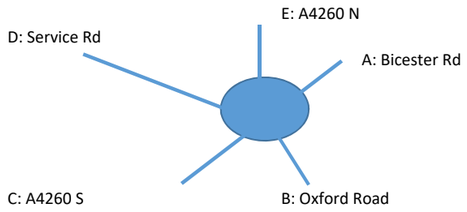
112

PM Peak 1700-1800

	A	B	C
A		61	
B	32		4
C		8	

105

J2 - Oxford Road / Bicester Road / A4260



Distribution

	A	B	C	D	E
A				13.4%	
B				30.6%	
C				32.6%	
D	13.4%	30.6%	32.6%		11.7%
E				11.7%	

AM Peak 0800-0900

	A	B	C	D	E
A				3	
B				8	
C				8	
D	12	27	28		10
E				3	

99

PM Peak 1700-1800

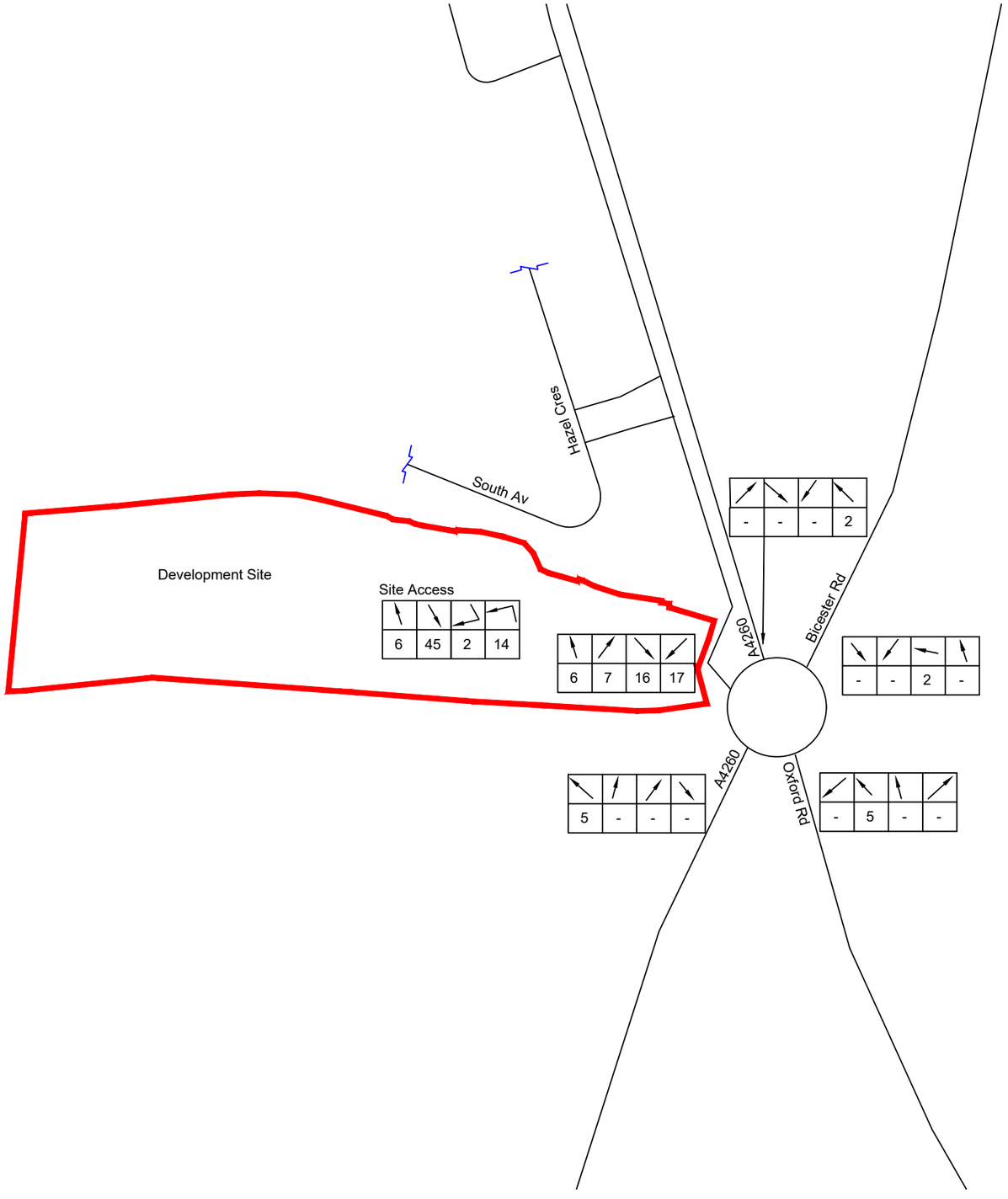
	A	B	C	D	E
A				9	
B				21	
C				22	
D	5	11	12		4
E				8	

93

Appendix G

Vehicle Movement Diagrams

100 Dwellings



T: 01604 340544 Northampton Office
E: info@mac-ltd.co.uk W: mac-ltd.co.uk
Martin Andrews Consulting Ltd

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

Client: Manor Oak Homes

Project: Land off Oxford Road, Kidlington

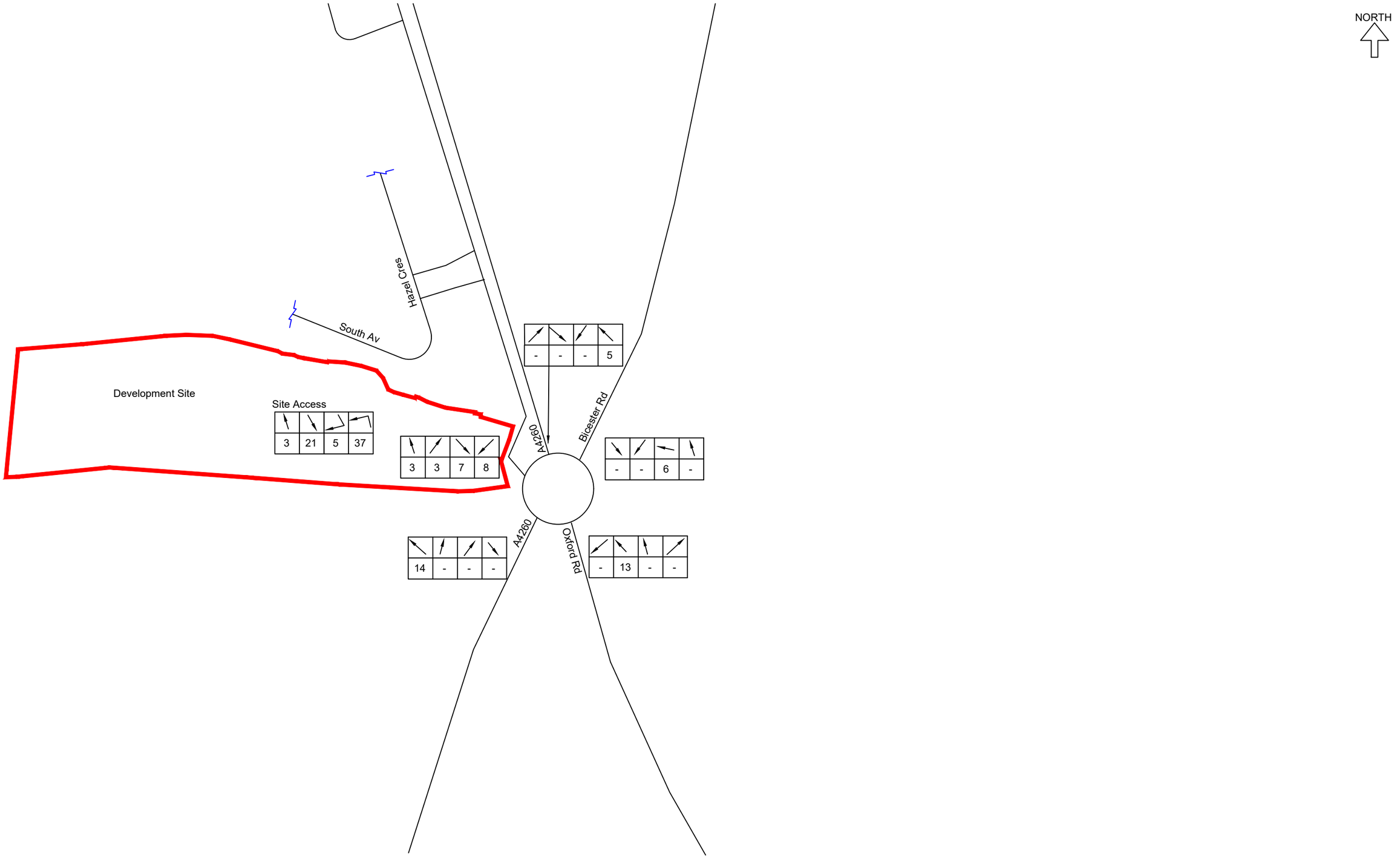
Title: Development Vehicle Trip Movements
AM Peak 0800-0900
100 Dwellings + Nursing Home

Date: 22/10/18
Drw: MJA
Chk: MJA

Drawing No: 122-TA10

Revision: -

Scale: NTS
Size: A3



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

Client: Manor Oak Homes

Project: Land off Oxford Road, Kidlington

Title: Development Vehicle Trip Movements
PM Peak 1700-1800
100 Dwellings + Nursing Home

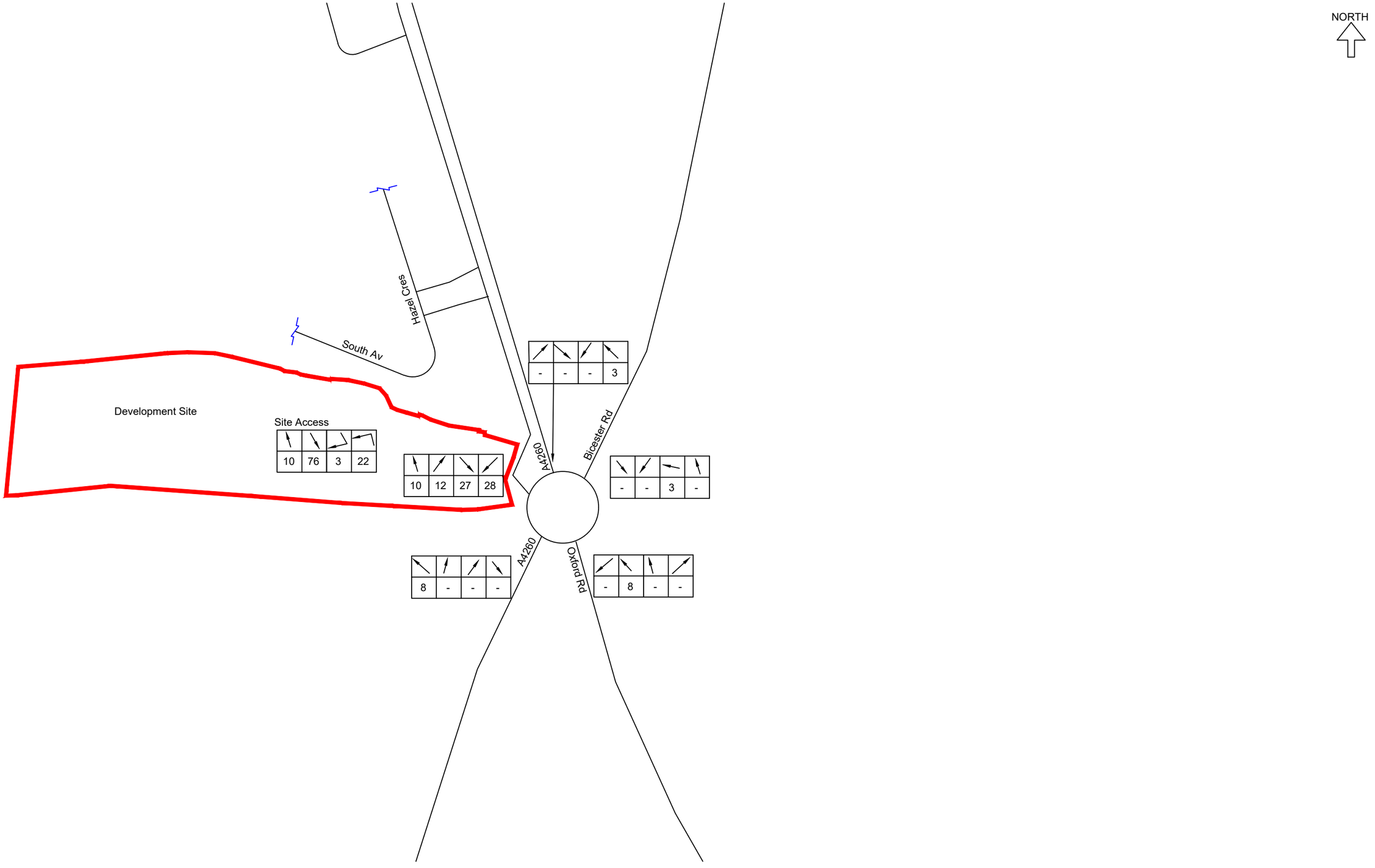
Date: 22/10/18
Drw: MJA
Chk: MJA

Drawing No: 122-TA20

Revision: -

Scale: NTS
Size: A3

175 Dwellings



T: 01604 340544 Northampton Office
E: info@mac-ltd.co.uk W: mac-ltd.co.uk
Martin Andrews Consulting Ltd

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

Client: Manor Oak Homes

Project: Land off Oxford Road, Kidlington

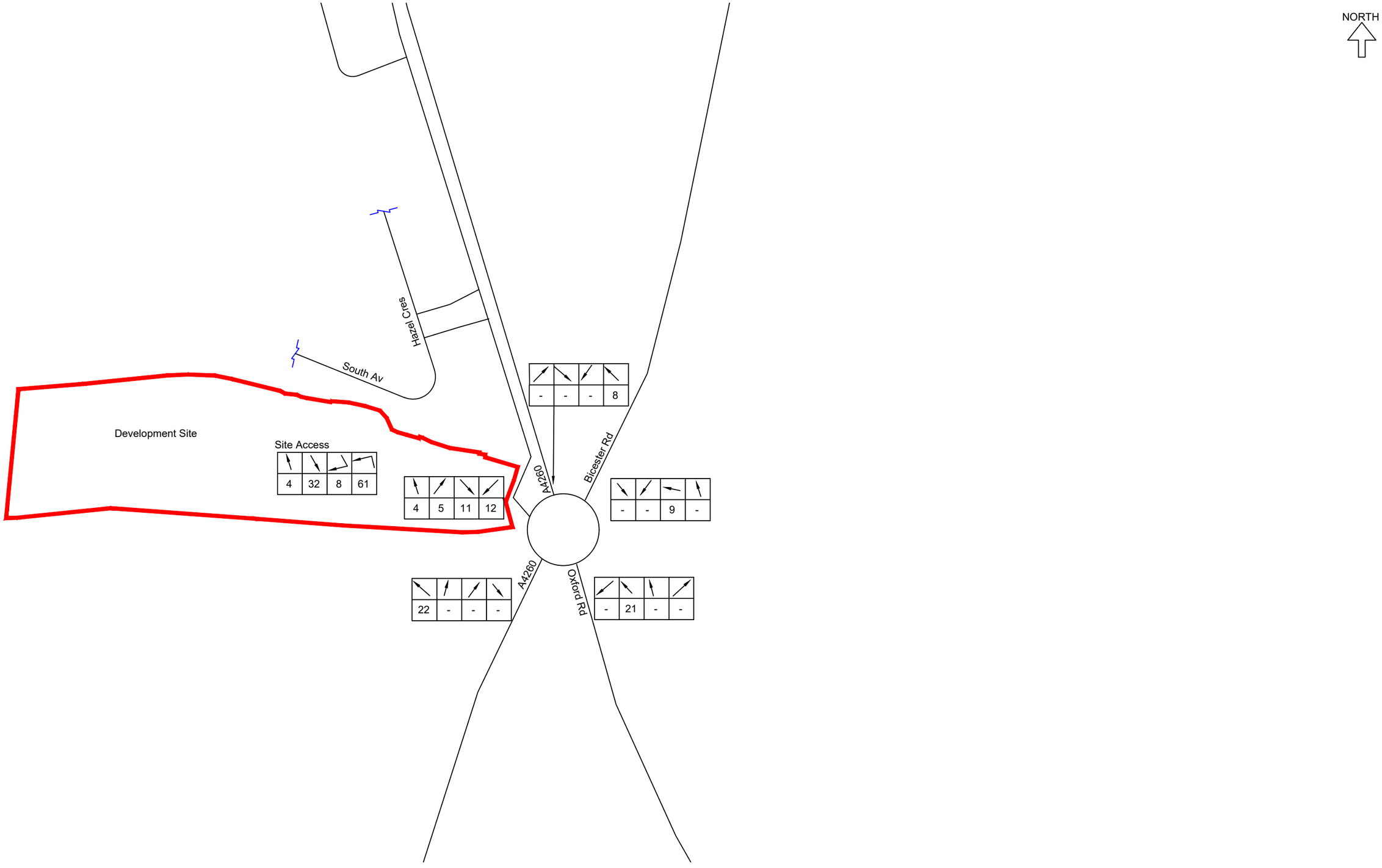
Title: Development Vehicle Trip Movements
AM Peak 0800-0900
175 Dwellings + Nursing Home

Date: 22/10/18
Drw: MJA
Chk: MJA

Drawing No: 122-TA30

Revision: -

Scale: NTS
Size: A3



T: 01604 340544 Northampton Office
E: info@mac-ltd.co.uk W: mac-ltd.co.uk
Martin Andrews Consulting Ltd

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

Client: Manor Oak Homes

Project: Land off Oxford Road, Kidlington

Title: Development Vehicle Trip Movements
AM Peak 1700-1800
175 Dwellings + Nursing Home

Date: 22/10/18
Drw: MJA
Chk: MJA

Drawing No: 122-TA40

Revision: -

Scale: NTS
Size: A3

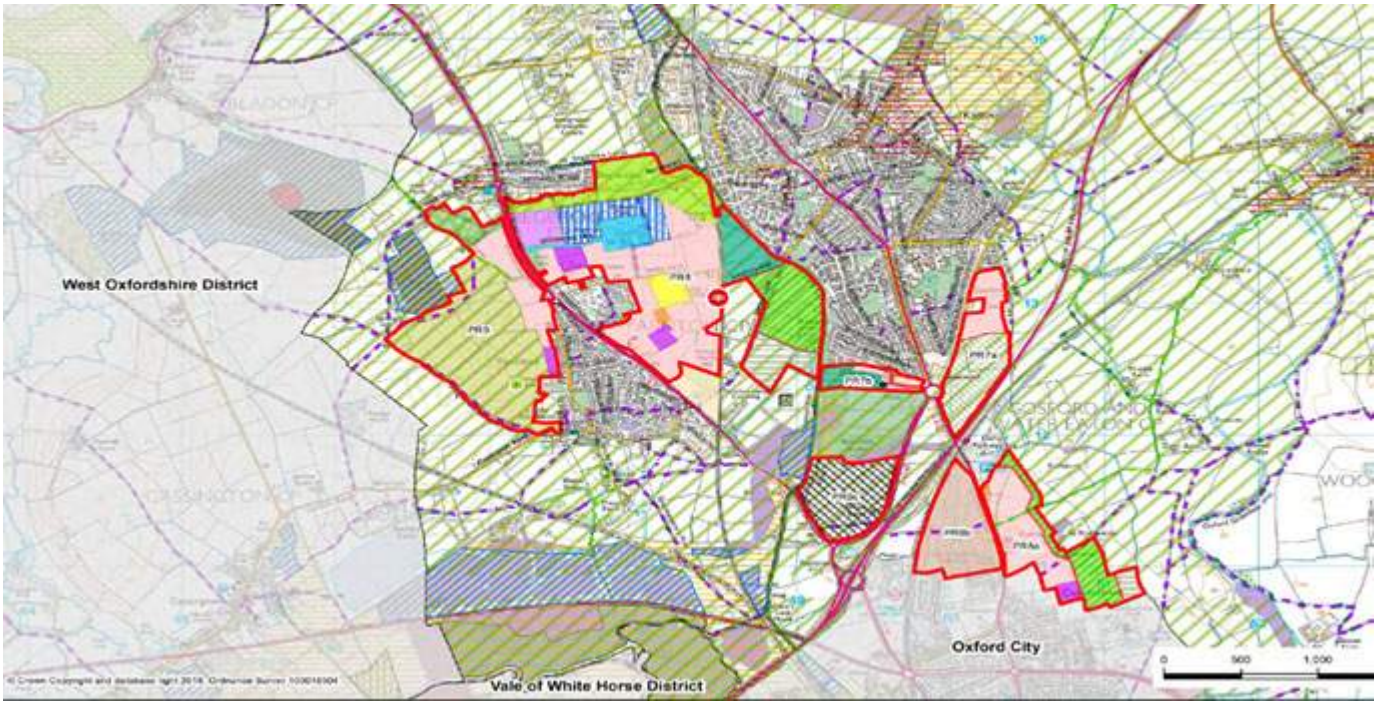
Martin Andrews

From: Bbosa, Rashid - Communities <Rashid.Bbosa@Oxfordshire.gov.uk>
Sent: 24 October 2018 13:56
To: Martin Andrews
Cc: White, Joy - Communities
Subject: RE: Oxfordshire County Council's response to 18/CH0014/Preapp Land off Oxford Road Kidlington

Dear Martin,

Thanks for your email below. I have reviewed your TA Scoping Note (ref 122-TAS-01-0) and in addition to the scoping proposals, the following need to be incorporated:

1. A new access must be supported by a road safety audit report from an independent
2. Traffic survey must include speed surveys particularly of vehicles approaching from the roundabout.
3. The TA will also need to include a road collision assessment in the vicinity of the site. For more and up to date information I advise that you get in contact with the OCC officer in charge of accident data on christian.mauz@oxfordshire.gov.uk. This information may be chargeable.
4. Committed development sites should include allocated developments on sites within the Local Plan, regardless of whether they are currently approved such as
    - Oxford North development (Ref: 18/02065/OUTFUL)
    - Cherwell Local Plan Part 1 Partial Review's allocated sites at PR6b (530 homes) and PR7a (230 homes) shown in fig below. The Partial Reviews trajectory for unmet need is shown in brackets.



5. A further junction to assess besides the Kidlington Roundabout should include A4260/Oxford Road service Road priority junction

Please feel free to contact me should you need further clarification.

Kind regards,

Rashid

Rashid Bbosa
Transport Engineer – Transport Development Control
Cherwell and West Localities
Oxfordshire County Council
County Hall
New Road
Oxford OX1 1ND
Mobile: 07917 53 4264

From: Randall, Tracey - Communities **On Behalf Of** Planning Consultations - E&E
Sent: 24 October 2018 09:16
To: Bbosa, Rashid - Communities <Rashid.Bbosa@Oxfordshire.gov.uk>; White, Joy - Communities <Joy.White@Oxfordshire.gov.uk>
Cc: Planning Consultations - E&E <PlanningConsultations@Oxfordshire.gov.uk>
Subject: FW: Oxfordshire County Council's response to 18/CH0014/Preapp Land off Oxford Road Kidlington

Morning,

Please see email below regarding application 18/CH0014/Preapp Land off Oxford Road Kidlington could you please send a response to the agent

Appendix H

Traffic Counts

Kidlington - Manual Traffic Survey, Wednesday 31st October 2018

Produced by Road Data Services Ltd.

Junction: (1) A4260 / Bicester Road / Oxford Road

Approach: A4260 (North)

	Left to Bicester Road								Ahead to Oxford Road (South)								Right to A4260 (South)								Last Right to Oxford Road (West)							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	7	2	2	1	0	**12**	3	5	115	16	2	0	4	**145**	0	0	28	12	1	0	0	**41**	0	0	1	0	0	0	0	**1**
0715 - 0730	0	0	8	4	1	0	0	**13**	7	5	120	17	2	0	6	**157**	0	0	58	15	4	0	0	**77**	1	0	2	0	0	0	0	**3**
0730 - 0745	0	0	5	0	2	1	0	**8**	13	2	93	14	4	0	7	**133**	0	1	51	15	4	0	0	**71**	0	0	2	0	0	0	0	**2**
0745 - 0800	0	0	7	1	1	2	0	**11**	9	2	74	10	6	1	6	**108**	0	0	75	11	2	1	1	**90**	1	0	1	0	0	0	0	**2**
Hourly Total	**0**	**0**	**27**	**7**	**6**	**4**	**0**	**44**	**32**	**14**	**402**	**57**	**14**	**1**	**23**	**543**	**0**	**1**	**212**	**53**	**11**	**1**	**1**	**279**	**2**	**0**	**6**	**0**	**0**	**0**	**0**	**8**
0800 - 0815	0	0	16	1	2	0	0	**19**	9	2	102	15	6	0	4	**138**	0	0	51	11	0	0	0	**62**	1	0	5	0	0	0	0	**6**
0815 - 0830	0	0	13	0	0	1	0	**14**	11	0	81	20	5	1	6	**124**	0	0	47	8	5	0	0	**60**	0	0	1	0	0	0	0	**1**
0830 - 0845	0	0	14	0	0	0	1	**15**	4	0	88	11	1	2	7	**113**	0	0	53	8	3	0	0	**64**	0	0	6	2	0	0	0	**8**
0845 - 0900	0	0	14	1	1	2	0	**18**	7	0	86	13	1	2	4	**113**	0	0	57	8	1	1	0	**67**	0	0	7	2	1	0	0	**10**
Hourly Total	**0**	**0**	**57**	**2**	**3**	**3**	**1**	**66**	**31**	**2**	**357**	**59**	**13**	**5**	**21**	**488**	**0**	**0**	**208**	**35**	**9**	**1**	**0**	**253**	**1**	**0**	**19**	**4**	**1**	**0**	**0**	**25**
0900 - 0915	0	0	13	1	0	1	0	**15**	6	0	117	11	2	0	6	**142**	0	0	40	5	2	0	0	**47**	1	0	6	1	0	0	0	**8**
0915 - 0930	0	0	8	2	1	0	0	**11**	3	6	97	13	2	1	3	**125**	0	0	36	6	3	0	0	**45**	0	0	12	1	0	0	0	**13**
0930 - 0945	0	0	12	0	1	1	0	**14**	0	1	106	10	2	1	8	**128**	0	1	62	6	3	0	0	**72**	0	0	13	3	0	0	0	**16**
0945 - 1000	0	0	16	2	0	0	1	**19**	6	0	80	14	0	2	3	**105**	0	0	53	3	3	2	0	**61**	0	0	8	0	0	0	0	**8**
Hourly Total	**0**	**0**	**49**	**5**	**2**	**2**	**1**	**59**	**15**	**7**	**400**	**48**	**6**	**4**	**20**	**500**	**0**	**1**	**191**	**20**	**11**	**2**	**0**	**225**	**1**	**0**	**39**	**5**	**0**	**0**	**0**	**45**
Session Total	**0**	**0**	**133**	**14**	**11**	**9**	**2**	**169**	**78**	**23**	**1159**	**164**	**33**	**10**	**64**	**1531**	**0**	**2**	**611**	**108**	**31**	**4**	**1**	**757**	**4**	**0**	**64**	**9**	**1**	**0**	**0**	**78**
1600 - 1615	0	1	31	4	0	0	0	**36**	2	1	76	10	0	0	8	**97**	0	0	104	12	5	0	0	**121**	0	0	21	3	0	0	0	**24**
1615 - 1630	0	0	31	3	0	0	0	**34**	2	0	108	15	3	0	3	**131**	0	0	103	8	1	0	0	**112**	0	0	26	3	0	0	0	**29**
1630 - 1645	0	0	33	3	0	2	0	**38**	0	2	122	14	1	0	5	**144**	0	0	81	10	1	0	0	**92**	0	0	26	3	0	0	0	**29**
1645 - 1700	0	0	30	2	0	1	0	**33**	1	2	113	10	0	0	2	**128**	0	2	72	12	0	0	0	**86**	0	0	27	0	0	0	0	**27**
Hourly Total	**0**	**1**	**125**	**12**	**0**	**3**	**0**	**141**	**5**	**5**	**419**	**49**	**4**	**0**	**18**	**500**	**0**	**2**	**360**	**42**	**7**	**0**	**0**	**411**	**0**	**0**	**100**	**9**	**0**	**0**	**0**	**109**
1700 - 1715	0	0	36	4	0	0	0	**40**	1	0	88	11	1	1	6	**108**	0	3	104	8	3	0	0	**118**	0	0	31	3	1	0	0	**35**
1715 - 1730	0	0	28	3	0	0	0	**31**	6	0	90	14	4	0	5	**119**	0	0	90	5	0	0	0	**95**	0	0	25	2	0	0	0	**27**
1730 - 1745	0	0	22	1	0	0	0	**23**	1	5	117	8	0	0	6	**137**	0	0	85	8	0	0	0	**93**	0	0	17	3	0	0	0	**20**
1745 - 1800	0	0	38	4	0	0	0	**42**	0	0	109	9	0	0	5	**123**	0	0	74	3	2	0	0	**79**	0	0	18	2	0	0	0	**20**
Hourly Total	**0**	**0**	**124**	**12**	**0**	**0**	**0**	**136**	**8**	**5**	**404**	**42**	**5**	**1**	**22**	**487**	**0**	**3**	**353**	**24**	**5**	**0**	**0**	**385**	**0**	**0**	**91**	**10**	**1**	**0**	**0**	**102**
1800 - 1815	0	0	18	3	0	0	0	**21**	4	2	110	1	1	0	5	**123**	0	0	85	9	0	0	0	**94**	0	0	34	2	0	0	0	**36**
1815 - 1830	0	0	30	2	0	0	0	**32**	2	1	80	8	0	0	5	**96**	0	0	69	6	0	0	0	**75**	0	0	22	1	0	0	0	**23**
1830 - 1845	0	0	19	2	0	0	0	**21**	0	0	90	9	3	0	5	**107**	0	0	71	5	0	0	0	**76**	0	0	21	1	0	0	0	**22**
1845 - 1900	0	0	22	1	1	1	0	**25**	0	0	97	3	0	0	5	**105**	0	0	54	8	0	0	0	**62**	0	0	16	0	0	0	0	**16**
Hourly Total	**0**	**0**	**89**	**8**	**1**	**1**	**0**	**99**	**6**	**3**	**377**	**21**	**4**	**0**	**20**	**431**	**0**	**0**	**279**	**28**	**0**	**0**	**0**	**307**	**0**	**0**	**93**	**4**	**0**	**0**	**0**	**97**
Session Total	**0**	**1**	**338**	**32**	**1**	**4**	**0**	**376**	**19**	**13**	**1200**	**112**	**13**	**1**	**60**	**1418**	**0**	**5**	**992**	**94**	**12**	**0**	**0**	**1103**	**0**	**0**	**284**	**23**	**1**	**0**	**0**	**308**

Kidlington - Manual Traffic Survey, Wednesday 31st October 2018

Produced by Road Data Services Ltd.

Junction: (1) A4260 / Bicester Road / Oxford Road

Approach: Bicester Road

	First Left to Oxford Road (South)								Second Left to A4260 (South)								Ahead to Oxford Road (West)								Right to A4260 (North)							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	1	25	3	0	0	1	**30**	0	0	21	3	0	0	0	**24**	0	0	2	0	0	0	0	**2**	0	0	26	2	1	0	0	**29**
0715 - 0730	1	0	35	5	2	0	1	**44**	0	0	16	8	0	0	0	**24**	2	0	2	0	0	0	0	**4**	2	0	23	6	0	0	0	**31**
0730 - 0745	0	1	45	4	0	0	1	**51**	0	0	19	2	0	0	0	**21**	0	0	1	0	0	0	0	**1**	2	0	21	3	0	0	0	**26**
0745 - 0800	0	0	38	7	1	1	1	**48**	0	0	14	2	0	0	0	**16**	0	0	1	0	0	0	0	**1**	0	0	27	2	0	0	0	**29**
Hourly Total	**1**	**2**	**143**	**19**	**3**	**1**	**4**	**173**	**0**	**0**	**70**	**15**	**0**	**0**	**0**	**85**	**2**	**0**	**6**	**0**	**0**	**0**	**0**	**8**	**4**	**0**	**97**	**13**	**1**	**0**	**0**	**115**
0800 - 0815	1	0	51	5	1	1	2	**61**	0	3	18	1	0	1	0	**23**	0	0	1	0	0	0	0	**1**	1	1	20	1	0	0	0	**23**
0815 - 0830	2	0	45	3	2	1	2	**55**	0	0	7	1	1	0	0	**9**	0	0	0	0	0	0	0	**0**	0	1	23	1	2	3	0	**30**
0830 - 0845	2	1	39	5	1	0	0	**48**	0	0	11	2	0	0	0	**13**	0	0	2	1	0	0	0	**3**	3	0	22	3	0	0	0	**28**
0845 - 0900	3	0	50	3	1	1	1	**59**	0	0	7	4	0	0	0	**11**	0	0	2	0	0	0	0	**2**	3	0	34	6	0	0	1	**44**
Hourly Total	**8**	**1**	**185**	**16**	**5**	**3**	**5**	**223**	**0**	**3**	**43**	**8**	**1**	**1**	**0**	**56**	**0**	**0**	**5**	**1**	**0**	**0**	**0**	**6**	**7**	**2**	**99**	**11**	**2**	**3**	**1**	**125**
0900 - 0915	0	0	44	7	2	1	0	**54**	0	0	11	3	2	0	0	**16**	0	0	4	0	0	0	0	**4**	0	0	27	1	2	0	0	**30**
0915 - 0930	0	0	41	5	3	0	1	**50**	0	0	5	5	0	0	0	**10**	0	0	2	0	0	0	0	**2**	0	0	31	2	0	0	0	**33**
0930 - 0945	0	1	36	5	1	1	0	**44**	0	0	8	1	0	1	0	**10**	0	0	1	0	0	0	0	**1**	0	0	22	2	0	1	0	**25**
0945 - 1000	0	1	33	4	2	0	1	**41**	0	0	7	5	0	0	0	**12**	0	0	2	0	0	0	0	**2**	1	0	20	2	0	0	0	**23**
Hourly Total	**0**	**2**	**154**	**21**	**8**	**2**	**2**	**189**	**0**	**0**	**31**	**14**	**2**	**1**	**0**	**48**	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**9**	**1**	**0**	**100**	**7**	**2**	**1**	**0**	**111**
Session Total	**9**	**5**	**482**	**56**	**16**	**6**	**11**	**585**	**0**	**3**	**144**	**37**	**3**	**2**	**0**	**189**	**2**	**0**	**20**	**1**	**0**	**0**	**0**	**23**	**12**	**2**	**296**	**31**	**5**	**4**	**1**	**351**
1600 - 1615	0	0	22	2	1	0	1	**26**	0	0	6	6	0	0	0	**12**	0	0	3	1	0	0	0	**4**	0	0	28	5	0	0	0	**33**
1615 - 1630	0	0	29	2	0	0	1	**32**	0	0	4	1	1	0	0	**6**	0	0	2	0	0	0	0	**2**	0	0	20	4	1	0	0	**25**
1630 - 1645	0	0	29	2	0	0	1	**32**	0	0	13	3	1	0	0	**17**	2	0	4	2	0	0	0	**8**	2	0	22	6	2	0	0	**32**
1645 - 1700	0	0	30	4	0	0	2	**36**	0	0	7	1	0	0	0	**8**	0	0	3	0	0	0	0	**3**	0	0	24	6	1	0	0	**31**
Hourly Total	**0**	**0**	**110**	**10**	**1**	**0**	**5**	**126**	**0**	**0**	**30**	**11**	**2**	**0**	**0**	**43**	**2**	**0**	**12**	**3**	**0**	**0**	**0**	**17**	**2**	**0**	**94**	**21**	**4**	**0**	**0**	**121**
1700 - 1715	0	1	30	3	0	1	0	**35**	0	0	4	2	0	0	0	**6**	0	0	2	1	0	0	0	**3**	0	0	25	4	0	0	0	**29**
1715 - 1730	0	0	41	3	0	0	1	**45**	0	0	3	1	0	0	0	**4**	0	0	1	0	0	0	0	**1**	0	0	20	3	0	0	0	**23**
1730 - 1745	0	0	35	2	0	0	0	**37**	0	0	7	2	0	0	0	**9**	0	0	3	1	0	0	0	**4**	0	0	21	2	0	0	0	**23**
1745 - 1800	0	0	33	1	0	0	1	**35**	0	0	6	3	0	0	0	**9**	0	0	2	1	0	0	0	**3**	0	0	24	4	0	0	0	**28**
Hourly Total	**0**	**1**	**139**	**9**	**0**	**1**	**2**	**152**	**0**	**0**	**20**	**8**	**0**	**0**	**0**	**28**	**0**	**0**	**8**	**3**	**0**	**0**	**0**	**11**	**0**	**0**	**90**	**13**	**0**	**0**	**0**	**103**
1800 - 1815	0	0	24	2	1	1	1	**29**	0	0	6	2	0	0	0	**8**	0	0	3	0	0	0	0	**3**	0	1	30	0	0	0	0	**31**
1815 - 1830	0	0	38	1	1	0	2	**42**	0	0	3	1	0	0	0	**4**	0	0	2	0	0	0	0	**2**	0	0	17	2	0	0	0	**19**
1830 - 1845	1	0	33	2	1	0	1	**38**	0	0	3	1	0	0	0	**4**	0	0	1	0	0	0	0	**1**	0	0	15	1	0	0	0	**16**
1845 - 1900	0	0	29	3	0	0	0	**32**	0	0	8	0	0	0	0	**8**	0	0	2	0	0	0	0	**2**	0	1	22	0	0	0	0	**23**
Hourly Total	**1**	**0**	**124**	**8**	**3**	**1**	**4**	**141**	**0**	**0**	**20**	**4**	**0**	**0**	**0**	**24**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**8**	**0**	**2**	**84**	**3**	**0**	**0**	**0**	**89**
Session Total	**1**	**1**	**373**	**27**	**4**	**2**	**11**	**419**	**0**	**0**	**70**	**23**	**2**	**0**	**0**	**95**	**2**	**0**	**28**	**6**	**0**	**0**	**0**	**36**	**2**	**2**	**268**	**37**	**4**	**0**	**0**	**313**

Kidlington - Manual Traffic Survey, Wednesday 31st October 2018

Produced by Road Data Services Ltd.

Junction: (1) A4260 / Bicester Road / Oxford Road

Approach: Oxford Road (South)

	First Left to A4260 (South)								Second Left to Oxford Road (West)								Ahead to A4260 (North)								Right to Bicester Road							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	4	1	1	0	1	**7**	0	0	2	0	0	0	0	**2**	0	0	35	6	0	0	4	**45**	0	0	16	6	0	0	1	**23**
0715 - 0730	0	0	7	1	1	1	0	**10**	0	0	4	0	0	0	0	**4**	0	0	57	12	3	0	6	**78**	0	0	12	4	0	0	1	**17**
0730 - 0745	0	0	7	0	0	0	0	**7**	0	0	2	0	0	0	0	**2**	0	0	63	9	2	2	6	**82**	0	0	14	1	0	1	1	**17**
0745 - 0800	0	0	5	1	0	0	0	**6**	0	0	2	0	0	0	0	**2**	0	0	64	15	3	1	3	**86**	0	0	22	1	0	0	2	**25**
Hourly Total	**0**	**0**	**23**	**3**	**2**	**1**	**1**	**30**	**0**	**0**	**10**	**0**	**0**	**0**	**0**	**10**	**0**	**0**	**219**	**42**	**8**	**3**	**19**	**291**	**0**	**0**	**64**	**12**	**0**	**1**	**5**	**82**
0800 - 0815	0	0	8	2	0	0	0	**10**	0	0	5	0	0	1	0	**6**	0	0	72	8	0	1	4	**85**	0	0	21	1	0	0	0	**22**
0815 - 0830	0	0	13	1	0	0	1	**15**	0	0	3	0	0	0	0	**3**	4	3	71	9	3	0	4	**94**	0	0	24	2	0	0	2	**28**
0830 - 0845	0	0	13	5	0	2	0	**20**	0	0	5	1	0	0	0	**6**	0	2	60	9	0	0	5	**76**	0	0	23	1	2	0	1	**27**
0845 - 0900	0	0	7	3	0	2	0	**12**	0	0	4	0	0	0	0	**4**	1	0	52	6	2	1	6	**68**	0	0	18	1	0	0	2	**21**
Hourly Total	**0**	**0**	**41**	**11**	**0**	**4**	**1**	**57**	**0**	**0**	**17**	**1**	**0**	**1**	**0**	**19**	**5**	**5**	**255**	**32**	**5**	**2**	**19**	**323**	**0**	**0**	**86**	**5**	**2**	**0**	**5**	**98**
0900 - 0915	0	0	5	0	1	0	0	**6**	0	0	4	0	0	0	0	**4**	1	0	44	7	2	1	7	**62**	0	0	22	0	0	2	0	**24**
0915 - 0930	0	0	8	2	0	1	0	**11**	0	0	2	1	0	0	0	**3**	0	0	34	12	1	1	5	**53**	0	0	17	4	0	1	2	**24**
0930 - 0945	0	0	11	3	0	0	0	**14**	3	0	1	0	0	0	0	**4**	0	0	52	5	4	3	0	**64**	0	0	25	1	0	0	4	**30**
0945 - 1000	0	0	6	2	0	1	2	**11**	0	0	5	0	0	0	0	**5**	0	1	46	7	2	3	3	**62**	0	0	21	4	1	1	0	**27**
Hourly Total	**0**	**0**	**30**	**7**	**1**	**2**	**2**	**42**	**3**	**0**	**12**	**1**	**0**	**0**	**0**	**16**	**1**	**1**	**176**	**31**	**9**	**8**	**15**	**241**	**0**	**0**	**85**	**9**	**1**	**4**	**6**	**105**
Session Total	**0**	**0**	**94**	**21**	**3**	**7**	**4**	**129**	**3**	**0**	**39**	**2**	**0**	**1**	**0**	**45**	**6**	**6**	**650**	**105**	**22**	**13**	**53**	**855**	**0**	**0**	**235**	**26**	**3**	**5**	**16**	**285**
1600 - 1615	0	0	40	10	0	0	0	**50**	0	0	7	5	0	0	0	**12**	2	6	102	15	4	0	5	**134**	0	0	47	6	0	0	1	**54**
1615 - 1630	0	0	23	4	0	0	0	**27**	0	0	4	2	0	0	0	**6**	0	6	94	15	1	0	4	**120**	0	2	44	8	0	0	1	**55**
1630 - 1645	0	0	64	3	0	0	0	**67**	2	0	16	3	0	0	0	**21**	1	4	103	13	0	0	6	**127**	2	1	56	7	0	0	0	**66**
1645 - 1700	0	0	34	7	0	0	2	**43**	4	0	10	0	0	0	0	**14**	2	1	114	14	0	1	9	**141**	0	2	62	9	0	0	3	**76**
Hourly Total	**0**	**0**	**161**	**24**	**0**	**0**	**2**	**187**	**6**	**0**	**37**	**10**	**0**	**0**	**0**	**53**	**5**	**17**	**413**	**57**	**5**	**1**	**24**	**522**	**2**	**5**	**209**	**30**	**0**	**0**	**5**	**251**
1700 - 1715	0	1	51	3	0	0	0	**55**	2	0	4	3	0	0	0	**9**	2	1	110	16	2	0	4	**135**	0	1	58	5	2	0	1	**67**
1715 - 1730	0	0	52	2	0	0	0	**54**	6	0	7	1	0	0	0	**14**	3	3	115	8	1	0	4	**134**	0	3	49	2	0	1	2	**57**
1730 - 1745	0	0	33	2	0	0	0	**35**	5	0	7	2	0	0	0	**14**	4	3	103	2	0	0	4	**116**	1	1	55	4	0	1	3	**65**
1745 - 1800	0	0	40	3	0	0	1	**44**	8	0	9	2	0	0	0	**19**	0	0	110	4	0	0	7	**121**	2	1	64	2	0	0	2	**71**
Hourly Total	**0**	**1**	**176**	**10**	**0**	**0**	**1**	**188**	**21**	**0**	**27**	**8**	**0**	**0**	**0**	**56**	**9**	**7**	**438**	**30**	**3**	**0**	**19**	**506**	**3**	**6**	**226**	**13**	**2**	**2**	**8**	**260**
1800 - 1815	0	0	54	1	0	0	0	**55**	3	0	6	2	0	0	0	**11**	1	3	124	10	1	0	4	**143**	0	2	53	5	0	0	2	**62**
1815 - 1830	0	0	57	2	0	0	0	**59**	4	0	3	1	0	0	0	**8**	1	0	108	7	0	0	8	**124**	1	0	47	5	0	1	1	**55**
1830 - 1845	0	0	13	3	0	0	1	**17**	0	0	3	1	0	0	0	**4**	0	0	89	9	1	1	5	**105**	0	0	33	2	0	0	0	**35**
1845 - 1900	0	0	26	1	0	0	0	**27**	0	0	9	0	0	0	0	**9**	1	1	109	3	0	0	8	**122**	0	1	50	3	0	1	0	**55**
Hourly Total	**0**	**0**	**150**	**7**	**0**	**0**	**1**	**158**	**7**	**0**	**21**	**4**	**0**	**0**	**0**	**32**	**3**	**4**	**430**	**29**	**2**	**1**	**25**	**494**	**1**	**3**	**183**	**15**	**0**	**2**	**3**	**207**
Session Total	**0**	**1**	**487**	**41**	**0**	**0**	**4**	**533**	**34**	**0**	**85**	**22**	**0**	**0**	**0**	**141**	**17**	**28**	**1281**	**116**	**10**	**2**	**68**	**1522**	**6**	**14**	**618**	**58**	**2**	**4**	**16**	**718**

Kidlington - Manual Traffic Survey, Wednesday 31st October 2018

Produced by Road Data Services Ltd.

Junction: (1) A4260 / Bicester Road / Oxford Road

Approach: A4260 (South)

	First Left to Oxford Road (West)								Second Left to A4260 (North)								Right to Bicester Road								Last Right to Oxford Road (South)							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	1	2	0	0	0	**3**	1	0	37	2	2	1	0	**43**	0	0	6	2	0	0	0	**8**	1	0	50	7	0	0	0	**58**
0715 - 0730	0	0	4	1	0	0	0	**5**	0	0	39	11	2	0	0	**52**	0	0	10	2	0	0	0	**12**	0	0	46	5	1	0	0	**52**
0730 - 0745	0	0	4	0	0	0	0	**4**	1	0	32	4	4	0	1	**42**	0	0	9	1	0	1	0	**11**	0	0	40	3	1	0	1	**45**
0745 - 0800	0	0	3	1	0	0	0	**4**	0	0	51	13	1	0	0	**65**	0	0	14	2	0	0	0	**16**	0	0	39	10	1	0	0	**50**
Hourly Total	**0**	**0**	**12**	**4**	**0**	**0**	**0**	**16**	**2**	**0**	**159**	**30**	**9**	**1**	**1**	**202**	**0**	**0**	**39**	**7**	**0**	**1**	**0**	**47**	**1**	**0**	**175**	**25**	**3**	**0**	**1**	**205**
0800 - 0815	0	0	8	1	0	0	0	**9**	0	0	48	11	2	1	0	**62**	0	0	15	3	0	0	0	**18**	0	0	56	9	2	1	0	**68**
0815 - 0830	0	0	7	1	1	0	0	**9**	0	2	50	6	2	0	0	**60**	0	0	19	3	0	0	0	**22**	0	0	57	5	2	1	0	**65**
0830 - 0845	0	0	3	1	0	0	0	**4**	0	1	59	3	0	0	0	**63**	0	0	23	0	1	0	0	**24**	0	0	44	2	1	0	0	**47**
0845 - 0900	0	0	7	0	0	0	0	**7**	0	1	47	5	2	3	1	**59**	0	0	15	1	0	0	0	**16**	0	0	48	4	2	0	1	**55**
Hourly Total	**0**	**0**	**25**	**3**	**1**	**0**	**0**	**29**	**0**	**4**	**204**	**25**	**6**	**4**	**1**	**244**	**0**	**0**	**72**	**7**	**1**	**0**	**0**	**80**	**0**	**0**	**205**	**20**	**7**	**2**	**1**	**235**
0900 - 0915	0	0	8	1	0	0	0	**9**	0	0	40	10	0	0	1	**51**	0	0	21	4	0	0	0	**25**	0	0	39	4	1	0	0	**44**
0915 - 0930	0	0	3	2	1	0	0	**6**	0	0	31	7	2	0	0	**40**	0	0	17	3	0	0	0	**20**	0	0	33	7	2	0	0	**42**
0930 - 0945	0	0	6	1	1	0	0	**8**	0	0	31	8	2	2	0	**43**	0	0	12	1	0	0	0	**13**	0	0	31	1	0	1	0	**33**
0945 - 1000	0	0	2	1	0	0	0	**3**	0	0	36	6	1	2	1	**46**	0	0	14	2	0	1	0	**17**	0	0	33	2	0	2	0	**37**
Hourly Total	**0**	**0**	**19**	**5**	**2**	**0**	**0**	**26**	**0**	**0**	**138**	**31**	**5**	**4**	**2**	**180**	**0**	**0**	**64**	**10**	**0**	**1**	**0**	**75**	**0**	**0**	**136**	**14**	**3**	**3**	**0**	**156**
Session Total	**0**	**0**	**56**	**12**	**3**	**0**	**0**	**71**	**2**	**4**	**501**	**86**	**20**	**9**	**4**	**626**	**0**	**0**	**175**	**24**	**1**	**2**	**0**	**202**	**1**	**0**	**516**	**59**	**13**	**5**	**2**	**596**
1600 - 1615	0	0	11	4	1	0	0	**16**	0	0	69	10	6	0	0	**85**	0	0	31	5	0	0	0	**36**	0	0	21	5	0	0	0	**26**
1615 - 1630	0	0	11	6	0	0	0	**17**	0	0	77	16	1	2	0	**96**	0	0	35	7	0	0	0	**42**	0	1	21	3	1	0	0	**26**
1630 - 1645	0	0	10	7	0	0	0	**17**	0	0	55	7	0	0	0	**62**	2	0	31	3	0	0	0	**36**	0	0	25	6	0	0	0	**31**
1645 - 1700	0	0	17	6	0	0	0	**23**	0	0	74	8	1	1	0	**84**	0	0	33	3	0	0	0	**36**	0	0	20	1	0	0	0	**21**
Hourly Total	**0**	**0**	**49**	**23**	**1**	**0**	**0**	**73**	**0**	**0**	**275**	**41**	**8**	**3**	**0**	**327**	**2**	**0**	**130**	**18**	**0**	**0**	**0**	**150**	**0**	**1**	**87**	**15**	**1**	**0**	**0**	**104**
1700 - 1715	0	0	13	3	0	0	0	**16**	0	2	75	11	0	0	1	**89**	0	1	41	5	0	0	0	**47**	0	0	17	5	0	0	1	**23**
1715 - 1730	0	0	19	3	0	0	0	**22**	0	0	79	9	2	0	0	**90**	0	0	33	4	2	0	0	**39**	0	1	22	2	1	0	0	**26**
1730 - 1745	0	0	14	4	0	0	0	**18**	0	0	96	5	0	0	0	**101**	0	0	66	7	0	0	0	**73**	0	0	21	2	0	0	1	**24**
1745 - 1800	1	0	26	0	0	0	0	**27**	0	0	94	7	0	0	1	**102**	0	1	53	2	1	0	0	**57**	0	0	22	1	0	0	1	**24**
Hourly Total	**1**	**0**	**72**	**10**	**0**	**0**	**0**	**83**	**0**	**2**	**344**	**32**	**2**	**0**	**2**	**382**	**0**	**2**	**193**	**18**	**3**	**0**	**0**	**216**	**0**	**1**	**82**	**10**	**1**	**0**	**3**	**97**
1800 - 1815	1	0	10	2	0	0	0	**13**	0	0	62	4	2	0	0	**68**	0	0	26	0	0	0	0	**26**	0	0	17	0	0	0	1	**18**
1815 - 1830	1	0	17	0	0	0	0	**18**	0	1	55	2	0	0	0	**58**	0	0	20	1	0	0	0	**21**	0	0	15	1	0	0	0	**16**
1830 - 1845	0	0	9	0	0	0	0	**9**	0	0	54	3	0	0	0	**57**	0	0	24	1	0	0	0	**25**	0	0	16	1	0	0	0	**17**
1845 - 1900	0	0	11	0	0	0	0	**11**	0	1	44	2	0	0	1	**48**	0	0	20	1	0	1	0	**22**	0	0	15	0	0	0	0	**15**
Hourly Total	**2**	**0**	**47**	**2**	**0**	**0**	**0**	**51**	**0**	**2**	**215**	**11**	**2**	**0**	**1**	**231**	**0**	**0**	**90**	**3**	**0**	**1**	**0**	**94**	**0**	**0**	**63**	**2**	**0**	**0**	**1**	**66**
Session Total	**3**	**0**	**168**	**35**	**1**	**0**	**0**	**207**	**0**	**4**	**834**	**84**	**12**	**3**	**3**	**940**	**2**	**2**	**413**	**39**	**3**	**1**	**0**	**460**	**0**	**2**	**232**	**27**	**2**	**0**	**4**	**267**

Kidlington - Manual Traffic Survey, Wednesday 31st October 2018

Produced by Road Data Services Ltd.

Junction: (1) A4260 / Bicester Road / Oxford Road

Approach: Oxford Road (West)

	Left to A4260 (North)								Ahead to Bicester Road								Right to Oxford Road (South)								Last Right to A4260 (South)							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	2	0	0	0	0	**2**	0	1	2	3	0	0	0	**6**	0	1	15	2	0	0	0	**18**	0	0	11	3	0	0	0	**14**
0715 - 0730	0	0	2	0	0	0	0	**2**	0	0	6	4	0	0	0	**10**	0	1	17	5	1	0	0	**24**	0	0	18	3	2	0	0	**23**
0730 - 0745	0	0	3	1	0	0	0	**4**	0	1	3	2	0	0	0	**6**	0	2	16	1	0	0	0	**19**	0	2	24	5	0	0	0	**31**
0745 - 0800	0	0	5	0	0	0	0	**5**	0	0	4	1	0	0	0	**5**	2	0	14	2	0	0	0	**18**	0	0	18	2	0	0	0	**20**
Hourly Total	**0**	**0**	**12**	**1**	**0**	**0**	**0**	**13**	**0**	**2**	**15**	**10**	**0**	**0**	**0**	**27**	**2**	**4**	**62**	**10**	**1**	**0**	**0**	**79**	**0**	**2**	**71**	**13**	**2**	**0**	**0**	**88**
0800 - 0815	0	0	5	2	0	0	0	**7**	0	0	5	1	0	0	0	**6**	1	1	12	3	0	0	0	**17**	0	0	15	3	0	0	0	**18**
0815 - 0830	0	0	6	0	0	0	0	**6**	0	0	10	2	0	0	0	**12**	1	0	21	1	1	0	0	**24**	0	0	14	1	0	0	0	**15**
0830 - 0845	0	0	11	1	0	0	0	**12**	0	0	9	0	0	0	0	**9**	0	0	15	2	0	0	0	**17**	0	0	8	2	0	0	0	**10**
0845 - 0900	0	0	6	0	1	0	0	**7**	0	0	6	1	0	0	0	**7**	3	0	14	2	0	0	0	**19**	0	0	11	2	0	0	0	**13**
Hourly Total	**0**	**0**	**28**	**3**	**1**	**0**	**0**	**32**	**0**	**0**	**30**	**4**	**0**	**0**	**0**	**34**	**5**	**1**	**62**	**8**	**1**	**0**	**0**	**77**	**0**	**0**	**48**	**8**	**0**	**0**	**0**	**56**
0900 - 0915	0	0	17	0	0	0	0	**17**	0	0	16	0	0	0	0	**16**	1	0	15	1	0	0	0	**17**	0	0	7	0	0	0	0	**7**
0915 - 0930	0	0	7	0	0	0	0	**7**	0	0	8	1	0	0	0	**9**	0	0	6	2	0	0	1	**9**	0	0	11	2	0	0	0	**13**
0930 - 0945	0	0	7	2	0	0	0	**9**	0	0	9	1	0	0	0	**10**	0	0	7	1	0	0	0	**8**	0	0	10	4	0	0	0	**14**
0945 - 1000	0	0	8	0	0	0	0	**8**	0	0	8	1	0	0	0	**9**	0	0	6	1	0	0	0	**7**	0	0	6	1	0	0	0	**7**
Hourly Total	**0**	**0**	**39**	**2**	**0**	**0**	**0**	**41**	**0**	**0**	**41**	**3**	**0**	**0**	**0**	**44**	**1**	**0**	**34**	**5**	**0**	**0**	**1**	**41**	**0**	**0**	**34**	**7**	**0**	**0**	**0**	**41**
Session Total	**0**	**0**	**79**	**6**	**1**	**0**	**0**	**86**	**0**	**2**	**86**	**17**	**0**	**0**	**0**	**105**	**8**	**5**	**158**	**23**	**2**	**0**	**1**	**197**	**0**	**2**	**153**	**28**	**2**	**0**	**0**	**185**
1600 - 1615	0	0	5	3	0	0	0	**8**	0	0	6	1	0	0	0	**7**	0	0	6	1	0	0	0	**7**	0	0	5	1	0	0	0	**6**
1615 - 1630	0	0	12	3	0	0	0	**15**	0	0	7	3	0	0	0	**10**	0	0	8	3	1	0	0	**12**	0	0	5	1	0	0	0	**6**
1630 - 1645	0	0	9	0	0	0	0	**9**	0	0	4	2	0	0	0	**6**	0	0	10	2	0	0	0	**12**	0	0	5	1	0	0	0	**6**
1645 - 1700	0	0	5	2	0	0	0	**7**	0	0	7	1	0	0	0	**8**	0	0	7	1	0	0	0	**8**	0	0	4	3	0	0	0	**7**
Hourly Total	**0**	**0**	**31**	**8**	**0**	**0**	**0**	**39**	**0**	**0**	**24**	**7**	**0**	**0**	**0**	**31**	**0**	**0**	**31**	**7**	**1**	**0**	**0**	**39**	**0**	**0**	**19**	**6**	**0**	**0**	**0**	**25**
1700 - 1715	0	0	8	0	0	0	0	**8**	0	0	11	1	0	0	0	**12**	0	0	5	0	0	0	0	**5**	0	0	4	0	0	0	0	**4**
1715 - 1730	0	0	5	0	0	0	0	**5**	0	0	8	2	0	0	0	**10**	0	0	7	1	0	0	0	**8**	0	0	7	1	0	0	0	**8**
1730 - 1745	0	0	9	0	0	0	0	**9**	0	0	9	2	0	0	0	**11**	0	1	6	0	0	0	0	**7**	0	0	6	1	0	0	0	**7**
1745 - 1800	0	0	7	0	0	0	0	**7**	0	0	9	0	0	0	0	**9**	0	0	9	2	0	0	0	**11**	0	0	3	0	0	0	0	**3**
Hourly Total	**0**	**0**	**29**	**0**	**0**	**0**	**0**	**29**	**0**	**0**	**37**	**5**	**0**	**0**	**0**	**42**	**0**	**1**	**27**	**3**	**0**	**0**	**0**	**31**	**0**	**0**	**20**	**2**	**0**	**0**	**0**	**22**
1800 - 1815	0	0	7	2	0	0	0	**9**	0	0	5	0	0	0	0	**5**	1	0	5	0	0	0	0	**6**	0	0	3	2	0	0	0	**5**
1815 - 1830	0	0	7	0	0	0	0	**7**	0	0	8	4	0	0	0	**12**	1	0	7	1	0	0	0	**9**	0	0	4	1	0	0	0	**5**
1830 - 1845	0	0	9	0	0	0	0	**9**	0	0	4	0	0	0	0	**4**	0	0	7	0	0	0	0	**7**	0	0	4	0	0	0	0	**4**
1845 - 1900	0	0	5	1	0	0	0	**6**	0	0	6	1	0	0	0	**7**	1	0	8	0	0	0	0	**9**	0	0	4	1	0	0	0	**5**
Hourly Total	**0**	**0**	**28**	**3**	**0**	**0**	**0**	**31**	**0**	**0**	**23**	**5**	**0**	**0**	**0**	**28**	**3**	**0**	**27**	**1**	**0**	**0**	**0**	**31**	**0**	**0**	**15**	**4**	**0**	**0**	**0**	**19**
Session Total	**0**	**0**	**88**	**11**	**0**	**0**	**0**	**99**	**0**	**0**	**84**	**17**	**0**	**0**	**0**	**101**	**3**	**1**	**85**	**11**	**1**	**0**	**0**	**101**	**0**	**0**	**54**	**12**	**0**	**0**	**0**	**66**

Kidlington - Manual Traffic Survey, Wednesday 31st October 2018

Produced by Road Data Services Ltd.

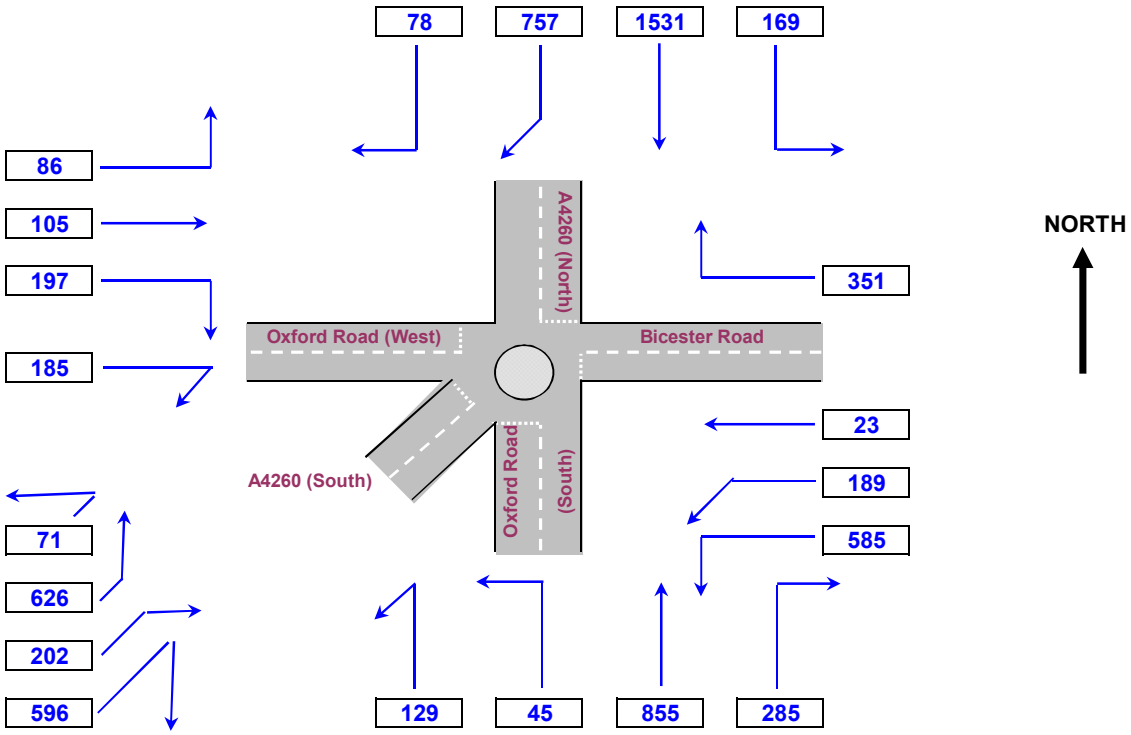
Junction: (1) A4260 / Bicester Road / Oxford Road

Vehicle Class: ALL CLASSES

Start Time: 1) 0700

End Time: 1) 1000

☐ **Peak Hour**



Note: The above diagram represents the Junction surveyed, although may not be the exact layout of the actual location.

Important Note: This spreadsheet & Interactive Vehicle Flow Diagram was produced based on specific parameters. Consequently, alteration to the spreadsheet format or it's properties may result in malfunction.

Kidlington - Manual Traffic Survey, Wednesday 31st October 2018

Produced by Road Data Services Ltd.

Junction: (2) A4260 / 0xford Road

Approach: A4260 (North)

	Ahead to A4260 (South)								Right to 0xford Road							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	**TOTAL**	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	**TOTAL**
0700 - 0715	3	6	157	35	7	2	4	**214**	0	0	14	6	2	0	0	**22**
0715 - 0730	5	2	150	28	6	0	6	**197**	1	1	16	2	0	0	0	**20**
0730 - 0745	11	3	130	25	5	1	6	**181**	0	0	20	3	0	0	0	**23**
0745 - 0800	7	2	144	23	11	4	7	**198**	0	0	14	1	0	0	0	**15**
Hourly Total	**26**	**13**	**581**	**111**	**29**	**7**	**23**	**790**	**1**	**1**	**64**	**12**	**2**	**0**	**0**	**80**
0800 - 0815	5	2	134	22	7	0	7	**177**	0	0	11	2	0	0	0	**13**
0815 - 0830	5	1	115	23	10	2	5	**161**	0	0	24	2	2	0	0	**28**
0830 - 0845	1	0	116	19	5	3	6	**150**	0	0	29	2	0	0	0	**31**
0845 - 0900	6	0	111	17	6	4	3	**147**	1	0	20	0	0	0	0	**21**
Hourly Total	**17**	**3**	**476**	**81**	**28**	**9**	**21**	**635**	**1**	**0**	**84**	**6**	**2**	**0**	**0**	**93**
0900 - 0915	1	0	118	20	6	1	6	**152**	0	0	11	3	0	0	0	**14**
0915 - 0930	1	5	134	20	6	2	5	**173**	0	0	6	1	0	0	0	**7**
0930 - 0945	2	2	112	14	5	1	7	**143**	0	0	8	2	0	0	0	**10**
0945 - 1000	4	0	133	13	3	3	3	**159**	0	0	5	2	0	0	0	**7**
Hourly Total	**8**	**7**	**497**	**67**	**20**	**7**	**21**	**627**	**0**	**0**	**30**	**8**	**0**	**0**	**0**	**38**
Session Total	**51**	**23**	**1554**	**259**	**77**	**23**	**65**	**2052**	**2**	**1**	**178**	**26**	**4**	**0**	**0**	**211**
1600 - 1615	0	1	120	15	2	0	7	**145**	0	0	17	0	0	0	0	**17**
1615 - 1630	2	1	142	18	2	0	4	**169**	0	1	14	5	0	0	0	**20**
1630 - 1645	0	0	139	17	3	1	4	**164**	0	0	11	2	0	0	0	**13**
1645 - 1700	2	1	115	19	0	3	3	**143**	0	1	14	1	0	0	0	**16**
Hourly Total	**4**	**3**	**516**	**69**	**7**	**4**	**18**	**621**	**0**	**2**	**56**	**8**	**0**	**0**	**0**	**66**
1700 - 1715	1	2	152	18	6	0	6	**185**	0	0	21	0	0	0	0	**21**
1715 - 1730	5	0	145	13	2	0	5	**170**	0	0	20	2	0	0	0	**22**
1730 - 1745	0	4	145	8	1	0	5	**163**	0	0	14	1	0	0	0	**15**
1745 - 1800	2	1	107	8	1	0	5	**124**	0	0	14	0	0	0	0	**14**
Hourly Total	**8**	**7**	**549**	**47**	**10**	**0**	**21**	**642**	**0**	**0**	**69**	**3**	**0**	**0**	**0**	**72**
1800 - 1815	2	0	120	8	1	0	5	**136**	0	0	22	3	0	0	0	**25**
1815 - 1830	1	0	114	10	1	0	6	**132**	0	0	15	0	0	0	0	**15**
1830 - 1845	0	0	113	9	3	0	4	**129**	0	0	11	0	0	0	0	**11**
1845 - 1900	1	0	113	7	0	1	6	**128**	1	0	8	0	0	0	0	**9**
Hourly Total	**4**	**0**	**460**	**34**	**5**	**1**	**21**	**525**	**1**	**0**	**56**	**3**	**0**	**0**	**0**	**60**
Session Total	**16**	**10**	**1525**	**150**	**22**	**5**	**60**	**1788**	**1**	**2**	**181**	**14**	**0**	**0**	**0**	**198**

Kidlington - Manual Traffic Survey, Wednesday 31st October 2018

Produced by Road Data Services Ltd.

Junction: (2) A4260 / 0xford Road

Approach: A4260 (South)

	Left to 0xford Road								Ahead to A4260 (North)							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	**TOTAL**	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	**TOTAL**
0700 - 0715	0	0	1	0	0	0	0	**1**	0	0	53	7	2	5	1	**68**
0715 - 0730	0	0	1	0	0	0	0	**1**	1	1	72	21	4	0	5	**104**
0730 - 0745	0	0	3	0	0	0	0	**3**	2	0	76	20	8	2	5	**113**
0745 - 0800	0	0	2	0	0	0	0	**2**	1	0	77	24	3	0	4	**109**
Hourly Total	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**7**	**4**	**1**	**278**	**72**	**17**	**7**	**15**	**394**
0800 - 0815	0	0	5	0	0	0	0	**5**	1	0	90	20	3	3	4	**121**
0815 - 0830	0	0	9	0	0	0	0	**9**	3	5	110	16	7	1	5	**147**
0830 - 0845	0	0	12	0	0	0	0	**12**	1	2	87	15	0	2	5	**112**
0845 - 0900	0	0	5	1	0	0	0	**6**	4	0	105	15	2	4	7	**137**
Hourly Total	**0**	**0**	**31**	**1**	**0**	**0**	**0**	**32**	**9**	**7**	**392**	**66**	**12**	**10**	**21**	**517**
0900 - 0915	0	0	0	0	0	0	0	**0**	1	0	95	15	4	1	8	**124**
0915 - 0930	0	0	4	1	0	0	0	**5**	0	1	68	16	1	3	7	**96**
0930 - 0945	0	0	2	2	0	0	0	**4**	0	0	88	17	5	4	4	**118**
0945 - 1000	0	0	4	0	0	0	0	**4**	0	0	73	15	2	6	4	**100**
Hourly Total	**0**	**0**	**10**	**3**	**0**	**0**	**0**	**13**	**1**	**1**	**324**	**63**	**12**	**14**	**23**	**438**
Session Total	**0**	**0**	**48**	**4**	**0**	**0**	**0**	**52**	**14**	**9**	**994**	**201**	**41**	**31**	**59**	**1349**
1600 - 1615	0	0	3	0	0	0	0	**3**	2	5	144	22	6	1	6	**186**
1615 - 1630	0	0	6	1	0	0	0	**7**	1	4	152	35	3	1	3	**199**
1630 - 1645	0	0	2	0	0	0	0	**2**	0	3	146	22	2	1	5	**179**
1645 - 1700	0	0	4	0	0	0	0	**4**	2	1	157	23	2	2	8	**195**
Hourly Total	**0**	**0**	**15**	**1**	**0**	**0**	**0**	**16**	**5**	**13**	**599**	**102**	**13**	**5**	**22**	**759**
1700 - 1715	0	0	6	1	0	0	0	**7**	1	2	165	22	2	0	6	**198**
1715 - 1730	0	0	4	0	0	0	0	**4**	2	1	137	18	1	0	5	**164**
1730 - 1745	0	1	8	1	0	0	0	**10**	3	1	174	8	3	0	5	**194**
1745 - 1800	0	0	3	1	0	0	0	**4**	4	1	170	9	0	0	7	**191**
Hourly Total	**0**	**1**	**21**	**3**	**0**	**0**	**0**	**25**	**10**	**5**	**646**	**57**	**6**	**0**	**23**	**747**
1800 - 1815	0	0	3	0	0	0	0	**3**	6	3	176	12	2	1	5	**205**
1815 - 1830	0	0	4	0	0	0	0	**4**	1	0	145	11	2	0	6	**165**
1830 - 1845	0	0	4	0	0	0	0	**4**	2	0	129	14	0	1	5	**151**
1845 - 1900	0	0	5	1	0	0	0	**6**	2	2	135	8	0	0	9	**156**
Hourly Total	**0**	**0**	**16**	**1**	**0**	**0**	**0**	**17**	**11**	**5**	**585**	**45**	**4**	**2**	**25**	**677**
Session Total	**0**	**1**	**52**	**5**	**0**	**0**	**0**	**58**	**26**	**23**	**1830**	**204**	**23**	**7**	**70**	**2183**

Kidlington - Manual Traffic Survey, Wednesday 31st October 2018

Produced by Road Data Services Ltd.

Junction: (2) A4260 / 0xford Road

Approach: 0xford Road

	Left to A4260 (North)								Right to A4260 (South)							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	**TOTAL**	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	**TOTAL**
0700 - 0715	0	0	2	0	0	0	0	**2**	0	0	0	1	0	0	0	**1**
0715 - 0730	1	0	2	1	0	0	0	**4**	0	0	1	0	0	0	0	**1**
0730 - 0745	0	0	10	1	0	0	0	**11**	0	0	1	1	1	0	0	**3**
0745 - 0800	0	1	5	0	0	0	0	**6**	0	0	1	1	0	0	0	**2**
Hourly Total	**1**	**1**	**19**	**2**	**0**	**0**	**0**	**23**	**0**	**0**	**3**	**3**	**1**	**0**	**0**	**7**
0800 - 0815	0	0	4	1	0	0	0	**5**	0	0	1	0	0	0	0	**1**
0815 - 0830	0	0	4	0	1	0	0	**5**	0	0	0	0	0	0	0	**0**
0830 - 0845	0	0	18	0	0	0	0	**18**	0	0	2	0	0	0	0	**2**
0845 - 0900	0	0	10	0	0	0	0	**10**	1	0	5	0	0	0	0	**6**
Hourly Total	**0**	**0**	**36**	**1**	**1**	**0**	**0**	**38**	**1**	**0**	**8**	**0**	**0**	**0**	**0**	**9**
0900 - 0915	0	0	7	0	0	0	0	**7**	0	0	2	0	0	0	0	**2**
0915 - 0930	0	0	8	4	0	0	0	**12**	0	0	0	0	0	0	0	**0**
0930 - 0945	0	0	5	0	0	0	0	**5**	0	0	2	0	0	0	0	**2**
0945 - 1000	0	0	5	1	0	0	0	**6**	0	0	2	0	0	0	0	**2**
Hourly Total	**0**	**0**	**25**	**5**	**0**	**0**	**0**	**30**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**6**
Session Total	**1**	**1**	**80**	**8**	**1**	**0**	**0**	**91**	**1**	**0**	**17**	**3**	**1**	**0**	**0**	**22**
1600 - 1615	0	0	12	0	0	0	0	**12**	0	0	1	1	0	0	0	**2**
1615 - 1630	0	0	12	2	0	0	0	**14**	0	0	0	0	0	0	0	**0**
1630 - 1645	0	0	19	3	0	0	0	**22**	1	0	3	0	0	0	0	**4**
1645 - 1700	0	0	6	0	0	0	0	**6**	0	0	1	0	0	0	0	**1**
Hourly Total	**0**	**0**	**49**	**5**	**0**	**0**	**0**	**54**	**1**	**0**	**5**	**1**	**0**	**0**	**0**	**7**
1700 - 1715	0	0	6	1	1	0	0	**8**	0	0	1	0	0	0	0	**1**
1715 - 1730	2	0	13	0	0	0	0	**15**	0	0	1	0	0	0	0	**1**
1730 - 1745	0	0	6	0	0	0	0	**6**	0	0	1	0	0	0	0	**1**
1745 - 1800	1	0	9	1	0	0	0	**11**	0	0	1	0	0	0	0	**1**
Hourly Total	**3**	**0**	**34**	**2**	**1**	**0**	**0**	**40**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**4**
1800 - 1815	1	0	8	1	0	0	0	**10**	0	0	2	0	0	0	0	**2**
1815 - 1830	0	0	9	0	0	0	0	**9**	0	0	3	0	0	0	0	**3**
1830 - 1845	1	0	8	1	0	0	0	**10**	0	0	1	0	0	0	0	**1**
1845 - 1900	0	0	6	0	0	0	0	**6**	0	0	3	0	0	0	0	**3**
Hourly Total	**2**	**0**	**31**	**2**	**0**	**0**	**0**	**35**	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**9**
Session Total	**5**	**0**	**114**	**9**	**1**	**0**	**0**	**129**	**1**	**0**	**18**	**1**	**0**	**0**	**0**	**20**

Kidlington - Manual Traffic Survey, Wednesday 31st October 2018

Produced by Road Data Services Ltd.

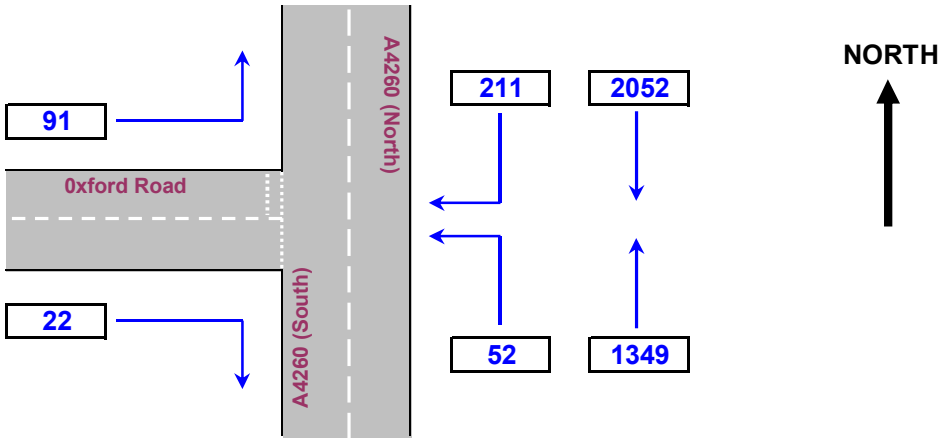
Junction: (2) A4260 / 0xford Road

Vehicle Class: ALL CLASSES

Start Time: 1) 0700

End Time: 1) 1000

☐ Peak Hour



Note: The above diagram represents the Junction surveyed, although may not be the exact layout of the actual location.

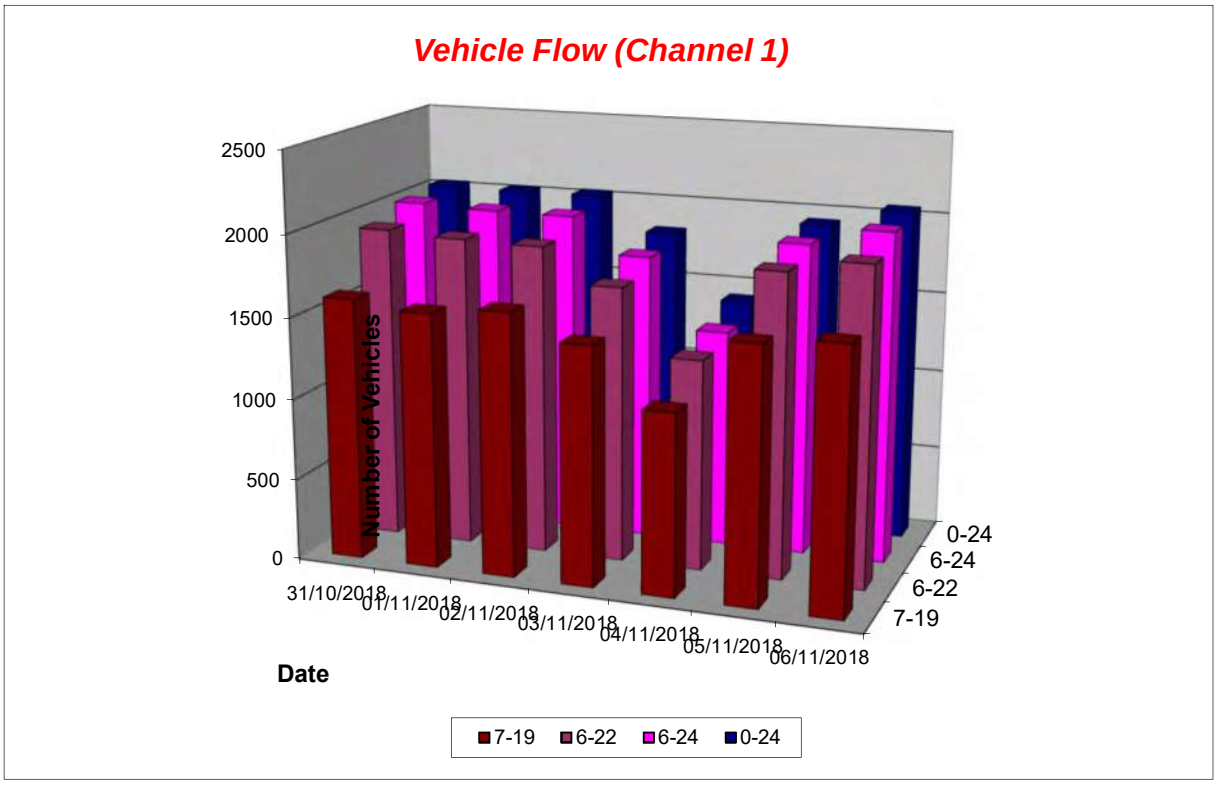
Important Note: This spreadsheet & Interactive Vehicle Flow Diagram was produced based on specific parameters. Consequently, alteration to the spreadsheet format or it's properties may result in malfunction.

Kidlington ATC, Oxford Road

Produced by Road Data Services Ltd.

Channel 1 - Northbound | **Vehicle Flow** | **Week 1**

Hr Ending	31/10/2018 Wednesday	01/11/2018 Thursday	02/11/2018 Friday	03/11/2018 Saturday	04/11/2018 Sunday	05/11/2018 Monday	06/11/2018 Tuesday	5 Day Ave	7 Day Ave
1	8	14	16	18	24	5	4	9	13
2	4	4	0	6	14	4	1	3	5
3	9	3	8	3	9	6	4	6	6
4	1	1	4	7	9	1	2	2	4
5	1	6	6	13	16	1	8	4	7
6	4	7	9	4	5	4	7	6	6
7	18	28	22	14	10	19	27	23	20
8	37	24	36	27	17	46	27	34	31
9	74	68	86	64	24	61	74	73	64
10	90	89	96	100	52	93	102	94	89
11	85	81	89	121	98	99	87	88	94
12	86	105	110	145	101	99	107	101	108
13	140	119	119	150	103	128	120	125	126
14	132	132	133	168	155	105	135	127	137
15	140	120	155	122	115	155	117	137	132
16	173	163	196	146	140	175	174	176	167
17	241	241	239	157	134	243	240	241	214
18	227	231	201	140	106	214	220	219	191
19	182	189	151	120	68	138	197	171	149
20	135	130	111	98	71	129	131	127	115
21	100	92	82	59	57	83	92	90	81
22	69	94	70	57	42	71	89	79	70
23	53	64	50	42	34	50	69	57	52
24	24	21	42	40	15	10	19	23	24
7-19	1607	1562	1611	1460	1113	1556	1600	1587	1501
6-22	1929	1906	1896	1688	1293	1858	1939	1906	1787
6-24	2006	1991	1988	1770	1342	1918	2027	1986	1863
0-24	2033	2026	2031	1821	1419	1939	2053	2016	1903



Kidlington ATC, Oxford Road

Produced by Road Data Services Ltd.

Channel 1 - Northbound **Average Speed** **Week 1**

Hr Ending	31/10/2018 Wednesday	01/11/2018 Thursday	02/11/2018 Friday	03/11/2018 Saturday	04/11/2018 Sunday	05/11/2018 Monday	06/11/2018 Tuesday
1	18.8	17.2	19.3	16.3	18.7	20.7	15.3
2	14.6	17.8	-	16.9	17.9	14.3	19.7
3	19.2	16.2	18.9	16.3	17.9	21.3	21.2
4	22.1	22.2	15.3	19.6	17.6	20.8	18.3
5	13.0	23.7	15.7	16.2	18.7	14.5	22.3
6	18.1	17.8	17.6	18.9	14.1	19.5	18.9
7	17.2	17.8	19.6	19.6	19.1	18.5	16.8
8	18.8	20.1	17.9	19.3	18.9	17.8	20.1
9	20.5	17.4	18.4	18.5	18.4	20.6	17.2
10	20.5	18.6	18.7	17.9	19.2	19.5	18.1
11	19.6	18.2	17.5	18.6	17.7	18.6	18.1
12	18.8	17.4	17.8	18.1	18.0	17.8	17.4
13	18.2	18.6	17.0	18.1	17.7	18.5	18.7
14	17.6	18.0	18.4	17.5	18.8	18.9	17.9
15	17.2	17.6	18.4	18.0	18.1	18.5	18.1
16	17.7	17.3	18.6	17.4	17.9	19.2	17.9
17	17.5	17.9	17.7	17.7	19.1	18.0	17.5
18	16.4	17.3	17.0	16.9	17.4	16.7	17.3
19	16.4	17.0	16.8	17.4	18.5	17.7	17.5
20	16.2	18.0	17.2	16.7	19.4	18.2	18.0
21	17.4	18.1	16.2	17.7	19.1	18.1	18.2
22	17.4	17.9	16.4	17.0	18.9	18.4	18.1
23	18.0	18.9	16.4	17.0	19.4	19.6	19.4
24	18.8	18.4	17.6	17.5	17.8	22.1	18.0
10-12	19.2	17.8	17.7	18.3	17.9	18.2	17.7
14-16	17.5	17.5	18.5	17.7	18.0	18.9	17.9
0-24	17.7	17.8	17.7	17.7	18.4	18.3	17.9

Average	17.9

Channel 1 - Northbound **85th Percentile**

Hr Ending	31/10/2018 Wednesday	01/11/2018 Thursday	02/11/2018 Friday	03/11/2018 Saturday	04/11/2018 Sunday	05/11/2018 Monday	06/11/2018 Tuesday
1	23.4	21.4	22.9	19.9	26.2	26.6	18.8
2	17.1	23.9	-	21.2	21.6	15.7	-
3	23.5	18.2	27.0	19.1	21.6	29.1	29.3
4	-	-	18.5	26.2	21.4	-	19.8
5	-	27.5	22.1	19.6	25.4	-	27.4
6	21.3	21.4	22.4	22.6	16.1	24.7	20.6
7	20.9	22.8	26.9	22.6	24.9	24.8	22.7
8	24.8	25.5	24.5	25.0	25.3	24.0	25.0
9	25.8	23.3	23.9	24.1	22.4	25.7	23.5
10	25.9	23.7	25.6	23.6	25.3	25.1	24.7
11	24.6	23.3	22.4	24.9	22.9	23.1	24.1
12	25.5	21.6	22.9	24.3	23.5	22.8	21.8
13	23.7	24.0	22.0	22.9	22.4	25.2	24.9
14	23.1	23.5	24.2	23.1	25.0	24.2	24.7
15	22.2	22.4	24.9	23.5	23.4	24.4	23.3
16	23.8	22.0	24.7	22.6	24.0	25.3	23.5
17	23.6	23.8	23.7	23.6	25.2	23.9	23.2
18	20.0	21.8	22.5	20.7	23.3	20.1	22.3
19	20.2	20.8	21.4	21.8	24.7	23.5	22.6
20	19.7	23.8	21.3	20.5	25.5	24.4	23.5
21	22.7	24.9	20.0	24.0	26.4	24.7	24.0
22	22.4	22.1	21.3	21.2	24.0	25.6	24.1
23	24.9	25.0	20.8	23.1	24.0	23.9	25.1
24	24.9	26.0	20.6	21.5	20.7	29.5	23.1
10-12	24.8	22.4	22.8	24.6	23.5	23.1	23.3
14-16	23.3	22.3	24.8	22.9	24.0	24.9	23.4
0-24	23.4	23.3	23.3	23.2	24.4	24.3	23.7

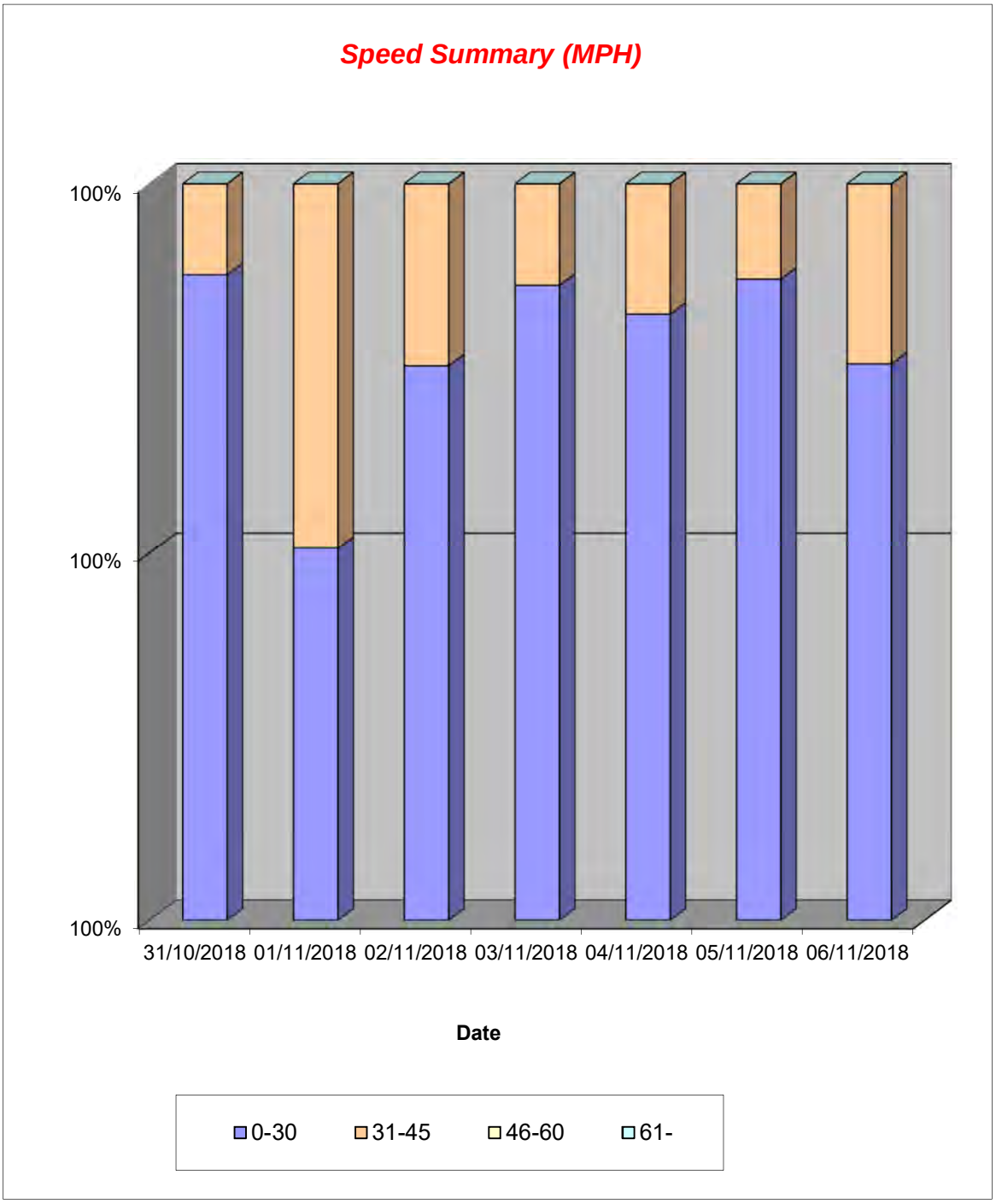
85th %ile	23.7

Kidlington ATC, Oxford Road

Produced by Road Data Services Ltd.

Channel 1 - Northbound **Speed Summary** **Week 1**

Speed (MPH)	31/10/2018 Wednesday	01/11/2018 Thursday	02/11/2018 Friday	03/11/2018 Saturday	04/11/2018 Sunday	05/11/2018 Monday	06/11/2018 Tuesday
0-30	2032	2022	2029	1820	1418	1938	2051
31-45	1	4	2	1	1	1	2
46-60	0	0	0	0	0	0	0
61-	0	0	0	0	0	0	0
TOTAL	**2033**	**2026**	**2031**	**1821**	**1419**	**1939**	**2053**



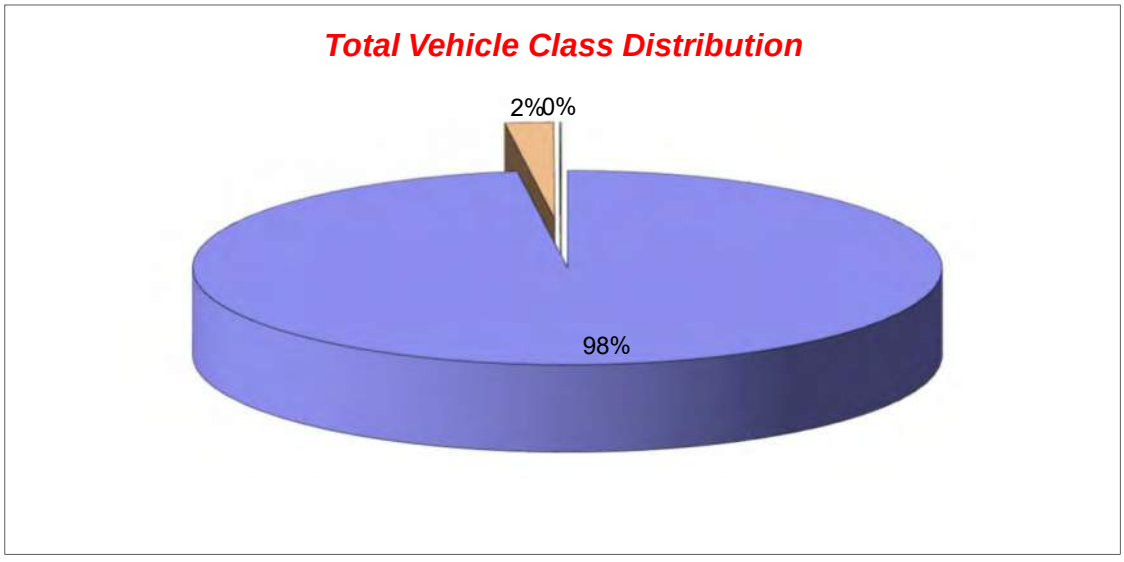
Kidlington ATC, Oxford Road

Produced by Road Data Services Ltd.

Channel 1 - Northbound | **Vehicle Class** | **Week 1**

Classes / Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
31/10/2018				
7-19	1544	56	7	1607
6-22	1861	61	7	1929
6-24	1938	61	7	2006
0-24	1965	61	7	2033
01/11/2018				
7-19	1527	35	0	1562
6-22	1868	38	0	1906
6-24	1952	39	0	1991
0-24	1987	39	0	2026
02/11/2018				
7-19	1572	39	0	1611
6-22	1852	44	0	1896
6-24	1944	44	0	1988
0-24	1987	44	0	2031
03/11/2018				
7-19	1437	23	0	1460
6-22	1663	25	0	1688
6-24	1745	25	0	1770
0-24	1796	25	0	1821
04/11/2018				
7-19	1095	18	0	1113
6-22	1271	22	0	1293
6-24	1320	22	0	1342
0-24	1397	22	0	1419
05/11/2018				
7-19	1517	39	0	1556
6-22	1815	43	0	1858
6-24	1874	44	0	1918
0-24	1895	44	0	1939
06/11/2018				
7-19	1562	38	0	1600
6-22	1898	41	0	1939
6-24	1985	42	0	2027
0-24	2010	43	0	2053

Average				
7-19	1465	35	1	1501
6-22	1747	39	1	1787
6-24	1823	40	1	1863
0-24	1862	40	1	1903



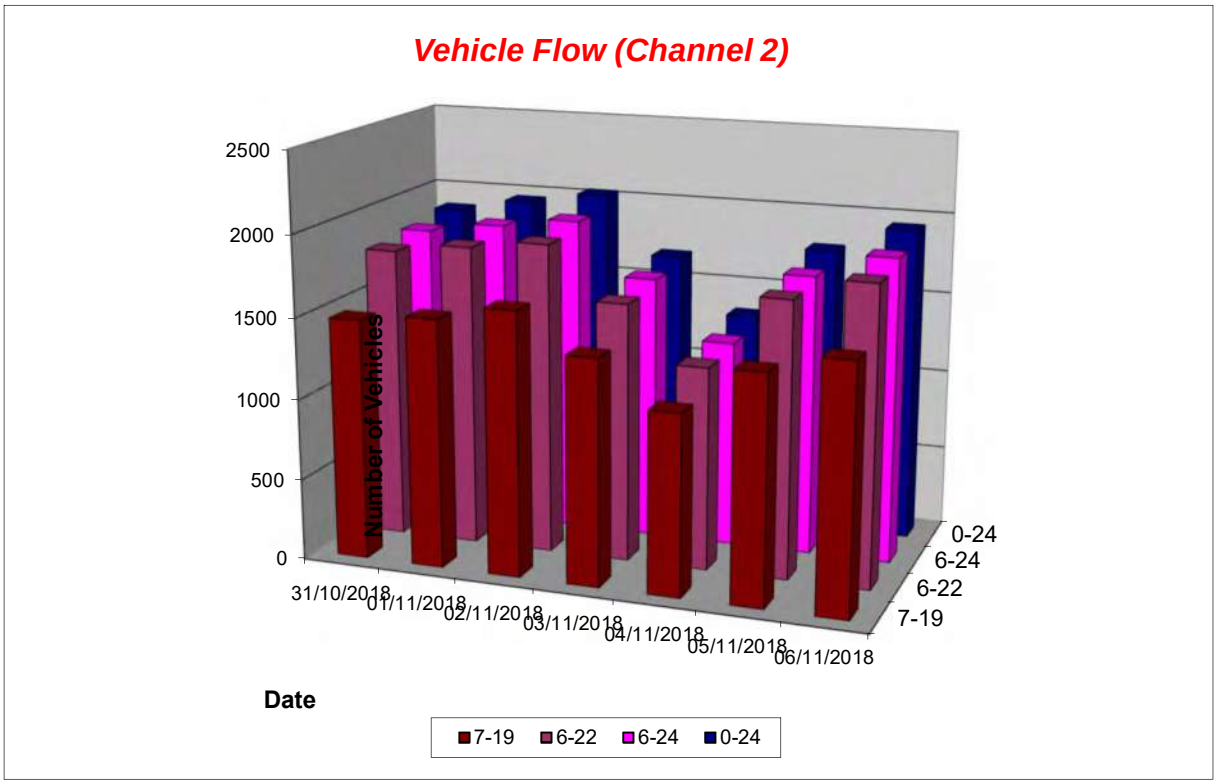
Kidlington ATC, Oxford Road

Produced by Road Data Services Ltd.

Channel 2 - Southbound | **Vehicle Flow** | **Week 1**

Hr Ending	31/10/2018 Wednesday	01/11/2018 Thursday	02/11/2018 Friday	03/11/2018 Saturday	04/11/2018 Sunday	05/11/2018 Monday	06/11/2018 Tuesday	5 Day Ave	7 Day Ave
1	1	5	8	11	13	1	5	4	6
2	2	2	5	4	8	3	0	2	3
3	1	1	4	1	3	1	2	2	2
4	3	2	5	5	5	7	4	4	4
5	2	7	9	10	10	2	5	5	6
6	38	47	44	8	13	41	53	45	35
7	118	115	113	40	20	118	114	116	91
8	193	198	197	74	48	186	199	195	156
9	187	176	197	107	49	162	181	181	151
10	164	163	177	142	117	155	159	164	154
11	79	107	107	141	114	86	109	98	106
12	95	102	123	139	122	101	109	106	113
13	105	96	122	125	133	93	102	104	111
14	90	97	92	128	106	82	88	90	98
15	111	87	102	133	83	90	78	94	98
16	103	118	130	109	101	101	108	112	110
17	133	138	147	89	83	135	127	136	122
18	117	133	124	108	78	114	131	124	115
19	104	114	104	91	76	90	118	106	100
20	98	109	95	74	55	83	103	98	88
21	64	61	47	52	32	57	56	57	53
22	37	42	33	37	32	43	48	41	39
23	27	29	24	26	15	21	35	27	25
24	6	11	23	18	11	9	9	12	12

7-19	1481	1529	1622	1386	1110	1395	1509	1507	1433
6-22	1798	1856	1910	1589	1249	1696	1830	1818	1704
6-24	1831	1896	1957	1633	1275	1726	1874	1857	1742
0-24	1878	1960	2032	1672	1327	1781	1943	1919	1799



Kidlington ATC, Oxford Road

Produced by Road Data Services Ltd.

Channel 2 - Southbound **Average Speed** **Week 1**

Hr Ending	31/10/2018 Wednesday	01/11/2018 Thursday	02/11/2018 Friday	03/11/2018 Saturday	04/11/2018 Sunday	05/11/2018 Monday	06/11/2018 Tuesday
1	13.4	16.8	11.8	12.9	13.5	15.2	13.0
2	8.6	16.2	15.2	16.5	13.8	13.6	-
3	18.2	13.9	12.7	20.3	17.3	17.8	13.4
4	15.0	18.9	14.8	15.0	11.9	12.4	19.0
5	13.9	13.3	13.9	11.7	14.4	17.2	16.0
6	15.7	15.5	16.2	13.2	13.3	15.4	15.1
7	14.2	14.2	15.6	15.5	15.3	14.4	13.9
8	14.4	13.5	14.3	14.5	13.8	14.0	14.0
9	13.1	13.0	14.0	14.1	15.0	14.0	12.4
10	13.8	14.1	13.8	14.0	15.2	14.3	13.8
11	13.9	14.4	13.8	13.4	15.7	14.4	14.6
12	14.0	14.3	14.8	13.9	14.6	13.8	14.3
13	16.2	14.0	14.7	13.8	14.2	15.2	13.8
14	14.0	13.7	13.3	13.9	14.2	14.0	14.0
15	14.0	13.8	14.3	13.4	13.2	14.7	14.4
16	13.5	14.0	13.5	14.6	14.7	14.0	14.0
17	12.9	13.7	13.9	14.6	14.4	13.9	13.3
18	12.6	12.2	13.7	12.6	14.5	13.0	12.8
19	12.6	14.4	13.2	13.8	14.4	13.6	14.5
20	13.4	13.7	14.2	14.6	14.5	14.1	13.2
21	13.9	14.1	13.9	13.7	14.0	14.8	14.4
22	13.6	13.5	14.1	15.1	14.8	14.7	13.7
23	14.2	14.6	16.0	13.6	12.6	15.2	13.6
24	16.7	15.0	16.1	14.7	12.7	17.9	14.4
10-12	13.9	14.3	14.3	13.6	15.1	14.1	14.5
14-16	13.8	13.9	13.9	13.9	14.0	14.4	14.2
0-24	13.8	13.8	14.2	13.9	14.5	14.2	13.8

Average	14.0

Channel 2 - Southbound **85th Percentile**

Hr Ending	31/10/2018 Wednesday	01/11/2018 Thursday	02/11/2018 Friday	03/11/2018 Saturday	04/11/2018 Sunday	05/11/2018 Monday	06/11/2018 Tuesday
1	-	19.9	18.2	18.4	17.4	-	18.8
2	10.5	18.5	16.3	19.9	18.3	17.8	-
3	-	-	15.3	-	19.4	-	13.5
4	18.9	19.1	19.3	16.7	17.9	16.0	20.4
5	15.8	18.4	18.0	15.9	18.1	19.2	19.7
6	20.3	19.5	19.9	18.1	17.2	19.7	19.6
7	19.3	19.1	19.7	19.1	18.7	18.3	19.1
8	19.2	18.3	19.4	19.0	17.5	19.0	19.4
9	18.6	19.0	19.3	19.2	19.1	19.4	18.3
10	19.4	19.4	19.1	19.0	19.1	19.6	18.8
11	19.2	19.6	18.7	18.7	19.7	19.2	19.2
12	19.0	19.4	19.4	19.3	19.3	19.1	19.1
13	19.7	19.0	19.5	19.2	18.8	19.3	19.2
14	19.8	18.7	19.2	19.5	18.8	19.4	19.0
15	19.3	19.7	19.0	18.9	18.8	19.4	19.6
16	19.4	19.2	18.9	19.4	19.6	19.1	19.3
17	18.7	19.0	19.2	19.9	19.0	19.4	19.2
18	19.4	18.8	19.4	18.6	18.7	19.6	18.9
19	19.1	19.6	19.0	18.8	19.0	19.2	19.2
20	19.2	19.2	19.4	19.0	18.6	18.6	19.3
21	18.7	18.4	19.1	19.1	18.6	18.8	19.3
22	19.3	18.6	18.5	19.2	18.4	19.3	19.9
23	19.5	19.1	19.7	18.9	18.4	19.9	19.2
24	19.3	18.5	19.7	19.7	15.6	20.4	17.0
10-12	19.2	19.5	19.1	19.0	19.5	19.2	19.1
14-16	19.4	19.4	19.0	19.1	19.2	19.3	19.4
0-24	19.2	19.1	19.3	19.1	19.1	19.3	19.2

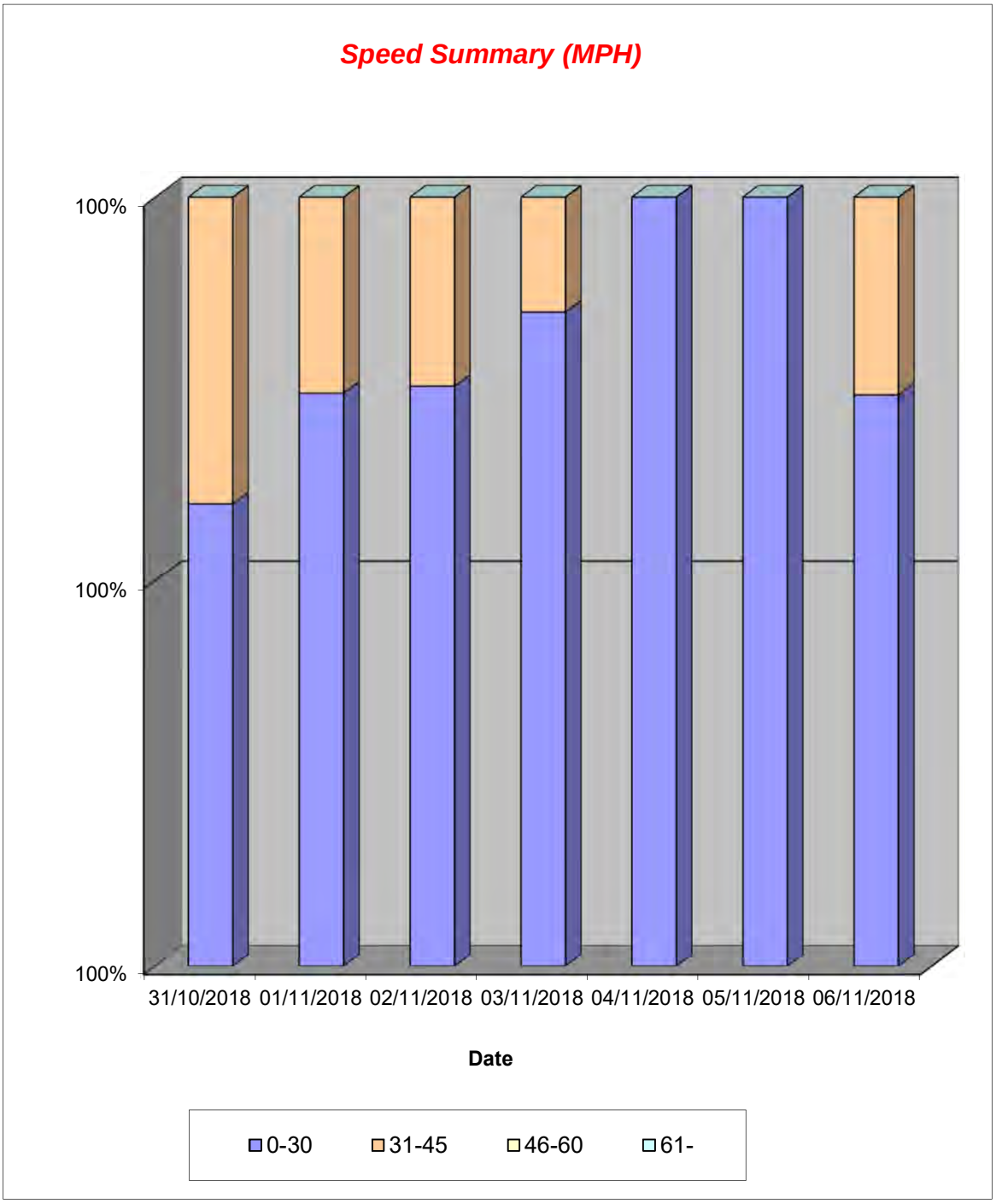
85th %ile	19.2

Kidlington ATC, Oxford Road

Produced by Road Data Services Ltd.

Channel 2 - Southbound **Speed Summary** **Week 1**

Speed (MPH)	31/10/2018 Wednesday	01/11/2018 Thursday	02/11/2018 Friday	03/11/2018 Saturday	04/11/2018 Sunday	05/11/2018 Monday	06/11/2018 Tuesday
0-30	1875	1958	2030	1671	1327	1781	1941
31-45	3	2	2	1	0	0	2
46-60	0	0	0	0	0	0	0
61-	0	0	0	0	0	0	0
TOTAL	**1878**	**1960**	**2032**	**1672**	**1327**	**1781**	**1943**



Kidlington ATC, Oxford Road

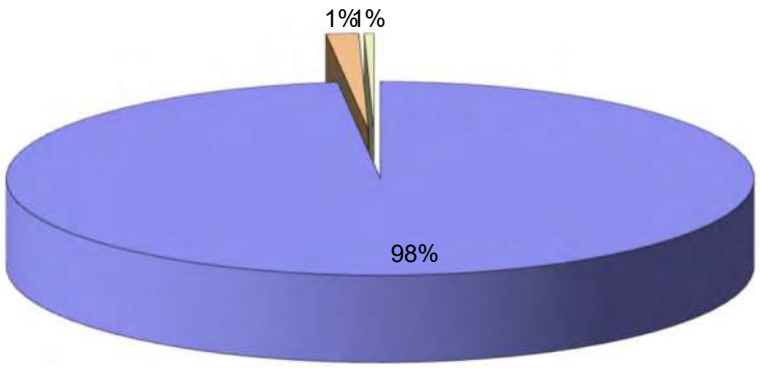
Produced by Road Data Services Ltd.

Channel 2 - Southbound | **Vehicle Class** | **Week 1**

Classes / Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
31/10/2018				
7-19	1439	29	13	1481
6-22	1753	32	13	1798
6-24	1786	32	13	1831
0-24	1833	32	13	1878
01/11/2018				
7-19	1489	29	11	1529
6-22	1812	33	11	1856
6-24	1852	33	11	1896
0-24	1916	33	11	1960
02/11/2018				
7-19	1587	29	6	1622
6-22	1867	35	8	1910
6-24	1914	35	8	1957
0-24	1989	35	8	2032
03/11/2018				
7-19	1355	22	9	1386
6-22	1557	23	9	1589
6-24	1601	23	9	1633
0-24	1640	23	9	1672
04/11/2018				
7-19	1101	9	0	1110
6-22	1239	10	0	1249
6-24	1265	10	0	1275
0-24	1317	10	0	1327
05/11/2018				
7-19	1368	19	8	1395
6-22	1668	20	8	1696
6-24	1698	20	8	1726
0-24	1753	20	8	1781
06/11/2018				
7-19	1485	21	3	1509
6-22	1803	24	3	1830
6-24	1847	24	3	1874
0-24	1916	24	3	1943

Average				
7-19	1403	23	7	1433
6-22	1671	25	7	1704
6-24	1709	25	7	1742
0-24	1766	25	7	1799

Total Vehicle Class Distribution

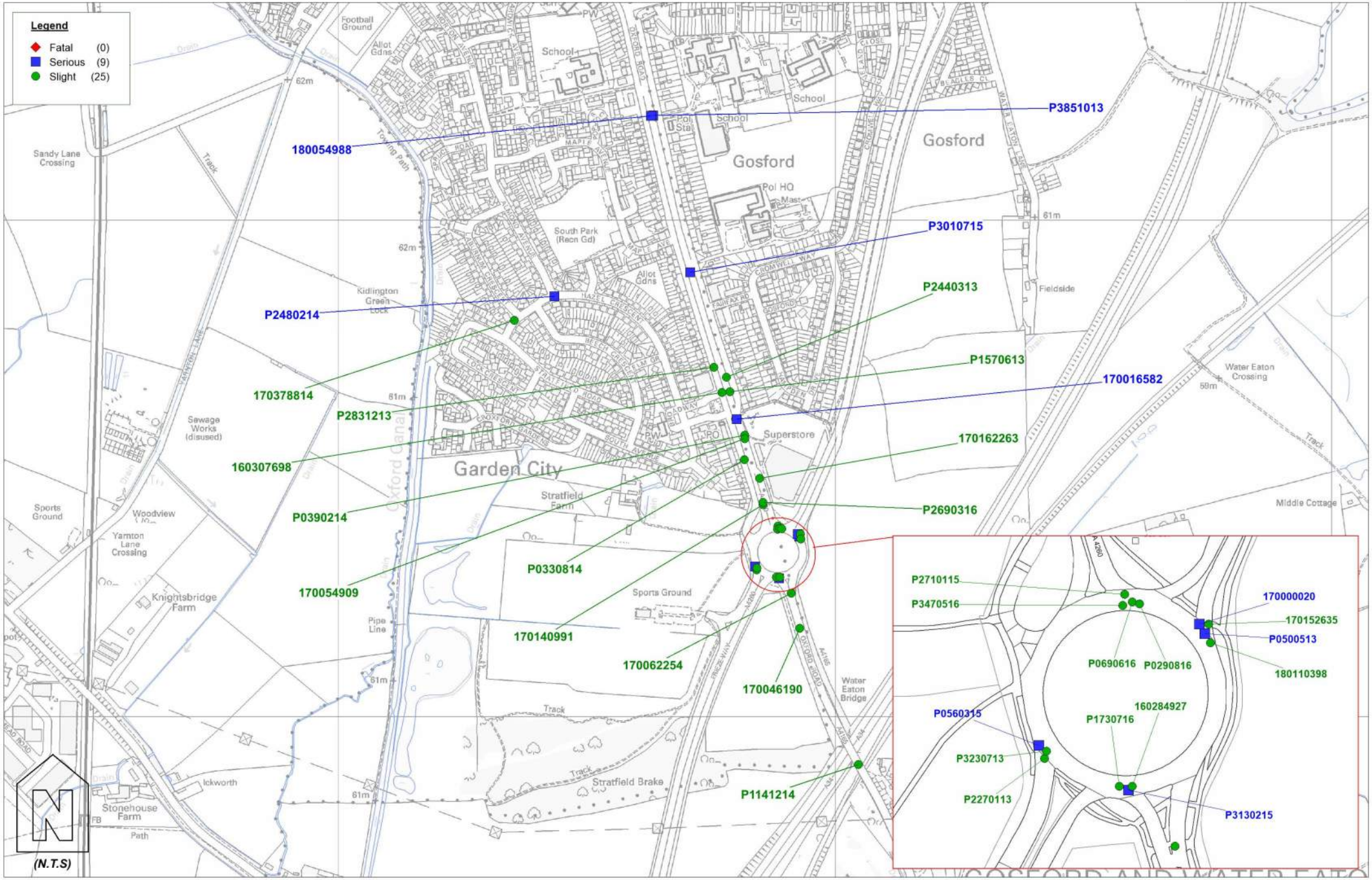


Appendix I

Accident Data

ACCIDENT REQUEST - OXFORD ROAD AREA (KIDLINGTON) **OXFORDSHIRE COUNTY COUNCIL - INFRASTRUCTURE DELIVERY**

Accidents between following dates:
01/01/2013 and 31/07/2018



OXFORDSHIRE COUNTY COUNCIL

Date drawn: 30/11/2018
Drawn by: CJM

Map centre:
easting. 449700, northing. 212560

Accidents between dates **01/01/2013** **and** **31/07/2018** (67) months
Selection: **Notes:**
Selected using Manual Selection

Saturday 26/01/2013 Time 1401 Slight at A4260 KIDLINGTON RBT AT J/W A4260 FRIEZE WAY KIDLINGTON

E: 449841 N: 212295 Junction Detail: Roundabout Control: Give way or controlled
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from S to NE Going ahead other On main carriageway
Vehicle Reference 2 Car Moving from S to NE Waiting to turn left On main carriageway
Casualty Reference: 1 Age: 29 Female Driver/rider Severity: Slight Injured by vehicle: 2

Wednesday 27/03/2013 Time 1605 Slight at A4260 OXFORD RD AT BUS STOP ON E SIDE OF ROAD APPROX 60M N OF ACCESS TO SERVICE ROAD N OF SAINSBURYS STORE KIDLINGTON

E: 449780 N: 212683 Junction Detail: Not within 20m of j Control:
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Bus or coach Moving from N to S Starting Bus lane
Casualty Reference: 1 Age: 70 Female Passenger Severity: Slight Injured by vehicle: 1

Sunday 05/05/2013 Time 1254 Serious at A4260 OXFORD ROAD J/W C43 BICESTER ROAD KIDLINGTON

E: 449927 N: 212362 Junction Detail: Roundabout Control: Give way or controlled
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from NE to S Going ahead other On main carriageway
Vehicle Reference 2 Pedal Cycle Moving from N to SE Going ahead other On main carriageway
Casualty Reference: 1 Age: 37 Male Driver/rider Severity: Serious Injured by vehicle: 2

Accidents between dates **01/01/2013** **and** **31/07/2018** (67) months
Selection: **Notes:**
Selected using Manual Selection

Friday 14/06/2013 Time 1540 Slight at A4260 OXFORD RD BY BUS STOP ON E SIDE OF ROAD APPROX 40M N OF ACCESS TO SERVICE ROAD N OF SAINSBURYS STORE KIDLINGTON
E: 449787 N: 212654 Junction Detail: Not within 20m of j Control:
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from N to S Stopping On main carriageway
Casualty Reference: 1 Age: 92 Male Driver/rider Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Car Moving from N to S Stopping On main carriageway
Casualty Reference: 2 Age: 2 Male Passenger Severity: Slight Injured by vehicle: 2

Wednesday 31/07/2013 Time 1930 Slight at A4260 KIDLINGTON RBT AT J/W A4165 KIDLINGTON
E: 449842 N: 212299 Junction Detail: Roundabout Control: Give way or controlled
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from S to N Going ahead other On main carriageway
Vehicle Reference 2 Pedal Cycle Moving from SE to N Going ahead other On main carriageway
Casualty Reference: 1 Age: 31 Female Driver/rider Severity: Slight Injured by vehicle: 2

Accidents between dates **01/01/2013** **and** **31/07/2018** (67) months
Selection: **Notes:**
Selected using Manual Selection

Wednesday 23/10/2013 Time 1235 Serious at A4260 AT PUFFIN CROSSING APPROX 220M S OF J/W BICESTER ROAD KIDLINGTON

E: 449633 N: 213210 Junction Detail: Not within 20m of j Control:
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from N to S Going ahead other On main carriageway

Casualty Reference: 1 Age: 16 Male Pedestrian Severity: Serious Injured by vehicle: 1

Monday 23/12/2013 Time 1627 Slight at A4260 OXFORD ROAD AT PELICAN CROSSING BY SAINSBURYS STORE KIDLINGTON

E: 449799 N: 212599 Junction Detail: Not within 20m of j Control:
Raining with high winds Road surface Wet/Damp Darkness: street lights present and lit
Vehicle Reference 1 Car Moving from S to N Going ahead other On main carriageway

Casualty Reference: 1 Age: 61 Female Pedestrian Severity: Slight Injured by vehicle: 1

Saturday 28/12/2013 Time 1425 Slight at SERVICE RD ON W SIDE OF A4260 OXFORD ROAD JUST N OF J/W BROADWAY KIDLINGTON

E: 449755 N: 212703 Junction Detail: Not within 20m of j Control:
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from S to N Starting On main carriageway

Vehicle Reference 2 Pedal Cycle Moving from S to N Going ahead other On main carriageway

Casualty Reference: 1 Age: 40 Male Driver/rider Severity: Slight Injured by vehicle: 2

Accidents between dates **01/01/2013** **and** **31/07/2018** (67) months
Selection: **Notes:**
Selected using Manual Selection

Tuesday 04/02/2014 Time 0749 Slight at A4260 OXFORD RD J/W SAINSBURYS STORE / PETROL STATION KIDLINGTON

E: 449817 N: 212566 Junction Detail: Using private drive c Control: Give way or controlled
Fine without high winds Road surface Wet/Damp Daylight
Vehicle Reference 1 Car Moving from S to E Turning right On main carriageway
Vehicle Reference 2 Motor Cycle over 50 Moving from S to N Overtaking stat vehicle O/S On main carriageway
Casualty Reference: 1 Age: 18 Male Driver/rider Severity: Slight Injured by vehicle: 2

Monday 10/02/2014 Time 0700 Serious at HAZEL CRESENT J/W ALMOND AVENUE KIDLINGTON

E: 449434 N: 212846 Junction Detail: T or staggered junct Control: Give way or controlled
Fine without high winds Road surface Wet/Damp Daylight
Vehicle Reference 1 Motor Cycle over 1 Moving from N to E Turning left On main carriageway
Casualty Reference: 1 Age: 34 Male Driver/rider Severity: Serious Injured by vehicle: 1
Vehicle Reference 2 Car Moving from W to Parked On main carriageway

Accidents between dates **01/01/2013** **and** **31/07/2018** (67) months

Selection:
Selected using Manual Selection

Notes:

Monday 04/08/2014 Time 0835 Slight at SERVICE ROAD ON W SIDE OF OXFORD ROAD APPROX 100M S OF SOUTHERN J/W THE BROADWAY KIDLINGTON

E: 449816 N: 212517 Junction Detail: Not within 20m of j Control:
Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Car Moving from N to S Overtaking moving vehicle O/S On main carriageway

Vehicle Reference 2 Pedal Cycle Moving from N to S Going ahead other On main carriageway

Casualty Reference: 1 Age: 22 Female Driver/rider Severity: Slight Injured by vehicle: 2

Saturday 06/12/2014 Time 2136 Slight at A4165 OXFORD ROAD AT RAIL BRIDGE APPROX 250M N OF J/W WATER EATON PARK AND RIDE GOSFORD

E: 450046 N: 211903 Junction Detail: Not within 20m of j Control:
Fine without high winds Road surface Wet/Damp Darkness: street lights present and lit

Vehicle Reference 1 Car Moving from SE to N Going ahead other On main carriageway

Casualty Reference: 1 Age: 25 Female Passenger Severity: Slight Injured by vehicle: 1

Casualty Reference: 2 Age: 25 Male Passenger Severity: Slight Injured by vehicle: 1

Accidents between dates **01/01/2013** **and** **31/07/2018** (67) months
Selection: **Notes:**
Selected using Manual Selection

Tuesday 27/01/2015 Time 1815 Slight at A4260 KIDLINGTON RBT J/W A4260 OXFORD ROAD KIDLINGTON

E: 449884 N: 212383 Junction Detail: Roundabout Control: Give way or controlled
Fine without high winds Road surface Dry Darkness: street lights present and lit
Vehicle Reference 1 Car Moving from N to S Starting On main carriageway
Vehicle Reference 2 Pedal Cycle Moving from S to NE Turning right On main carriageway
Casualty Reference: 1 Age: 26 Male Driver/rider Severity: Slight Injured by vehicle: 2

Monday 23/02/2015 Time 1922 Serious at A4260 KIDLINGTON RBT J/W A4165 KIDLINGTON

E: 449886 N: 212278 Junction Detail: Roundabout Control: Give way or controlled
Fine without high winds Road surface Dry Darkness: street lights present and lit
Vehicle Reference 1 Car Moving from S to N Starting On main carriageway
Vehicle Reference 2 Motorcycle over 500 Moving from E to W Going ahead other On main carriageway
Casualty Reference: 1 Age: 32 Male Driver/rider Severity: Serious Injured by vehicle: 2

Accidents between dates **01/01/2013** **and** **31/07/2018** (67) months
Selection: **Notes:**
Selected using Manual Selection

Friday 06/03/2015 Time 1704 Serious at A4260 KIDLINGTON RBT AT J/W A4260 APPROACH FROM A44 KIDLINGTON

E: 449838 N: 212302 Junction Detail: Roundabout Control: Give way or controlled
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from S to NE Going ahead other On main carriageway
Vehicle Reference 2 Pedal Cycle Moving from SE to N Going ahead other On main carriageway
Casualty Reference: 1 Age: 27 Male Driver/rider Severity: Serious Injured by vehicle: 2

Sunday 26/07/2015 Time 0715 Serious at A4260 OXFORD ROAD APPROX 70M N OF J/W FAIRFAX ROAD KIDLINGTON

E: 449707 N: 212894 Junction Detail: Not within 20m of j Control:
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Motor Cycle over 50 Moving from S to N Going ahead other On main carriageway
Casualty Reference: 1 Age: 22 Male Driver/rider Severity: Serious Injured by vehicle: 1

Thursday 24/03/2016 Time 2221 Slight at A4260 APPROX 75M N OF KIDLINGTON ROADABOUT NEAR ACCESS TO SAINSBURYS STORE KIDLINGTON

E: 449854 N: 212431 Junction Detail: Not within 20m of j Control:
Raining without high winds Road surface Wet/Damp Darkness: street lights present and lit
Vehicle Reference 1 Car Moving from S to N Going ahead left bend On main carriageway
Vehicle Reference 2 Car Moving from N to S Going ahead other On main carriageway
Casualty Reference: 1 Age: 67 Female Driver/rider Severity: Slight Injured by vehicle: 2

Accidents between dates **01/01/2013** **and** **31/07/2018** (67) months
Selection: **Notes:**
Selected using Manual Selection

Friday 06/05/2016 Time 0702 Slight at A4260 KIDLINGTON RBT J/W A4260 OXFORD ROAD KIDLINGTON

E: 449883 N: 212377 Junction Detail: Roundabout Control: Give way or controlled
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from N to S Going ahead other On main carriageway
Casualty Reference: 1 Age: 22 Female Driver/rider Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Pedal Cycle Moving from W to E Going ahead other On main carriageway
Casualty Reference: 2 Age: 40 Male Driver/rider Severity: Slight Injured by vehicle: 2

Monday 06/06/2016 Time 1615 Slight at A4260 KIDLINGTON RBT J/W A4260 OXFORD ROAD KIDLINGTON

E: 449888 N: 212379 Junction Detail: Roundabout Control: Give way or controlled
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from N to S Starting On main carriageway
Vehicle Reference 2 Pedal Cycle Moving from W to NE Turning left On main carriageway
Casualty Reference: 1 Age: 44 Male Driver/rider Severity: Slight Injured by vehicle: 2

Accidents between dates **01/01/2013** **and** **31/07/2018** (67) months
Selection: **Notes:**
Selected using Manual Selection

Monday 11/07/2016 Time 0627 Slight at A4260 KIDLINGTON RBT J/W A4165 KIDLINGTON

E: 449881 N: 212280 Junction Detail: Roundabout Control: Give way or controlled
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from S to N Going ahead other On main carriageway
Vehicle Reference 2 Car Moving from E to W Going ahead other On main carriageway
Casualty Reference: 1 Age: 50 Female Driver/rider Severity: Slight Injured by vehicle: 2

Monday 01/08/2016 Time 0811 Slight at A4260 KIDLINGTON RBT J/W A4260 OXFORD ROAD KIDLINGTON

E: 449892 N: 212378 Junction Detail: Roundabout Control: Give way or controlled
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from N to S Going ahead other On main carriageway
Vehicle Reference 2 Pedal Cycle Moving from W to E Going ahead other On main carriageway
Casualty Reference: 1 Age: 62 Male Driver/rider Severity: Slight Injured by vehicle: 2

Accidents between dates **01/01/2013** **and** **31/07/2018** (67) months

Selection:
Selected using Manual Selection

Notes:

Wednesday 05/10/2016 Time 1615 Slight at A4260 KIDLINGTON RBT J/W A4165 KIDLINGTON

E: 449888 N: 212280 Junction Detail: Roundabout Control: Give way or controlled
Fine without high winds Road surface Dry Daylight

Vehicle Reference 1	Car	Moving from	S	to	NE	Turning right	On main carriageway
Vehicle Reference 2	Motorcycle over 500	Moving from	N	to	S	Turning right	On main carriageway

Casualty Reference: 1 Age: 63 Male Driver/rider Severity: Slight Injured by vehicle: 2

Wednesday 26/10/2016 Time 1917 Slight at BROADWAY J/W SERVICE ROAD ON W SIDE OF A4260 OXFORD ROAD KIDLINGTON

E: 449771 N: 212652 Junction Detail: T or staggered junct Control: Give way or controlled
Fine without high winds Road surface Dry Darkness: street lights present and lit

Vehicle Reference 1	Car	Moving from	W	to	S	Turning right	On main carriageway
Vehicle Reference 2	Pedal Cycle	Moving from	S	to	N	Going ahead other	On main carriageway

Casualty Reference: 1 Age: 37 Male Driver/rider Severity: Slight Injured by vehicle: 2

Wednesday 04/01/2017 Time 1943 Serious at A4260 OXFORD ROAD AT PELICAN CROSSING APPROX 220M NW OF KIDLINGTON RBT BY SAINSBURY STORE KIDLINGTON

E: 449801 N: 212598 Junction Detail: T or staggered junct Control: Give way or controlled
Fine without high winds Road surface Dry Darkness: street lights present and lit

Vehicle Reference 1	Car	Moving from	S	to	N	Going ahead other	On main carriageway

Casualty Reference: 1 Age: 32 Male Pedestrian Severity: Serious Injured by vehicle: 1

Accidents between dates **01/01/2013** **and** **31/07/2018** (67) months
Selection: **Notes:**
Selected using Manual Selection

Monday 09/01/2017 Time 0857 Serious at A4260 KIDLINGTON RBT J/W C43 BICESTER ROAD GOSFORD

E: 449924 N: 212367 Junction Detail: Roundabout Control: Give way or controlled
Fine without high winds Road surface Wet/Damp Daylight
Vehicle Reference 1 Car Moving from NE to S Starting On main carriageway
Vehicle Reference 2 Pedal Cycle Moving from N to SE Going ahead other On main carriageway
Casualty Reference: 1 Age: 45 Male Driver/rider Severity: Serious Injured by vehicle: 2

Wednesday 18/01/2017 Time 1750 Slight at A4260 OXFORD ROAD J/W ACCESS TO SAINSBURYS STORE KIDLINGTON

E: 449817 N: 212559 Junction Detail: Other junction Control: Give way or controlled
Fine without high winds Road surface Dry Darkness: street lights present and lit
Vehicle Reference 1 Motor Cycle over 50 Moving from N to S Overtaking stat vehicle O/S On main carriageway
Casualty Reference: 1 Age: 17 Male Driver/rider Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Car Moving from S to E Turning right On main carriageway
Vehicle Reference 3 Car Moving from N to S Going ahead but held up On main carriageway

Accidents between dates **01/01/2013** **and** **31/07/2018** (67) months
Selection: **Notes:**
Selected using Manual Selection

Friday 27/01/2017 Time 1230 Slight at A4165 BANBURY ROAD APPROX 100M SE OF J/W A4260 KIDLINGTON RBT KIDLINGTON

E: 449928 N: 212177 Junction Detail: Not within 20m of j Control:
Fine without high winds Road surface Wet/Damp Daylight
Vehicle Reference 1 Car Moving from N to SE Going ahead other On main carriageway
Vehicle Reference 2 Car Moving from SE to N Going ahead other On main carriageway
Casualty Reference: 1 Age: 27 Female Driver/rider Severity: Slight Injured by vehicle: 2

Wednesday 22/02/2017 Time 0752 Slight at A4165 APPROX 30M S OF A4260 KIDLINGTON RBT GOSFORD

E: 449911 N: 212248 Junction Detail: Not within 20m of j Control:
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from N to N U-turn On main carriageway
Vehicle Reference 2 Motor Cycle over 50 Moving from N to S Overtaking moving vehicle O/S On main carriageway
Casualty Reference: 1 Age: 47 Male Driver/rider Severity: Slight Injured by vehicle: 2

Accidents between dates **01/01/2013** **and** **31/07/2018** (67) months
Selection: **Notes:**
Selected using Manual Selection

Wednesday 10/05/2017 Time 0600 Slight at A4260 OXFORD RD APPROX 45M N OF A4260 KIDLINGTON RBT KIDLINGTON

E: 449854 N: 212426 Junction Detail: Not within 20m of j Control:
Fine without high winds Road surface Dry Daylight

Vehicle Reference 1	Car	Moving from	S	to	N	Going ahead other	On main carriageway	
Vehicle Reference 2	Pedal Cycle	Moving from	S	to	N	Changing lane to right	On main carriageway	
Casualty Reference:	1	Age:	43	Male		Driver/rider	Severity: Slight	Injured by vehicle: 2

Wednesday 17/05/2017 Time 1515 Slight at A4260 KIDLINGTON RBT J/W A4260 OXFORD ROAD & C43 BICESTER ROAD KIDLINGTON

E: 449929 N: 212367 Junction Detail: Roundabout Control: Give way or controlled
Raining without high winds Road surface Wet/Damp Daylight

Vehicle Reference 1	Car	Moving from	N	to	S	Stopping	On main carriageway	
Vehicle Reference 2	Car	Moving from	N	to	S	Stopping	On main carriageway	
Casualty Reference:	1	Age:	38	Female		Passenger	Severity: Slight	Injured by vehicle: 2
Casualty Reference:	2	Age:	34	Female		Passenger	Severity: Slight	Injured by vehicle: 2
Casualty Reference:	3	Age:	31	Male		Driver/rider	Severity: Slight	Injured by vehicle: 2
Casualty Reference:	4	Age:	46	Female		Passenger	Severity: Slight	Injured by vehicle: 2
Vehicle Reference 3	Other Vehicle	Moving from	N	to	SE	Going ahead other	On main carriageway	

Accidents between dates **01/01/2013** **and** **31/07/2018** (67) months
Selection: **Notes:**
Selected using Manual Selection

Sunday 28/05/2017 Time 1122 Slight at A4260 OXFORD ROAD J/W ACCESS FROM SAINSBURYS STORE KIDLINGTON

E: 449847 N: 212479 Junction Detail: Using private drive c Control: Give way or controlled
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from NE to S Going ahead other On main carriageway
Vehicle Reference 2 Car Moving from NE to S Waiting to turn left On main carriageway
Casualty Reference: 1 Age: 35 Female Driver/rider Severity: Slight Injured by vehicle: 2
Casualty Reference: 2 Age: 9 Female Passenger Severity: Slight Injured by vehicle: 2
Casualty Reference: 3 Age: 1 Female Passenger Severity: Slight Injured by vehicle: 2

Tuesday 12/12/2017 Time 0852 Slight at HAZEL CRESCENT APPROX 10M SW OF J/W LABURNUM ROAD KIDLINGTON

E: 449353 N: 212797 Junction Detail: T or staggered junct Control: Give way or controlled
Fine without high winds Road surface Frost/Ice Daylight
Vehicle Reference 1 Car Moving from S to NE Going ahead other On main carriageway
Casualty Reference: 1 Age: 84 Female Pedestrian Severity: Slight Injured by vehicle: 1

Accidents between dates **01/01/2013** **and** **31/07/2018** (67) months
Selection: **Notes:**
Selected using Manual Selection

Tuesday 13/02/2018 Time 1900 Serious at A4260 AT PUFFIN CROSSING APPROX 220M S OF J/W BICESTER ROAD KIDLINGTON

E: 449628 N: 213209 Junction Detail: Not within 20m of j Control:
Fine without high winds Road surface Wet/Damp Darkness: street lights present and lit
Vehicle Reference 1 Car Moving from SE to N Going ahead other On main carriageway

Casualty Reference: 1 Age: 23 Female Pedestrian Severity: Serious Injured by vehicle: 1

Tuesday 26/06/2018 Time 1300 Slight at A4260 KIDLINGTON RBT J/W C43 BICESTER ROAD KIDLINGTON

E: 449930 N: 212357 Junction Detail: Roundabout Control: Give way or controlled
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from NE to S Going ahead other On main carriageway

Vehicle Reference 2 Pedal Cycle Moving from S to SE Turning right On main carriageway

Casualty Reference: 1 Age: 39 Male Driver/rider Severity: Slight Injured by vehicle: 2

Accidents between dates **01/01/2013** **and** **31/07/2018** (67) months

Selection:
Selected using Manual Selection

Notes:

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	3	11	14
2-wheeled motor vehicles	0	3	4	7
Pedal cycles	0	3	10	13
Horses & other	0	0	0	0
Total	0	9	25	34

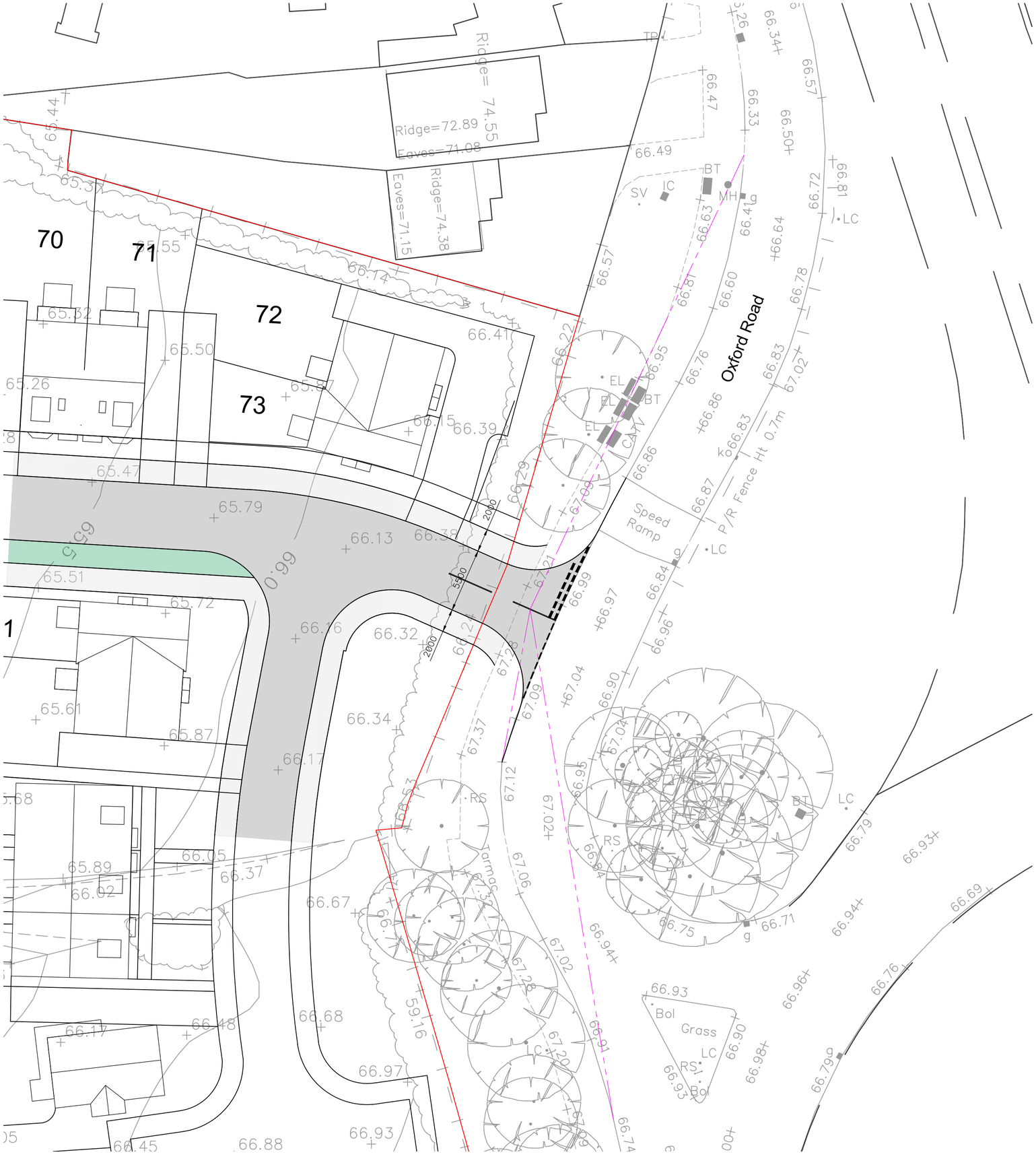
Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	0	8	8
Passenger	0	0	9	9
Motorcycle rider	0	3	4	7
Cyclist	0	3	10	13
Pedestrian	0	3	2	5
Other	0	0	0	0
Total	0	9	33	42

Number of casualties meeting the criteria: **42**

Appendix J

Proposed Site Access
MAC drawing no. 122-TA05D



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Martin Andrews Consulting Ltd

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

Client: Manor Oak Homes		Project: Land off Oxford Road, Kidlington	
Title: Proposed Site Access			Date: 11/02/22
			Drw: MJA
			Chk: MJA
Drawing No: 122-TA05	Revision: D		Scale: 1:250
			Size: A2

Appendix K

TRICS Data

Calculation Reference: AUDIT-864401-220127-0102

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	2 days
	KC	KENT	5 days
	SC	SURREY	2 days
	WS	WEST SUSSEX	6 days
03	SOUTH WEST		
	DC	DORSET	1 days
	DV	DEVON	3 days
	SM	SOMERSET	1 days
	WL	WILTSHIRE	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
	NF	NORFOLK	7 days
	SF	SUFFOLK	3 days
05	EAST MIDLANDS		
	DS	DERBYSHIRE	1 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	2 days
	ST	STAFFORDSHIRE	1 days
	WK	WARWICKSHIRE	2 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	2 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 799 (units:)
Range Selected by User:	6 to 805 (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 23/09/21

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

Selected survey days:

Monday	12 days
Tuesday	9 days
Wednesday	17 days
Thursday	14 days
Friday	6 days

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

Selected survey types:

Manual count	58 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 undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	17
Edge of Town	41

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	54
Village	1
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	58 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	1 days
1,001 to 5,000	3 days
5,001 to 10,000	17 days
10,001 to 15,000	17 days
15,001 to 20,000	8 days
20,001 to 25,000	7 days
25,001 to 50,000	5 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	6 days
50,001 to 75,000	8 days
75,001 to 100,000	13 days
100,001 to 125,000	1 days
125,001 to 250,000	17 days
250,001 to 500,000	6 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	40 days
1.6 to 2.0	3 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	21 days
No	37 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	58 days

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

LIST OF SITES relevant to selection parameters

1 CA-03-A-05 DETACHED HOUSES CAMBRIDGESHIRE
EASTFIELD ROAD
PETERBOROUGH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 28
Survey date: MONDAY *17/10/16* *Survey Type: MANUAL*

2 CH-03-A-09 TERRACED HOUSES CHESHIRE
GREYSTOKE ROAD
MACCLESFIELD
HURDSFIELD
Edge of Town
Residential Zone
Total No of Dwellings: 24
Survey date: MONDAY *24/11/14* *Survey Type: MANUAL*

3 CH-03-A-10 SEMI-DETACHED & TERRACED CHESHIRE
MEADOW DRIVE
NORTHWICH
BARNTON
Edge of Town
Residential Zone
Total No of Dwellings: 40
Survey date: TUESDAY *04/06/19* *Survey Type: MANUAL*

4 CH-03-A-11 TOWN HOUSES CHESHIRE
LONDON ROAD
NORTHWICH
LEFTWICH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 24
Survey date: THURSDAY *06/06/19* *Survey Type: MANUAL*

5 DC-03-A-08 BUNGALOWS DORSET
HURSTDENE ROAD
BOURNEMOUTH
CASTLE LANE WEST
Edge of Town
Residential Zone
Total No of Dwellings: 28
Survey date: MONDAY *24/03/14* *Survey Type: MANUAL*

6 DH-03-A-01 SEMI DETACHED DURHAM
GREENFIELDS ROAD
BISHOP AUCKLAND

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 50
Survey date: TUESDAY *28/03/17* *Survey Type: MANUAL*

7 DH-03-A-03 SEMI-DETACHED & TERRACED DURHAM
PILGRIMS WAY
DURHAM

Edge of Town
Residential Zone
Total No of Dwellings: 57
Survey date: FRIDAY *19/10/18* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8 DS-03-A-02 MIXED HOUSES DERBYSHIRE
RADBOURNE LANE
DERBY

Edge of Town
Residential Zone
Total No of Dwellings: 371
Survey date: TUESDAY *10/07/18* *Survey Type: MANUAL*

9 DV-03-A-01 TERRACED HOUSES DEVON
BRONSHILL ROAD
TORQUAY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 37
Survey date: WEDNESDAY *30/09/15* *Survey Type: MANUAL*

10 DV-03-A-02 HOUSES & BUNGALOWS DEVON
MILLHEAD ROAD
HONITON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 116
Survey date: FRIDAY *25/09/15* *Survey Type: MANUAL*

11 DV-03-A-03 TERRACED & SEMI DETACHED DEVON
LOWER BRAND LANE
HONITON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 70
Survey date: MONDAY *28/09/15* *Survey Type: MANUAL*

12 ES-03-A-03 MIXED HOUSES & FLATS EAST SUSSEX
SHEPHAM LANE
POLEGATE

Edge of Town
Residential Zone
Total No of Dwellings: 212
Survey date: MONDAY *11/07/16* *Survey Type: MANUAL*

13 ES-03-A-04 MIXED HOUSES & FLATS EAST SUSSEX
NEW LYDD ROAD
CAMBER

Edge of Town
Residential Zone
Total No of Dwellings: 134
Survey date: FRIDAY *15/07/16* *Survey Type: MANUAL*

14 ES-03-A-05 MIXED HOUSES & FLATS EAST SUSSEX
RATTLE ROAD
NEAR EASTBOURNE
STONE CROSS
Edge of Town
Residential Zone
Total No of Dwellings: 99
Survey date: WEDNESDAY *05/06/19* *Survey Type: MANUAL*

15 HC-03-A-21 TERRACED & SEMI-DETACHED HAMPSHIRE
PRIESTLEY ROAD
BASINGSTOKE
HOUNDMILLS
Edge of Town
Residential Zone
Total No of Dwellings: 39
Survey date: TUESDAY *13/11/18* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

16 HC-03-A-22 MIXED HOUSES HAMPSHIRE
BOW LAKE GARDENS
NEAR EASTLEIGH
BISHOPSTOKE
Edge of Town
Residential Zone
Total No of Dwellings: 40
Survey date: WEDNESDAY *31/10/18* *Survey Type: MANUAL*

17 HC-03-A-23 HOUSES & FLATS HAMPSHIRE
CANADA WAY
LIPHOOK

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 62
Survey date: TUESDAY *19/11/19* *Survey Type: MANUAL*

18 HF-03-A-03 MIXED HOUSES HERTFORDSHIRE
HARE STREET ROAD
BUNTINGFORD

Edge of Town
Residential Zone
Total No of Dwellings: 160
Survey date: MONDAY *08/07/19* *Survey Type: MANUAL*

19 HF-03-A-04 TERRACED HOUSES HERTFORDSHIRE
HOLMSIDE RISE
WATFORD
SOUTH OXHEY
Edge of Town
Residential Zone
Total No of Dwellings: 8
Survey date: TUESDAY *08/06/21* *Survey Type: MANUAL*

20 KC-03-A-03 MIXED HOUSES & FLATS KENT
HYTHE ROAD
ASHFORD
WILLESBOROUGH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 51
Survey date: THURSDAY *14/07/16* *Survey Type: MANUAL*

21 KC-03-A-04 SEMI-DETACHED & TERRACED KENT
KILN BARN ROAD
AYLESFORD
DITTON
Edge of Town
Residential Zone
Total No of Dwellings: 110
Survey date: FRIDAY *22/09/17* *Survey Type: MANUAL*

22 KC-03-A-06 MIXED HOUSES & FLATS KENT
MARGATE ROAD
HERNE BAY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 363
Survey date: WEDNESDAY *27/09/17* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

23 KC-03-A-07 MIXED HOUSES KENT
RECULVER ROAD
HERNE BAY

Edge of Town
Residential Zone
Total No of Dwellings: 288
Survey date: WEDNESDAY *27/09/17* *Survey Type: MANUAL*

24 KC-03-A-09 MIXED HOUSES & FLATS KENT
WESTERN LINK
FAVERSHAM
DAVINGTON
Edge of Town
Residential Zone
Total No of Dwellings: 14
Survey date: WEDNESDAY *09/06/21* *Survey Type: MANUAL*

25 MS-03-A-03 DETACHED MERSEYSIDE
BEMPTON ROAD
LIVERPOOL
OTTERSPOOL
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 15
Survey date: FRIDAY *21/06/13* *Survey Type: MANUAL*

26 NE-03-A-02 SEMI DETACHED & DETACHED NORTH EAST LINCOLNSHIRE
HANOVER WALK
SCUNTHORPE

Edge of Town
No Sub Category
Total No of Dwellings: 432
Survey date: MONDAY *12/05/14* *Survey Type: MANUAL*

27 NF-03-A-03 DETACHED HOUSES NORFOLK
HALING WAY
THETFORD

Edge of Town
Residential Zone
Total No of Dwellings: 10
Survey date: WEDNESDAY *16/09/15* *Survey Type: MANUAL*

28 NF-03-A-04 MIXED HOUSES NORFOLK
NORTH WALSHAM ROAD
NORTH WALSHAM

Edge of Town
Residential Zone
Total No of Dwellings: 70
Survey date: WEDNESDAY *18/09/19* *Survey Type: MANUAL*

29 NF-03-A-05 MIXED HOUSES NORFOLK
HEATH DRIVE
HOLT

Edge of Town
Residential Zone
Total No of Dwellings: 40
Survey date: THURSDAY *19/09/19* *Survey Type: MANUAL*

30 NF-03-A-06 MIXED HOUSES NORFOLK
BEAUFORT WAY
GREAT YARMOUTH
BRADWELL
Edge of Town
Residential Zone
Total No of Dwellings: 275
Survey date: MONDAY *23/09/19* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

31 NF-03-A-23 MIXED HOUSES & FLATS NORFOLK
SILFIELD ROAD
WYMONDHAM

Edge of Town
Out of Town
Total No of Dwellings: 514
Survey date: WEDNESDAY *22/09/21* *Survey Type: MANUAL*

32 NF-03-A-25 MIXED HOUSES & FLATS NORFOLK
WOODFARM LANE
GORLESTON-ON-SEA

Edge of Town
Residential Zone
Total No of Dwellings: 55
Survey date: TUESDAY *21/09/21* *Survey Type: MANUAL*

33 NF-03-A-30 MIXED HOUSES NORFOLK
BRANDON ROAD
SWAFFHAM

Edge of Town
Residential Zone
Total No of Dwellings: 266
Survey date: THURSDAY *23/09/21* *Survey Type: MANUAL*

34 NY-03-A-08 TERRACED HOUSES NORTH YORKSHIRE
NICHOLAS STREET
YORK

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 21
Survey date: MONDAY *16/09/13* *Survey Type: MANUAL*

35 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
Survey date: MONDAY *16/09/13* *Survey Type: MANUAL*

36 NY-03-A-10 HOUSES AND FLATS NORTH YORKSHIRE
BOROUGHBRIDGE ROAD
RIPON

Edge of Town
No Sub Category
Total No of Dwellings: 71
Survey date: TUESDAY *17/09/13* *Survey Type: MANUAL*

37 NY-03-A-11 PRIVATE HOUSING NORTH YORKSHIRE
HORSEFAIR
BOROUGHBRIDGE

Edge of Town
Residential Zone
Total No of Dwellings: 23
Survey date: WEDNESDAY *18/09/13* *Survey Type: MANUAL*

38 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
Survey date: WEDNESDAY *10/05/17* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

39 SC-03-A-04 DETACHED & TERRACED SURREY
HIGH ROAD
BYFLEET

Edge of Town
Residential Zone
Total No of Dwellings: 71
Survey date: THURSDAY *23/01/14* *Survey Type: MANUAL*

40 SC-03-A-05 MIXED HOUSES SURREY
REIGATE ROAD
HORLEY

Edge of Town
Residential Zone
Total No of Dwellings: 207
Survey date: MONDAY *01/04/19* *Survey Type: MANUAL*

41 SF-03-A-05 DETACHED HOUSES SUFFOLK
VALE LANE
BURY ST EDMUNDS

Edge of Town
Residential Zone
Total No of Dwellings: 18
Survey date: WEDNESDAY *09/09/15* *Survey Type: MANUAL*

42 SF-03-A-09 MIXED HOUSES & FLATS SUFFOLK
FOXHALL ROAD
IPSWICH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 179
Survey date: THURSDAY *24/06/21* *Survey Type: MANUAL*

43 SF-03-A-10 TERRACED & SEMI-DETACHED SUFFOLK
LOVETOFTS DRIVE
IPSWICH
WHITEHOUSE
Edge of Town
Residential Zone
Total No of Dwellings: 149
Survey date: TUESDAY *22/06/21* *Survey Type: MANUAL*

44 SH-03-A-05 SEMI-DETACHED/TERRACED SHROPSHIRE
SANDCROFT
TELFORD
SUTTON HILL
Edge of Town
Residential Zone
Total No of Dwellings: 54
Survey date: THURSDAY *24/10/13* *Survey Type: MANUAL*

45 SH-03-A-06 BUNGALOWS SHROPSHIRE
ELLESMERE ROAD
SHREWSBURY

Edge of Town
Residential Zone
Total No of Dwellings: 16
Survey date: THURSDAY *22/05/14* *Survey Type: MANUAL*

46 SM-03-A-01 DETACHED & SEMI SOMERSET
WEMBDON ROAD
BRIDGWATER
NORTHFIELD
Edge of Town
Residential Zone
Total No of Dwellings: 33
Survey date: THURSDAY *24/09/15* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

47 ST-03-A-07 DETACHED & SEMI-DETACHED STAFFORDSHIRE
BEACONSIDE
STAFFORD
MARSTON GATE
Edge of Town
Residential Zone
Total No of Dwellings: 248
Survey date: WEDNESDAY *22/11/17* *Survey Type: MANUAL*

48 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
Survey date: WEDNESDAY *18/09/13* *Survey Type: MANUAL*

49 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
Survey date: MONDAY *07/10/13* *Survey Type: MANUAL*

50 WK-03-A-02 BUNGALOWS WARWICKSHIRE
NARBERTH WAY
COVENTRY
POTTERS GREEN
Edge of Town
Residential Zone
Total No of Dwellings: 17
Survey date: THURSDAY *17/10/13* *Survey Type: MANUAL*

51 WK-03-A-04 DETACHED HOUSES WARWICKSHIRE
DALEHOUSE LANE
KENILWORTH

Edge of Town
Residential Zone
Total No of Dwellings: 49
Survey date: FRIDAY *27/09/19* *Survey Type: MANUAL*

52 WL-03-A-02 SEMI DETACHED WILTSHIRE
HEADLANDS GROVE
SWINDON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 27
Survey date: THURSDAY *22/09/16* *Survey Type: MANUAL*

53 WS-03-A-04 MIXED HOUSES WEST SUSSEX
HILLS FARM LANE
HORSHAM
BROADBRIDGE HEATH
Edge of Town
Residential Zone
Total No of Dwellings: 151
Survey date: THURSDAY *11/12/14* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

54 WS-03-A-06 MIXED HOUSES WEST SUSSEX
ELLIS ROAD
WEST HORSHAM
S BROADBRIDGE HEATH
Edge of Town
Residential Zone
Total No of Dwellings: 799
Survey date: THURSDAY *02/03/17* *Survey Type: MANUAL*

55 WS-03-A-08 MIXED HOUSES WEST SUSSEX
ROUNDSTONE LANE
ANGMERING

Edge of Town
Residential Zone
Total No of Dwellings: 180
Survey date: THURSDAY *19/04/18* *Survey Type: MANUAL*

56 WS-03-A-10 MIXED HOUSES WEST SUSSEX
TODDINGTON LANE
LITTLEHAMPTON
WICK
Edge of Town
Residential Zone
Total No of Dwellings: 79
Survey date: WEDNESDAY *07/11/18* *Survey Type: MANUAL*

57 WS-03-A-12 MIXED HOUSES WEST SUSSEX
MADGWICK LANE
CHICHESTER
WESTHAMPNETT
Edge of Town
Village
Total No of Dwellings: 152
Survey date: WEDNESDAY *16/06/21* *Survey Type: MANUAL*

58 WS-03-A-13 MIXED HOUSES & FLATS WEST SUSSEX
LITTLEHAMPTON ROAD
WORTHING
WEST DURRINGTON
Edge of Town
Residential Zone
Total No of Dwellings: 197
Survey date: WEDNESDAY *23/06/21* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.72

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	58	120	0.082	58	120	0.317	58	120	0.399
08:00 - 09:00	58	120	0.139	58	120	0.382	58	120	0.521
09:00 - 10:00	58	120	0.141	58	120	0.167	58	120	0.308
10:00 - 11:00	58	120	0.128	58	120	0.154	58	120	0.282
11:00 - 12:00	58	120	0.141	58	120	0.154	58	120	0.295
12:00 - 13:00	58	120	0.154	58	120	0.153	58	120	0.307
13:00 - 14:00	58	120	0.164	58	120	0.152	58	120	0.316
14:00 - 15:00	58	120	0.158	58	120	0.186	58	120	0.344
15:00 - 16:00	58	120	0.265	58	120	0.177	58	120	0.442
16:00 - 17:00	58	120	0.284	58	120	0.167	58	120	0.451
17:00 - 18:00	58	120	0.344	58	120	0.163	58	120	0.507
18:00 - 19:00	58	120	0.296	58	120	0.168	58	120	0.464
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.296			2.340			4.636

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.*

Parameter summary

Trip rate parameter range selected:	8 - 799 (units:)
Survey date date range:	01/01/13 - 23/09/21
Number of weekdays (Monday-Friday):	58
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	6
Surveys manually removed from selection:	0

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 show. 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
Total People to Total Vehicles ratio (all time periods and directions): 1.72

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	58	120	0.119	58	120	0.518	58	120	0.637
08:00 - 09:00	58	120	0.206	58	120	0.782	58	120	0.988
09:00 - 10:00	58	120	0.210	58	120	0.282	58	120	0.492
10:00 - 11:00	58	120	0.196	58	120	0.260	58	120	0.456
11:00 - 12:00	58	120	0.219	58	120	0.252	58	120	0.471
12:00 - 13:00	58	120	0.243	58	120	0.247	58	120	0.490
13:00 - 14:00	58	120	0.265	58	120	0.240	58	120	0.505
14:00 - 15:00	58	120	0.258	58	120	0.301	58	120	0.559
15:00 - 16:00	58	120	0.574	58	120	0.306	58	120	0.880
16:00 - 17:00	58	120	0.545	58	120	0.289	58	120	0.834
17:00 - 18:00	58	120	0.596	58	120	0.281	58	120	0.877
18:00 - 19:00	58	120	0.491	58	120	0.300	58	120	0.791
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.922			4.058			7.980

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

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

Appendix L

Distribution Calculations

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

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

				J1 - Access / Oxford Rd								J2 - Oxford Road / Bicester Road / A4260								
place of work : 2011 super output area - middle layer	**usual residence**	**Location for assignment**	**Routing**	**A : South**	**C: North**		**A : South**	**C: North**		**A - Bicester Rd**	**B - Oxford Rd**	**C - A4260 S**	**D - Service Rd**	**E - A4260 N**		**A - Bicester Rd**	**B - Oxford Rd**	**C - A4260 S**	**D - Service Rd**	**E - A4260 N**
E02005938 : Cherwell 018	**1,191**						**88.3%**	**11.7%**								**13.4%**	**30.6%**	**32.6%**	**0.0%**	**11.7%**
							1051.5	139.5								159	365	388	0	139.5
E02005937 : Cherwell 017	55	Kidlington North	A4260 N	0.5	0.5		27.5	27.5						0.5		0	0	0	0	27.5
E02005938 : Cherwell 018	31	Kidlington South	A4260 N	0.5	0.5		15.5	15.5						0.5		0	0	0	0	15.5
E02005939 : Cherwell 019	193	Airport / business parks	A4260 N	0.5	0.5		96.5	96.5						0.5		0	0	0	0	96.5
E02005948 : Oxford 009	33	Osney	A4260 S / A34 S	1			33	0				1				0	0	33	0	0
E02005954 : Oxford 015	35	Oxford - Rose Hill	A4260 S / A34 S	1			35	0				1				0	0	35	0	0
E02005955 : Oxford 016	22	Littlemore	A4260 S / A34 S	1			22	0				1				0	0	22	0	0
E02005963 : South Oxfordshire 006	8	Culham Science Centre	A4260 S / A34 S	1			8	0				1				0	0	8	0	0
E02005966 : South Oxfordshire 009	8	Didcot N	A4260 S / A34 S	1			8	0				1				0	0	8	0	0
E02005968 : South Oxfordshire 011	5	RAF Benson	A4260 S / A34 S	1			5	0				1				0	0	5	0	0
E02005978 : Vale of White Horse 001	12	Cumnor / Dean Court Oxford	A4260 S / A34 S	1			12	0				1				0	0	12	0	0
E02005979 : Vale of White Horse 002	18	Botley	A4260 S / A34 S	1			18	0				1				0	0	18	0	0
E02005980 : Vale of White Horse 003	18	Abingdon Airfield	A4260 S / A34 S	1			18	0				1				0	0	18	0	0
E02005983 : Vale of White Horse 006	25	Abingdon Airfield	A4260 S / A34 S	1			25	0				1				0	0	25	0	0
E02005992 : Vale of White Horse 015	26	Science and Technology Facilitie	A4260 S / A34 S	1			26	0				1				0	0	26	0	0
E02005994 : West Oxfordshire 002	18	north of Chipping Norton	A4260 S / A44 N	1			18	0				1				0	0	18	0	0
E02005996 : West Oxfordshire 004	15	Woodstock	A4260 S / A44 N	1			15	0				1				0	0	15	0	0
E02005947 : Oxford 008	66	Oxford City Centre	A4260 S / A44 S	1			66	0				1				0	0	66	0	0
E02005998 : West Oxfordshire 006	18	Cassington and Freeland	A4260 S / A44 S / A40 W	1			18	0				1				0	0	18	0	0
E02005999 : West Oxfordshire 007	6	west of Witney	A4260 S / A44 S / A40 W	1			6	0				1				0	0	6	0	0
E02006000 : West Oxfordshire 008	5	Witney - E	A4260 S / A44 S / A40 W	1			5	0				1				0	0	5	0	0
E02006001 : West Oxfordshire 009	9	Witney - W	A4260 S / A44 S / A40 W	1			9	0				1				0	0	9	0	0
E02006002 : West Oxfordshire 010	15	Wintey - C	A4260 S / A44 S / A40 W	1			15	0				1				0	0	15	0	0
E02006003 : West Oxfordshire 011	21	Eynsham	A4260 S / A44 S / A40 W	1			21	0				1				0	0	21	0	0
E02005929 : Cherwell 009	5	SW Banbury - Hook Norton	A4260 S A44 N	1			5	0				1				0	0	5	0	0
E02005690 : South Northamptonshire 010	6	Brackley	Bicester Rd, A34 N	1			6	0		1						6	0	0	0	0
E02005691 : South Northamptonshire 011	5	Rural S of Brackley	Bicester Rd, A34 N	1			5	0		1						5	0	0	0	0
E02005924 : Cherwell 004	30	Banbury	Bicester Rd, A34 N	1			30	0		1						30	0	0	0	0
E02005927 : Cherwell 007	9	Banbury	Bicester Rd, A34 N	1			9	0		1						9	0	0	0	0
E02005930 : Cherwell 010	7	Heyford Park	Bicester Rd, A34 N	1			7	0		1						7	0	0	0	0
E02005931 : Cherwell 011	7	NW Bicester - Caversfield	Bicester Rd, A34 N	1			7	0		1						7	0	0	0	0
E02005933 : Cherwell 013	30	Bicester - Churchhill Rd	Bicester Rd, A34 N	1			30	0		1						30	0	0	0	0
E02005934 : Cherwell 014	8	Bicester - Bicester School	Bicester Rd, A34 N	1			8	0		1						8	0	0	0	0
E02005935 : Cherwell 015	23	Bicester - Bicester Village	Bicester Rd, A34 N	1			23	0		1						23	0	0	0	0
E02005936 : Cherwell 016	34	SW Bisceter Rurak	Bicester Rd, A34 N	1			34	0		1						34	0	0	0	0
E02003710 : Wycombe 015	5	High Wycombe	Oxford Rd	1			5	0			1					0	5	0	0	0
E02005940 : Oxford 001	15	Upper Wolvercote	Oxford Road	1			15	0			1					0	15	0	0	0
E02005941 : Oxford 002	14	Summertown	Oxford Road	1			14	0			1					0	14	0	0	0
E02005942 : Oxford 003	29	Summertown / Norham Manor	Oxford Road	1			29	0			1					0	29	0	0	0
E02005945 : Oxford 006	80	John Radcliffe	Oxford Road / A40 E	1			80	0			1					0	80	0	0	0
E02005946 : Oxford 007	8	Headington	Oxford Road / A40 E	1			8	0			1					0	8	0	0	0
E02005949 : Oxford 010	24	Oxford - Wood Farm	Oxford Road / A40 E	1			24	0			1					0	24	0	0	0
E02005950 : Oxford 011	21	Oxford - Cowley Rd	Oxford Road / A40 E	1			21	0			1					0	21	0	0	0
E02005952 : Oxford 013	122	Mini plant	Oxford Road / A40 E	1			122	0			1					0	122	0	0	0
E02005956 : Oxford 017	17	Blackbird Leys North	Oxford Road / A40 E	1			17	0			1					0	17	0	0	0
E02005957 : Oxford 018	5	Blackbird Leys South	Oxford Road / A40 E	1			5	0			1					0	5	0	0	0
E02005959 : South Oxfordshire 002	11	Horspath	Oxford Road / A40 E	1			11	0			1					0	11	0	0	0
E02005960 : South Oxfordshire 003	6	Thame S	Oxford Road / A40 E	1			6	0			1					0	6	0	0	0
E02005961 : South Oxfordshire 004	8	Wheatley	Oxford Road / A40 E	1			8	0			1					0	8	0	0	0

Appendix M

Vehicle Trip Calculations - Development

Number of dwellings: **118**

Residential Dwellings

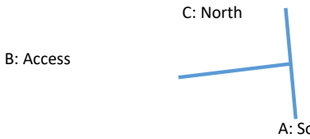
Residential		AM Peak 0800-0900 Arrivals	AM Peak 0800-0900 Departures	AM Peak 0800-0900 Total	PM Peak 1700-1800 Arrivals	PM Peak 1700-1800 Departures	PM Peak 1700-1800 Total
Person Trip Rate		0.206	0.782	0.988	0.596	0.281	0.877
Person Trips		24	92	117	70	33	103

Travel to work data	%	AM Peak 0800-0900 Arrivals	AM Peak 0800-0900 Departures	AM Peak 0800-0900 Total	PM Peak 1700-1800 Arrivals	PM Peak 1700-1800 Departures	PM Peak 1700-1800 Total
Driving a car or van	59.1%	14	55	69	42	20	61
Bus, minibus or coach	19.3%	5	18	22	14	6	20
On foot	8.4%	2	8	10	6	3	9
Bicycle	6.2%	2	6	7	4	2	6
Passenger in a car or var	5.3%	1	5	6	4	2	5
Motorcycle, scooter or r	1.1%	0	1	1	1	0	1
Train	0.6%	0	1	1	0	0	1
		24	92	117	70	33	103

Total Vehicle trips

AM Peak 0800-0900 Arrivals	AM Peak 0800-0900 Departures	AM Peak 0800-0900 Total	PM Peak 1700-1800 Arrivals	PM Peak 1700-1800 Departures	PM Peak 1700-1800 Total
14	55	69	42	20	61

J1 - Access / Oxford Rd Service Rd



Distribution

	A	B	C
A		88.3%	
B	88.3%		11.7%
C		11.7%	

AM Peak 0800-0900

	A	B	C
A		13	
B	48		6
C		2	

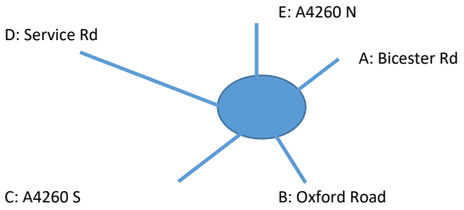
69

PM Peak 1700-1800

	A	B	C
A		37	
B	17		2
C		5	

61

J2 - Oxford Road / Bicester Road / A4260



Distribution

	A	B	C	D	E
A				13.4%	
B				30.6%	
C				32.6%	
D	13.4%	30.6%	32.6%		11.7%
E				11.7%	

AM Peak 0800-0900

	A	B	C	D	E
A				2	
B				4	
C				5	
D	7	17	18		6
E				2	

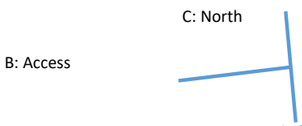
61

PM Peak 1700-1800

	A	B	C	D	E
A				6	
B				13	
C				14	
D	3	6	6		2
E				5	

54

J3 - Oxford Rd Service Rd / A4260



Distribution

	A	B	C
A			
B			11.7%
C		11.7%	

AM Peak 0800-0900

	A	B	C
A			
B			6
C		2	

8

PM Peak 1700-1800

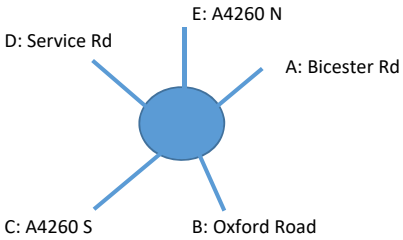
	A	B	C
A			
B			2
C		5	

7

Appendix N

Vehicle Trip Calculations – Committed

J2 - Oxford Road / Bicester Road / A4260
Committed Development Trips



AM Peak 0800-0900

Total

	A	B	C	D	E
A	0	41	53	0	13
B	42	0	101	0	58
C	13	32	0	1	12
D	0	0	18	0	0
E	3	15	83	0	0

487

Oxford North

	A	B	C	D	E
A	0	0	18	0	0
B	0	0	20	0	0
C	4	12	0	1	12
D	0	0	18	0	0
E	0	0	83	0	0

170

PR6b

	A	B	C	D	E
A	0	8	0	0	0
B	33	0	81	0	58
C	0	20	0	0	0
D	0	0	0	0	0
E	0	15	0	0	0

216

PR7a

	A	B	C	D	E
A	0	33	35	0	13
B	8	0	0	0	0
C	9	0	0	0	0
D	0	0	0	0	0
E	3	0	0	0	0

101

PM Peak 1700-1800

Total

	A	B	C	D	E
A	0	37	15	0	4
B	37	0	45	0	20
C	68	81	0	16	74
D	0	0	2	0	0
E	10	44	33	0	0

486

Oxford North

	A	B	C	D	E
A	0	0	2	0	0
B	0	0	16	0	0
C	42	19	0	16	74
D	0	0	2	0	0
E	0	0	33	0	0

205

PR6b

	A	B	C	D	E
A	0	25	0	0	0
B	12	0	28	0	20
C	0	61	0	0	0
D	0	0	0	0	0
E	0	44	0	0	0

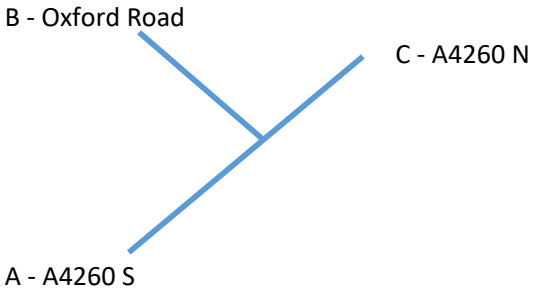
191

PR7a

	A	B	C	D	E
A	0	12	12	0	4
B	25	0	0	0	0
C	27	0	0	0	0
D	0	0	0	0	0
E	10	0	0	0	0

90

J3 - Oxford Road / A4260
Committed Development Trips



AM Peak 0800-0900

Total

	A	B	C
A	0	0	83
B	0	0	0
C	101	0	0

185

Oxford North

	A	B	C
A	0	0	12
B	0	0	0
C	83	0	0

PR6b

	A	B	C
A	0	0	58
B	0	0	0
C	15	0	0

PR7a

	A	B	C
A	0	0	13
B	0	0	0
C	3	0	0

PM Peak 1700-1800

Total

	A	B	C
A	0	0	99
B	0	0	0
C	87	0	0

186

Oxford North

	A	B	C
A	0	0	74
B	0	0	0
C	33	0	0

PR6b

	A	B	C
A	0	0	20
B	0	0	0
C	44	0	0

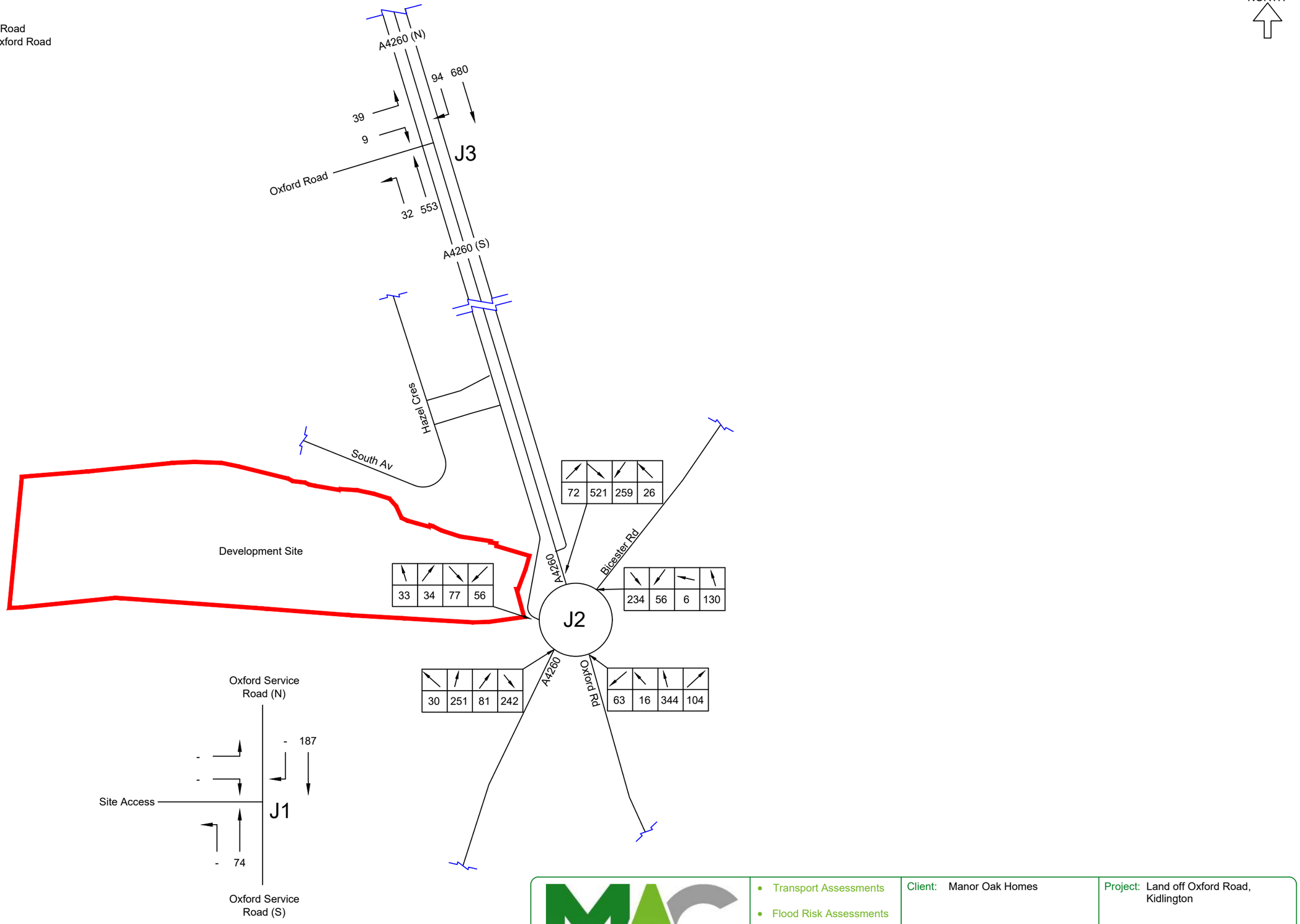
PR7a

	A	B	C
A	0	0	4
B	0	0	0
C	10	0	0

Appendix O

Vehicle Trip Movement Diagrams
MAC drawing no. 122-TA101-108 and 111-118

Junctions:
J1. Access / Oxford Road Service
J2. A4260 / Oxford Road / Bicester Road
J3. Oxford Road Service / A4260 Oxford Road



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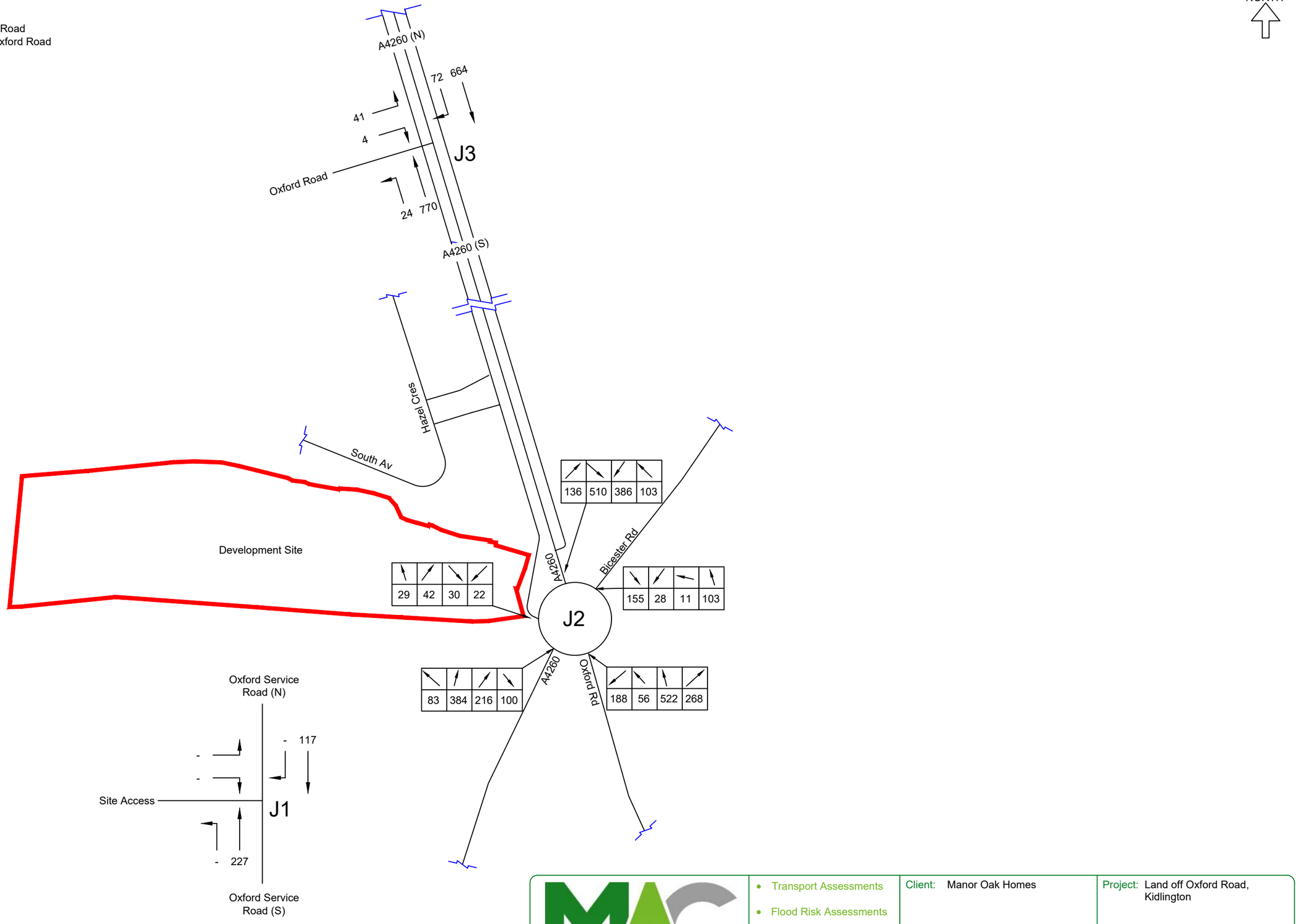
- Transport Assessments
- Flood Risk Assessments
- Highway Advice
- Access Design
- Drainage Strategies
- Vehicle tracking

Client: Manor Oak Homes		Project: Land off Oxford Road, Kidlington	
Title: Vehicle Trip Movement Diagram AM Peak 0800-0900 2018 Background Traffic Count			Date: 09/02/22 Drw: SH Chk: DB
Drawing No: 122-TA101	Revision: A		Scale: NTS Size: A3

Junctions:
J1. Access / Oxford Road Service
J2. A4260 / Oxford Road / Bicester Road
J3. Oxford Road Service / A4260 Oxford Road



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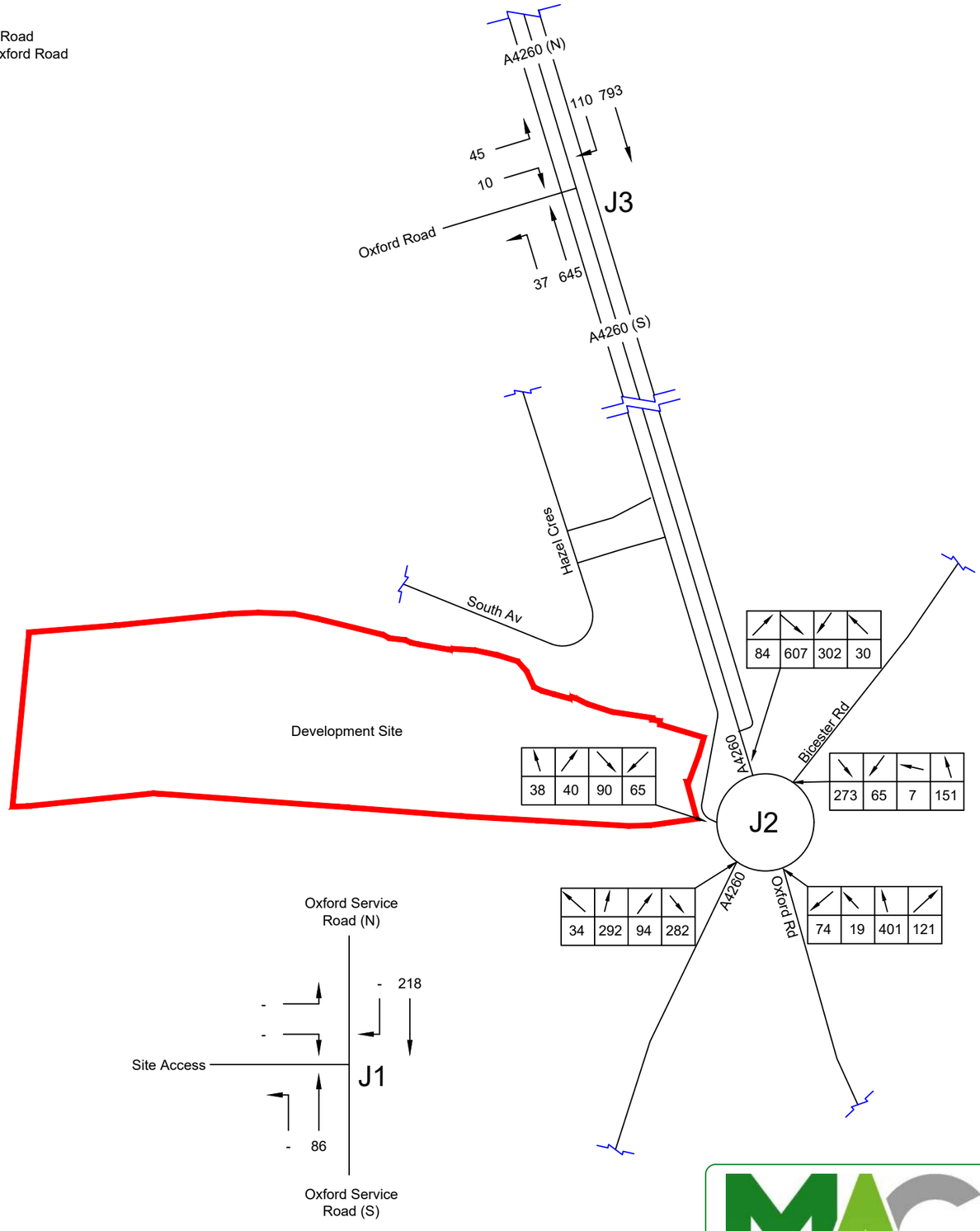
- Highway Advice
- Access Design
- Drainage Strategies
- Vehicle tracking

Client: Manor Oak Homes	Project: Land off Oxford Road, Kidlington
Title: Vehicle Trip Movement Diagram PM Peak 1700-1800 2018 Background Traffic Count	Date: 09/02/22 Drw: SH Chk: DB
Drawing No: 122-TA102	Revision: A Scale: NTS Size: A3

Junctions:
J1. Access / Oxford Road Service
J2. A4260 / Oxford Road / Bicester Road
J3. Oxford Road Service / A4260 Oxford Road



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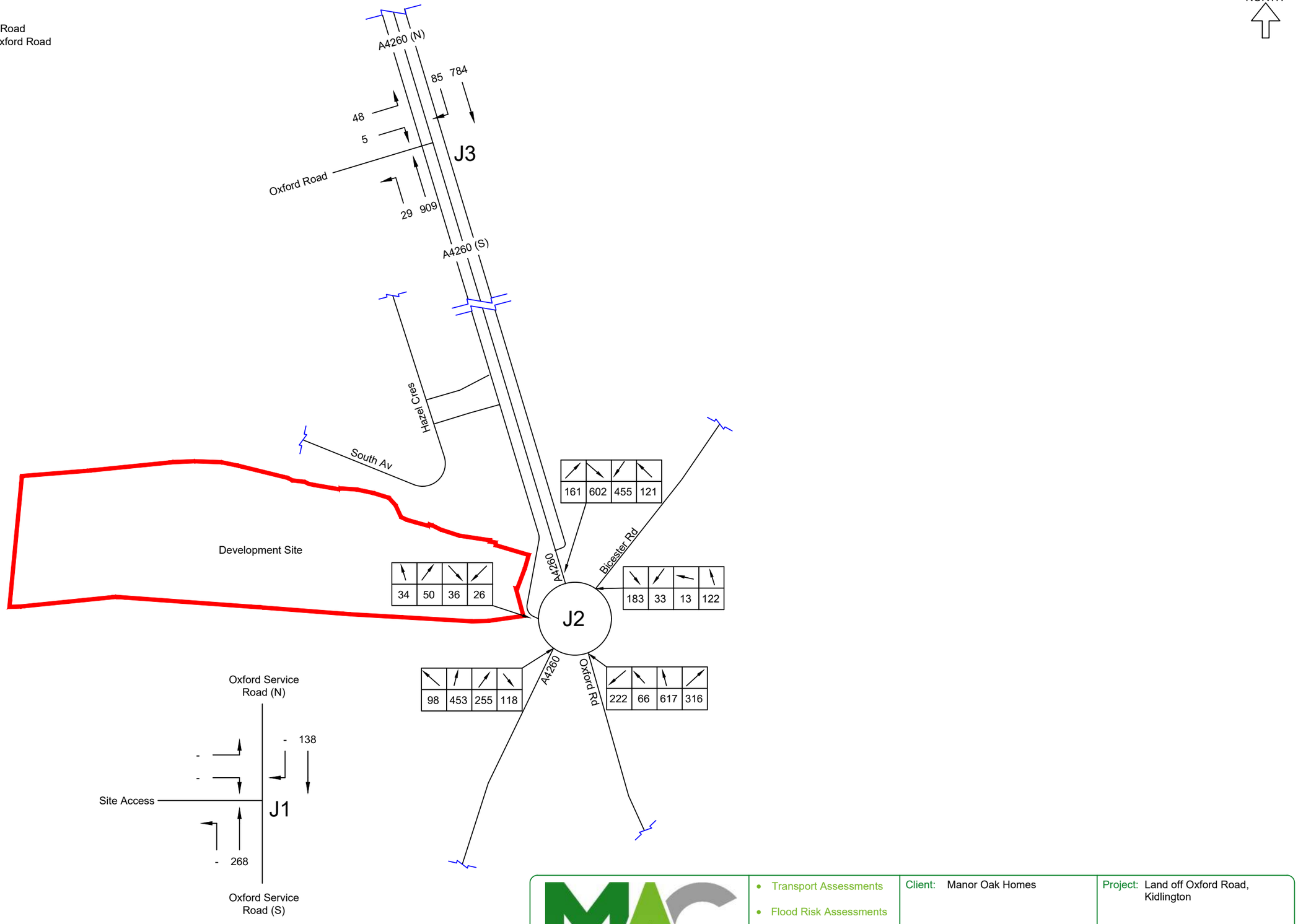
- Highway Advice
- Access Design
- Drainage Strategies
- Vehicle tracking

Client: Manor Oak Homes		Project: Land off Oxford Road, Kidlington	
Title: Vehicle Trip Movement Diagram AM Peak 0800-0900 2027 Background Traffic Count			Date: 09/02/22 Drw: SH Chk: DB
Drawing No: 122-TA103	Revision: A		Scale: NTS Size: A3

Junctions:
J1. Access / Oxford Road Service
J2. A4260 / Oxford Road / Bicester Road
J3. Oxford Road Service / A4260 Oxford Road



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- Highway Advice
- Access Design
- Drainage Strategies
- Vehicle tracking

Client: Manor Oak Homes

Project: Land off Oxford Road, Kidlington

Title: Vehicle Trip Movement Diagram
PM Peak 1700-1800
2027 Background Traffic Count

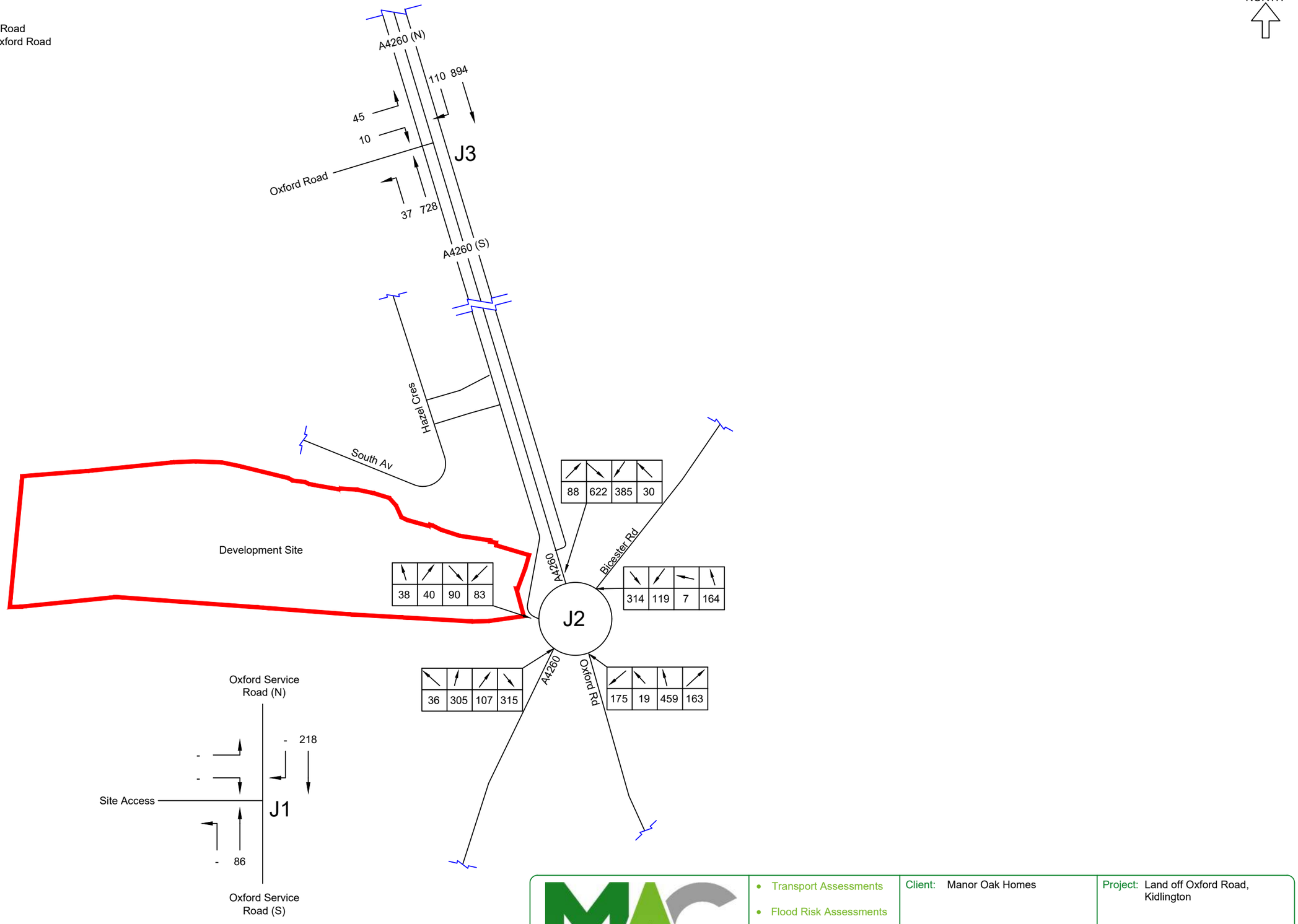
Date: 09/02/22
Drw: SH
Chk: DB

Drawing No: 122-TA104

Revision: A

Scale: NTS
Size: A3

Junctions:
J1. Access / Oxford Road Service
J2. A4260 / Oxford Road / Bicester Road
J3. Oxford Road Service / A4260 Oxford Road



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- Highway Advice
- Access Design
- Drainage Strategies
- Vehicle tracking

Client: Manor Oak Homes

Project: Land off Oxford Road, Kidlington

Title: Vehicle Trip Movement Diagram
AM Peak 0800-0900
2027 Background Traffic + Committed Development

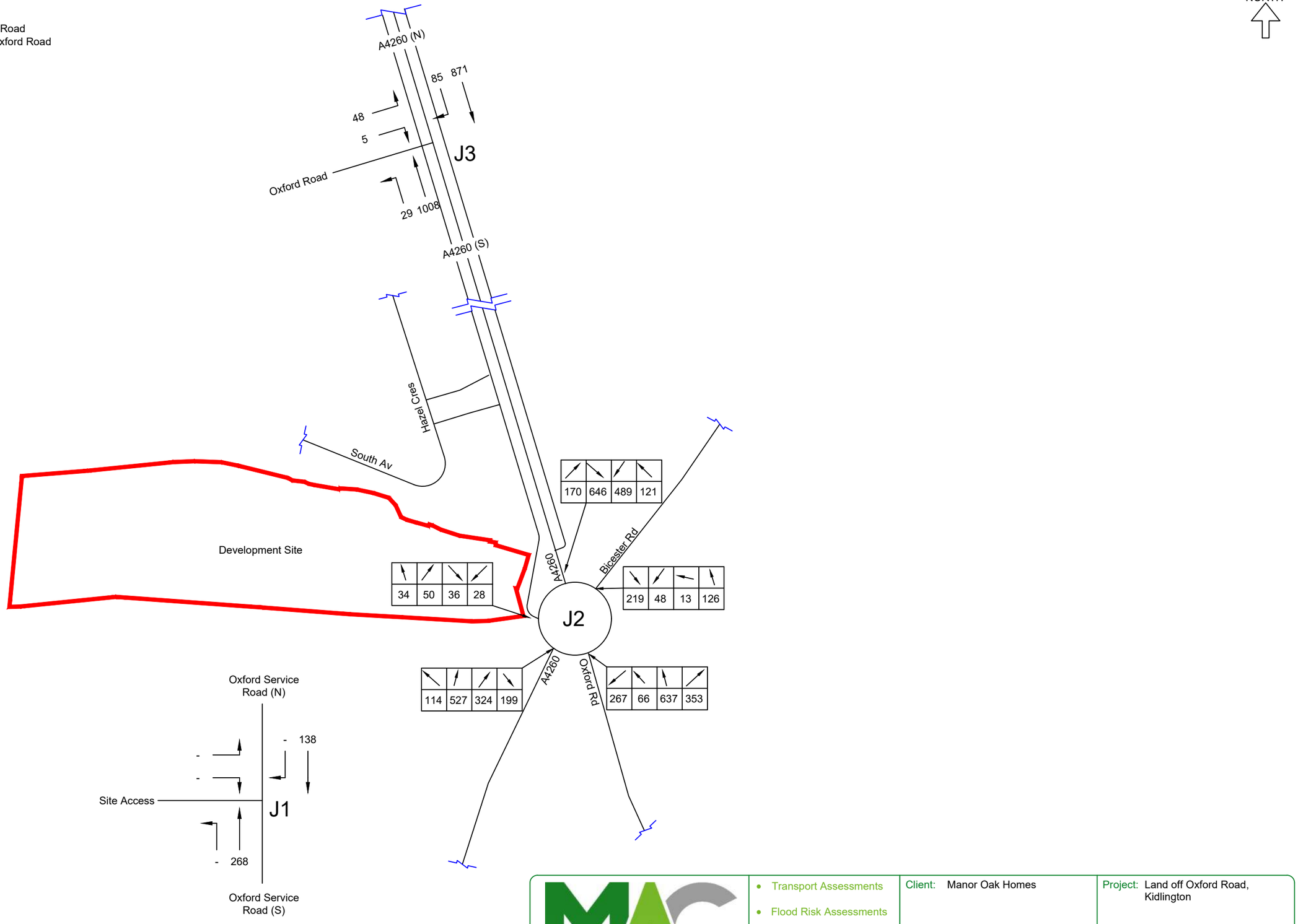
Date: 09/02/22
Drw: SH
Chk: DB

Drawing No: 122-TA105

Revision: A

Scale: NTS
Size: A3

Junctions:
J1. Access / Oxford Road Service
J2. A4260 / Oxford Road / Bicester Road
J3. Oxford Road Service / A4260 Oxford Road



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

Client: Manor Oak Homes

Project: Land off Oxford Road, Kidlington

Title: Vehicle Trip Movement Diagram
PM Peak 1700-1800
2027 Background Traffic + Committed Development

Date: 09/02/22
Drw: SH
Chk: DB

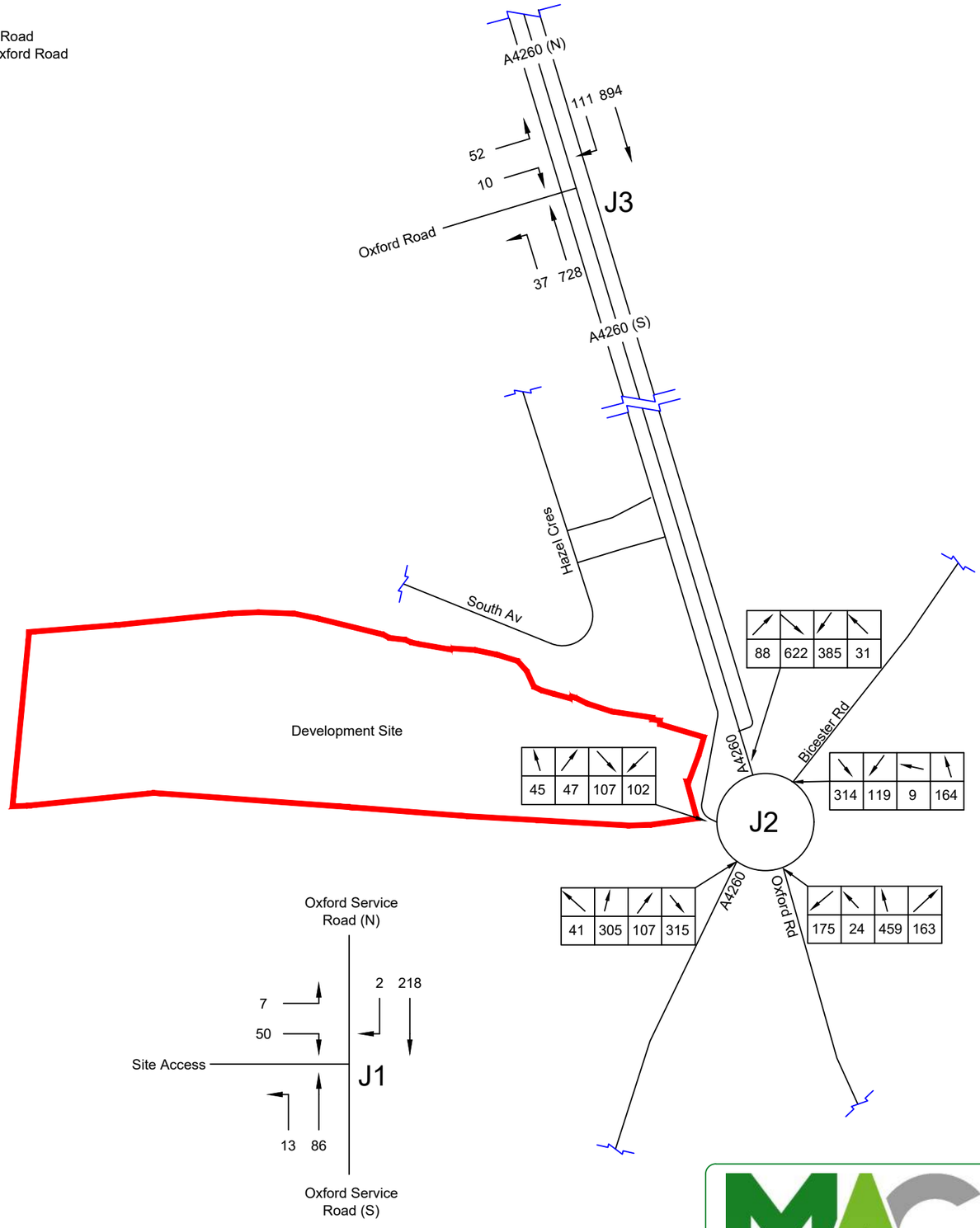
Drawing No: 122-TA106

Revision: A

Scale: NTS
Size: A3

Junctions:
J1. Access / Oxford Road Service
J2. A4260 / Oxford Road / Bicester Road
J3. Oxford Road Service / A4260 Oxford Road

NORTH



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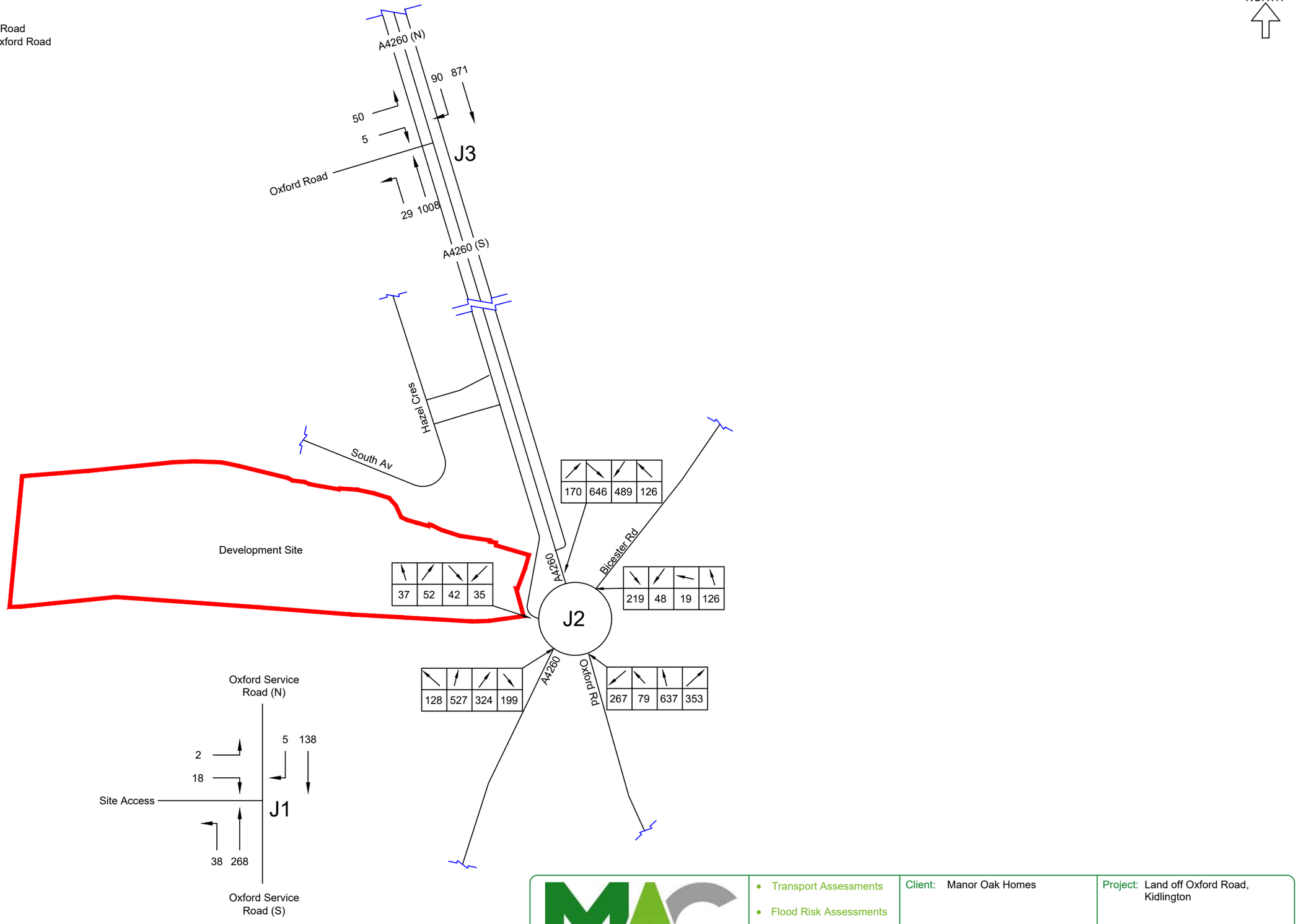
- Flood Risk Assessments
- Highway Advice
- Access Design
- Drainage Strategies
- Vehicle tracking

Client: Manor Oak Homes	Project: Land off Oxford Road, Kidlington	
Title: Vehicle Trip Movement Diagram AM Peak 0800-0900 2027 Background + Committed + Development		Date: 09/02/22 Drw: SH Chk: DB
Drawing No: 122-TA107	Revision: A	Scale: NTS Size: A3

Junctions:
J1. Access / Oxford Road Service
J2. A4260 / Oxford Road / Bicester Road
J3. Oxford Road Service / A4260 Oxford Road

NORTH



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Martin Andrews Consulting Ltd

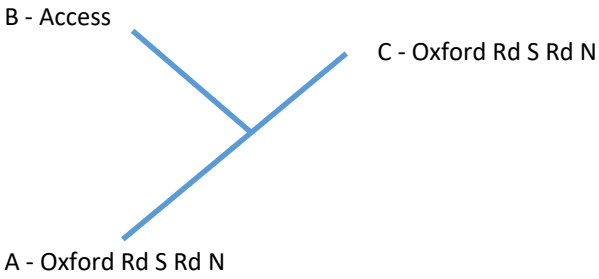
- Transport Assessments
- Flood Risk Assessments
- Highway Advice
- Access Design
- Drainage Strategies
- Vehicle tracking

Client: Manor Oak Homes		Project: Land off Oxford Road, Kidlington	
Title: Vehicle Trip Movement Diagram PM Peak 1700-1800 2027 Background + Committed + Development			Date: 09/02/22 Drw: SH Chk: DB
Drawing No: 122-TA108	Revision: A		Scale: NTS Size: A3

Appendix P

J1 Access / Oxford Road service road – 123 dwellings

J1 - Access Road / Oxford Road
123 Dwellings



AM Peak 0800-0900

2018 - Background

	A	B	C
A			74
B			
C	187		

2018 - 2027 Tempro

	A	B	C
A	1.1659	1.1659	1.1659
B	1.1659	1.1659	1.1659
C	1.1659	1.1659	1.1659

2027 - Future Year

	A	B	C
A	0	0	86
B	0	0	0
C	218	0	0

Committed Development

	A	B	C
A			
B			
C			

2027 - Back + Committed Development

	A	B	C
A	0	0	86
B	0	0	0
C	218	0	0

Development

	A	B	C
A	0	13	0
B	50	0	7
C	0	2	0

2027 + Committed + Development

	A	B	C
A	0	13	86
B	50	0	7
C	218	2	0

PM Peak 1700-1800

2018 - Background

	A	B	C
A			227
B			
C	117		

2018 - 2027 Tempro

	A	B	C
A	1.1804	1.1804	1.1804
B	1.1804	1.1804	1.1804
C	1.1804	1.1804	1.1804

2027 - Future Year

	A	B	C
A	0	0	268
B	0	0	0
C	138	0	0

Committed Development

	A	B	C
A			
B			
C			

2027 - Back + Committed Development

	A	B	C
A	0	0	268
B	0	0	0
C	138	0	0

Development

	A	B	C
A	0	38	0
B	18	0	2
C	0	5	0

2027 + Committed + Development

	A	B	C
A	0	38	268
B	18	0	2
C	138	5	0

Junctions 9

PICADY 9 - Priority Intersection Module

Filename: 122-J1-123 Dwelllings.j9
Path: C:\Users\Administrator\Martin Andrews Consulting Ltd\Projects 100 - 199 - Documents\122 - Kidlington\Reports\TA\Jct Analysis
Report generation date: 09/02/2022 17:57:58

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
	2027 - Back					
Stream B-AC	0.0	0.00	0.00	0.0	0.00	0.00
Stream C-AB	0.0	0.00	0.00	0.0	0.00	0.00
	2027 - Back + Comm					
Stream B-AC	0.0	0.00	0.00	0.0	0.00	0.00
Stream C-AB	0.0	0.00	0.00	0.0	0.00	0.00
	2027 - Back + Comm + Dev					
Stream B-AC	0.2	8.96	0.14	0.1	8.93	0.05
Stream C-AB	0.0	5.09	0.00	0.0	5.83	0.01

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

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

File summary

File Description

Title	J1 Access / Oxford Road
Location	
Site number	
Date	07/12/2018
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DESKTOP-2HPI2P9\Martin
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	PCU	PCU	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)	Results for central hour only	Run automatically
D7	2027 - Back	AM	ONE HOUR	08:00	09:30	15	✓	✓
D8	2027 - Back	PM	ONE HOUR	17:00	18:30	15	✓	✓
D9	2027 - Back + Comm	AM	ONE HOUR	08:00	09:30	15	✓	✓
D10	2027 - Back + Comm	PM	ONE HOUR	17:00	18:30	15	✓	✓
D11	2027 - Back + Comm + Dev	AM	ONE HOUR	08:00	09:30	15	✓	✓
D12	2027 - Back + Comm + Dev	PM	ONE HOUR	17:00	18:30	15	✓	✓

Analysis Set Details

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

2027 - Back, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D7 - 2027 - Back, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Access / Oxford Road	T-Junction	Two-way		0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Oxford Road (South)		Major
B	Access		Minor
C	Oxford Road (North)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.30			42.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	2.75	44	52

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	505	0.087	0.219	0.138	0.313
1	B-C	640	0.093	0.234	-	-
1	C-B	598	0.219	0.219	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

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)	Results for central hour only	Run automatically
D7	2027 - Back	AM	ONE HOUR	08:00	09:30	15	✓	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	86	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	218	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	86
	B	0	0	0
	C	218	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					218	218
A-B					0	0
A-C					86	86

Main Results for each time segment

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	529	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	581	0.000	0	0.0	0.0	0.000	A
C-A	196	49			196				
A-B	0	0			0				
A-C	77	19			77				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	521	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	578	0.000	0	0.0	0.0	0.000	A
C-A	240	60			240				
A-B	0	0			0				
A-C	95	24			95				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	521	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	578	0.000	0	0.0	0.0	0.000	A
C-A	240	60			240				
A-B	0	0			0				
A-C	95	24			95				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	529	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	581	0.000	0	0.0	0.0	0.000	A
C-A	196	49			196				
A-B	0	0			0				
A-C	77	19			77				

2027 - Back, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D8 - 2027 - Back, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Access / Oxford Road	T-Junction	Two-way		0.00	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)	Results for central hour only	Run automatically
D8	2027 - Back	PM	ONE HOUR	17:00	18:30	15	✓	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	268	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	138	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	268
	B	0	0	0
	C	138	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					138	138
A-B					0	0
A-C					268	268

Main Results for each time segment

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	498	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	546	0.000	0	0.0	0.0	0.000	A
C-A	124	31			124				
A-B	0	0			0				
A-C	241	60			241				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	483	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	534	0.000	0	0.0	0.0	0.000	A
C-A	152	38			152				
A-B	0	0			0				
A-C	295	74			295				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	483	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	534	0.000	0	0.0	0.0	0.000	A
C-A	152	38			152				
A-B	0	0			0				
A-C	295	74			295				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	498	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	546	0.000	0	0.0	0.0	0.000	A
C-A	124	31			124				
A-B	0	0			0				
A-C	241	60			241				

2027 - Back + Comm, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D9 - 2027 - Back + Comm, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Access / Oxford Road	T-Junction	Two-way		0.00	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)	Results for central hour only	Run automatically
D9	2027 - Back + Comm	AM	ONE HOUR	08:00	09:30	15	✓	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	86	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	218	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	86
	B	0	0	0
	C	218	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					218	218
A-B					0	0
A-C					86	86

Main Results for each time segment

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	529	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	581	0.000	0	0.0	0.0	0.000	A
C-A	196	49			196				
A-B	0	0			0				
A-C	77	19			77				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	521	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	578	0.000	0	0.0	0.0	0.000	A
C-A	240	60			240				
A-B	0	0			0				
A-C	95	24			95				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	521	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	578	0.000	0	0.0	0.0	0.000	A
C-A	240	60			240				
A-B	0	0			0				
A-C	95	24			95				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	529	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	581	0.000	0	0.0	0.0	0.000	A
C-A	196	49			196				
A-B	0	0			0				
A-C	77	19			77				

2027 - Back + Comm, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D10 - 2027 - Back + Comm, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Access / Oxford Road	T-Junction	Two-way		0.00	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)	Results for central hour only	Run automatically
D10	2027 - Back + Comm	PM	ONE HOUR	17:00	18:30	15	✓	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	268	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	138	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	268
	B	0	0	0
	C	138	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					138	138
A-B					0	0
A-C					268	268

Main Results for each time segment

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	498	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	546	0.000	0	0.0	0.0	0.000	A
C-A	124	31			124				
A-B	0	0			0				
A-C	241	60			241				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	483	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	534	0.000	0	0.0	0.0	0.000	A
C-A	152	38			152				
A-B	0	0			0				
A-C	295	74			295				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	483	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	534	0.000	0	0.0	0.0	0.000	A
C-A	152	38			152				
A-B	0	0			0				
A-C	295	74			295				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	498	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	546	0.000	0	0.0	0.0	0.000	A
C-A	124	31			124				
A-B	0	0			0				
A-C	241	60			241				

2027 - Back + Comm + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D11 - 2027 - Back + Comm + Dev, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Access / Oxford Road	T-Junction	Two-way		1.40	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)	Results for central hour only	Run automatically
D11	2027 - Back + Comm + Dev	AM	ONE HOUR	08:00	09:30	15	✓	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	99	100.000
B		ONE HOUR	✓	57	100.000
C		ONE HOUR	✓	220	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	13	86
	B	50	0	7
	C	218	2	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.14	8.96	0.2	A	57	57
C-AB	0.00	5.09	0.0	A	3	3
C-A					217	217
A-B					13	13
A-C					86	86

Main Results for each time segment

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	51	13	474	0.108	51	0.1	0.1	8.507	A
C-AB	2	0.62	712	0.003	2	0.0	0.0	5.087	A
C-A	195	49			195				
A-B	12	3			12				
A-C	77	19			77				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	63	16	464	0.135	63	0.1	0.2	8.959	A
C-AB	3	0.82	738	0.004	3	0.0	0.0	4.914	A
C-A	239	60			239				
A-B	14	4			14				
A-C	95	24			95				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	63	16	464	0.135	63	0.2	0.2	8.964	A
C-AB	3	0.82	738	0.004	3	0.0	0.0	4.917	A
C-A	239	60			239				
A-B	14	4			14				
A-C	95	24			95				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	51	13	474	0.108	51	0.2	0.1	8.516	A
C-AB	2	0.62	712	0.003	2	0.0	0.0	5.090	A
C-A	195	49			195				
A-B	12	3			12				
A-C	77	19			77				

2027 - Back + Comm + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D12 - 2027 - Back + Comm + Dev, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Access / Oxford Road	T-Junction	Two-way		0.46	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)	Results for central hour only	Run automatically
D12	2027 - Back + Comm + Dev	PM	ONE HOUR	17:00	18:30	15	✓	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	306	100.000
B		ONE HOUR	✓	20	100.000
C		ONE HOUR	✓	143	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	38	268
	B	18	0	2
	C	138	5	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.05	8.93	0.1	A	20	20
C-AB	0.01	5.83	0.0	A	6	6
C-A					137	137
A-B					38	38
A-C					268	268

Main Results for each time segment

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	18	4	442	0.041	18	0.0	0.0	8.495	A
C-AB	6	1	625	0.009	6	0.0	0.0	5.821	A
C-A	123	31			123				
A-B	34	9			34				
A-C	241	60			241				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	22	6	425	0.052	22	0.0	0.1	8.929	A
C-AB	7	2	632	0.011	7	0.0	0.0	5.772	A
C-A	150	38			150				
A-B	42	10			42				
A-C	295	74			295				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	22	6	425	0.052	22	0.1	0.1	8.930	A
C-AB	7	2	632	0.011	7	0.0	0.0	5.773	A
C-A	150	38			150				
A-B	42	10			42				
A-C	295	74			295				

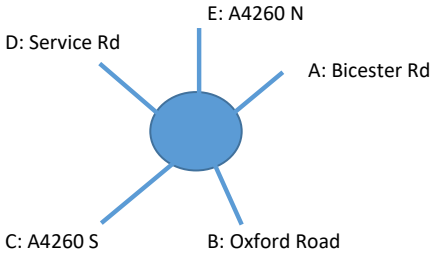
18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	18	4	442	0.041	18	0.1	0.0	8.499	A
C-AB	6	1	625	0.009	6	0.0	0.0	5.826	A
C-A	123	31			123				
A-B	34	9			34				
A-C	241	60			241				

Appendix Q

J2 A4260 / Oxford Road / Bicester Road– 123 dwellings

J2 - Oxford Road / Bicester Road / A4260
123 Dwellings



AM Peak 0800-0900

2018 - Background

	A	B	C	D	E
A	0	234	56	6	130
B	104	0	63	16	344
C	81	242	0	30	251
D	34	77	56	0	33
E	72	521	259	26	0

2018 - 2027 Tempro

	A	B	C	D	E
A	1.1659	1.1659	1.1659	1.1659	1.1659
B	1.1659	1.1659	1.1659	1.1659	1.1659
C	1.1659	1.1659	1.1659	1.1659	1.1659
D	1.1659	1.1659	1.1659	1.1659	1.1659
E	1.1659	1.1659	1.1659	1.1659	1.1659

2027 - Future Year

	A	B	C	D	
A	0	273	65	7	151
B	121	0	74	19	401
C	94	282	0	34	292
D	40	90	65	0	38
E	84	607	302	30	0

Committed Development

	A	B	C	D	E
A	0	41	53	0	13
B	42	0	101	0	58
C	13	32	0	1	12
D	0	0	18	0	0
E	3	15	83	0	0

2027 - Back + Committed Development

	A	B	C	D	E
A	0	314	119	7	164
B	163	0	175	19	459
C	107	315	0	36	305
D	40	90	83	0	38
E	88	622	385	30	0

Development

	A	B	C	D	E
A	0	0	0	2	0
B	0	0	0	5	0
C	0	0	0	5	0
D	8	17	19	0	7
E	0	0	0	2	0

2027 + Committed + Development

	A	B	C	D	E
A	0	314	119	9	164
B	163	0	175	24	459
C	107	315	0	41	305
D	47	107	102	0	45
E	88	622	385	31	0

PM Peak 1700-1800

2018 - Background

	A	B	C	D	E
A	0	155	28	11	103
B	268	0	188	56	522
C	216	100	0	83	384
D	42	30	22	0	29
E	136	510	386	103	0

2018 - 2027 Tempro

	A	B	C	D	E
A	1.1804	1.1804	1.1804	1.1804	1.1804
B	1.1804	1.1804	1.1804	1.1804	1.1804
C	1.1804	1.1804	1.1804	1.1804	1.1804
D	1.1804	1.1804	1.1804	1.1804	1.1804
E	1.1804	1.1804	1.1804	1.1804	1.1804

2027 - Future Year

	A	B	C	D	E
A	0	183	33	13	122
B	316	0	222	66	617
C	255	118	0	98	453
D	50	36	26	0	34
E	161	602	455	121	0

Committed Development

	A	B	C	D	E
A	0	37	15	0	4
B	37	0	45	0	20
C	68	81	0	16	74
D	0	0	2	0	0
E	10	44	33	0	0

305 2027 - Back + Committed Development

	A	B	C	D	E
A	0	219	48	13	126
B	353	0	267	66	637
C	324	199	0	114	527
D	50	36	28	0	34
E	170	646	489	121	0

Development

	A	B	C	D	E
A	0	0	0	6	0
B	0	0	0	13	0
C	0	0	0	14	0
D	3	6	7	0	2
E	0	0	0	5	0

2027 + Committed + Development

	A	B	C	D	E
A	0	219	48	19	126
B	353	0	267	79	637
C	324	199	0	128	527
D	52	42	35	0	37
E	170	646	489	126	0

Junctions 9

ARCADY 9 - Roundabout Module

Filename: 122-J2-123 Dwellings.j9
Path: C:\Users\Administrator\Martin Andrews Consulting Ltd\Projects 100 - 199 - Documents\122 - Kidlington\Reports\TA\Jct Analysis
Report generation date: 09/02/2022 17:58:26

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2027 - Background						
Arm A	0.5	3.24	0.32	0.3	2.71	0.22
Arm B	0.6	3.02	0.35	2.6	7.06	0.72
Arm C	0.4	2.04	0.30	0.9	3.02	0.46
Arm D	0.4	4.98	0.26	0.3	6.39	0.22
Arm E	1.1	3.50	0.51	2.2	5.45	0.68
2027 - Back + Comm						
Arm A	0.7	3.97	0.41	0.4	3.09	0.28
Arm B	1.0	4.03	0.48	3.8	9.68	0.79
Arm C	0.5	2.22	0.33	1.4	4.06	0.59
Arm D	0.4	5.80	0.31	0.4	8.51	0.28
Arm E	1.4	4.18	0.57	3.4	7.92	0.77
2027 - Back + Comm + Dev						
Arm A	0.8	4.08	0.42	0.4	3.14	0.28
Arm B	1.0	4.10	0.49	4.1	10.34	0.80
Arm C	0.5	2.24	0.34	1.5	4.21	0.60
Arm D	0.6	6.36	0.37	0.4	8.93	0.31
Arm E	1.5	4.31	0.58	3.5	8.18	0.78

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

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

File summary

File Description

Title	
Location	
Site number	
Date	06/12/2018
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DESKTOP-2HPI2P9\Martin
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	PCU	PCU	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)	Results for central hour only	Run automatically
D9	2027 - Background	AM	ONE HOUR	08:00	09:30	15	✓	✓
D10	2027 - Background	PM	ONE HOUR	17:00	18:30	15	✓	✓
D11	2027 - Back + Comm	AM	ONE HOUR	08:00	09:30	15	✓	✓
D12	2027 - Back + Comm	PM	ONE HOUR	17:00	18:30	15	✓	✓
D13	2027 - Back + Comm + Dev	AM	ONE HOUR	08:00	09:30	15	✓	✓
D14	2027 - Back + Comm + Dev	PM	ONE HOUR	17:00	18:30	15	✓	✓

Analysis Set Details

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

2027 - Background, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm C - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Demand Sets	D9 - 2027 - Background, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
2	Oxford Road / Bicester Road / A4260	Standard Roundabout		A, B, C, D, E	3.14	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
A	Bicester Road	
B	Oxford Road	
C	A4260 (South)	
D	Service Road	
E	A4260 (North)	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
A	6.94	8.72	18.8	48.3	110.1	30.0	
B	6.92	8.63	6.6	19.4	110.1	37.0	
C	8.07	10.30	50.0	65.0	110.1	31.0	
D	3.65	7.55	9.5	11.5	110.1	16.0	
E	7.35	10.68	17.1	20.5	110.1	50.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A	0.577	2588
B	0.528	2319
C	0.652	3129
D	0.441	1638
E	0.565	2654

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)	Results for central hour only	Run automatically
D9	2027 - Background	AM	ONE HOUR	08:00	09:30	15	✓	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	496	100.000
B		ONE HOUR	✓	615	100.000
C		ONE HOUR	✓	702	100.000
D		ONE HOUR	✓	233	100.000
E		ONE HOUR	✓	1023	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A	B	C	D	E
From	A	0	273	65	7	151
	B	121	0	74	19	401
	C	94	282	0	34	292
	D	40	90	65	0	38
	E	84	607	302	30	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	6	4	0	5
	B	7	0	8	4	8
	C	1	4	0	3	5
	D	0	1	0	0	4
	E	10	8	4	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A	0.32	3.24	0.5	A	496	496
B	0.35	3.02	0.6	A	615	615
C	0.30	2.04	0.4	A	702	702
D	0.26	4.98	0.4	A	233	233
E	0.51	3.50	1.1	A	1023	1023

Main Results for each time segment

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	446	111	1236	1876	0.238	446	305	0.2	0.3	2.652	A
B	553	138	557	2025	0.273	552	1125	0.3	0.4	2.632	A
C	631	158	655	2702	0.234	631	454	0.2	0.3	1.806	A
D	209	52	1205	1106	0.189	209	81	0.2	0.2	4.053	A
E	920	230	622	2302	0.399	919	792	0.5	0.7	2.777	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	546	137	1513	1716	0.318	545	373	0.3	0.5	3.238	A
B	677	169	682	1959	0.346	676	1377	0.4	0.6	3.020	A
C	773	193	802	2606	0.297	772	556	0.3	0.4	2.041	A
D	257	64	1475	987	0.260	256	99	0.2	0.4	4.972	A
E	1126	282	761	2223	0.507	1125	970	0.7	1.1	3.495	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	546	137	1515	1715	0.318	546	373	0.5	0.5	3.244	A
B	677	169	683	1959	0.346	677	1378	0.6	0.6	3.023	A
C	773	193	803	2605	0.297	773	557	0.4	0.4	2.041	A
D	257	64	1476	986	0.260	257	99	0.4	0.4	4.981	A
E	1126	282	762	2223	0.507	1126	971	1.1	1.1	3.504	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	446	111	1239	1874	0.238	447	305	0.5	0.3	2.659	A
B	553	138	558	2024	0.273	554	1127	0.6	0.4	2.635	A
C	631	158	656	2701	0.234	632	456	0.4	0.3	1.810	A
D	209	52	1207	1105	0.189	210	81	0.4	0.2	4.064	A
E	920	230	623	2302	0.400	921	794	1.1	0.7	2.787	A

2027 - Background, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm C - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Demand Sets	D10 - 2027 - Background, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
2	Oxford Road / Bicester Road / A4260	Standard Roundabout		A, B, C, D, E	5.17	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)	Results for central hour only	Run automatically
D10	2027 - Background	PM	ONE HOUR	17:00	18:30	15	✓	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	351	100.000
B		ONE HOUR	✓	1221	100.000
C		ONE HOUR	✓	924	100.000
D		ONE HOUR	✓	146	100.000
E		ONE HOUR	✓	1339	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A	B	C	D	E
From	A	0	183	33	13	122
	B	316	0	222	66	617
	C	255	118	0	98	453
	D	50	36	26	0	34
	E	161	602	455	121	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	2	0	0	0
	B	5	0	1	0	4
	C	2	4	0	0	1
	D	0	0	0	0	0
	E	0	6	1	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A	0.22	2.71	0.3	A	351	351
B	0.72	7.06	2.6	A	1221	1221
C	0.46	3.02	0.9	A	924	924
D	0.22	6.39	0.3	A	146	146
E	0.68	5.45	2.2	A	1339	1339

Main Results for each time segment

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	316	79	1219	1885	0.167	315	702	0.2	0.2	2.316	A
B	1098	274	691	1954	0.562	1096	843	0.9	1.3	4.331	A
C	831	208	1127	2394	0.347	830	661	0.4	0.5	2.337	A
D	131	33	1689	893	0.147	131	268	0.1	0.2	4.725	A
E	1204	301	719	2247	0.536	1202	1101	0.8	1.2	3.546	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	386	97	1491	1728	0.224	386	859	0.2	0.3	2.710	A
B	1344	336	846	1873	0.718	1339	1032	1.3	2.6	6.919	A
C	1017	254	1377	2231	0.456	1016	808	0.5	0.8	3.007	A
D	161	40	2066	726	0.221	160	327	0.2	0.3	6.349	A
E	1474	369	880	2156	0.684	1470	1346	1.2	2.2	5.377	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	386	97	1495	1726	0.224	386	861	0.3	0.3	2.714	A
B	1344	336	848	1872	0.718	1344	1034	2.6	2.6	7.057	A
C	1017	254	1382	2228	0.457	1017	810	0.8	0.9	3.019	A
D	161	40	2071	724	0.222	161	328	0.3	0.3	6.387	A
E	1474	369	882	2155	0.684	1474	1350	2.2	2.2	5.446	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	316	79	1225	1882	0.168	316	705	0.3	0.2	2.322	A
B	1098	274	694	1953	0.562	1103	846	2.6	1.3	4.409	A
C	831	208	1133	2390	0.348	832	664	0.9	0.5	2.349	A
D	131	33	1696	890	0.148	132	269	0.3	0.2	4.754	A
E	1204	301	722	2245	0.536	1208	1106	2.2	1.2	3.591	A

2027 - Back + Comm, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm C - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Demand Sets	D11 - 2027 - Back + Comm, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
2	Oxford Road / Bicester Road / A4260	Standard Roundabout		A, B, C, D, E	3.80	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)	Results for central hour only	Run automatically
D11	2027 - Back + Comm	AM	ONE HOUR	08:00	09:30	15	✓	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	604	100.000
B		ONE HOUR	✓	816	100.000
C		ONE HOUR	✓	763	100.000
D		ONE HOUR	✓	251	100.000
E		ONE HOUR	✓	1125	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A	B	C	D	E
From	A	0	314	119	7	164
	B	163	0	175	19	459
	C	107	315	0	36	305
	D	40	90	83	0	38
	E	88	622	385	30	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	6	4	4	5
	B	7	0	8	8	8
	C	1	4	0	0	5
	D	0	1	0	0	4
	E	10	8	4	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A	0.41	3.97	0.7	A	604	604
B	0.48	4.03	1.0	A	816	816
C	0.33	2.22	0.5	A	763	763
D	0.31	5.80	0.4	A	251	251
E	0.57	4.18	1.4	A	1125	1125

Main Results for each time segment

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	543	136	1370	1798	0.302	542	357	0.3	0.5	3.016	A
B	734	183	708	1946	0.377	733	1204	0.5	0.6	3.198	A
C	686	171	756	2636	0.260	686	684	0.3	0.4	1.915	A
D	226	56	1359	1038	0.217	225	83	0.2	0.3	4.471	A
E	1011	253	717	2248	0.450	1010	868	0.6	0.9	3.096	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	665	166	1676	1622	0.410	664	438	0.5	0.7	3.954	A
B	898	225	866	1862	0.483	897	1474	0.6	1.0	4.016	A
C	840	210	926	2525	0.333	839	837	0.4	0.5	2.216	A
D	276	69	1664	904	0.306	276	101	0.3	0.4	5.780	A
E	1239	310	877	2158	0.574	1236	1062	0.9	1.4	4.156	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	665	166	1679	1620	0.410	665	438	0.7	0.7	3.969	A
B	898	225	868	1861	0.483	898	1476	1.0	1.0	4.030	A
C	840	210	927	2524	0.333	840	839	0.5	0.5	2.217	A
D	276	69	1666	903	0.306	276	101	0.4	0.4	5.799	A
E	1239	310	879	2157	0.574	1239	1064	1.4	1.4	4.178	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	543	136	1374	1796	0.302	544	358	0.7	0.5	3.032	A
B	734	183	710	1944	0.377	735	1208	1.0	0.7	3.211	A
C	686	171	758	2634	0.260	687	687	0.5	0.4	1.917	A
D	226	56	1362	1037	0.218	226	83	0.4	0.3	4.488	A
E	1011	253	719	2247	0.450	1014	870	1.4	0.9	3.117	A

2027 - Back + Comm, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm C - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Demand Sets	D12 - 2027 - Back + Comm, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
2	Oxford Road / Bicester Road / A4260	Standard Roundabout		A, B, C, D, E	7.02	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)	Results for central hour only	Run automatically
D12	2027 - Back + Comm	PM	ONE HOUR	17:00	18:30	15	✓	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	406	100.000
B		ONE HOUR	✓	1323	100.000
C		ONE HOUR	✓	1164	100.000
D		ONE HOUR	✓	148	100.000
E		ONE HOUR	✓	1426	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A	B	C	D	E
From	A	0	219	48	13	126
	B	353	0	267	66	637
	C	324	199	0	114	527
	D	50	36	28	0	34
	E	170	646	489	121	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	2	0	0	0
	B	5	0	1	0	4
	C	2	4	0	0	1
	D	0	0	0	0	0
	E	0	6	1	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A	0.28	3.09	0.4	A	406	406
B	0.79	9.68	3.8	A	1323	1323
C	0.59	4.06	1.4	A	1164	1164
D	0.28	8.51	0.4	A	148	148
E	0.77	7.92	3.4	A	1426	1426

Main Results for each time segment

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	365	91	1363	1802	0.203	365	805	0.2	0.3	2.531	A
B	1189	297	741	1928	0.617	1187	987	1.0	1.6	5.005	A
C	1046	262	1181	2359	0.444	1045	747	0.6	0.8	2.787	A
D	133	33	1944	780	0.171	133	282	0.1	0.2	5.558	A
E	1282	320	889	2151	0.596	1280	1188	0.9	1.5	4.246	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	447	112	1665	1628	0.275	447	984	0.3	0.4	3.077	A
B	1457	364	905	1842	0.791	1448	1207	1.6	3.7	9.275	A
C	1282	320	1441	2189	0.586	1279	912	0.8	1.4	4.014	A
D	163	41	2376	590	0.276	162	344	0.2	0.4	8.410	A
E	1570	393	1086	2040	0.770	1563	1452	1.5	3.3	7.665	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	447	112	1672	1624	0.275	447	987	0.4	0.4	3.090	A
B	1457	364	908	1840	0.792	1456	1211	3.7	3.8	9.682	A
C	1282	320	1449	2184	0.587	1282	916	1.4	1.4	4.056	A
D	163	41	2384	586	0.278	163	346	0.4	0.4	8.510	A
E	1570	393	1090	2038	0.771	1570	1458	3.3	3.4	7.920	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	365	91	1373	1797	0.203	365	810	0.4	0.3	2.542	A
B	1189	297	745	1926	0.618	1198	993	3.8	1.7	5.173	A
C	1046	262	1191	2352	0.445	1049	752	1.4	0.8	2.813	A
D	133	33	1956	775	0.172	134	284	0.4	0.2	5.619	A
E	1282	320	894	2148	0.597	1289	1196	3.4	1.5	4.357	A

2027 - Back + Comm + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm C - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Demand Sets	D13 - 2027 - Back + Comm + Dev, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
2	Oxford Road / Bicester Road / A4260	Standard Roundabout		A, B, C, D, E	3.95	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)	Results for central hour only	Run automatically
D13	2027 - Back + Comm + Dev	AM	ONE HOUR	08:00	09:30	15	✓	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	606	100.000
B		ONE HOUR	✓	821	100.000
C		ONE HOUR	✓	768	100.000
D		ONE HOUR	✓	301	100.000
E		ONE HOUR	✓	1126	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A	B	C	D	E
From	A	0	314	119	9	164
	B	163	0	175	24	459
	C	107	315	0	41	305
	D	47	107	102	0	45
	E	88	622	385	31	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	6	4	0	5
	B	7	0	8	4	8
	C	1	4	0	3	5
	D	0	1	0	0	4
	E	10	8	4	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A	0.42	4.08	0.8	A	606	606
B	0.49	4.10	1.0	A	821	821
C	0.34	2.24	0.5	A	768	768
D	0.37	6.36	0.6	A	301	301
E	0.58	4.31	1.5	A	1126	1126

Main Results for each time segment

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	545	136	1403	1779	0.306	544	364	0.3	0.5	3.065	A
B	738	185	727	1935	0.381	737	1220	0.5	0.7	3.234	A
C	690	173	763	2631	0.262	690	701	0.3	0.4	1.927	A
D	271	68	1359	1038	0.261	270	94	0.2	0.4	4.729	A
E	1012	253	755	2227	0.455	1011	874	0.6	0.9	3.154	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	667	167	1717	1598	0.417	666	445	0.5	0.7	4.059	A
B	904	226	890	1849	0.489	902	1493	0.7	1.0	4.088	A
C	846	211	934	2519	0.336	845	858	0.4	0.5	2.234	A
D	331	83	1664	904	0.367	331	115	0.4	0.6	6.327	A
E	1240	310	925	2131	0.582	1237	1070	0.9	1.5	4.283	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	667	167	1720	1597	0.418	667	446	0.7	0.8	4.076	A
B	904	226	892	1848	0.489	904	1495	1.0	1.0	4.103	A
C	846	211	936	2518	0.336	846	860	0.5	0.5	2.235	A
D	331	83	1666	903	0.367	331	116	0.6	0.6	6.357	A
E	1240	310	926	2130	0.582	1240	1071	1.5	1.5	4.309	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	545	136	1407	1777	0.307	546	365	0.8	0.5	3.082	A
B	738	185	730	1934	0.382	739	1223	1.0	0.7	3.251	A
C	690	173	766	2629	0.263	691	704	0.5	0.4	1.931	A
D	271	68	1362	1037	0.261	271	95	0.6	0.4	4.752	A
E	1012	253	757	2226	0.455	1015	876	1.5	0.9	3.174	A

2027 - Back + Comm + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm C - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Demand Sets	D14 - 2027 - Back + Comm + Dev, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
2	Oxford Road / Bicester Road / A4260	Standard Roundabout		A, B, C, D, E	7.35	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)	Results for central hour only	Run automatically
D14	2027 - Back + Comm + Dev	PM	ONE HOUR	17:00	18:30	15	✓	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	412	100.000
B		ONE HOUR	✓	1336	100.000
C		ONE HOUR	✓	1178	100.000
D		ONE HOUR	✓	166	100.000
E		ONE HOUR	✓	1431	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A	B	C	D	E
From	A	0	219	48	19	126
	B	353	0	267	79	637
	C	324	199	0	128	527
	D	52	42	35	0	37
	E	170	646	489	126	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	2	0	0	0
	B	5	0	1	0	4
	C	2	4	0	0	1
	D	0	0	0	0	0
	E	0	6	1	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A	0.28	3.14	0.4	A	412	412
B	0.80	10.34	4.1	B	1336	1336
C	0.60	4.21	1.5	A	1178	1178
D	0.31	8.93	0.4	A	166	166
E	0.78	8.18	3.5	A	1431	1431

Main Results for each time segment

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	370	93	1379	1793	0.207	370	807	0.2	0.3	2.556	A
B	1201	300	757	1920	0.626	1198	993	1.1	1.7	5.142	A
C	1059	265	1202	2345	0.452	1058	753	0.6	0.8	2.841	A
D	149	37	1944	780	0.191	149	316	0.2	0.2	5.701	A
E	1286	322	902	2144	0.600	1284	1191	1.0	1.5	4.305	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	454	113	1685	1617	0.281	453	985	0.3	0.4	3.124	A
B	1471	368	924	1831	0.803	1462	1213	1.7	4.0	9.838	A
C	1297	324	1467	2172	0.597	1294	919	0.8	1.5	4.158	A
D	183	46	2375	590	0.310	182	386	0.2	0.4	8.807	A
E	1576	394	1102	2031	0.776	1568	1455	1.5	3.4	7.894	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	454	113	1692	1613	0.281	454	990	0.4	0.4	3.138	A
B	1471	368	928	1829	0.804	1470	1218	4.0	4.1	10.338	B
C	1297	324	1475	2167	0.599	1297	924	1.5	1.5	4.207	A
D	183	46	2384	586	0.312	183	387	0.4	0.4	8.926	A
E	1576	394	1106	2028	0.777	1575	1461	3.4	3.5	8.177	A

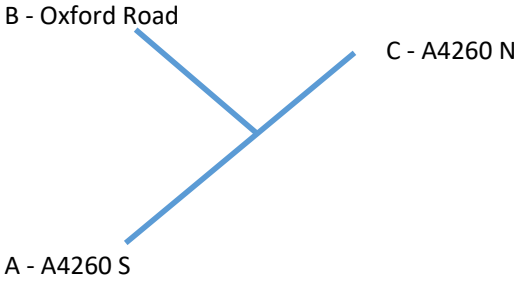
18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	370	93	1389	1787	0.207	371	813	0.4	0.3	2.569	A
B	1201	300	762	1917	0.626	1210	999	4.1	1.8	5.337	A
C	1059	265	1213	2338	0.453	1062	759	1.5	0.8	2.875	A
D	149	37	1957	775	0.193	150	318	0.4	0.2	5.771	A
E	1286	322	908	2140	0.601	1294	1199	3.5	1.6	4.425	A

Appendix R

J3 Oxford Road Service Road / A4260 Oxford Road – 123 dwellings

J3 - Oxford Road / A4260
118 Dwellings



AM Peak 0800-0900

2018 - Background

	A	B	C
A	0	32	553
B	9	0	39
C	680	94	0

2018 - 2027 Tempro

	A	B	C
A	1.1659	1.1659	1.1659
B	1.1659	1.1659	1.1659
C	1.1659	1.1659	1.1659

2027 - Future Year

	A	B	C
A	0	37	645
B	10	0	45
C	793	110	0

Committed Development

	A	B	C
A	0	0	83
B	0	0	0
C	101	0	0

2027 - Back + Committed Development

	A	B	C
A	0	37	728
B	10	0	45
C	894	110	0

Development

	A	B	C
A	0	0	0
B	0	0	7
C	0	2	0

2027 + Committed + Development

	A	B	C
A	0	37	728
B	10	0	52
C	894	111	0

PM Peak 1700-1800

2018 - Background

	A	B	C
A	0	24	770
B	4	0	41
C	664	72	0

2018 - 2027 Tempro

	A	B	C
A	1.1804	1.1804	1.1804
B	1.1804	1.1804	1.1804
C	1.1804	1.1804	1.1804

2027 - Future Year

	A	B	C
A	0	29	909
B	5	0	48
C	784	85	0

Committed Development

	A	B	C
A	0	0	99
B	0	0	0
C	87	0	0

2027 - Back + Committed Development

	A	B	C
A	0	29	1008
B	5	0	48
C	871	85	0

Development

	A	B	C
A	0	0	0
B	0	0	2
C	0	5	0

2027 + Committed + Development

	A	B	C
A	0	29	1008
B	5	0	50
C	871	90	0

Junctions 9

PICADY 9 - Priority Intersection Module

Filename: 122-J3-123 Dwellings.j9
Path: C:\Users\Administrator\Martin Andrews Consulting Ltd\Projects 100 - 199 - Documents\122 - Kidlington\Reports\TA\Jct Analysis
Report generation date: 09/02/2022 17:57:31

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
	2027 - Background					
Stream B-AC	0.2	10.40	0.15	0.2	11.69	0.16
Stream C-B	0.3	8.34	0.22	0.2	9.41	0.20
	2027 - Back + Comm					
Stream B-AC	0.2	12.08	0.17	0.2	14.35	0.19
Stream C-B	0.3	8.90	0.23	0.3	10.30	0.21
	2027 - Back + Comm + Dev					
Stream B-AC	0.2	11.93	0.18	0.2	14.45	0.20
Stream C-B	0.3	8.92	0.23	0.3	10.46	0.22

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

File summary

File Description

Title	J3 100 dwellings
Location	Service Rd / A4260
Site number	
Date	06/12/2018
Version	
Status	(new file)
Identifier	
Client	Manor Oak Homes
Jobnumber	
Enumerator	DESKTOP-2HPI2P9\Martin
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	PCU	PCU	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
D7	2027 - Background	AM	ONE HOUR	08:00	09:30	15	✓
D8	2027 - Background	PM	ONE HOUR	17:00	18:30	15	✓
D9	2027 - Back + Comm	AM	ONE HOUR	08:00	09:30	15	✓
D10	2027 - Back + Comm	PM	ONE HOUR	17:00	18:30	15	✓
D11	2027 - Back + Comm + Dev	AM	ONE HOUR	08:00	09:30	15	✓
D12	2027 - Back + Comm + Dev	PM	ONE HOUR	17:00	18:30	15	✓

Analysis Set Details

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

2027 - Background, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
3	Oxford Road / A4260	T-Junction	Two-way		0.91	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A4260 (S)		Major
B	Oxford Road		Minor
C	A4260 (N)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.20		✓	3.10	250.0		-

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.50	110	110

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
3	B-A	598	0.108	0.273	0.172	0.390
3	B-C	728	0.111	0.280	-	-
3	C-B	789	0.303	0.303	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

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
D7	2027 - Background	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	682	100.000
B		ONE HOUR	✓	55	100.000
C		ONE HOUR	✓	903	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	37	645
	B	10	0	45
	C	793	110	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	8
	B	0	0	0
	C	9	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.15	10.40	0.2	B	50	76
C-A					728	1092
C-B	0.22	8.34	0.3	A	101	151
A-B					34	51
A-C					592	888

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	41	10	514	0.080	41	0.0	0.1	7.600	A
C-A	597	149			597				
C-B	83	21	634	0.131	82	0.0	0.2	6.653	A
A-B	28	7			28				
A-C	486	121			486				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	49	12	472	0.105	49	0.1	0.1	8.508	A
C-A	713	178			713				
C-B	99	25	603	0.164	99	0.2	0.2	7.275	A
A-B	33	8			33				
A-C	580	145			580				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	61	15	407	0.149	60	0.1	0.2	10.381	B
C-A	873	218			873				
C-B	121	30	562	0.216	121	0.2	0.3	8.325	A
A-B	41	10			41				
A-C	710	178			710				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	61	15	407	0.149	61	0.2	0.2	10.396	B
C-A	873	218			873				
C-B	121	30	562	0.216	121	0.3	0.3	8.336	A
A-B	41	10			41				
A-C	710	178			710				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	49	12	472	0.105	50	0.2	0.1	8.522	A
C-A	713	178			713				
C-B	99	25	603	0.164	99	0.3	0.2	7.287	A
A-B	33	8			33				
A-C	580	145			580				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	41	10	514	0.081	42	0.1	0.1	7.618	A
C-A	597	149			597				
C-B	83	21	634	0.131	83	0.2	0.2	6.674	A
A-B	28	7			28				
A-C	486	121			486				

2027 - Background, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
3	Oxford Road / A4260	T-Junction	Two-way		0.76	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
D8	2027 - Background	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	938	100.000
B		ONE HOUR	✓	53	100.000
C		ONE HOUR	✓	869	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	29	909
	B	5	0	48
	C	784	85	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	4
	B	0	0	0
	C	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.16	11.69	0.2	B	49	73
C-A					719	1079
C-B	0.20	9.41	0.2	A	78	117
A-B					27	40
A-C					834	1251

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	40	10	493	0.081	40	0.0	0.1	7.938	A
C-A	590	148			590				
C-B	64	16	575	0.111	63	0.0	0.1	7.031	A
A-B	22	5			22				
A-C	684	171			684				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	48	12	444	0.107	48	0.1	0.1	9.069	A
C-A	705	176			705				
C-B	76	19	534	0.143	76	0.1	0.2	7.870	A
A-B	26	7			26				
A-C	817	204			817				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	58	15	366	0.159	58	0.1	0.2	11.662	B
C-A	863	216			863				
C-B	94	23	476	0.197	93	0.2	0.2	9.395	A
A-B	32	8			32				
A-C	1001	250			1001				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	58	15	366	0.159	58	0.2	0.2	11.685	B
C-A	863	216			863				
C-B	94	23	476	0.197	94	0.2	0.2	9.410	A
A-B	32	8			32				
A-C	1001	250			1001				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	48	12	444	0.107	48	0.2	0.1	9.088	A
C-A	705	176			705				
C-B	76	19	534	0.143	77	0.2	0.2	7.886	A
A-B	26	7			26				
A-C	817	204			817				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	40	10	493	0.081	40	0.1	0.1	7.955	A
C-A	590	148			590				
C-B	64	16	575	0.111	64	0.2	0.1	7.047	A
A-B	22	5			22				
A-C	684	171			684				

2027 - Back + Comm, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
3	Oxford Road / A4260	T-Junction	Two-way		0.90	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
D9	2027 - Back + Comm	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	765	100.000
B		ONE HOUR	✓	55	100.000
C		ONE HOUR	✓	1004	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	37	728
	B	10	0	45
	C	894	110	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	8
	B	0	0	0
	C	9	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.17	12.08	0.2	B	50	76
C-A					820	1231
C-B	0.23	8.90	0.3	A	101	151
A-B					34	51
A-C					668	1002

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	41	10	490	0.085	41	0.0	0.1	8.019	A
C-A	673	168			673				
C-B	83	21	615	0.135	82	0.0	0.2	6.892	A
A-B	28	7			28				
A-C	548	137			548				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	49	12	440	0.112	49	0.1	0.1	9.210	A
C-A	804	201			804				
C-B	99	25	581	0.170	99	0.2	0.2	7.614	A
A-B	33	8			33				
A-C	654	164			654				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	61	15	359	0.169	60	0.1	0.2	12.047	B
C-A	984	246			984				
C-B	121	30	534	0.227	121	0.2	0.3	8.882	A
A-B	41	10			41				
A-C	802	200			802				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	61	15	359	0.169	61	0.2	0.2	12.076	B
C-A	984	246			984				
C-B	121	30	534	0.227	121	0.3	0.3	8.896	A
A-B	41	10			41				
A-C	802	200			802				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	49	12	440	0.112	50	0.2	0.1	9.234	A
C-A	804	201			804				
C-B	99	25	581	0.170	99	0.3	0.2	7.631	A
A-B	33	8			33				
A-C	654	164			654				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	41	10	489	0.085	42	0.1	0.1	8.041	A
C-A	673	168			673				
C-B	83	21	615	0.135	83	0.2	0.2	6.909	A
A-B	28	7			28				
A-C	548	137			548				

2027 - Back + Comm, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
3	Oxford Road / A4260	T-Junction	Two-way		0.80	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
D10	2027 - Back + Comm	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1037	100.000
B		ONE HOUR	✓	53	100.000
C		ONE HOUR	✓	956	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	29	1008
	B	5	0	48
	C	871	85	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	4
	B	0	0	0
	C	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.19	14.35	0.2	B	49	73
C-A					799	1199
C-B	0.21	10.30	0.3	B	78	117
A-B					27	40
A-C					925	1387

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	40	10	467	0.085	40	0.0	0.1	8.410	A
C-A	656	164			656				
C-B	64	16	553	0.116	63	0.0	0.1	7.353	A
A-B	22	5			22				
A-C	759	190			759				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	48	12	411	0.116	47	0.1	0.1	9.905	A
C-A	783	196			783				
C-B	76	19	507	0.151	76	0.1	0.2	8.361	A
A-B	26	7			26				
A-C	906	227			906				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	58	15	309	0.189	58	0.1	0.2	14.296	B
C-A	959	240			959				
C-B	94	23	443	0.211	93	0.2	0.3	10.279	B
A-B	32	8			32				
A-C	1110	277			1110				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	58	15	309	0.189	58	0.2	0.2	14.350	B
C-A	959	240			959				
C-B	94	23	443	0.211	94	0.3	0.3	10.300	B
A-B	32	8			32				
A-C	1110	277			1110				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	48	12	411	0.116	48	0.2	0.1	9.937	A
C-A	783	196			783				
C-B	76	19	507	0.151	77	0.3	0.2	8.383	A
A-B	26	7			26				
A-C	906	227			906				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	40	10	467	0.085	40	0.1	0.1	8.433	A
C-A	656	164			656				
C-B	64	16	553	0.116	64	0.2	0.1	7.376	A
A-B	22	5			22				
A-C	759	190			759				

2027 - Back + Comm + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
3	Oxford Road / A4260	T-Junction	Two-way		0.94	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
D11	2027 - Back + Comm + Dev	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	765	100.000
B		ONE HOUR	✓	62	100.000
C		ONE HOUR	✓	1005	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	37	728
	B	10	0	52
	C	894	111	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	8
	B	0	0	0
	C	9	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.18	11.93	0.2	B	57	85
C-A					820	1231
C-B	0.23	8.92	0.3	A	102	153
A-B					34	51
A-C					668	1002

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	47	12	498	0.094	46	0.0	0.1	7.970	A
C-A	673	168			673				
C-B	84	21	615	0.136	83	0.0	0.2	6.898	A
A-B	28	7			28				
A-C	548	137			548				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	56	14	449	0.124	56	0.1	0.1	9.143	A
C-A	804	201			804				
C-B	100	25	581	0.172	100	0.2	0.2	7.628	A
A-B	33	8			33				
A-C	654	164			654				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	68	17	370	0.184	68	0.1	0.2	11.898	B
C-A	984	246			984				
C-B	122	31	534	0.229	122	0.2	0.3	8.904	A
A-B	41	10			41				
A-C	802	200			802				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	68	17	370	0.184	68	0.2	0.2	11.928	B
C-A	984	246			984				
C-B	122	31	534	0.229	122	0.3	0.3	8.920	A
A-B	41	10			41				
A-C	802	200			802				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	56	14	449	0.124	56	0.2	0.1	9.165	A
C-A	804	201			804				
C-B	100	25	581	0.172	100	0.3	0.2	7.645	A
A-B	33	8			33				
A-C	654	164			654				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	47	12	497	0.094	47	0.1	0.1	7.994	A
C-A	673	168			673				
C-B	84	21	615	0.136	84	0.2	0.2	6.922	A
A-B	28	7			28				
A-C	548	137			548				

2027 - Back + Comm + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
3	Oxford Road / A4260	T-Junction	Two-way		0.85	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
D12	2027 - Back + Comm + Dev	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1037	100.000
B		ONE HOUR	✓	55	100.000
C		ONE HOUR	✓	961	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	29	1008
	B	5	0	50
	C	871	90	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	4
	B	0	0	0
	C	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.20	14.45	0.2	B	50	76
C-A					799	1199
C-B	0.22	10.46	0.3	B	83	124
A-B					27	40
A-C					925	1387

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	41	10	468	0.088	41	0.0	0.1	8.417	A
C-A	656	164			656				
C-B	68	17	553	0.123	67	0.0	0.1	7.410	A
A-B	22	5			22				
A-C	759	190			759				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	49	12	412	0.120	49	0.1	0.1	9.924	A
C-A	783	196			783				
C-B	81	20	507	0.160	81	0.1	0.2	8.450	A
A-B	26	7			26				
A-C	906	227			906				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	61	15	310	0.195	60	0.1	0.2	14.392	B
C-A	959	240			959				
C-B	99	25	443	0.224	99	0.2	0.3	10.442	B
A-B	32	8			32				
A-C	1110	277			1110				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	61	15	310	0.196	61	0.2	0.2	14.450	B
C-A	959	240			959				
C-B	99	25	443	0.224	99	0.3	0.3	10.464	B
A-B	32	8			32				
A-C	1110	277			1110				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	49	12	412	0.120	50	0.2	0.1	9.959	A
C-A	783	196			783				
C-B	81	20	507	0.160	81	0.3	0.2	8.471	A
A-B	26	7			26				
A-C	906	227			906				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	41	10	468	0.088	42	0.1	0.1	8.442	A
C-A	656	164			656				
C-B	68	17	553	0.123	68	0.2	0.1	7.431	A
A-B	22	5			22				
A-C	759	190			759				