

**Oxford Aviation Services
Ltd**

London Oxford Airport Gateway
Site
Transport Assessment

February 2023

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1 INTRODUCTION

1.1.1 Transport Planning Practice (TPP) have been appointed by Oxford Aviation Services Ltd to provide transport planning advice and prepare a Transport Assessment in support of a planning application for a new development on the Gateway Ste at London Oxford Airport (LOA) (the 'Airport') located on land to the west of the main airport access. The Local Planning Authority (LPA) is Cherwell District Council (CDC) and the Highways Authority is Oxfordshire County Council (OCC).

1.2 Background

1.2.1 The site is located on land to the west of the main airport access. A red line boundary of the site in relation to the airport is shown in Figure 1. The existing site (the 'Site') comprised four large buildings and several smaller ancillary buildings with a significant proportion of the Site comprising hardstanding areas. The original floorspace totalled 11,055m² Gross Internal Area (GIA).

Figure 1 - Site Context Plan



- 1.2.2 Two of the larger existing buildings on the site are connected to the airport apron and are hangars, although these have been identified by the applicant as under-utilised for the airport. The south of the site was occupied by two large former MOD buildings, which were until recently occupied by the CAE Oxford Aviation Academy, a pilot training school, and Vida Health and Fitness gym facility. These have since been demolished, except for the Fitness gym facility which is still occupied.
- 1.2.3 The proposed development (the 'Development') is to demolish the existing buildings within the application site to provide five new buildings comprising a total floorspace of 20,031m² GEA of overall development floorspace. Of this, 19,394m² GEA is for Research & Development and Light Industry use, planning use classes E(g)(ii) and E(g)(iii), along with 172m² GEA of Amenity Space and 465m² GEA of secure cycle storage within the car parking areas.
- 1.2.4 This Transport Assessment (TA) assesses the transport effects of the proposed development subject to a planning application submitted to CDC and has been prepared in accordance with OCC guidance and OCC's new 'Decide and Provide': Requirements for Transport Assessments guidance.
- 1.2.5 The remainder of this report is structured as follows:
- **Chapter 2: Transport Accessibility** – assesses the sites accessibility by different transport modes and reviews transport conditions in the area around the site.
 - **Chapter 3: Proposed Development** - outlines the proposed development in terms of use and floor area, access, car and cycle parking and delivery and servicing arrangements.
 - **Chapter 4: Transport Policy** – provides a summary of the local, regional and national transport policies against which the proposals are assessed.
 - **Chapter 5: Trip Generation** – reviews the predicted trip generation of the proposed development by car, walking, cycling and public transport.

- **Chapter 6: Impact Analysis** – assesses the impact that the proposed development would have on the transport and highway network.
- **Chapter 7: Decide and Provide Assessment** – reviews the proposed development against the decide and provide assessment.
- **Chapter 8: Summary and Conclusions** – provides a summary and presents the conclusions to this report.

2 TRANSPORT ACCESSIBILITY

2.1.1 This section sets out the sites existing accessibility to public transport.

2.2 Site location

2.2.1 The Site is located in a reasonably rural location with the main hub of the Airport buildings to the west and north including the under construction Hanger 15. The site is also bordered the east by The Boulevard and Thames Valley North HQ and the south by Langford Lane and Oxford Technology Park. Oxford Technology Park received outline consent in 2016 to provide a total of 40,362 sqm of floorspace of Research and Development use and ancillary office use and is semi-complete. In July 2018 a change use of use for part of this floor area to provide a hotel was approved.

2.2.2 The site is located circa 2.0km to the north of Kidlington and circa 13km to the north of Oxford. The sites' location in relation to the local area is shown in Figure 2. There is a wider industrial estate to the south-east of the site accessed from Langford Lane.

Figure 2 - Site location and surrounding area



2.3 Pedestrian access

- 2.3.1 Footways on The Boulevard; the south side of Langford Lane; and A4260 Banbury Road provide a pedestrian link between the Airport and the town of Kidlington. Langford Lane between the Airport and Kidlington is a 30mph road with high level street lighting.
- 2.3.2 There are pedestrian crossing islands on each arm of The Boulevard/Oxford Airport access roundabout which are provided with dropped kerbs and tactile paving. There are also pedestrian islands provided on the Langford Lane arms and Oxford Motor Park arm of The Boulevard/Langford Lane/Oxford Motor Park roundabout which are provided with dropped kerbs and tactile paving.
- 2.3.3 Figure 3 in the cycling section interprets the County's aspirations for enhancements to cycling and walking along Langford Lane from The Boulevard/Langford Lane/Oxford Motor Park roundabout to Banbury Road, as part of the County's implementation of the Kidlington Local Cycling and Walking Infrastructure Plan (LCWIP) 2022.
- 2.3.4 Census 2011 data indicates that the total population within walking distance of the site (Kidlington and surrounding area) is 18,374, which represents a potential large workforce catchment that has the potential to walk to the site. Noting that 6.37% of these work within the Kidlington Area.

2.4 Cycling

- 2.4.1 The site is well located within the National Cycle Network (NCR). NCR route 5 runs along the A44 (Woodstock Road) close to the site and connects Reading and Holyhead via Oxford, Stratford-upon-Avon, Bromsgrove, Birmingham, Stoke-on-Trent, Chester, Colwyn Bay and Bangor. There is provision for cyclists on a shared cycle/footpath on both sides of the carriageway on the A44 (Woodstock Road).
- 2.4.2 NCR route 51 runs through Kidlington and can be accessed from the A4260 (Oxford Road). NCR route 51 passes through Oxfordshire, Buckinghamshire, Bedfordshire, Cambridgeshire, Suffolk and Essex. Both NCR route 5 and 51 provide access to Oxford to the south and NCR route 51 provided access to Bicester to the northeast. There is a link between NCR 5 and 51 on Begbroke Lane and Lyne Road to the south of the site. A new cycle lane will be provided along the eastern side of Oxford Technology Park connecting Langford Lane to the link between NCR 5 and 51, however this is yet to be implemented.

2.4.3 There are also local facilities surrounding the site which benefit cyclists in the surrounding area. The cycle provisions are:

- Langford Lane to the west of the main airport access includes a shared cycle/footway along its southern side. This connects to the cycle/footway along the A44 Woodstock Road to the west.
- Banbury Road A4260 includes a shared cycle/footway along its western side from Kidlington to its signal junction with Langford Lane.
- The Canal Towpath provides cyclists with an off-road route.

2.4.4 Within the Oxfordshire County Council Kidlington LCWIP, proposals for improved cycle facilities along Langford Lane are described as follows:

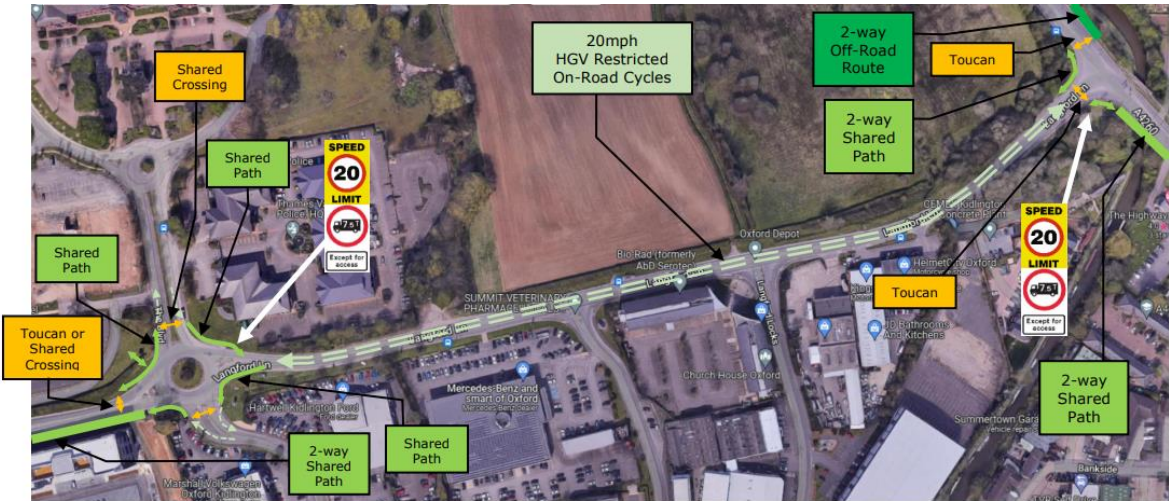
- Introduction of a HGV ban (except for access) on Langford Lane between the Airport access roundabout and Banbury Road. This will route all HGVs via the A44.
- Introduction of 20mph speed limit on Langford Lane to the east of the Airport access roundabout.
- Clear transitions between on-road and off-road cycle infrastructure.
- Shared use path to the west of The Boulevard to the junction of the A44 (this has been implemented).
- Speed reduction to 30mph between Evenlode Close and the A44.

2.4.5 It is also stated within the Kidlington LCWIP that:

- A 1.8m footway is present on the south side of Langford Lane from the junction with the A4260 to the roundabout junction with The Boulevard. This continues from the shared footway/cycleway on Banbury Road which commences approximately 300m to the south of the junction with Langford Lane. The Langford Lane/Banbury Road junction is signalled with no specific provision for cyclists or pedestrian phases. A new shared 2.5m footway/cycleway is to be provided to the east of this junction to the junction with the A44 in the west is to be provided using developer contributions.

- 2.4.6 The above indicates that both an on-carriageway and off-carriageway option has been considered to improve cycling to the east of The Boulevard on Langford Lane. Due to land constraints of providing an off-carriageway shared foot/cycle way on the south side of Langford Lane (for example the verge is too narrow by Bio-Rad and having to move light columns fronting Mercedes-Benz dealership) an on-carriageway approach may be favourable, with the speed limit being reduced and the proportion of HGV's being reduced as a result of these aspects. To the west of The Boulevard cycling is provided through a shared path along the south side of Langford Lane. The latter has already been implemented. However whilst there is a convenient westbound connection from the carriageway to the west of the roundabout, there is no provision made specifically for eastbound cyclists to re-join the carriageway.
- 2.4.7 Taking the above elements of planned and implemented cycle improvements into account, whilst also recognising the shortcomings of roundabout junctions for cyclist safety within the UK, we have prepared a schematic plan of the resulting proposals that would therefore expected to be brought forward by Oxfordshire County Council. This would be in accordance with the County's Kidlington LCWIP and funded by them as part of their wider cycle enhancements within the area.
- 2.4.8 Figure 3 below shows how we would anticipate the County to implement their Policy Proposals for Langford Lane in accordance with the Kidlington LCWIP.

Figure 3 - Cycling Concept for Langford Lane following OCC Kidlington LCWIP



- 2.4.9 In terms of the potential cycle journey catchment area the Census 2011 data indicates that the total population that lives in middle layer output areas within

cycling distance from the site (8 miles) is 105,374. The modal split for those who live within 8 miles of the site and work within the same middle layer output area of the site is 8.4%. This indicates staff who live and work locally, within cycling distance have a high cycle to work mode share. This would suggest that there is potential for local staff (of which there are 105,374 people within cycling distance from the site) to commute to the site by bicycle.

2.5 Public transport

Bus services

2.5.1 The closest current bus stop to the site is located on The Boulevard at the main entrance to the Airport from Langford Lane within 100m of the proposed site access. This stop is served by the 7 Gold bus service. The 7 Gold runs north-south from just to the north of Woodstock to Oxford City Centre, also stopping at Oxford Parkway Railway Station and the Park & Ride car park. This service provides a frequency of 2 buses an hour throughout the day every day of the week in both directions.

National Rail service

2.5.2 Oxford Parkway Station is located circa 4.8km to the south of the site and Kidlington, and can be accessed by either a one hour walk, 15 minute cycle and a 15 minute bus ride. Oxford Parkway is served by Chiltern Railways. Services run between London Marylebone Station and Oxford with interchange with all other Chiltern Rail services at High Wycombe with destinations to Stratford upon Avon; Kidderminster; Birmingham Moor Street; Banbury; and Aylesbury. The peak hour services from Oxford Parkway Station are in Table 2.1.

Table 2.1 - Peak hour services from Oxford Parkway rail station

Direction	AM Peak (08:00-09:00)	PM Peak (17:00-18:00)
London Marylebone	3	2
Oxford	2	2

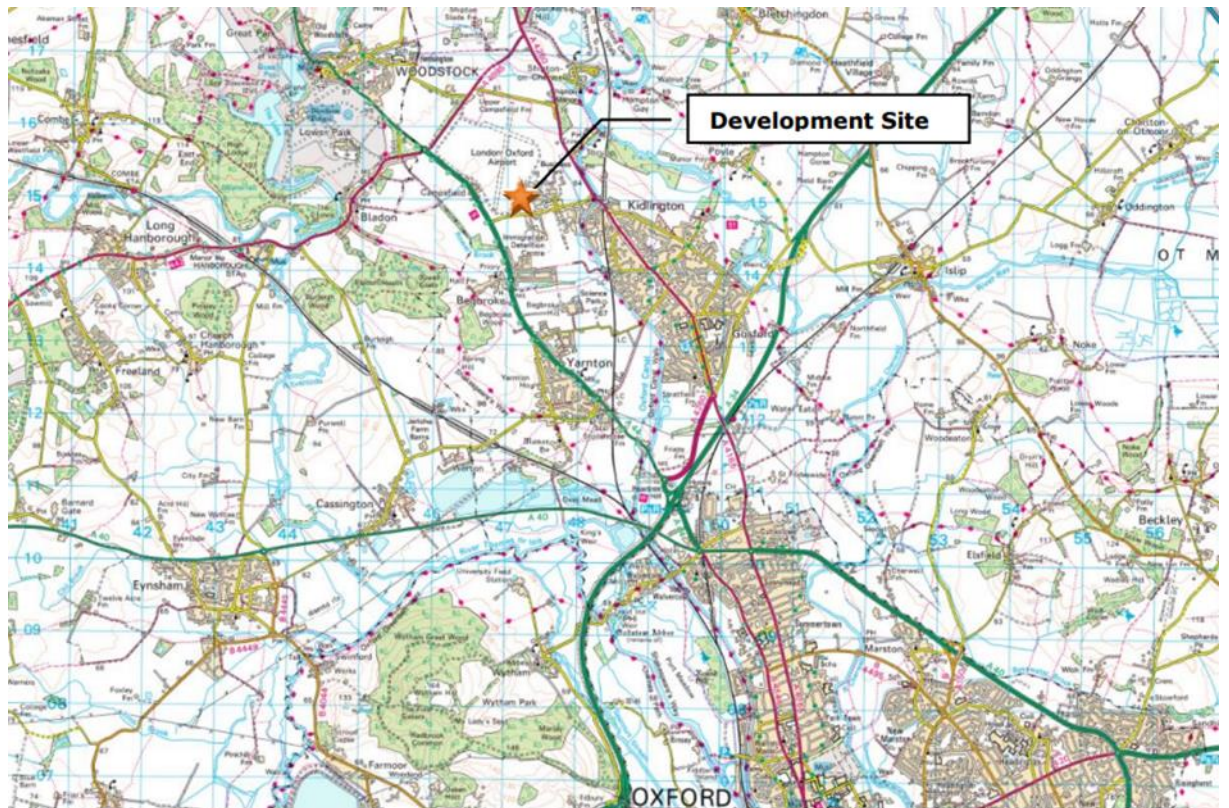
2.5.3 There are 150 secure and covered cycle spaces in a dedicated area on the station forecourt at Oxford Parkway Station, with an additional 40 spaces at the adjacent park and ride. There are 830 car parking spaces, of which 18 are accessible spaces. There is a park and rise available at Oxford Parkway Station, with regular bus

services into Oxford. There is step free access to platforms via lifts across the whole station.

2.6 Local transport network

- 2.6.1 The immediate highway network comprises Langford Lane which is an east-west access road connecting the A4260 Banbury Road to the east and the A44 Woodstock Road to the west. The Airport is accessed via a roundabout from Langford Lane. Banbury Road provides local access to Kidlington and Gosford to the south, along with Oxford and Wendlebury/Bicester/M40 via the A34. The A44 Woodstock Road provides a strategic route leading to Oxford and the A34 to the south and Chipping Norton, Evesham and Worcester to the north west.
- 2.6.2 The Site is therefore well connected to the surrounding main road network which has the benefit of quickly dissipating any potential traffic effects resulting from the Development. Furthermore, its location would also result in a well dispersed directional distribution of vehicle trips. Figure 4 shows the Site in the context of the local highway network.

Figure 4 - Local Highway Network



2.6.3 There are unrestricted on-street parking bays along The Boulevard which spans from the airport access roundabout to The Boulevard/Langford Lane/Oxford Motorpark roundabout.

Traffic distribution

2.6.4 The distribution of development traffic has been derived using 2011 Census data Location of usual residence and place of work by method of travel to work (MSOA level) Super Output Area - Middle Layer Cherwell 019 dataset. Professional judgement and Google journey planner has been used to identify the driven routes taken by employees travelling to their place of work. This has then been used to identify what proportion of the Development trips will use local road links. Table 2.2 shows the calculated Development traffic distribution.

Table 2.2 - Development traffic distribution

Location	Distribution
A-Banbury Road A4260	19.9%
B-Banbury Road A4260	19.9%
C-Upper Campsfield Road A4095	0.0%
D-Woodstock Road A44	24.7%
E-Banbury Road A4260	25.9%
F-Langford Lane (east)	45.8%
G-Langford Lane (west)	54.2%
H-Woodstock Road A44	29.5%

3 PROPOSED DEVELOPMENT

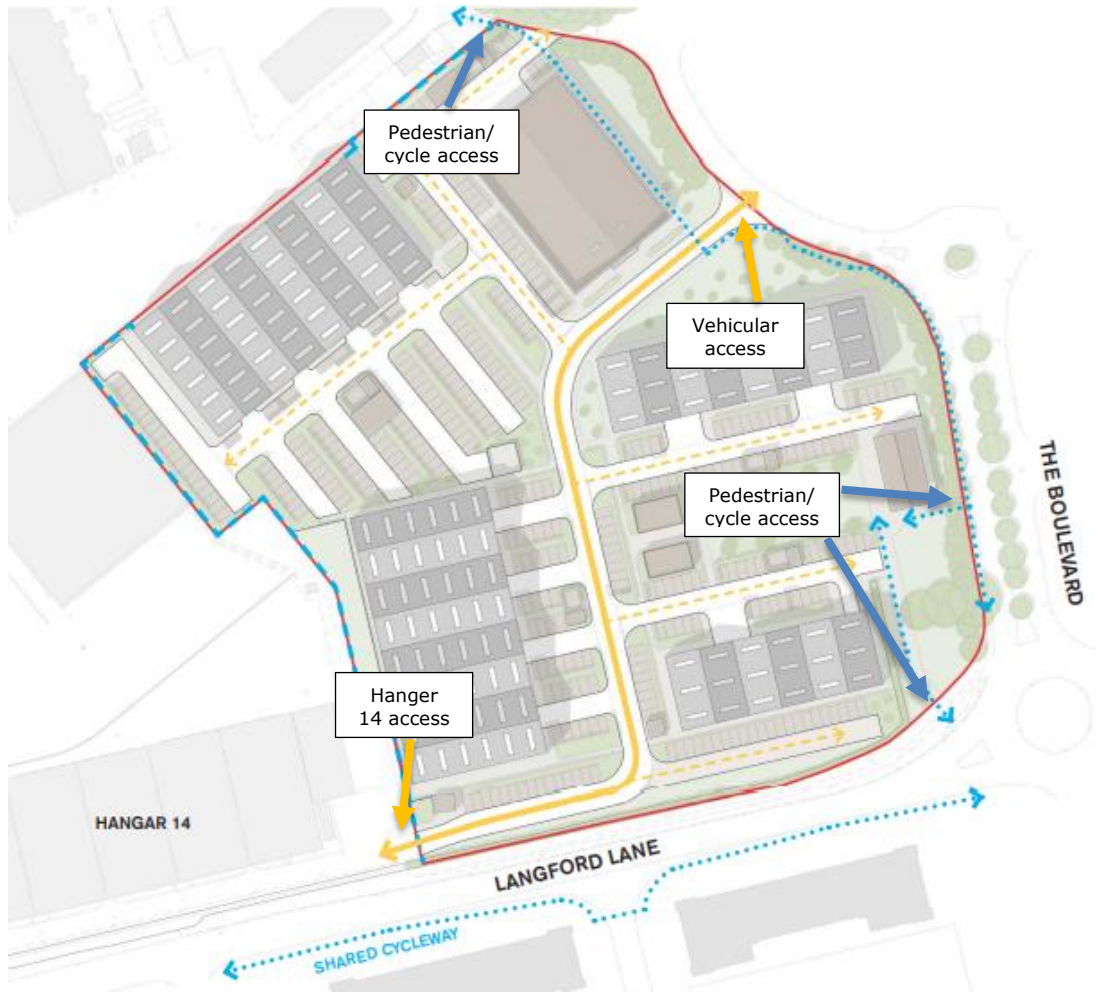
3.1.1 The Development is to demolish the existing buildings within the application site to provide five new buildings comprising a total floorspace of 20,031m² GEA of overall development floorspace. Of this, 19,394m² GEA is for Research & Development and Light Industry use, planning use classes E(g)(ii) and E(g)(iii), along with 172m² GEA of Amenity Space and 465m² GEA of secure cycle storage within the car parking areas.

3.2 Access

3.2.1 Pedestrian and cyclist access points will be located along the eastern boundary of the Site to improve permeability for pedestrians and cyclists, and those using the bus stop on The Boulevard. Within the wider site, high level street lighting along footpaths and roads will also be implemented to enhance wayfinding around the site.

3.2.2 Vehicular access into the Site will be rationalised by providing a single entrance/exit junction in the location of an existing access away from Langford Lane and The Boulevard. The existing access junction and roadway will be widened to accommodate Heavy Goods Vehicles (HGVs), this is to provide continued access to Hangar 14 to the immediate west of the site. This is accessed by vehicles up to 16.5m articulated HGVs which have been accommodated within the proposed site road arrangements. These sizes of vehicles are infrequent, with smaller vehicles typically accessing Hanger 14. In addition, junction inter-visibility will be based on the guidance within the Department for Transport's (DfT) Manual for Streets. The pedestrian and cyclists (blue lines) and vehicular (yellow lines) access points are shown in Figure 5 below.

Figure 5 - Proposed access points



- 3.2.3 Drawings 31236/AC/12A, 31236/AC/13A and 31236/AC/14A show the swept path analysis of the site by a 10m rigid HGV, refuse collection vehicle and the more commonly used largest servicing vehicle, the 7.5t box van, respectively, which are likely to be the largest vehicles that will access the site. These drawings show there is sufficient space for largest vehicles that will access the site to access and egress in forward gear.
- 3.2.4 Drawing 31236/AC/15A shows the access to Hangar 14 with a 16.5m articulated HGV.

3.3 Employment density

3.3.1 The method of assessing the effects of the development and the car/cycle parking provision is proposed to be based on the projected levels of employees for the 19,394m² GEA for Research & Development and Light Industry use, planning use classes E(g)(ii) and E(g)(iii). The amenity space and cycle storage space will not generate specific employees as these will be ancillary to the rest of the development.

3.3.2 The most recently published report by the government’s Homes and Communities Agency is the Employment Density Guide 3rd edition in November 2015. In terms of employment within the current Use Class E, the comparable employment densities from this guide are set out in Table 3.1 below.

Table 3.1 - Employee Density by Employment Use Class

Use Class 2020	Original Use Class	Sub Category	Employee Density Persons/X sqm
E(g)(i)	B1a	General Office	10 to 13 NIA
		Call Centre	8 NIA
E(g)(ii)	B1b	R&D Space	40 to 60 NIA
E(g)(iii)	B1c	Light Industrial	47 NIA
B2	B2	Industrial Manufacturing	36 GIA
E(g) (i) to (iii)	Mixed B	Small Business Workspace <ul style="list-style-type: none"> • Incubator (B1a/B1b) 30 to 60 • Maker Spaces (B1c/B2/B8) 15 to 40 • Studio (B1c/B8) 20 to 40 • Co-Working (B1a) 10 to 15 • Managed Workspace (B1a/b/c) 12 to 47 	

3.3.3 In terms of the development proposals, the GEA for the development that will generate employees is 19,394m² and the GIA is 18,618m² (96% of the GEA). For the likely Net Internal Area (NIA) for the employment use, this would typically be between 80% to 85% of the GIA (Employment Density Guide 3rd edition November 2015). Therefore, an NIA figure of 15,845sqm has been assumed for the purpose of this assessment as being the higher figure on this basis.

3.3.4 The proposed use will be defined through the planning application use class. For the proposed development, this is proposed as Research and Development/Warehousing. Based on the employment of Research and Development and the highest density of 1 person/40sqm NIA, this equates to a likely maximum of 396 employees within the proposed development.

3.4 Staff mode share

3.4.1 The predicated travel mode share for staff at the Development is based on Census 2011 Method of travel to work (2001 specification) (Workday population) Super Output Area – Middle Layer Cherwell 019. Table 3.2 sets out the expected mode share for the site.

Table 3.2 - Predicted staff mode share

Mode of Travel	Percentage
Train	0.7%
Bus, minibus or coach	4.7%
Taxi	0.0%
Motorcycle, scooter or moped	0.9%
Driver a car or van	81.2%
Passenger in a car or van	4.2%
Bicycle	3.6%
On foot	4.7%
Total	100.0%

3.4.2 Due to the relatively rural location of the area, the predominant mode of travel would be by car, either as a driver or passenger with slightly over 85% using this mode.

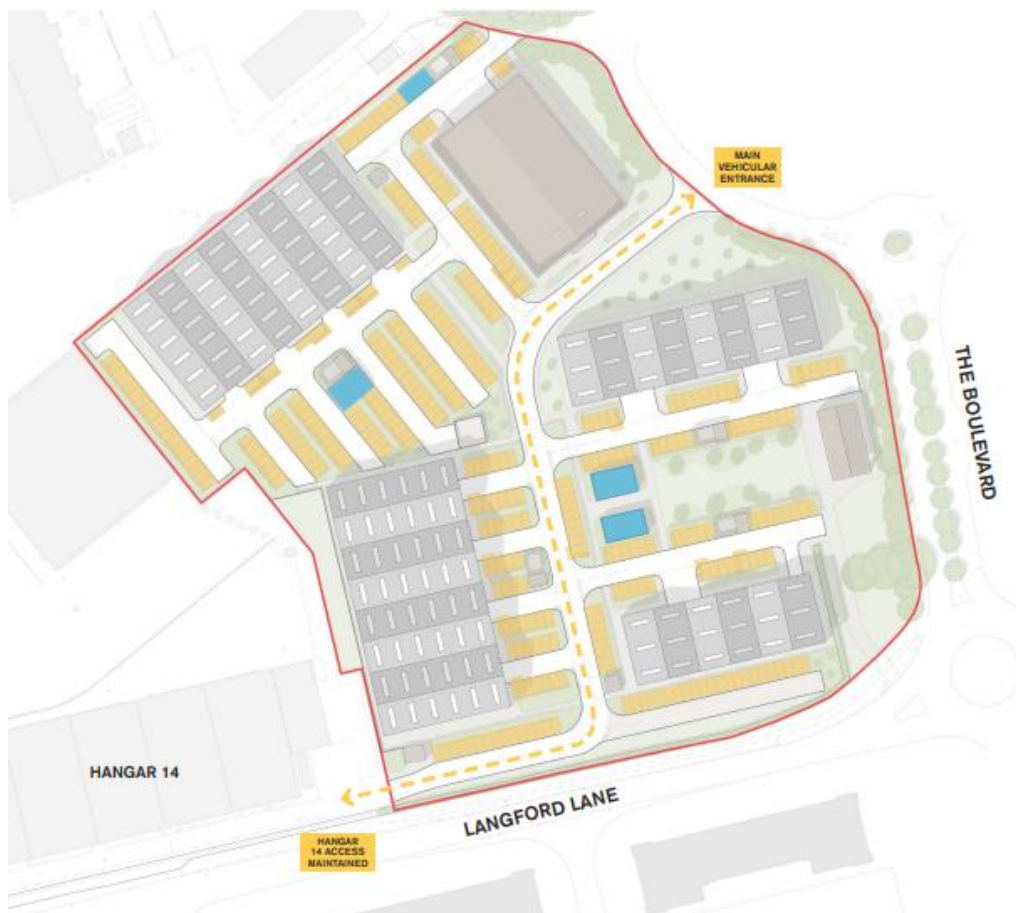
3.5 Car parking

3.5.1 The OCC parking standards 2022 states a maximum parking provision of 1 space per 45sqm for use class E 'commercial, business and services'. This covers a wide range of employment types from office, research and development and light industrial processes. The OCC parking standards allow for a maximum of 431 car parking spaces, however as this is a 'maximum' car parking standards this is the upper limit of what should be provided. In addition, this standard covers a very wide range of employment types, with an office development expected to generate a higher parking demand than research and development and light industrial processes. This is reflected in Table 3.1 which indicates that a general office has a higher employment density when compared to research and development and light industrial processes. As the OCC standard is not considered to reflect the

employment density expected in the proposed development, the proposed car parking provision has been calculated using a first principles basis.

- 3.5.2 Using the employment density and mode share data. It is estimated that of the 396 projected employees, 81.2% would be car drivers, this would indicate that the number of car drivers would be 322.
- 3.5.3 As a ratio to GEA, providing employee car parking for 322 car spaces equates to 1 space per 60.3sqm. This is a lower provision than the maximum parking allowance of 1 space per 45sqm set out within the OCC parking standards 2022. Disabled parking is provided on-site, with 18 spaces of the total parking provision being designated disabled bays (higher than the 5% minimum required by BS8300:2018). The arrangement of the disabled bays will be in-line with Building Regulations Part M Volume 2 – Buildings other than dwellings.
- 3.5.4 The parking locations are shown in Figure 6. The location of car parking is shown in yellow and cycle parking is shown in blue.

Figure 6 - Parking locations



3.5.5 It is noted that Oxfordshire's Electric Vehicle Infrastructure Strategy and OCC parking standards 2022 requires 25% of all car parking spaces to be provided with EV charging points. It would be necessary for these to include payment systems and also for their operation to be managed as the overall electrical load from a minimum provision of at least 81 EV charging units operating simultaneously would be substantial, although unlikely to be the case, particularly as vehicle ranges on a single charge continue to increase and other opportunities to recharge increase in availability. Overall, the proposals include 89 EV charging points, which exceeds this minimum provision. OCC and CDC have confirmed they are happy with car parking provision.

3.6 Cycling parking

3.6.1 The OCC parking standards 2022 states that a minimum of 1 cycle parking space per 100sqm for staff and 1 cycle parking space per 250sqm for visitors should be provided. A total of 195 cycle spaces are provided for staff and visitor use.

3.6.2 The provision of cycle parking is considered more than sufficient based on the anticipated development occupancy. The proposals are for a Research & Development employment use which has a significantly lower staff occupancy than an Office employment use. Additionally the level of visitor trips attributed to this use is also significantly lower. The Travel to Work (workday population) mode share for the daytime working population for the area including and around London Oxford Airport indicates that circa 3.6% of people that commute to work in the area do so by bicycle. The provision of 195 long stay spaces accounts for a cycle parking space for almost 50% of each member of staff, not taking into account visitor parking. This is substantially greater than the percent of population that current commute by bicycle according to Census 2011 data. Notwithstanding this current cycle use, the Kidlington LCWIP seeks to increase the levels of cycle use for commuting by residents within the area. For any business within the area, this will be limited by the catchment area of employees (where people live), the commuting distance and quality of the routes for cycling. Ambitious targets (Go-Dutch and E-Bike) to increase cycling usage have been presented by the County for the Kidlington Area where this may be seen to increase by some fourfold over the 2011 levels. Even with a fourfold increase, this would equate to 14.4% of all employees. Therefore the proposed provision of 195 cycle spaces would cater for all potential staff and visitors associated with the proposed development without

any constraint towards cycling being a chosen mode of travel. OCC and CDC have confirmed they are happy with car parking provision.

- 3.6.3 Cycle parking will be spread across a number of cycle stores, close to the entrance of each block to allow for convenient access for staff of each block. Visitors can park in the stores close to the Amenity Hub as these are centrally provided and overlooked by the Amenity Hub and many of the proposed buildings.
- 3.6.4 No specific provision is being made for electric bike charging facilities within the store. This is as most cyclists will arrive from their place of residence and electric assisted bike owner are likely to keep their bike battery charging packs at their place of residence and avoid carrying it with them on their journey to and from work. The average range of electric bicycles varies between 20 miles up to 155 miles. In all situations, this range would be sufficient to travel from home to work and then return home. Therefore all charging can be undertaken at their place of residence.
- 3.6.5 Electric bicycles on the lower end of the spectrum for price and range have removable batteries, and to avoid potential theft of batteries, users are likely to charge these removable batteries at their desk. Those bikes that have integrated batteries, are the most expensive, and have a range between 65 miles and 155 miles therefore the frequency of recharging is unlikely to be a daily task and would be expected to be undertaken at their place of residence.
- 3.6.6 On the basis of the above logical reasons, there will not be a provision for charging electric assisted bikes within the bike store. It is unnecessary. Any battery charging by the electric assisted bike owner can either be undertaken at home, or at their desk.
- 3.6.7 Cycle facilities and also any staff requirements for charging at the cycle stands would be monitored as part of the travel plan and also the estate management. Should there be a need for such a facility, then each of the cycle storage areas have electrical power for lighting and cleaning purposes, which could be extended to providing recharging lockers for batteries, or direct supplies to bikes through 13A external sockets if necessary. Similarly the quantity of cycle parking provided would also be monitored in terms of use, and additional cycle spaces for tenants could be provided.

3.6.8 There has been no provision for electric scooters. While ownership for electric scooters is legal, they can only be used on private land with the landowners permission and is illegal to use them on public roads, pavements, in cycle lanes and in pedestrian only areas. Therefore staff cannot use electric scooters legally to access the site and no provision will be made for them.

3.7 Delivery and servicing

3.7.1 Delivery and servicing of the proposed development will all be undertaken within the confines of the development site. Drawings 31236/AC/12A, 31236/AC/13A and 31236/AC/14A show the swept path analysis of the site by a 10m rigid HGV, refuse collection vehicle and the more commonly used largest servicing vehicle, the 7.5t box van, respectively, which are likely to be the largest vehicles that will access the site. All delivery and servicing activity will take place on the sites internal road network, and therefore will not impact on the surrounding highway. There is sufficient space for delivery and servicing vehicles to 'pull-in' in front of each of the proposed units.

3.7.2 Additionally the proposals also incorporates continued servicing access to Hanger 14 with vehicles up to and including 16.5m articulated HGVs. Whilst these largest vehicles are infrequent they can be accommodated through the development site. Hangar 14 cannot be accessed through any other means for such deliveries. Drawing 31236/AC/15A shows this specific movement through the site.

3.7.3 A Delivery and Servicing Strategy is included within **Appendix A**.

4 TRIP GENERATION

4.1.1 This section sets out the multi-modal trip generation of the existing and proposed development.

4.2 Existing site

4.2.1 The existing site comprised four large buildings and several smaller ancillary buildings with a significant proportion of the Site comprising hardstanding areas. The original floorspace totalled 11,055m² Gross Internal Area (GIA). Two of the larger existing buildings on the site are connected to the airport apron and are hangars, although these have been identified by the applicant as being vacant. The south of the site was occupied by two large former MOD buildings, which were until recently occupied by the CAE Oxford Aviation Academy and a pilot training school. The remaining buildings on the site are used as a Vida Health and Fitness gym facility and CAE temporary accommodation. These have since been demolished except for the Fitness gym facility which is still occupied.

4.2.2 It is evident for the above that the existing site is currently underutilised, with many of the buildings either being vacant or demolished. While there may still be some limited trips associated with the existing site, these are difficult to quantify. For the purposes of the assessment of the impact of the proposed development, it is assumed that these would all be new to the surrounding transport network. However, we have also examined the historical situation relevant to the operations at London Oxford Airport whilst the buildings on the site were fully operational and activities within the Airport were considerably higher prior to the effects of the Covid 19 Pandemic.

4.2.3 Traffic flows on The Boulevard, driving towards the airport and away from the airport were recorded in a traffic survey from December 2013, as part of the Oxford Technology Park Outline application (14-02067-OUT). These flows are displayed in **Appendix B**. The traffic flows were recorded for the AM peak (07:45-08:45) and PM peak (16:30-17:30). Traffic flows on The Boulevard into and from the airport have subsequently been recorded in November 2022 for the same peak hours. The 2022 observed flows are shown in **Appendix C**. A comparison of the 2013 flows and 2022 flows are presented in Table 4.1 below.

Table 4.1 - Existing airport traffic flow comparison

		2013 flows	2022 flows	% change in flows
AM Peak	To airport	757	448	-40.81%
	From airport	155	116	-25.35%
PM Peak	To airport	116	103	-11.64%
	From airport	660	322	-51.18%

4.2.4 Table 4.1 demonstrates that the airport currently generates significantly lower levels of peak period trips on the highway network to those in 2013. These reductions between 2013 and 2022 are not wholly related to the underutilisation and demolition of the buildings within the proposed development site. It does however also show the level of impact of the Covid 19 pandemic on the operations at the Airport and the need to adapt and make the best use of redundant previously developed land.

4.2.5 While the existing site is currently underutilised, it is evident the sites and airports permitted use traditionally generates a much higher level of vehicles trips which should be taken into consideration within this application and it suggests there should be ample spare capacity on the surrounding highway and transport network as the network was previously operating at an acceptable level with these existing trips in 2013.

4.3 Proposed development

4.3.1 The Development is to demolish the existing buildings within the application site to provide five new buildings comprising a total floorspace of 20,031m² GEA of overall development floorspace. Of this, 19,394m² GEA is for Research & Development and Light Industry use, planning use classes E(g)(ii) and E(g)(iii), along with 172m² GEA of Amenity Space and 465m² GEA of secure cycle storage within the car parking areas.

4.3.2 The trip generation for the Development has been based on trip rates obtained from the TRICS database. An interrogation of the database to find suitable comparator sites on which to base the trip generation has returned the sites set out in Table 4.2. Business Parks were deemed the most comparable use on the TRICS database to the proposed development.

Table 4.2 - TRICS Business Park comparator sites for Person Trips

Site Code	Type	Location	Survey Date	Employees	Pop in 1 mile	Pop in 5 miles
AN-02-B-01	Business Park	Belfast	Thursday 27/11/2014	210	25,000- 50,000	250,000- 500,000
AN-02-B-04	Business Park	Belfast	Thursday 19/10/2017	198	15,000- 20,000	500,000 +
AN-02-B-05	Business Park	Belfast	Thursday 19/10/2017	169	10,000- 15,000	250,000- 500,000
CF-02-B-08	Business Park	Cardiff	Monday 14/10/2019	580	25,000- 50,000	250,000- 500,000
CR-02-B-01	Technology Centre	Cork	Thursday 19/06/2014	650	5,000- 10,000	125,000- 250,000
DL-02-B-07	Business Park	Dublin	Thursday 01/10/2014	192	20,000- 25,000	250,000- 500,000
WO-02-B-02	Business Park	Bromsgrove	Tuesday 26/06/2018	282	10,000- 15,000	50,000- 75,000

4.3.3 The total person trip rates from the above sites are defined as trips per employee and have been applied to the 398 employees calculated to be on site using average employment densities for the proposed uses. The total person trip rates and expected total person trips based on 398 employees are outlined in Table 4.3

Table 4.3 - Development total person trips

	AM Peak			PM Peak		
	In	Out	Total	In	Out	Total
Total person trip rate	0.548	0.049	0.597	0.042	0.554	0.596
Total person trips	219	19	238	17	220	237

4.3.4 The proposed development is anticipated to generate a total of 238 and 237 person trips in the AM Peak (08:00-09:00) and PM Peak (17:00-18:00). The total person trips have been distributed by mode, using the 2011 Census Travel to Work workday population mode share outlined in Table 3.2. The predicted development trips by mode is shown in Table 4.4.

Table 4.4 - Development multi-modal trips

Mode	Mode share	AM Peak			PM Peak		
		In	Out	Total	In	Out	Total
Train	0.70%	2	0	2	0	2	2
Bus	4.70%	10	1	11	1	10	11
Taxi	0.00%	0	0	0	0	0	0
Motorcycle	0.90%	2	0	2	0	2	2
Car driver	81.20%	178	15	193	13	179	192
Car passenger	4.20%	9	1	10	1	9	10
Bicycle	3.60%	8	1	9	1	8	9
On foot	4.70%	10	1	11	1	10	11
Total	100.00%	219	19	238	17	220	237

5 IMPACT ASSESSMENT

5.1.1 The impact of the development on the transport network has been assessed for each mode of transport as outline below.

5.2 Walking trips

5.2.1 There would be an additional 11 walking trips in the AM and PM peaks respectively, plus an additional 11 trips in each peak associated with walking to the bus stop on The Boulevard. This level of trips would not have an adverse impact and can be easily accommodated on the footway network. In addition, potential future improvements associated with Kidlington LCWIP, such as providing a Toucan crossing points in Langford Lane would improve the pedestrian environment in the surrounding area and could encourage more staff to walk to the site. Further information about measures to promote walking to the site are included within the Framework Travel Plan. Certain measures to increase staff walking to and from the site include the provision of safe walking routes through the site in all directions, providing convenient access to the pedestrian environment in the surrounding area. The health benefits and walking travel planning apps will be promoted within a Travel Information Pack.

5.2.2 The Framework Travel Plan sets out a specific target mode share to increase walking within a five-year period of the site opening. The target set is a realistic target based on the population within walking distance from the site (2 miles) that currently commute to same census output area (circa 1,171 people) to the site as this is the population that has the capacity to change their travel habits from private car use to walking. The target is to increase the walking mode share from 22.4% to 30% for those that live within walking distance from the site. This equates to increasing walking up to 6.1% of the total site modal split.

5.3 Cycling trips

5.3.1 The proposed development would generate an additional nine cycling trips in the AM and PM peaks respectively. This level of trips would not have an adverse impact and can easily be accommodation on the surrounding cycle network. In addition, potential future improvements associated with Kidlington LCWIP, such as a reduction of the speed limit to the east on Langford Lane and clear transitions between on and off-road cycle infrastructure would improve the cycle environment in the surrounding area and could encourage more staff to cycle to the site. Further

information about measures to promote cycling to the site are included within the Framework Travel Plan. Certain measures to increase staff cycling to and from the site include the provision of secure and covered cycle parking, and facilities on-site for staff including shower, changing and locker facilities to encourage cycling.

- 5.3.2 The Framework Travel Plan sets out a specific target mode share to increase cycling within a five-year period of the site opening. The target set is a realistic target based on the population within cycling distance from the site (8 miles) that currently commute to same census output area (circa 2,198 people) to the site as this is the population that has the capacity to change their travel habits from private car use to cycling. The target is to increase the cycling mode share from 8.4% to 29% for those that live within cycling distance from the site. This equates to increasing cycling up to 10% of the total site modal split.

5.4 Public transport trips

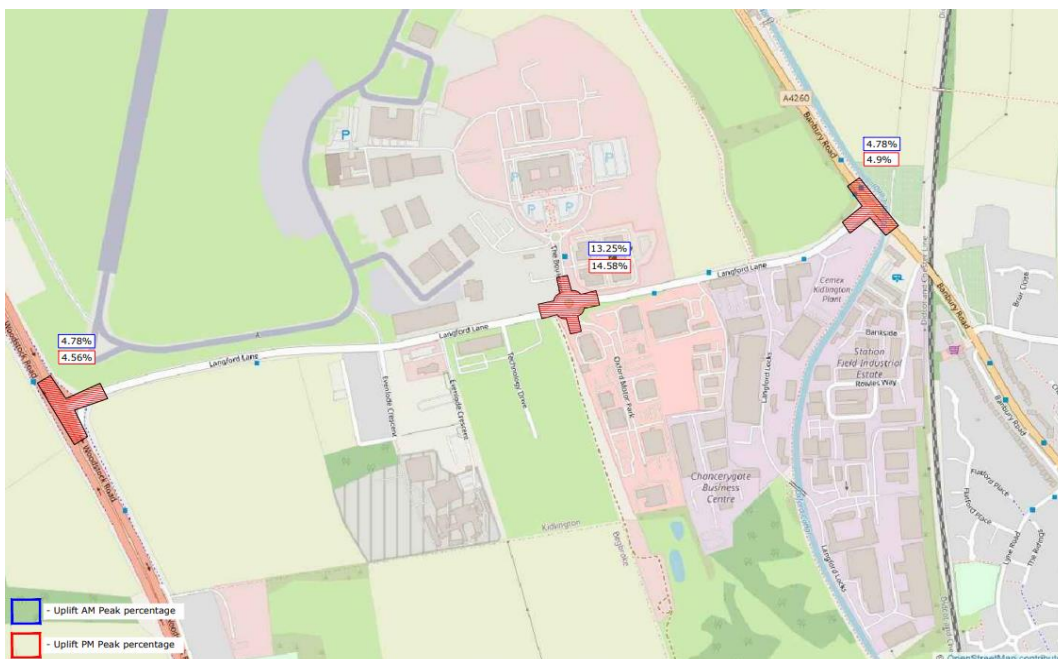
- 5.4.1 The development would generate an additional 11 bus trips and two rail trips in the AM and PM peaks respectively. There are four bus services an hour available from the bus stop on The Boulevard. This would equate to less than 3 people per bus. However it is likely that the majority of bus users would travel to the site from Oxford City Centre and Oxford Parkway Station in the AM Peak (two bus services an hour or circa 5 additional passengers per bus) and from the site to Oxford City Centre and Oxford Parkway Station in the PM peak (two bus services an hour or circa 5 additional passengers per bus). This level of additional trips is not anticipated to have an impact on the local bus network and is likely to make this bus route more economically viable. This is reinforced by section 2.3.2 in OCC Decide and Provide Transport Assessment guidance which states that bus patronage typically remains significantly lower than pre-pandemic levels.
- 5.4.2 The Framework Travel Plan sets out a specific target mode share to increase bus use within a five-year period of the site opening. The target set is a realistic target based on the population that live along the route taken by the 7 Gold bus service and currently commute to same census output area (circa 2,489 people) to the site as this is the population that has the capacity to change their travel habits from private car use to bus. The target is to increase the bus mode share from 9.5% to 20% for those that live along the route taken by the 7 Gold bus service. This equates to increasing bus use up to 8.3% of the total site modal split.

- 5.4.3 There are 4-5 rail services to Oxford Parkway Station during the peak hours. The development would generate less than one passenger by train and therefore the development proposals would have a negligible impact on the rail network. It is likely staff commuting by rail will either use the bus or cycle from the station to the site. Again, this level of additional trips would have a negligible impact on the local bus and cycle network.
- 5.4.4 The use of bus and rail travel and journey planning apps will be promoted within a Travel Information Pack given to staff upon employment and staff may be offered season ticket loans to encourage travel by rail and bus.

5.5 Vehicle trips

- 5.5.1 The development is anticipated to generate a total of 203 and 202 car driver and car passenger trips in the AM and PM peaks respectively. To assess the impact of the proposed development on the surrounding highway network, the capacity of the airport access/The Boulevard roundabout and The Boulevard/Langford Lane/Oxford Motor Park roundabout has been undertaken using ARCADY. Turning counts at both roundabouts were recorded in November 2022. The Langford Lane/Woodstock Road (A44) junction and Langford Lane/Banbury Road junction have not been assessed as the development traffic is expected to quickly dissipate and would result in less than a 5% traffic increase at each junction. The expected traffic increase in 2027 for nearby junction is shown in Figure 7.

Figure 7 - Background traffic increases at nearby junctions



- 5.5.2 Traffic growth has been applied to the baseline flows to 2027, the expected year of opening, using a growth factor derived from the average yearly increase in traffic on the surrounding roads from the year 2000. The yearly traffic flows for the surrounding roads, which includes two counts on the A44, three counts on the A4260 and Upper Campsfield Road have been sourced from the Department for Transport Road Traffic Statistics. To provide a future scenario of the year of opening plus 15 years, further growth, based on the same methodology and linear projection, has been applied to obtain 2042 traffic flows.
- 5.5.3 Whilst this is a commonly used methodology to ensure that future capacity of the junctions around the site exist with the inclusion of the proposed development, it is noted that the County seek to reduce all car-based journeys by 50% within Oxfordshire by 2040 as part of their Local Transport and Connectivity Plan 2022-2050. Should this ambitious target be met by the County, then traffic levels on the surrounding road network should be expected to significantly reduce over this future scenario, rather than the more conventional accommodation of traffic growth assessment. Therefore the assessment methodology is significantly robust.
- 5.5.4 The anticipated total vehicle generation (203 and 202 vehicles in the AM and PM peak) has been distributed across the airport access/The Boulevard roundabout and The Boulevard/Langford Lane/Oxford Motor Park roundabout. The peak development traffic (08:00-09:00 and 17:00-18:00) has been added to the peak background flows (07:45-08:45 and 16:30-17:30) to ensure a robust assessment. All development traffic will enter the site via the airport access/The Boulevard roundabout. The distribution of development traffic on The Boulevard/Langford Lane/Oxford Motor Park roundabout has been based on the traffic distribution derived from 2011 Census data outlined in Table 2.2 which indicated that 45.8% travels to/from Langford Lane from the east and 54.2% travel to/from Langford Lane from the west.

Airport access/The Boulevard roundabout

- 5.5.5 The capacity of the Airport access/The Boulevard roundabout has been assessed using ARCADY in the AM and PM peaks. A number of scenarios have been modelled, the 2022 base flows, 2027 (the year of opening) base flows, 2027 base plus development, 2042 (year of opening plus 15 years) base flows and 2042 plus development flows. The 2042 plus development flow scenario represents the most onerous scenario. The Ratio-Flow-Capacity (RFC) and queue (PCU) per arm of the

Airport access/The Boulevard roundabout for the 2042 plus development scenario is shown in Table 5.1. The full result for each scenario is included in **Appendix D**.

Table 5.1 - Airport access/The Boulevard roundabout ARCADY results

Arm	AM Peak		PM peak	
	RFC	Queue (PCU)	RFC	Queue (PCU)
Eastern Arm	0.00	0.00	0.04	0.00
The Boulevard	0.52	1.1	0.10	0.1
Airport access	0.11	0.1	0.45	0.8

5.5.6 Table 5.1 indicates that the Airport access/The Boulevard roundabout will continue to operate well within capacity in 2042, 15 years after the development has opened, with the max RFC being 0.52 on The Boulevard arm in the AM peak. As outlined earlier, the airport is operating below previous levels, with traffic flows on The Boulevard being up to 50% lower than in 2013, which indicates there will be excess capacity on the surrounding highway network even with development traffic added.

The Boulevard/Langford Lane/Oxford Motor Park roundabout

5.5.7 Table 5.2 below shows the ARCADY results for the 2042 plus development scenario on The Boulevard/Langford Lane/Oxford Motor Park roundabout in the AM and PM peaks. The full result for each scenario is included in **Appendix D**.

Table 5.2 - The Boulevard/Langford Lane/Oxford Motor Park roundabout ARCADY results

Arm	AM Peak		PM peak	
	RFC	Queue (PCU)	RFC	Queue (PCU)
Langford Lane (east)	0.54	1.2	0.44	0.8
Oxford Motor Park	0.04	0.0	0.10	0.1
Langford Lane (West)	0.66	2.0	0.28	0.4
The Boulevard	0.15	0.2	0.60	1.5

5.5.8 The ARCADY results outlined in Table 5.2 indicate that The Boulevard/Langford Lane/Oxford Motor Park roundabout will continue to operate well within capacity in 2042, 15 years after the development has opened, with the max RFC being 0.66 on Langford Lane West.

5.5.9 The car parking occupancy will be monitored as part of the Travel Plan Monitoring. If the car park is often under capacity, then an option to convert discussed car parking spaces for cycling parking or other amenity space can be explored. If addition disabled parking is required, then 'standard' car parking bays will be converted to disabled bays.

6 TRANSPORT POLICY

6.1.1 This chapter provides a summary of the relevant transport policy against which the proposals are assessed. The main policy documents in this regard are:

- National Planning Policy Framework (2021)
- Department for Transport; Cycle Infrastructure Design Local Transport Note 1/20 (July 2020)
- Oxfordshire County Council - Local Transport and Connectivity Plan 2022 – 2051 (July 2022)
- Oxfordshire County Council – Parking Standards for New Developments
- Oxfordshire County Council – Transport for New Developments, Transport Assessments and Travel Plans (March 2014)
- OCC Decide and Provide Requirements for Transport Assessments (Final Draft September 2022)
- Oxfordshire Cycling Design Standards (Summer 2017)
- Oxfordshire Walking Design Standards (Summer 2017)
- OCC Street Design Guide (September 2021)
- Cherwell District Council – The Cherwell Local Plan 2011- 2031 (2015)
- Cherwell Local Plan (November 1996)

6.2 National policy

National Planning Policy Framework (July 2021)

6.2.1 The NPPF sets out the Government’s planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans for housing and other development can be produced. The document was published on 24th July 2018 (and updated in July 2021) and replaced the first NPPF (published in March 2012).

6.2.2 The NPPF recognises that the transport system should be balanced in favour of sustainable transport modes so that people are given a real choice about how they

travel. It encourages solutions which support reductions in both greenhouse gas emissions and congestion.

6.2.3 Chapter 9 – Promoting sustainable transport states that “Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- the potential impacts of development on transport networks can be addressed;
- opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
- opportunities to promote walking, cycling and public transport use are identified and pursued;
- the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
- patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places”.

6.2.4 It is also states that development should only be refused on highways grounds if there would be an unacceptable impact on highway safety or the residual cumulative impacts on the road network would be severe. Within this context, applications for development should:

- give priority first to pedestrian and cycle movements and facilitate access and encourage use of public transport;
- meet the needs of people with disabilities and reduced mobility for all modes of transport;
- create safe, secure and attractive places which minimises conflict between pedestrians, cyclists and vehicles;

- allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- include provision for plug-in and other ultra-low emission vehicles in convenient locations.

Department for Transport; Cycle Infrastructure Design (July 2020)

- 6.2.5 There is a clear ambition to make cycling and walking the natural choices for short journeys or as part of a longer journey, which this guidance supports. While local authorities are responsible for setting design standards for their roads, this note sets out guidance and good practice for design of cycle infrastructure.
- 6.2.6 The core principles to achieve more people travelling by cycle or on foot are for networks and routes to be coherent, direct, safe, comfortable and attractive. Chapter two sets out the potential and benefits of cycling and identifies that two out of three personnel journeys are less than 5 miles, and therefore could be cycled.
- 6.2.7 Chapter 11 'Cycling Parking and Other Equipment' states that cycle parking should be provided at long-stay destinations such as work. Security is the primary consideration for longer stay parking. Users tend to be willing to trade some convenience and additional security such as CCTV coverage, shelter from weather and secure access, however should still be conveniently located as there is a limit to how far people are prepared to walk to their final destination. Provision should be made for three-wheel cycles.

6.3 Regional policy

Oxfordshire County Council - Local Transport and Connectivity Plan 2022-2050 (July 2022)

- 6.3.1 This plan was adopted by Oxfordshire in July 2022 and replaces the previous Local Transport Plan which was adopted in 2015. The plan outlines a clear vision to deliver a net-zero Oxfordshire transport and travel system that enables the county to thrive whilst protecting the environment and making Oxfordshire a better place to live for all residents. This will be achieved by reducing the need to travel, discouraging individual private vehicle journeys and making walking, cycling, public and shared transport the natural first choice. The policies within this plan are tools to achieve this.

6.3.2 The targets within the plan are too:

- By 2030 replace or remove 1 in 4 car trips in Oxfordshire, increase cycle trips to 1 million per week and reduce road fatalities and serious accidents by 50%.
- By 2040 deliver a net zero transport network and replace or remove 1 out of 3 car trips in Oxfordshire.
- By 2050 deliver a transport network that contributes to a climate positive future and have zero or as close as possible road fatalities and serious injuries.

6.3.3 The ways to achieve these targets have been groups into the following three areas:

Avoid

- Improved digital connectivity to support remote working and digital access to services
- Working with partners to better locate goods, workplaces and services near to homes through the 20-minute neighbourhood model.

Shift

- The promotion of walking and cycling through new and upgraded physical infrastructure and community activation measures.
- Investment in our strategic public transport networks and the provision of better and quicker bus and rail services.
- Improving multi-modal travel, including the development of mobility hubs where people can easily change between different forms of transport, including helping to break-up existing longer car journeys by providing more sustainable travel alternatives.
- Improving road safety to create safe and attractive infrastructure for vulnerable road users, including people walking and cycling.
- Supporting the uptake of cargo bikes for parcel and goods delivery.

Improve

- Supporting the introduction of zero emission vehicle charging and refuelling infrastructure.
- Supporting transport innovations that will help us to make walking, cycling, public and shared transport more attractive.
- Supporting car clubs and car sharing schemes and measures to encourage their uptake.

6.3.4 Policy 36 states that Transport Assessments should be provided in-line with the Councils 'Implementing Decide and Provide: Requirements for Transport Assessments' document.

6.3.5 The remainder of the report sets out up to 54 policies with the aim of achieving the Local Transport and Connectivity Plans targets by identifying and designing development to encourage and facilitate the use of sustainable transport and requiring developments to be accompanied by a Transport Assessment and Travel Plan to assess and mitigate their impact on the local transport and highway network. This is to ensure the development is in keeping with the targets, objectives and policies outlined in this plan.

Oxfordshire County Council – New Parking Standards – 2022

6.3.6 OCC's new parking standards document outlines a revised approach and subsequent parking standards for new developments in Oxfordshire.

6.3.7 Table 6.1 sets out the maximum car parking and minimum cycle parking standards set out for Use Class E 'Commercial, Business and Services – office, research and development and light industrial process' developments in Oxfordshire.

Table 6.1 - Oxfordshire County Council Parking Standards

Use	Maximum car parking standard	Minimum cycle parking standard
Class E 'Commercial, Business and Services – office, research and development and light industrial process'	1 space per 45sqm	1 space per 100sqm for staff and 1 space per 250sqm for visitors

6.3.8 Lower parking provisions can be justified through providing evidence of 1). Trip rates associated with the development 2). OCC policies to ensure a developments transport hierarchy priorities walking, cycling and public transport 3). Specific user groups of employees and visitors 4). Location and risk of displaced parking.

6.3.9 Non-residential developments are expected to provide active charging points for 25% of all vehicle parking spaces, however parking behaviours should be considered when deciding the quantum of active charging points that should be provided. As with this development, when parking exceeds 200 spaces, less than 6% of spaces for disabled parking to ensure there is not overprovision of spaces. The development should also ensure there is high quality facilities to support cycle parking facilities such as staff changing, washing and storage facilities and disabled cycle parking spaces.

Oxfordshire County Council – Transport for New Developments, Transport Assessments and Travel Plans (March 2014)

6.3.10 This document sets out the format and requirements of Transport Assessments and Travel Plans associated with new developments throughout Oxfordshire. The following details are expected to be provided:

- The extent and feasibility of the development access proposals, including plans showing any necessary highway improvements and the impact these and any additional traffic will have on the existing local environment;
- how the development can be accessed by walking, cycling, motor cycling, public transport, cars, service and delivery vehicles, and emergency services;
- how encouragement will be given to travel by walking and cycling within the development;
- proposals for new public transport provisions and details of any facilities related to these;
- how future travel patterns will be monitored and reviewed, and
- parking provisions to be made for cars, cycles and motorcycles.

6.3.11 The guidance documents sets out that a Travel Plan is a long-term management strategy that seeks to deliver sustainable transport objectives for an organisation or site. It is a living document that is implemented, regularly monitored and reviewed, and has an identified owner. OCC set out that the objectives of a Travel Plan are:

- To ensure that locations are accessible by non-car travel modes;
- to identify ways of reducing the need to travel to and from a development;
- to minimise single occupancy car travel to and from a development, particularly through providing scope for journeys to be made by other modes;
- to identify which measures are needed to maximise the use of non-car travel modes, and
- to lead to a change in the travel behaviour of individuals to a sustainable mode of travel and maintaining that change once it has occurred.

OCC Decide and Provide Requirements for Transport Assessments (Final Draft September 2022)

6.3.12 In September 2022 implementing 'Decide and Provide': Requirements for Transport Assessments was recommended for approval by OCC and subsequent decide and provide Transport Assessment guidance has been released. The aim of the guidance is to the change the working practices within Transport Assessments to priorities sustainable transport to help deliver a net-zero Oxfordshire transport and travel system by 2040, which is a target in OCC's Local Transport and Connectivity Plan. There will be a shift from an approach to transport planning characterised as 'predict and provide' towards adopting a 'decide and provide' approach instead.

6.3.13 The existing 'predict and provide' is an approach to transport planning that uses current or historical traffic patterns to determine the future need for infrastructure. This approach tends to simply maintain the status quo by maintaining dependence on the private car through provision of additional highway capacity. By contrast,

the 'decide and provide' approach decides on a preferred vision of the future in favour of sustainable forms of transport and mitigation and then provides the means to work towards that whilst also accommodating uncertainty about the future.

6.3.14 The guidance is split into three parts:

- Part 1: Guiding Principles – Sets out the guiding principles to the new 'decide and provide' approach to Transport Assessments which is based on guidance that TRICS has produced. Instead of assessing a sites potential impact on previous travel patterns, Transport Assessments should model a range of plausible scenarios.
- Part 2: Transport Modelling, Evidencing Trip Rates and Document Updates – Additional evidence should be provided to justify the selection of TRICS sites, based on the sites accessibility to nearby amenities and how assumptions for traffic growth should be applied using tool such as TEMPRO. Long last impacts arising due to Covid should be taken into account and latest parking standards should be followed.
- Part 3: Implementing 'Decide and Provide' within Transport Assessments – TRICS sites should taken into account amenities within a 20-minute neighbourhood from the site. Five scenarios should be considered for modelling based on the size and expected impact of the development. reference cases, do-minimums, with connectivity improvements, requirement and phasing of further improvements and extrapolated trends.

Oxfordshire Cycling Design Standards (Summer 2017)

6.3.15 The Oxfordshire Cycling Design Standards aims to draw attention to key issues and outline the application of complementary cycle design thinking across the county. Section 2.2 'provision of cycle infrastructure' states that:

'Pedestrians and cycle users should generally be accommodated on streets rather than routes segregated from motor traffic. Being seen by drivers, residents and other users affords a greater sense of security. However, short pedestrian and cycle-only links are generally acceptable if designed well'

6.3.16 Section 2.3 'connectivity of sites to existing network' states that:

'Internal permeability is important but the area also needs to be properly connected with adjacent street networks. A development with poor links to the surrounding area creates an enclave which encourages movement to and from it by car rather than other modes'

Oxfordshire Walking Design Standards (Summer 2017)

6.3.17 The Oxfordshire Walking Design Standards aims to make walking the first choice and prioritise walking for all users, including young people, older people and those with disabilities.

6.3.18 Section 2.1 'Connectivity' states that if walking is made difficult, then people are less likely to walk. Therefore pedestrians needs direct, attractive and safe routes to and from key destinations. There should be signed routes along the appropriate desire lines. Section 2.2 'Footways' states that developers must ensure that footways are wide enough for pedestrians to walk comfortably and safely.

6.3.19 Section 2.9 'Pedestrian movement through car parks' that separate routes or pavements should be provided to keep pedestrians away from vehicles.

OCC Street Design Guide (September 2021)

6.3.20 The OCC Street Design Guide was adopted in 2021 aims to:

- Provide street design guidance to deliver high quality streets and places.
- Inspire landowners, developers, and designers to deliver the highest quality development through positive and constructive working relationships.
- Promote good quality design by helping people understand the process and the criteria that deliver it.
- Instil confidence in the residents of Oxfordshire that developments will be designed and delivered to the highest quality.

6.3.21 A clear road users hierarchy to be considered in design is set out in-line with national policy, prioritising pedestrians, then cyclists, public transport users,

specialist service vehicles and then other motor traffic. Guidance on cycle parking provision for employment developments are set out the guidance and below:

- Covered and secure cycle storage.
- Could be internal, for example, specifically designed into an office building.
- Could be external: will need to be thought about at early site planning stage to ensure safe and visually prominent location and be suitably lit.
- 'Sheffield' type stands are preferred but alternatives will be considered if suitable.
- 5% of cycle parking must be for non-standard cycles such as cargo bikes, mobility impaired cycles, etc.

6.3.22 OCC support the provision of electric car charging facilities at workplaces and a requirement for 25% of spaces to be equipped with EV charging. E-scooters are identified as another option for sustainable transport. While the use of E-scooters on the public highway is currently illegal, the legislation around the use of E-scooters should be monitored.

6.4 Local policy

The Cherwell Local Plan 2011 – 2031 Part 1 (July 2015)

6.4.1 Part one of the Cherwell Local Plan was adopted in July 2015 and sets out the long-term spatial vision for the District and contains policies to help deliver that vision.

6.4.2 Policy SLE 1: 'Employment Development' states that employment development should have good access, or can be made to have good access, by public transport and other sustainable modes. Developments on non-allocated sites in rural areas will be supported if the proposal will not give rise to excessive or inappropriate traffic and contribute to the general aim of reducing the need to travel by private car.

6.4.3 Policy SLE 4: 'Improved Transport and Connections' states that the council will support sustainable locations for employment which encourage a modal shift.

Development should facilitate the use of sustainable modes of transport and development that have a severe traffic impact will not be supported.

- 6.4.4 Policy Kidlington 1: 'Accommodating High Value Employment Needs' identified Oxford Airport to accommodate high values employment needs. A Transport Assessment and Travel Plan should accompany any development proposal which should show how public transport links to the area will be improved.

Cherwell Local Plan (November 1996)

- 6.4.5 Saved' policies of the Adopted Cherwell Local Plan 1996 remain part of the statutory Development Plan. The saved policies are those that were originally saved on 27 September 2007 and which have not been replaced by policies within the Adopted Cherwell Local Plan 2011-2031 (Part 1).
- 6.4.6 Policy TR2 'Traffic Management and Highway Safety' states that developments should minimise conflict between vehicles and pedestrians, cyclists and people with restricted mobility through design. Policy TR3 states that a Traffic Impact Assessment should be provided alongside all major development proposals
- 6.4.7 Policy TR5 'Parking and Servicing provision' states that developments should accommodate all facilities required for access, turning, servicing and parking provision within the site and minimise the visual impact of parking areas.
- 6.4.8 Parking standards are provided within Appendix B of this document, however additional detailed guidance is contained in Oxfordshire County Councils parking standards.

6.5 Policy compliance

- 6.5.1 The proposed development will the support local, regional and national policies outlined above. The site has good accessibility to a large population catchment within walking and cycling distance from the site and links to public transport such as the 7 Gold bus route which can be accessed from The Boulevard and Oxford Parkway Rail Station provide genuine sustainable transport alternatives. The development will provide car parking below maximum standards and cycle parking in-line with minimum standards and will prioritise and support access by walking and cycling within the schemes design.

7 DECIDE AND PROVIDE GUIDANCE

7.1.1 In September 2022, implementing 'Decide and Provide': Requirements for Transport Assessments was recommended for approval by OCC and subsequent decide and provide Transport Assessment guidance has been released. The 'decide and provide' approach decides on a preferred vision and then provides the means to work towards that, while also accommodating the uncertainty of the future. This enables more positive transport planning and helps implement a hierarchy of users by considering walking, cycling and public transport up front. This approach is intended to help achieve the modal shift targets set out in OCC Local Transport and Connectivity Plan.

7.1.2 It is noted that it is centred around the principles of the 20 minute neighbourhood where the majority of local day to day facilities and amenities are within 20 minutes walk from people's place of residence. This forms part of the general land use principles where most of these trips are able to be undertaken by walking and cycling. It is accepted that outside of these 20 minute neighbourhoods is the locations (although not all) of people's place of work. Therefore, the focus of this is primarily formed around housing, education, retail and leisure land uses along with their spatial planning. However, the broad principles have been used to inform this assessment and also the Travel Plan targets being set for the proposed development while recognising that employment commuting is typically drawn from a considerable catchment area.

7.1.3 Implementing decide and provide within Transport Assessments has been split into three stages outlined below:

7.2 Stage 1: Identifying accessibility characteristics

7.2.1 Within Stage 1, the guidance states that three key questions should be answered, which are set out below, with a brief response to each question:

- *What sort of place are we creating?* – The proposed development is creating a dynamic campus for Research & Development and Light Industry use. This site will become part of a wider employment catchment shown in Figure 1, which includes the Oxford Technology Centre (currently under construction) and Oxford Motor Park.
- *What kind of activities do we need or desire to travel for?* – The proposed development will be a workplace for employees of Research

& Development and Light Industry companies. Travel to the site will nearly be exclusively for commuting. As set out within the decide and provide guidance, in 2019, only 15% of trip purposes are for commuting, and therefore staff commuting to the site will only make up a small amount of their total trips.

- *How will we provide for mobility?* – The quantum of car parking has been calculated on the expected number of employees on the site using the government’s Homes and Communities Agency is the Employment Density Guide 3rd edition in November 2015. This quantum of car parking is compliant with the maximum parking standards set out within OCC New Parking Standards 2022 for staff. Cycle parking will be provided in-line with the minimum cycle parking standards set out in OCC New Parking Standards. A Travel Plan has been submitted as part of this application which will encourage travel by active modes and public transport for the populations who dwell within commutable distanced for these modes.

7.2.2 Section 3.2 within the decide and provide guidance states that; ‘The comparable sites used in the TRICS database should be identified by following the general principles set out in the TRICS Good Practice Guide’. The TRICS Good Practice Guide was followed when selecting the comparable TRICS sites in Table 4.2. When selecting comparable TRICS sites, thought should be given to the services within a 20-minute walk and whether the sites have comparable accessibility characteristics.

7.2.3 For employment developments, the proximity of nearby settlements should be identified to establish the pool of potential employees for the site and the travel options to them. The population within 1 mile and 5 miles is shown in Table 4.2 and this was comparable to the site. Instead of using the 20-minute neighbourhood metrics, an assessment should be undertaken to establish the relative quality of existing connectivity by sustainable modes of transport. A comprehensive assessment of the existing accessibility has been undertaken in Section 2 of this report.

7.3 Stage 2: Scenario testing

7.3.1 Transport Assessments should test multiple scenarios, the extent of which scenarios should be considered on a case-by-case basis based on the scale,

sensitivity and complexity of the project. Potential scenarios that could be assessed within the guidance are outlined below:

- **Reference cases:** Establish the baseline or 'without development' conditions of the transport network.
- **Do-minimum:** Utilises trip rates derived from comparable sites from the TRICS database based on its current connectivity provision (i.e. without proposed improvements).
- **With connectivity improvements:** An assessment should be undertaken taking into account the associated proposed sustainable transport improvements.
- **Requirement and phasing of further improvements:** If the proposed modelling in the previous scenario be inadequate to address the impact of the development proposal further sustainable transport improvements should be identified and modelled.
- **Extrapolated trends:** Trend data should be applied to account for future behaviour resulting in vehicular trip rates increasing or decreasing to accommodate uncertainty of future travel patterns.

7.3.2 Five scenarios have been modelled on ARCADY for the Airport Access/The Boulevard roundabout and The Boulevard/Langford Lane/Oxford Motor Park roundabout. These scenarios are the 2022 baseline, 2027 baseline (year of opening), 2027 plus development, 2042 baseline (year of opening plus 15) and 2042 plus development. These model scenarios represent the reference cases, with connectivity improvements and extrapolated trends scenarios set out in the decide and provide guidance. It should be noted the extrapolated trends scenario represents a 'worst case' scenario and follows a more traditional predict and provide approach, as it has taken the assumption that background traffic flows will continue to grow, when in-fact the survey results show a reduction in Airport traffic on The Boulevard between 2013 – 2022 and all background traffic reducing in 2020, 2021 and 2022 as a result of Covid-19. However rather than reducing background traffic flows, we have followed a longer-term traffic growth trend discounting covid on the surrounding highway network. The results of the 'worst case' scenario, 2042 plus development indicates that the Airport Access/The Boulevard roundabout and The Boulevard/Langford Lane/Oxford Motor Park

roundabout will continue to operate well within capacity in 2042 with development traffic added.

- 7.3.3 It should be noted, in the scenarios modelled, there has been no allowance for the positive modal shift change away from private car to sustainable modes of transport as a result of the sustainable transport measures that will be implemented in the surrounding area from the Kidlington LCWIP and Framework Travel Plan and has not taken into account the potential for staff to work from home on certain days. The 2022 base survey data on The Boulevard shows there has been a reduction in vehicular traffic to/from the airport, with traffic flows dropping up to 50% from 2013. Once the positive impact on the modal shift from the Kidlington LCWIP and Framework Travel Plan are taken into account, the proposed development is anticipated to have even less of an impact on the local highway network which is already operating in capacity. The anticipated modal shift impact of these sustainable transport measures that will be implemented are set out within the Framework Travel Plan as realistic walking, cycling and public transport targets. These targets are based on the population within walking, cycling and public transport commuting distance from the site. Other measures are also focuses at reducing vehicle trips outside of the commuter trips, such as lunch time trips (i.e providing facilities on-site for lunch to stop staff driving into Kidlington to purchase lunch).

7.4 Stage 3: Monitoring and managing outcomes

- 7.4.1 A fundamental part of implementing the decide and provide approach is to monitor the outcome of its implementation through the Travel Plans accompanying the application. A Monitoring and Evaluation Plan (MEP) is required. This is set out in the Framework Travel Plan. The MEP sets out how the Travel Plan, travel patterns and the success of Travel Plan targets and measures will be monitored.

7.5 TRICS Decide and Provide checklist

- 7.5.1 TRICS have set out their own guidance document called 'Guide Note on the Practical Implementation of the Decide and Provide Approach' dated February 2021. This guidance sets out a summary check list. The points from the check list, and the sections of the TA which meet these criteria are set out in Table 7.1.

Table 7.1 - Transport Assessment Compliance with TRICS Decide and Provide checklist

Decide and Provide criteria	Transport Assessment compliance
A clearly stated place-making vision	The aims and aspiration of the proposed development are as follows: <ul style="list-style-type: none"> - Intensify employment use on the site - Create a new R&D and business hub to alleviate Oxfordshire's shortage of high-quality R&D and lab spaces. - Maintain existing vehicular links to existing highways and through to the Airport site - Enhance and increase the existing landscaping to provide green benefits and high-quality external space for the development. <ul style="list-style-type: none"> - Improve on-site amenity for business occupants and neighbouring workers - Foster demand and stimulate investment in aviation and R&D sectors through the provision of high-quality, well-considered buildings
Statement of policy compliance, including related decarbonisation and health policies.	See Section 6.5.
Evidence of pre-application/scoping discussions with the LPA/LHA.	A number of pre-application notes have been prepared during discussions with OCC. In addition, OCC and CDC have confirmed the car and cycle parking provisions proposed are suitable for the proposed development. These have included within Appendix E.
Travel behaviour trend analysis evidence, such as use of the TRICS Historic Trend Analysis tool (including the Trends Output Summary Sheet).	Historic DfT traffic data on surrounding roads from the year 2000 have been used to derive growth rates of background traffic. In addition, observed traffic data on The Boulevard has been compared and assessed against traffic flows recorded on The Boulevard in 2013 as part of the Oxford Technology Centre Outline application.
Current trip rates or other evidenced data sets (included TRICS output in PDF, where used).	TRICS and 2011 Census data for the trip generation assessment are set out in Section 4 of this assessment. The TRICS Output is included within Appendix F.
Assessment assumptions set down in full.	The predicted number of employees on the site has been central to calculating the appropriate car parking level and trip generation. The predication on employment numbers is based on the government's Homes and Communities Agency is the Employment Density Guide 3rd edition in November 2015
Open acknowledgement of any areas of uncertainty	The ARCADY assessment within the Transport Assessment represents the 'worst case' scenario in terms of vehicular trips for the development and background flows. It is acknowledged that background traffic flows on The Boulevard are lower now than in 2013, however this is due to

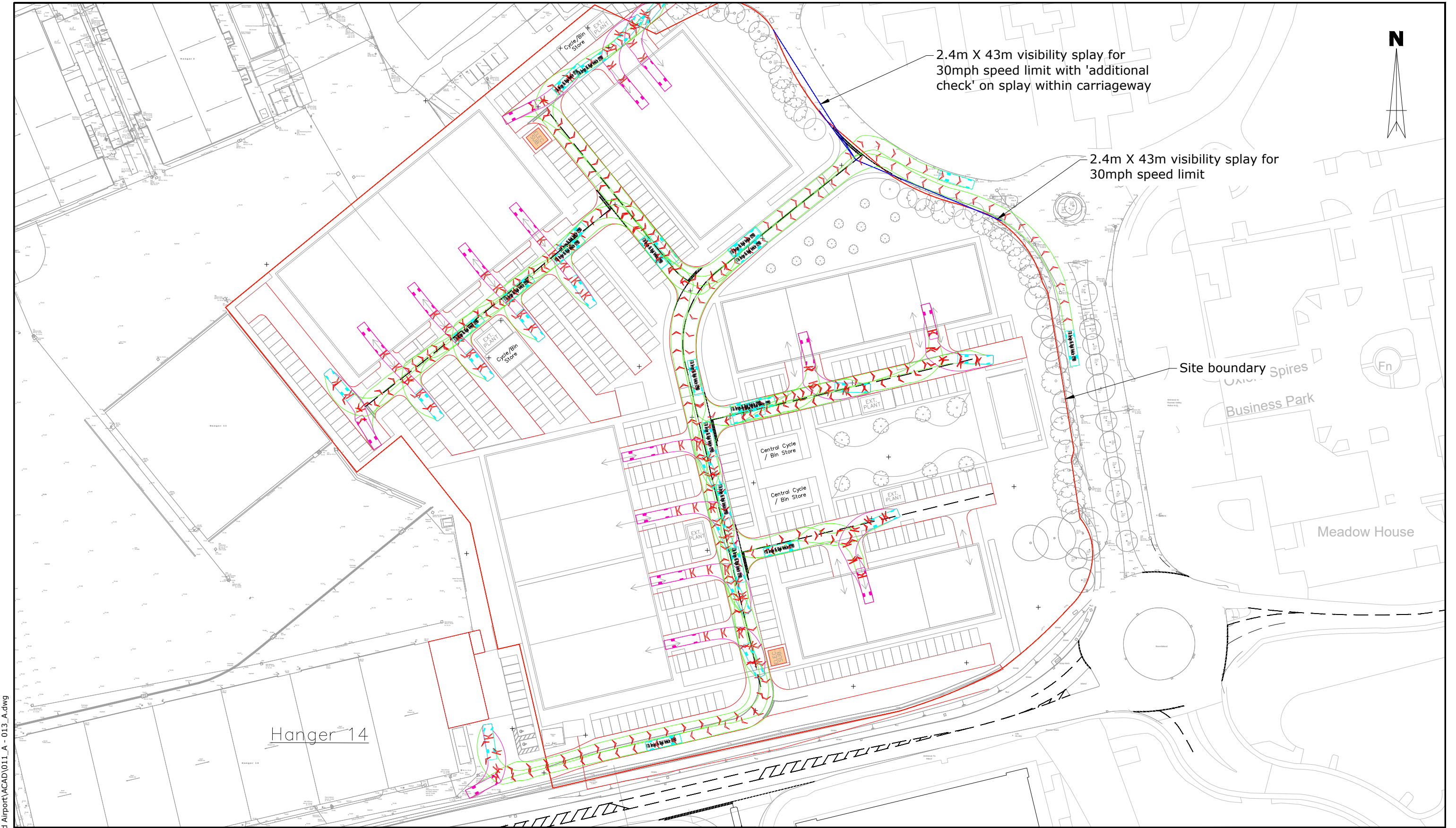
	<p>the under performance of the airport. Any increase in background flows have been taken into account as part of the growth factor applied to the 2027 and 2042 base flow data.</p> <p>With the County's ambitious target of reducing the total number of car based journeys by 50% by 2040, the effects that this would be expected to have on the surrounding traffic movements would be for them to reduce. Thus a robust worse case assessment of the highway impacts have been undertaken.</p> <p>Potentially the Airport operations could increase to levels more similar to those experienced in 2013, this is however partly accounted for through the application of traffic growth to 2042.</p>
A minimum of three scenarios for projects requiring the full deployment of scenario planning techniques.	See section 7.3.
Results presented in a Fan of Influence or similar for the range of plausible scenarios considered.	<p>Scenarios where the vehicle mode split has been reduced in favour of sustainable transport modes has not been assessed as the worst-case scenario indicates that even with the worst case there is spare capacity on the junctions assessed.</p> <p>Despite 'sustainable' scenarios not being assessed, the design of the development (i.e car parking and cycle parking provision), Travel Plan measures and measures in the Kidlington LCWIP which are set out in section 2 are anticipated to positively influence travel patterns in favour of sustainable forms of transport.</p>
Analysis of the impact of anticipated vehicular and non-vehicular movements using the current trip rates and the applicable forecast scenarios, as appropriate.	See Impact Assessment
A site-specific transport strategy which supports the stated vision.	A list of measures to influence travel modes in favour of sustainable transport are outlined in the Framework Travel Plan.
A Monitoring and Enforcement Plan (MEP)	A MEP is set out within the Framework Travel Plan.

8 SUMMARY AND CONCLUSION

- 8.1.1 Transport Planning Practice (TPP) have been appointed by Oxford Aviation Services Ltd to provide transport planning advice to support a planning application for a new development on London Oxford Airport (LOA) (the 'Airport') located on land to the west of the main airport access.
- 8.1.2 The Site is located in a reasonably rural location with the main hub of the Airport buildings to the west and north including the under-construction Hanger 15. The site is also bordered the east by The Boulevard and Thames Valley North HQ and the south by Langford Lane and Oxford Technology Park. The site is located circa 2.0km to the north of Kidlington and circa 13km to the north of Oxford.
- 8.1.3 The Development is to demolish the existing buildings within the application site to provide five new buildings comprising a total floorspace of 20,031m² GEA of overall development floorspace. Of this, 19,394m² GEA is for Research & Development and Light Industry use, planning use classes E(g)(ii) and E(g)(iii), along with 172m² GEA of Amenity Space and 465m² GEA of secure cycle storage within the car parking areas.
- 8.1.4 Proposed car parking provision has been based on the estimated projected number of employees of 396 and current travel to work (workday population) mode share which would indicate that the number of car drivers would be 322. A total of 322 car parking spaces will be provided. This parking provision is still below the maximum car parking standards set out within the OCC parking standards 2022. Overall, the proposals include 89 EV charging points for car parking, in excess of the minimum for 25% of spaces that requires EV charging. A total of 195 cycle spaces are provided for staff and visitor use. The provision of 195 cycle spaces accounts for a cycle parking space for almost 50% of the total number of staff. This is substantially greater than the percent of population that current commute by bicycle and provides for even a fourfold increase in cycling in line with ambitious targets (Go-Dutch and E-Bike) for Kidlington.
- 8.1.5 Delivery and servicing of the proposed development will all be undertaken within the confines of the development site. Additionally, the proposals also incorporates continued servicing access to Hanger 14 with vehicles up to and including 16.5m articulated HGVs

- 8.1.6 The proposed development is anticipated to generate a total of 238 and 237 person trips in the AM Peak and PM Peak. These trips have been distributed by mode using Census 2011 'Method of Travel to Work' (Workday Population) which results in the development generating a total of 203 and 202 car driver trips in the AM and PM peaks. An ARCADY assessment of the Airport access/The Boulevard and The Boulevard/Langford Lane/Oxford Motor Park roundabout shows that these roundabouts will continue to operate well within capacity (a max RFC of 0.66) in 2042 with development traffic added. The Travel Plan has set out measures to increase the walking, cycling and bus mode shares and decrease the car mode share in-line with OCC 'decide and provide' aspirations, however to ensure a robust assessment, these measures have not been accounted for within the ARCADY assessment. In addition, the airport currently generates significantly lower levels of peak period trips on the highway network to those in 2013. These reductions between 2013 and 2022 are not wholly related to the underutilisation and demolition of the buildings within the proposed development site. It does however also show the level of impact of the Covid 19 pandemic on the Airport. Therefore the developments overall impact on the local highway network will be minimal taking into account the airport as a whole is much less busy than previous.
- 8.1.7 In conclusion, the design of the development accommodates sustainable travel behaviours and is accessible by public transport. The development proposals are therefore considered to fully comply with the respective local, regional and national transport policies, including OCC's new 'decide and provide' guidance and will have a negligible impact on the surrounding transport infrastructure.

Drawings



T:\30000_Projects\31236 HC London Oxford Airport\ACAD\011_A - 013_A.dwg

Vehicle used

FTA Design HG Rigid Vehicle (1998)	10.000m
Overall Length	2.500m
Overall Width	3.645m
Overall Body Height	0.440m
Min Body Ground Clearance	2.470m
Track Width	3.00s
Lock to Lock Time	11.000m
Kerb to Kerb Turning Radius	

This drawing has been prepared for planning purposes and should not be used for construction. It should be read in conjunction with TPP e-mail of 19/01/23.

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Based on drawing number 21.926.PL.005 - Proposed Site Plan . TPP REF - IN_47.

LONDON OXFORD AIRPORT

Swept path analysis of 10m rigid HGV

SCALE @ A3 1:1000
0 10 20m

DATE 23/01/23

DRAWN BY LD

CHECKED CSW

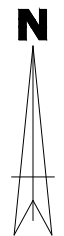
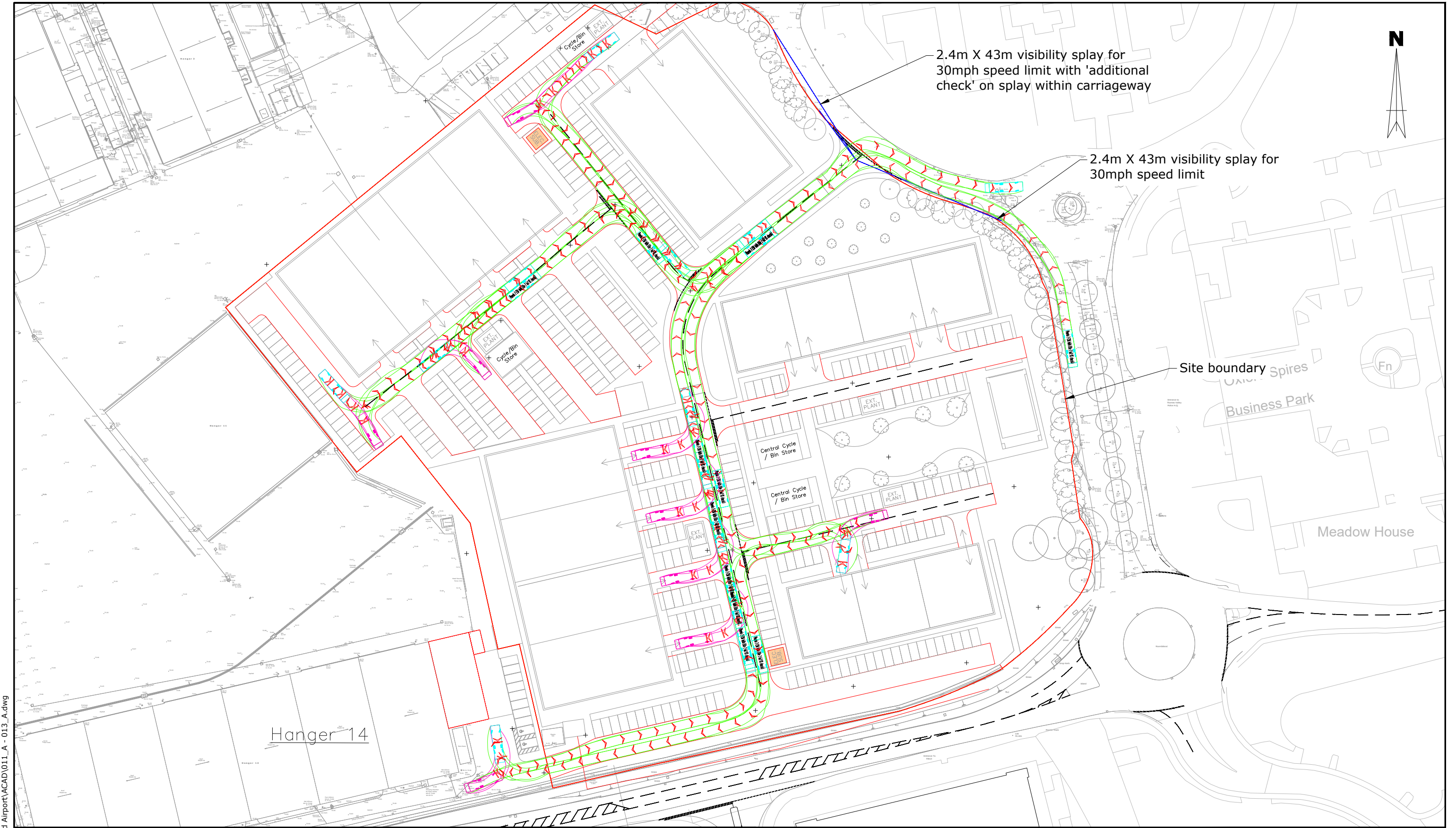
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DRAWING NUMBER 31236/AC/012

REV A



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Vehicle used	
Phoenix 2-23W (with Elite 2 6x2 RS chassis)	10.520m
Overall Length	10.520m
Overall Width	2.530m
Overall Body Height	3.211m
Min Body Ground Clearance	0.416m
Track Width	2.530m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.500m

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LONDON OXFORD AIRPORT

Swept path analysis of 10.6m refuse vehicle

SCALE @ A3 1:1000
0 10 20m

DATE 23/01/23

DRAWN BY LD

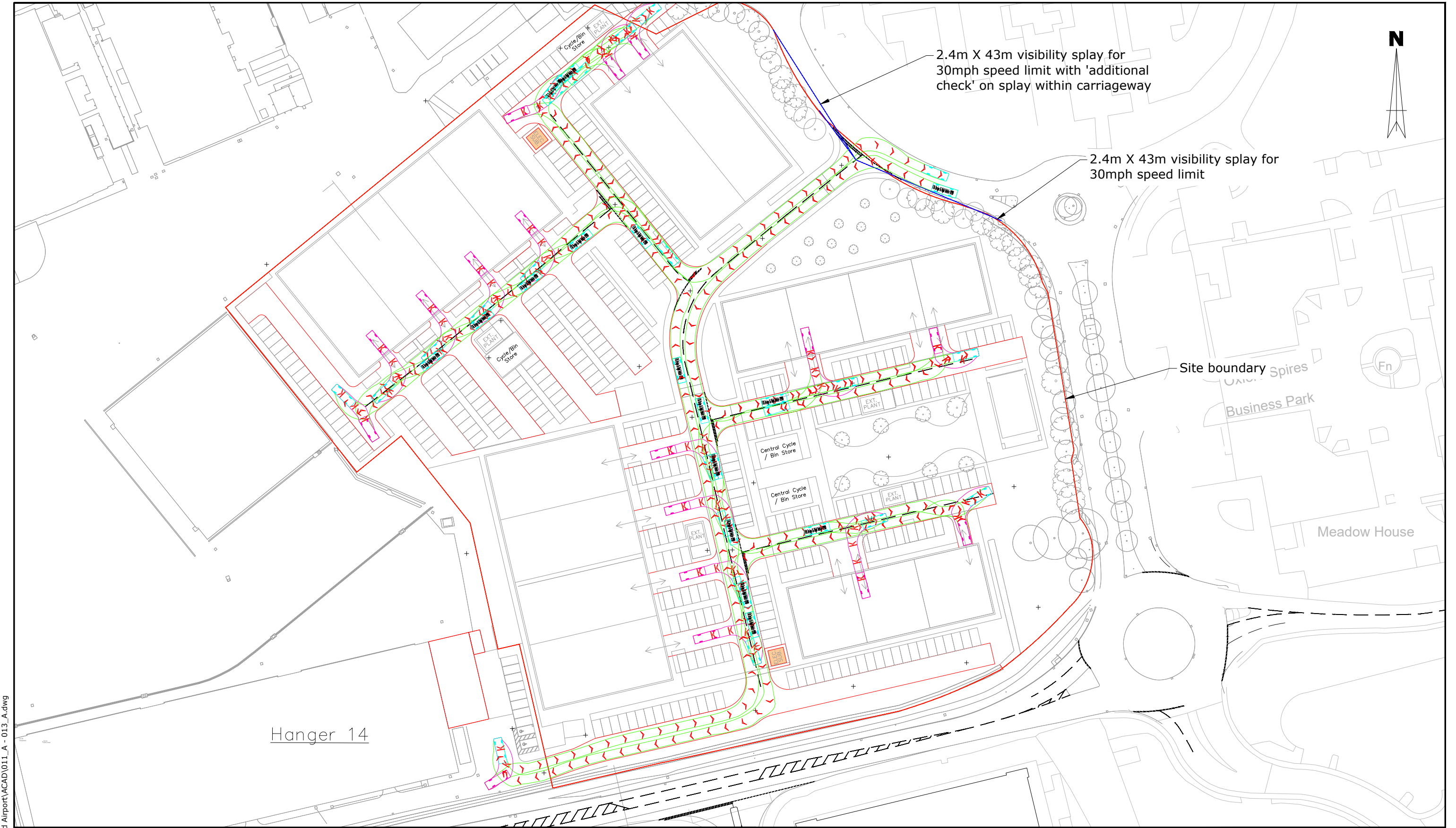
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REV A



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Vehicle used	
FTA Design LG Rigid Vehicle (1998)	7.170m
Overall Length	2.300m
Overall Width	3.580m
Overall Body Height	0.375m
Min Body Ground Clearance	2.120m
Track Width	3.00s
Lock to lock time	7.000m
Kerb to Kerb Turning Radius	

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Swept path analysis of FTA 7.5t box van

SCALE @ A3 1:1000

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23/01/23

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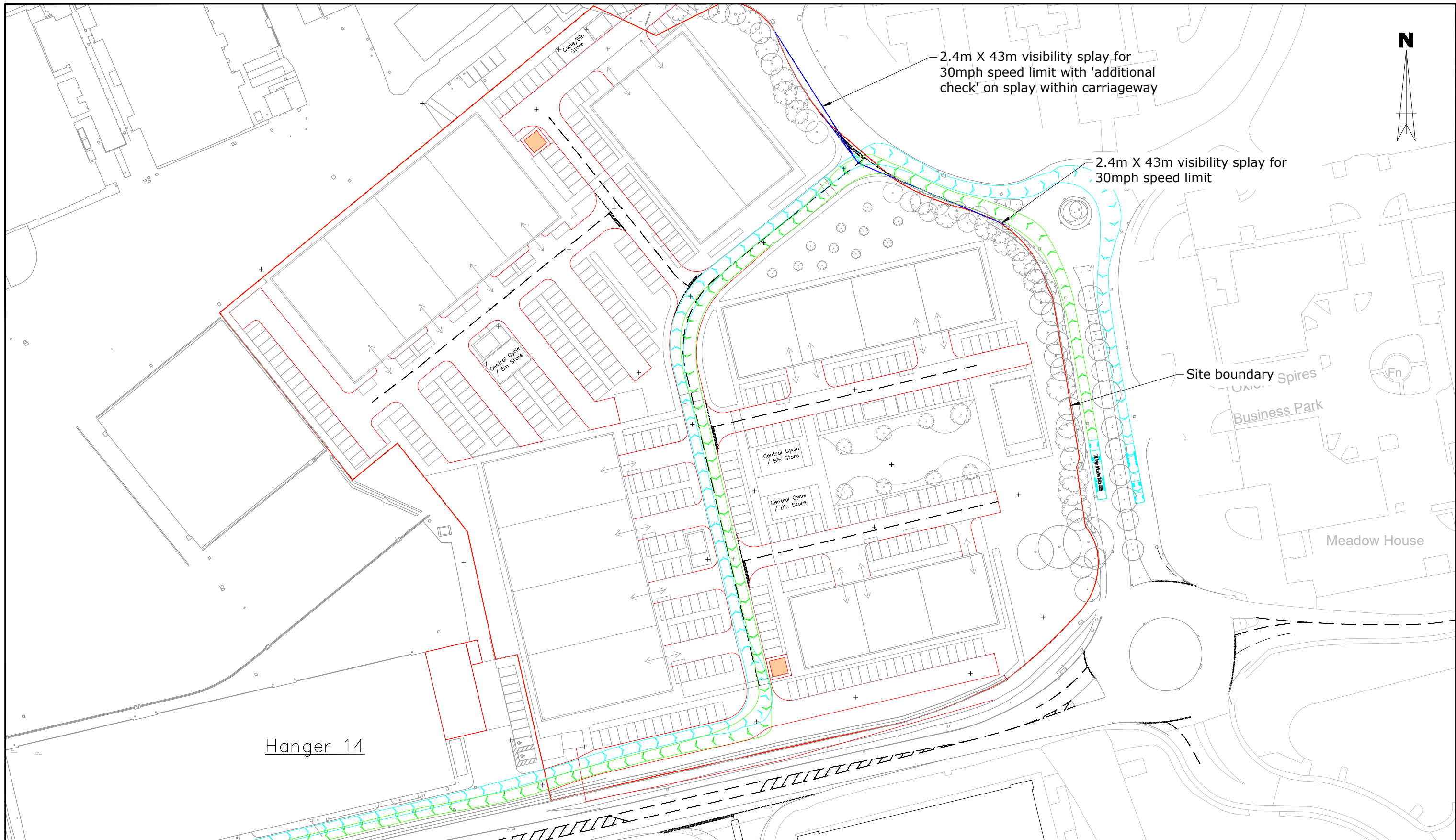
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DRAWING NUMBER
31236/AC/014

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Vehicle used	
FTA Design Articulated Vehicle (1998)	16.480m
Overall Length	2.550m
Overall Width	3.870m
Overall Body Height	0.830m
Min Body Ground Clearance	2.470m
Max Track Width	3.00s
Lock to Lock Time	6.550m
Kerb to Kerb Turning Radius	

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Based on drawing number 21.926.SK.043.B - Proposed Site - Levels. TPP REF - IN_44.

LONDON OXFORD AIRPORT

Swept path analysis of 16.5m articulated HGV accessing and egressing Hanger 14

SCALE @ A3 1:1000

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23/01/23

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31236/AC/015

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Appendices

Appendix A

Delivery and Servicing Management Plan



transport planning practice

Oxford Aviation Services Ltd

London Oxford Airport
Gateway Site
Delivery and Servicing
Management Plan
February 2023



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2	Site layout and service access

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31236/AC/12A	Swept path analysis of a 10m rigid HGV
31236/AC/13A	Swept path analysis of a 10.6m refuse vehicle
31236/AC/14A	Swept path analysis of a 7.5T box van
31236/AC/15A	Swept path analysis of a 16.5m articulated HGVs accessing Hanger 14

1 INTRODUCTION

1.1.1 Transport Planning Practice (TPP) have been appointed by Oxford Aviation Services Ltd to provide transport planning advice and prepare a Delivery and Servicing Management Plan in support of a planning application for a new development on the Gateway Site at London Oxford Airport (LOA) (the 'Airport') located on land to the west of the main airport access. The Local Planning Authority (LPA) is Cherwell District Council (CDC) and the Highways Authority is Oxfordshire County Council (OCC).

1.2 Background

1.2.1 The site is located on land to the west of the main airport access. A red line boundary of the site in relation to the airport is shown in Figure 1. The existing site (the 'Site') comprised four large buildings and several smaller ancillary buildings with a significant proportion of the Site comprising hardstanding areas. The original floorspace totalled 11,055m² Gross Internal Area (GIA).

Figure 1 - Site Context Plan



- 1.2.2 Two of the larger existing buildings on the site are connected to the airport apron and are hangars, although these have been identified by the applicant as under-utilised for the airport. The south of the site was occupied by two large former MOD buildings, which were until recently occupied by the CAE Oxford Aviation Academy, a pilot training school, and Vida Health and Fitness gym facility. These have since been demolished, except for the Fitness gym facility which is still occupied.
- 1.2.3 The proposed development (the 'Development') is to demolish the existing buildings within the application site to provide five new buildings comprising a total floorspace of 20,031m² GEA of overall development floorspace. Of this, 19,394m² GEA is for Research & Development and Light Industry use, planning use classes E(g)(ii) and E(g)(iii), along with 172m² GEA of Amenity Space and 465m² GEA of secure cycle storage within the car parking areas. Delivery and servicing of the proposed development will all be undertaken within the confines of the development site.

1.3 Report purpose

- 1.3.1 This Delivery and Servicing Management Plan has been prepared to inform the local and regional authorities of the intent of the applicant in managing delivery and servicing trips to and from the proposed development to minimise the impact of these trips on the site's operation and surrounding local highway network.
- 1.3.2 The report sets out the likely level of delivery and servicing trips, proposed access arrangements for delivery and servicing vehicles, the proposed waste management and measures to minimise the impact of servicing on the existing highway network.
- 1.3.3 In the absence of Delivery and Servicing Management Plan guidance from Cherwell District Council (CDC) and Oxfordshire County Council (OCC), this Delivery and Servicing Management Plan (DSP) has loosely been based on other relevant guidance available.

2 DELIVERY AND SERVICING PLAN OBJECTIVES

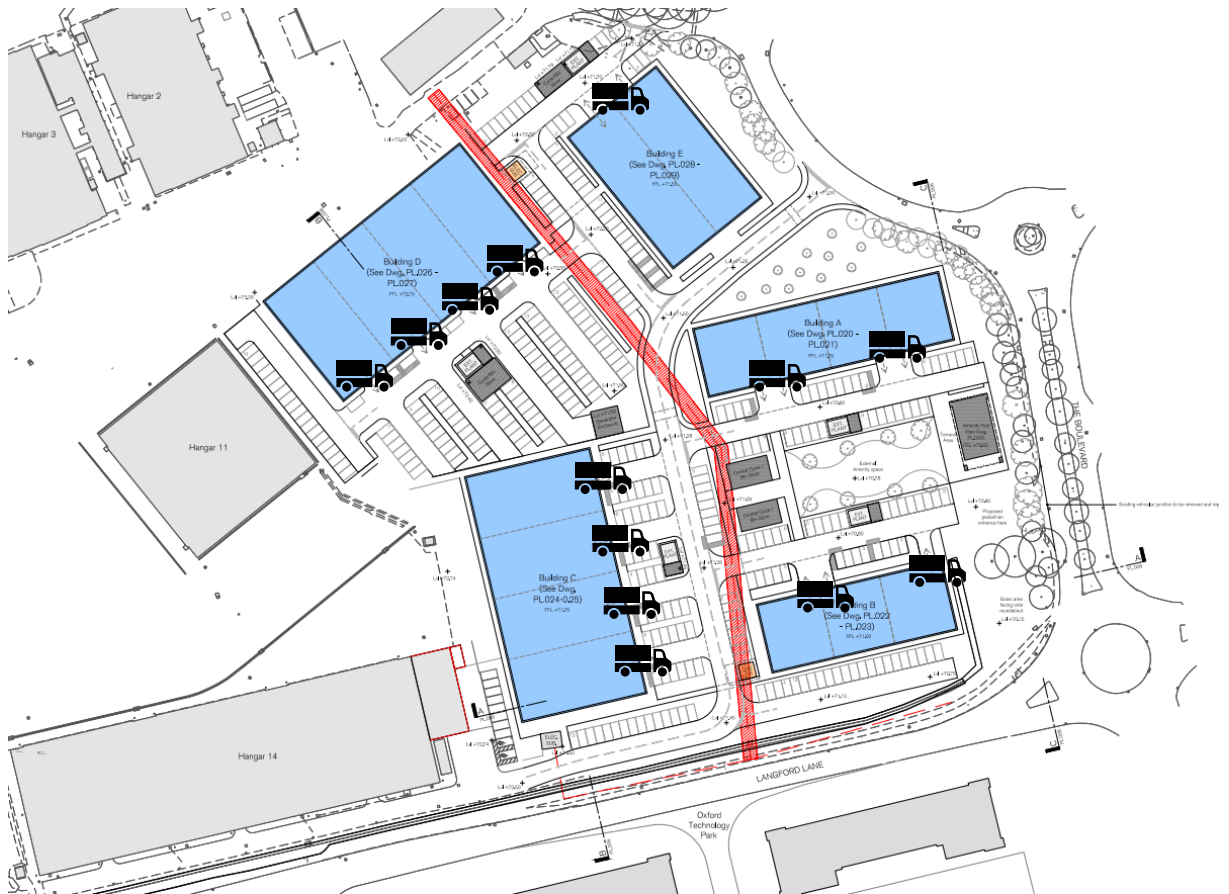
2.1.1 The objective of this DSP is to develop through the planning process a document which will seek to support a sustainable and well managed development with regards to delivery and servicing. This DSP has been prepared within the context of the guidance provided by local and regional policy. The DSP will therefore seek to achieve the following objectives:

- Demonstrate that goods and services can be delivered and waste collected in a safe, efficient and environmentally friendly manner.
- Identify deliveries that can be reduced, re-timed, or even consolidated particularly during busy periods.
- Improve reliability of deliveries to the site.
- Reduce the operating costs of building occupants and freight delivery.
- Reduce the impact of freight activity on the local area and the environment.

3 DELIVERY AND SERVICING DESIGN PROPOSALS

3.1.1 Delivery and servicing of the proposed development will all be undertaken within the confines of the development site. Drawings 31236/AC/12A, 31236/AC/13A and 31236/AC/14A show the swept path analysis of the site by a 10m rigid HGV, refuse collection vehicle and the more commonly used largest servicing vehicle, the 7.5t box van, respectively, which are likely to be the largest vehicles that will access the site. Figure 2 below shows the site layout and multiple servicing entrances to each block.

Figure 2 - Site layout and servicing entrances



3.1.2 All delivery and servicing activity will take place from the servicing entrances for each block. There are multiple servicing entrances for each block (four entrances for building A, three entrances for building B, four entrances for building C, four entrances for building D and two entrances for building E) which allows for multiple vehicles to load/unload at one time without having to stop on the site internal roads, minimising impact to traffic. There will be a roller shutter by each entrance

allowing for quick loading/unloading of materials between the units and delivery vehicles.

- 3.1.3 Additionally, the proposals also incorporates continued servicing access to Hanger 14 with vehicles up to and including 16.5m articulated HGVs. Whilst these largest vehicles are infrequent they can be accommodated through the development site. Hangar 14 cannot be accessed through any other means for such deliveries. Drawing 31236/AC/15A shows this specific movement through the site.

3.2 Waste Management

- 3.2.1 Refuse collection will take place on-site from the site's internal road network. Refuse vehicles still stop by each refuse store within the site. Refuse can be collected by a private waste contractor, however drawing 31236/AC/13A shows a 10.6m refuse vehicle circulate the site, which is the largest refuse vehicle expected to access the site.
- 3.2.2 Two bin stores are located between buildings A, B and C, a bin store is located to the south of building D and a bin store is located to the north of building E. Site operatives will transfer waste from each building to the designated bin stores daily, which will be stored until collected by a private waste contractor. Refuse capacity will be monitored, and waste collection frequency can be increased/decreased per week depending on refuse capacity. There will be provision for general and recyclable waste in each store, as well as any specialised waste streams if required by any occupiers (i.e hazardous waste).

3.3 Delivery and servicing trip generation

- 3.3.1 The number of deliveries the proposed development will generate has been based on the same TRICS sites used for the trip generation assessment within the Transport Assessment. It should be noted, only three of the six TRICS sites selected had servicing trip rates.
- 3.3.2 The servicing trip rate derived from TRICS is 0.036 deliveries, or visitors from servicing vehicles per employee a day. Based on the anticipated employee number of 398, this equates o a total of 14-15 deliveries, or visits from servicing vehicles per day (or 28-30 two-way servicing movements a day). This equates to a maximum of 3 deliveries or visits from a servicing vehicle a day per building, which can easily be accommodated in the servicing entrances for each block. In addition,

the majority of these deliveries are expected to be undertaken using Transit or London type vans.

4 DELIVERY AND SERVICING PLAN MEASURES

4.1.1 This DSP aims to ensure that servicing and waste management of the development can be carried out efficiently and mitigate any negative impacts on the local residents, the highway network and the environment. This chapter outlines the overarching measures and initiatives included within the DSP to achieve this aim. The proposed management measures and initiatives have been grouped into the following areas:

- Safe
- Clean
- Efficient

4.2 Safe

4.2.1 Good design can minimise disturbance and improve safety at or on-route to the site, and the impact of servicing upon the surrounding highway network. The specific measures to increase the safety of delivery and servicing as part of the development are set out in the following paragraphs.

Off-street servicing facilities

4.2.2 Delivery and servicing of the proposed development will all be undertaken within the confines of the development site. Drawings 31236/AC/12A, 31236/AC/13A and 31236/AC/14A show the swept path analysis of the site by a 10m rigid HGV, refuse collection vehicle and the more commonly used largest servicing vehicle, the 7.5t box van, respectively, which are likely to be the largest vehicles that will access the site. However, it is expected the most frequent vehicles used for deliveries would be a Luton or Ford Transit type van.

4.2.3 All delivery and servicing activity will take place from the servicing entrances for each block. This allows for deliveries to be taken straight into the unit, reducing the delivery dwell time.

Servicing restrictions

4.2.4 The largest vehicles that can reasonably be expected to deliver to and service the proposed development are as follows:

- 10m rigid HGV (length: 10.0m; width: 2.5m; height: 3.645m)
- 10.6m refuse vehicle (length: 10.52m; width: 2.53m; height: 3.211m)
- 7.5t box van (length: 7.17m; width: 2.3m; height: 3.58m)

4.2.5 The Airport and existing units are also served by vehicles of this size, and as all delivery and servicing will take place on-site within dedicated servicing bay for each building, the delivery and servicing proposals will have a negligible impact on the operation of the surrounding highway network. In addition, it is expected that most deliveries will be undertaken using Ford Transit or Luton type vans.

4.2.6 Additionally, the proposals also incorporates continued servicing access to Hanger 14 with vehicles up to and including 16.5m articulated HGVs. Whilst these largest vehicles are infrequent they can be accommodated through the development site. Hangar 14 cannot be accessed through any other means for such deliveries. Drawing 31236/AC/15A shows this specific movement through the site.

Security measures

4.2.7 Activities would be monitored by CCTV surveillance to ensure that deliveries and servicing are being undertaken in a safe and secure manner, and at the agreed times.

Accommodating special deliveries

4.2.8 Any special deliveries to the site, such as plant maintenance vehicles, will be pre-arranged. Safety measures to accommodate special deliveries and the delivery time and duration will be agreed with the site management to minimise the impact upon the routine daily servicing requirements of the development. Out of peak deliveries will be encouraged for such deliveries wherever possible.

Freight Operator Recognition Scheme

4.2.9 The unit occupiers will be encouraged to contact suppliers registered with the best practice scheme, such as the Freight Operator Recognition Scheme (FORS). FORS is a voluntary accreditation scheme that recognises operators who adopt cleaner, safer and more efficient practices. Full details can be found at: <https://www.fors-online.org.uk/cms/>

Training requirements and responsibilities

- 4.2.10 The unit occupiers will be responsible for all of their site-based staff to receive appropriate training related to the processes and procedures in operation of receiving deliveries to the site.

4.3 Clean

- 4.3.1 The following measures which will ensure clean and sustainable delivery and servicing of the site are set out below:

Out of hours deliveries

- 4.3.2 Out of hour deliveries will be allowed and encouraged to minimise the impact delivery and servicing has on parking, walking and cycling through the site.

Cargo bike delivery

- 4.3.3 Short stay cycle parking will be publicly accessible on Sheffield stands. These cycle stands will allow for deliveries by cargo bikes, providing couriers somewhere safe to leave their bike when undertaking a delivery. In addition, the site management could be encouraged to use delivery companies that use cargo bikes when available.

Encouraging deliveries by sustainable modes

- 4.3.4 Site management and unit occupiers will be encouraged to use suppliers who are affiliated to FORS and operating green fleets. In so doing this measure will contribute towards encouraging more maintenance contractors to use electric vehicles.

Daily restriction and enforcement

- 4.3.5 The restriction of peak hour deliveries will be largely self-regulating due to the lower traffic levels outside of peak hours on the local road network resulting in most suppliers seeking to avoid non-essential deliveries during the morning peaks.

Personal deliveries

- 4.3.6 Staff on the site will be discouraged from ordering personal deliveries to their place of work, reducing the number of deliveries to the site.

4.4 Efficient

- 4.4.1 The measures outlined below will encourage the use of efficient vehicles delivering to and servicing the site.

Communication of delivery procedures

- 4.4.2 The delivery procedure in operation will be communicated to freight companies by the site management or the unit occupiers. This will allow for more efficient deliveries onto the site.

Delivery facilities

- 4.4.3 Each building has more than one servicing area, allowing delivery and servicing vehicles to stop and deliver/service the building off the site's internal road network. The service areas also have roller shutters to allow for more efficient delivery as goods can be taken directly into the building. Given the expected frequency of deliveries and servicing, there is enough capacity in the servicing areas to accommodate all delivery and servicing activity.

Waste reduction, storage and removal measures

- 4.4.4 Developments should provide sufficient facilities for storage and collection of segregated waste. Two bin stores are located between buildings A, B and C, a bin store is located to the south of building D and a bin store is located to the north of building E. Site operatives will transfer waste from each building to the designated bin stores daily, which will be stored until collected by a private waste contractor. Refuse capacity will be monitored, and waste collection frequency can be increased/decreased per week depending on refuse capacity. There will be provision for general and recyclable waste in each store, as well as any specialised waste streams if required by any occupiers (i.e hazardous waste).

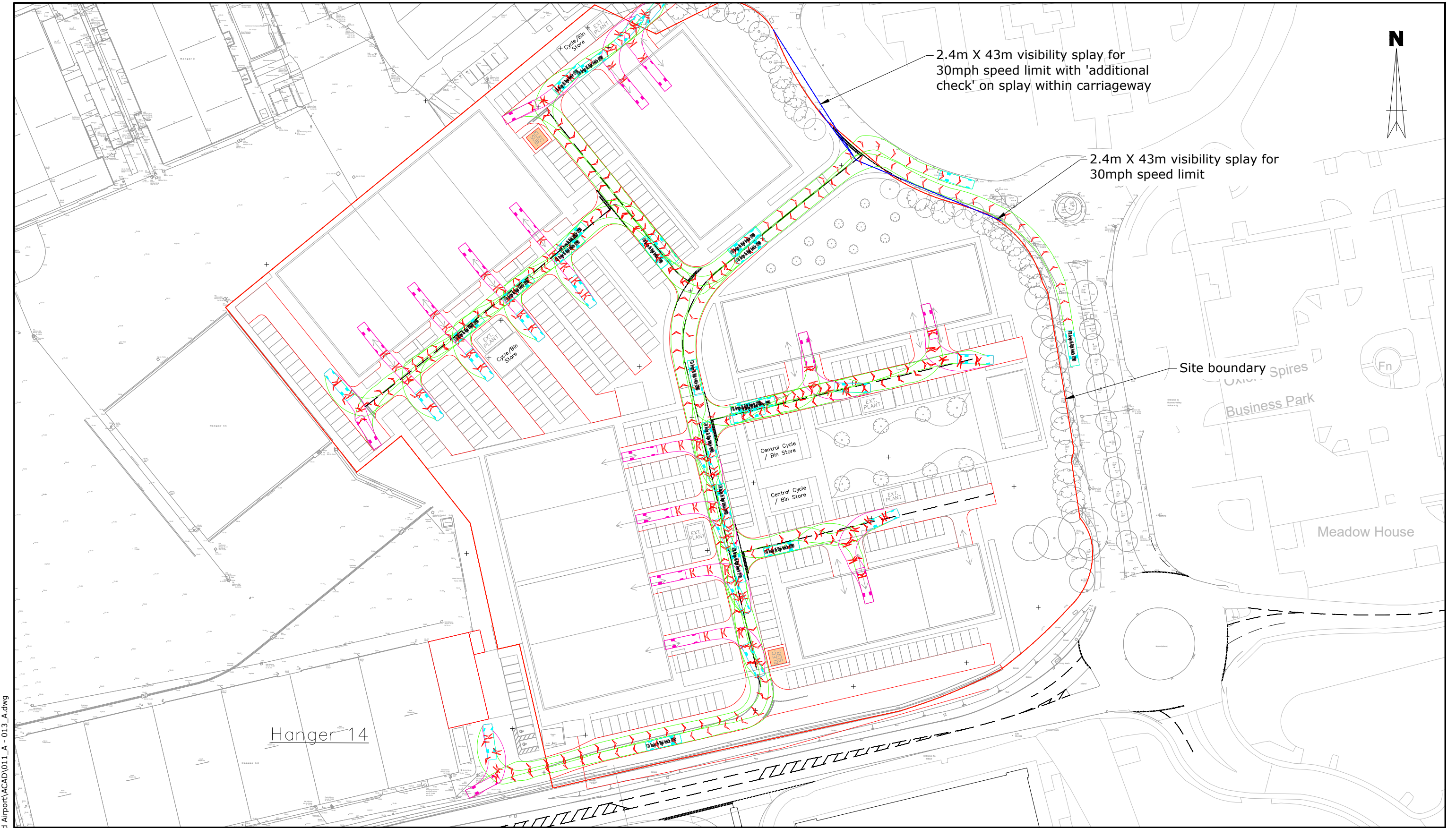
Delivery and servicing vehicle frequency

- 4.4.5 The proposed development is anticipated to generate a total of 14-15 deliveries, or visits from servicing vehicles per day (or 28-30 two-way servicing movements a day). This equates to a maximum of 3 deliveries or visits from a servicing vehicle a day per building, which can easily be accommodated in the servicing entrances for each block. In addition, the majority of these deliveries are expected to be undertaken using Transit or London type vans.

5 SUMMARY AND CONCLUSION

- 5.1.1 Transport Planning Practice (TPP) have been appointed by Oxford Aviation Services Ltd to provide transport planning advice and prepare a Delivery and Servicing Management Plan in support of a planning application for a new development on London Oxford Airport (LOA) (the 'Airport') located on land to the west of the main airport access.
- 5.1.2 This DSP has been prepared to set out a series of measures to minimise the impact of delivery and servicing trips on the surrounding highway network. Chapter 3 sets out the proposed servicing arrangement which involves delivery and servicing taking place on-site in service areas for each building.
- 5.1.3 A delivery and servicing trip generation has been undertaken for the proposed development. The proposed development is anticipated to generate a total of 14-15 deliveries, or visits from servicing vehicles per day (or 28-30 two-way servicing movements a day). The majority of these deliveries are expected to be undertaken using Transit or London type vans.
- 5.1.4 Chapter 2 and 4 sets out the objectives and measures of this DSP respectively. The range of measures includes servicing restrictions, security measures and consolidation of suppliers.

Drawings



T:\30000_Projects\31236 HC London Oxford Airport\ACAD\011_A - 013_A.dwg

Vehicle used

FTA Design HG Rigid Vehicle (1998)	10.000m
Overall Length	2.500m
Overall Width	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to Lock Time	3.00s
Kerb to Kerb Turning Radius	11.000m

This drawing has been prepared for planning purposes and should not be used for construction. It should be read in conjunction with TPP e-mail of 19/01/23.

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Based on drawing number 21.926.PL.005 - Proposed Site Plan . TPP REF - IN_47.

LONDON OXFORD AIRPORT

Swept path analysis of 10m rigid HGV

SCALE @ A3 1:1000
0 10 20m

DATE 23/01/23

DRAWN BY LD

CHECKED CSW

TRANSPORT PLANNING PRACTICE

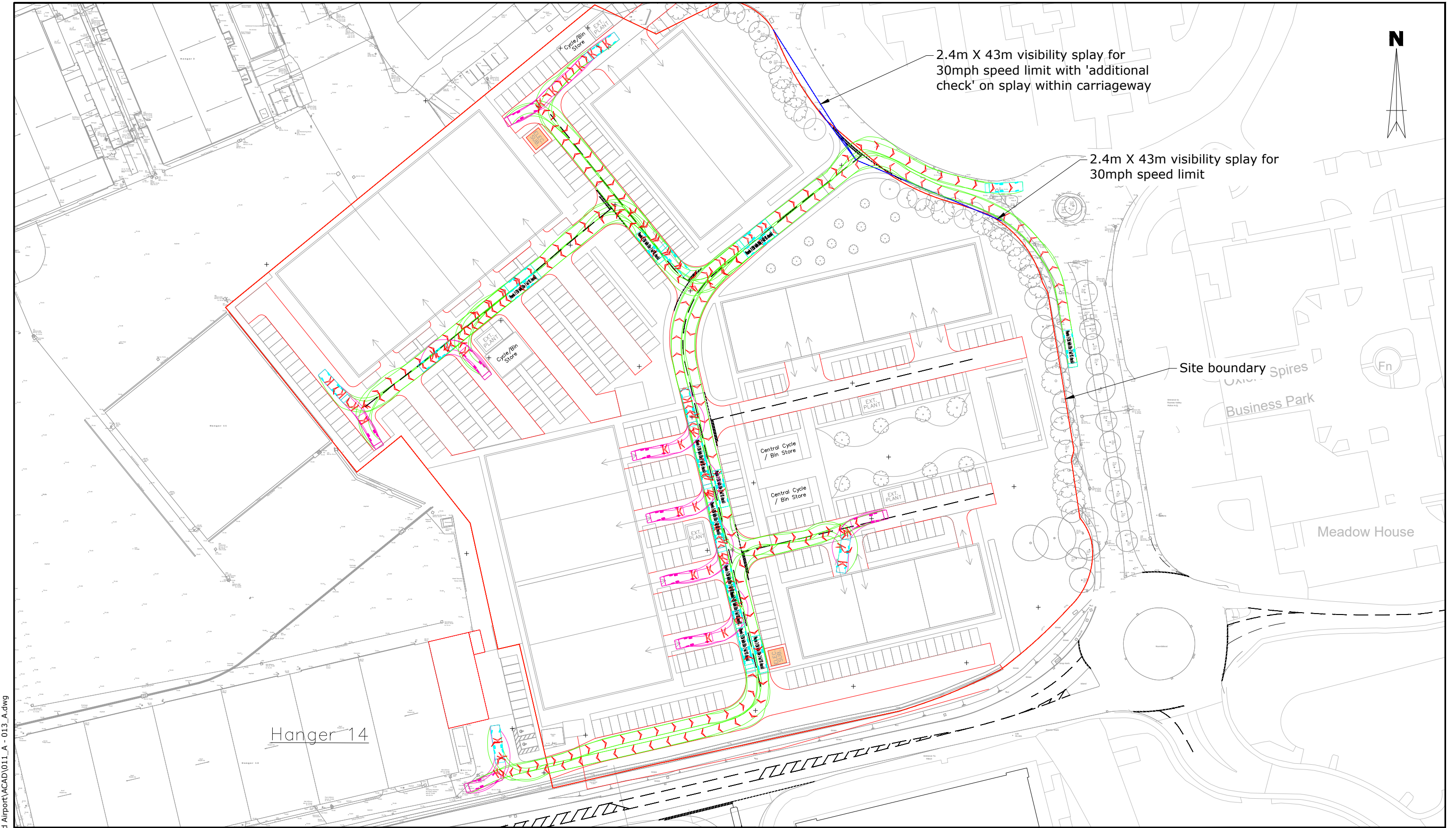
70 Cowcross Street
London, EC1M 6EL

t: 020 7608 0008
w: www.tppweb.co.uk



DRAWING NUMBER 31236/AC/012

REV A



T:\30000_Projects\31236 HC London Oxford Airport\ACAD\011_A - 013_A.dwg

Vehicle used

Phoenix 2-23W (with Elite 2 6x2 RS chassis)	10.520m
Overall Length	10.520m
Overall Width	2.530m
Overall Body Height	3.211m
Min Body Ground Clearance	0.416m
Track Width	2.530m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.500m

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LONDON OXFORD AIRPORT

Swept path analysis of 10.6m refuse vehicle

SCALE @ A3 1:1000
0 10 20m

DATE 23/01/23

DRAWN BY LD

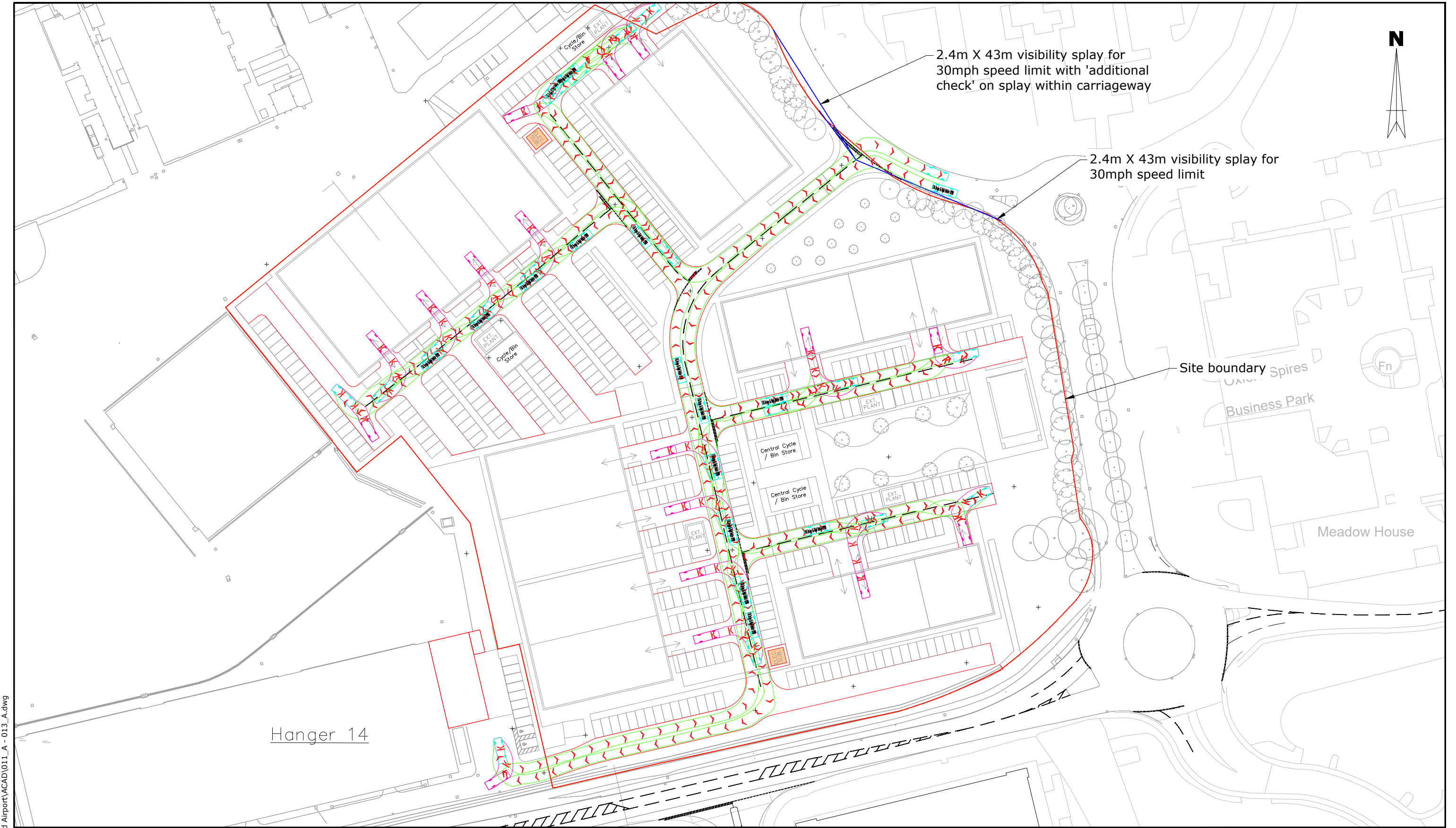
CHECKED CSW

TRANSPORT PLANNING PRACTICE

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London, EC1M 6EL
t: 020 7608 0008
w: www.tppweb.co.uk



DRAWING NUMBER 31236/AC/013
REV A



T:\30000_Projects\31236 HC London Oxford Airport\ACAD\011_A - 013_A.dwg

Vehicle used	
FTA Design LG Rigid Vehicle (1998)	7.170m
Overall Length	2.300m
Overall Width	3.580m
Overall Body Height	0.375m
Min Body Ground Clearance	2.120m
Track Width	3.00s
Lock to lock time	7.000m
Kerb to Kerb Turning Radius	

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LONDON OXFORD AIRPORT

Swept path analysis of FTA 7.5t box van

SCALE @ A3 1:1000

DATE
23/01/23

DRAWN BY
LD

CHECKED
CSW

TRANSPORT PLANNING PRACTICE

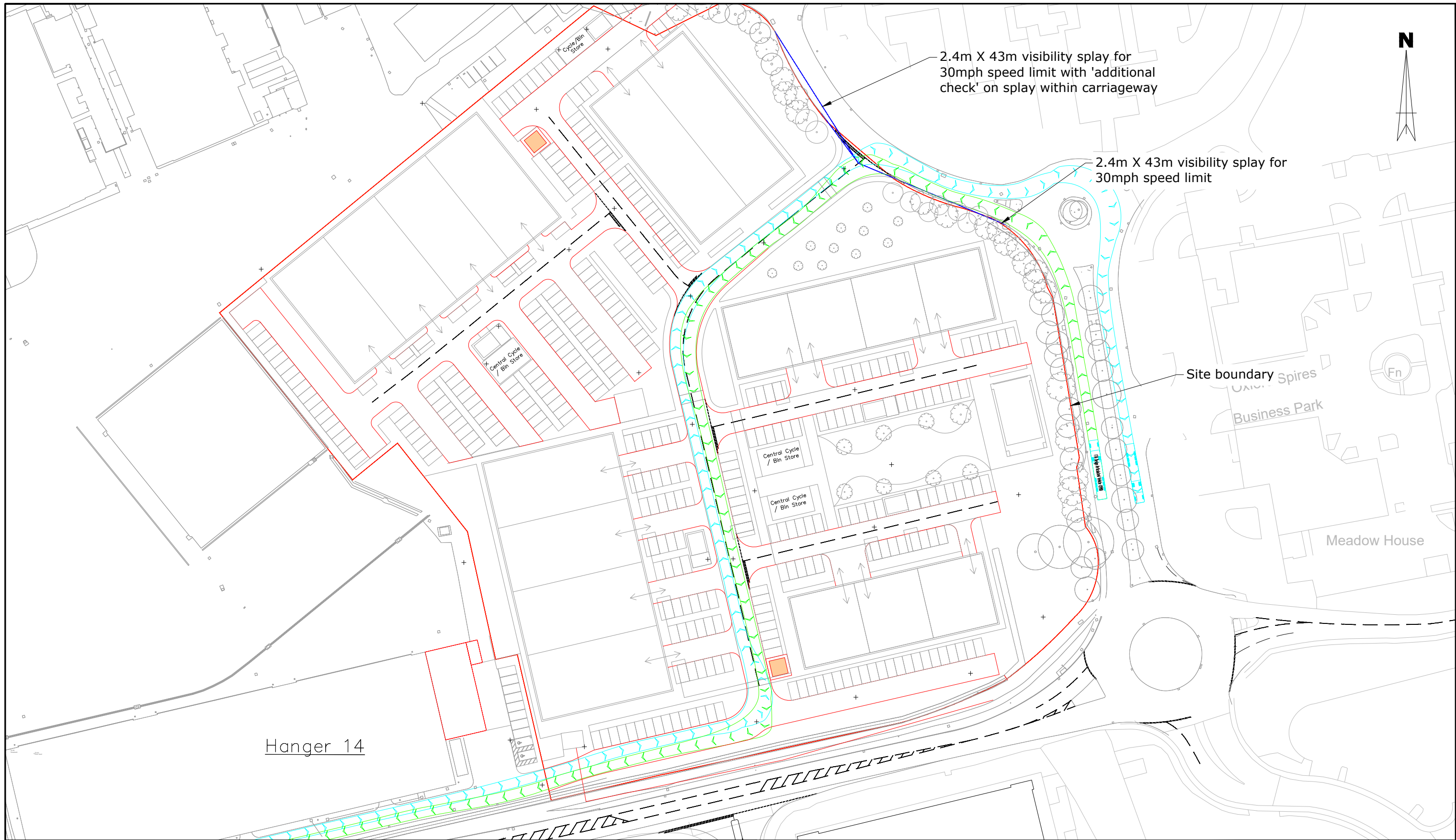
70 Cowcross Street
London, EC1M 6EL

t: 020 7608 0008
w: www.tppweb.co.uk

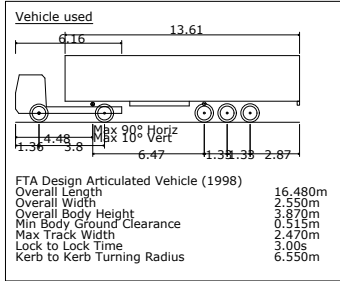


DRAWING NUMBER
31236/AC/014

REV
A



T:\30000_Projects\31236 HC London Oxford Airport\ACAD\015_A.dwg



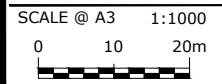
This drawing has been prepared for planning purposes and should not be used for construction. It should be read in conjunction with TPP e-mail of 23/01/23.

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Based on drawing number 21.926.SK.043.B - Proposed Site - Levels. TPP REF - IN_44.

LONDON OXFORD AIRPORT

Swept path analysis of 16.5m articulated HGV accessing and egressing Hanger 14



SCALE @ A3 1:1000
DATE 23/01/23

DRAWN BY LD

CHECKED CSW

TRANSPORT PLANNING PRACTICE

70 Cowcross Street
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t: 020 7608 0008
w: www.tppweb.co.uk



DRAWING NUMBER 31236/AC/015
REV A

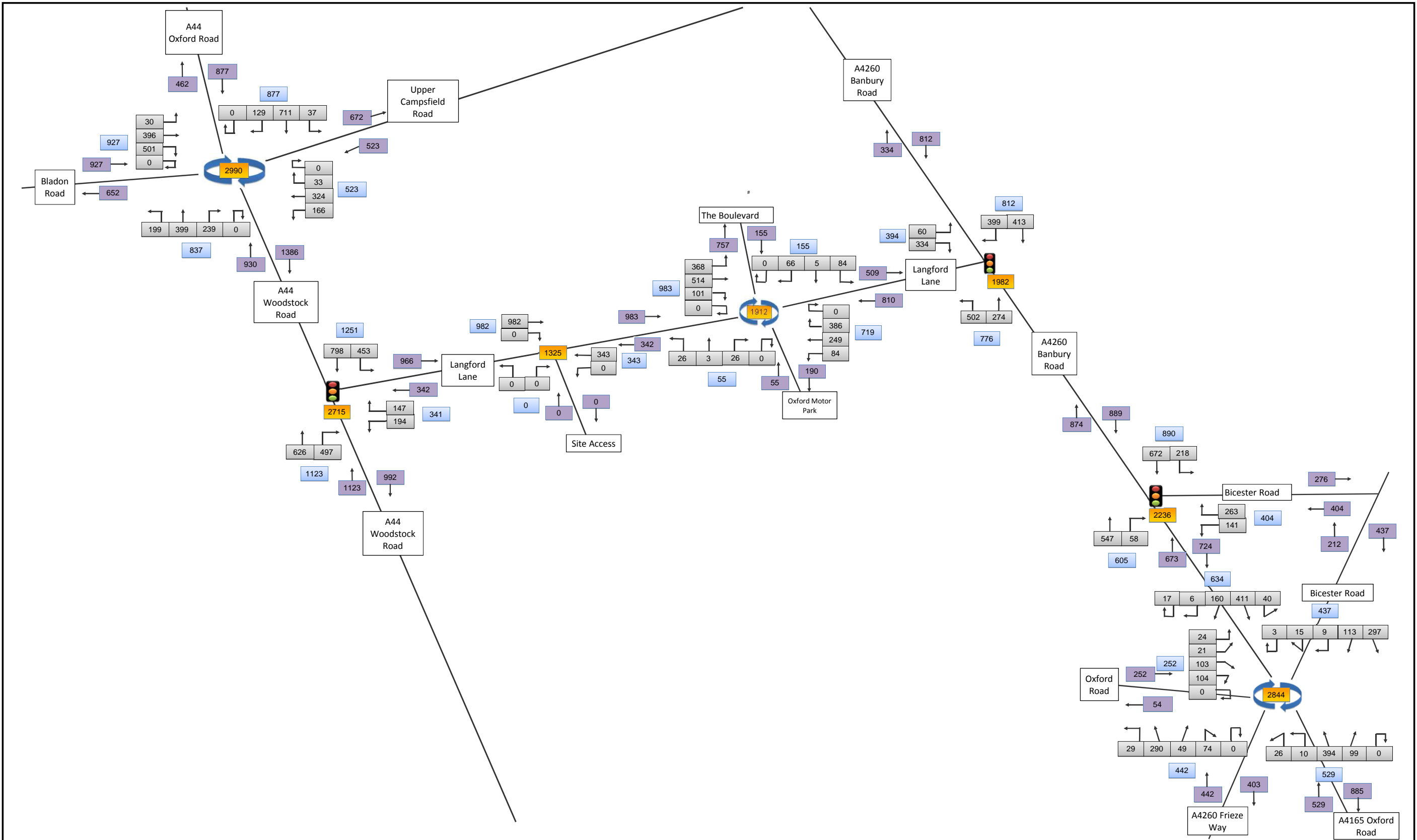


Transport Planning Practice
70 Cowcross Street
London EC1M 6EL
020 7608 0008
email@tppweb.co.uk

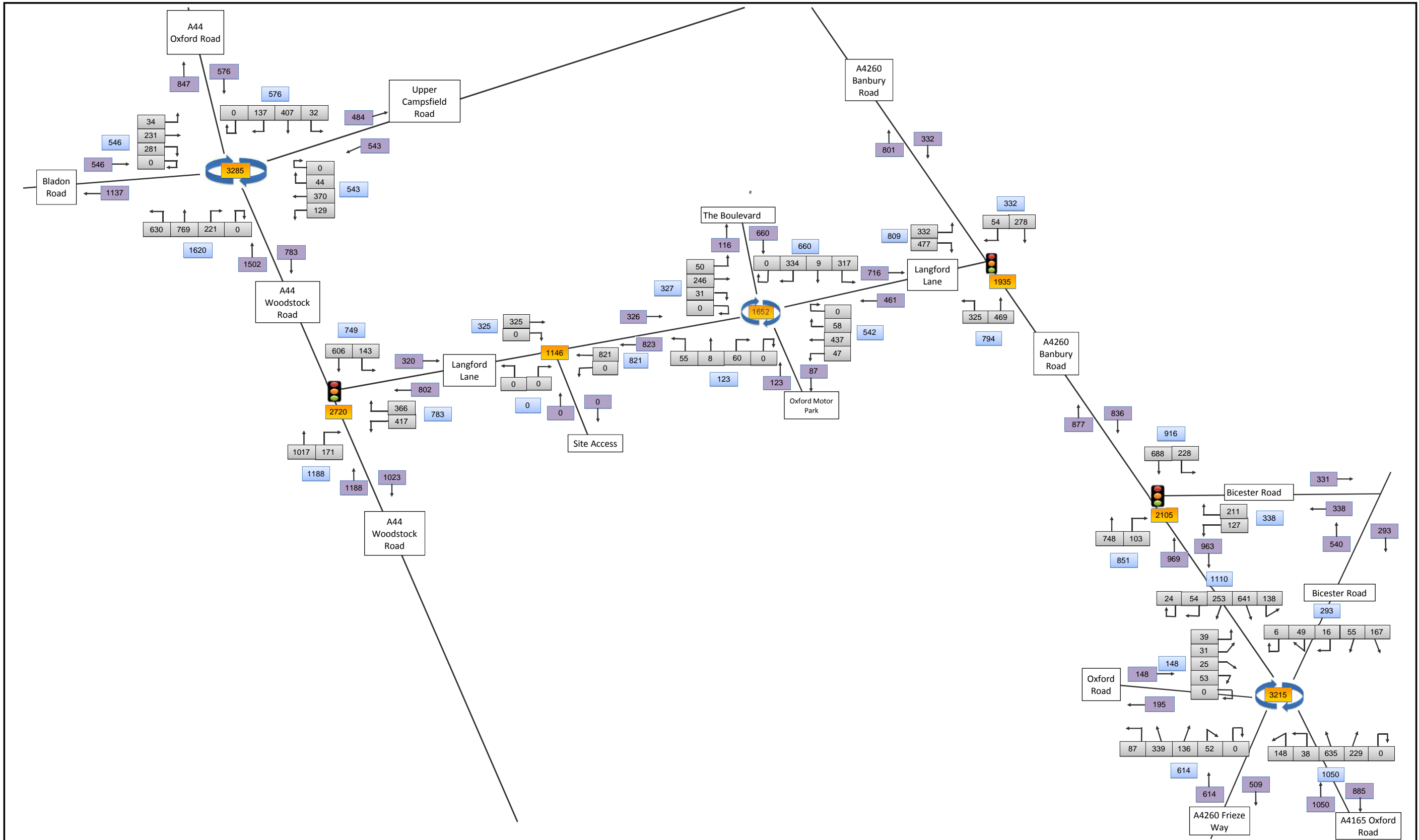
www.tppweb.co.uk

Appendix B

Observed 2013 traffic flows
from Oxford Technology Park
application (14-02067-OUT)



	Client: HILL STREET HOLDINGS LTD	Drawing Title: 2013/14 Observed Base AM Peak PCUs	FOR INFORMATION	
	Report Title: OXFORD TECHNOLOGY PARK TRANSPORT ASSESSMENT	Version:	Date: December 2013 Scale: N.T.S. Drawn: EK Checked: AES	Figure 3.2



	Client: HILL STREET HOLDINGS LTD	Drawing Title: 2013/14 Observed Base PM Peak PCUs	FOR INFORMATION	
	Report Title: OXFORD TECHNOLOGY PARK TRANSPORT ASSESSMENT	Version: -	Date: December 2013 Scale: N.T.S. Drawn: EK Checked: AES	Figure 3.3

Appendix C

Observed 2022 traffic flows



Midlands

Haseley Office Centre,
Firs Lane, Haseley,
Warwick,
CV35 7LS

Tel: 01926 485504
Fax: 01926 485537

**TRANSPORT PLANNING
PRACTICE
OXFORD AIRPORT
TRAFFIC SURVEY**

**SURVEY REPORT
NOVEMBER 2022**

PROJECT NO.	13431
CHECKED	M. NORRIS
DATE	18/11/2022
CONTACT	J. ELLIOT
REVISION	



CONTENTS

Introduction

General Location Plan

Automatic Traffic Count Installation Photos

Drawings 13431-01 to 05

Appendix A – Vehicle Categories

Appendix B – Classified Count Data

Appendix C – Queue Length Data

Appendix D – Automatic Traffic Count Data

Appendix E – Data Validation Checks

INTRODUCTION

Nationwide Data Collection (NDC) was instructed by Transport Planning Practice to undertake classified turning counts, queue lengths and automatic traffic counts at Oxford Airport, Oxfordshire. A general location plan is given in Diagram 1.

Classified Turning Counts

Classified turning counts were undertaken at the following junctions:

- Site 1 – Woodstock Road / Lanford Lane
- Site 2 – Langford Lane / The Boulevard / Oxford Motor Park
- Site 3 – The Boulevard / Oxford Airport Access
- Site 4 – Langford Lane / Banbury Road (A4260)
- Site 5 – Langford Lane / Technology Drive

The surveys were carried out on Thursday 3rd November 2022 and survey hours were 07:00 to 10:00 and 16:00 to 19:00. All information was collected in fifteen-minute intervals and has been tabulated with period totals. Details of the observed movements are given in Drawings 13431-01 to 05.

Vehicles were classified into the following categories:

Cars and taxis (**CAR**), Light Goods Vehicles (**LGV**), Other Goods Vehicles type 1 (**OGV1**), Other Goods Vehicles type 2 (**OGV2**), Public Service Vehicles (**PSV**), Motorcycles (**MCL**) and Pedal Cycles (**PCL**).

The turning count data has been converted to PCUs using the values in the table below:

CAR	LGV	OGV1	OGV2	PSV	MCL	PCL
1	1	1.5	2	3	0.3	0.2

If required, these values can be amended in the 'PCU values README' tab in the Excel file, which will automatically update the PCU results.

A detailed description of the vehicles included in each category is included in Appendix A. The results of the classified counts are contained in Appendix B.

Automatic Traffic Counts

Metrocount 5600 series automatic traffic counters, attached to pneumatic tubes, were installed at the following locations:

- Site 1 – Langford Lane, OSGR SP 47773 14913
- Site 2 – The Boulevard, OSGR SP 47667 14945

The counters were installed for a period of 1 week commencing Thursday 3rd November 2022.

The resulting data files have been analysed to produce speed and class data at hourly intervals. Details of the vehicle categories & speed bin classifications are given in Appendix A, and a copy of the data is included in Appendix D.

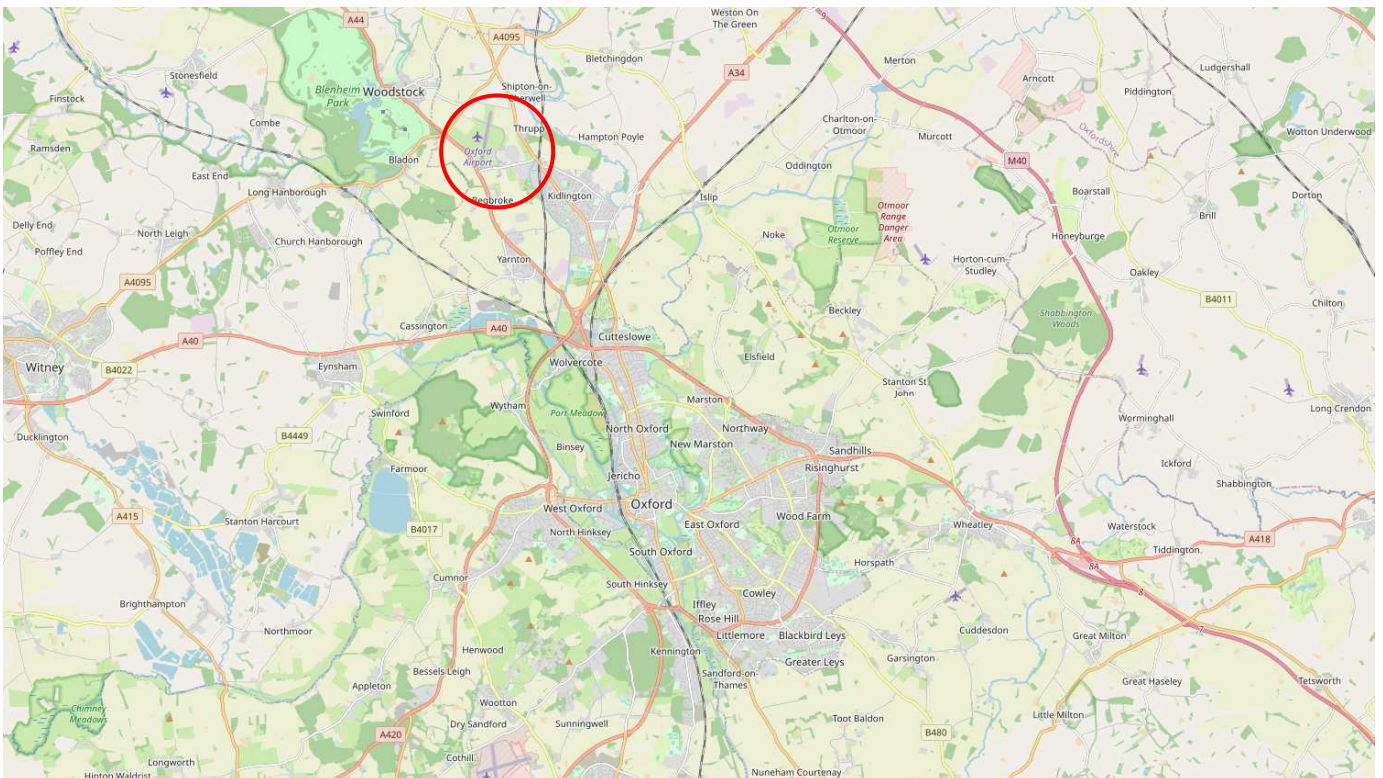
Site Notes

An explanation of the validation checks carried out on the data is included in Appendix E.

The weather remained dry with sunny periods through the day and there were no incidents or accidents likely to have had an effect on the results.

All data has been emailed to Jack.Hamp@tppweb.co.uk

Diagram 1 – General Location Plan



ATC Site 1 Installation Photo




ATC Site 2 Northbound Installation Photo

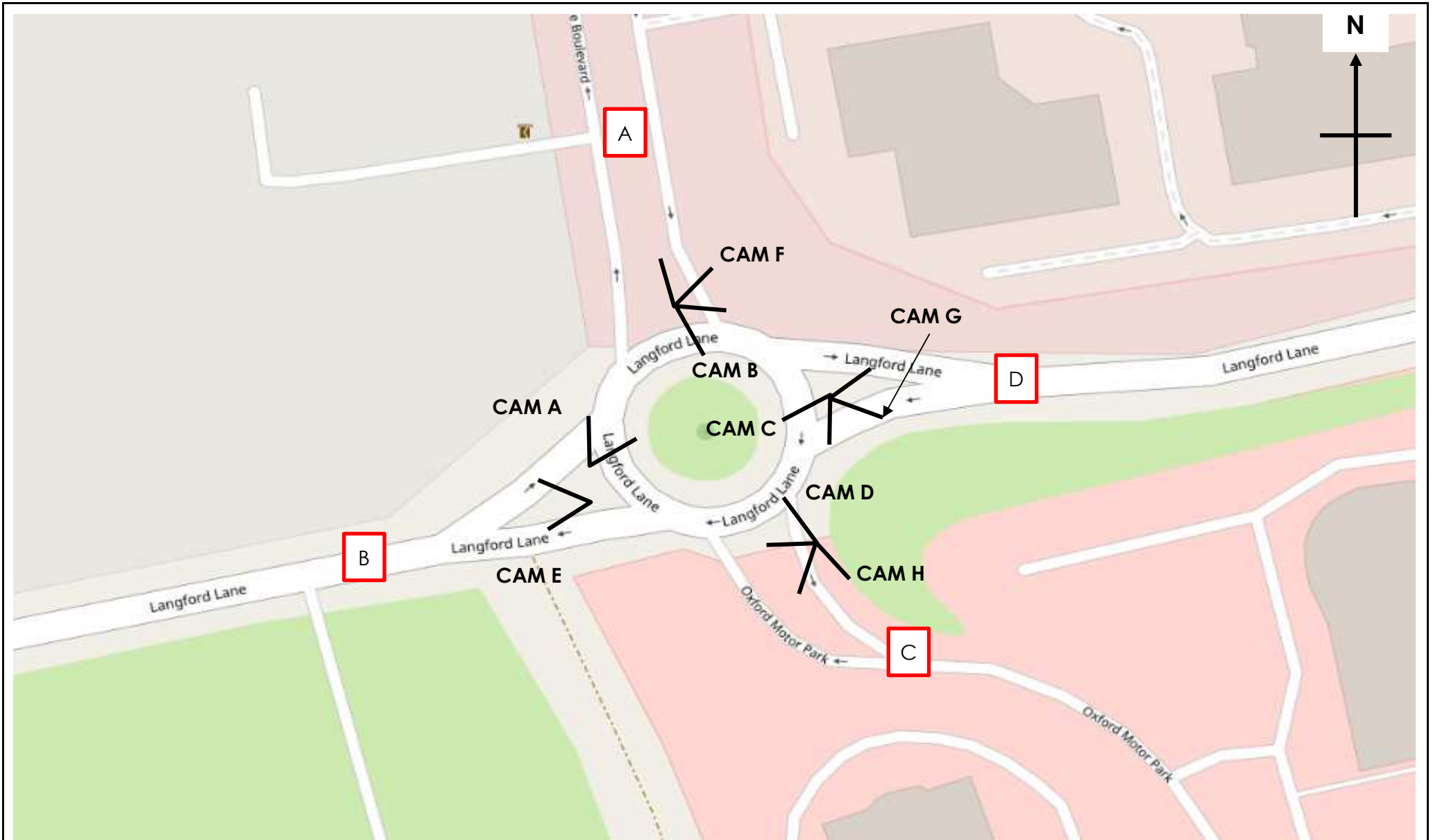



ATC Site 2 Southbound Installation Photo

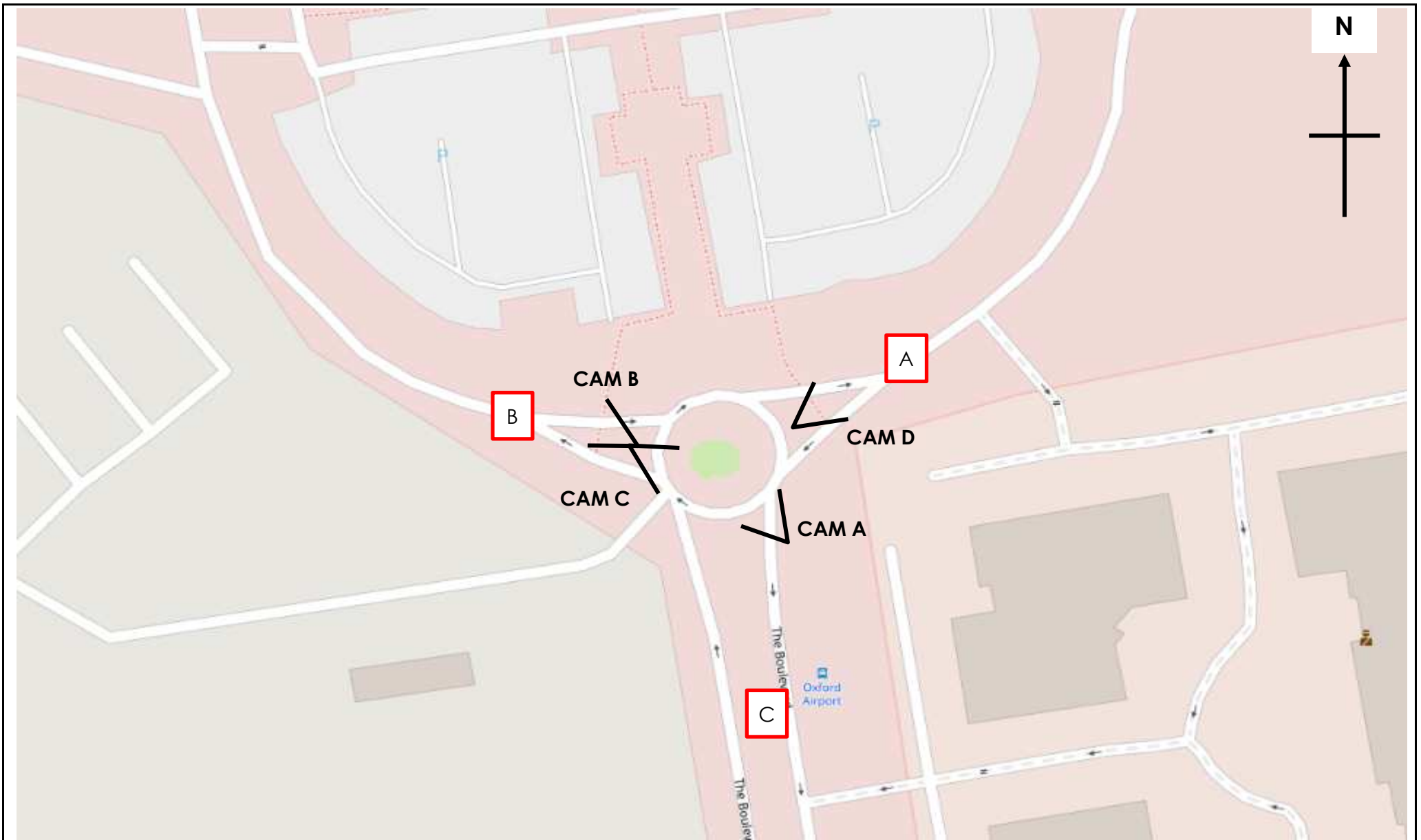





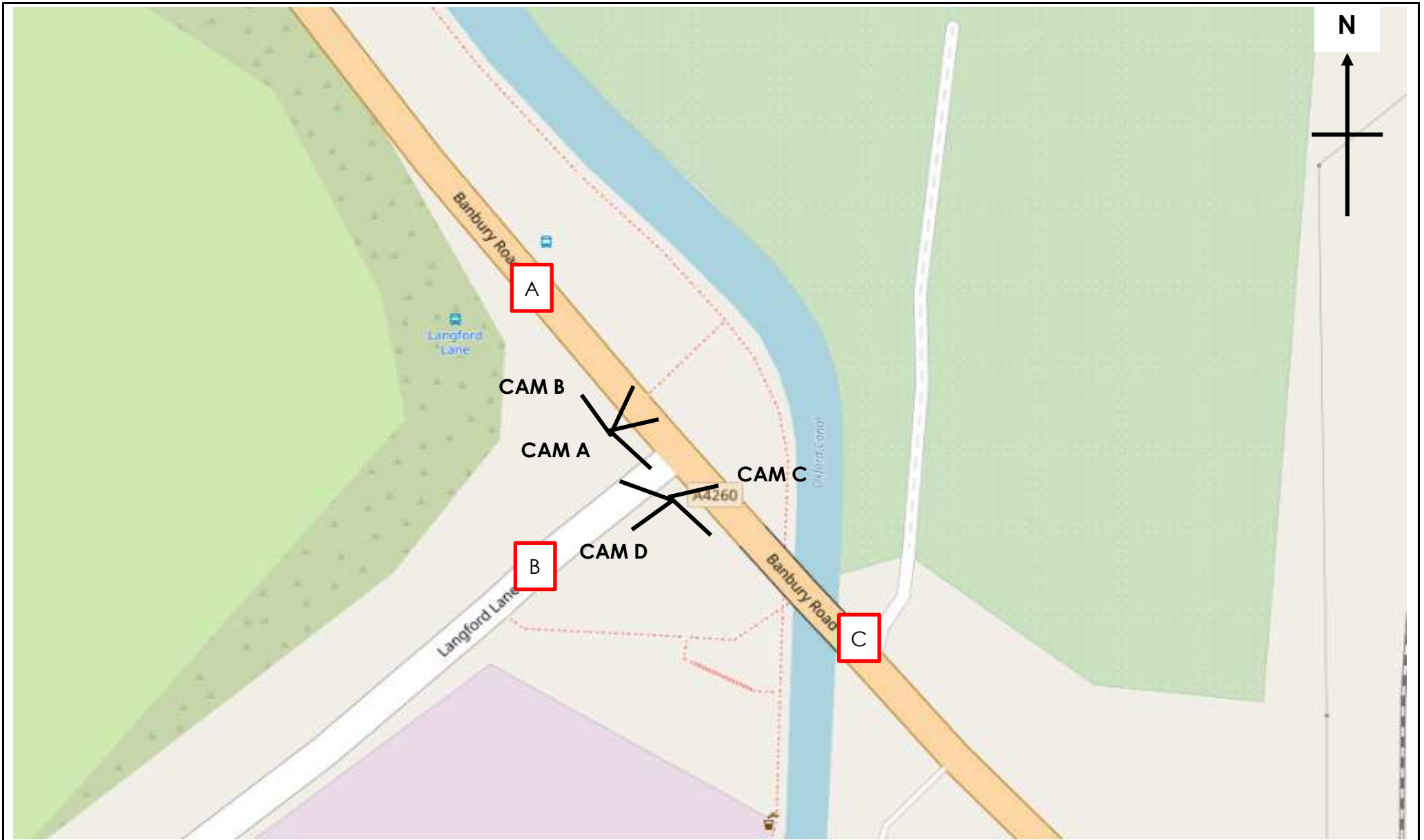
	Site / Location: Site 1, Woodstock Road / Lanford Lane	Project No: 13431	Drawing No: 13431-01	Drawn By: JE
	Survey Date: Thursday 3rd November 2022	Project Name: Oxford Airport		
	Survey Times: 07:00 to 10:00 and 16:00 to 19:00	Drawing Title: Site Layout and Observed Movements		




	Site / Location: Site 2, Langford Lane / The Boulevard / Oxford Motor Park	Project No.: 13431	Drawing No.: 13431-02	Drawn By: JE
	Survey Date: Thursday 3rd November 2022	Project Name: Oxford Airport		
	Survey Times: 07:00 to 10:00 and 16:00 to 19:00	Drawing Title: Site Layout and Observed Movements		




	Site / Location:	Site 3, The Boulevard / Oxford Airport Access	Project No:	13431	Drawing No:	13431-03	Drawn By:	JE
	Survey Date:	Thursday 3rd November 2022	Project Name:	Oxford Airport				
	Survey Times:	07:00 to 10:00 and 16:00 to 19:00	Drawing Title:	Site Layout and Observed Movements				



	Site / Location: Site 4, Langford Lane / Banbury Rd (A4260)	Project No.: 13431	Drawing No.: 13431-04	Drawn By: JE
	Survey Date: Thursday 3rd November 2022	Project Name: Oxford Airport		
	Survey Times: 07:00 to 10:00 and 16:00 to 19:00	Drawing Title: Site Layout and Observed Movements		














	Site / Location: Site 5, Langford Ln / Technology Drive	Project No: 13431	Drawing No: 13431-05	Drawn By: JE
	Survey Date: Thursday 3rd November 2022	Project Name: Oxford Airport		
	Survey Times: 07:00 to 10:00 and 16:00 to 19:00	Drawing Title: Site Layout and Observed Movements		



APPENDIX A Vehicle Categories

ATC VEHICLE CATEGORIES









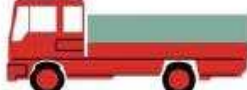







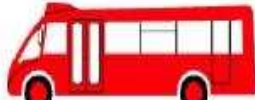
Axles	Groups	Description	Class		Parameters	Dominant Vehicle	Aggregate
2	1 or 2	Very Short - Bicycle or Motorcycle	MC	1	$d(1) < 1.7m$ & axles=2		
2	1 or 2	Short - Sedan, Wagon, 4WD, Utility, Light Van	SV	2	$d(1) \geq 1.7m$, $d(1) \leq 3.2m$ & axles=2		
3, 4 or 5	3	Short Towing - Trailer, Caravan, Boat, etc.	SVT	3	$d(1) \geq 2.1m$, $d(1) \leq 3.2m$, $d(2) \geq 2.1m$ & axles=3,4,5		1 (Light)
2	2	Two axle truck or Bus	TB2	4	$d(1) > 3.2m$ & axles=2		
3	2	Three axle truck or Bus	TB3	5	axles=3 & groups=2		
>3	2	Four axle truck	T4	6	axles>3 & groups=2		2 (Medium)
3	3	Three axle articulated vehicle or Rigid vehicle and trailer	ART3	7	$d(1) > 3.2m$, axles=3 & groups=3		
4	>2	Four axle articulated vehicle or Rigid vehicle and trailer	ART4	8	$d(2) < 2.1m$ or $d(1) < 2.1m$ or $d(1) > 3.2m$ axles = 4 & groups>2		
5	>2	Five axle articulated vehicle or Rigid vehicle and trailer	ART5	9	$d(2) < 2.1m$ or $d(1) < 2.1m$ or $d(1) > 3.2m$ axles=5 & groups>2		
>=6	>2	Six (or more) axle articulated vehicle or Rigid vehicle and trailer	ART6	10	axles=6 & groups>2 or axles>6 & groups=3		
>6	4	B-Double or Heavy truck and trailer	BD	11	groups=4 & axles>6		
>6	>=5	Double or triple road train or Heavy truck and two (or more) trailers	DRT	12	groups>=5 & axles>6		3 (Heavy)

ATC SPEED BINS & DATA HEADINGS

Heading	Description
0 - 5	Speed bin totals 0 - 5 mph
5 - 10	Speed bin totals 5 - 10 mph
10-15	Speed bin totals 10 - 15 mph
15 - 20	Speed bin totals 15 - 20 mph
20 - 25	Speed bin totals 20 - 25 mph
25 - 30	Speed bin totals 25 - 30 mph
30 - 35	Speed bin totals 30 - 35 mph
35 - 40	Speed bin totals 35 - 40 mph
40 - 45	Speed bin totals 40 - 45 mph
45 - 50	Speed bin totals 45 - 50 mph
50 - 55	Speed bin totals 50 - 55 mph
55 - 60	Speed bin totals 55 - 60 mph
60 - 65	Speed bin totals 60 - 65 mph
65 - 70	Speed bin totals 65 - 70 mph
70 - 75	Speed bin totals 70 - 75 mph
75 - 80	Speed bin totals 75 - 80 mph
80 - 85	Speed bin totals 80 - 85 mph
85 - 90	Speed bin totals 85 - 90 mph
90 - 95	Speed bin totals 90 - 95 mph
95 - 100	Speed bin totals 95 - 100 mph
100 - 105	Speed bin totals 100 - 105 mph
105 - 110	Speed bin totals 105 - 110 mph
110 - 115	Speed bin totals 110 - 115 mph
115 - 120	Speed bin totals 115 - 120 mph
120 - 125	Speed bin totals 120 - 125 mph
125 - 130	Speed bin totals 125 - 130 mph
130 - 135	Speed bin totals 130 - 135 mph
135 - 140	Speed bin totals 135 - 140 mph

Heading	Description
>PSL	Greater than the posted speed limit
>PSL%	Greater than the posted speed limit as a percentage
>SL1 ACPO	Greater than ACPO (Association of Chief Police Officers) standard. ACPO is PSL x 10%+2mph
>SL1% ACPO	Greater than ACPO displayed as a percentage
>SL2 Dft	Greater than DFT (Department For Transport) standard. DFT is PSL plus 15mph.
>SL2% Dft	Greater than DFT displayed as a percentage
Mean	Average speed
Vpp 85	85th percentile speed

COBA VEHICLE CATEGORIES

<p>CAR</p>	 SALOON  ESTATE  PEOPLE CARRIER  CAR TOWING CARAVAN / TRAILER
<p>LIGHT GOODS VEHICLE (LGV)</p>	 VAN  <3.5 TONNES – single rear tyres  PICK-UP
<p>OTHER GOODS VEHICLE (OGV1)</p>	 > 3.5 TONNES – twin rear tyres  2-AXLES RIGID  2-AXLES RIGID  3 AXLES-RIGID
<p>OTHER GOODS VEHICLE (OGV2)</p>	 4 OR MORE AXLES RIGID  3-AXLES ARTIC  4 OR MORE AXLES ARTIC  OTHER GOODS VEHICLE WITH TRAILER
<p>BUSES & COACHES (PSV)</p>	 DOUBLE DECK BUS  SINGLE DECK BUS OR COACH

COBA VEHICLE CATEGORIES

Definition of Categories

The various components of traffic have different characteristics in terms of operating costs, growth and occupancy. The most common categories into which the traffic is split in COBA; these are defined as:

Cars (CARS)

Including taxis, estate cars, 'people carriers' and other passenger vehicles (for example, minibuses and camper vans) with a gross vehicle weight of less than 3.5 tonnes, normally ones which can accommodate not more than 15 seats. Three-wheeled cars, motor invalid carriages, Land Rovers, Range Rovers and Jeeps and smaller ambulances are included. Cars towing caravans or trailers are counted as one vehicle unless included as a separate class.

Light Goods Vehicles (LGV)

Includes all goods vehicles up to 3.5 tonnes gross vehicle weight (goods vehicles over 3.5 tonnes have sideguards fitted between axles), including those towing a trailer or caravan. This includes all car delivery vans and those of the next larger carrying capacity such as transit vans. Included here are small pickup vans, three-wheeled goods vehicles, milk floats and pedestrian controlled motor vehicles. Most of this group is delivery vans of one type or another.

Other Goods Vehicles (OGV 1)

Includes all rigid vehicles over 3.5 tonnes gross vehicle weight with two or three axles Includes larger ambulances, tractors (without trailers), road rollers for tarmac pressing, box vans and similar large vans. A two or three axle motor tractive unit without a trailer is also included.

Other Goods Vehicles (OGV 2)

This category includes all rigid vehicles with four or more axles and all articulated vehicles. Also included in this class are OGV1 goods vehicles towing a caravan or trailer.

Buses and Coaches (PSV)

Includes all public service vehicles and works buses with a gross vehicle weight of 3.5 tonnes or more, usually vehicles with more than 16 seats.



APPENDIX B Classified Count Data



SITE: 1

DATE: 03/11/2022

LOCATION: Woodstock Road / Lanford Lane

DAY: Thursday

TIME	A to C							TOT	A to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	42	11	2	0	0	0	0	55	178	35	3	2	1	2	0	221
07:15	66	10	0	1	1	1	0	79	189	25	4	3	2	1	0	224
07:30	60	15	1	0	3	0	0	79	113	18	2	1	1	0	0	135
07:45	85	10	1	0	0	1	0	97	81	14	4	7	1	1	0	108
08:00	99	14	3	0	1	2	0	119	95	18	2	1	1	1	0	118
08:15	97	5	0	0	0	1	0	103	123	9	3	4	1	0	0	140
08:30	75	9	2	0	1	1	0	88	129	12	3	1	2	2	0	149
08:45	89	6	3	0	0	1	0	99	123	18	3	6	0	1	0	151
09:00	54	9	0	0	0	0	0	63	101	9	3	2	0	1	1	117
09:15	74	8	2	0	0	0	0	84	102	9	3	11	0	0	0	125
09:30	59	4	1	1	2	0	0	67	87	11	1	6	1	1	0	107
09:45	50	6	2	0	2	1	0	61	90	10	6	4	1	1	0	112
P/TOT	850	107	17	2	10	8	0	994	1411	188	37	48	11	11	1	1707

TIME	A to C							TOT	A to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	40	10	1	1	1	0	0	53	106	23	1	1	1	0	0	132
16:15	28	10	1	1	1	0	0	41	89	19	2	3	0	0	0	113
16:30	40	12	2	0	2	1	0	57	104	25	0	1	1	1	0	132
16:45	43	10	0	0	0	2	0	55	91	14	1	0	0	0	0	106
17:00	37	2	1	0	1	0	0	41	94	13	0	0	1	0	0	108
17:15	36	8	0	0	0	1	0	45	116	10	0	2	0	0	0	128
17:30	36	4	1	1	0	0	0	42	82	6	0	2	0	0	0	90
17:45	45	2	0	0	0	0	0	47	91	4	0	0	2	0	0	97
18:00	27	0	0	0	1	0	0	28	84	3	0	1	1	0	0	89
18:15	27	2	0	0	0	0	0	29	96	2	0	1	1	1	0	101
18:30	19	3	1	0	1	0	0	24	97	5	1	0	1	0	0	104
18:45	19	0	0	0	0	0	0	19	78	2	0	0	0	0	0	80
P/TOT	397	63	7	3	7	4	0	481	1128	126	5	11	8	2	0	1280



SITE: 1

DATE: 03/11/2022

LOCATION: Woodstock Road / Lanford Lane

DAY: Thursday

TIME	B to A							TOT	B to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	79	23	1	1	0	0	0	104	45	9	0	1	0	1	0	56
07:15	58	37	6	1	1	1	0	104	35	9	0	0	1	0	0	45
07:30	87	28	3	4	0	0	0	122	54	8	2	1	1	0	0	66
07:45	86	26	6	3	0	0	0	121	63	11	3	3	1	1	0	82
08:00	127	20	7	7	2	0	0	163	70	13	2	2	0	0	0	87
08:15	139	12	7	4	0	1	0	163	75	7	2	1	1	1	0	87
08:30	89	19	8	8	0	0	0	124	63	9	2	2	1	0	0	77
08:45	81	14	5	4	0	0	0	104	58	5	2	2	0	0	0	67
09:00	80	15	3	11	0	0	0	109	49	5	1	2	0	0	0	57
09:15	92	18	6	6	4	0	0	126	48	6	2	1	0	0	0	57
09:30	97	18	13	5	0	0	0	133	58	11	0	3	0	0	0	72
09:45	67	18	8	5	1	1	0	100	26	7	1	1	2	1	0	38
P/TOT	1082	248	73	59	8	3	0	1473	644	100	17	19	7	4	0	791

TIME	B to A							TOT	B to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	147	28	0	2	0	0	0	177	32	6	1	1	0	0	0	40
16:15	162	28	2	1	0	0	0	193	30	8	0	1	1	0	0	40
16:30	157	21	2	4	1	1	0	186	32	4	0	0	0	0	0	36
16:45	188	22	3	1	0	2	0	216	29	11	0	0	0	1	0	41
17:00	194	18	0	1	2	0	0	215	36	11	2	1	0	0	0	50
17:15	187	15	2	1	1	0	0	206	31	2	2	1	0	0	0	36
17:30	213	12	3	2	1	0	0	231	25	4	1	0	1	0	0	31
17:45	201	6	1	0	0	1	0	209	22	5	2	0	0	0	0	29
18:00	197	6	0	0	1	0	0	204	18	2	0	0	1	1	0	22
18:15	183	4	1	3	1	0	0	192	10	6	1	0	0	0	0	17
18:30	161	3	0	1	0	0	0	165	7	1	0	0	0	0	0	8
18:45	125	1	0	0	1	0	0	127	17	2	0	0	0	1	0	20
P/TOT	2115	164	14	16	8	4	0	2321	289	62	9	4	3	3	0	370



SITE: 1

DATE: 03/11/2022

LOCATION: Woodstock Road / Lanford Lane

DAY: Thursday

TIME	C to B							TOT	C to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	15	11	0	3	0	1	0	30	14	7	1	0	0	0	0	22
07:15	21	4	0	1	0	0	0	26	20	5	2	1	1	0	0	29
07:30	14	9	4	0	0	0	0	27	22	17	1	3	1	0	0	44
07:45	17	7	2	1	0	0	0	27	26	9	2	1	2	0	0	40
08:00	20	8	0	2	0	0	0	30	28	13	1	0	0	0	0	42
08:15	19	4	0	0	1	0	0	24	38	8	3	0	1	0	0	50
08:30	19	10	2	1	0	0	0	32	33	17	4	0	0	0	0	54
08:45	19	4	1	0	0	0	0	24	28	12	1	0	0	0	0	41
09:00	21	7	5	2	0	0	0	35	42	8	1	1	1	0	0	53
09:15	29	5	0	1	0	0	0	35	30	9	0	1	0	0	0	40
09:30	24	7	1	0	0	0	0	32	32	6	4	0	1	0	0	43
09:45	22	6	3	0	1	0	0	32	22	8	2	1	0	0	0	33
P/TOT	240	82	18	11	2	1	0	354	335	119	22	8	7	0	0	491

TIME	C to B							TOT	C to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	43	7	1	0	0	1	0	52	62	7	0	0	1	0	0	70
16:15	46	5	3	1	0	1	0	56	47	6	0	0	0	1	0	54
16:30	52	5	1	0	0	1	0	59	60	11	0	0	1	1	0	73
16:45	42	10	0	1	0	0	0	53	57	8	0	0	1	0	0	66
17:00	81	6	0	0	0	0	0	87	107	4	0	0	1	2	0	114
17:15	73	2	1	2	0	0	0	78	84	5	0	0	1	3	0	93
17:30	40	0	0	0	0	0	0	40	72	3	0	0	1	0	1	77
17:45	37	1	0	0	0	0	0	38	56	2	0	0	1	0	0	59
18:00	47	0	3	0	0	1	0	51	54	4	1	0	0	0	0	59
18:15	28	0	1	0	0	2	0	31	39	5	0	0	1	0	0	45
18:30	19	1	1	0	0	0	0	21	29	4	0	0	0	0	0	33
18:45	11	0	0	0	0	0	0	11	36	1	1	0	1	0	0	39
P/TOT	519	37	11	4	0	6	0	577	703	60	2	0	9	7	1	782



SITE: 1

DATE: 03/11/2022

LOCATION: Woodstock Road / Lanford Lane

DAY: Thursday

TIME	TO ARM A							TOT	FROM ARM A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	93	30	2	1	0	0	0	126	220	46	5	2	1	2	0	276
07:15	78	42	8	2	2	1	0	133	255	35	4	4	3	2	0	303
07:30	109	45	4	7	1	0	0	166	173	33	3	1	4	0	0	214
07:45	112	35	8	4	2	0	0	161	166	24	5	7	1	2	0	205
08:00	155	33	8	7	2	0	0	205	194	32	5	1	2	3	0	237
08:15	177	20	10	4	1	1	0	213	220	14	3	4	1	1	0	243
08:30	122	36	12	8	0	0	0	178	204	21	5	1	3	3	0	237
08:45	109	26	6	4	0	0	0	145	212	24	6	6	0	2	0	250
09:00	122	23	4	12	1	0	0	162	155	18	3	2	0	1	1	180
09:15	122	27	6	7	4	0	0	166	176	17	5	11	0	0	0	209
09:30	129	24	17	5	1	0	0	176	146	15	2	7	3	1	0	174
09:45	89	26	10	6	1	1	0	133	140	16	8	4	3	2	0	173
P/TOT	1417	367	95	67	15	3	0	1964	2261	295	54	50	21	19	1	2701

TIME	TO ARM A							TOT	FROM ARM A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	209	35	0	2	1	0	0	247	146	33	2	2	2	0	0	185
16:15	209	34	2	1	0	1	0	247	117	29	3	4	1	0	0	154
16:30	217	32	2	4	2	2	0	259	144	37	2	1	3	2	0	189
16:45	245	30	3	1	1	2	0	282	134	24	1	0	0	2	0	161
17:00	301	22	0	1	3	2	0	329	131	15	1	0	2	0	0	149
17:15	271	20	2	1	2	3	0	299	152	18	0	2	0	1	0	173
17:30	285	15	3	2	2	0	1	308	118	10	1	3	0	0	0	132
17:45	257	8	1	0	1	1	0	268	136	6	0	0	2	0	0	144
18:00	251	10	1	0	1	0	0	263	111	3	0	1	2	0	0	117
18:15	222	9	1	3	2	0	0	237	123	4	0	1	1	1	0	130
18:30	190	7	0	1	0	0	0	198	116	8	2	0	2	0	0	128
18:45	161	2	1	0	2	0	0	166	97	2	0	0	0	0	0	99
P/TOT	2818	224	16	16	17	11	1	3103	1525	189	12	14	15	6	0	1761



SITE: 1

DATE: 03/11/2022

LOCATION: Woodstock Road / Lanford Lane

DAY: Thursday

TIME	TO ARM B							TOT	FROM ARM B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	193	46	3	5	1	3	0	251	124	32	1	2	0	1	0	160
07:15	210	29	4	4	2	1	0	250	93	46	6	1	2	1	0	149
07:30	127	27	6	1	1	0	0	162	141	36	5	5	1	0	0	188
07:45	98	21	6	8	1	1	0	135	149	37	9	6	1	1	0	203
08:00	115	26	2	3	1	1	0	148	197	33	9	9	2	0	0	250
08:15	142	13	3	4	2	0	0	164	214	19	9	5	1	2	0	250
08:30	148	22	5	2	2	2	0	181	152	28	10	10	1	0	0	201
08:45	142	22	4	6	0	1	0	175	139	19	7	6	0	0	0	171
09:00	122	16	8	4	0	1	1	152	129	20	4	13	0	0	0	166
09:15	131	14	3	12	0	0	0	160	140	24	8	7	4	0	0	183
09:30	111	18	2	6	1	1	0	139	155	29	13	8	0	0	0	205
09:45	112	16	9	4	2	1	0	144	93	25	9	6	3	2	0	138
P/TOT	1651	270	55	59	13	12	1	2061	1726	348	90	78	15	7	0	2264

TIME	TO ARM B							TOT	FROM ARM B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	149	30	2	1	1	1	0	184	179	34	1	3	0	0	0	217
16:15	135	24	5	4	0	1	0	169	192	36	2	2	1	0	0	233
16:30	156	30	1	1	1	2	0	191	189	25	2	4	1	1	0	222
16:45	133	24	1	1	0	0	0	159	217	33	3	1	0	3	0	257
17:00	175	19	0	0	1	0	0	195	230	29	2	2	2	0	0	265
17:15	189	12	1	4	0	0	0	206	218	17	4	2	1	0	0	242
17:30	122	6	0	2	0	0	0	130	238	16	4	2	2	0	0	262
17:45	128	5	0	0	2	0	0	135	223	11	3	0	0	1	0	238
18:00	131	3	3	1	1	1	0	140	215	8	0	0	2	1	0	226
18:15	124	2	1	1	1	3	0	132	193	10	2	3	1	0	0	209
18:30	116	6	2	0	1	0	0	125	168	4	0	1	0	0	0	173
18:45	89	2	0	0	0	0	0	91	142	3	0	0	1	1	0	147
P/TOT	1647	163	16	15	8	8	0	1857	2404	226	23	20	11	7	0	2691



SITE: 1

DATE: 03/11/2022

LOCATION: Woodstock Road / Lanford Lane

DAY: Thursday

TIME	TO ARM C							TOT	FROM ARM C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	87	20	2	1	0	1	0	111	29	18	1	3	0	1	0	52
07:15	101	19	0	1	2	1	0	124	41	9	2	2	1	0	0	55
07:30	114	23	3	1	4	0	0	145	36	26	5	3	1	0	0	71
07:45	148	21	4	3	1	2	0	179	43	16	4	2	2	0	0	67
08:00	169	27	5	2	1	2	0	206	48	21	1	2	0	0	0	72
08:15	172	12	2	1	1	2	0	190	57	12	3	0	2	0	0	74
08:30	138	18	4	2	2	1	0	165	52	27	6	1	0	0	0	86
08:45	147	11	5	2	0	1	0	166	47	16	2	0	0	0	0	65
09:00	103	14	1	2	0	0	0	120	63	15	6	3	1	0	0	88
09:15	122	14	4	1	0	0	0	141	59	14	0	2	0	0	0	75
09:30	117	15	1	4	2	0	0	139	56	13	5	0	1	0	0	75
09:45	76	13	3	1	4	2	0	99	44	14	5	1	1	0	0	65
P/TOT	1494	207	34	21	17	12	0	1785	575	201	40	19	9	1	0	845

TIME	TO ARM C							TOT	FROM ARM C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	72	16	2	2	1	0	0	93	105	14	1	0	1	1	0	122
16:15	58	18	1	2	2	0	0	81	93	11	3	1	0	2	0	110
16:30	72	16	2	0	2	1	0	93	112	16	1	0	1	2	0	132
16:45	72	21	0	0	0	3	0	96	99	18	0	1	1	0	0	119
17:00	73	13	3	1	1	0	0	91	188	10	0	0	1	2	0	201
17:15	67	10	2	1	0	1	0	81	157	7	1	2	1	3	0	171
17:30	61	8	2	1	1	0	0	73	112	3	0	0	1	0	1	117
17:45	67	7	2	0	0	0	0	76	93	3	0	0	1	0	0	97
18:00	45	2	0	0	2	1	0	50	101	4	4	0	0	1	0	110
18:15	37	8	1	0	0	0	0	46	67	5	1	0	1	2	0	76
18:30	26	4	1	0	1	0	0	32	48	5	1	0	0	0	0	54
18:45	36	2	0	0	0	1	0	39	47	1	1	0	1	0	0	50
P/TOT	686	125	16	7	10	7	0	851	1222	97	13	4	9	13	1	1359



**13431 / OXFORD AIRPORT
NOVEMBER 2022
CLASSIFIED TURNING COUNT**

SITE: 1

DATE: 03/11/2022

LOCATION: Woodstock Road / Lanford Lane

DAY: Thursday

TIME	JUNCTION TOTAL							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	373	96	7	7	1	4	0	488
07:15	389	90	12	7	6	3	0	507
07:30	350	95	13	9	6	0	0	473
07:45	358	77	18	15	4	3	0	475
08:00	439	86	15	12	4	3	0	559
08:15	491	45	15	9	4	3	0	567
08:30	408	76	21	12	4	3	0	524
08:45	398	59	15	12	0	2	0	486
09:00	347	53	13	18	1	1	1	434
09:15	375	55	13	20	4	0	0	467
09:30	357	57	20	15	4	1	0	454
09:45	277	55	22	11	7	4	0	376
P/TOT	4562	844	184	147	45	27	1	5810

PEAK HOUR CALCULATION	
07:00 to 08:00	1943
07:15 to 08:15	2014
07:30 to 08:30	2074
07:45 to 08:45	2125
08:00 to 09:00	2136
08:15 to 09:15	2011
08:30 to 09:30	1911
08:45 to 09:45	1841
09:00 to 10:00	1731
PEAK VALUE	2136

TIME	JUNCTION TOTAL							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	430	81	4	5	3	1	0	524
16:15	402	76	8	7	2	2	0	497
16:30	445	78	5	5	5	5	0	543
16:45	450	75	4	2	1	5	0	537
17:00	549	54	3	2	5	2	0	615
17:15	527	42	5	6	2	4	0	586
17:30	468	29	5	5	3	0	1	511
17:45	452	20	3	0	3	1	0	479
18:00	427	15	4	1	4	2	0	453
18:15	383	19	3	4	3	3	0	415
18:30	332	17	3	1	2	0	0	355
18:45	286	6	1	0	2	1	0	296
P/TOT	5151	512	48	38	35	26	1	5811

PEAK HOUR CALCULATION	
16:00 to 17:00	2101
16:15 to 17:15	2192
16:30 to 17:30	2281
16:45 to 17:45	2249
17:00 to 18:00	2191
17:15 to 18:15	2029
17:30 to 18:30	1858
17:45 to 18:45	1702
18:00 to 19:00	1519
PEAK VALUE	2281



SITE: 2

DATE: 03/11/2022

LOCATION: Langford Lane / The Boulevard / Oxford Motor Park

DAY: Thursday

TIME	A to D							TOT	A to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	8	1	0	0	1	0	0	10	0	0	0	0	0	0	0	0
07:15	6	3	1	0	0	0	0	10	0	0	0	0	0	0	0	0
07:30	5	3	4	0	0	0	0	12	1	1	0	0	0	0	0	2
07:45	7	3	1	0	0	0	1	12	0	0	0	0	0	0	0	0
08:00	7	5	3	0	1	0	0	16	0	0	0	0	0	0	0	0
08:15	10	4	0	0	1	0	0	15	0	0	0	0	0	0	0	0
08:30	12	0	1	0	0	0	0	13	0	0	0	0	0	0	0	0
08:45	12	4	0	2	1	0	1	20	0	0	1	0	0	0	0	1
09:00	10	3	0	1	0	0	0	14	0	0	0	0	0	0	0	0
09:15	7	5	0	0	0	1	0	13	0	1	0	0	0	0	0	1
09:30	6	2	0	0	0	0	0	8	1	0	1	0	0	0	0	2
09:45	9	1	1	0	0	0	0	11	0	0	0	0	0	0	0	0
P/TOT	99	34	11	3	4	1	2	154	2	2	2	0	0	0	0	6

TIME	A to D							TOT	A to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	59	2	3	0	0	0	0	64	1	0	0	0	0	0	0	1
16:15	41	4	0	0	1	0	1	47	1	0	0	0	0	0	0	1
16:30	37	3	0	0	0	0	0	40	0	0	0	0	0	0	0	0
16:45	26	6	1	0	1	0	0	34	0	0	0	0	0	0	0	0
17:00	83	3	0	0	1	0	1	88	0	0	0	0	0	0	0	0
17:15	31	0	2	0	0	0	0	33	1	0	0	0	0	0	0	1
17:30	33	1	0	0	0	0	0	34	0	0	0	0	0	0	0	0
17:45	29	2	0	0	1	0	1	33	0	0	0	0	0	0	0	0
18:00	26	0	0	0	0	0	1	27	0	0	0	0	0	0	0	0
18:15	13	0	0	0	1	0	0	14	0	0	0	0	0	0	0	0
18:30	8	1	0	0	1	0	0	10	0	0	0	0	0	0	0	0
18:45	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0
P/TOT	394	22	6	0	6	0	4	432	3	0	0	0	0	0	0	3



SITE: 2

DATE: 03/11/2022

LOCATION: Langford Lane / The Boulevard / Oxford Motor Park

DAY: Thursday

TIME	A to B								TOT	A to A								TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	CAR		LGV	OGV1	OGV2	PSV	MCL	PCL			
07:00	7	4	0	2	0	0	0	13	0	1	0	0	0	0	0	1		
07:15	6	3	1	1	1	0	0	12	0	0	0	0	0	0	0	0		
07:30	3	4	3	2	0	0	0	12	0	0	0	0	0	0	0	0		
07:45	3	1	2	1	1	0	0	8	0	0	0	0	0	0	0	0		
08:00	6	5	0	0	0	0	0	11	2	0	0	0	0	0	0	2		
08:15	7	2	0	1	1	0	0	11	0	0	0	0	0	0	0	0		
08:30	2	8	0	0	0	0	0	10	0	0	0	0	0	0	0	0		
08:45	4	1	0	0	0	0	0	5	4	0	0	0	0	0	0	4		
09:00	8	3	0	0	1	0	0	12	0	0	0	0	0	0	0	0		
09:15	9	0	1	0	0	0	0	10	0	0	1	0	0	0	0	1		
09:30	8	2	0	0	1	0	0	11	0	0	0	0	0	0	0	0		
09:45	5	3	1	0	0	0	0	9	1	0	0	0	0	0	0	1		
P/TOT	68	36	8	7	5	0	0	124	7	1	1	0	0	0	0	9		

TIME	A to B								TOT	A to A								TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	CAR		LGV	OGV1	OGV2	PSV	MCL	PCL			
16:00	28	3	1	0	1	0	0	33	0	0	0	0	0	0	0	0		
16:15	32	1	1	0	0	1	0	35	0	1	0	0	0	0	0	1		
16:30	23	0	0	0	0	0	0	23	1	0	0	0	0	0	0	1		
16:45	24	6	0	0	1	0	0	31	1	0	0	0	0	0	0	1		
17:00	77	3	0	0	0	0	1	81	1	0	0	0	0	0	0	1		
17:15	29	5	0	2	1	1	0	38	0	1	0	0	0	0	0	1		
17:30	22	3	0	0	0	0	2	27	2	0	0	0	0	0	0	2		
17:45	25	0	0	0	1	0	0	26	0	0	0	0	0	0	0	0		
18:00	22	3	1	0	1	0	0	27	1	0	0	0	0	0	0	1		
18:15	18	2	0	0	0	0	1	21	0	0	0	0	0	0	0	0		
18:30	9	1	0	0	0	0	0	10	0	0	0	0	0	0	0	0		
18:45	4	1	0	0	1	0	0	6	0	0	0	0	0	0	0	0		
P/TOT	313	28	3	2	6	2	4	358	6	2	0	0	0	0	0	8		



SITE: 2

DATE: 03/11/2022

LOCATION: Langford Lane / The Boulevard / Oxford Motor Park

DAY: Thursday

TIME	B to A							TOT	B to D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	27	5	0	0	0	1	0	33	50	11	2	1	1	0	0	65
07:15	22	9	0	0	0	0	0	31	65	13	1	1	2	1	0	83
07:30	41	6	1	0	0	0	0	48	61	17	0	1	4	0	0	83
07:45	48	3	0	0	0	2	0	53	90	18	3	1	1	2	1	116
08:00	53	7	0	0	2	0	0	62	99	18	5	3	0	1	0	126
08:15	61	0	0	0	0	0	1	62	89	14	1	0	1	1	0	106
08:30	52	4	1	1	1	0	1	60	78	17	3	0	1	1	1	101
08:45	31	0	0	0	0	0	0	31	108	9	5	0	0	1	1	124
09:00	22	4	0	0	0	0	0	26	76	17	1	2	0	0	0	96
09:15	22	1	2	0	0	0	0	25	84	15	2	1	0	0	0	102
09:30	27	1	0	0	0	0	0	28	70	10	1	1	2	0	0	84
09:45	13	0	0	0	0	0	0	13	61	11	2	2	3	2	0	81
P/TOT	419	40	4	1	3	3	2	472	931	170	26	13	15	9	3	1167

TIME	B to A							TOT	B to D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	6	3	0	0	0	0	0	9	56	14	4	2	0	0	1	77
16:15	7	1	0	2	0	0	0	10	55	17	1	0	2	0	0	75
16:30	11	0	1	0	0	0	0	12	65	14	0	0	0	1	1	81
16:45	9	3	0	0	1	0	0	13	70	18	1	0	0	1	0	90
17:00	3	3	0	0	1	0	1	8	68	12	1	1	0	1	0	83
17:15	6	1	2	0	0	0	0	9	56	9	2	0	0	1	0	68
17:30	4	1	1	0	0	0	0	6	55	5	0	2	1	0	0	63
17:45	8	1	1	0	1	0	0	11	66	8	1	0	0	0	1	76
18:00	4	0	0	0	1	0	0	5	41	1	0	0	1	1	0	44
18:15	4	1	0	0	0	0	0	5	30	8	1	0	0	0	0	39
18:30	5	4	0	0	1	0	0	10	20	3	1	0	0	0	0	24
18:45	4	1	0	0	0	0	0	5	32	2	0	0	0	1	0	35
P/TOT	71	19	5	2	5	0	1	103	614	111	12	5	4	6	3	755



SITE: 2

DATE: 03/11/2022

LOCATION: Langford Lane / The Boulevard / Oxford Motor Park

DAY: Thursday

TIME	B to C							TOT	B to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
07:15	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
07:30	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0
07:45	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0
08:00	15	0	0	0	0	0	0	15	0	0	0	0	0	0	0	0
08:15	12	1	2	1	0	1	0	17	0	0	0	0	0	0	0	0
08:30	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0
08:45	8	0	0	1	0	0	0	9	0	0	0	0	0	0	0	0
09:00	6	1	0	0	0	0	0	7	0	0	0	0	0	0	0	0
09:15	13	1	0	0	0	0	0	14	0	0	0	0	0	0	0	0
09:30	11	3	0	0	0	0	0	14	0	0	0	0	0	0	0	0
09:45	8	1	1	0	0	0	0	10	0	0	0	0	0	0	0	0
P/TOT	105	7	3	2	0	1	0	118	0	0	0	0	0	0	0	0

TIME	B to C							TOT	B to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	8	0	0	0	0	0	0	8	0	1	0	0	0	0	0	1
16:15	8	0	0	0	0	0	0	8	0	1	0	0	0	0	0	1
16:30	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0
16:45	6	1	0	0	0	0	0	7	0	0	0	0	0	0	0	0
17:00	5	0	1	0	0	0	0	6	0	0	0	0	0	0	0	0
17:15	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
17:30	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
17:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	42	1	1	0	0	0	0	44	0	4	0	0	0	0	0	4



SITE: 2

DATE: 03/11/2022

LOCATION: Langford Lane / The Boulevard / Oxford Motor Park

DAY: Thursday

TIME	C to B							TOT	C to A							TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
07:30	1	1	0	0	0	0	0	2	2	1	0	0	0	0	0	0	1
07:45	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0
08:00	5	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0
08:15	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0
08:30	4	1	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0
08:45	4	0	1	0	0	0	0	5	5	0	0	0	0	0	0	0	0
09:00	6	2	1	1	0	0	0	10	10	1	0	0	0	0	0	0	1
09:15	6	3	0	1	0	0	1	11	11	1	1	0	0	0	0	0	2
09:30	9	2	0	0	0	0	0	11	11	0	1	0	0	0	0	0	1
09:45	6	2	0	0	0	0	0	8	8	0	0	0	0	0	0	0	0
P/TOT	45	11	2	2	0	0	1	61	61	4	2	0	0	0	0	0	6

TIME	C to B							TOT	C to A							TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
16:00	5	0	1	0	0	0	0	6	6	1	0	0	0	0	0	0	1
16:15	8	0	0	0	0	0	0	8	8	1	1	0	0	0	0	0	2
16:30	8	1	0	0	0	0	0	9	9	0	0	0	0	0	0	0	0
16:45	12	1	0	0	0	0	0	13	13	1	0	0	0	0	0	0	1
17:00	10	0	0	0	0	2	0	12	12	0	0	0	0	0	0	0	0
17:15	10	0	0	0	0	0	0	10	10	0	0	0	0	0	0	0	0
17:30	10	0	0	0	0	0	0	10	10	0	0	0	0	0	0	0	0
17:45	4	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0
18:00	14	0	1	0	0	0	0	15	15	1	0	0	0	0	0	0	1
18:15	6	0	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0
18:30	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
18:45	4	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0
P/TOT	92	2	2	0	0	2	0	98	98	4	1	0	0	0	0	0	5



SITE: 2

DATE: 03/11/2022

LOCATION: Langford Lane / The Boulevard / Oxford Motor Park

DAY: Thursday

TIME	C to D								TOT	C to C								TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:15	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:45	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	
08:00	5	1	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	
08:15	6	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	
08:30	7	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	
08:45	3	1	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0	
09:00	5	0	0	0	0	0	0	0	5	1	0	0	0	0	0	0	1	
09:15	7	1	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	
09:30	9	1	1	0	0	0	0	0	11	0	0	0	0	0	0	0	0	
09:45	4	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1	
P/TOT	48	4	2	0	0	0	0	0	54	2	0	0	0	0	0	0	2	

TIME	C to D								TOT	C to C								TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	
16:00	5	1	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	
16:15	7	3	0	0	0	1	0	0	11	0	0	0	0	0	0	0	0	
16:30	11	1	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0	
16:45	6	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	
17:00	16	1	0	0	0	0	0	0	17	0	0	0	0	0	0	0	0	
17:15	9	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	
17:30	9	0	0	0	0	0	0	0	9	1	0	0	0	0	0	0	1	
17:45	7	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	
18:00	18	0	0	0	0	0	0	0	18	0	0	0	0	0	0	0	0	
18:15	3	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	
18:30	4	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	
18:45	3	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	
P/TOT	98	6	0	0	0	1	0	0	105	1	0	0	0	0	0	0	1	



SITE: 2

DATE: 03/11/2022

LOCATION: Langford Lane / The Boulevard / Oxford Motor Park

DAY: Thursday

TIME	D to C								TOT	D to B								TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	CAR		LGV	OGV1	OGV2	PSV	MCL	PCL			
07:00	3	0	0	0	0	0	0	3	20	18	2	4	0	1	0	45		
07:15	6	1	0	0	0	0	0	7	44	11	1	0	0	0	0	56		
07:30	6	2	0	0	0	0	0	8	33	20	2	0	1	0	0	56		
07:45	10	2	0	0	0	0	1	13	55	19	1	1	1	0	0	77		
08:00	9	1	0	1	0	0	0	11	47	20	1	2	0	0	0	70		
08:15	26	1	1	0	0	2	0	30	50	14	3	0	1	0	0	68		
08:30	18	2	0	0	0	0	0	20	41	20	5	0	0	0	0	66		
08:45	17	1	0	0	0	0	0	18	38	14	1	0	0	0	1	54		
09:00	13	4	0	0	0	0	1	18	54	13	4	2	0	0	1	74		
09:15	6	2	0	0	0	0	0	8	51	8	0	1	0	0	0	60		
09:30	9	4	0	0	0	0	0	13	40	16	4	0	0	0	0	60		
09:45	8	1	0	0	0	0	0	9	29	6	4	0	1	0	0	40		
P/TOT	131	21	1	1	0	2	2	158	502	179	28	10	4	1	2	726		

TIME	D to C								TOT	D to B								TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	CAR		LGV	OGV1	OGV2	PSV	MCL	PCL			
16:00	4	1	1	0	0	0	0	6	66	10	0	1	0	1	0	78		
16:15	3	2	0	0	0	0	0	5	63	12	1	0	0	1	0	77		
16:30	8	1	0	0	0	0	0	9	77	14	1	1	1	2	0	96		
16:45	6	0	0	0	0	0	0	6	61	15	0	0	0	0	1	77		
17:00	4	0	0	0	0	0	0	4	114	11	0	0	1	1	0	127		
17:15	4	0	0	0	0	0	0	4	98	7	0	1	0	2	1	109		
17:30	6	0	0	0	0	0	0	6	79	4	0	0	1	0	0	84		
17:45	4	0	0	0	0	0	0	4	66	3	0	0	0	0	0	69		
18:00	3	0	0	0	0	0	0	3	56	4	3	0	0	1	0	64		
18:15	3	0	0	0	0	0	0	3	42	4	1	0	0	2	0	49		
18:30	1	0	0	0	0	0	0	1	31	8	2	0	0	0	0	41		
18:45	0	0	0	0	0	0	0	0	35	2	0	0	0	0	0	37		
P/TOT	46	4	1	0	0	0	0	51	788	94	8	3	3	10	2	908		



SITE: 2

DATE: 03/11/2022

LOCATION: Langford Lane / The Boulevard / Oxford Motor Park

DAY: Thursday

TIME	D to A							TOT	D to D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	31	2	2	0	2	0	0	37	0	0	0	0	0	0	0	0
07:15	32	7	1	0	0	0	0	40	0	0	0	0	0	0	0	0
07:30	31	4	1	0	0	0	0	36	0	0	0	0	0	0	0	0
07:45	53	1	0	0	1	0	0	55	0	1	0	0	0	0	0	1
08:00	50	2	0	0	0	0	0	52	1	0	0	0	0	3	0	4
08:15	50	4	0	0	1	0	0	55	0	0	1	0	0	0	0	1
08:30	44	3	1	1	0	0	2	51	0	0	0	0	0	0	0	0
08:45	31	3	1	1	0	0	0	36	1	1	0	0	0	0	0	2
09:00	21	2	0	0	1	0	0	24	1	1	0	0	0	0	0	2
09:15	27	4	0	0	0	0	1	32	0	0	1	0	0	0	0	1
09:30	25	0	1	0	1	1	0	28	0	0	0	1	0	0	0	1
09:45	20	4	1	0	0	0	0	25	0	1	1	0	0	0	0	2
P/TOT	415	36	8	2	6	1	3	471	3	4	3	1	0	3	0	14

TIME	D to A							TOT	D to D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	6	1	1	0	1	0	0	9	1	0	0	0	0	0	0	1
16:15	5	3	0	0	0	0	0	8	3	0	0	0	0	0	0	3
16:30	6	1	0	0	0	0	0	7	1	0	0	0	0	0	0	1
16:45	6	2	0	0	1	0	0	9	2	0	0	0	0	0	0	2
17:00	13	0	1	0	0	0	0	14	1	0	0	0	0	0	0	1
17:15	4	2	0	0	2	0	0	8	0	0	0	0	0	0	0	0
17:30	1	1	1	0	1	0	0	4	2	0	0	0	0	0	0	2
17:45	7	2	2	1	0	0	1	13	0	0	0	0	0	0	0	0
18:00	2	0	0	0	1	0	0	3	0	1	0	0	0	0	0	1
18:15	2	2	0	0	0	0	0	4	0	0	0	0	0	0	0	0
18:30	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
18:45	1	3	0	0	1	0	0	5	0	1	0	0	0	0	0	1
P/TOT	58	17	5	1	7	0	1	89	10	2	0	0	0	0	0	12



SITE: 2

DATE: 03/11/2022

LOCATION: Langford Lane / The Boulevard / Oxford Motor Park

DAY: Thursday

TIME	TO ARM A								TOT	FROM ARM A								TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	CAR		LGV	OGV1	OGV2	PSV	MCL	PCL			
07:00	58	8	2	0	2	1	0	71	15	6	0	2	1	0	0	24		
07:15	55	16	1	0	0	0	0	72	12	6	2	1	1	0	0	22		
07:30	73	10	2	0	0	0	0	85	9	8	7	2	0	0	0	26		
07:45	101	4	0	0	1	2	0	108	10	4	3	1	1	0	1	20		
08:00	105	9	0	0	2	0	0	116	15	10	3	0	1	0	0	29		
08:15	111	4	0	0	1	0	1	117	17	6	0	1	2	0	0	26		
08:30	96	7	2	2	1	0	3	111	14	8	1	0	0	0	0	23		
08:45	66	3	1	1	0	0	0	71	20	5	1	2	1	0	1	30		
09:00	44	6	0	0	1	0	0	51	18	6	0	1	1	0	0	26		
09:15	50	6	3	0	0	0	1	60	16	6	2	0	0	1	0	25		
09:30	52	2	1	0	1	1	0	57	15	4	1	0	1	0	0	21		
09:45	34	4	1	0	0	0	0	39	15	4	2	0	0	0	0	21		
P/TOT	845	79	13	3	9	4	5	958	176	73	22	10	9	1	2	293		

TIME	TO ARM A								TOT	FROM ARM A								TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	CAR		LGV	OGV1	OGV2	PSV	MCL	PCL			
16:00	13	4	1	0	1	0	0	19	88	5	4	0	1	0	0	98		
16:15	13	6	0	2	0	0	0	21	74	6	1	0	1	1	1	84		
16:30	18	1	1	0	0	0	0	20	61	3	0	0	0	0	0	64		
16:45	17	5	0	0	2	0	0	24	51	12	1	0	2	0	0	66		
17:00	17	3	1	0	1	0	1	23	161	6	0	0	1	0	2	170		
17:15	10	4	2	0	2	0	0	18	61	6	2	2	1	1	0	73		
17:30	7	2	2	0	1	0	0	12	57	4	0	0	0	0	2	63		
17:45	15	3	3	1	1	0	1	24	54	2	0	0	2	0	1	59		
18:00	8	0	0	0	2	0	0	10	49	3	1	0	1	0	1	55		
18:15	6	3	0	0	0	0	0	9	31	2	0	0	1	0	1	35		
18:30	10	4	0	0	1	0	0	15	17	2	0	0	1	0	0	20		
18:45	5	4	0	0	1	0	0	10	12	1	0	0	1	0	0	14		
P/TOT	139	39	10	3	12	0	2	205	716	52	9	2	12	2	8	801		



SITE: 2

DATE: 03/11/2022

LOCATION: Langford Lane / The Boulevard / Oxford Motor Park

DAY: Thursday

TIME	TO ARM B								TOT	FROM ARM B								TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	CAR		LGV	OGV1	OGV2	PSV	MCL	PCL			
07:00	27	22	2	6	0	1	0	58	78	16	2	1	1	1	0	99		
07:15	50	14	2	1	1	0	0	68	91	22	1	1	2	1	0	118		
07:30	37	25	5	2	1	0	0	70	111	23	1	1	4	0	0	140		
07:45	60	20	3	2	2	0	0	87	147	21	3	1	1	4	1	178		
08:00	58	25	1	2	0	0	0	86	167	25	5	3	2	1	0	203		
08:15	59	16	3	1	2	0	0	81	162	15	3	1	1	2	1	185		
08:30	47	29	5	0	0	0	0	81	139	21	4	1	2	1	2	170		
08:45	46	15	2	0	0	0	1	64	147	9	5	1	0	1	1	164		
09:00	68	18	5	3	1	0	1	96	104	22	1	2	0	0	0	129		
09:15	66	11	1	2	0	0	1	81	119	17	4	1	0	0	0	141		
09:30	57	20	4	0	1	0	0	82	108	14	1	1	2	0	0	126		
09:45	40	11	5	0	1	0	0	57	82	12	3	2	3	2	0	104		
P/TOT	615	226	38	19	9	1	3	911	1455	217	33	16	18	13	5	1757		

TIME	TO ARM B								TOT	FROM ARM B								TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	CAR		LGV	OGV1	OGV2	PSV	MCL	PCL			
16:00	99	14	2	1	1	1	0	118	70	18	4	2	0	0	1	95		
16:15	103	14	2	0	0	2	0	121	70	19	1	2	2	0	0	94		
16:30	108	15	1	1	1	2	0	128	83	14	1	0	0	1	1	100		
16:45	97	22	0	0	1	0	1	121	85	22	1	0	1	1	0	110		
17:00	201	14	0	0	1	3	1	220	76	15	2	1	1	1	1	97		
17:15	137	12	0	3	1	3	1	157	65	10	4	0	0	1	0	80		
17:30	111	7	0	0	1	0	2	121	62	6	1	2	1	0	0	72		
17:45	95	3	0	0	1	0	0	99	76	9	2	0	1	0	1	89		
18:00	92	9	5	0	1	1	0	108	45	3	0	0	2	1	0	51		
18:15	66	6	1	0	0	2	1	76	34	9	1	0	0	0	0	44		
18:30	41	9	2	0	0	0	0	52	25	7	1	0	1	0	0	34		
18:45	43	3	0	0	1	0	0	47	36	3	0	0	0	1	0	40		
P/TOT	1193	128	13	5	9	14	6	1368	727	135	18	7	9	6	4	906		



SITE: 2

DATE: 03/11/2022

LOCATION: Langford Lane / The Boulevard / Oxford Motor Park

DAY: Thursday

TIME	TO ARM C							TOT	FROM ARM C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
07:15	10	1	0	0	0	0	0	11	2	0	0	0	0	0	0	2
07:30	16	3	0	0	0	0	0	19	2	1	0	0	0	0	0	3
07:45	19	2	0	0	0	0	1	22	3	0	0	0	0	0	0	3
08:00	24	1	0	1	0	0	0	26	10	1	0	0	0	0	0	11
08:15	38	2	3	1	0	3	0	47	8	0	0	0	0	0	0	8
08:30	27	2	0	0	0	0	0	29	11	1	0	0	0	0	0	12
08:45	25	1	1	1	0	0	0	28	7	1	2	0	0	0	0	10
09:00	20	5	0	0	0	0	1	26	13	2	1	1	0	0	0	17
09:15	19	4	0	0	0	0	0	23	14	5	0	1	0	0	1	21
09:30	21	7	1	0	0	0	0	29	18	4	1	0	0	0	0	23
09:45	17	2	1	0	0	0	0	20	11	2	0	0	0	0	0	13
P/TOT	240	30	6	3	0	3	2	284	99	17	4	2	0	0	1	123

TIME	TO ARM C							TOT	FROM ARM C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	13	1	1	0	0	0	0	15	11	1	1	0	0	0	0	13
16:15	12	2	0	0	0	0	0	14	16	4	0	0	0	1	0	21
16:30	15	1	0	0	0	0	0	16	19	2	0	0	0	0	0	21
16:45	12	1	0	0	0	0	0	13	19	1	0	0	0	0	0	20
17:00	9	0	1	0	0	0	0	10	26	1	0	0	0	2	0	29
17:15	8	0	0	0	0	0	0	8	19	0	0	0	0	0	0	19
17:30	10	0	0	0	0	0	0	10	20	0	0	0	0	0	0	20
17:45	6	0	0	0	0	0	0	6	11	0	0	0	0	0	0	11
18:00	3	0	0	0	0	0	0	3	33	0	1	0	0	0	0	34
18:15	3	0	0	0	0	0	0	3	9	0	0	0	0	0	0	9
18:30	1	0	0	0	0	0	0	1	5	0	0	0	0	0	0	5
18:45	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7
P/TOT	92	5	2	0	0	0	0	99	195	9	2	0	0	3	0	209



SITE: 2

DATE: 03/11/2022

LOCATION: Langford Lane / The Boulevard / Oxford Motor Park

DAY: Thursday

TIME	TO ARM D							TOT	FROM ARM D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	58	12	2	1	2	0	0	75	54	20	4	4	2	1	0	85
07:15	72	16	2	1	2	1	0	94	82	19	2	0	0	0	0	103
07:30	66	20	4	1	4	0	0	95	70	26	3	0	1	0	0	100
07:45	98	22	4	1	1	2	2	130	118	23	1	1	2	0	1	146
08:00	112	24	8	3	1	4	0	152	107	23	1	3	0	3	0	137
08:15	105	18	2	0	2	1	0	128	126	19	5	0	2	2	0	154
08:30	97	17	4	0	1	1	1	121	103	25	6	1	0	0	2	137
08:45	124	15	6	2	1	1	2	151	87	19	2	1	0	0	1	110
09:00	92	21	1	3	0	0	0	117	89	20	4	2	1	0	2	118
09:15	98	21	3	1	0	1	0	124	84	14	1	1	0	0	1	101
09:30	85	13	2	2	2	0	0	104	74	20	5	1	1	1	0	102
09:45	74	13	4	2	3	2	0	98	57	12	6	0	1	0	0	76
P/TOT	1081	212	42	17	19	13	5	1389	1051	240	40	14	10	7	7	1369

TIME	TO ARM D							TOT	FROM ARM D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	121	17	7	2	0	0	1	148	77	12	2	1	1	1	0	94
16:15	106	24	1	0	3	1	1	136	74	17	1	0	0	1	0	93
16:30	114	18	0	0	0	1	1	134	92	16	1	1	1	2	0	113
16:45	104	24	2	0	1	1	0	132	75	17	0	0	1	0	1	94
17:00	168	16	1	1	1	1	1	189	132	11	1	0	1	1	0	146
17:15	96	9	4	0	0	1	0	110	106	9	0	1	2	2	1	121
17:30	99	6	0	2	1	0	0	108	88	5	1	0	2	0	0	96
17:45	102	10	1	0	1	0	2	116	77	5	2	1	0	0	1	86
18:00	85	2	0	0	1	1	1	90	61	5	3	0	1	1	0	71
18:15	46	8	1	0	1	0	0	56	47	6	1	0	0	2	0	56
18:30	32	4	1	0	1	0	0	38	37	8	2	0	0	0	0	47
18:45	43	3	0	0	0	1	0	47	36	6	0	0	1	0	0	43
P/TOT	1116	141	18	5	10	7	7	1304	902	117	14	4	10	10	3	1060



SITE: 2

DATE: 03/11/2022

LOCATION: Langford Lane / The Boulevard / Oxford Motor Park

DAY: Thursday

TIME	JUNCTION TOTAL							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	147	42	6	7	4	2	0	208
07:15	187	47	5	2	3	1	0	245
07:30	192	58	11	3	5	0	0	269
07:45	278	48	7	3	4	4	3	347
08:00	299	59	9	6	3	4	0	380
08:15	313	40	8	2	5	4	1	373
08:30	267	55	11	2	2	1	4	342
08:45	261	34	10	4	1	1	3	314
09:00	224	50	6	6	2	0	2	290
09:15	233	42	7	3	0	1	2	288
09:30	215	42	8	2	4	1	0	272
09:45	165	30	11	2	4	2	0	214
P/TOT	2781	547	99	42	37	21	15	3542

PEAK HOUR CALCULATION	
07:00 to 08:00	1069
07:15 to 08:15	1241
07:30 to 08:30	1369
07:45 to 08:45	1442
08:00 to 09:00	1409
08:15 to 09:15	1319
08:30 to 09:30	1234
08:45 to 09:45	1164
09:00 to 10:00	1064
PEAK VALUE	1442

TIME	JUNCTION TOTAL							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	246	36	11	3	2	1	1	300
16:15	234	46	3	2	3	3	1	292
16:30	255	35	2	1	1	3	1	298
16:45	230	52	2	0	4	1	1	290
17:00	395	33	3	1	3	4	3	442
17:15	251	25	6	3	3	4	1	293
17:30	227	15	2	2	3	0	2	251
17:45	218	16	4	1	3	0	3	245
18:00	188	11	5	0	4	2	1	211
18:15	121	17	2	0	1	2	1	144
18:30	84	17	3	0	2	0	0	106
18:45	91	10	0	0	2	1	0	104
P/TOT	2540	313	43	13	31	21	15	2976

PEAK HOUR CALCULATION	
16:00 to 17:00	1180
16:15 to 17:15	1322
16:30 to 17:30	1323
16:45 to 17:45	1276
17:00 to 18:00	1231
17:15 to 18:15	1000
17:30 to 18:30	851
17:45 to 18:45	706
18:00 to 19:00	565
PEAK VALUE	1323



SITE: 3

DATE: 03/11/2022

LOCATION: The Boulevard / Oxford Airport Access

DAY: Thursday

TIME	A to C							TOT	A to B							TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	1	1	0	0	0	0	0	2	1	0	0	0	0	0	0	0	1
07:45	1	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0
08:45	2	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	1
09:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
09:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
09:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
P/TOT	9	1	2	0	0	1	0	13	1	1	0	0	0	0	0	0	2

TIME	A to C							TOT	A to B							TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
16:00	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0
16:15	7	1	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0
16:30	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0
16:45	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0
17:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0
17:15	11	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0
17:30	10	0	0	0	0	0	1	11	0	0	0	0	0	0	0	0	0
17:45	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0
18:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
18:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
P/TOT	66	2	0	0	0	0	1	69	0	0	0	0	0	0	0	0	0



SITE: 3

DATE: 03/11/2022

LOCATION: The Boulevard / Oxford Airport Access

DAY: Thursday

TIME	A to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

TIME	A to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0



SITE: 3

DATE: 03/11/2022

LOCATION: The Boulevard / Oxford Airport Access

DAY: Thursday

TIME	B to A							TOT	B to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0	3	6	0	2	1	0	0	12
07:15	0	0	0	0	0	0	0	0	6	7	3	1	0	0	0	17
07:30	0	0	0	0	0	0	0	0	4	6	6	2	0	0	0	18
07:45	0	0	0	0	0	0	0	0	4	4	2	1	0	0	1	12
08:00	0	0	0	0	0	0	0	0	10	11	3	0	1	0	0	25
08:15	0	0	0	0	0	0	0	0	12	5	0	1	0	0	0	18
08:30	0	0	0	0	0	0	0	0	12	8	0	0	0	0	0	20
08:45	0	0	1	0	0	0	0	1	12	5	0	2	0	0	1	20
09:00	1	0	0	0	0	0	0	1	12	6	1	1	0	0	0	20
09:15	0	0	0	0	0	0	0	0	11	5	1	0	0	0	0	17
09:30	0	1	0	0	0	0	0	1	12	3	1	0	0	0	0	16
09:45	0	0	0	0	0	0	0	0	12	2	0	0	0	0	0	14
P/TOT	1	1	1	0	0	0	0	3	110	68	17	10	2	0	2	209

TIME	B to A							TOT	B to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	0	0	0	0	0	0	0	0	30	4	3	0	0	0	0	37
16:15	0	1	0	0	0	0	0	1	41	5	1	0	1	1	1	50
16:30	0	0	0	0	0	0	0	0	39	3	0	0	0	0	0	42
16:45	0	0	0	0	0	0	0	0	23	12	1	0	0	0	0	36
17:00	0	0	0	0	0	0	0	0	112	4	0	0	0	0	2	118
17:15	0	0	0	0	0	0	0	0	35	5	2	2	0	1	0	45
17:30	0	0	0	0	0	0	0	0	31	4	0	0	0	0	1	36
17:45	0	0	0	0	0	0	0	0	34	1	0	0	0	0	0	35
18:00	0	0	0	0	0	0	0	0	33	2	1	0	0	0	1	37
18:15	0	0	0	0	0	0	0	0	14	2	0	0	0	0	0	16
18:30	0	0	0	0	0	0	0	0	9	2	0	0	0	0	0	11
18:45	0	0	0	0	0	0	0	0	3	1	0	0	0	0	1	5
P/TOT	0	1	0	0	0	0	0	1	404	45	8	2	1	2	6	468



SITE: 3

DATE: 03/11/2022

LOCATION: The Boulevard / Oxford Airport Access

DAY: Thursday

TIME	B to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	1	0	0	0	0	1
P/TOT	0	0	1	0	0	0	0	1

TIME	B to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0



SITE: 3

DATE: 03/11/2022

LOCATION: The Boulevard / Oxford Airport Access

DAY: Thursday

TIME	C to B							TOT	C to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	41	5	3	0	1	1	0	51	9	0	0	0	0	0	0	9
07:15	32	17	1	0	0	0	1	51	18	0	0	0	0	0	0	18
07:30	35	9	1	0	0	0	0	45	27	1	1	0	0	0	0	29
07:45	53	3	0	0	0	1	1	58	35	0	0	0	0	0	0	35
08:00	66	8	0	0	1	0	0	75	34	1	0	0	0	0	0	35
08:15	88	3	0	0	0	0	1	92	19	2	0	0	0	0	0	21
08:30	58	7	1	2	0	0	2	70	29	0	1	0	0	0	0	30
08:45	36	2	0	1	0	0	0	39	22	1	0	0	0	0	0	23
09:00	27	5	1	0	0	0	0	33	13	0	0	0	0	0	0	13
09:15	23	5	1	0	0	0	0	29	17	0	1	0	0	0	1	19
09:30	25	2	1	0	0	0	0	28	14	0	0	0	0	1	0	15
09:45	19	2	1	0	0	0	0	22	11	1	0	0	0	0	0	12
P/TOT	503	68	10	3	2	2	5	593	248	6	3	0	0	0	1	259

TIME	C to B							TOT	C to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	8	3	0	0	0	0	0	11	2	0	0	0	0	0	0	2
16:15	7	4	0	2	0	0	0	13	2	0	0	0	0	0	0	2
16:30	7	1	1	0	0	0	0	9	4	0	0	0	0	0	0	4
16:45	11	6	0	0	0	0	0	17	1	0	0	0	0	0	0	1
17:00	8	2	1	0	0	0	0	11	2	0	0	0	0	0	0	2
17:15	5	2	1	0	1	0	0	9	0	0	0	0	0	0	0	0
17:30	4	3	2	0	0	0	0	9	1	0	0	0	0	0	0	1
17:45	8	2	3	1	0	0	1	15	1	0	0	0	0	0	0	1
18:00	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
18:15	3	4	0	0	0	0	0	7	0	0	0	0	0	0	0	0
18:30	4	3	0	0	0	0	0	7	0	0	0	0	0	0	0	0
18:45	2	3	0	0	0	0	0	5	1	0	0	0	0	0	0	1
P/TOT	70	33	8	3	1	0	1	116	14	0	0	0	0	0	0	14



13431 / OXFORD AIRPORT
 NOVEMBER 2022
 CLASSIFIED TURNING COUNT

SITE: 3

DATE: 03/11/2022

LOCATION: The Boulevard / Oxford Airport Access

DAY: Thursday

TIME	C to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	5	0	0	0	1	0	0	6
07:15	5	0	0	0	0	0	0	5
07:30	3	0	0	0	0	0	0	3
07:45	3	0	0	0	1	0	0	4
08:00	7	0	0	0	1	0	0	8
08:15	3	0	0	0	1	0	0	4
08:30	6	0	0	0	1	0	0	7
08:45	5	0	0	0	0	0	0	5
09:00	3	1	0	0	1	0	0	5
09:15	5	1	0	0	0	0	0	6
09:30	5	0	0	0	1	0	0	6
09:45	1	3	1	0	0	0	0	5
P/TOT	51	5	1	0	7	0	0	64

TIME	C to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	12	0	1	0	1	0	0	14
16:15	8	0	0	0	0	0	0	8
16:30	11	0	0	0	0	0	0	11
16:45	8	0	0	0	2	0	0	10
17:00	6	3	0	0	1	0	0	10
17:15	6	0	0	0	1	0	0	7
17:30	8	1	0	0	0	0	0	9
17:45	10	1	0	0	2	0	1	14
18:00	10	2	0	0	1	0	0	13
18:15	10	0	0	0	1	0	0	11
18:30	7	0	0	0	1	0	0	8
18:45	6	0	0	0	1	0	0	7
P/TOT	102	7	1	0	11	0	1	122



SITE: 3

DATE: 03/11/2022

LOCATION: The Boulevard / Oxford Airport Access

DAY: Thursday

TIME	TO ARM A							TOT	FROM ARM A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0
07:15	18	0	0	0	0	0	0	18	0	0	0	0	0	0	0	0
07:30	27	1	1	0	0	0	0	29	2	1	0	0	0	0	0	3
07:45	35	0	0	0	0	0	0	35	1	0	1	0	0	0	0	2
08:00	34	1	0	0	0	0	0	35	0	0	0	0	0	0	0	0
08:15	19	2	0	0	0	0	0	21	0	0	0	0	0	0	0	0
08:30	29	0	1	0	0	0	0	30	0	0	1	0	0	0	0	1
08:45	22	1	1	0	0	0	0	24	2	1	0	0	0	0	0	3
09:00	14	0	0	0	0	0	0	14	2	0	0	0	0	0	0	2
09:15	17	0	1	0	0	0	1	19	0	0	0	0	0	1	0	1
09:30	14	1	0	0	0	1	0	16	1	0	0	0	0	0	0	1
09:45	11	1	0	0	0	0	0	12	2	0	0	0	0	0	0	2
P/TOT	249	7	4	0	0	1	1	262	10	2	2	0	0	1	0	15

TIME	TO ARM A							TOT	FROM ARM A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	2	0	0	0	0	0	0	2	4	1	0	0	0	0	0	5
16:15	2	1	0	0	0	0	0	3	7	1	0	0	0	0	0	8
16:30	4	0	0	0	0	0	0	4	4	0	0	0	0	0	0	4
16:45	1	0	0	0	0	0	0	1	9	0	0	0	0	0	0	9
17:00	2	0	0	0	0	0	0	2	10	0	0	0	0	0	0	10
17:15	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	11
17:30	1	0	0	0	0	0	0	1	10	0	0	0	0	0	1	11
17:45	1	0	0	0	0	0	0	1	6	0	0	0	0	0	0	6
18:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
18:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
P/TOT	14	1	0	0	0	0	0	15	66	2	0	0	0	0	1	69



SITE: 3

DATE: 03/11/2022

LOCATION: The Boulevard / Oxford Airport Access

DAY: Thursday

TIME	TO ARM B							TOT	FROM ARM B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	41	5	3	0	1	1	0	51	3	6	0	2	1	0	0	12
07:15	32	17	1	0	0	0	1	51	6	7	3	1	0	0	0	17
07:30	36	9	1	0	0	0	0	46	4	6	6	2	0	0	0	18
07:45	53	3	0	0	0	1	1	58	4	4	2	1	0	0	1	12
08:00	66	8	0	0	1	0	0	75	10	11	3	0	1	0	0	25
08:15	88	3	0	0	0	0	1	92	12	5	0	1	0	0	0	18
08:30	58	7	1	2	0	0	2	70	12	8	0	0	0	0	0	20
08:45	36	3	0	1	0	0	0	40	12	5	1	2	0	0	1	21
09:00	27	5	1	0	0	0	0	33	13	6	1	1	0	0	0	21
09:15	23	5	1	0	0	0	0	29	11	5	1	0	0	0	0	17
09:30	25	2	1	0	0	0	0	28	12	4	1	0	0	0	0	17
09:45	19	2	2	0	0	0	0	23	12	2	1	0	0	0	0	15
P/TOT	504	69	11	3	2	2	5	596	111	69	19	10	2	0	2	213

TIME	TO ARM B							TOT	FROM ARM B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	8	3	0	0	0	0	0	11	30	4	3	0	0	0	0	37
16:15	7	4	0	2	0	0	0	13	41	6	1	0	1	1	1	51
16:30	7	1	1	0	0	0	0	9	39	3	0	0	0	0	0	42
16:45	11	6	0	0	0	0	0	17	23	12	1	0	0	0	0	36
17:00	8	2	1	0	0	0	0	11	112	4	0	0	0	0	2	118
17:15	5	2	1	0	1	0	0	9	35	5	2	2	0	1	0	45
17:30	4	3	2	0	0	0	0	9	31	4	0	0	0	0	1	36
17:45	8	2	3	1	0	0	1	15	34	1	0	0	0	0	0	35
18:00	3	0	0	0	0	0	0	3	33	2	1	0	0	0	1	37
18:15	3	4	0	0	0	0	0	7	14	2	0	0	0	0	0	16
18:30	4	3	0	0	0	0	0	7	9	2	0	0	0	0	0	11
18:45	2	3	0	0	0	0	0	5	3	1	0	0	0	0	1	5
P/TOT	70	33	8	3	1	0	1	116	404	46	8	2	1	2	6	469



SITE: 3

DATE: 03/11/2022

LOCATION: The Boulevard / Oxford Airport Access

DAY: Thursday

TIME	TO ARM C							TOT	FROM ARM C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	8	6	0	2	2	0	0	18	55	5	3	0	2	1	0	66
07:15	11	7	3	1	0	0	0	22	55	17	1	0	0	0	1	74
07:30	8	7	6	2	0	0	0	23	65	10	2	0	0	0	0	77
07:45	8	4	3	1	1	0	1	18	91	3	0	0	1	1	1	97
08:00	17	11	3	0	2	0	0	33	107	9	0	0	2	0	0	118
08:15	15	5	0	1	1	0	0	22	110	5	0	0	1	0	1	117
08:30	18	8	1	0	1	0	0	28	93	7	2	2	1	0	2	107
08:45	19	5	0	2	0	0	1	27	63	3	0	1	0	0	0	67
09:00	17	7	1	1	1	0	0	27	43	6	1	0	1	0	0	51
09:15	16	6	1	0	0	1	0	24	45	6	2	0	0	0	1	54
09:30	18	3	1	0	1	0	0	23	44	2	1	0	1	1	0	49
09:45	15	5	1	0	0	0	0	21	31	6	2	0	0	0	0	39
P/TOT	170	74	20	10	9	1	2	286	802	79	14	3	9	3	6	916

TIME	TO ARM C							TOT	FROM ARM C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	46	5	4	0	1	0	0	56	22	3	1	0	1	0	0	27
16:15	56	6	1	0	1	1	1	66	17	4	0	2	0	0	0	23
16:30	54	3	0	0	0	0	0	57	22	1	1	0	0	0	0	24
16:45	40	12	1	0	2	0	0	55	20	6	0	0	2	0	0	28
17:00	128	7	0	0	1	0	2	138	16	5	1	0	1	0	0	23
17:15	52	5	2	2	1	1	0	63	11	2	1	0	2	0	0	16
17:30	49	5	0	0	0	0	2	56	13	4	2	0	0	0	0	19
17:45	50	2	0	0	2	0	1	55	19	3	3	1	2	0	2	30
18:00	45	4	1	0	1	0	1	52	13	2	0	0	1	0	0	16
18:15	26	2	0	0	1	0	0	29	13	4	0	0	1	0	0	18
18:30	16	2	0	0	1	0	0	19	11	3	0	0	1	0	0	15
18:45	10	1	0	0	1	0	1	13	9	3	0	0	1	0	0	13
P/TOT	572	54	9	2	12	2	8	659	186	40	9	3	12	0	2	252



SITE: 3

DATE: 03/11/2022

LOCATION: The Boulevard / Oxford Airport Access

DAY: Thursday

TIME	JUNCTION TOTAL							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	58	11	3	2	3	1	0	78
07:15	61	24	4	1	0	0	1	91
07:30	71	17	8	2	0	0	0	98
07:45	96	7	3	1	1	1	2	111
08:00	117	20	3	0	3	0	0	143
08:15	122	10	0	1	1	0	1	135
08:30	105	15	3	2	1	0	2	128
08:45	77	9	1	3	0	0	1	91
09:00	58	12	2	1	1	0	0	74
09:15	56	11	3	0	0	1	1	72
09:30	57	6	2	0	1	1	0	67
09:45	45	8	3	0	0	0	0	56
P/TOT	923	150	35	13	11	4	8	1144

PEAK HOUR CALCULATION	
07:00 to 08:00	378
07:15 to 08:15	443
07:30 to 08:30	487
07:45 to 08:45	517
08:00 to 09:00	497
08:15 to 09:15	428
08:30 to 09:30	365
08:45 to 09:45	304
09:00 to 10:00	269
PEAK VALUE	517

TIME	JUNCTION TOTAL							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	56	8	4	0	1	0	0	69
16:15	65	11	1	2	1	1	1	82
16:30	65	4	1	0	0	0	0	70
16:45	52	18	1	0	2	0	0	73
17:00	138	9	1	0	1	0	2	151
17:15	57	7	3	2	2	1	0	72
17:30	54	8	2	0	0	0	2	66
17:45	59	4	3	1	2	0	2	71
18:00	48	4	1	0	1	0	1	55
18:15	29	6	0	0	1	0	0	36
18:30	20	5	0	0	1	0	0	26
18:45	13	4	0	0	1	0	1	19
P/TOT	656	88	17	5	13	2	9	790

PEAK HOUR CALCULATION	
16:00 to 17:00	294
16:15 to 17:15	376
16:30 to 17:30	366
16:45 to 17:45	362
17:00 to 18:00	360
17:15 to 18:15	264
17:30 to 18:30	228
17:45 to 18:45	188
18:00 to 19:00	136
PEAK VALUE	376



SITE: 4

DATE: 03/11/2022

LOCATION: Langford Lane / Banbury Road (A4260)

DAY: Thursday

TIME	A to C							TOT	A to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	93	12	2	0	0	0	1	108	30	7	2	2	2	0	0	43
07:15	106	13	0	0	0	1	0	120	52	7	1	0	0	2	0	62
07:30	44	12	1	1	1	1	2	62	36	2	0	0	0	0	0	38
07:45	69	12	0	2	0	0	1	84	80	7	0	1	0	0	0	88
08:00	58	12	1	3	0	2	0	76	64	5	1	1	0	0	0	71
08:15	86	10	2	0	1	0	1	100	80	3	1	0	0	1	0	85
08:30	104	21	1	0	1	1	0	128	56	2	1	1	0	1	1	62
08:45	69	17	2	2	0	0	0	90	40	2	0	1	0	0	0	43
09:00	57	8	2	2	0	0	1	70	22	6	0	1	0	0	0	29
09:15	71	10	1	1	1	0	0	84	30	5	0	0	0	0	0	35
09:30	45	6	1	1	0	0	0	53	18	4	0	1	0	0	0	23
09:45	41	10	1	0	1	0	0	53	18	1	3	0	0	0	0	22
P/TOT	843	143	14	12	5	5	6	1028	526	51	9	8	2	4	1	601

TIME	A to C							TOT	A to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	67	15	2	2	0	0	0	86	5	2	1	0	0	0	0	8
16:15	63	16	1	0	0	0	0	80	8	7	1	0	0	0	0	16
16:30	58	9	2	0	3	0	0	72	14	3	1	1	0	0	0	19
16:45	67	9	0	0	0	0	1	77	9	2	0	0	0	0	0	11
17:00	53	7	0	1	0	0	0	61	9	3	0	0	0	0	0	12
17:15	69	6	0	0	0	0	0	75	9	1	0	0	0	0	0	10
17:30	54	3	0	0	0	0	0	57	9	1	0	0	1	0	0	11
17:45	46	2	0	0	2	0	0	50	6	0	0	0	0	0	1	7
18:00	68	2	0	0	0	0	0	70	6	1	1	0	0	0	0	8
18:15	40	1	1	0	0	0	0	42	5	0	1	0	0	0	0	6
18:30	42	2	0	0	1	0	0	45	5	2	0	0	0	0	0	7
18:45	38	2	0	1	0	0	0	41	3	2	0	0	0	0	0	5
P/TOT	665	74	6	4	6	0	1	756	88	24	5	1	1	0	1	120



SITE: 4

DATE: 03/11/2022

LOCATION: Langford Lane / Banbury Road (A4260)

DAY: Thursday

TIME	B to A							TOT	B to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	7	1	1	0	0	0	0	9	45	9	1	0	2	0	1	58
07:15	5	2	0	1	0	0	0	8	40	10	3	1	1	1	0	56
07:30	3	5	0	1	1	0	0	10	41	16	4	0	4	0	0	65
07:45	7	5	0	1	0	0	0	13	53	21	3	0	1	0	2	80
08:00	7	4	1	0	1	0	0	13	66	23	4	3	0	3	0	99
08:15	9	2	2	1	0	0	0	14	63	18	2	1	2	1	0	87
08:30	11	4	2	0	0	0	0	17	55	19	1	0	1	1	0	77
08:45	10	7	1	4	0	0	0	22	65	12	6	0	1	0	1	85
09:00	12	6	0	2	0	0	0	20	61	17	0	0	0	0	0	78
09:15	9	9	0	0	0	0	0	18	73	19	3	0	0	1	0	96
09:30	15	4	0	1	0	0	0	20	62	15	3	1	2	0	0	83
09:45	13	4	0	2	0	0	0	19	52	15	2	1	3	2	0	75
P/TOT	108	53	7	13	2	0	0	183	676	194	32	7	17	9	4	939

TIME	B to A							TOT	B to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	68	6	1	1	0	0	0	76	88	11	2	0	0	0	1	102
16:15	35	10	0	0	0	1	0	46	89	10	2	1	3	0	0	105
16:30	55	7	0	0	0	1	0	63	98	18	0	2	0	0	1	119
16:45	44	7	1	0	0	0	0	52	87	15	2	1	1	2	0	108
17:00	109	7	0	0	0	1	0	117	132	10	0	1	0	4	3	150
17:15	63	1	2	0	0	0	0	66	97	8	0	0	1	1	0	107
17:30	48	2	0	0	1	0	0	51	78	9	0	1	0	0	1	89
17:45	31	2	0	0	0	0	0	33	89	7	0	0	1	0	1	98
18:00	40	1	0	0	0	1	0	42	71	3	0	0	1	0	1	76
18:15	22	3	0	0	0	0	0	25	46	3	0	0	1	0	1	51
18:30	7	1	0	0	0	0	0	8	30	2	0	0	0	0	0	32
18:45	10	3	0	0	0	0	0	13	37	0	0	0	1	0	0	38
P/TOT	532	50	4	1	1	4	0	592	942	96	6	6	9	7	9	1075



SITE: 4

DATE: 03/11/2022

LOCATION: Langford Lane / Banbury Road (A4260)

DAY: Thursday

TIME	C to B							TOT	C to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	32	14	3	0	0	0	0	49	24	11	0	0	0	0	0	35
07:15	67	17	3	1	0	0	0	88	29	17	1	0	0	0	0	47
07:30	62	20	2	0	1	1	0	86	29	10	1	0	1	0	0	41
07:45	105	18	2	0	2	0	3	130	50	8	0	1	0	0	0	59
08:00	89	17	1	2	0	0	0	109	75	8	2	1	0	0	0	86
08:15	100	16	4	0	2	1	0	123	55	8	1	3	0	0	0	67
08:30	81	20	3	0	0	1	1	106	52	13	3	0	1	0	1	70
08:45	86	21	1	2	0	0	0	110	42	9	1	1	0	0	0	53
09:00	88	6	3	0	1	1	3	102	46	10	2	0	1	0	0	59
09:15	80	15	1	0	0	0	1	97	40	14	3	0	0	0	0	57
09:30	68	20	4	0	1	1	1	95	38	14	2	0	1	0	0	55
09:45	47	14	4	0	1	0	0	66	26	13	2	1	0	0	0	42
P/TOT	905	198	31	5	8	5	9	1161	506	135	18	7	4	0	1	671

TIME	C to B							TOT	C to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	55	6	0	0	1	0	0	62	75	14	1	0	0	0	0	90
16:15	50	18	1	1	0	1	0	71	73	11	1	0	0	2	0	87
16:30	58	12	0	2	1	2	0	75	90	9	0	0	0	0	0	99
16:45	51	12	0	0	1	0	0	64	86	12	0	0	1	0	0	99
17:00	65	6	0	0	1	0	0	72	90	6	1	1	1	2	0	101
17:15	57	10	2	0	2	0	1	72	89	3	0	0	1	0	0	93
17:30	59	6	0	1	1	0	0	67	82	6	0	0	0	0	1	89
17:45	53	4	0	1	0	0	0	58	77	4	1	0	1	1	0	84
18:00	41	8	0	0	1	0	0	50	69	3	0	0	0	1	2	75
18:15	31	3	0	0	0	1	0	35	75	4	0	0	0	0	2	81
18:30	37	5	0	0	0	0	0	42	63	3	0	0	0	1	1	68
18:45	35	4	0	0	1	0	0	40	61	3	0	1	1	0	0	66
P/TOT	592	94	3	5	9	4	1	708	930	78	4	2	5	7	6	1032



SITE: 4

DATE: 03/11/2022

LOCATION: Langford Lane / Banbury Road (A4260)

DAY: Thursday

TIME	TO ARM A							TOT	FROM ARM A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	31	12	1	0	0	0	0	44	123	19	4	2	2	0	1	151
07:15	34	19	1	1	0	0	0	55	158	20	1	0	0	3	0	182
07:30	32	15	1	1	2	0	0	51	80	14	1	1	1	1	2	100
07:45	57	13	0	2	0	0	0	72	149	19	0	3	0	0	1	172
08:00	82	12	3	1	1	0	0	99	122	17	2	4	0	2	0	147
08:15	64	10	3	4	0	0	0	81	166	13	3	0	1	1	1	185
08:30	63	17	5	0	1	0	1	87	160	23	2	1	1	2	1	190
08:45	52	16	2	5	0	0	0	75	109	19	2	3	0	0	0	133
09:00	58	16	2	2	1	0	0	79	79	14	2	3	0	0	1	99
09:15	49	23	3	0	0	0	0	75	101	15	1	1	1	0	0	119
09:30	53	18	2	1	1	0	0	75	63	10	1	2	0	0	0	76
09:45	39	17	2	3	0	0	0	61	59	11	4	0	1	0	0	75
P/TOT	614	188	25	20	6	0	1	854	1369	194	23	20	7	9	7	1629

TIME	TO ARM A							TOT	FROM ARM A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	143	20	2	1	0	0	0	166	72	17	3	2	0	0	0	94
16:15	108	21	1	0	0	3	0	133	71	23	2	0	0	0	0	96
16:30	145	16	0	0	0	1	0	162	72	12	3	1	3	0	0	91
16:45	130	19	1	0	1	0	0	151	76	11	0	0	0	0	1	88
17:00	199	13	1	1	1	3	0	218	62	10	0	1	0	0	0	73
17:15	152	4	2	0	1	0	0	159	78	7	0	0	0	0	0	85
17:30	130	8	0	0	1	0	1	140	63	4	0	0	1	0	0	68
17:45	108	6	1	0	1	1	0	117	52	2	0	0	2	0	1	57
18:00	109	4	0	0	0	2	2	117	74	3	1	0	0	0	0	78
18:15	97	7	0	0	0	0	2	106	45	1	2	0	0	0	0	48
18:30	70	4	0	0	0	1	1	76	47	4	0	0	1	0	0	52
18:45	71	6	0	1	1	0	0	79	41	4	0	1	0	0	0	46
P/TOT	1462	128	8	3	6	11	6	1624	753	98	11	5	7	0	2	876



SITE: 4

DATE: 03/11/2022

LOCATION: Langford Lane / Banbury Road (A4260)

DAY: Thursday

TIME	TO ARM B							TOT	FROM ARM B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	62	21	5	2	2	0	0	92	52	10	2	0	2	0	1	67
07:15	119	24	4	1	0	2	0	150	45	12	3	2	1	1	0	64
07:30	98	22	2	0	1	1	0	124	44	21	4	1	5	0	0	75
07:45	185	25	2	1	2	0	3	218	60	26	3	1	1	0	2	93
08:00	153	22	2	3	0	0	0	180	73	27	5	3	1	3	0	112
08:15	180	19	5	0	2	2	0	208	72	20	4	2	2	1	0	101
08:30	137	22	4	1	0	2	2	168	66	23	3	0	1	1	0	94
08:45	126	23	1	3	0	0	0	153	75	19	7	4	1	0	1	107
09:00	110	12	3	1	1	1	3	131	73	23	0	2	0	0	0	98
09:15	110	20	1	0	0	0	1	132	82	28	3	0	0	1	0	114
09:30	86	24	4	1	1	1	1	118	77	19	3	2	2	0	0	103
09:45	65	15	7	0	1	0	0	88	65	19	2	3	3	2	0	94
P/TOT	1431	249	40	13	10	9	10	1762	784	247	39	20	19	9	4	1122

TIME	TO ARM B							TOT	FROM ARM B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	60	8	1	0	1	0	0	70	156	17	3	1	0	0	1	178
16:15	58	25	2	1	0	1	0	87	124	20	2	1	3	1	0	151
16:30	72	15	1	3	1	2	0	94	153	25	0	2	0	1	1	182
16:45	60	14	0	0	1	0	0	75	131	22	3	1	1	2	0	160
17:00	74	9	0	0	1	0	0	84	241	17	0	1	0	5	3	267
17:15	66	11	2	0	2	0	1	82	160	9	2	0	1	1	0	173
17:30	68	7	0	1	2	0	0	78	126	11	0	1	1	0	1	140
17:45	59	4	0	1	0	0	1	65	120	9	0	0	1	0	1	131
18:00	47	9	1	0	1	0	0	58	111	4	0	0	1	1	1	118
18:15	36	3	1	0	0	1	0	41	68	6	0	0	1	0	1	76
18:30	42	7	0	0	0	0	0	49	37	3	0	0	0	0	0	40
18:45	38	6	0	0	1	0	0	45	47	3	0	0	1	0	0	51
P/TOT	680	118	8	6	10	4	2	828	1474	146	10	7	10	11	9	1667



SITE: 4

DATE: 03/11/2022

LOCATION: Langford Lane / Banbury Road (A4260)

DAY: Thursday

TIME	TO ARM C							TOT	FROM ARM C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	138	21	3	0	2	0	2	166	56	25	3	0	0	0	0	84
07:15	146	23	3	1	1	2	0	176	96	34	4	1	0	0	0	135
07:30	85	28	5	1	5	1	2	127	91	30	3	0	2	1	0	127
07:45	122	33	3	2	1	0	3	164	155	26	2	1	2	0	3	189
08:00	124	35	5	6	0	5	0	175	164	25	3	3	0	0	0	195
08:15	149	28	4	1	3	1	1	187	155	24	5	3	2	1	0	190
08:30	159	40	2	0	2	2	0	205	133	33	6	0	1	1	2	176
08:45	134	29	8	2	1	0	1	175	128	30	2	3	0	0	0	163
09:00	118	25	2	2	0	0	1	148	134	16	5	0	2	1	3	161
09:15	144	29	4	1	1	1	0	180	120	29	4	0	0	0	1	154
09:30	107	21	4	2	2	0	0	136	106	34	6	0	2	1	1	150
09:45	93	25	3	1	4	2	0	128	73	27	6	1	1	0	0	108
P/TOT	1519	337	46	19	22	14	10	1967	1411	333	49	12	12	5	10	1832

TIME	TO ARM C							TOT	FROM ARM C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	155	26	4	2	0	0	1	188	130	20	1	0	1	0	0	152
16:15	152	26	3	1	3	0	0	185	123	29	2	1	0	3	0	158
16:30	156	27	2	2	3	0	1	191	148	21	0	2	1	2	0	174
16:45	154	24	2	1	1	2	1	185	137	24	0	0	2	0	0	163
17:00	185	17	0	2	0	4	3	211	155	12	1	1	2	2	0	173
17:15	166	14	0	0	1	1	0	182	146	13	2	0	3	0	1	165
17:30	132	12	0	1	0	0	1	146	141	12	0	1	1	0	1	156
17:45	135	9	0	0	3	0	1	148	130	8	1	1	1	1	0	142
18:00	139	5	0	0	1	0	1	146	110	11	0	0	1	1	2	125
18:15	86	4	1	0	1	0	1	93	106	7	0	0	0	1	2	116
18:30	72	4	0	0	1	0	0	77	100	8	0	0	0	1	1	110
18:45	75	2	0	1	1	0	0	79	96	7	0	1	2	0	0	106
P/TOT	1607	170	12	10	15	7	10	1831	1522	172	7	7	14	11	7	1740



SITE: 4

DATE: 03/11/2022

LOCATION: Langford Lane / Banbury Road (A4260)

DAY: Thursday

TIME	JUNCTION TOTAL							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	231	54	9	2	4	0	2	302
07:15	299	66	8	3	1	4	0	381
07:30	215	65	8	2	8	2	2	302
07:45	364	71	5	5	3	0	6	454
08:00	359	69	10	10	1	5	0	454
08:15	393	57	12	5	5	3	1	476
08:30	359	79	11	1	3	4	3	460
08:45	312	68	11	10	1	0	1	403
09:00	286	53	7	5	2	1	4	358
09:15	303	72	8	1	1	1	1	387
09:30	246	63	10	4	4	1	1	329
09:45	197	57	12	4	5	2	0	277
P/TOT	3564	774	111	52	38	23	21	4583

PEAK HOUR CALCULATION	
07:00 to 08:00	1439
07:15 to 08:15	1591
07:30 to 08:30	1686
07:45 to 08:45	1844
08:00 to 09:00	1793
08:15 to 09:15	1697
08:30 to 09:30	1608
08:45 to 09:45	1477
09:00 to 10:00	1351
PEAK VALUE	1844

TIME	JUNCTION TOTAL							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	358	54	7	3	1	0	1	424
16:15	318	72	6	2	3	4	0	405
16:30	373	58	3	5	4	3	1	447
16:45	344	57	3	1	3	2	1	411
17:00	458	39	1	3	2	7	3	513
17:15	384	29	4	0	4	1	1	423
17:30	330	27	0	2	3	0	2	364
17:45	302	19	1	1	4	1	2	330
18:00	295	18	1	0	2	2	3	321
18:15	219	14	2	0	1	1	3	240
18:30	184	15	0	0	1	1	1	202
18:45	184	14	0	2	3	0	0	203
P/TOT	3749	416	28	19	31	22	18	4283

PEAK HOUR CALCULATION	
16:00 to 17:00	1687
16:15 to 17:15	1776
16:30 to 17:30	1794
16:45 to 17:45	1711
17:00 to 18:00	1630
17:15 to 18:15	1438
17:30 to 18:30	1255
17:45 to 18:45	1093
18:00 to 19:00	966
PEAK VALUE	1794



SITE: 5

DATE: 03/11/2022

LOCATION: Langford Lane / Technology Drive

DAY: Thursday

TIME	A to C							TOT	A to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	4	1	0	0	0	0	0	5	23	21	2	6	0	1	0	53
07:15	5	1	0	0	0	0	0	6	45	13	2	1	1	0	0	62
07:30	6	1	1	0	0	0	0	8	31	24	4	2	1	0	0	62
07:45	4	3	0	0	0	0	0	7	56	17	3	2	2	0	0	80
08:00	6	2	0	0	0	0	0	8	52	23	1	2	0	0	0	78
08:15	3	1	0	0	0	0	0	4	56	15	3	1	2	0	0	77
08:30	2	0	1	0	0	0	0	3	45	29	4	0	0	0	0	78
08:45	6	0	0	0	0	0	0	6	40	15	2	0	0	0	1	58
09:00	6	1	0	0	0	0	1	8	62	17	5	3	1	0	0	88
09:15	6	1	1	0	0	0	0	8	60	10	0	2	0	0	1	73
09:30	3	2	0	0	0	0	0	5	54	18	4	0	1	0	0	77
09:45	2	4	0	0	0	0	0	6	38	7	5	0	1	0	0	51
P/TOT	53	17	3	0	0	0	1	74	562	209	35	19	9	1	2	837

TIME	A to C							TOT	A to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	4	1	0	0	0	0	0	5	95	13	2	1	1	1	0	113
16:15	3	4	0	0	0	0	0	7	100	10	2	0	0	2	0	114
16:30	2	0	0	0	0	0	0	2	106	15	1	1	1	2	0	126
16:45	1	1	0	0	0	0	0	2	96	21	0	0	1	0	1	119
17:00	4	0	0	0	0	0	0	4	197	14	0	0	1	3	1	216
17:15	4	1	0	0	0	0	0	5	133	11	0	3	1	3	1	152
17:30	7	0	0	0	0	0	0	7	104	7	0	0	1	0	2	114
17:45	4	0	0	0	0	0	0	4	91	3	0	0	1	0	0	95
18:00	2	0	0	0	0	0	0	2	90	9	5	0	1	1	0	106
18:15	2	0	0	0	0	0	0	2	64	6	1	0	0	2	1	74
18:30	2	1	0	0	0	0	0	3	39	8	2	0	0	0	0	49
18:45	2	0	0	0	0	0	0	2	41	3	0	0	1	0	0	45
P/TOT	37	8	0	0	0	0	0	45	1156	120	13	5	9	14	6	1323



SITE: 5

DATE: 03/11/2022

LOCATION: Langford Lane / Technology Drive

DAY: Thursday

TIME	B to A							TOT	B to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	77	14	2	1	1	1	0	96	3	3	0	0	0	0	0	6
07:15	91	20	1	1	2	1	0	116	6	4	0	0	0	0	0	10
07:30	109	22	1	1	4	0	0	137	0	2	0	0	0	0	0	2
07:45	144	19	3	1	1	4	1	173	0	2	0	2	0	0	0	4
08:00	164	25	5	1	2	1	0	198	6	3	1	1	0	1	0	12
08:15	160	15	2	1	1	2	1	182	1	1	0	0	0	0	0	2
08:30	137	21	4	1	2	1	2	168	2	0	0	1	0	0	0	3
08:45	146	9	5	1	0	1	1	163	3	0	0	1	0	0	0	4
09:00	101	19	1	1	0	0	0	122	4	0	0	0	0	0	0	4
09:15	118	15	3	1	0	0	0	137	4	0	1	0	0	0	0	5
09:30	105	13	1	1	2	0	0	122	4	1	0	3	0	0	0	8
09:45	80	12	2	0	3	2	0	99	0	0	0	1	0	0	0	1
P/TOT	1432	204	30	11	18	13	5	1713	33	16	2	9	0	1	0	61

TIME	B to A							TOT	B to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	65	15	4	1	0	0	1	86	3	1	0	0	0	0	0	4
16:15	66	18	1	2	2	0	0	89	2	0	0	0	0	0	0	2
16:30	74	11	1	0	0	1	1	88	3	1	0	0	0	0	0	4
16:45	82	22	1	0	1	1	0	107	0	0	0	0	0	1	0	1
17:00	73	15	2	1	1	0	1	93	3	0	0	0	0	1	0	4
17:15	61	10	4	0	0	1	0	76	1	0	0	0	0	0	0	1
17:30	57	6	1	2	1	0	0	67	1	0	0	0	0	0	0	1
17:45	72	9	2	0	1	0	0	84	6	1	0	0	0	0	0	7
18:00	41	3	0	0	2	1	0	47	1	0	0	0	0	0	0	1
18:15	34	8	1	0	0	0	0	43	4	1	0	0	0	0	0	5
18:30	23	7	1	0	1	0	0	32	1	0	0	0	0	0	0	1
18:45	36	3	0	0	0	1	0	40	0	0	0	0	0	0	0	0
P/TOT	684	127	18	6	9	5	3	852	25	4	0	0	0	2	0	31



SITE: 5

DATE: 03/11/2022

LOCATION: Langford Lane / Technology Drive

DAY: Thursday

TIME	C to B							TOT	C to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	4	0	0	0	0	0	0	4	1	2	0	0	0	0	0	3
07:15	3	1	0	0	0	0	0	4	0	2	0	0	0	0	0	2
07:30	5	1	0	0	0	0	0	6	2	1	0	0	0	0	0	3
07:45	4	0	1	0	0	0	0	5	3	2	0	0	0	0	0	5
08:00	1	0	0	0	0	0	0	1	3	0	0	2	0	0	0	5
08:15	1	0	0	0	0	0	0	1	2	0	1	0	0	0	0	3
08:30	2	1	1	1	0	0	0	5	2	0	0	0	0	0	0	2
08:45	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
09:00	0	1	0	1	0	0	0	2	3	3	0	1	0	0	0	7
09:15	1	1	1	0	0	0	0	3	1	2	1	0	0	0	0	4
09:30	2	0	0	0	0	0	0	2	3	1	0	0	0	0	0	4
09:45	1	2	0	1	0	0	0	4	2	0	1	2	0	0	0	5
P/TOT	26	7	3	3	0	0	0	39	23	13	3	5	0	0	0	44

TIME	C to B							TOT	C to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	5	1	0	0	0	0	0	6	5	3	0	1	0	0	0	9
16:15	3	1	0	0	0	0	0	4	4	1	0	0	0	0	0	5
16:30	1	3	0	0	0	0	0	4	9	3	0	0	0	0	0	12
16:45	3	1	0	0	0	0	0	4	3	0	0	0	0	0	0	3
17:00	4	0	0	0	0	0	0	4	3	0	0	0	0	1	0	4
17:15	2	0	0	0	0	0	0	2	4	0	0	0	0	0	0	4
17:30	3	0	0	0	0	0	0	3	5	0	0	0	0	0	0	5
17:45	2	0	0	0	0	0	0	2	4	0	0	0	0	0	1	5
18:00	5	0	0	0	0	0	0	5	4	0	0	0	0	0	0	4
18:15	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
18:30	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	30	6	0	0	0	0	0	36	43	8	0	1	0	1	1	54



SITE: 5

DATE: 03/11/2022

LOCATION: Langford Lane / Technology Drive

DAY: Thursday

TIME	TO ARM A							TOT	FROM ARM A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	78	16	2	1	1	1	0	99	27	22	2	6	0	1	0	58
07:15	91	22	1	1	2	1	0	118	50	14	2	1	1	0	0	68
07:30	111	23	1	1	4	0	0	140	37	25	5	2	1	0	0	70
07:45	147	21	3	1	1	4	1	178	60	20	3	2	2	0	0	87
08:00	167	25	5	3	2	1	0	203	58	25	1	2	0	0	0	86
08:15	162	15	3	1	1	2	1	185	59	16	3	1	2	0	0	81
08:30	139	21	4	1	2	1	2	170	47	29	5	0	0	0	0	81
08:45	147	9	5	1	0	1	1	164	46	15	2	0	0	0	1	64
09:00	104	22	1	2	0	0	0	129	68	18	5	3	1	0	1	96
09:15	119	17	4	1	0	0	0	141	66	11	1	2	0	0	1	81
09:30	108	14	1	1	2	0	0	126	57	20	4	0	1	0	0	82
09:45	82	12	3	2	3	2	0	104	40	11	5	0	1	0	0	57
P/TOT	1455	217	33	16	18	13	5	1757	615	226	38	19	9	1	3	911

TIME	TO ARM A							TOT	FROM ARM A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	70	18	4	2	0	0	1	95	99	14	2	1	1	1	0	118
16:15	70	19	1	2	2	0	0	94	103	14	2	0	0	2	0	121
16:30	83	14	1	0	0	1	1	100	108	15	1	1	1	2	0	128
16:45	85	22	1	0	1	1	0	110	97	22	0	0	1	0	1	121
17:00	76	15	2	1	1	1	1	97	201	14	0	0	1	3	1	220
17:15	65	10	4	0	0	1	0	80	137	12	0	3	1	3	1	157
17:30	62	6	1	2	1	0	0	72	111	7	0	0	1	0	2	121
17:45	76	9	2	0	1	0	1	89	95	3	0	0	1	0	0	99
18:00	45	3	0	0	2	1	0	51	92	9	5	0	1	1	0	108
18:15	34	9	1	0	0	0	0	44	66	6	1	0	0	2	1	76
18:30	25	7	1	0	1	0	0	34	41	9	2	0	0	0	0	52
18:45	36	3	0	0	0	1	0	40	43	3	0	0	1	0	0	47
P/TOT	727	135	18	7	9	6	4	906	1193	128	13	5	9	14	6	1368



SITE: 5

DATE: 03/11/2022

LOCATION: Langford Lane / Technology Drive

DAY: Thursday

TIME	TO ARM B							TOT	FROM ARM B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	27	21	2	6	0	1	0	57	80	17	2	1	1	1	0	102
07:15	48	14	2	1	1	0	0	66	97	24	1	1	2	1	0	126
07:30	36	25	4	2	1	0	0	68	109	24	1	1	4	0	0	139
07:45	60	17	4	2	2	0	0	85	144	21	3	3	1	4	1	177
08:00	53	23	1	2	0	0	0	79	170	28	6	2	2	2	0	210
08:15	57	15	3	1	2	0	0	78	161	16	2	1	1	2	1	184
08:30	47	30	5	1	0	0	0	83	139	21	4	2	2	1	2	171
08:45	42	15	2	0	0	0	1	60	149	9	5	2	0	1	1	167
09:00	62	18	5	4	1	0	0	90	105	19	1	1	0	0	0	126
09:15	61	11	1	2	0	0	1	76	122	15	4	1	0	0	0	142
09:30	56	18	4	0	1	0	0	79	109	14	1	4	2	0	0	130
09:45	39	9	5	1	1	0	0	55	80	12	2	1	3	2	0	100
P/TOT	588	216	38	22	9	1	2	876	1465	220	32	20	18	14	5	1774

TIME	TO ARM B							TOT	FROM ARM B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	100	14	2	1	1	1	0	119	68	16	4	1	0	0	1	90
16:15	103	11	2	0	0	2	0	118	68	18	1	2	2	0	0	91
16:30	107	18	1	1	1	2	0	130	77	12	1	0	0	1	1	92
16:45	99	22	0	0	1	0	1	123	82	22	1	0	1	2	0	108
17:00	201	14	0	0	1	3	1	220	76	15	2	1	1	1	1	97
17:15	135	11	0	3	1	3	1	154	62	10	4	0	0	1	0	77
17:30	107	7	0	0	1	0	2	117	58	6	1	2	1	0	0	68
17:45	93	3	0	0	1	0	0	97	78	10	2	0	1	0	0	91
18:00	95	9	5	0	1	1	0	111	42	3	0	0	2	1	0	48
18:15	65	6	1	0	0	2	1	75	38	9	1	0	0	0	0	48
18:30	40	8	2	0	0	0	0	50	24	7	1	0	1	0	0	33
18:45	41	3	0	0	1	0	0	45	36	3	0	0	0	1	0	40
P/TOT	1186	126	13	5	9	14	6	1359	709	131	18	6	9	7	3	883



SITE: 5

DATE: 03/11/2022

LOCATION: Langford Lane / Technology Drive

DAY: Thursday

TIME	TO ARM C							TOT	FROM ARM C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	7	4	0	0	0	0	0	11	5	2	0	0	0	0	0	7
07:15	11	5	0	0	0	0	0	16	3	3	0	0	0	0	0	6
07:30	6	3	1	0	0	0	0	10	7	2	0	0	0	0	0	9
07:45	4	5	0	2	0	0	0	11	7	2	1	0	0	0	0	10
08:00	12	5	1	1	0	1	0	20	4	0	0	2	0	0	0	6
08:15	4	2	0	0	0	0	0	6	3	0	1	0	0	0	0	4
08:30	4	0	1	1	0	0	0	6	4	1	1	1	0	0	0	7
08:45	9	0	0	1	0	0	0	10	3	0	0	0	0	0	0	3
09:00	10	1	0	0	0	0	1	12	3	4	0	2	0	0	0	9
09:15	10	1	2	0	0	0	0	13	2	3	2	0	0	0	0	7
09:30	7	3	0	3	0	0	0	13	5	1	0	0	0	0	0	6
09:45	2	4	0	1	0	0	0	7	3	2	1	3	0	0	0	9
P/TOT	86	33	5	9	0	1	1	135	49	20	6	8	0	0	0	83

TIME	TO ARM C							TOT	FROM ARM C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	7	2	0	0	0	0	0	9	10	4	0	1	0	0	0	15
16:15	5	4	0	0	0	0	0	9	7	2	0	0	0	0	0	9
16:30	5	1	0	0	0	0	0	6	10	6	0	0	0	0	0	16
16:45	1	1	0	0	0	1	0	3	6	1	0	0	0	0	0	7
17:00	7	0	0	0	0	1	0	8	7	0	0	0	0	1	0	8
17:15	5	1	0	0	0	0	0	6	6	0	0	0	0	0	0	6
17:30	8	0	0	0	0	0	0	8	8	0	0	0	0	0	0	8
17:45	10	1	0	0	0	0	0	11	6	0	0	0	0	0	1	7
18:00	3	0	0	0	0	0	0	3	9	0	0	0	0	0	0	9
18:15	6	1	0	0	0	0	0	7	1	1	0	0	0	0	0	2
18:30	3	1	0	0	0	0	0	4	3	0	0	0	0	0	0	3
18:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
P/TOT	62	12	0	0	0	2	0	76	73	14	0	1	0	1	1	90



SITE: 5

DATE: 03/11/2022

LOCATION: Langford Lane / Technology Drive

DAY: Thursday

TIME	JUNCTION TOTAL							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	112	41	4	7	1	2	0	167
07:15	150	41	3	2	3	1	0	200
07:30	153	51	6	3	5	0	0	218
07:45	211	43	7	5	3	4	1	274
08:00	232	53	7	6	2	2	0	302
08:15	223	32	6	2	3	2	1	269
08:30	190	51	10	3	2	1	2	259
08:45	198	24	7	2	0	1	2	234
09:00	176	41	6	6	1	0	1	231
09:15	190	29	7	3	0	0	1	230
09:30	171	35	5	4	3	0	0	218
09:45	123	25	8	4	4	2	0	166
P/TOT	2129	466	76	47	27	15	8	2768

PEAK HOUR CALCULATION	
07:00 to 08:00	859
07:15 to 08:15	994
07:30 to 08:30	1063
07:45 to 08:45	1104
08:00 to 09:00	1064
08:15 to 09:15	993
08:30 to 09:30	954
08:45 to 09:45	913
09:00 to 10:00	845
PEAK VALUE	1104

TIME	JUNCTION TOTAL							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	177	34	6	3	1	1	1	223
16:15	178	34	3	2	2	2	0	221
16:30	195	33	2	1	1	3	1	236
16:45	185	45	1	0	2	2	1	236
17:00	284	29	2	1	2	5	2	325
17:15	205	22	4	3	1	4	1	240
17:30	177	13	1	2	2	0	2	197
17:45	179	13	2	0	2	0	1	197
18:00	143	12	5	0	3	2	0	165
18:15	105	16	2	0	0	2	1	126
18:30	68	16	3	0	1	0	0	88
18:45	79	6	0	0	1	1	0	87
P/TOT	1975	273	31	12	18	22	10	2341

PEAK HOUR CALCULATION	
16:00 to 17:00	916
16:15 to 17:15	1018
16:30 to 17:30	1037
16:45 to 17:45	998
17:00 to 18:00	959
17:15 to 18:15	799
17:30 to 18:30	685
17:45 to 18:45	576
18:00 to 19:00	466
PEAK VALUE	1037



APPENDIX C

Queue Length Data



SITE: 1

DATE: 03/11/2022

LOCATION: Woodstock Road / Lanford Lane

DAY: Thursday

Notes: All queues are measured in vehicle numbers on the 5-minute interval.
 Lane numbering is outwards from the kerb in the direction of travel.
 When a junction is signalised, queues are taken at the end of the red phase nearest to the time interval.

TIME	ARM A			ARM B			ARM C		
	LANE 1	LANE 2	LANE 3	LANE 1	LANE 2	LANE 3	LANE 1	LANE 2	LANE 3
07:00	0	2	2	0	0	0	0	0	0
07:05	0	3	2	0	0	0	0	0	0
07:10	0	1	0	0	0	2	0	2	2
07:15	0	0	0	0	0	2	0	0	1
07:20	0	2	0	2	0	4	0	0	0
07:25	0	0	0	0	0	2	0	1	1
07:30	0	0	0	0	0	0	0	1	0
07:35	0	0	0	0	0	12	0	1	0
07:40	0	0	1	4	1	1	0	0	0
07:45	0	3	0	0	0	1	0	0	0
07:50	0	0	0	0	0	1	0	1	1
07:55	0	0	0	0	0	5	0	1	0
08:00	3	3	2	0	0	0	0	1	0
08:05	0	0	0	0	0	3	0	0	0
08:10	0	0	0	0	0	3	0	0	0
08:15	0	1	0	0	0	0	0	0	1
08:20	4	1	1	0	0	0	0	2	0
08:25	0	1	0	0	0	2	0	0	0
08:30	0	3	3	1	0	1	0	1	1
08:35	0	0	0	0	0	2	0	1	0
08:40	0	0	0	0	0	4	0	1	0
08:45	0	0	0	0	0	2	0	0	2
08:50	0	0	0	0	0	3	0	1	0
08:55	0	3	0	0	0	0	0	2	2
09:00	0	1	0	0	0	0	0	0	0
09:05	0	2	1	0	0	0	0	3	2
09:10	0	0	0	0	0	2	0	2	1
09:15	0	1	2	0	0	0	0	0	0
09:20	0	2	1	0	0	2	0	0	3
09:25	0	3	4	1	0	1	0	1	0
09:30	0	0	0	0	0	0	0	1	1
09:35	5	2	1	0	0	0	0	2	1
09:40	0	0	0	0	0	1	0	1	1
09:45	0	0	0	0	0	1	0	0	1
09:50	0	0	0	0	0	1	0	1	0
09:55	0	3	0	0	0	0	0	2	0
10:00	0	0	0	0	0	0	0	0	0
MAX QUEUE	5	3	4	4	1	12	0	3	3



SITE: 1

DATE: 03/11/2022

LOCATION: Woodstock Road / Lanford Lane

DAY: Thursday

Notes: All queues are measured in vehicle numbers on the 5-minute interval.
 Lane numbering is outwards from the kerb in the direction of travel.
 When a junction is signalised, queues are taken at the end of the red phase nearest to the time interval.

TIME	ARM A			ARM B			ARM C		
	LANE 1	LANE 2	LANE 3	LANE 1	LANE 2	LANE 3	LANE 1	LANE 2	LANE 3
16:00	0	0	0	0	0	1	0	0	0
16:05	0	0	0	0	0	1	0	0	1
16:10	0	1	0	0	0	0	0	2	1
16:15	0	3	3	1	2	0	0	0	0
16:20	0	2	1	0	0	0	0	3	0
16:25	0	0	0	0	0	2	0	0	0
16:30	0	2	2	0	0	0	0	2	2
16:35	1	2	2	0	0	0	0	1	1
16:40	0	3	6	0	0	0	0	2	3
16:45	0	0	0	0	0	0	0	1	3
16:50	0	3	0	0	0	0	0	2	2
16:55	0	2	3	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0
17:05	0	2	0	0	0	0	0	4	3
17:10	0	2	0	1	0	1	0	0	1
17:15	0	2	0	0	0	0	0	3	4
17:20	0	3	2	1	0	0	0	0	0
17:25	0	5	0	1	0	0	0	2	4
17:30	0	1	1	0	0	0	0	2	0
17:35	0	2	1	0	0	0	0	2	4
17:40	0	0	0	0	0	0	0	2	2
17:45	0	1	0	0	0	0	0	1	0
17:50	0	1	0	0	0	2	0	0	1
17:55	0	1	0	0	0	0	0	0	1
18:00	0	1	0	1	0	0	0	2	2
18:05	0	0	0	0	0	0	0	5	3
18:10	0	1	0	0	0	0	0	1	4
18:15	0	2	1	0	0	0	0	2	1
18:20	0	0	0	0	0	0	0	0	0
18:25	0	2	0	0	0	1	0	0	0
18:30	0	0	6	0	0	0	0	1	0
18:35	0	0	0	0	0	0	0	1	1
18:40	0	0	0	0	0	1	0	0	0
18:45	0	0	0	0	0	0	0	1	0
18:50	0	3	0	0	0	0	0	1	0
18:55	0	1	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0
MAX QUEUE	1	5	6	1	2	2	0	5	4



SITE: 2

DATE: 03/11/2022

LOCATION: Langford Lane / The Boulevard / Oxford Motor Park

DAY: Thursday

Notes: All queues are measured in vehicle numbers on the 5-minute interval.
 Lane numbering is outwards from the kerb in the direction of travel.
 When a junction is signalled, queues are taken at the end of the red phase nearest to the time interval.

TIME	ARM A	ARM B		ARM C		ARM D	
	LANE 1	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2
07:00	0	0	0	0	0	0	0
07:05	3	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0
07:15	0	1	0	0	0	0	0
07:20	0	0	0	0	0	0	0
07:25	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0
07:35	0	0	0	0	0	0	0
07:40	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0
07:50	0	0	0	0	0	0	1
07:55	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	2
08:05	0	0	0	0	0	0	0
08:10	1	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0
08:20	0	0	0	0	0	0	0
08:25	0	0	0	0	0	0	1
08:30	0	0	0	0	1	0	0
08:35	0	0	0	1	0	0	0
08:40	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0
08:50	0	0	0	0	0	0	0
08:55	1	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0
09:05	0	0	0	0	0	0	0
09:10	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0
09:20	0	0	0	0	0	0	0
09:25	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0
09:35	0	0	0	0	0	0	0
09:40	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0
09:50	0	0	0	0	0	0	0
09:55	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0
MAX QUEUE	3	1	0	1	1	0	2



SITE: 2

DATE: 03/11/2022

LOCATION: Langford Lane / The Boulevard / Oxford Motor Park

DAY: Thursday

Notes: All queues are measured in vehicle numbers on the 5-minute interval.
 Lane numbering is outwards from the kerb in the direction of travel.
 When a junction is signalled, queues are taken at the end of the red phase nearest to the time interval.

TIME	ARM A	ARM B		ARM C		ARM D	
	LANE 1	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2
16:00	0	0	0	0	0	0	0
16:05	0	0	0	0	0	0	0
16:10	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0
16:20	1	0	0	0	0	0	0
16:25	0	0	0	0	0	0	0
16:30	0	0	0	1	0	0	0
16:35	0	0	0	0	0	0	0
16:40	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0
16:50	0	0	0	0	0	0	0
16:55	1	0	0	1	0	0	0
17:00	0	0	0	0	0	0	0
17:05	0	0	0	0	0	0	0
17:10	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0
17:20	0	0	0	0	0	1	0
17:25	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0
17:35	0	0	0	0	0	0	0
17:40	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0
17:50	1	0	0	0	0	0	0
17:55	0	0	0	0	0	0	0
18:00	0	0	0	0	0	1	0
18:05	1	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0
18:20	0	0	0	0	0	0	0
18:25	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0
18:40	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0
18:50	0	0	0	0	0	0	0
18:55	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0
MAX QUEUE	1	0	0	1	0	1	0



SITE: 3

DATE: 03/11/2022

LOCATION: The Boulevard / Oxford Airport Access

DAY: Thursday

Notes: All queues are measured in vehicle numbers on the 5-minute interval.
Lane numbering is outwards from the kerb in the direction of travel.
When a junction is signalled, queues are taken at the end of the red phase nearest to the time interval.

	ARM A	ARM B	ARM C
TIME	LANE 1	LANE 1	LANE 1
07:00	0	0	0
07:05	0	0	0
07:10	0	0	0
07:15	0	0	0
07:20	0	0	0
07:25	0	0	0
07:30	0	0	0
07:35	0	0	0
07:40	0	0	0
07:45	0	0	0
07:50	0	0	0
07:55	0	0	0
08:00	0	0	0
08:05	0	0	0
08:10	0	0	0
08:15	0	0	0
08:20	0	0	0
08:25	0	0	0
08:30	0	0	0
08:35	0	0	0
08:40	0	0	0
08:45	0	0	0
08:50	0	0	0
08:55	0	0	0
09:00	0	0	0
09:05	0	0	0
09:10	0	0	0
09:15	0	0	0
09:20	0	0	0
09:25	0	0	0
09:30	0	0	0
09:35	0	0	0
09:40	0	0	0
09:45	0	0	0
09:50	0	0	0
09:55	0	0	0
10:00	0	0	0
MAX QUEUE	0	0	0



SITE: 3

DATE: 03/11/2022

LOCATION: The Boulevard / Oxford Airport Access

DAY: Thursday

Notes: All queues are measured in vehicle numbers on the 5-minute interval.
Lane numbering is outwards from the kerb in the direction of travel.
When a junction is signalled, queues are taken at the end of the red phase nearest to the time interval.

	ARM A	ARM B	ARM C
TIME	LANE 1	LANE 1	LANE 1
16:00	0	0	0
16:05	0	0	0
16:10	0	0	0
16:15	0	0	0
16:20	0	0	0
16:25	0	0	0
16:30	0	0	0
16:35	0	0	0
16:40	0	0	0
16:45	0	0	0
16:50	0	0	0
16:55	0	0	0
17:00	0	0	0
17:05	0	0	0
17:10	0	0	0
17:15	0	0	0
17:20	0	0	0
17:25	0	0	0
17:30	0	0	0
17:35	0	0	0
17:40	0	0	0
17:45	0	0	0
17:50	0	0	0
17:55	0	0	0
18:00	0	0	0
18:05	0	0	0
18:10	0	0	0
18:15	0	0	0
18:20	0	0	0
18:25	0	0	0
18:30	0	0	0
18:35	0	0	0
18:40	0	0	0
18:45	0	0	0
18:50	0	0	0
18:55	0	0	0
19:00	0	0	0
MAX QUEUE	0	0	0



SITE: 4

DATE: 03/11/2022

LOCATION: Langford Lane / Banbury Rd (A4260)

DAY: Thursday

Notes: All queues are measured in vehicle numbers on the 5-minute interval.
 Lane numbering is outwards from the kerb in the direction of travel.
 When a junction is signalised, queues are taken at the end of the red phase nearest to the time interval.

TIME	ARM A		ARM B		ARM C	
	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2
07:00	0	0	1	2	0	0
07:05	0	0	1	2	0	0
07:10	1	0	0	0	0	3
07:15	0	0	0	1	0	0
07:20	0	2	1	5	0	0
07:25	0	0	0	1	1	0
07:30	0	0	1	2	0	0
07:35	0	0	0	0	0	0
07:40	1	1	0	0	0	0
07:45	0	0	0	0	3	1
07:50	4	2	0	0	0	2
07:55	0	0	0	5	0	0
08:00	1	0	0	0	0	3
08:05	1	1	0	2	0	1
08:10	2	2	0	0	0	1
08:15	0	5	3	0	0	0
08:20	3	1	0	0	0	0
08:25	1	0	0	0	2	3
08:30	3	0	0	0	0	7
08:35	0	2	0	0	0	2
08:40	0	0	2	0	1	0
08:45	0	0	1	2	0	0
08:50	0	0	0	0	0	0
08:55	0	0	0	0	0	1
09:00	1	0	0	0	0	2
09:05	0	0	0	6	0	0
09:10	2	0	0	0	0	3
09:15	0	1	0	0	0	3
09:20	2	0	0	2	0	0
09:25	3	3	1	0	0	0
09:30	0	0	0	0	0	0
09:35	1	0	0	0	0	1
09:40	0	0	0	3	0	0
09:45	2	1	0	0	0	0
09:50	1	1	0	0	0	0
09:55	1	1	0	0	0	0
10:00	0	0	0	0	0	0
MAX QUEUE	4	5	3	6	3	7



SITE: 4

DATE: 03/11/2022

LOCATION: Langford Lane / Banbury Rd (A4260)

DAY: Thursday

Notes: All queues are measured in vehicle numbers on the 5-minute interval.
 Lane numbering is outwards from the kerb in the direction of travel.
 When a junction is signalled, queues are taken at the end of the red phase nearest to the time interval.

TIME	ARM A		ARM B		ARM C	
	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2
16:00	5	0	0	0	0	0
16:05	7	0	0	1	0	0
16:10	1	0	0	0	0	3
16:15	0	0	0	0	0	1
16:20	0	0	0	4	0	0
16:25	1	0	0	0	0	1
16:30	0	0	0	0	2	0
16:35	0	0	0	0	0	6
16:40	0	0	0	0	0	0
16:45	0	0	0	0	0	0
16:50	1	0	0	0	0	1
16:55	0	0	0	1	0	0
17:00	0	0	0	1	0	0
17:05	1	0	0	0	0	5
17:10	1	2	0	0	0	5
17:15	6	0	0	0	0	2
17:20	0	0	0	0	0	2
17:25	1	0	0	0	0	0
17:30	1	0	0	0	0	1
17:35	0	0	0	0	0	0
17:40	0	0	0	2	0	0
17:45	0	0	0	0	0	0
17:50	0	0	0	3	0	0
17:55	0	0	1	0	0	0
18:00	0	0	1	2	0	0
18:05	0	0	0	0	0	3
18:10	0	0	1	0	0	0
18:15	0	0	1	1	0	0
18:20	0	0	1	0	0	0
18:25	0	0	0	0	0	0
18:30	0	0	0	0	0	0
18:35	2	0	0	0	0	0
18:40	0	0	0	0	0	0
18:45	0	0	0	0	0	0
18:50	0	0	0	0	0	0
18:55	0	0	0	0	0	0
19:00	0	0	0	0	0	0
MAX QUEUE	7	2	1	4	2	6



SITE: 5

DATE: 03/11/2022

LOCATION: Langford Ln / Technology Drive

DAY: Thursday

Notes: All queues are measured in vehicle numbers on the 5-minute interval.
 Lane numbering is outwards from the kerb in the direction of travel.
 When a junction is signalised, queues are taken at the end of the red phase nearest to the time interval.

	ARM A	ARM B		ARM C	
TIME	LANE 1	LANE 1	LANE 2	LANE 1	LANE 2
07:00	0	0	0	0	0
07:05	0	0	1	0	0
07:10	0	0	0	0	0
07:15	0	0	0	0	0
07:20	0	0	0	0	0
07:25	0	0	0	0	0
07:30	0	0	0	0	0
07:35	0	0	0	0	0
07:40	0	0	0	0	0
07:45	0	0	0	0	0
07:50	0	0	0	0	0
07:55	0	0	0	0	0
08:00	0	0	0	0	0
08:05	0	0	0	0	0
08:10	0	0	0	0	0
08:15	0	0	0	0	0
08:20	0	0	0	0	0
08:25	0	0	0	0	0
08:30	0	0	0	0	0
08:35	0	0	0	0	0
08:40	0	0	0	0	0
08:45	0	0	0	0	0
08:50	0	0	0	0	0
08:55	0	0	0	0	0
09:00	0	0	0	0	0
09:05	0	0	0	0	0
09:10	0	0	0	0	0
09:15	0	0	0	0	0
09:20	0	0	0	0	0
09:25	0	0	0	0	0
09:30	0	0	0	0	0
09:35	0	0	0	0	0
09:40	0	0	1	0	2
09:45	0	0	0	1	0
09:50	0	0	0	0	0
09:55	0	0	0	0	1
10:00	0	0	0	0	0
MAX QUEUE	0	0	1	1	2



SITE: 5

DATE: 03/11/2022

LOCATION: Langford Ln / Technology Drive

DAY: Thursday

Notes: All queues are measured in vehicle numbers on the 5-minute interval.
 Lane numbering is outwards from the kerb in the direction of travel.
 When a junction is signalised, queues are taken at the end of the red phase nearest to the time interval.

TIME	ARM A	ARM B		ARM C	
	LANE 1	LANE 1	LANE 2	LANE 1	LANE 2
16:00	0	0	0	0	0
16:05	0	0	0	0	0
16:10	0	0	0	0	0
16:15	0	0	0	0	0
16:20	0	0	0	0	0
16:25	0	0	0	0	0
16:30	0	0	0	0	0
16:35	0	0	0	0	0
16:40	0	0	0	0	1
16:45	0	0	0	0	0
16:50	0	0	0	0	0
16:55	0	0	0	0	0
17:00	0	0	0	0	0
17:05	0	0	0	0	0
17:10	0	0	0	0	0
17:15	0	0	0	0	0
17:20	0	0	0	0	1
17:25	0	0	0	0	0
17:30	0	0	0	0	0
17:35	0	0	0	0	0
17:40	0	0	0	0	1
17:45	0	0	0	0	0
17:50	0	0	0	0	0
17:55	0	0	0	0	0
18:00	0	0	0	0	0
18:05	0	0	0	0	0
18:10	0	0	0	0	0
18:15	0	0	0	0	0
18:20	0	0	0	0	0
18:25	0	0	0	0	0
18:30	0	0	0	0	1
18:35	0	0	0	0	0
18:40	0	0	0	0	0
18:45	0	0	0	0	0
18:50	0	0	0	0	0
18:55	0	0	0	0	0
19:00	0	0	0	0	0
MAX QUEUE	0	0	0	0	1



APPENDIX D Automatic Traffic Count Data

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85 th ile Speed
1	Langford Lane - Attached to Lamp Column, OSGR: SP 47773 14913	Eastbound	30	03 November 2022	09 November 2022	29736	5093	4248	18672	62.8	5891	19.8	1339	4.5	31.6	36.0
		Westbound	30	03 November 2022	09 November 2022	28149	4790	4021	9264	32.9	1883	6.7	354	1.3	28.7	32.5
		Two Way	30	03 November 2022	09 November 2022	57885	9882	8269	27936	48.3	7774	13.4	1693	2.9	30.2	34.6

Site 1
 Location Langford Lane - Attached to Lamp Column, OSGR: SP 47773 14913
 Direction Eastbound

13431 / OXFORD AIRPORT
 NOVEMBER 2022
 AUTOMATIC TRAFFIC COUNT

03 November 2022

Time	Total	Classification												]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 40 DfT	]SL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	13	0	12	0	0	1	0	0	0	0	0	0	0	11	84.6	6	46.2	2	15.4	35.4	41.5
0100	2	0	1	0	1	0	0	0	0	0	0	0	0	2	100.0	2	100.0	1	50.0	45.7	-
0200	10	0	9	0	1	0	0	0	0	0	0	0	0	10	100.0	6	60.0	2	20.0	36.8	-
0300	5	0	5	0	0	0	0	0	0	0	0	0	0	5	100.0	4	80.0	3	60.0	40.1	-
0400	8	0	8	0	0	0	0	0	0	0	0	0	0	8	100.0	6	75.0	4	50.0	40.4	-
0500	32	0	31	0	1	0	0	0	0	0	0	0	0	26	81.3	14	43.8	6	18.8	35.1	43.2
0600	134	1	120	0	8	5	0	0	0	0	0	0	0	122	91.0	50	37.3	10	7.5	34.3	38
0700	388	4	343	1	32	6	1	1	0	0	0	0	0	249	64.2	62	16.0	5	1.3	31.4	35.2
0800	570	7	523	0	34	1	0	3	1	0	1	0	0	283	49.7	53	9.3	2	0.4	30.1	34
0900	451	2	396	2	39	6	3	0	2	1	0	0	0	213	47.2	49	10.9	8	1.8	30.1	33.9
1000	312	2	270	1	27	8	2	0	1	0	1	0	0	173	55.5	53	17.0	9	2.9	31.1	35.7
1100	275	3	239	0	29	4	0	0	0	0	0	0	0	153	55.6	41	14.9	9	3.3	30.8	34.9
1200	371	4	327	1	36	2	1	0	0	0	0	0	0	221	59.6	56	15.1	7	1.9	31.1	35
1300	346	0	301	1	38	4	1	0	1	0	0	0	0	218	63.0	60	17.3	11	3.2	31.4	35.3
1400	317	7	271	0	30	0	5	0	1	2	1	0	0	214	67.5	64	20.2	12	3.8	31.5	36
1500	382	3	330	1	43	2	2	0	1	0	0	0	0	254	66.5	79	20.7	17	4.5	31.8	36.1
1600	553	4	498	3	39	6	2	0	0	0	1	0	0	295	53.4	92	16.6	19	3.4	30.8	35.1
1700	533	4	490	2	27	5	1	0	2	1	1	0	0	252	47.3	57	10.7	11	2.1	29.6	34
1800	235	2	218	0	9	6	0	0	0	0	0	0	0	155	66.0	63	26.8	16	6.8	32.5	37.6
1900	139	1	127	1	7	3	0	0	0	0	0	0	0	107	77.0	43	30.9	9	6.5	33.3	37.2
2000	82	1	76	0	3	2	0	0	0	0	0	0	0	68	82.9	33	40.2	8	9.8	34.1	38.3
2100	70	1	62	0	4	2	0	0	0	0	1	0	0	60	85.7	29	41.4	13	18.6	34.8	41.3
2200	46	1	40	0	5	0	0	0	0	0	0	0	0	40	87.0	19	41.3	6	13.0	35	39.6
2300	24	0	21	0	3	0	0	0	0	0	0	0	0	16	66.7	8	33.3	3	12.5	33.4	39.1
07-19	4733	42	4206	12	383	50	18	4	9	4	5	0	0	2680	56.6	729	15.4	126	2.7	30.9	35.1
06-22	5158	46	4591	13	405	62	18	4	9	4	6	0	0	3037	58.9	884	17.1	166	3.2	31.1	35.3
06-00	5228	47	4652	13	413	62	18	4	9	4	6	0	0	3093	59.2	911	17.4	175	3.3	31.2	35.4
00-00	5298	47	4718	13	416	63	18	4	9	4	6	0	0	3155	59.6	949	17.9	193	3.6	31.2	35.5

Site 1
 Location Langford Lane - Attached to Lamp Column, OSGR: SP 47773 14913
 Direction Eastbound

13431 / OXFORD AIRPORT
 NOVEMBER 2022
 AUTOMATIC TRAFFIC COUNT

04 November 2022

Time	Total	Classification												]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 40 DfT	]SL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	11	0	9	0	1	1	0	0	0	0	0	0	0	10	90.9	7	63.6	1	9.1	35.8	38.3
0100	11	0	10	0	1	0	0	0	0	0	0	0	0	9	81.8	6	54.6	0	0.0	34.7	39.7
0200	7	0	5	0	2	0	0	0	0	0	0	0	0	7	100.0	5	71.4	2	28.6	37.7	-
0300	5	0	5	0	0	0	0	0	0	0	0	0	0	5	100.0	5	100.0	3	60.0	42.7	-
0400	7	0	6	0	0	1	0	0	0	0	0	0	0	6	85.7	6	85.7	1	14.3	36.5	-
0500	27	0	24	0	3	0	0	0	0	0	0	0	0	20	74.1	15	55.6	5	18.5	35.4	41.8
0600	123	1	106	0	12	2	0	1	0	0	1	0	0	105	85.4	51	41.5	14	11.4	34.6	39.3
0700	350	5	306	1	20	14	0	0	2	1	1	0	0	270	77.1	100	28.6	17	4.9	32.7	36.3
0800	454	10	391	0	40	9	2	1	0	0	1	0	0	346	76.2	98	21.6	16	3.5	32.4	36.2
0900	330	4	272	0	51	1	1	1	0	0	0	0	0	256	77.6	81	24.6	17	5.2	32.8	37.2
1000	320	4	263	2	49	0	1	0	0	0	0	0	1	223	69.7	57	17.8	9	2.8	31.6	35.4
1100	296	3	247	1	42	1	0	1	1	0	0	0	0	173	58.5	47	15.9	8	2.7	30.9	35.1
1200	346	7	304	1	31	0	2	0	1	0	0	0	0	210	60.7	70	20.2	16	4.6	31.6	36.1
1300	318	4	268	2	41	1	2	0	0	0	0	0	0	214	67.3	69	21.7	11	3.5	31.9	35.8
1400	343	3	284	0	53	1	0	0	1	0	0	0	1	245	71.4	90	26.2	17	5.0	32.7	36.7
1500	419	7	366	0	38	3	3	0	2	0	0	0	0	280	66.8	91	21.7	23	5.5	31.9	36.2
1600	516	5	465	0	40	6	0	0	0	0	0	0	0	320	62.0	68	13.2	6	1.2	31.3	34.6
1700	432	7	400	1	18	4	0	0	1	0	1	0	0	278	64.4	79	18.3	19	4.4	31.5	35.7
1800	207	1	194	1	6	5	0	0	0	0	0	0	0	152	73.4	66	31.9	21	10.1	33.2	38.3
1900	85	0	80	0	4	1	0	0	0	0	0	0	0	63	74.1	34	40.0	12	14.1	34.3	39.9
2000	96	1	89	0	5	0	0	0	0	1	0	0	0	83	86.5	42	43.8	11	11.5	34.5	38.6
2100	55	1	49	0	4	1	0	0	0	0	0	0	0	42	76.4	21	38.2	11	20.0	34.5	41
2200	42	1	37	0	4	0	0	0	0	0	0	0	0	33	78.6	16	38.1	7	16.7	33.9	40.3
2300	30	0	24	0	4	2	0	0	0	0	0	0	0	26	86.7	15	50.0	4	13.3	34.7	40.1
07-19	4331	60	3760	9	429	45	11	3	8	1	3	0	2	2967	68.5	916	21.2	180	4.2	32	36.1
06-22	4690	63	4084	9	454	49	11	4	8	2	4	0	2	3260	69.5	1064	22.7	228	4.9	32.2	36.4
06-00	4762	64	4145	9	462	51	11	4	8	2	4	0	2	3319	69.7	1095	23.0	239	5.0	32.2	36.4
00-00	4830	64	4204	9	469	53	11	4	8	2	4	0	2	3376	69.9	1139	23.6	251	5.2	32.3	36.5

Site 1
 Location Langford Lane - Attached to Lamp Column, OSGR: SP 47773 14913
 Direction Eastbound

13431 / OXFORD AIRPORT
 NOVEMBER 2022
 AUTOMATIC TRAFFIC COUNT

05 November 2022

Time	Total	Classification												]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 40 DfT	]SL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	11	0	10	0	0	1	0	0	0	0	0	0	0	8	72.7	5	45.5	3	27.3	35.8	47.4
0100	9	0	7	0	1	1	0	0	0	0	0	0	0	7	77.8	4	44.4	4	44.4	34.5	-
0200	14	0	13	0	1	0	0	0	0	0	0	0	0	11	78.6	8	57.1	3	21.4	36.2	44.2
0300	3	0	3	0	0	0	0	0	0	0	0	0	0	1	33.3	1	33.3	1	33.3	31.9	-
0400	6	0	5	0	1	0	0	0	0	0	0	0	0	5	83.3	4	66.7	3	50.0	39.8	-
0500	11	0	10	0	1	0	0	0	0	0	0	0	0	11	100.0	5	45.5	1	9.1	36.5	40.4
0600	39	1	35	0	3	0	0	0	0	0	0	0	0	31	79.5	14	35.9	5	12.8	34.5	39.8
0700	94	2	81	0	7	3	0	0	0	0	1	0	0	86	91.5	39	41.5	12	12.8	34.6	39.1
0800	160	6	140	0	9	4	0	0	0	1	0	0	0	121	75.6	55	34.4	15	9.4	33.6	38.3
0900	201	2	188	0	9	2	0	0	0	0	0	0	0	122	60.7	37	18.4	9	4.5	31.3	35.8
1000	235	5	215	0	13	1	0	0	1	0	0	0	0	128	54.5	40	17.0	7	3.0	30.8	35.2
1100	253	1	237	0	14	1	0	0	0	0	0	0	0	165	65.2	35	13.8	4	1.6	31.2	34.9
1200	262	2	247	0	12	1	0	0	0	0	0	0	0	181	69.1	52	19.9	9	3.4	31.8	35.6
1300	195	0	182	1	11	1	0	0	0	0	0	0	0	118	60.5	39	20.0	9	4.6	31.5	36.4
1400	184	3	170	1	8	2	0	0	0	0	0	0	0	119	64.7	38	20.7	12	6.5	31.5	36.4
1500	167	4	156	0	6	1	0	0	0	0	0	0	0	107	64.1	36	21.6	10	6.0	32.1	37.2
1600	183	0	176	0	7	0	0	0	0	0	0	0	0	129	70.5	53	29.0	15	8.2	32.7	37.4
1700	153	1	145	0	6	1	0	0	0	0	0	0	0	115	75.2	60	39.2	22	14.4	33.7	39.5
1800	85	2	79	0	4	0	0	0	0	0	0	0	0	68	80.0	25	29.4	8	9.4	33.7	37.2
1900	78	0	73	0	3	2	0	0	0	0	0	0	0	55	70.5	31	39.7	11	14.1	33.5	39.9
2000	51	1	47	0	2	1	0	0	0	0	0	0	0	39	76.5	19	37.3	9	17.7	34.4	41.1
2100	49	0	46	0	2	1	0	0	0	0	0	0	0	35	71.4	15	30.6	5	10.2	33	38.8
2200	46	1	44	0	1	0	0	0	0	0	0	0	0	39	84.8	20	43.5	8	17.4	35.1	40.5
2300	16	0	13	0	2	1	0	0	0	0	0	0	0	15	93.8	6	37.5	1	6.3	34.4	38
07-19	2172	28	2016	2	106	17	0	0	1	1	1	0	0	1459	67.2	509	23.4	132	6.1	32.1	36.7
06-22	2389	30	2217	2	116	21	0	0	1	1	1	0	0	1619	67.8	588	24.6	162	6.8	32.2	37
06-00	2451	31	2274	2	119	22	0	0	1	1	1	0	0	1673	68.3	614	25.1	171	7.0	32.3	37.1
00-00	2505	31	2322	2	123	24	0	0	1	1	1	0	0	1716	68.5	641	25.6	186	7.4	32.4	37.2

Site 1
 Location Langford Lane - Attached to Lamp Column, OSGR: SP 47773 14913
 Direction Eastbound

**13431 / OXFORD AIRPORT
 NOVEMBER 2022
 AUTOMATIC TRAFFIC COUNT**

06 November 2022

Time	Total	Classification												]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 40 DfT	]SL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	9	0	9	0	0	0	0	0	0	0	0	0	0	8	88.9	2	22.2	1	11.1	33.7	-
0100	11	2	7	0	1	1	0	0	0	0	0	0	0	10	90.9	5	45.5	2	18.2	35.6	41.7
0200	12	0	12	0	0	0	0	0	0	0	0	0	0	10	83.3	3	25.0	0	0.0	32.9	38.1
0300	3	0	2	0	1	0	0	0	0	0	0	0	0	3	100.0	2	66.7	2	66.7	40.9	-
0400	5	0	5	0	0	0	0	0	0	0	0	0	0	5	100.0	4	80.0	0	0.0	34.5	-
0500	12	0	11	0	1	0	0	0	0	0	0	0	0	11	91.7	6	50.0	1	8.3	35.9	39.8
0600	23	0	21	0	2	0	0	0	0	0	0	0	0	19	82.6	11	47.8	5	21.7	36.7	43.5
0700	28	1	23	0	2	1	1	0	0	0	0	0	0	22	78.6	10	35.7	2	7.1	34	39.1
0800	62	1	57	0	3	1	0	0	0	0	0	0	0	43	69.4	21	33.9	10	16.1	33.4	40
0900	105	2	95	0	6	2	0	0	0	0	0	0	0	75	71.4	40	38.1	11	10.5	33.2	38.6
1000	154	2	148	0	3	1	0	0	0	0	0	0	0	96	62.3	32	20.8	4	2.6	31.5	36
1100	155	2	140	2	10	1	0	0	0	0	0	0	0	109	70.3	34	21.9	10	6.5	32	36.3
1200	174	1	160	0	11	2	0	0	0	0	0	0	0	115	66.1	38	21.8	8	4.6	32.1	36.4
1300	167	0	164	0	3	0	0	0	0	0	0	0	0	103	61.7	29	17.4	5	3.0	31.6	35.5
1400	148	1	140	0	6	1	0	0	0	0	0	0	0	103	69.6	42	28.4	14	9.5	32.8	38.5
1500	135	4	126	0	2	3	0	0	0	0	0	0	0	91	67.4	45	33.3	10	7.4	32.6	37.1
1600	153	0	148	0	3	2	0	0	0	0	0	0	0	94	61.4	31	20.3	9	5.9	32	36.9
1700	104	1	94	0	3	6	0	0	0	0	0	0	0	62	59.6	30	28.9	10	9.6	32.7	37.9
1800	95	0	87	0	5	2	1	0	0	0	0	0	0	79	83.2	32	33.7	9	9.5	34.2	39
1900	63	0	59	0	3	1	0	0	0	0	0	0	0	49	77.8	26	41.3	7	11.1	33.9	39
2000	57	0	53	0	4	0	0	0	0	0	0	0	0	47	82.5	21	36.8	6	10.5	34	39.5
2100	43	0	38	0	2	3	0	0	0	0	0	0	0	33	76.7	16	37.2	4	9.3	33.6	39.2
2200	36	0	34	0	1	1	0	0	0	0	0	0	0	30	83.3	16	44.4	4	11.1	34.7	39.5
2300	13	0	11	0	1	1	0	0	0	0	0	0	0	10	76.9	5	38.5	4	30.8	34.3	42.2
07-19	1480	15	1382	2	57	22	2	0	0	0	0	0	0	992	67.0	384	26.0	102	6.9	32.4	37
06-22	1666	15	1553	2	68	26	2	0	0	0	0	0	0	1140	68.4	458	27.5	124	7.4	32.6	37.3
06-00	1715	15	1598	2	70	28	2	0	0	0	0	0	0	1180	68.8	479	27.9	132	7.7	32.7	37.4
00-00	1767	17	1644	2	73	29	2	0	0	0	0	0	0	1227	69.4	501	28.4	138	7.8	32.8	37.5

Site 1
 Location Langford Lane - Attached to Lamp Column, OSGR: SP 47773 14913
 Direction Eastbound

**13431 / OXFORD AIRPORT
 NOVEMBER 2022
 AUTOMATIC TRAFFIC COUNT**

07 November 2022

Time	Total	Classification												]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 40 DfT	]SL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	10	0	8	0	1	1	0	0	0	0	0	0	0	8	80.0	4	40.0	0	0.0	33.8	-
0100	6	0	5	0	0	1	0	0	0	0	0	0	0	6	100.0	5	83.3	0	0.0	35.8	-
0200	12	0	11	0	1	0	0	0	0	0	0	0	0	11	91.7	8	66.7	5	41.7	40.8	52.7
0300	6	0	5	0	1	0	0	0	0	0	0	0	0	6	100.0	6	100.0	5	83.3	43.3	-
0400	10	0	10	0	0	0	0	0	0	0	0	0	0	9	90.0	7	70.0	3	30.0	36.2	-
0500	34	0	30	0	3	0	1	0	0	0	0	0	0	30	88.2	19	55.9	6	17.7	35.4	42
0600	96	0	79	0	11	6	0	0	0	0	0	0	0	82	85.4	45	46.9	9	9.4	34.7	39.5
0700	404	4	367	1	31	1	0	0	0	0	0	0	0	277	68.6	71	17.6	10	2.5	31.8	35.5
0800	523	3	475	3	36	2	2	1	0	1	0	0	0	264	50.5	54	10.3	9	1.7	30.2	34
0900	346	5	285	1	50	2	1	0	1	0	1	0	0	203	58.7	49	14.2	4	1.2	30.7	34.8
1000	297	0	249	2	41	1	1	1	0	0	2	0	0	157	52.9	49	16.5	10	3.4	30.8	35.1
1100	292	2	244	1	40	2	0	0	2	1	0	0	0	172	58.9	49	16.8	5	1.7	31	35.4
1200	330	2	298	0	28	1	0	0	0	1	0	0	0	193	58.5	40	12.1	6	1.8	30.8	34.3
1300	316	0	276	0	37	1	0	0	1	1	0	0	0	149	47.2	39	12.3	9	2.8	30.2	34.2
1400	336	4	288	1	39	1	1	0	2	0	0	0	0	203	60.4	63	18.8	16	4.8	31.5	35.8
1500	359	5	310	0	41	3	0	0	0	0	0	0	0	187	52.1	45	12.5	14	3.9	30.6	34.4
1600	554	6	487	2	54	2	0	0	0	1	2	0	0	232	41.9	48	8.7	6	1.1	29	34
1700	477	6	439	3	22	4	2	0	0	1	0	0	0	221	46.3	40	8.4	7	1.5	29.3	33.6
1800	209	2	188	0	17	2	0	0	0	0	0	0	0	143	68.4	49	23.4	14	6.7	32.5	37.2
1900	107	1	101	0	3	1	1	0	0	0	0	0	0	79	73.8	42	39.3	11	10.3	33.5	38.8
2000	72	0	67	0	4	1	0	0	0	0	0	0	0	55	76.4	25	34.7	5	6.9	33.4	37.9
2100	56	0	51	0	5	0	0	0	0	0	0	0	0	44	78.6	18	32.1	10	17.9	34.2	41
2200	34	0	31	0	2	1	0	0	0	0	0	0	0	24	70.6	15	44.1	3	8.8	34	39
2300	18	0	15	0	0	2	1	0	0	0	0	0	0	14	77.8	9	50.0	3	16.7	35.2	41.1
07-19	4443	39	3906	14	436	22	7	2	6	6	5	0	0	2401	54.0	596	13.4	110	2.5	30.5	34.7
06-22	4774	40	4204	14	459	30	8	2	6	6	5	0	0	2661	55.7	726	15.2	145	3.0	30.8	35
06-00	4826	40	4250	14	461	33	9	2	6	6	5	0	0	2699	55.9	750	15.5	151	3.1	30.8	35.1
00-00	4904	40	4319	14	467	35	10	2	6	6	5	0	0	2769	56.5	799	16.3	170	3.5	30.9	35.3

Site 1
 Location Langford Lane - Attached to Lamp Column, OSGR: SP 47773 14913
 Direction Eastbound

**13431 / OXFORD AIRPORT
 NOVEMBER 2022
 AUTOMATIC TRAFFIC COUNT**

08 November 2022

Time	Total	Classification												]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 40 DfT	]SL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	6	0	6	0	0	0	0	0	0	0	0	0	0	6	100.0	3	50.0	1	16.7	36.1	-
0100	6	0	4	0	2	0	0	0	0	0	0	0	0	5	83.3	4	66.7	3	50.0	39.7	-
0200	5	0	5	0	0	0	0	0	0	0	0	0	0	4	80.0	4	80.0	1	20.0	36.8	-
0300	9	0	9	0	0	0	0	0	0	0	0	0	0	7	77.8	6	66.7	4	44.4	41.1	-
0400	8	0	4	0	4	0	0	0	0	0	0	0	0	8	100.0	5	62.5	1	12.5	35.9	-
0500	37	0	34	0	3	0	0	0	0	0	0	0	0	33	89.2	20	54.1	9	24.3	35.7	41.4
0600	133	1	116	0	9	6	0	1	0	0	0	0	0	109	82.0	41	30.8	12	9.0	33.7	38.4
0700	437	2	384	0	41	9	1	0	0	0	0	0	0	283	64.8	81	18.5	5	1.1	31.5	35.6
0800	525	5	485	1	27	6	0	0	0	1	0	0	0	299	57.0	55	10.5	7	1.3	30.7	34.4
0900	333	4	286	0	35	2	0	1	2	1	2	0	0	193	58.0	48	14.4	5	1.5	31	34.9
1000	288	1	243	0	43	1	0	0	0	0	0	0	0	186	64.6	46	16.0	6	2.1	31.3	35.2
1100	280	3	246	0	29	1	1	0	0	0	0	0	0	167	59.6	42	15.0	8	2.9	31	35.2
1200	332	0	280	0	49	2	0	1	0	0	0	0	0	190	57.2	54	16.3	14	4.2	30.9	35.1
1300	321	3	278	3	32	2	0	0	1	2	0	0	0	197	61.4	46	14.3	11	3.4	31.2	34.9
1400	315	2	276	0	33	3	0	0	0	0	1	0	0	181	57.5	48	15.2	8	2.5	31	35.2
1500	427	5	379	1	35	4	2	0	0	1	0	0	0	237	55.5	55	12.9	12	2.8	30.8	34.4
1600	547	6	492	1	41	5	1	0	0	1	0	0	0	263	48.1	64	11.7	6	1.1	29.9	34.1
1700	492	7	458	6	16	4	1	0	0	0	0	0	0	231	47.0	45	9.1	11	2.2	29.9	33.7
1800	222	5	196	1	13	7	0	0	0	0	0	0	0	160	72.1	37	16.7	10	4.5	31.8	35.8
1900	122	1	107	0	10	4	0	0	0	0	0	0	0	91	74.6	34	27.9	12	9.8	33.3	38.2
2000	78	0	74	0	4	0	0	0	0	0	0	0	0	58	74.4	25	32.1	4	5.1	33.5	37.4
2100	69	2	58	0	3	6	0	0	0	0	0	0	0	54	78.3	30	43.5	12	17.4	35.3	41.8
2200	32	0	31	0	0	1	0	0	0	0	0	0	0	26	81.3	9	28.1	2	6.3	33.2	37.2
2300	17	0	15	0	0	2	0	0	0	0	0	0	0	16	94.1	4	23.5	2	11.8	33.8	38.1
07-19	4519	43	4003	13	394	46	6	2	3	6	3	0	0	2587	57.3	621	13.7	103	2.3	30.8	34.8
06-22	4921	47	4358	13	420	62	6	3	3	6	3	0	0	2899	58.9	751	15.3	143	2.9	31.1	35.1
06-00	4970	47	4404	13	420	65	6	3	3	6	3	0	0	2941	59.2	764	15.4	147	3.0	31.1	35.1
00-00	5041	47	4466	13	429	65	6	3	3	6	3	0	0	3004	59.6	806	16.0	166	3.3	31.2	35.2

Site 1
 Location Langford Lane - Attached to Lamp Column, OSGR: SP 47773 14913
 Direction Eastbound

13431 / OXFORD AIRPORT
 NOVEMBER 2022
 AUTOMATIC TRAFFIC COUNT

09 November 2022

Time	Total	Classification												]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 40 DfT	]SL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	4	0	3	0	0	1	0	0	0	0	0	0	0	3	75.0	2	50.0	0	0.0	31.2	-
0100	9	0	8	0	1	0	0	0	0	0	0	0	0	8	88.9	7	77.8	3	33.3	39.5	-
0200	8	0	8	0	0	0	0	0	0	0	0	0	0	7	87.5	6	75.0	4	50.0	39.7	-
0300	5	0	3	0	1	0	0	1	0	0	0	0	0	5	100.0	4	80.0	1	20.0	37.1	-
0400	6	0	6	0	0	0	0	0	0	0	0	0	0	6	100.0	6	100.0	3	50.0	42.1	-
0500	30	2	28	0	0	0	0	0	0	0	0	0	0	25	83.3	13	43.3	6	20.0	34.4	40.9
0600	136	1	115	0	10	8	0	0	1	0	0	1	0	109	80.2	32	23.5	7	5.1	32.8	37
0700	412	6	370	4	25	7	0	0	0	0	0	0	0	268	65.1	78	18.9	10	2.4	31.4	35.6
0800	541	2	501	3	25	4	1	1	3	0	1	0	0	321	59.3	84	15.5	16	3.0	31.3	35.1
0900	313	3	268	0	37	3	0	0	0	1	1	0	0	179	57.2	58	18.5	15	4.8	31.3	35.9
1000	291	3	243	0	40	4	1	0	0	0	0	0	0	198	68.0	55	18.9	11	3.8	31.8	36
1100	315	4	262	0	45	1	1	0	0	1	1	0	0	210	66.7	66	21.0	11	3.5	31.5	36.4
1200	350	6	300	0	38	2	2	0	0	2	0	0	0	214	61.1	63	18.0	16	4.6	31.6	36
1300	326	3	286	1	32	1	0	0	1	0	2	0	0	212	65.0	59	18.1	13	4.0	31.6	35.6
1400	361	3	319	1	33	3	0	0	1	0	1	0	0	244	67.6	94	26.0	21	5.8	32.1	36.6
1500	423	5	368	0	43	4	1	1	1	0	0	0	0	269	63.6	86	20.3	16	3.8	31.7	35.8
1600	554	5	493	0	55	1	0	0	0	0	0	0	0	320	57.8	85	15.3	16	2.9	31.1	35.1
1700	605	9	556	0	34	3	0	1	1	0	1	0	0	310	51.2	61	10.1	9	1.5	29.9	33.9
1800	355	2	333	1	16	2	0	0	0	0	1	0	0	232	65.4	76	21.4	15	4.2	31.9	36.4
1900	131	1	126	0	3	1	0	0	0	0	0	0	0	108	82.4	44	33.6	14	10.7	34.1	38.9
2000	76	2	69	0	4	1	0	0	0	0	0	0	0	55	72.4	25	32.9	7	9.2	33	37.5
2100	74	2	68	0	2	2	0	0	0	0	0	0	0	65	87.8	29	39.2	6	8.1	34	38.5
2200	43	1	38	1	1	2	0	0	0	0	0	0	0	38	88.4	15	34.9	10	23.3	35	43.5
2300	23	0	20	0	2	1	0	0	0	0	0	0	0	19	82.6	8	34.8	5	21.7	35.7	42.5
07-19	4846	51	4299	10	423	35	6	3	7	4	8	0	0	2977	61.4	865	17.9	169	3.5	31.3	35.6
06-22	5263	57	4677	10	442	47	6	3	8	4	8	1	0	3314	63.0	995	18.9	203	3.9	31.5	35.8
06-00	5329	58	4735	11	445	50	6	3	8	4	8	1	0	3371	63.3	1018	19.1	218	4.1	31.6	35.8
00-00	5391	60	4791	11	447	51	6	4	8	4	8	1	0	3425	63.5	1056	19.6	235	4.4	31.6	36

Site 1
 Location Langford Lane - Attached to Lamp Column, OSGR: SP 47773 14913
 Direction Eastbound

**13431 / OXFORD AIRPORT
 NOVEMBER 2022
 AUTOMATIC TRAFFIC COUNT**

Virtual Day (7)

Time	Total	Classification												]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 40 DfT	]SL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	9	0	8	0	0	1	0	0	0	0	0	0	0	8	84.4	4	45.3	1	12.5	34.8	-
0100	8	0	6	0	1	0	0	0	0	0	0	0	0	7	87.0	5	61.1	2	24.1	36.7	-
0200	10	0	9	0	1	0	0	0	0	0	0	0	0	9	88.2	6	58.8	2	25.0	37.1	-
0300	5	0	5	0	0	0	0	0	0	0	0	0	0	5	88.9	4	77.8	3	52.8	40.2	-
0400	7	0	6	0	1	0	0	0	0	0	0	0	0	7	94.0	5	76.0	2	30.0	37.8	-
0500	26	0	24	0	2	0	0	0	0	0	0	0	0	22	85.3	13	50.3	5	18.6	35.3	41.3
0600	98	1	85	0	8	4	0	0	0	0	0	0	0	82	84.4	35	35.7	9	9.1	34.1	38.6
0700	302	3	268	1	23	6	0	0	0	0	0	0	0	208	68.9	63	20.9	9	2.9	31.9	35.8
0800	405	5	367	1	25	4	1	1	1	0	0	0	0	240	59.2	60	14.8	11	2.6	31.1	35
0900	297	3	256	0	32	3	1	0	1	0	1	0	0	177	59.7	52	17.4	10	3.3	31.2	35.6
1000	271	2	233	1	31	2	1	0	0	0	0	0	0	166	61.2	47	17.5	8	3.0	31.3	35.6
1100	267	3	231	1	30	2	0	0	0	0	0	0	0	164	61.6	45	16.8	8	2.9	31.2	35.4
1200	309	3	274	0	29	1	1	0	0	0	0	0	0	189	61.2	53	17.2	11	3.5	31.3	35.5
1300	284	1	251	1	28	1	0	0	1	0	0	0	0	173	60.9	49	17.1	10	3.5	31.3	35.4
1400	286	3	250	0	29	2	1	0	1	0	0	0	0	187	65.3	63	21.9	14	5.0	31.8	36.3
1500	330	5	291	0	30	3	1	0	1	0	0	0	0	204	61.6	62	18.9	15	4.4	31.5	36
1600	437	4	394	1	34	3	0	0	0	0	0	0	0	236	54.0	63	14.4	11	2.5	30.6	34.8
1700	399	5	369	2	18	4	1	0	1	0	0	0	0	210	52.5	53	13.3	13	3.2	30.3	34.6
1800	201	2	185	0	10	3	0	0	0	0	0	0	0	141	70.2	50	24.7	13	6.6	32.5	36.9
1900	104	1	96	0	5	2	0	0	0	0	0	0	0	79	76.1	36	35.0	11	10.5	33.7	38.5
2000	73	1	68	0	4	1	0	0	0	0	0	0	0	58	79.1	27	37.1	7	9.8	33.8	38.4
2100	59	1	53	0	3	2	0	0	0	0	0	0	0	48	80.1	23	38.0	9	14.7	34.3	39.8
2200	40	1	36	0	2	1	0	0	0	0	0	0	0	33	82.4	16	39.4	6	14.3	34.5	39.6
2300	20	0	17	0	2	1	0	0	0	0	0	0	0	17	82.3	8	39.0	3	15.6	34.5	40.4
07-19	3789	40	3367	9	318	34	7	2	5	3	4	0	0	2295	60.6	660	17.4	132	3.5	31.3	35.5
06-22	4123	43	3669	9	338	42	7	2	5	3	4	0	0	2561	62.1	781	18.9	167	4.1	31.5	35.8
06-00	4183	43	3723	9	341	44	7	2	5	3	4	0	0	2611	62.4	804	19.2	176	4.2	31.5	35.9
00-00	4248	44	3781	9	346	46	8	2	5	3	4	0	0	2667	62.8	842	19.8	191	4.5	31.6	36

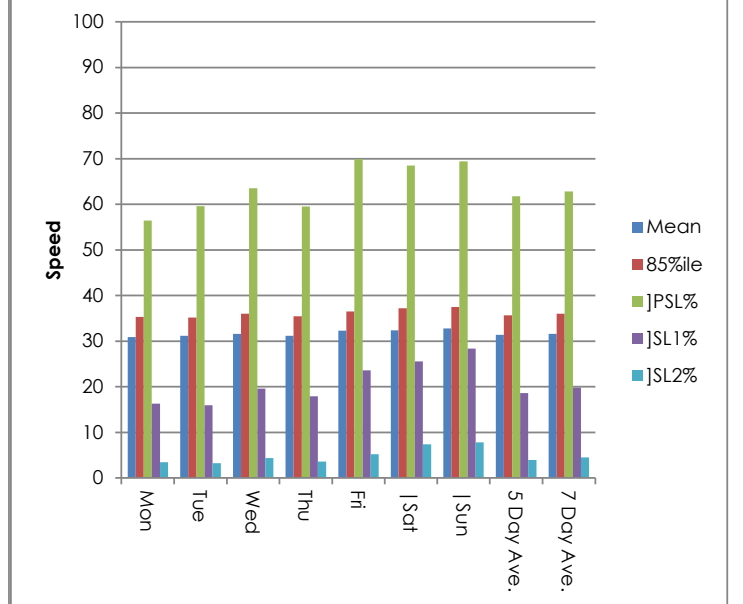
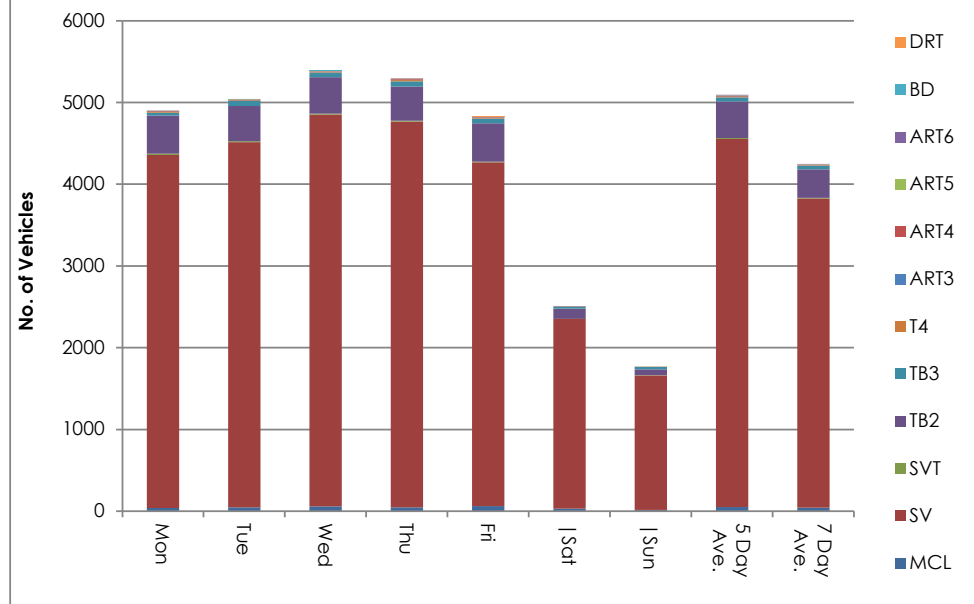
Site 1
 Location Langford Lane - Attached to Lamp Column, OSGR: SP 47773 14913
 Direction Eastbound

13431 / OXFORD AIRPORT
 NOVEMBER 2022
 AUTOMATIC TRAFFIC COUNT

Virtual Week (1)

Time	Total	Classification												]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 40 DfT	]SL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
Mon	4904	40	4319	14	467	35	10	2	6	6	5	0	0	2769	56.5	799	16.3	170	3.5	30.9	35.3
Tue	5041	47	4466	13	429	65	6	3	3	6	3	0	0	3004	59.6	806	16.0	166	3.3	31.2	35.2
Wed	5391	60	4791	11	447	51	6	4	8	4	8	1	0	3425	63.5	1056	19.6	235	4.4	31.6	36
Thu	5298	47	4718	13	416	63	18	4	9	4	6	0	0	3155	59.6	949	17.9	193	3.6	31.2	35.5
Fri	4830	64	4204	9	469	53	11	4	8	2	4	0	2	3376	69.9	1139	23.6	251	5.2	32.3	36.5
|Sat	2505	31	2322	2	123	24	0	0	1	1	1	0	0	1716	68.5	641	25.6	186	7.4	32.4	37.2
|Sun	1767	17	1644	2	73	29	2	0	0	0	0	0	0	1227	69.4	501	28.4	138	7.8	32.8	37.5
5 Day Ave.	5093	52	4500	12	446	53	10	3	7	4	5	0	0	3146	61.8	950	18.7	203	4.0	31.4	35.7
7 Day Ave.	4248	44	3781	9	346	46	8	2	5	3	4	0	0	2667	62.8	842	19.8	191	4.5	31.6	36.0
--	29736	306	26464	64	2424	320	53	17	35	23	27	1	2	18672	62.8	5891	19.8	1339	4.5	31.6	36.0

Summary Graphs



Site 1
 Location Langford Lane - Attached to Lamp Column, OSGR: SP 47773 14913
 Direction Eastbound

**13431 / OXFORD AIRPORT
 NOVEMBER 2022
 AUTOMATIC TRAFFIC COUNT**

03 November 2022

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	13	0	0	0	0	1	1	5	4	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	10	0	0	0	0	0	0	4	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	5	0	0	0	0	0	0	1	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	8	0	0	0	0	0	0	2	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	32	0	0	0	0	1	5	12	8	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	134	0	0	0	0	0	12	72	40	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	388	0	0	0	2	18	119	187	57	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	570	0	0	0	6	30	251	230	51	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	451	0	0	0	3	32	203	164	41	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	312	0	0	0	0	10	129	120	44	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	275	0	0	1	2	24	95	112	32	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	371	0	0	0	3	25	122	165	49	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	346	0	0	0	0	9	119	158	49	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	317	0	0	3	6	25	69	150	52	6	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	382	0	0	3	1	10	114	175	62	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	553	0	0	0	6	33	219	203	73	15	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	533	0	0	0	23	65	193	195	46	6	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	235	0	0	0	1	5	74	92	47	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	139	0	0	0	1	1	30	64	34	6	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	82	0	0	0	0	2	12	35	25	5	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	70	0	0	0	0	3	7	31	16	8	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	46	0	0	0	0	0	6	21	13	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	24	0	0	0	0	0	8	8	5	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	4733	0	0	7	53	286	1707	1951	603	96	26	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	5158	0	0	7	54	292	1768	2153	718	123	35	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	5228	0	0	7	54	292	1782	2182	736	128	37	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	5298	0	0	7	54	294	1788	2206	756	138	42	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1
 Location Langford Lane - Attached to Lamp Column, OSGR: SP 47773 14913
 Direction Eastbound

13431 / OXFORD AIRPORT
 NOVEMBER 2022
 AUTOMATIC TRAFFIC COUNT

04 November 2022

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	11	0	0	0	0	0	1	3	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	11	0	0	0	0	0	2	3	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	7	0	0	0	0	0	0	2	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	5	0	0	0	0	0	0	0	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	7	0	0	0	0	0	1	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	27	0	0	0	0	1	6	5	10	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	123	0	0	0	0	2	16	54	37	11	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	350	0	0	1	3	14	62	170	83	13	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	454	0	0	2	0	9	97	248	82	12	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	330	0	0	0	1	7	66	175	64	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	320	0	0	0	4	12	81	166	48	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	296	0	0	4	3	14	102	126	39	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	346	0	0	1	3	13	119	140	54	14	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	318	0	0	0	1	9	94	145	58	9	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	343	0	0	0	1	10	87	155	73	11	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	419	0	0	0	2	24	113	189	68	17	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	516	0	0	0	0	10	186	252	62	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	432	0	0	1	6	20	127	199	60	18	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	207	0	0	0	0	6	49	86	45	16	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	85	0	0	0	0	0	22	29	22	8	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	96	0	0	0	1	1	11	41	31	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	55	0	0	0	0	1	12	21	10	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	42	0	0	0	1	0	8	17	9	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	30	0	0	0	0	1	3	11	11	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	4331	0	0	9	24	148	1183	2051	736	144	27	7	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	4690	0	0	9	25	152	1244	2196	836	178	38	10	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	4762	0	0	9	26	153	1255	2224	856	188	39	10	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	4830	0	0	9	26	154	1265	2237	888	197	41	11	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1
 Location Langford Lane - Attached to Lamp Column, OSGR: SP 47773 14913
 Direction Eastbound

**13431 / OXFORD AIRPORT
 NOVEMBER 2022
 AUTOMATIC TRAFFIC COUNT**

05 November 2022

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	11	0	0	0	0	0	3	3	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	9	0	0	0	0	2	0	3	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	14	0	0	0	0	1	2	3	5	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	3	0	0	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	6	0	0	0	0	1	0	1	1	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	11	0	0	0	0	0	0	6	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	39	0	0	0	0	0	8	17	9	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	94	0	0	0	0	2	6	47	27	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	160	0	0	0	0	4	35	66	40	12	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	201	0	0	1	1	12	65	85	28	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	235	0	0	0	3	15	89	88	33	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	253	0	0	0	1	15	72	130	31	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	262	0	0	0	0	9	72	129	43	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	195	0	0	0	2	8	67	79	30	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	184	0	0	1	4	13	47	81	26	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	167	0	0	0	4	6	50	71	26	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	183	0	0	0	1	6	47	76	38	9	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	153	0	0	0	2	7	29	55	38	15	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	85	0	0	0	0	0	17	43	17	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	78	0	0	0	1	4	18	24	20	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	51	0	0	0	0	0	12	20	10	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	49	0	0	0	0	0	14	20	10	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	46	0	0	0	0	1	6	19	12	4	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	16	0	0	0	0	0	1	9	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	2172	0	0	2	18	97	596	950	377	95	36	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	2389	0	0	2	19	101	648	1031	426	119	41	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	2451	0	0	2	19	102	655	1059	443	124	43	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	2505	0	0	2	19	107	661	1075	455	130	50	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1
 Location Langford Lane - Attached to Lamp Column, OSGR: SP 47773 14913
 Direction Eastbound

**13431 / OXFORD AIRPORT
 NOVEMBER 2022
 AUTOMATIC TRAFFIC COUNT**

06 November 2022

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	9	0	0	0	0	0	1	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	11	0	0	0	0	0	1	5	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	12	0	0	0	0	0	2	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	3	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	5	0	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	12	0	0	0	0	0	1	5	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	23	0	0	0	0	0	4	8	6	3	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	28	0	0	0	0	2	4	12	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	62	0	0	0	0	1	18	22	11	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	105	0	0	0	0	4	26	35	29	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	154	0	0	1	1	6	50	64	28	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	155	0	0	1	4	2	39	75	24	7	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	174	0	0	0	1	5	53	77	30	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	167	0	0	0	0	6	58	74	24	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	148	0	0	0	0	6	39	61	28	12	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	135	0	0	1	1	6	36	46	35	6	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	153	0	0	0	0	4	55	63	22	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	104	0	0	0	0	2	40	32	20	8	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	95	0	0	0	0	0	16	47	23	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	63	0	0	0	0	1	13	23	19	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	57	0	0	0	0	0	10	26	15	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	43	0	0	0	0	1	9	17	12	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	36	0	0	0	0	0	6	14	12	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	13	0	0	0	0	0	3	5	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	1480	0	0	3	7	44	434	608	282	79	16	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	1666	0	0	3	7	46	470	682	334	98	17	5	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	1715	0	0	3	7	46	479	701	347	106	17	5	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	1767	0	0	3	7	46	484	726	363	110	19	5	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1
 Location Langford Lane - Attached to Lamp Column, OSGR: SP 47773 14913
 Direction Eastbound

**13431 / OXFORD AIRPORT
 NOVEMBER 2022
 AUTOMATIC TRAFFIC COUNT**

07 November 2022

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	10	0	0	0	0	0	2	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	6	0	0	0	0	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	12	0	0	0	0	0	1	3	3	1	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	6	0	0	0	0	0	0	0	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	10	0	0	0	0	0	1	2	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	34	0	0	0	0	3	1	11	13	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	96	0	0	0	0	3	11	37	36	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	404	0	1	0	1	9	116	206	61	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	523	0	0	0	8	31	220	210	45	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	346	0	0	1	4	17	121	154	45	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	297	0	0	0	0	20	120	108	39	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	292	0	0	0	2	18	100	123	44	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	330	0	0	0	2	13	122	153	34	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	316	0	0	0	2	38	127	110	30	4	2	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	336	0	0	1	1	17	114	140	47	12	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	359	0	0	0	6	14	152	142	31	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	554	0	0	4	23	67	228	184	42	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	477	0	1	6	3	67	179	181	33	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	209	0	0	0	1	3	62	94	35	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	107	0	0	1	0	4	23	37	31	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	72	0	0	0	0	2	15	30	20	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	56	0	0	0	0	0	12	26	8	6	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	34	0	0	0	0	0	10	9	12	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	18	0	0	0	0	0	4	5	6	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	4443	0	2	12	53	314	1661	1805	486	90	13	3	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	4774	0	2	13	53	323	1722	1935	581	117	19	5	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	4826	0	2	13	53	323	1736	1949	599	119	23	5	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	4904	0	2	13	53	326	1741	1970	629	130	28	7	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1
 Location Langford Lane - Attached to Lamp Column, OSGR: SP 47773 14913
 Direction Eastbound

**13431 / OXFORD AIRPORT
 NOVEMBER 2022
 AUTOMATIC TRAFFIC COUNT**

08 November 2022

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	6	0	0	0	0	0	0	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	6	0	0	0	0	1	0	1	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	5	0	0	0	0	0	1	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	9	0	0	0	0	0	2	1	2	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	8	0	0	0	0	0	0	3	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500	37	0	0	0	0	0	4	13	11	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600	133	0	0	0	0	0	24	68	29	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0700	437	0	0	0	2	7	145	202	76	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0800	525	0	0	0	2	29	195	244	48	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0900	333	0	0	1	1	11	127	145	43	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1000	288	0	0	0	3	16	83	140	40	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1100	280	0	0	0	2	22	89	125	34	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1200	332	0	0	0	3	24	115	136	40	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1300	321	0	0	0	0	16	108	151	35	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1400	315	0	0	0	0	17	117	133	40	5	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1500	427	0	0	0	4	16	170	182	43	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1600	547	0	0	1	12	37	234	199	58	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1700	492	0	0	0	8	46	207	186	34	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1800	222	0	0	2	2	3	55	123	27	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1900	122	0	0	0	0	2	29	57	22	8	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2000	78	0	0	0	0	0	20	33	21	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2100	69	0	0	0	0	0	15	24	18	4	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2200	32	0	0	0	0	0	6	17	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2300	17	0	0	0	0	0	1	12	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07-19	4519	0	0	4	39	244	1645	1966	518	84	16	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06-22	4921	0	0	4	39	246	1733	2148	608	109	26	5	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06-00	4970	0	0	4	39	246	1740	2177	617	112	27	5	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
00-00	5041	0	0	4	39	247	1747	2198	640	123	31	8	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Site 1
 Location Langford Lane - Attached to Lamp Column, OSGR: SP 47773 14913
 Direction Eastbound

13431 / OXFORD AIRPORT
 NOVEMBER 2022
 AUTOMATIC TRAFFIC COUNT

09 November 2022

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	4	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	9	0	0	0	0	0	1	1	4	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	8	0	0	0	0	0	1	1	2	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	5	0	0	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	6	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	30	0	0	1	0	1	3	12	7	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	136	0	0	0	2	4	21	77	25	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	412	0	0	4	9	5	126	190	68	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	541	0	0	0	0	31	189	237	68	10	5	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	313	0	0	0	2	16	116	121	43	11	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	291	0	0	0	1	9	83	143	44	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	315	0	0	1	9	9	86	144	55	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	350	0	0	0	1	10	125	151	47	12	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	326	0	0	0	1	22	91	153	46	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	361	0	0	0	2	22	93	150	73	17	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	423	0	0	0	1	13	140	183	70	13	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	554	0	0	0	8	25	201	235	69	10	3	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	605	0	1	6	12	42	234	249	52	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	355	0	0	0	2	13	108	156	61	11	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	131	0	0	0	0	2	21	64	30	10	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	76	0	0	1	1	1	18	30	18	5	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	74	0	0	0	1	0	8	36	23	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	43	0	0	0	1	1	3	23	5	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	23	0	0	0	0	1	3	11	3	3	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	4846	0	1	11	48	217	1592	2112	696	129	30	3	3	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0
06-22	5263	0	1	12	52	224	1660	2319	792	154	37	3	4	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0
06-00	5329	0	1	12	53	226	1666	2353	800	164	40	4	4	2	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0
00-00	5391	0	1	13	53	228	1671	2369	821	176	43	4	6	2	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0

Site 1
 Location Langford Lane - Attached to Lamp Column, OSGR: SP 47773 14913
 Direction Eastbound
 Virtual Day (7)

13431 / OXFORD AIRPORT
 NOVEMBER 2022
 AUTOMATIC TRAFFIC COUNT

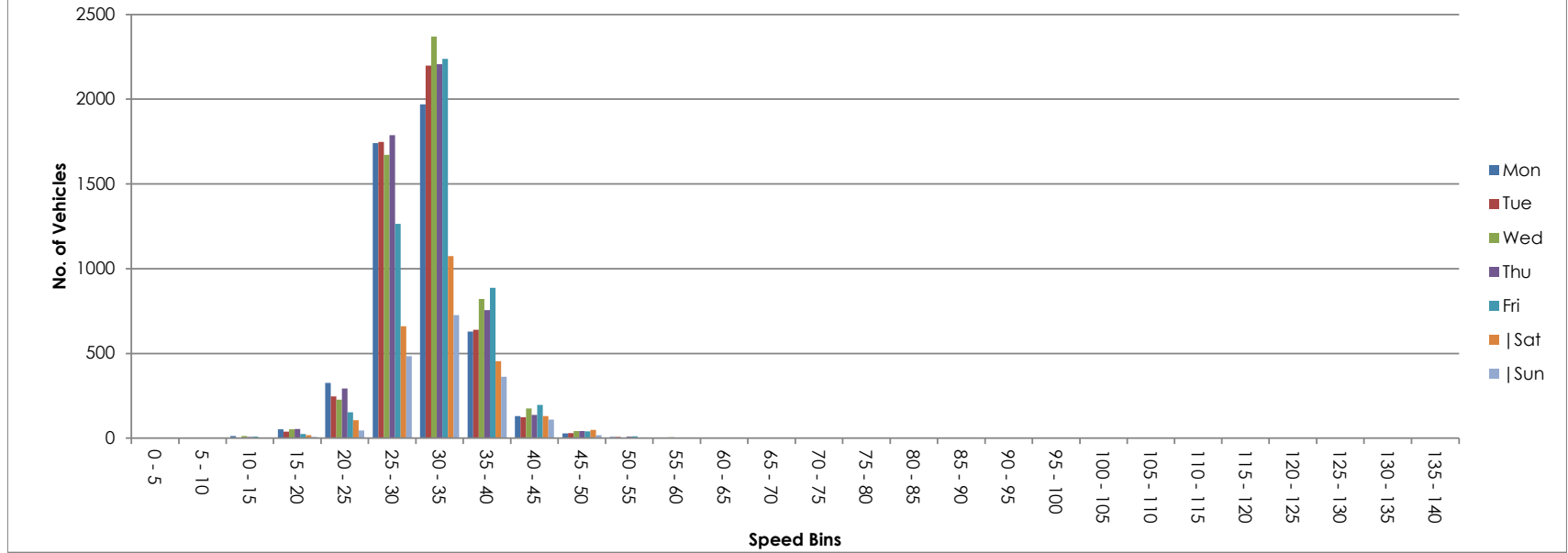
Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	9	0	0	0	0	0	1	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	8	0	0	0	0	0	1	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	10	0	0	0	0	0	1	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	5	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	7	0	0	0	0	0	0	1	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	26	0	0	0	0	1	3	9	8	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	98	0	0	0	0	1	14	48	26	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	302	0	0	1	2	8	83	145	54	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	405	0	0	0	2	19	144	180	49	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	297	0	0	0	2	14	103	126	42	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	271	0	0	0	2	13	91	118	39	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	267	0	0	1	3	15	83	119	37	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	309	0	0	0	2	14	104	136	42	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	284	0	0	0	1	15	95	124	39	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	286	0	0	1	2	16	81	124	48	10	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	330	0	0	1	3	13	111	141	48	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	437	0	0	1	7	26	167	173	52	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	399	0	0	2	8	36	144	157	40	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	201	0	0	0	1	4	54	92	36	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	104	0	0	0	0	2	22	43	25	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	73	0	0	0	0	1	14	31	20	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	59	0	0	0	0	1	11	25	14	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	40	0	0	0	0	0	6	17	10	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	20	0	0	0	0	0	3	9	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	3789	0	0	7	35	193	1260	1635	528	102	23	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	4123	0	0	7	36	198	1321	1781	614	128	30	5	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	4183	0	0	7	36	198	1330	1806	628	134	32	6	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	4248	0	0	7	36	200	1337	1826	650	143	36	7	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1
 Location Langford Lane - Attached to Lamp Column, OSGR: SP 47773 14913
 Direction Eastbound
 Virtual Week (1)

13431 / OXFORD AIRPORT
 NOVEMBER 2022
 AUTOMATIC TRAFFIC COUNT

Time	Total	Speed Bins (mph)																															
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140				
Mon	4904	0	2	13	53	326	1741	1970	629	130	28	7	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Tue	5041	0	0	4	39	247	1747	2198	640	123	31	8	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Wed	5391	0	1	13	53	228	1671	2369	821	176	43	4	6	2	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Thu	5298	0	0	7	54	294	1788	2206	756	138	42	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Fri	4830	0	0	9	26	154	1265	2237	888	197	41	11	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
| Sat	2505	0	0	2	19	107	661	1075	455	130	50	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
| Sun	1767	0	0	3	7	46	484	726	363	110	19	5	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5 Day Ave.	5093	0	1	9	45	250	1642	2196	747	153	37	8	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7 Day Ave.	4248	0	0	7	36	200	1337	1826	650	143	36	7	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
--	29736	0	3	51	251	1402	9357	12781	4552	1004	254	48	16	13	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Summary Graphs



Site 1
 Location Langford Lane - Attached to Lamp Column, OSGR: SP 47773 14913
 Direction Westbound

13431 / OXFORD AIRPORT
 NOVEMBER 2022
 AUTOMATIC TRAFFIC COUNT

03 November 2022

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	10	0	7	0	3	0	0	0	0	0	0	0	0	3	30.0	2	20.0	1	10.0	30.3	-
0100	7	0	5	0	2	0	0	0	0	0	0	0	0	5	71.4	3	42.9	3	42.9	37.4	-
0200	6	1	5	0	0	0	0	0	0	0	0	0	0	4	66.7	0	0.0	0	0.0	31.4	-
0300	4	0	1	0	3	0	0	0	0	0	0	0	0	3	75.0	0	0.0	0	0.0	30.7	-
0400	10	0	5	0	5	0	0	0	0	0	0	0	0	3	30.0	0	0.0	0	0.0	28.3	-
0500	75	2	61	0	11	1	0	0	0	0	0	0	0	38	50.7	14	18.7	6	8.0	30.5	37.6
0600	175	2	140	0	25	5	0	0	0	2	1	0	0	74	42.3	14	8.0	3	1.7	29.3	33.3
0700	445	5	380	1	52	2	3	0	0	0	2	0	0	121	27.2	17	3.8	0	0.0	28.2	31.5
0800	536	2	477	0	47	5	4	1	0	0	0	0	0	99	18.5	10	1.9	1	0.2	27.2	30.3
0900	388	3	332	2	38	6	5	0	1	1	0	0	0	104	26.8	14	3.6	3	0.8	28.1	31.6
1000	301	1	239	0	50	5	4	0	1	1	0	0	0	64	21.3	13	4.3	1	0.3	27.9	31.8
1100	268	2	220	0	38	2	4	0	0	1	1	0	0	89	33.2	12	4.5	2	0.7	28.9	32.6
1200	341	2	295	1	34	1	4	1	0	3	0	0	0	122	35.8	19	5.6	2	0.6	28.9	32.5
1300	343	6	293	0	32	2	6	1	1	1	1	0	0	115	33.5	9	2.6	0	0.0	28.3	31.8
1400	321	2	276	1	32	0	6	0	0	2	2	0	0	104	32.4	10	3.1	0	0.0	28.5	31.9
1500	294	4	252	0	29	4	4	0	1	0	0	0	0	103	35.0	23	7.8	5	1.7	28.7	32.7
1600	394	5	351	1	33	1	1	0	2	0	0	0	0	116	29.4	16	4.1	1	0.3	28.8	32
1700	433	4	401	0	25	0	2	0	0	1	0	0	0	96	22.2	9	2.1	2	0.5	27.2	30.8
1800	218	4	190	0	22	2	0	0	0	0	0	0	0	77	35.3	10	4.6	1	0.5	28.6	32.6
1900	145	1	134	0	10	0	0	0	0	0	0	0	0	63	43.5	14	9.7	5	3.4	29.8	33.7
2000	81	0	75	0	4	0	2	0	0	0	0	0	0	37	45.7	11	13.6	4	4.9	30.5	34.9
2100	81	2	71	0	6	1	0	0	1	0	0	0	0	34	42.0	9	11.1	2	2.5	29.9	34.2
2200	29	0	25	0	3	0	0	0	0	0	1	0	0	10	34.5	0	0.0	0	0.0	28.2	32.6
2300	17	0	12	0	5	0	0	0	0	0	0	0	0	9	52.9	5	29.4	1	5.9	29.9	38
07-19	4282	40	3706	6	432	30	43	3	6	10	6	0	0	1210	28.3	162	3.8	18	0.4	28.2	31.8
06-22	4764	45	4126	6	477	36	45	3	7	12	7	0	0	1418	29.8	210	4.4	32	0.7	28.3	32
06-00	4810	45	4163	6	485	36	45	3	7	12	8	0	0	1437	29.9	215	4.5	33	0.7	28.3	32
00-00	4922	48	4247	6	509	37	45	3	7	12	8	0	0	1493	30.3	234	4.8	43	0.9	28.4	32.1

Site 1
 Location Langford Lane - Attached to Lamp Column, OSGR: SP 47773 14913
 Direction Westbound

13431 / OXFORD AIRPORT
 NOVEMBER 2022
 AUTOMATIC TRAFFIC COUNT

04 November 2022

Time	Total	Classification												]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 40 DfT	]SL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	8	0	5	0	3	0	0	0	0	0	0	0	0	5	62.5	4	50.0	3	37.5	34.9	-
0100	11	0	5	0	4	0	0	0	2	0	0	0	0	7	63.6	3	27.3	0	0.0	32.2	37.9
0200	3	0	3	0	0	0	0	0	0	0	0	0	0	2	66.7	1	33.3	1	33.3	31.9	-
0300	5	1	2	0	2	0	0	0	0	0	0	0	0	5	100.0	1	20.0	0	0.0	32.4	-
0400	17	1	9	0	7	0	0	0	0	0	0	0	0	9	52.9	2	11.8	0	0.0	29.4	34
0500	61	1	46	0	12	0	1	0	0	1	0	0	0	34	55.7	16	26.2	4	6.6	31.6	37.7
0600	160	2	125	0	25	4	1	0	0	1	2	0	0	87	54.4	28	17.5	7	4.4	30.8	35.6
0700	398	4	339	1	47	5	1	0	0	0	1	0	0	146	36.7	20	5.0	5	1.3	29.2	32.2
0800	484	13	403	3	57	4	2	0	0	0	2	0	0	158	32.6	27	5.6	2	0.4	28.4	31.8
0900	320	3	264	0	48	1	2	0	1	1	0	0	0	140	43.8	33	10.3	3	0.9	29.9	33.8
1000	295	2	243	4	40	1	2	1	0	2	0	0	0	98	33.2	20	6.8	3	1.0	28.7	32.4
1100	306	7	262	1	33	1	0	0	0	1	1	0	0	99	32.4	16	5.2	4	1.3	28.5	31.9
1200	348	4	295	1	45	0	1	0	0	1	1	0	0	129	37.1	29	8.3	2	0.6	29.2	33.3
1300	296	7	261	1	25	0	0	0	1	0	1	0	0	99	33.5	18	6.1	3	1.0	28.4	32.5
1400	310	5	258	1	41	0	5	0	0	0	0	0	0	118	38.1	17	5.5	5	1.6	29.2	33
1500	322	6	284	1	28	0	3	0	0	0	0	0	0	119	37.0	22	6.8	3	0.9	29	33.3
1600	349	5	300	1	36	3	2	0	1	1	0	0	0	106	30.4	15	4.3	3	0.9	28.6	32.1
1700	325	6	286	3	25	2	2	0	0	1	0	0	0	85	26.2	13	4.0	0	0.0	28.3	32
1800	196	3	174	0	19	0	0	0	0	0	0	0	0	92	46.9	19	9.7	3	1.5	30.1	33.7
1900	109	1	95	0	11	1	0	0	1	0	0	0	0	46	42.2	17	15.6	3	2.8	30.7	35
2000	88	1	80	0	6	0	0	0	1	0	0	0	0	50	56.8	15	17.1	6	6.8	31.5	35.9
2100	72	0	64	1	6	0	0	0	1	0	0	0	0	24	33.3	6	8.3	2	2.8	29.3	33.6
2200	41	0	38	0	3	0	0	0	0	0	0	0	0	18	43.9	4	9.8	2	4.9	29.6	34.1
2300	31	0	24	0	7	0	0	0	0	0	0	0	0	14	45.2	6	19.4	3	9.7	31.4	38.1
07-19	3949	65	3369	17	444	17	20	1	3	7	6	0	0	1389	35.2	249	6.3	36	0.9	28.9	32.7
06-22	4378	69	3733	18	492	22	21	1	6	8	8	0	0	1596	36.5	315	7.2	54	1.2	29.1	32.9
06-00	4450	69	3795	18	502	22	21	1	6	8	8	0	0	1628	36.6	325	7.3	59	1.3	29.1	33
00-00	4555	72	3865	18	530	22	22	1	8	9	8	0	0	1690	37.1	352	7.7	67	1.5	29.2	33.1

Site 1
 Location Langford Lane - Attached to Lamp Column, OSGR: SP 47773 14913
 Direction Westbound

13431 / OXFORD AIRPORT
 NOVEMBER 2022
 AUTOMATIC TRAFFIC COUNT

05 November 2022

Time	Total	Classification												]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 40 DfT	]SL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	18	1	13	0	4	0	0	0	0	0	0	0	0	8	44.4	4	22.2	0	0.0	29.8	36.2
0100	8	0	6	0	2	0	0	0	0	0	0	0	0	5	62.5	3	37.5	2	25.0	35	-
0200	2	0	0	0	2	0	0	0	0	0	0	0	0	2	100.0	1	50.0	0	0.0	34.7	-
0300	4	0	3	0	1	0	0	0	0	0	0	0	0	4	100.0	2	50.0	1	25.0	36	-
0400	3	1	1	0	0	0	0	1	0	0	0	0	0	2	66.7	0	0.0	0	0.0	24.7	-
0500	25	0	22	0	3	0	0	0	0	0	0	0	0	14	56.0	9	36.0	4	16.0	33.4	41
0600	59	1	46	0	11	1	0	0	0	0	0	0	0	37	62.7	12	20.3	4	6.8	31.6	36.1
0700	104	3	87	0	13	0	0	0	1	0	0	0	0	58	55.8	19	18.3	2	1.9	30.7	35.4
0800	205	2	185	0	17	0	1	0	0	0	0	0	0	73	35.6	16	7.8	6	2.9	28.9	32.6
0900	183	6	160	2	14	0	0	0	1	0	0	0	0	62	33.9	16	8.7	1	0.5	28.3	32.9
1000	219	8	194	1	16	0	0	0	0	0	0	0	0	66	30.1	10	4.6	3	1.4	28.3	32
1100	227	3	202	0	21	0	1	0	0	0	0	0	0	79	34.8	15	6.6	2	0.9	28.7	32.6
1200	220	2	206	0	11	0	1	0	0	0	0	0	0	88	40.0	22	10.0	5	2.3	29.5	34.1
1300	221	3	209	0	8	0	1	0	0	0	0	0	0	72	32.6	22	10.0	5	2.3	29.1	33.5
1400	178	2	171	0	4	0	1	0	0	0	0	0	0	69	38.8	17	9.6	3	1.7	29.4	33.4
1500	176	2	165	0	7	1	1	0	0	0	0	0	0	59	33.5	8	4.5	0	0.0	28.7	32.7
1600	123	2	115	0	5	0	1	0	0	0	0	0	0	52	42.3	15	12.2	3	2.4	29.5	34.4
1700	135	2	125	0	8	0	0	0	0	0	0	0	0	62	45.9	14	10.4	1	0.7	30	33.7
1800	94	0	88	0	6	0	0	0	0	0	0	0	0	48	51.1	12	12.8	2	2.1	30.4	34.5
1900	79	0	74	0	5	0	0	0	0	0	0	0	0	29	36.7	6	7.6	2	2.5	29.7	33.4
2000	58	1	56	0	1	0	0	0	0	0	0	0	0	29	50.0	11	19.0	5	8.6	31.4	36.3
2100	60	0	55	0	5	0	0	0	0	0	0	0	0	23	38.3	8	13.3	2	3.3	29.4	34
2200	38	0	33	0	5	0	0	0	0	0	0	0	0	17	44.7	9	23.7	6	15.8	31.5	42.3
2300	15	1	13	0	1	0	0	0	0	0	0	0	0	3	20.0	0	0.0	0	0.0	28.6	31.8
07-19	2085	35	1907	3	130	1	7	0	2	0	0	0	0	788	37.8	186	8.9	33	1.6	29.1	33.3
06-22	2341	37	2138	3	152	2	7	0	2	0	0	0	0	906	38.7	223	9.5	46	2.0	29.3	33.4
06-00	2394	38	2184	3	158	2	7	0	2	0	0	0	0	926	38.7	232	9.7	52	2.2	29.3	33.4
00-00	2454	40	2229	3	170	2	7	1	2	0	0	0	0	961	39.2	251	10.2	59	2.4	29.4	33.6

Site 1
 Location Langford Lane - Attached to Lamp Column, OSGR: SP 4773 14913
 Direction Westbound

13431 / OXFORD AIRPORT
 NOVEMBER 2022
 AUTOMATIC TRAFFIC COUNT

06 November 2022

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	10	0	9	0	1	0	0	0	0	0	0	0	0	5	50.0	2	20.0	2	20.0	32.6	-
0100	5	0	5	0	0	0	0	0	0	0	0	0	0	3	60.0	1	20.0	1	20.0	33.2	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	1	50.0	1	50.0	0	0.0	31.4	-
0400	1	0	0	0	1	0	0	0	0	0	0	0	0	1	100.0	0	0.0	0	0.0	30.1	-
0500	19	0	16	0	1	0	1	0	0	0	1	0	0	11	57.9	3	15.8	1	5.3	31	37.5
0600	29	1	25	0	3	0	0	0	0	0	0	0	0	15	51.7	3	10.3	0	0.0	30.8	35
0700	32	1	28	0	3	0	0	0	0	0	0	0	0	19	59.4	8	25.0	3	9.4	32	37.9
0800	67	2	59	0	6	0	0	0	0	0	0	0	0	34	50.8	13	19.4	2	3.0	30.2	35.6
0900	119	3	109	0	7	0	0	0	0	0	0	0	0	53	44.5	20	16.8	4	3.4	30.1	35.4
1000	160	4	151	0	5	0	0	0	0	0	0	0	0	55	34.4	12	7.5	1	0.6	28.8	32.8
1100	146	3	132	1	10	0	0	0	0	0	0	0	0	66	45.2	12	8.2	3	2.1	29.6	33.5
1200	176	0	165	1	10	0	0	0	0	0	0	0	0	89	50.6	16	9.1	3	1.7	30.2	34
1300	161	0	156	1	4	0	0	0	0	0	0	0	0	60	37.3	21	13.0	3	1.9	29.4	34
1400	147	0	138	0	8	0	1	0	0	0	0	0	0	74	50.3	25	17.0	4	2.7	30.5	35.3
1500	141	3	130	0	8	0	0	0	0	0	0	0	0	63	44.7	26	18.4	4	2.8	30.3	36.3
1600	138	0	129	0	9	0	0	0	0	0	0	0	0	63	45.7	18	13.0	5	3.6	30.3	34.4
1700	98	1	89	0	6	0	2	0	0	0	0	0	0	35	35.7	7	7.1	1	1.0	29.1	32.2
1800	96	0	86	0	10	0	0	0	0	0	0	0	0	45	46.9	11	11.5	1	1.0	29.9	33.3
1900	62	1	55	0	6	0	0	0	0	0	0	0	0	27	43.6	7	11.3	2	3.2	30	34.8
2000	69	3	61	0	5	0	0	0	0	0	0	0	0	29	42.0	10	14.5	3	4.3	30.4	35.5
2100	44	0	40	0	4	0	0	0	0	0	0	0	0	23	52.3	9	20.5	2	4.5	30.9	36.9
2200	16	0	11	0	5	0	0	0	0	0	0	0	0	9	56.3	3	18.8	1	6.3	31.4	37.5
2300	9	0	9	0	0	0	0	0	0	0	0	0	0	5	55.6	0	0.0	0	0.0	30.2	-
07-19	1481	17	1372	3	86	0	3	0	0	0	0	0	0	656	44.3	189	12.8	34	2.3	29.9	34.3
06-22	1685	22	1553	3	104	0	3	0	0	0	0	0	0	750	44.5	218	12.9	41	2.4	30	34.5
06-00	1710	22	1573	3	109	0	3	0	0	0	0	0	0	764	44.7	221	12.9	42	2.5	30	34.5
00-00	1747	22	1605	3	112	0	4	0	0	0	1	0	0	785	44.9	228	13.1	46	2.6	30	34.6

Site 1
 Location Langford Lane - Attached to Lamp Column, OSGR: SP 47773 14913
 Direction Westbound

13431 / OXFORD AIRPORT
 NOVEMBER 2022
 AUTOMATIC TRAFFIC COUNT

07 November 2022

Time	Total	Classification												]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 40 DfT	]SL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	9	0	7	0	2	0	0	0	0	0	0	0	0	5	55.6	2	22.2	0	0.0	30.8	-
0100	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	23.5	-
0200	5	0	4	0	1	0	0	0	0	0	0	0	0	3	60.0	3	60.0	1	20.0	36.7	-
0300	5	1	2	0	2	0	0	0	0	0	0	0	0	4	80.0	2	40.0	1	20.0	35.4	-
0400	22	2	9	0	11	0	0	0	0	0	0	0	0	12	54.6	4	18.2	0	0.0	29.2	36.2
0500	64	1	52	0	10	0	1	0	0	0	0	0	0	35	54.7	7	10.9	6	9.4	31.3	34.6
0600	152	2	123	0	26	0	1	0	0	0	0	0	0	73	48.0	18	11.8	3	2.0	30	33.9
0700	428	0	360	1	56	2	6	0	1	0	2	0	0	147	34.4	25	5.8	2	0.5	28.7	32.8
0800	570	7	496	1	56	2	3	1	3	0	1	0	0	119	20.9	10	1.8	0	0.0	27.5	30.9
0900	366	4	313	2	43	2	0	0	1	1	0	0	0	99	27.1	17	4.6	3	0.8	28.2	32
1000	296	1	244	0	46	1	0	0	1	0	3	0	0	80	27.0	13	4.4	0	0.0	28.2	31.8
1100	270	2	225	1	41	0	0	0	1	0	0	0	0	71	26.3	17	6.3	2	0.7	28	31.8
1200	324	6	279	0	33	1	1	0	2	2	0	0	0	74	22.8	6	1.9	1	0.3	27.5	31.6
1300	321	1	278	1	37	1	2	0	0	0	1	0	0	96	29.9	14	4.4	3	0.9	28.2	31.8
1400	328	1	274	0	47	0	4	0	0	1	1	0	0	71	21.7	13	4.0	1	0.3	27.8	31.5
1500	311	3	259	0	43	2	1	1	0	0	2	0	0	92	29.6	16	5.1	4	1.3	27.8	31.8
1600	396	2	357	1	33	1	0	0	2	0	0	0	0	90	22.7	15	3.8	4	1.0	27.9	31
1700	426	3	389	0	26	0	4	0	1	2	1	0	0	100	23.5	14	3.3	2	0.5	27.1	31.1
1800	216	3	196	0	17	0	0	0	0	0	0	0	0	77	35.7	17	7.9	1	0.5	29.1	33.5
1900	108	1	98	0	6	1	1	0	0	1	0	0	0	42	38.9	13	12.0	0	0.0	29.7	34.7
2000	54	1	47	0	5	0	1	0	0	0	0	0	0	23	42.6	5	9.3	1	1.9	29.2	32.6
2100	64	1	56	0	5	1	0	0	0	1	0	0	0	30	46.9	9	14.1	2	3.1	30	34.8
2200	33	0	31	0	2	0	0	0	0	0	0	0	0	14	42.4	6	18.2	2	6.1	30.2	35.3
2300	13	0	9	0	4	0	0	0	0	0	0	0	0	6	46.2	3	23.1	0	0.0	31.2	37.4
07-19	4252	33	3670	7	478	12	21	2	12	6	11	0	0	1116	26.3	177	4.2	23	0.5	27.9	31.7
06-22	4630	38	3994	7	520	14	24	2	12	8	11	0	0	1284	27.7	222	4.8	29	0.6	28.1	31.8
06-00	4676	38	4034	7	526	14	24	2	12	8	11	0	0	1304	27.9	231	4.9	31	0.7	28.1	31.9
00-00	4782	42	4108	7	553	14	25	2	12	8	11	0	0	1363	28.5	249	5.2	39	0.8	28.2	32

Site 1
 Location Langford Lane - Attached to Lamp Column, OSGR: SP 47773 14913
 Direction Westbound

**13431 / OXFORD AIRPORT
 NOVEMBER 2022
 AUTOMATIC TRAFFIC COUNT**

08 November 2022

Time	Total	Classification												]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 40 DfT	]SL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	5	0	2	0	2	0	1	0	0	0	0	0	0	3	60.0	2	40.0	2	40.0	34.5	-
0100	3	0	1	0	2	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	24.3	-
0200	7	0	5	0	2	0	0	0	0	0	0	0	0	4	57.1	3	42.9	0	0.0	31.6	-
0300	9	1	6	0	2	0	0	0	0	0	0	0	0	6	66.7	2	22.2	0	0.0	32.1	-
0400	18	1	8	0	8	0	1	0	0	0	0	0	0	7	38.9	3	16.7	1	5.6	28.4	36.6
0500	57	1	44	0	10	1	1	0	0	0	0	0	0	32	56.1	13	22.8	1	1.8	30.3	36.1
0600	158	3	123	0	30	1	0	0	0	0	1	0	0	60	38.0	12	7.6	4	2.5	29.6	32.6
0700	435	2	375	1	49	2	3	1	0	1	1	0	0	125	28.7	21	4.8	5	1.1	28.3	31.9
0800	548	9	485	2	50	0	1	0	0	1	0	0	0	121	22.1	14	2.6	1	0.2	27.4	30.9
0900	366	12	307	0	44	0	1	0	1	0	1	0	0	92	25.1	20	5.5	2	0.5	27.8	31.9
1000	276	1	233	0	40	1	0	0	0	1	0	0	0	90	32.6	21	7.6	3	1.1	28.8	32.8
1100	275	3	226	1	37	2	1	0	0	2	3	0	0	92	33.5	18	6.5	3	1.1	28.6	32
1200	312	3	268	0	36	1	0	0	1	1	1	1	0	76	24.4	13	4.2	1	0.3	28.1	31.5
1300	336	2	283	1	46	0	2	0	0	2	0	0	0	109	32.4	24	7.1	4	1.2	28.6	32.5
1400	307	1	258	1	38	3	4	1	1	0	0	0	0	80	26.1	11	3.6	0	0.0	28.3	31.4
1500	317	3	273	0	34	0	1	0	1	3	2	0	0	91	28.7	15	4.7	3	0.9	28.5	31.7
1600	443	1	399	3	33	3	2	0	0	1	0	1	0	116	26.2	16	3.6	2	0.5	28	31.1
1700	427	5	398	2	19	1	0	0	1	1	0	0	0	70	16.4	5	1.2	0	0.0	27	30.3
1800	225	3	212	0	10	0	0	0	0	0	0	0	0	72	32.0	8	3.6	2	0.9	28.7	32.3
1900	108	1	93	0	14	0	0	0	0	0	0	0	0	41	38.0	11	10.2	2	1.9	29.8	33.1
2000	68	0	63	0	5	0	0	0	0	0	0	0	0	29	42.7	9	13.2	2	2.9	30.2	34.7
2100	64	1	59	0	4	0	0	0	0	0	0	0	0	26	40.6	6	9.4	2	3.1	30.1	33.4
2200	35	0	29	0	5	1	0	0	0	0	0	0	0	19	54.3	7	20.0	2	5.7	31.5	38
2300	11	0	9	0	2	0	0	0	0	0	0	0	0	8	72.7	3	27.3	0	0.0	32.9	36.8
07-19	4267	45	3717	11	436	13	15	2	5	13	8	2	0	1134	26.6	186	4.4	26	0.6	28.1	31.7
06-22	4665	50	4055	11	489	14	15	2	5	13	9	2	0	1290	27.7	224	4.8	36	0.8	28.2	31.8
06-00	4711	50	4093	11	496	15	15	2	5	13	9	2	0	1317	28.0	234	5.0	38	0.8	28.3	31.8
00-00	4810	53	4159	11	522	16	18	2	5	13	9	2	0	1369	28.5	257	5.3	42	0.9	28.3	31.8

Site 1
 Location Langford Lane - Attached to Lamp Column, OSGR: SP 47773 14913
 Direction Westbound

**13431 / OXFORD AIRPORT
 NOVEMBER 2022
 AUTOMATIC TRAFFIC COUNT**

09 November 2022

Time	Total	Classification												]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 40 DfT	]SL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	9	0	5	0	3	0	0	0	1	0	0	0	0	4	44.4	2	22.2	1	11.1	30.6	-
0100	5	0	3	0	1	0	1	0	0	0	0	0	0	3	60.0	1	20.0	1	20.0	31.7	-
0200	6	1	4	0	0	0	0	1	0	0	0	0	0	6	100.0	3	50.0	1	16.7	35.1	-
0300	5	0	3	0	2	0	0	0	0	0	0	0	0	4	80.0	0	0.0	0	0.0	31.4	-
0400	8	0	5	0	3	0	0	0	0	0	0	0	0	5	62.5	2	25.0	1	12.5	31	-
0500	70	3	51	0	15	1	0	0	0	0	0	0	0	39	55.7	12	17.1	4	5.7	31	35.7
0600	145	1	125	0	19	0	0	0	0	0	0	0	0	66	45.5	16	11.0	2	1.4	29.9	34.1
0700	433	5	369	2	47	7	2	0	0	0	1	0	0	148	34.2	20	4.6	3	0.7	28.6	32
0800	529	6	463	2	48	5	3	0	1	0	1	0	0	126	23.8	16	3.0	0	0.0	27.7	30.9
0900	384	8	324	2	43	1	3	0	0	0	3	0	0	98	25.5	18	4.7	2	0.5	27.8	31.5
1000	293	6	243	0	40	1	0	0	1	1	1	0	0	91	31.1	19	6.5	1	0.3	28.5	33
1100	302	4	251	0	43	0	4	0	0	0	0	0	0	97	32.1	19	6.3	2	0.7	28.5	32.8
1200	330	7	277	1	37	0	4	0	1	1	2	0	0	92	27.9	11	3.3	2	0.6	27.9	31.6
1300	335	3	291	0	38	1	1	0	0	0	1	0	0	107	31.9	11	3.3	2	0.6	28.5	31.7
1400	347	3	295	0	44	0	1	2	0	2	0	0	0	117	33.7	28	8.1	5	1.4	28.8	32.5
1500	298	0	260	3	32	0	1	1	1	0	0	0	0	120	40.3	29	9.7	4	1.3	29.7	33.6
1600	415	4	382	1	24	2	0	0	1	1	0	0	0	139	33.5	19	4.6	5	1.2	28.6	32
1700	439	11	393	5	25	0	3	0	0	1	1	0	0	113	25.7	18	4.1	3	0.7	27.2	31.3
1800	190	2	179	1	8	0	0	0	0	0	0	0	0	83	43.7	24	12.6	5	2.6	30.1	34.5
1900	136	2	124	0	9	0	0	0	1	0	0	0	0	55	40.4	14	10.3	3	2.2	30.3	34.1
2000	87	2	82	0	3	0	0	0	0	0	0	0	0	38	43.7	11	12.6	4	4.6	29.6	33.5
2100	64	0	59	0	5	0	0	0	0	0	0	0	0	26	40.6	7	10.9	2	3.1	30.3	34.4
2200	34	0	32	0	2	0	0	0	0	0	0	0	0	17	50.0	8	23.5	3	8.8	31.6	36.9
2300	15	0	10	0	4	0	0	0	0	1	0	0	0	9	60.0	4	26.7	2	13.3	33.2	42.5
07-19	4295	59	3727	17	429	17	22	3	5	6	10	0	0	1331	31.0	232	5.4	34	0.8	28.4	32.1
06-22	4727	64	4117	17	465	17	22	3	6	6	10	0	0	1516	32.1	280	5.9	45	1.0	28.5	32.3
06-00	4776	64	4159	17	471	17	22	3	6	7	10	0	0	1542	32.3	292	6.1	50	1.0	28.5	32.4
00-00	4879	68	4230	17	495	18	23	4	7	7	10	0	0	1603	32.9	312	6.4	58	1.2	28.6	32.4

Site 1
 Location Langford Lane - Attached to Lamp Column, OSGR: SP 47773 14913
 Direction Westbound
 Virtual Day (7)

13431 / OXFORD AIRPORT
 NOVEMBER 2022
 AUTOMATIC TRAFFIC COUNT

Time	Total	Classification												]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 40 DfT	]SL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	10	0	7	0	3	0	0	0	0	0	0	0	0	5	47.8	3	26.1	1	13.0	31.5	-
0100	6	0	4	0	2	0	0	0	0	0	0	0	0	3	57.5	2	27.5	1	17.5	32.9	-
0200	4	0	3	0	1	0	0	0	0	0	0	0	0	3	72.4	2	37.9	0	10.3	33.4	-
0300	5	0	3	0	2	0	0	0	0	0	0	0	0	4	79.4	1	23.5	0	5.9	32.8	-
0400	11	1	5	0	5	0	0	0	0	0	0	0	0	6	49.4	2	13.9	0	2.5	29	34.6
0500	53	1	42	0	9	0	1	0	0	0	0	0	0	29	54.7	11	20.0	4	7.0	31.1	36.4
0600	125	2	101	0	20	2	0	0	0	0	1	0	0	59	46.9	15	11.7	3	2.6	30	34
0700	325	3	277	1	38	3	2	0	0	0	1	0	0	109	33.6	19	5.7	3	0.9	28.7	32.2
0800	420	6	367	1	40	2	2	0	1	0	1	0	0	104	24.8	15	3.6	2	0.4	27.8	31.3
0900	304	6	258	1	34	1	2	0	1	0	1	0	0	93	30.5	20	6.5	3	0.8	28.4	32.3
1000	263	3	221	1	34	1	1	0	0	1	1	0	0	78	29.6	15	5.9	2	0.7	28.4	32.4
1100	256	3	217	1	32	1	1	0	0	1	1	0	0	85	33.1	16	6.1	3	1.0	28.6	32.4
1200	293	3	255	1	29	0	2	0	1	1	1	0	0	96	32.7	17	5.7	2	0.8	28.6	32.5
1300	288	3	253	1	27	1	2	0	0	0	1	0	0	94	32.7	17	5.9	3	1.0	28.6	32.2
1400	277	2	239	0	31	0	3	0	0	1	0	0	0	90	32.7	17	6.2	3	0.9	28.7	32.3
1500	266	3	232	1	26	1	2	0	0	0	1	0	0	92	34.8	20	7.5	3	1.2	28.9	32.8
1600	323	3	290	1	25	1	1	0	1	0	0	0	0	97	30.2	16	5.0	3	1.0	28.6	31.9
1700	326	5	297	1	19	0	2	0	0	1	0	0	0	80	24.6	11	3.5	1	0.4	27.6	31.3
1800	176	2	161	0	13	0	0	0	0	0	0	0	0	71	40.0	14	8.2	2	1.2	29.4	33.3
1900	107	1	96	0	9	0	0	0	0	0	0	0	0	43	40.6	12	11.0	2	2.3	30	34.1
2000	72	1	66	0	4	0	0	0	0	0	0	0	0	34	46.5	10	14.3	4	5.0	30.4	35
2100	64	1	58	0	5	0	0	0	0	0	0	0	0	27	41.4	8	12.0	2	3.1	29.9	34.1
2200	32	0	28	0	4	0	0	0	0	0	0	0	0	15	46.0	5	16.4	2	7.1	30.6	35.2
2300	16	0	12	0	3	0	0	0	0	0	0	0	0	8	48.7	3	18.9	1	5.4	31.1	36.7
07-19	3516	42	3067	9	348	13	19	2	5	6	6	0	0	1089	31.0	197	5.6	29	0.8	28.5	32.2
06-22	3884	46	3388	9	386	15	20	2	5	7	6	0	0	1251	32.2	242	6.2	40	1.0	28.6	32.4
06-00	3932	47	3429	9	392	15	20	2	5	7	7	0	0	1274	32.4	250	6.4	44	1.1	28.6	32.4
00-00	4021	49	3492	9	413	16	21	2	6	7	7	0	0	1323	32.9	269	6.7	51	1.3	28.7	32.5

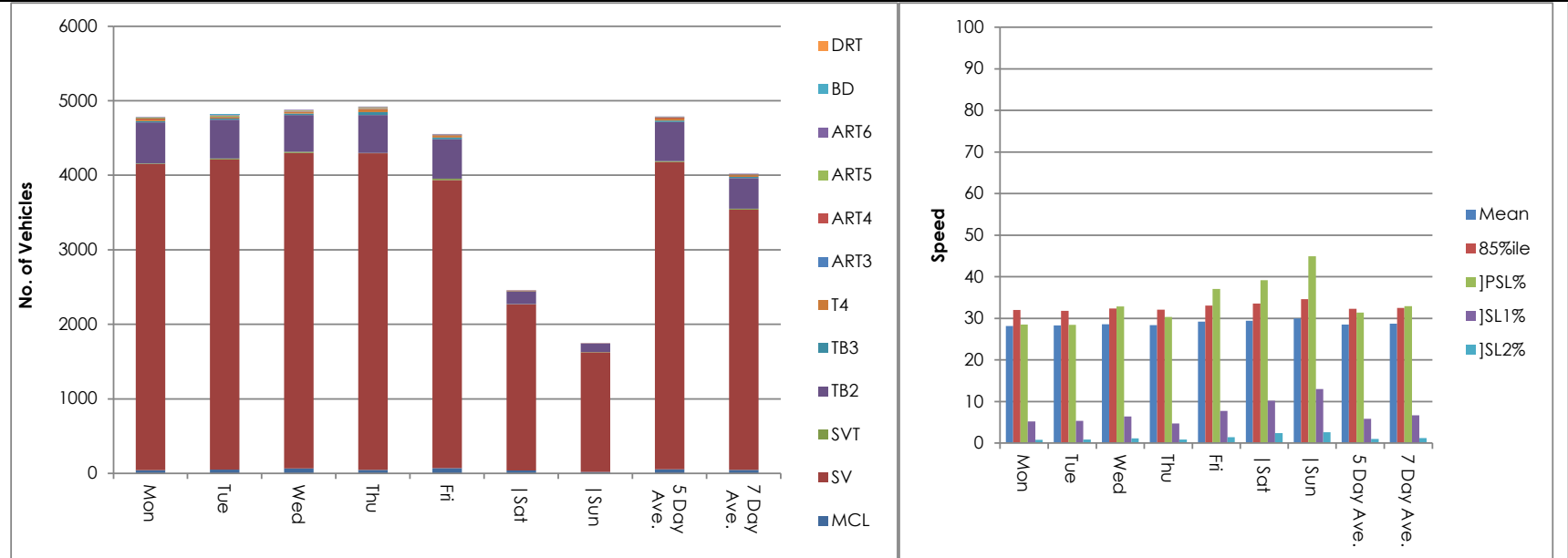
Site 1
 Location Langford Lane - Attached to Lamp Column, OSGR: SP 47773 14913
 Direction Westbound

13431 / OXFORD AIRPORT
 NOVEMBER 2022
 AUTOMATIC TRAFFIC COUNT

Virtual Week (1)

Time	Total	Classification												]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 40 DfT	]SL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
Mon	4782	42	4108	7	553	14	25	2	12	8	11	0	0	1363	28.5	249	5.2	39	0.8	28.2	32
Tue	4810	53	4159	11	522	16	18	2	5	13	9	2	0	1369	28.5	257	5.3	42	0.9	28.3	31.8
Wed	4879	68	4230	17	495	18	23	4	7	7	10	0	0	1603	32.9	312	6.4	58	1.2	28.6	32.4
Thu	4922	48	4247	6	509	37	45	3	7	12	8	0	0	1493	30.3	234	4.8	43	0.9	28.4	32.1
Fri	4555	72	3865	18	530	22	22	1	8	9	8	0	0	1690	37.1	352	7.7	67	1.5	29.2	33.1
|Sat	2454	40	2229	3	170	2	7	1	2	0	0	0	0	961	39.2	251	10.2	59	2.4	29.4	33.6
|Sun	1747	22	1605	3	112	0	4	0	0	0	1	0	0	785	44.9	228	13.1	46	2.6	30	34.6
5 Day Ave.	4790	57	4122	12	522	21	27	2	8	10	9	0	0	1504	31.4	281	5.9	50	1.0	28.5	32.3
7 Day Ave.	4021	49	3492	9	413	16	21	2	6	7	7	0	0	1323	32.9	269	6.7	51	1.3	28.7	32.5
--	28149	345	24443	65	2891	109	144	13	41	49	47	2	0	9264	32.9	1883	6.7	354	1.3	28.7	32.5

Summary Graphs



Site 1
 Location Langford Lane - Attached to Lamp Column, OSGR: SP 47773 14913
 Direction Westbound

**13431 / OXFORD AIRPORT
 NOVEMBER 2022
 AUTOMATIC TRAFFIC COUNT**

03 November 2022

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	10	0	0	0	0	0	7	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	7	0	0	0	0	0	2	2	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	6	0	0	0	0	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	4	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	10	0	0	0	0	1	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	75	0	0	1	1	9	26	24	8	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	175	0	0	1	3	21	76	60	11	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	445	0	1	0	9	61	253	104	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	536	0	0	1	21	104	311	89	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	388	0	0	2	7	52	223	90	11	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	301	0	0	0	9	41	187	51	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	268	0	0	0	0	27	152	77	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	341	0	0	0	8	33	178	103	17	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	343	0	0	1	4	52	171	106	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	321	0	0	1	1	42	173	94	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	294	0	1	2	10	33	145	80	18	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	394	0	1	0	5	33	239	100	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	433	0	1	3	20	78	235	87	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	218	0	1	1	2	27	110	67	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	145	0	0	0	1	14	67	49	9	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	81	0	0	0	0	8	36	26	7	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	81	0	0	0	1	6	40	25	7	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	29	0	0	0	0	6	13	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	17	0	0	0	2	2	4	4	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	4282	0	5	11	96	583	2377	1048	144	14	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	4764	0	5	12	101	632	2596	1208	178	22	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	4810	0	5	12	103	640	2613	1222	182	23	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	4922	0	5	13	104	650	2657	1259	191	27	13	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1
 Location Langford Lane - Attached to Lamp Column, OSGR: SP 47773 14913
 Direction Westbound

**13431 / OXFORD AIRPORT
 NOVEMBER 2022
 AUTOMATIC TRAFFIC COUNT**

04 November 2022

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	8	0	0	0	0	1	2	1	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	11	0	0	0	0	0	4	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	3	0	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	5	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	17	0	0	1	0	2	5	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	61	0	0	0	1	5	21	18	12	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	160	0	0	2	0	14	57	59	21	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	398	0	0	1	4	24	223	126	15	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	484	0	0	8	11	46	261	131	25	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	320	0	2	0	0	16	162	107	30	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	295	0	0	0	5	42	150	78	17	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	306	0	1	2	4	45	155	83	12	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	348	0	0	1	4	34	180	100	27	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	296	0	1	2	8	42	144	81	15	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	310	0	0	1	6	33	152	101	12	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	322	0	1	1	3	29	169	97	19	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	349	0	1	2	5	39	196	91	12	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	325	0	0	1	5	42	192	72	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	196	0	0	0	0	14	90	73	16	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	109	0	0	0	0	4	59	29	14	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	88	0	0	0	0	2	36	35	9	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	72	0	0	0	2	7	39	18	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	41	0	0	0	0	5	18	14	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	31	0	0	0	0	1	16	8	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	3949	0	6	19	55	406	2074	1140	213	26	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	4378	0	6	21	57	433	2265	1281	261	34	18	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	4450	0	6	21	57	439	2299	1303	266	39	18	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	4555	0	6	22	58	448	2331	1338	285	43	21	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1
 Location Langford Lane - Attached to Lamp Column, OSGR: SP 47773 14913
 Direction Westbound

13431 / OXFORD AIRPORT
 NOVEMBER 2022
 AUTOMATIC TRAFFIC COUNT

05 November 2022

Time	Total	Speed Bins (mph)																										
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	18	0	1	0	0	0	9	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	8	0	0	0	0	1	2	2	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	4	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	3	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	25	0	0	0	0	1	10	5	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	59	0	0	0	0	5	17	25	8	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	104	0	0	1	1	5	39	39	17	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	205	0	0	0	2	31	99	57	10	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	183	0	1	4	2	30	84	46	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	219	0	1	1	4	24	123	56	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	227	0	0	0	2	35	111	64	13	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	220	0	0	2	2	20	108	66	17	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	221	0	1	0	1	28	119	50	17	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	178	0	0	0	1	17	91	52	14	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	176	0	0	1	1	20	95	51	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	123	0	0	1	1	18	51	37	12	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	135	0	0	0	0	7	66	48	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	94	0	0	0	0	9	37	36	10	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	79	0	0	0	0	7	43	23	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	58	0	0	0	0	3	26	18	6	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	60	0	0	0	0	7	30	15	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	38	0	0	0	2	2	17	8	3	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	15	0	0	0	0	1	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	2085	0	3	10	17	244	1023	602	153	22	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	2341	0	3	10	17	266	1139	683	177	32	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	2394	0	3	10	19	269	1167	694	180	36	12	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	2454	0	4	11	19	271	1188	710	192	41	13	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1
 Location Langford Lane - Attached to Lamp Column, OSGR: SP 47773 14913
 Direction Westbound

13431 / OXFORD AIRPORT
 NOVEMBER 2022
 AUTOMATIC TRAFFIC COUNT

06 November 2022

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	10	0	0	0	0	0	5	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	5	0	0	0	0	0	2	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	19	0	0	0	1	0	7	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	29	0	0	0	0	3	11	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	32	0	0	0	0	2	11	11	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	67	0	0	1	2	6	24	21	11	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	119	0	0	3	1	9	53	33	16	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	160	0	0	3	2	18	82	43	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	146	0	0	3	1	10	66	54	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	176	0	0	0	0	17	70	73	13	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	161	0	0	0	2	17	82	39	18	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	147	0	0	0	0	13	60	49	21	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	141	0	0	1	0	16	61	37	22	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	138	0	0	0	1	10	64	45	13	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	98	0	0	0	1	9	53	28	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	96	0	0	0	0	5	46	34	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	62	0	0	0	0	9	26	20	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	69	0	0	0	0	5	35	19	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	44	0	0	0	1	3	17	14	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	16	0	0	0	0	0	7	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	9	0	0	0	0	1	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	1481	0	0	11	10	132	672	467	155	27	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	1685	0	0	11	11	152	761	532	177	31	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	1710	0	0	11	11	153	771	543	179	32	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	1747	0	0	11	12	154	785	557	182	35	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1
 Location Langford Lane - Attached to Lamp Column, OSGR: SP 47773 14913
 Direction Westbound

13431 / OXFORD AIRPORT
 NOVEMBER 2022
 AUTOMATIC TRAFFIC COUNT

07 November 2022

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	9	0	0	0	0	2	2	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	5	0	0	0	0	0	2	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	5	0	0	0	0	0	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	22	0	0	2	0	2	6	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	64	0	0	0	1	1	27	28	1	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	152	0	0	1	0	8	70	55	15	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	428	0	0	0	4	72	205	122	23	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	570	0	1	6	11	89	344	109	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	366	0	0	3	2	57	205	82	14	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	296	0	1	0	1	44	170	67	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	270	0	1	1	5	48	144	54	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	324	0	2	1	13	46	188	68	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	321	0	1	1	4	45	174	82	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	328	0	0	0	3	69	185	58	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	311	0	0	5	7	52	155	76	12	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	396	0	1	1	11	49	244	75	11	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	426	0	0	3	22	92	209	86	12	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	216	0	0	0	0	23	116	60	16	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	108	0	0	1	0	7	58	29	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	54	0	0	0	1	8	22	18	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	64	0	0	0	0	10	24	21	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	33	0	0	0	0	3	16	8	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	13	0	0	0	0	1	6	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	4252	0	7	21	83	686	2339	939	154	14	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	4630	0	7	23	84	719	2513	1062	193	19	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	4676	0	7	23	84	723	2535	1073	200	21	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	4782	0	7	25	85	729	2573	1114	210	25	9	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1
 Location Langford Lane - Attached to Lamp Column, OSGR: SP 47773 14913
 Direction Westbound

**13431 / OXFORD AIRPORT
 NOVEMBER 2022
 AUTOMATIC TRAFFIC COUNT**

08 November 2022

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	5	0	0	0	0	1	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	3	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	7	0	0	0	1	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	9	0	0	0	0	1	2	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	18	0	0	1	0	4	6	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500	57	0	0	0	3	4	18	19	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600	158	0	0	1	0	12	85	48	8	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0700	435	0	0	0	8	65	237	104	16	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0800	548	0	1	3	23	92	308	107	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0900	366	0	1	4	5	66	198	72	18	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1000	276	0	0	0	8	31	147	69	18	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1100	275	0	0	0	3	42	138	74	15	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1200	312	0	0	0	5	39	192	63	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1300	336	0	0	0	2	47	178	85	20	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1400	307	0	0	0	2	38	187	69	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1500	317	0	1	4	3	41	177	76	12	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	
1600	443	0	2	0	5	71	249	100	14	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1700	427	0	0	0	15	75	267	65	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1800	225	0	0	1	0	22	130	64	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1900	108	0	0	0	0	5	62	30	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2000	68	0	0	0	0	3	36	20	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2100	64	0	0	0	0	4	34	20	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2200	35	0	0	0	0	3	13	12	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2300	11	0	0	0	0	0	3	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07-19	4267	0	5	12	79	629	2408	948	160	21	3	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	
06-22	4665	0	5	13	79	653	2625	1066	188	28	6	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	
06-00	4711	0	5	13	79	656	2641	1083	196	30	6	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	
00-00	4810	0	5	14	83	668	2671	1112	215	33	7	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	

Site 1
 Location Langford Lane - Attached to Lamp Column, OSGR: SP 47773 14913
 Direction Westbound

13431 / OXFORD AIRPORT
 NOVEMBER 2022
 AUTOMATIC TRAFFIC COUNT

09 November 2022

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	9	0	0	0	0	2	3	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	5	0	0	0	0	1	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	6	0	0	0	0	0	0	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	5	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	8	0	0	0	0	1	2	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	70	0	0	2	0	2	27	27	8	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	145	0	0	1	1	8	69	50	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	433	0	0	0	11	48	226	128	17	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	529	0	1	16	16	49	321	110	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	384	0	1	7	7	54	217	80	16	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	293	0	2	1	7	43	149	72	18	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	302	0	0	2	9	29	165	78	17	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	330	0	1	4	18	36	179	81	9	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	335	0	0	1	3	41	183	96	9	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	347	0	0	0	10	35	185	89	23	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	298	0	0	0	1	26	151	91	25	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	415	0	2	0	8	45	221	120	14	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	439	0	1	11	18	86	210	95	15	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	190	0	0	0	0	21	86	59	19	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	136	0	0	0	0	8	73	41	11	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	87	0	0	0	1	10	38	27	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	64	0	0	0	0	2	36	19	5	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	34	0	0	0	0	2	15	9	5	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	15	0	0	0	0	0	6	5	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	4295	0	8	42	108	513	2293	1099	198	22	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	4727	0	8	43	110	541	2509	1236	235	29	12	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	4776	0	8	43	110	543	2530	1250	242	30	15	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	4879	0	8	45	110	549	2564	1291	254	36	16	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1
 Location Langford Lane - Attached to Lamp Column, OSGR: SP 47773 14913
 Direction Westbound
 Virtual Day (7)

13431 / OXFORD AIRPORT
 NOVEMBER 2022
 AUTOMATIC TRAFFIC COUNT

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	10	0	0	0	0	1	4	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	6	0	0	0	0	1	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	4	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	5	0	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	11	0	0	1	0	1	4	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	53	0	0	0	1	3	19	18	7	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	125	0	0	1	1	10	55	44	11	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	325	0	0	0	5	40	171	91	16	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	420	0	0	5	12	60	238	89	13	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	304	0	1	3	3	41	163	73	17	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	263	0	1	1	5	35	144	62	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	256	0	0	1	3	34	133	69	13	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	293	0	0	1	7	32	156	79	14	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	288	0	0	1	3	39	150	77	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	277	0	0	0	3	35	148	73	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	266	0	0	2	4	31	136	73	17	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	323	0	1	1	5	38	181	81	13	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	326	0	0	3	12	56	176	69	10	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	176	0	0	0	0	17	88	56	12	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	107	0	0	0	0	8	55	32	9	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	72	0	0	0	0	6	33	23	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	64	0	0	0	1	6	31	19	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	32	0	0	0	0	3	14	10	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	16	0	0	0	0	1	7	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	3516	0	5	18	64	456	1884	892	168	21	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	3884	0	5	19	66	485	2058	1010	201	28	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	3932	0	5	19	66	489	2079	1024	206	30	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	4021	0	5	20	67	496	2110	1054	218	34	13	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

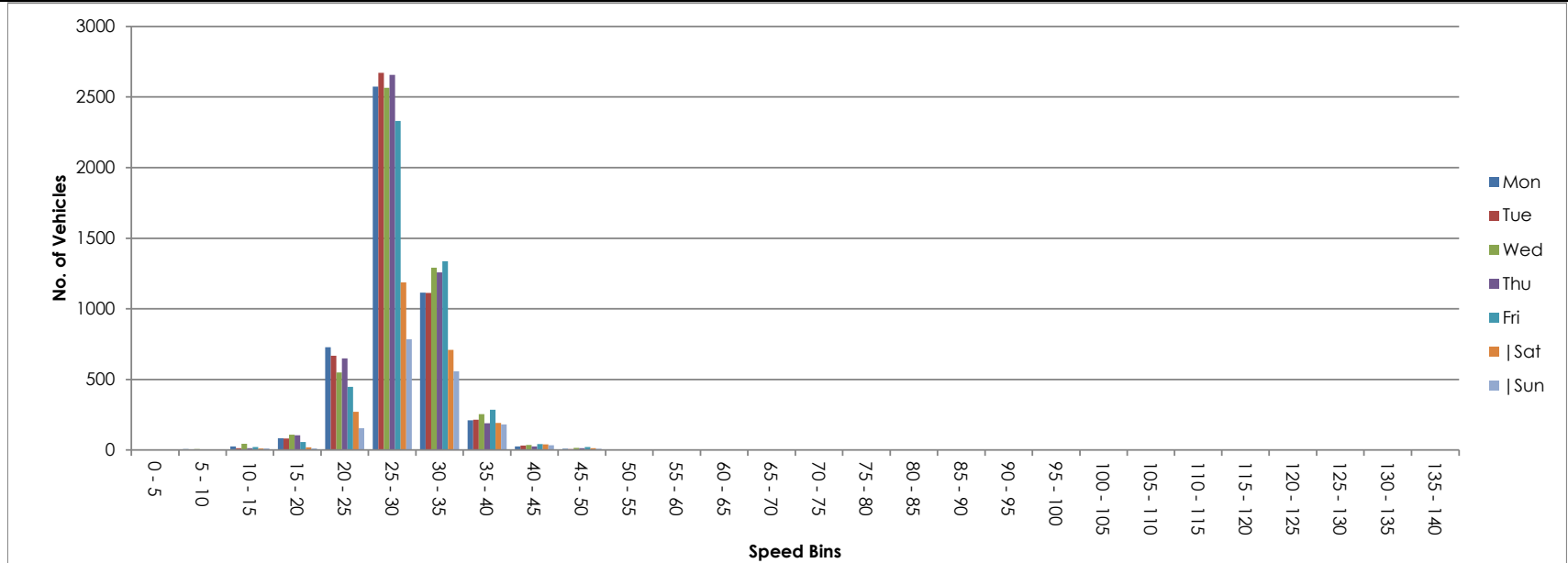
Site 1
 Location Langford Lane - Attached to Lamp Column, OSGR: SP 47773 14913
 Direction Westbound

13431 / OXFORD AIRPORT
 NOVEMBER 2022
 AUTOMATIC TRAFFIC COUNT

Virtual Week (1)

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
Mon	4782	0	7	25	85	729	2573	1114	210	25	9	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	4810	0	5	14	83	668	2671	1112	215	33	7	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
Wed	4879	0	8	45	110	549	2564	1291	254	36	16	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu	4922	0	5	13	104	650	2657	1259	191	27	13	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fri	4555	0	6	22	58	448	2331	1338	285	43	21	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
| Sat	2454	0	4	11	19	271	1188	710	192	41	13	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
| Sun	1747	0	0	11	12	154	785	557	182	35	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Day Ave.	4790	0	6	24	88	609	2559	1223	231	33	13	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7 Day Ave.	4021	0	5	20	67	496	2110	1054	218	34	13	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
--	28149	0	35	141	471	3469	14769	7381	1529	240	89	19	4	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0

Summary Graphs



Site 1
 Location Langford Lane - Attached to Lamp Column, OSGR: SP 47773 14913
 Direction Two Way

13431 / OXFORD AIRPORT
 NOVEMBER 2022
 AUTOMATIC TRAFFIC COUNT

03 November 2022

Time	Total	Classification												]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 40 DfT	]SL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	23	0	19	0	3	1	0	0	0	0	0	0	0	14	60.9	8	34.8	3	13.0	33.2	40.3
0100	9	0	6	0	3	0	0	0	0	0	0	0	0	7	77.8	5	55.6	4	44.4	39.3	-
0200	16	1	14	0	1	0	0	0	0	0	0	0	0	14	87.5	6	37.5	2	12.5	34.8	40.1
0300	9	0	6	0	3	0	0	0	0	0	0	0	0	8	88.9	4	44.4	3	33.3	35.9	-
0400	18	0	13	0	5	0	0	0	0	0	0	0	0	11	61.1	6	33.3	4	22.2	33.7	42
0500	107	2	92	0	12	1	0	0	0	0	0	0	0	64	59.8	28	26.2	12	11.2	31.9	38.8
0600	309	3	260	0	33	10	0	0	0	2	1	0	0	196	63.4	64	20.7	13	4.2	31.5	36
0700	833	9	723	2	84	8	4	1	0	0	2	0	0	370	44.4	79	9.5	5	0.6	29.7	33.7
0800	1106	9	1000	0	81	6	4	4	1	0	1	0	0	382	34.5	63	5.7	3	0.3	28.7	32.7
0900	839	5	728	4	77	12	8	0	3	2	0	0	0	317	37.8	63	7.5	11	1.3	29.2	32.9
1000	613	3	509	1	77	13	6	0	2	1	1	0	0	237	38.7	66	10.8	10	1.6	29.5	33.9
1100	543	5	459	0	67	6	4	0	0	1	1	0	0	242	44.6	53	9.8	11	2.0	29.9	33.9
1200	712	6	622	2	70	3	5	1	0	3	0	0	0	343	48.2	75	10.5	9	1.3	30.1	34.4
1300	689	6	594	1	70	6	7	1	2	1	1	0	0	333	48.3	69	10.0	11	1.6	29.9	33.8
1400	638	9	547	1	62	0	11	0	1	4	3	0	0	318	49.8	74	11.6	12	1.9	30	34.4
1500	676	7	582	1	72	6	6	0	2	0	0	0	0	357	52.8	102	15.1	22	3.3	30.4	35.1
1600	947	9	849	4	72	7	3	0	2	0	1	0	0	411	43.4	108	11.4	20	2.1	30	33.9
1700	966	8	891	2	52	5	3	0	2	2	1	0	0	348	36.0	66	6.8	13	1.3	28.5	32.9
1800	453	6	408	0	31	8	0	0	0	0	0	0	0	232	51.2	73	16.1	17	3.8	30.6	35.3
1900	284	2	261	1	17	3	0	0	0	0	0	0	0	170	59.9	57	20.1	14	4.9	31.5	36.4
2000	163	1	151	0	7	2	2	0	0	0	0	0	0	105	64.4	44	27.0	12	7.4	32.3	37
2100	151	3	133	0	10	3	0	0	1	0	1	0	0	94	62.3	38	25.2	15	9.9	32.2	37.5
2200	75	1	65	0	8	0	0	0	0	0	1	0	0	50	66.7	19	25.3	6	8.0	32.4	37.6
2300	41	0	33	0	8	0	0	0	0	0	0	0	0	25	61.0	13	31.7	4	9.8	32	37.9
07-19	9015	82	7912	18	815	80	61	7	15	14	11	0	0	3890	43.2	891	9.9	144	1.6	29.6	33.8
06-22	9922	91	8717	19	882	98	63	7	16	16	13	0	0	4455	44.9	1094	11.0	198	2.0	29.8	34.1
06-00	10038	92	8815	19	898	98	63	7	16	16	14	0	0	4530	45.1	1126	11.2	208	2.1	29.8	34.1
00-00	10220	95	8965	19	925	100	63	7	16	16	14	0	0	4648	45.5	1183	11.6	236	2.3	29.9	34.2

Site 1
 Location Langford Lane - Attached to Lamp Column, OSGR: SP 47773 14913
 Direction Two Way

13431 / OXFORD AIRPORT
NOVEMBER 2022
AUTOMATIC TRAFFIC COUNT

04 November 2022

Time	Total	Classification												]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 40 DfT	]SL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	19	0	14	0	4	1	0	0	0	0	0	0	0	15	79.0	11	57.9	4	21.1	35.4	43.8
0100	22	0	15	0	5	0	0	0	2	0	0	0	0	16	72.7	9	40.9	0	0.0	33.4	38.9
0200	10	0	8	0	2	0	0	0	0	0	0	0	0	9	90.0	6	60.0	3	30.0	36	-
0300	10	1	7	0	2	0	0	0	0	0	0	0	0	10	100.0	6	60.0	3	30.0	37.5	-
0400	24	1	15	0	7	1	0	0	0	0	0	0	0	15	62.5	8	33.3	1	4.2	31.4	37.7
0500	88	1	70	0	15	0	1	0	0	1	0	0	0	54	61.4	31	35.2	9	10.2	32.8	38.7
0600	283	3	231	0	37	6	1	1	0	1	3	0	0	192	67.8	79	27.9	21	7.4	32.5	38
0700	748	9	645	2	67	19	1	0	2	1	2	0	0	416	55.6	120	16.0	22	2.9	30.9	35.1
0800	938	23	794	3	97	13	4	1	0	0	3	0	0	504	53.7	125	13.3	18	1.9	30.4	34.6
0900	650	7	536	0	99	2	3	1	1	1	0	0	0	396	60.9	114	17.5	20	3.1	31.3	35.4
1000	615	6	506	6	89	1	3	1	0	2	0	0	1	321	52.2	77	12.5	12	2.0	30.2	34.3
1100	602	10	509	2	75	2	0	1	1	1	1	0	0	272	45.2	63	10.5	12	2.0	29.7	34.2
1200	694	11	599	2	76	0	3	0	1	1	1	0	0	339	48.9	99	14.3	18	2.6	30.4	34.8
1300	614	11	529	3	66	1	2	0	1	0	1	0	0	313	51.0	87	14.2	14	2.3	30.2	34.8
1400	653	8	542	1	94	1	5	0	1	0	0	0	1	363	55.6	107	16.4	22	3.4	31	35.2
1500	741	13	650	1	66	3	6	0	2	0	0	0	0	399	53.9	113	15.3	26	3.5	30.6	35.1
1600	865	10	765	1	76	9	2	0	1	1	0	0	0	426	49.3	83	9.6	9	1.0	30.2	34
1700	757	13	686	4	43	6	2	0	1	1	1	0	0	363	48.0	92	12.2	19	2.5	30.1	34.3
1800	403	4	368	1	25	5	0	0	0	0	0	0	0	244	60.6	85	21.1	24	6.0	31.7	36.3
1900	194	1	175	0	15	2	0	0	1	0	0	0	0	109	56.2	51	26.3	15	7.7	32.2	38.1
2000	184	2	169	0	11	0	0	0	1	1	0	0	0	133	72.3	57	31.0	17	9.2	33.1	37.9
2100	127	1	113	1	10	1	0	0	1	0	0	0	0	66	52.0	27	21.3	13	10.2	31.5	37.8
2200	83	1	75	0	7	0	0	0	0	0	0	0	0	51	61.5	20	24.1	9	10.8	31.8	37
2300	61	0	48	0	11	2	0	0	0	0	0	0	0	40	65.6	21	34.4	7	11.5	33	39.2
07-19	8280	125	7129	26	873	62	31	4	11	8	9	0	2	4356	52.6	1165	14.1	216	2.6	30.5	34.8
06-22	9068	132	7817	27	946	71	32	5	14	10	12	0	2	4856	53.6	1379	15.2	282	3.1	30.7	35.1
06-00	9212	133	7940	27	964	73	32	5	14	10	12	0	2	4947	53.7	1420	15.4	298	3.2	30.7	35.1
00-00	9385	136	8069	27	999	75	33	5	16	11	12	0	2	5066	54.0	1491	15.9	318	3.4	30.8	35.2

Site 1
 Location Langford Lane - Attached to Lamp Column, OSGR: SP 47773 14913
 Direction Two Way

13431 / OXFORD AIRPORT
 NOVEMBER 2022
 AUTOMATIC TRAFFIC COUNT

05 November 2022

Time	Total	Classification												]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 40 DfT	]SL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	29	1	23	0	4	1	0	0	0	0	0	0	0	16	55.2	9	31.0	3	10.3	32.1	37.9
0100	17	0	13	0	3	1	0	0	0	0	0	0	0	12	70.6	7	41.2	6	35.3	34.7	45.9
0200	16	0	13	0	3	0	0	0	0	0	0	0	0	13	81.3	9	56.3	3	18.8	36	42.6
0300	7	0	6	0	1	0	0	0	0	0	0	0	0	5	71.4	3	42.9	2	28.6	34.2	-
0400	9	1	6	0	1	0	0	1	0	0	0	0	0	7	77.8	4	44.4	3	33.3	34.7	-
0500	36	0	32	0	4	0	0	0	0	0	0	0	0	25	69.4	14	38.9	5	13.9	34.4	39.4
0600	98	2	81	0	14	1	0	0	0	0	0	0	0	68	69.4	26	26.5	9	9.2	32.8	37.9
0700	198	5	168	0	20	3	0	0	1	0	1	0	0	144	72.7	58	29.3	14	7.1	32.6	37.5
0800	365	8	325	0	26	4	1	0	0	1	0	0	0	194	53.2	71	19.5	21	5.8	30.9	35.9
0900	384	8	348	2	23	2	0	0	1	0	0	0	0	184	47.9	53	13.8	10	2.6	29.8	34.6
1000	454	13	409	1	29	1	0	0	1	0	0	0	0	194	42.7	50	11.0	10	2.2	29.6	34.1
1100	480	4	439	0	35	1	1	0	0	0	0	0	0	244	50.8	50	10.4	6	1.3	30	34.3
1200	482	4	453	0	23	1	1	0	0	0	0	0	0	269	55.8	74	15.4	14	2.9	30.7	35.2
1300	416	3	391	1	19	1	1	0	0	0	0	0	0	190	45.7	61	14.7	14	3.4	30.2	34.8
1400	362	5	341	1	12	2	1	0	0	0	0	0	0	188	51.9	55	15.2	15	4.1	30.4	35.1
1500	343	6	321	0	13	2	1	0	0	0	0	0	0	166	48.4	44	12.8	10	2.9	30.4	34.7
1600	306	2	291	0	12	0	1	0	0	0	0	0	0	181	59.2	68	22.2	18	5.9	31.4	36.7
1700	288	3	270	0	14	1	0	0	0	0	0	0	0	177	61.5	74	25.7	23	8.0	32	37.4
1800	179	2	167	0	10	0	0	0	0	0	0	0	0	116	64.8	37	20.7	10	5.6	32	36.5
1900	157	0	147	0	8	2	0	0	0	0	0	0	0	84	53.5	37	23.6	13	8.3	31.6	36.7
2000	109	2	103	0	3	1	0	0	0	0	0	0	0	68	62.4	30	27.5	14	12.8	32.8	39.6
2100	109	0	101	0	7	1	0	0	0	0	0	0	0	58	53.2	23	21.1	7	6.4	31	37
2200	84	1	77	0	6	0	0	0	0	0	0	0	0	56	66.7	29	34.5	14	16.7	33.5	40.9
2300	31	1	26	0	3	1	0	0	0	0	0	0	0	18	58.1	6	19.4	1	3.2	31.6	36.3
07-19	4257	63	3923	5	236	18	7	0	3	1	1	0	0	2247	52.8	695	16.3	165	3.9	30.6	35.3
06-22	4730	67	4355	5	268	23	7	0	3	1	1	0	0	2525	53.4	811	17.2	208	4.4	30.8	35.5
06-00	4845	69	4458	5	277	24	7	0	3	1	1	0	0	2599	53.6	846	17.5	223	4.6	30.8	35.6
00-00	4959	71	4551	5	293	26	7	1	3	1	1	0	0	2677	54.0	892	18.0	245	4.9	30.9	35.7

Site 1
 Location Langford Lane - Attached to Lamp Column, OSGR: SP 47773 14913
 Direction Two Way

13431 / OXFORD AIRPORT
NOVEMBER 2022
AUTOMATIC TRAFFIC COUNT

06 November 2022

Time	Total	Classification												]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 40 DfT	]SL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	19	0	18	0	1	0	0	0	0	0	0	0	0	13	68.4	4	21.1	3	15.8	33.1	42.9
0100	16	2	12	0	1	1	0	0	0	0	0	0	0	13	81.3	6	37.5	3	18.8	34.9	42
0200	12	0	12	0	0	0	0	0	0	0	0	0	0	10	83.3	3	25.0	0	0.0	32.9	38.1
0300	5	0	4	0	1	0	0	0	0	0	0	0	0	4	80.0	3	60.0	2	40.0	37.1	-
0400	6	0	5	0	1	0	0	0	0	0	0	0	0	6	100.0	4	66.7	0	0.0	33.8	-
0500	31	0	27	0	2	0	1	0	0	0	1	0	0	22	71.0	9	29.0	2	6.5	32.9	38.2
0600	52	1	46	0	5	0	0	0	0	0	0	0	0	34	65.4	14	26.9	5	9.6	33.4	38.4
0700	60	2	51	0	5	1	1	0	0	0	0	0	0	41	68.3	18	30.0	5	8.3	32.9	38.9
0800	129	3	116	0	9	1	0	0	0	0	0	0	0	77	59.7	34	26.4	12	9.3	31.7	38.3
0900	224	5	204	0	13	2	0	0	0	0	0	0	0	128	57.1	60	26.8	15	6.7	31.5	36.8
1000	314	6	299	0	8	1	0	0	0	0	0	0	0	151	48.1	44	14.0	5	1.6	30.1	34.7
1100	301	5	272	3	20	1	0	0	0	0	0	0	0	175	58.1	46	15.3	13	4.3	30.8	35.1
1200	350	1	325	1	21	2	0	0	0	0	0	0	0	204	58.3	54	15.4	11	3.1	31.2	35
1300	328	0	320	1	7	0	0	0	0	0	0	0	0	163	49.7	50	15.2	8	2.4	30.5	35.2
1400	295	1	278	0	14	1	1	0	0	0	0	0	0	177	60.0	67	22.7	18	6.1	31.7	36.2
1500	276	7	256	0	10	3	0	0	0	0	0	0	0	154	55.8	71	25.7	14	5.1	31.4	36.8
1600	291	0	277	0	12	2	0	0	0	0	0	0	0	157	54.0	49	16.8	14	4.8	31.2	35.7
1700	202	2	183	0	9	6	2	0	0	0	0	0	0	97	48.0	37	18.3	11	5.4	31	36
1800	191	0	173	0	15	2	1	0	0	0	0	0	0	124	64.9	43	22.5	10	5.2	32	36.5
1900	125	1	114	0	9	1	0	0	0	0	0	0	0	76	60.8	33	26.4	9	7.2	32	37.4
2000	126	3	114	0	9	0	0	0	0	0	0	0	0	76	60.3	31	24.6	9	7.1	32	37.2
2100	87	0	78	0	6	3	0	0	0	0	0	0	0	56	64.4	25	28.7	6	6.9	32.3	38.2
2200	52	0	45	0	6	1	0	0	0	0	0	0	0	39	75.0	19	36.5	5	9.6	33.7	39.4
2300	22	0	20	0	1	1	0	0	0	0	0	0	0	15	68.2	5	22.7	4	18.2	32.6	41.1
07-19	2961	32	2754	5	143	22	5	0	0	0	0	0	0	1648	55.7	573	19.4	136	4.6	31.2	36
06-22	3351	37	3106	5	172	26	5	0	0	0	0	0	0	1890	56.4	676	20.2	165	4.9	31.3	36.1
06-00	3425	37	3171	5	179	28	5	0	0	0	0	0	0	1944	56.8	700	20.4	174	5.1	31.3	36.2
00-00	3514	39	3249	5	185	29	6	0	0	0	1	0	0	2012	57.3	729	20.8	184	5.2	31.4	36.2

Site 1
 Location Langford Lane - Attached to Lamp Column, OSGR: SP 47773 14913
 Direction Two Way

13431 / OXFORD AIRPORT
 NOVEMBER 2022
 AUTOMATIC TRAFFIC COUNT

07 November 2022

Time	Total	Classification												]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 40 DfT	]SL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	19	0	15	0	3	1	0	0	0	0	0	0	0	13	68.4	6	31.6	0	0.0	32.4	38.1
0100	7	0	5	0	1	1	0	0	0	0	0	0	0	6	85.7	5	71.4	0	0.0	34.1	-
0200	17	0	15	0	2	0	0	0	0	0	0	0	0	14	82.4	11	64.7	6	35.3	39.6	51.4
0300	11	1	7	0	3	0	0	0	0	0	0	0	0	10	90.9	8	72.7	6	54.6	39.7	47.7
0400	32	2	19	0	11	0	0	0	0	0	0	0	0	21	65.6	11	34.4	3	9.4	31.4	37
0500	98	1	82	0	13	0	2	0	0	0	0	0	0	65	66.3	26	26.5	12	12.2	32.7	38.7
0600	248	2	202	0	37	6	1	0	0	0	0	0	0	155	62.5	63	25.4	12	4.8	31.8	37.2
0700	832	4	727	2	87	3	6	0	1	0	2	0	0	424	51.0	96	11.5	12	1.4	30.2	34.3
0800	1093	10	971	4	92	4	5	2	3	1	1	0	0	383	35.0	64	5.9	9	0.8	28.8	32.5
0900	712	9	598	3	93	4	1	0	2	1	1	0	0	302	42.4	66	9.3	7	1.0	29.4	33.4
1000	593	1	493	2	87	2	1	1	1	0	5	0	0	237	40.0	62	10.5	10	1.7	29.5	33.7
1100	562	4	469	2	81	2	0	0	3	1	0	0	0	243	43.2	66	11.7	7	1.2	29.5	34.2
1200	654	8	577	0	61	2	1	0	2	3	0	0	0	267	40.8	46	7.0	7	1.1	29.2	33.1
1300	637	1	554	1	74	2	2	0	1	1	1	0	0	245	38.5	53	8.3	12	1.9	29.2	33.1
1400	664	5	562	1	86	1	5	0	2	1	1	0	0	274	41.3	76	11.5	17	2.6	29.7	34.2
1500	670	8	569	0	84	5	1	1	0	0	2	0	0	279	41.6	61	9.1	18	2.7	29.3	33.3
1600	950	8	844	3	87	3	0	0	2	1	2	0	0	322	33.9	63	6.6	10	1.1	28.6	32.9
1700	903	9	828	3	48	4	6	0	1	3	1	0	0	321	35.6	54	6.0	9	1.0	28.3	32.5
1800	425	5	384	0	34	2	0	0	0	0	0	0	0	220	51.8	66	15.5	15	3.5	30.8	35.1
1900	215	2	199	0	9	2	2	0	0	1	0	0	0	121	56.3	55	25.6	11	5.1	31.6	37.2
2000	126	1	114	0	9	1	1	0	0	0	0	0	0	78	61.9	30	23.8	6	4.8	31.6	37.3
2100	120	1	107	0	10	1	0	0	0	1	0	0	0	74	61.7	27	22.5	12	10.0	31.9	36.6
2200	67	0	62	0	4	1	0	0	0	0	0	0	0	38	56.7	21	31.3	5	7.5	32.1	38.1
2300	31	0	24	0	4	2	1	0	0	0	0	0	0	20	64.5	12	38.7	3	9.7	33.5	39.2
07-19	8695	72	7576	21	914	34	28	4	18	12	16	0	0	3517	40.5	773	8.9	133	1.5	29.3	33.5
06-22	9404	78	8198	21	979	44	32	4	18	14	16	0	0	3945	42.0	948	10.1	174	1.9	29.4	33.8
06-00	9502	78	8284	21	987	47	33	4	18	14	16	0	0	4003	42.1	981	10.3	182	1.9	29.5	33.8
00-00	9686	82	8427	21	1020	49	35	4	18	14	16	0	0	4132	42.7	1048	10.8	209	2.2	29.6	33.9

Site 1
 Location Langford Lane - Attached to Lamp Column, OSGR: SP 47773 14913
 Direction Two Way

13431 / OXFORD AIRPORT
 NOVEMBER 2022
 AUTOMATIC TRAFFIC COUNT

08 November 2022

Time	Total	Classification												]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 40 DfT	]SL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	11	0	8	0	2	0	1	0	0	0	0	0	0	9	81.8	5	45.5	3	27.3	35.4	47.9
0100	9	0	5	0	4	0	0	0	0	0	0	0	0	5	55.6	4	44.4	3	33.3	34.6	-
0200	12	0	10	0	2	0	0	0	0	0	0	0	0	8	66.7	7	58.3	1	8.3	33.8	39.9
0300	18	1	15	0	2	0	0	0	0	0	0	0	0	13	72.2	8	44.4	4	22.2	36.6	50.1
0400	26	1	12	0	12	0	1	0	0	0	0	0	0	15	57.7	8	30.8	2	7.7	30.7	38.6
0500	94	1	78	0	13	1	1	0	0	0	0	0	0	65	69.2	33	35.1	10	10.6	32.4	37.9
0600	291	4	239	0	39	7	0	1	0	0	1	0	0	169	58.1	53	18.2	16	5.5	31.4	35.6
0700	872	4	759	1	90	11	4	1	0	1	1	0	0	408	46.8	102	11.7	10	1.1	29.9	34
0800	1073	14	970	3	77	6	1	0	0	2	0	0	0	420	39.1	69	6.4	8	0.7	29	32.8
0900	699	16	593	0	79	2	1	1	3	1	3	0	0	285	40.8	68	9.7	7	1.0	29.3	33.6
1000	564	2	476	0	83	2	0	0	0	1	0	0	0	276	48.9	67	11.9	9	1.6	30.1	34.4
1100	555	6	472	1	66	3	2	0	0	2	3	0	0	259	46.7	60	10.8	11	2.0	29.8	33.7
1200	644	3	548	0	85	3	0	1	1	1	1	1	0	266	41.3	67	10.4	15	2.3	29.5	33.5
1300	657	5	561	4	78	2	2	0	1	4	0	0	0	306	46.6	70	10.7	15	2.3	29.9	33.7
1400	622	3	534	1	71	6	4	1	1	0	1	0	0	261	42.0	59	9.5	8	1.3	29.7	33.4
1500	744	8	652	1	69	4	3	0	1	4	2	0	0	328	44.1	70	9.4	15	2.0	29.8	33.6
1600	990	7	891	4	74	8	3	0	0	2	0	1	0	379	38.3	80	8.1	8	0.8	29.1	33.2
1700	919	12	856	8	35	5	1	0	1	1	0	0	0	301	32.8	50	5.4	11	1.2	28.6	32.4
1800	447	8	408	1	23	7	0	0	0	0	0	0	0	232	51.9	45	10.1	12	2.7	30.2	33.8
1900	230	2	200	0	24	4	0	0	0	0	0	0	0	132	57.4	45	19.6	14	6.1	31.7	36.6
2000	146	0	137	0	9	0	0	0	0	0	0	0	0	87	59.6	34	23.3	6	4.1	32	36.7
2100	133	3	117	0	7	6	0	0	0	0	0	0	0	80	60.2	36	27.1	14	10.5	32.8	38.9
2200	67	0	60	0	5	2	0	0	0	0	0	0	0	45	67.2	16	23.9	4	6.0	32.3	37.5
2300	28	0	24	0	2	2	0	0	0	0	0	0	0	24	85.7	7	25.0	2	7.1	33.5	36.7
07-19	8786	88	7720	24	830	59	21	4	8	19	11	2	0	3721	42.4	807	9.2	129	1.5	29.5	33.4
06-22	9586	97	8413	24	909	76	21	5	8	19	12	2	0	4189	43.7	975	10.2	179	1.9	29.7	33.7
06-00	9681	97	8497	24	916	80	21	5	8	19	12	2	0	4258	44.0	998	10.3	185	1.9	29.7	33.8
00-00	9851	100	8625	24	951	81	24	5	8	19	12	2	0	4373	44.4	1063	10.8	208	2.1	29.8	33.8

Site 1
 Location Langford Lane - Attached to Lamp Column, OSGR: SP 47773 14913
 Direction Two Way

**13431 / OXFORD AIRPORT
 NOVEMBER 2022
 AUTOMATIC TRAFFIC COUNT**

09 November 2022

Time	Total	Classification												]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 40 DfT	]SL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	13	0	8	0	3	1	0	0	1	0	0	0	0	7	53.9	4	30.8	1	7.7	30.8	36.6
0100	14	0	11	0	2	0	1	0	0	0	0	0	0	11	78.6	8	57.1	4	28.6	36.7	43.7
0200	14	1	12	0	0	0	0	1	0	0	0	0	0	13	92.9	9	64.3	5	35.7	37.7	44.1
0300	10	0	6	0	3	0	0	1	0	0	0	0	0	9	90.0	4	40.0	1	10.0	34.2	-
0400	14	0	11	0	3	0	0	0	0	0	0	0	0	11	78.6	8	57.1	4	28.6	35.7	45.8
0500	100	5	79	0	15	1	0	0	0	0	0	0	0	64	64.0	25	25.0	10	10.0	32	37.8
0600	281	2	240	0	29	8	0	0	1	0	0	1	0	175	62.3	48	17.1	9	3.2	31.3	35.4
0700	845	11	739	6	72	14	2	0	0	0	1	0	0	416	49.2	98	11.6	13	1.5	29.9	34.1
0800	1070	8	964	5	73	9	4	1	4	0	2	0	0	447	41.8	100	9.3	16	1.5	29.5	33.4
0900	697	11	592	2	80	4	3	0	0	1	4	0	0	277	39.7	76	10.9	17	2.4	29.4	34
1000	584	9	486	0	80	5	1	0	1	1	1	0	0	289	49.5	74	12.7	12	2.1	30.1	34.5
1100	617	8	513	0	88	1	5	0	0	1	1	0	0	307	49.8	85	13.8	13	2.1	30.1	34.7
1200	680	13	577	1	75	2	6	0	1	3	2	0	0	306	45.0	74	10.9	18	2.6	29.8	33.9
1300	661	6	577	1	70	2	1	0	1	0	3	0	0	319	48.3	70	10.6	15	2.3	30.1	34.1
1400	708	6	614	1	77	3	1	2	1	2	1	0	0	361	51.0	122	17.2	26	3.7	30.5	35.3
1500	721	5	628	3	75	4	2	2	2	0	0	0	0	389	54.0	115	16.0	20	2.8	30.9	35.3
1600	969	9	875	1	79	3	0	0	1	1	0	0	0	459	47.4	104	10.7	21	2.2	30.1	34
1700	1044	20	949	5	59	3	3	1	1	1	2	0	0	423	40.5	79	7.6	12	1.1	28.8	33.1
1800	545	4	512	2	24	2	0	0	0	0	1	0	0	315	57.8	100	18.4	20	3.7	31.3	35.6
1900	267	3	250	0	12	1	0	0	1	0	0	0	0	163	61.1	58	21.7	17	6.4	32.2	37
2000	163	4	151	0	7	1	0	0	0	0	0	0	0	93	57.1	36	22.1	11	6.7	31.2	36.9
2100	138	2	127	0	7	2	0	0	0	0	0	0	0	91	65.9	36	26.1	8	5.8	32.3	37.3
2200	77	1	70	1	3	2	0	0	0	0	0	0	0	55	71.4	23	29.9	13	16.9	33.5	41.2
2300	38	0	30	0	6	1	0	0	0	1	0	0	0	28	73.7	12	31.6	7	18.4	34.7	41.9
07-19	9141	110	8026	27	852	52	28	6	12	10	18	0	0	4308	47.1	1097	12.0	203	2.2	29.9	34.2
06-22	9990	121	8794	27	907	64	28	6	14	10	18	1	0	4830	48.4	1275	12.8	248	2.5	30.1	34.4
06-00	10105	122	8894	28	916	67	28	6	14	11	18	1	0	4913	48.6	1310	13.0	268	2.7	30.1	34.4
00-00	10270	128	9021	28	942	69	29	8	15	11	18	1	0	5028	49.0	1368	13.3	293	2.9	30.2	34.6

Site 1
 Location Langford Lane - Attached to Lamp Column, OSGR: SP 47773 14913
 Direction Two Way

**13431 / OXFORD AIRPORT
 NOVEMBER 2022
 AUTOMATIC TRAFFIC COUNT**

Virtual Day (7)

Time	Total	Classification												]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 40 DfT	]SL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	19	0	15	0	3	1	0	0	0	0	0	0	0	12	65.4	7	35.3	2	12.8	33.1	38.6
0100	13	0	10	0	3	0	0	0	0	0	0	0	0	10	74.5	6	46.8	3	21.3	35.1	41.7
0200	14	0	12	0	1	0	0	0	0	0	0	0	0	12	83.5	7	52.6	3	20.6	36	41.4
0300	10	0	7	0	2	0	0	0	0	0	0	0	0	8	84.3	5	51.4	3	30.0	36.6	-
0400	18	1	12	0	6	0	0	0	0	0	0	0	0	12	66.7	7	38.0	2	13.2	32.4	39.6
0500	79	1	66	0	11	0	1	0	0	0	0	0	0	51	64.8	24	30.0	9	10.8	32.5	38.2
0600	223	2	186	0	28	5	0	0	0	0	1	0	0	141	63.3	50	22.2	12	5.4	31.8	36.7
0700	627	6	545	2	61	8	3	0	1	0	1	0	0	317	50.6	82	13.0	12	1.8	30.2	34.4
0800	825	11	734	2	65	6	3	1	1	1	1	0	0	344	41.7	75	9.1	12	1.5	29.4	33.5
0900	601	9	514	2	66	4	2	0	1	1	1	0	0	270	44.9	71	11.9	12	2.1	29.8	34.2
1000	534	6	454	1	65	4	2	0	1	1	1	0	0	244	45.6	63	11.8	10	1.8	29.9	34.2
1100	523	6	448	1	62	2	2	0	1	1	1	0	0	249	47.6	60	11.6	10	2.0	29.9	34.3
1200	602	7	529	1	59	2	2	0	1	2	1	0	0	285	47.3	70	11.6	13	2.2	30	34.2
1300	572	5	504	2	55	2	2	0	1	1	1	0	0	267	46.7	66	11.5	13	2.2	29.9	34.1
1400	563	5	488	1	59	2	4	0	1	1	1	0	0	277	49.3	80	14.2	17	3.0	30.3	34.8
1500	596	8	523	1	56	4	3	0	1	1	1	0	0	296	49.7	82	13.8	18	3.0	30.3	34.7
1600	760	6	685	2	59	5	1	0	1	1	0	0	0	334	43.9	79	10.4	14	1.9	29.8	33.9
1700	726	10	666	3	37	4	2	0	1	1	1	0	0	290	40.0	65	8.9	14	1.9	29.1	33.4
1800	378	4	346	1	23	4	0	0	0	0	0	0	0	212	56.1	64	17.0	15	4.1	31.1	35.5
1900	210	2	192	0	13	2	0	0	0	0	0	0	0	122	58.1	48	22.8	13	6.3	31.8	36.9
2000	145	2	134	0	8	1	0	0	0	0	0	0	0	91	62.9	37	25.8	11	7.4	32.1	37.2
2100	124	1	111	0	8	2	0	0	0	0	0	0	0	74	60.0	30	24.5	11	8.7	32	37.5
2200	72	1	65	0	6	1	0	0	0	0	0	0	0	48	66.1	21	29.1	8	11.1	32.7	38.3
2300	36	0	29	0	5	1	0	0	0	0	0	0	0	24	67.5	11	30.2	4	11.1	33	38.2
07-19	7305	82	6434	18	666	47	26	4	10	9	9	0	0	3384	46.3	857	11.7	161	2.2	29.9	34.2
06-22	8007	89	7057	18	723	57	27	4	10	10	10	0	0	3813	47.6	1023	12.8	208	2.6	30.1	34.4
06-00	8115	90	7151	18	734	60	27	4	10	10	10	0	0	3885	47.9	1054	13.0	220	2.7	30.1	34.5
00-00	8269	93	7272	18	759	61	28	4	11	10	11	0	0	3991	48.3	1111	13.4	242	2.9	30.2	34.6

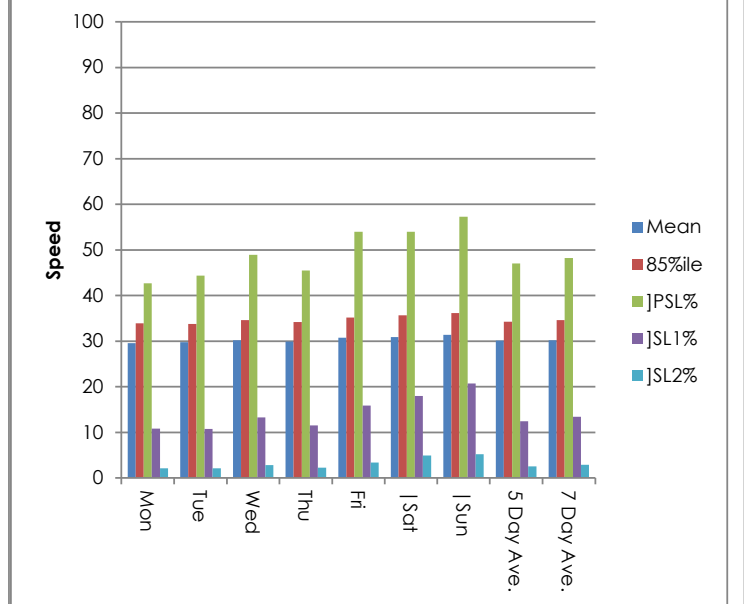
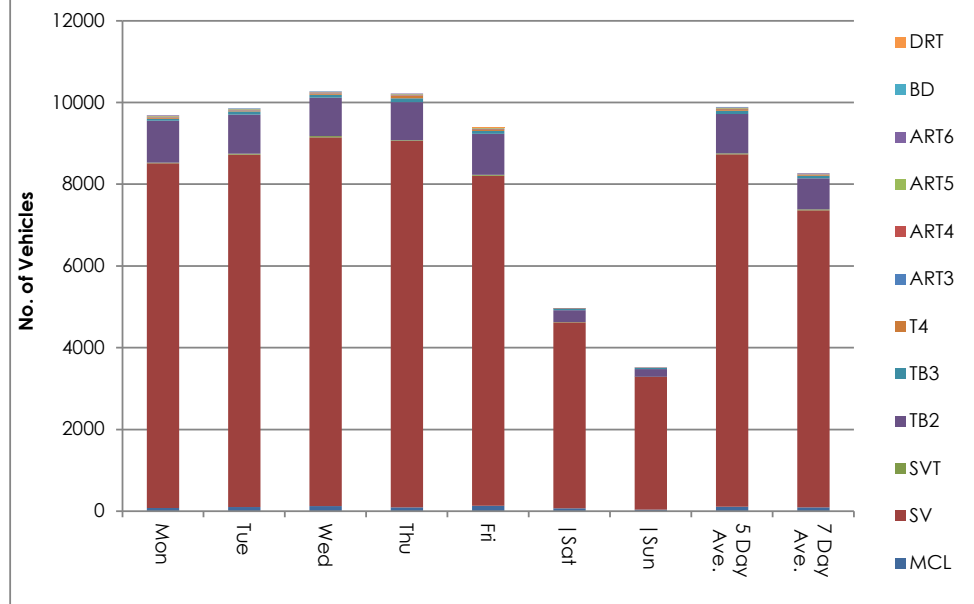
Site 1
 Location Langford Lane - Attached to Lamp Column, OSGR: SP 47773 14913
 Direction Two Way

13431 / OXFORD AIRPORT
 NOVEMBER 2022
 AUTOMATIC TRAFFIC COUNT

Virtual Week (1)

Time	Total	Classification												]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 40 DfT	]SL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
Mon	9686	82	8427	21	1020	49	35	4	18	14	16	0	0	4132	42.7	1048	10.8	209	2.2	29.6	33.9
Tue	9851	100	8625	24	951	81	24	5	8	19	12	2	0	4373	44.4	1063	10.8	208	2.1	29.8	33.8
Wed	10270	128	9021	28	942	69	29	8	15	11	18	1	0	5028	49.0	1368	13.3	293	2.9	30.2	34.6
Thu	10220	95	8965	19	925	100	63	7	16	16	14	0	0	4648	45.5	1183	11.6	236	2.3	29.9	34.2
Fri	9385	136	8069	27	999	75	33	5	16	11	12	0	2	5066	54.0	1491	15.9	318	3.4	30.8	35.2
|Sat	4959	71	4551	5	293	26	7	1	3	1	1	0	0	2677	54.0	892	18.0	245	4.9	30.9	35.7
|Sun	3514	39	3249	5	185	29	6	0	0	0	1	0	0	2012	57.3	729	20.8	184	5.2	31.4	36.2
5 Day Ave.	9882	108	8621	24	967	75	37	6	15	14	14	1	0	4649	47.0	1231	12.5	253	2.6	30.1	34.3
7 Day Ave.	8269	93	7272	18	759	61	28	4	11	10	11	0	0	3991	48.3	1111	13.4	242	2.9	30.2	34.6
--	57885	651	50907	129	5315	429	197	30	76	72	74	3	2	27936	48.3	7774	13.4	1693	2.9	30.2	34.6

Summary Graphs



Site 1
 Location Langford Lane - Attached to Lamp Column, OSGR: SP 47773 14913
 Direction Two Way

13431 / OXFORD AIRPORT
 NOVEMBER 2022
 AUTOMATIC TRAFFIC COUNT

03 November 2022

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	23	0	0	0	0	1	8	6	5	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	9	0	0	0	0	0	2	2	1	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	16	0	0	0	0	0	2	8	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	9	0	0	0	0	0	1	4	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	18	0	0	0	0	1	6	5	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	107	0	0	1	1	10	31	36	16	5	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	309	0	0	1	3	21	88	132	51	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	833	0	1	0	11	79	372	291	74	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	1106	0	0	1	27	134	562	319	60	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	839	0	0	2	10	84	426	254	52	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	613	0	0	0	9	51	316	171	56	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	543	0	0	1	2	51	247	189	42	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	712	0	0	0	11	58	300	268	66	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	689	0	0	1	4	61	290	264	58	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	638	0	0	4	7	67	242	244	62	6	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	676	0	1	5	11	43	259	255	80	19	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	947	0	1	0	11	66	458	303	88	16	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	966	0	1	3	43	143	428	282	53	7	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	453	0	1	1	3	32	184	159	56	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	284	0	0	0	2	15	97	113	43	9	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	163	0	0	0	0	10	48	61	32	8	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	151	0	0	0	1	9	47	56	23	8	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	75	0	0	0	0	6	19	31	13	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	41	0	0	0	2	2	12	12	9	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	9015	0	5	18	149	869	4084	2999	747	110	30	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	9922	0	5	19	155	924	4364	3361	896	145	44	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	10038	0	5	19	157	932	4395	3404	918	151	46	9	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	10220	0	5	20	158	944	4445	3465	947	165	55	12	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1
 Location Langford Lane - Attached to Lamp Column, OSGR: SP 47773 14913
 Direction Two Way

**13431 / OXFORD AIRPORT
 NOVEMBER 2022
 AUTOMATIC TRAFFIC COUNT**

04 November 2022

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	19	0	0	0	0	1	3	4	7	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	22	0	0	0	0	0	6	7	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	10	0	0	0	0	1	0	3	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	10	0	0	0	0	0	0	4	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	24	0	0	1	0	2	6	7	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	88	0	0	0	1	6	27	23	22	6	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	283	0	0	2	0	16	73	113	58	15	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	748	0	0	2	7	38	285	296	98	16	4	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	938	0	0	10	11	55	358	379	107	13	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	650	0	2	0	1	23	228	282	94	18	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	615	0	0	0	9	54	231	244	65	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	602	0	1	6	7	59	257	209	51	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	694	0	0	2	7	47	299	240	81	14	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	614	0	1	2	9	51	238	226	73	12	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	653	0	0	1	7	43	239	256	85	15	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	741	0	1	1	5	53	282	286	87	20	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	865	0	1	2	5	49	382	343	74	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	757	0	0	2	11	62	319	271	73	18	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	403	0	0	0	0	20	139	159	61	18	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	194	0	0	0	0	4	81	58	36	8	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	184	0	0	0	1	3	47	76	40	10	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	127	0	0	0	2	8	51	39	14	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	83	0	0	0	1	5	26	31	11	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	61	0	0	0	0	2	19	19	14	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	8280	0	6	28	79	554	3257	3191	949	170	36	8	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	9068	0	6	30	82	585	3509	3477	1097	212	56	11	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	9212	0	6	30	83	592	3554	3527	1122	227	57	11	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	9385	0	6	31	84	602	3596	3575	1173	240	62	13	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1
 Location Langford Lane - Attached to Lamp Column, OSGR: SP 47773 14913
 Direction Two Way

13431 / OXFORD AIRPORT
 NOVEMBER 2022
 AUTOMATIC TRAFFIC COUNT

05 November 2022

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	29	0	1	0	0	0	12	7	6	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	17	0	0	0	0	3	2	5	1	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	16	0	0	0	0	1	2	4	6	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	7	0	0	0	0	1	1	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	9	0	0	1	0	1	0	3	1	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	36	0	0	0	0	1	10	11	9	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	98	0	0	0	0	5	25	42	17	7	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	198	0	0	1	1	7	45	86	44	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	365	0	0	0	2	35	134	123	50	15	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	384	0	1	5	3	42	149	131	43	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	454	0	1	1	7	39	212	144	40	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	480	0	0	0	3	50	183	194	44	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	482	0	0	2	2	29	180	195	60	10	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	416	0	1	0	3	36	186	129	47	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	362	0	0	1	5	30	138	133	40	10	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	343	0	0	1	5	26	145	122	34	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	306	0	0	1	2	24	98	113	50	10	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	288	0	0	0	2	14	95	103	51	16	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	179	0	0	0	0	9	54	79	27	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	157	0	0	0	1	11	61	47	24	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	109	0	0	0	0	3	38	38	16	10	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	109	0	0	0	0	7	44	35	16	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	84	0	0	0	2	3	23	27	15	8	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	31	0	0	0	0	1	12	12	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	4257	0	3	12	35	341	1619	1552	530	117	46	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	4730	0	3	12	36	367	1787	1714	603	151	52	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	4845	0	3	12	38	371	1822	1753	623	160	55	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	4959	0	4	13	38	378	1849	1785	647	171	63	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1
 Location Langford Lane - Attached to Lamp Column, OSGR: SP 47773 14913
 Direction Two Way

**13431 / OXFORD AIRPORT
 NOVEMBER 2022
 AUTOMATIC TRAFFIC COUNT**

06 November 2022

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	19	0	0	0	0	0	6	9	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	16	0	0	0	0	0	3	7	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	12	0	0	0	0	0	2	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	5	0	0	0	0	1	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	6	0	0	0	0	0	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	31	0	0	0	1	0	8	13	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	52	0	0	0	0	3	15	20	9	3	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	60	0	0	0	0	4	15	23	13	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	129	0	0	1	2	7	42	43	22	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	224	0	0	3	1	13	79	68	45	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	314	0	0	4	3	24	132	107	39	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	301	0	0	4	5	12	105	129	33	9	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	350	0	0	0	1	22	123	150	43	10	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	328	0	0	0	2	23	140	113	42	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	295	0	0	0	0	19	99	110	49	16	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	276	0	0	2	1	22	97	83	57	9	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	291	0	0	0	1	14	119	108	35	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	202	0	0	0	1	11	93	60	26	9	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	191	0	0	0	0	5	62	81	33	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	125	0	0	0	0	10	39	43	24	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	126	0	0	0	0	5	45	45	22	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	87	0	0	0	1	4	26	31	19	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	52	0	0	0	0	0	13	20	14	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	22	0	0	0	0	1	6	10	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	2961	0	0	14	17	176	1106	1075	437	106	22	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	3351	0	0	14	18	198	1231	1214	511	129	26	6	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	3425	0	0	14	18	199	1250	1244	526	138	26	6	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	3514	0	0	14	19	200	1269	1283	545	145	29	6	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1
 Location Langford Lane - Attached to Lamp Column, OSGR: SP 47773 14913
 Direction Two Way

13431 / OXFORD AIRPORT
 NOVEMBER 2022
 AUTOMATIC TRAFFIC COUNT

07 November 2022

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	19	0	0	0	0	2	4	7	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	7	0	0	0	0	1	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	17	0	0	0	0	0	3	3	5	1	1	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	11	0	0	0	0	0	1	2	2	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	32	0	0	2	0	2	7	10	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	98	0	0	0	1	4	28	39	14	7	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	248	0	0	1	0	11	81	92	51	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	832	0	1	0	5	81	321	328	84	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	1093	0	1	6	19	120	564	319	55	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	712	0	0	4	6	74	326	236	59	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	593	0	1	0	1	64	290	175	52	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	562	0	1	1	7	66	244	177	59	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	654	0	2	1	15	59	310	221	39	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	637	0	1	1	6	83	301	192	41	7	2	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	664	0	0	1	4	86	299	198	59	13	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	670	0	0	5	13	66	307	218	43	14	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	950	0	1	5	34	116	472	259	53	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	903	0	1	9	25	159	388	267	45	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	425	0	0	0	1	26	178	154	51	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	215	0	0	2	0	11	81	66	44	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	126	0	0	0	1	10	37	48	24	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	120	0	0	0	0	10	36	47	15	8	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	67	0	0	0	0	3	26	17	16	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	31	0	0	0	0	1	10	8	9	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	8695	0	9	33	136	1000	4000	2744	640	104	20	5	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	9404	0	9	36	137	1042	4235	2997	774	136	27	7	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	9502	0	9	36	137	1046	4271	3022	799	140	31	7	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	9686	0	9	38	138	1055	4314	3084	839	155	37	12	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1
 Location Langford Lane - Attached to Lamp Column, OSGR: SP 47773 14913
 Direction Two Way

**13431 / OXFORD AIRPORT
 NOVEMBER 2022
 AUTOMATIC TRAFFIC COUNT**

08 November 2022

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	11	0	0	0	0	1	1	4	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	9	0	0	0	0	3	1	1	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	12	0	0	0	1	0	3	1	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	18	0	0	0	0	1	4	5	4	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	26	0	0	1	0	4	6	7	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	94	0	0	0	3	4	22	32	23	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	291	0	0	1	0	12	109	116	37	13	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	872	0	0	0	10	72	382	306	92	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	1073	0	1	3	25	121	503	351	61	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	699	0	1	5	6	77	325	217	61	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	564	0	0	0	11	47	230	209	58	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	555	0	0	0	5	64	227	199	49	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	644	0	0	0	8	63	307	199	52	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	657	0	0	0	2	63	286	236	55	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	622	0	0	0	2	55	304	202	51	5	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	744	0	1	4	7	57	347	258	55	11	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
1600	990	0	2	1	17	108	483	299	72	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	919	0	0	0	23	121	474	251	39	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	447	0	0	3	2	25	185	187	33	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	230	0	0	0	0	7	91	87	31	10	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	146	0	0	0	0	3	56	53	28	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	133	0	0	0	0	4	49	44	22	5	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	67	0	0	0	0	3	19	29	12	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	28	0	0	0	0	0	4	17	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	8786	0	5	16	118	873	4053	2914	678	105	19	2	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
06-22	9586	0	5	17	118	899	4358	3214	796	137	32	5	1	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
06-00	9681	0	5	17	118	902	4381	3260	813	142	33	5	1	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
00-00	9851	0	5	18	122	915	4418	3310	855	156	38	8	2	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0

Site 1
 Location Langford Lane - Attached to Lamp Column, OSGR: SP 47773 14913
 Direction Two Way

13431 / OXFORD AIRPORT
NOVEMBER 2022
AUTOMATIC TRAFFIC COUNT

09 November 2022

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	13	0	0	0	0	3	3	3	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	14	0	0	0	0	1	2	3	4	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	14	0	0	0	0	0	1	4	4	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	10	0	0	0	0	0	1	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	14	0	0	0	0	1	2	3	4	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500	100	0	0	3	0	3	30	39	15	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600	281	0	0	1	3	12	90	127	39	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0700	845	0	0	4	20	53	352	318	85	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0800	1070	0	1	16	16	80	510	347	84	10	5	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
0900	697	0	1	7	9	70	333	201	59	12	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1000	584	0	2	1	8	52	232	215	62	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1100	617	0	0	3	18	38	251	222	72	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1200	680	0	1	4	19	46	304	232	56	13	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1300	661	0	0	1	4	63	274	249	55	11	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1400	708	0	0	0	12	57	278	239	96	22	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1500	721	0	0	0	2	39	291	274	95	15	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1600	969	0	2	0	16	70	422	355	83	14	4	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	
1700	1044	0	2	17	30	128	444	344	67	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1800	545	0	0	0	2	34	194	215	80	13	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1900	267	0	0	0	0	10	94	105	41	11	4	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2000	163	0	0	1	2	11	56	57	25	9	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2100	138	0	0	0	1	2	44	55	28	5	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2200	77	0	0	0	1	3	18	32	10	8	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2300	38	0	0	0	0	1	9	16	5	3	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
07-19	9141	0	9	53	156	730	3885	3211	894	151	41	4	3	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	
06-22	9990	0	9	55	162	765	4169	3555	1027	183	49	6	5	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0	
06-00	10105	0	9	55	163	769	4196	3603	1042	194	55	8	5	2	3	0	1	0	0	0	0	0	0	0	0	0	0	0	
00-00	10270	0	9	58	163	777	4235	3660	1075	212	59	9	7	2	3	0	1	0	0	0	0	0	0	0	0	0	0	0	

Site 1
 Location Langford Lane - Attached to Lamp Column, OSGR: SP 47773 14913
 Direction Two Way
 Virtual Day (7)

13431 / OXFORD AIRPORT
 NOVEMBER 2022
 AUTOMATIC TRAFFIC COUNT

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	19	0	0	0	0	1	5	6	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	13	0	0	0	0	1	2	4	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	14	0	0	0	0	0	2	4	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	10	0	0	0	0	0	1	3	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	18	0	0	1	0	2	4	5	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	79	0	0	1	1	4	22	28	15	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	223	0	0	1	1	11	69	92	37	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	627	0	0	1	8	48	253	235	70	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	825	0	0	5	15	79	382	269	63	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	601	0	1	4	5	55	267	198	59	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	534	0	1	1	7	47	235	181	53	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	523	0	0	2	7	49	216	188	50	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	602	0	0	1	9	46	260	215	57	11	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	572	0	0	1	4	54	245	201	53	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	563	0	0	1	5	51	228	197	63	12	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	596	0	0	3	6	44	247	214	64	13	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	760	0	1	1	12	64	348	254	65	10	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	726	0	1	4	19	91	320	225	51	11	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	378	0	0	1	1	22	142	148	49	12	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	210	0	0	0	0	10	78	74	35	9	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	145	0	0	0	1	6	47	54	27	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	124	0	0	0	1	6	42	44	20	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	72	0	0	0	1	3	21	27	13	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	36	0	0	0	0	1	10	13	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	7305	0	5	25	99	649	3143	2527	696	123	31	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	8007	0	5	26	101	683	3379	2790	815	156	41	7	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	8115	0	5	26	102	687	3410	2830	835	165	43	8	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	8269	0	5	27	103	696	3447	2880	869	178	49	10	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

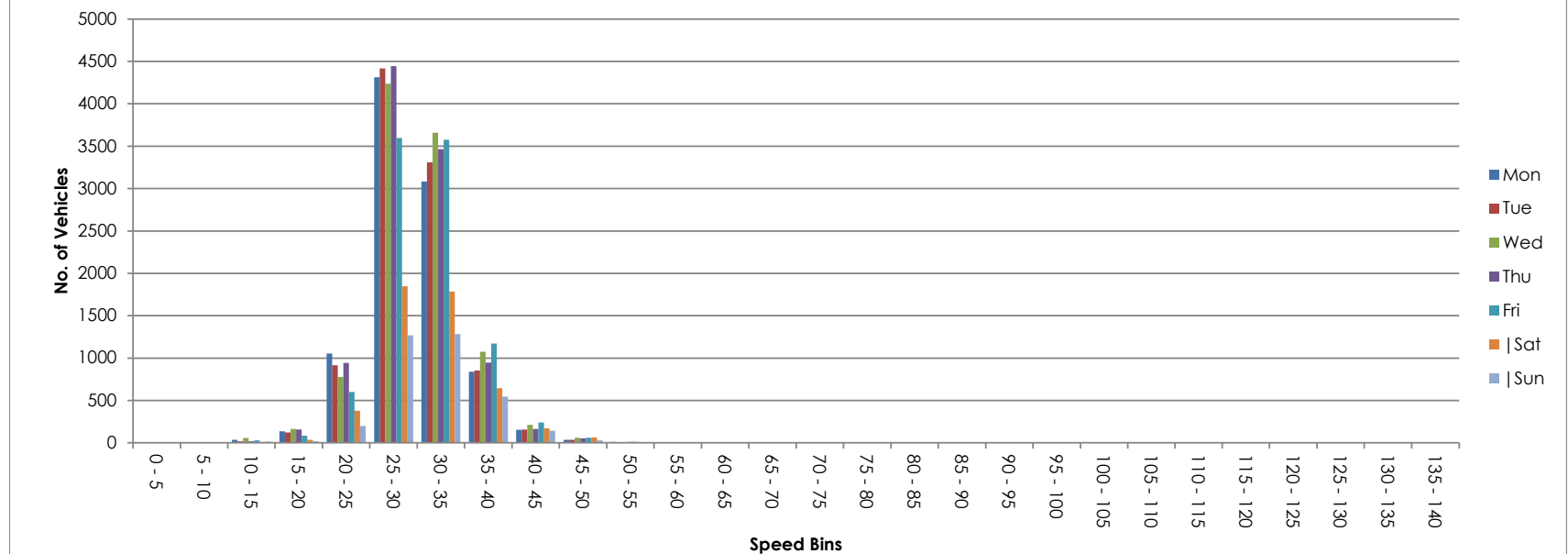
Site 1
 Location Langford Lane - Attached to Lamp Column, OSGR: SP 47773 14913
 Direction Two Way

13431 / OXFORD AIRPORT
 NOVEMBER 2022
 AUTOMATIC TRAFFIC COUNT

Virtual Week (1)

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140	
Mon	9686	0	9	38	138	1055	4314	3084	839	155	37	12	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	9851	0	5	18	122	915	4418	3310	855	156	38	8	2	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
Wed	10270	0	9	58	163	777	4235	3660	1075	212	59	9	7	2	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
Thu	10220	0	5	20	158	944	4445	3465	947	165	55	12	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Fri	9385	0	6	31	84	602	3596	3575	1173	240	62	13	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
| Sat	4959	0	4	13	38	378	1849	1785	647	171	63	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
| Sun	3514	0	0	14	19	200	1269	1283	545	145	29	6	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5 Day Ave.	9882	0	7	33	133	859	4202	3419	978	186	50	11	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7 Day Ave.	8269	0	5	27	103	696	3447	2880	869	178	49	10	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
--	57885	0	38	192	722	4871	24126	20162	6081	1244	343	67	20	13	3	0	1	2	0	0	0	0	0	0	0	0	0	0	0	

Summary Graphs



Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
1	Langford Lane - Attached to Lamp Column, OSGR: SP 47773 14913	Eastbound	30	03 November 2022	09 November 2022	29736	5093	4248	18672	62.8	5891	19.8	1339	4.5	31.6	36.0
		Westbound	30	03 November 2022	09 November 2022	28149	4790	4021	9264	32.9	1883	6.7	354	1.3	28.7	32.5
		Two Way	30	03 November 2022	09 November 2022	57885	9882	8269	27936	48.3	7774	13.4	1693	2.9	30.2	34.6

Site 1
 Location Langford Lane - Attached to Lamp Column, OSGR: SP 47773 14913
 Direction Eastbound

13431 / OXFORD AIRPORT
 NOVEMBER 2022
 AUTOMATIC TRAFFIC COUNT

03 November 2022

Time	Total	Classification												]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 40 DfT	]SL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	13	0	12	0	0	1	0	0	0	0	0	0	0	11	84.6	6	46.2	2	15.4	35.4	41.5
0100	2	0	1	0	1	0	0	0	0	0	0	0	0	2	100.0	2	100.0	1	50.0	45.7	-
0200	10	0	9	0	1	0	0	0	0	0	0	0	0	10	100.0	6	60.0	2	20.0	36.8	-
0300	5	0	5	0	0	0	0	0	0	0	0	0	0	5	100.0	4	80.0	3	60.0	40.1	-
0400	8	0	8	0	0	0	0	0	0	0	0	0	0	8	100.0	6	75.0	4	50.0	40.4	-
0500	32	0	31	0	1	0	0	0	0	0	0	0	0	26	81.3	14	43.8	6	18.8	35.1	43.2
0600	134	1	120	0	8	5	0	0	0	0	0	0	0	122	91.0	50	37.3	10	7.5	34.3	38
0700	388	4	343	1	32	6	1	1	0	0	0	0	0	249	64.2	62	16.0	5	1.3	31.4	35.2
0800	570	7	523	0	34	1	0	3	1	0	1	0	0	283	49.7	53	9.3	2	0.4	30.1	34
0900	451	2	396	2	39	6	3	0	2	1	0	0	0	213	47.2	49	10.9	8	1.8	30.1	33.9
1000	312	2	270	1	27	8	2	0	1	0	1	0	0	173	55.5	53	17.0	9	2.9	31.1	35.7
1100	275	3	239	0	29	4	0	0	0	0	0	0	0	153	55.6	41	14.9	9	3.3	30.8	34.9
1200	371	4	327	1	36	2	1	0	0	0	0	0	0	221	59.6	56	15.1	7	1.9	31.1	35
1300	346	0	301	1	38	4	1	0	1	0	0	0	0	218	63.0	60	17.3	11	3.2	31.4	35.3
1400	317	7	271	0	30	0	5	0	1	2	1	0	0	214	67.5	64	20.2	12	3.8	31.5	36
1500	382	3	330	1	43	2	2	0	1	0	0	0	0	254	66.5	79	20.7	17	4.5	31.8	36.1
1600	553	4	498	3	39	6	2	0	0	0	1	0	0	295	53.4	92	16.6	19	3.4	30.8	35.1
1700	533	4	490	2	27	5	1	0	2	1	1	0	0	252	47.3	57	10.7	11	2.1	29.6	34
1800	235	2	218	0	9	6	0	0	0	0	0	0	0	155	66.0	63	26.8	16	6.8	32.5	37.6
1900	139	1	127	1	7	3	0	0	0	0	0	0	0	107	77.0	43	30.9	9	6.5	33.3	37.2
2000	82	1	76	0	3	2	0	0	0	0	0	0	0	68	82.9	33	40.2	8	9.8	34.1	38.3
2100	70	1	62	0	4	2	0	0	0	0	1	0	0	60	85.7	29	41.4	13	18.6	34.8	41.3
2200	46	1	40	0	5	0	0	0	0	0	0	0	0	40	87.0	19	41.3	6	13.0	35	39.6
2300	24	0	21	0	3	0	0	0	0	0	0	0	0	16	66.7	8	33.3	3	12.5	33.4	39.1
07-19	4733	42	4206	12	383	50	18	4	9	4	5	0	0	2680	56.6	729	15.4	126	2.7	30.9	35.1
06-22	5158	46	4591	13	405	62	18	4	9	4	6	0	0	3037	58.9	884	17.1	166	3.2	31.1	35.3
06-00	5228	47	4652	13	413	62	18	4	9	4	6	0	0	3093	59.2	911	17.4	175	3.3	31.2	35.4
00-00	5298	47	4718	13	416	63	18	4	9	4	6	0	0	3155	59.6	949	17.9	193	3.6	31.2	35.5

Site 1
 Location Langford Lane - Attached to Lamp Column, OSGR: SP 47773 14913
 Direction Eastbound

13431 / OXFORD AIRPORT
 NOVEMBER 2022
 AUTOMATIC TRAFFIC COUNT

04 November 2022

Time	Total	Classification												]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 40 DfT	]SL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	11	0	9	0	1	1	0	0	0	0	0	0	0	10	90.9	7	63.6	1	9.1	35.8	38.3
0100	11	0	10	0	1	0	0	0	0	0	0	0	0	9	81.8	6	54.6	0	0.0	34.7	39.7
0200	7	0	5	0	2	0	0	0	0	0	0	0	0	7	100.0	5	71.4	2	28.6	37.7	-
0300	5	0	5	0	0	0	0	0	0	0	0	0	0	5	100.0	5	100.0	3	60.0	42.7	-
0400	7	0	6	0	0	1	0	0	0	0	0	0	0	6	85.7	6	85.7	1	14.3	36.5	-
0500	27	0	24	0	3	0	0	0	0	0	0	0	0	20	74.1	15	55.6	5	18.5	35.4	41.8
0600	123	1	106	0	12	2	0	1	0	0	1	0	0	105	85.4	51	41.5	14	11.4	34.6	39.3
0700	350	5	306	1	20	14	0	0	2	1	1	0	0	270	77.1	100	28.6	17	4.9	32.7	36.3
0800	454	10	391	0	40	9	2	1	0	0	1	0	0	346	76.2	98	21.6	16	3.5	32.4	36.2
0900	330	4	272	0	51	1	1	1	0	0	0	0	0	256	77.6	81	24.6	17	5.2	32.8	37.2
1000	320	4	263	2	49	0	1	0	0	0	0	0	1	223	69.7	57	17.8	9	2.8	31.6	35.4
1100	296	3	247	1	42	1	0	1	1	0	0	0	0	173	58.5	47	15.9	8	2.7	30.9	35.1
1200	346	7	304	1	31	0	2	0	1	0	0	0	0	210	60.7	70	20.2	16	4.6	31.6	36.1
1300	318	4	268	2	41	1	2	0	0	0	0	0	0	214	67.3	69	21.7	11	3.5	31.9	35.8
1400	343	3	284	0	53	1	0	0	1	0	0	0	1	245	71.4	90	26.2	17	5.0	32.7	36.7
1500	419	7	366	0	38	3	3	0	2	0	0	0	0	280	66.8	91	21.7	23	5.5	31.9	36.2
1600	516	5	465	0	40	6	0	0	0	0	0	0	0	320	62.0	68	13.2	6	1.2	31.3	34.6
1700	432	7	400	1	18	4	0	0	1	0	1	0	0	278	64.4	79	18.3	19	4.4	31.5	35.7
1800	207	1	194	1	6	5	0	0	0	0	0	0	0	152	73.4	66	31.9	21	10.1	33.2	38.3
1900	85	0	80	0	4	1	0	0	0	0	0	0	0	63	74.1	34	40.0	12	14.1	34.3	39.9
2000	96	1	89	0	5	0	0	0	0	1	0	0	0	83	86.5	42	43.8	11	11.5	34.5	38.6
2100	55	1	49	0	4	1	0	0	0	0	0	0	0	42	76.4	21	38.2	11	20.0	34.5	41
2200	42	1	37	0	4	0	0	0	0	0	0	0	0	33	78.6	16	38.1	7	16.7	33.9	40.3
2300	30	0	24	0	4	2	0	0	0	0	0	0	0	26	86.7	15	50.0	4	13.3	34.7	40.1
07-19	4331	60	3760	9	429	45	11	3	8	1	3	0	2	2967	68.5	916	21.2	180	4.2	32	36.1
06-22	4690	63	4084	9	454	49	11	4	8	2	4	0	2	3260	69.5	1064	22.7	228	4.9	32.2	36.4
06-00	4762	64	4145	9	462	51	11	4	8	2	4	0	2	3319	69.7	1095	23.0	239	5.0	32.2	36.4
00-00	4830	64	4204	9	469	53	11	4	8	2	4	0	2	3376	69.9	1139	23.6	251	5.2	32.3	36.5

Site 1
 Location Langford Lane - Attached to Lamp Column, OSGR: SP 47773 14913
 Direction Eastbound

13431 / OXFORD AIRPORT
 NOVEMBER 2022
 AUTOMATIC TRAFFIC COUNT

05 November 2022

Time	Total	Classification												]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 40 DfT	]SL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	11	0	10	0	0	1	0	0	0	0	0	0	0	8	72.7	5	45.5	3	27.3	35.8	47.4
0100	9	0	7	0	1	1	0	0	0	0	0	0	0	7	77.8	4	44.4	4	44.4	34.5	-
0200	14	0	13	0	1	0	0	0	0	0	0	0	0	11	78.6	8	57.1	3	21.4	36.2	44.2
0300	3	0	3	0	0	0	0	0	0	0	0	0	0	1	33.3	1	33.3	1	33.3	31.9	-
0400	6	0	5	0	1	0	0	0	0	0	0	0	0	5	83.3	4	66.7	3	50.0	39.8	-
0500	11	0	10	0	1	0	0	0	0	0	0	0	0	11	100.0	5	45.5	1	9.1	36.5	40.4
0600	39	1	35	0	3	0	0	0	0	0	0	0	0	31	79.5	14	35.9	5	12.8	34.5	39.8
0700	94	2	81	0	7	3	0	0	0	0	1	0	0	86	91.5	39	41.5	12	12.8	34.6	39.1
0800	160	6	140	0	9	4	0	0	0	1	0	0	0	121	75.6	55	34.4	15	9.4	33.6	38.3
0900	201	2	188	0	9	2	0	0	0	0	0	0	0	122	60.7	37	18.4	9	4.5	31.3	35.8
1000	235	5	215	0	13	1	0	0	1	0	0	0	0	128	54.5	40	17.0	7	3.0	30.8	35.2
1100	253	1	237	0	14	1	0	0	0	0	0	0	0	165	65.2	35	13.8	4	1.6	31.2	34.9
1200	262	2	247	0	12	1	0	0	0	0	0	0	0	181	69.1	52	19.9	9	3.4	31.8	35.6
1300	195	0	182	1	11	1	0	0	0	0	0	0	0	118	60.5	39	20.0	9	4.6	31.5	36.4
1400	184	3	170	1	8	2	0	0	0	0	0	0	0	119	64.7	38	20.7	12	6.5	31.5	36.4
1500	167	4	156	0	6	1	0	0	0	0	0	0	0	107	64.1	36	21.6	10	6.0	32.1	37.2
1600	183	0	176	0	7	0	0	0	0	0	0	0	0	129	70.5	53	29.0	15	8.2	32.7	37.4
1700	153	1	145	0	6	1	0	0	0	0	0	0	0	115	75.2	60	39.2	22	14.4	33.7	39.5
1800	85	2	79	0	4	0	0	0	0	0	0	0	0	68	80.0	25	29.4	8	9.4	33.7	37.2
1900	78	0	73	0	3	2	0	0	0	0	0	0	0	55	70.5	31	39.7	11	14.1	33.5	39.9
2000	51	1	47	0	2	1	0	0	0	0	0	0	0	39	76.5	19	37.3	9	17.7	34.4	41.1
2100	49	0	46	0	2	1	0	0	0	0	0	0	0	35	71.4	15	30.6	5	10.2	33	38.8
2200	46	1	44	0	1	0	0	0	0	0	0	0	0	39	84.8	20	43.5	8	17.4	35.1	40.5
2300	16	0	13	0	2	1	0	0	0	0	0	0	0	15	93.8	6	37.5	1	6.3	34.4	38
07-19	2172	28	2016	2	106	17	0	0	1	1	1	0	0	1459	67.2	509	23.4	132	6.1	32.1	36.7
06-22	2389	30	2217	2	116	21	0	0	1	1	1	0	0	1619	67.8	588	24.6	162	6.8	32.2	37
06-00	2451	31	2274	2	119	22	0	0	1	1	1	0	0	1673	68.3	614	25.1	171	7.0	32.3	37.1
00-00	2505	31	2322	2	123	24	0	0	1	1	1	0	0	1716	68.5	641	25.6	186	7.4	32.4	37.2

Site 1
 Location Langford Lane - Attached to Lamp Column, OSGR: SP 47773 14913
 Direction Eastbound

**13431 / OXFORD AIRPORT
 NOVEMBER 2022
 AUTOMATIC TRAFFIC COUNT**

06 November 2022

Time	Total	Classification												]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 40 DfT	]SL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	9	0	9	0	0	0	0	0	0	0	0	0	0	8	88.9	2	22.2	1	11.1	33.7	-
0100	11	2	7	0	1	1	0	0	0	0	0	0	0	10	90.9	5	45.5	2	18.2	35.6	41.7
0200	12	0	12	0	0	0	0	0	0	0	0	0	0	10	83.3	3	25.0	0	0.0	32.9	38.1
0300	3	0	2	0	1	0	0	0	0	0	0	0	0	3	100.0	2	66.7	2	66.7	40.9	-
0400	5	0	5	0	0	0	0	0	0	0	0	0	0	5	100.0	4	80.0	0	0.0	34.5	-
0500	12	0	11	0	1	0	0	0	0	0	0	0	0	11	91.7	6	50.0	1	8.3	35.9	39.8
0600	23	0	21	0	2	0	0	0	0	0	0	0	0	19	82.6	11	47.8	5	21.7	36.7	43.5
0700	28	1	23	0	2	1	1	0	0	0	0	0	0	22	78.6	10	35.7	2	7.1	34	39.1
0800	62	1	57	0	3	1	0	0	0	0	0	0	0	43	69.4	21	33.9	10	16.1	33.4	40
0900	105	2	95	0	6	2	0	0	0	0	0	0	0	75	71.4	40	38.1	11	10.5	33.2	38.6
1000	154	2	148	0	3	1	0	0	0	0	0	0	0	96	62.3	32	20.8	4	2.6	31.5	36
1100	155	2	140	2	10	1	0	0	0	0	0	0	0	109	70.3	34	21.9	10	6.5	32	36.3
1200	174	1	160	0	11	2	0	0	0	0	0	0	0	115	66.1	38	21.8	8	4.6	32.1	36.4
1300	167	0	164	0	3	0	0	0	0	0	0	0	0	103	61.7	29	17.4	5	3.0	31.6	35.5
1400	148	1	140	0	6	1	0	0	0	0	0	0	0	103	69.6	42	28.4	14	9.5	32.8	38.5
1500	135	4	126	0	2	3	0	0	0	0	0	0	0	91	67.4	45	33.3	10	7.4	32.6	37.1
1600	153	0	148	0	3	2	0	0	0	0	0	0	0	94	61.4	31	20.3	9	5.9	32	36.9
1700	104	1	94	0	3	6	0	0	0	0	0	0	0	62	59.6	30	28.9	10	9.6	32.7	37.9
1800	95	0	87	0	5	2	1	0	0	0	0	0	0	79	83.2	32	33.7	9	9.5	34.2	39
1900	63	0	59	0	3	1	0	0	0	0	0	0	0	49	77.8	26	41.3	7	11.1	33.9	39
2000	57	0	53	0	4	0	0	0	0	0	0	0	0	47	82.5	21	36.8	6	10.5	34	39.5
2100	43	0	38	0	2	3	0	0	0	0	0	0	0	33	76.7	16	37.2	4	9.3	33.6	39.2
2200	36	0	34	0	1	1	0	0	0	0	0	0	0	30	83.3	16	44.4	4	11.1	34.7	39.5
2300	13	0	11	0	1	1	0	0	0	0	0	0	0	10	76.9	5	38.5	4	30.8	34.3	42.2
07-19	1480	15	1382	2	57	22	2	0	0	0	0	0	0	992	67.0	384	26.0	102	6.9	32.4	37
06-22	1666	15	1553	2	68	26	2	0	0	0	0	0	0	1140	68.4	458	27.5	124	7.4	32.6	37.3
06-00	1715	15	1598	2	70	28	2	0	0	0	0	0	0	1180	68.8	479	27.9	132	7.7	32.7	37.4
00-00	1767	17	1644	2	73	29	2	0	0	0	0	0	0	1227	69.4	501	28.4	138	7.8	32.8	37.5

Site 1
 Location Langford Lane - Attached to Lamp Column, OSGR: SP 47773 14913
 Direction Eastbound

13431 / OXFORD AIRPORT
 NOVEMBER 2022
 AUTOMATIC TRAFFIC COUNT

07 November 2022

Time	Total	Classification												]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 40 DfT	]SL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	10	0	8	0	1	1	0	0	0	0	0	0	0	8	80.0	4	40.0	0	0.0	33.8	-
0100	6	0	5	0	0	1	0	0	0	0	0	0	0	6	100.0	5	83.3	0	0.0	35.8	-
0200	12	0	11	0	1	0	0	0	0	0	0	0	0	11	91.7	8	66.7	5	41.7	40.8	52.7
0300	6	0	5	0	1	0	0	0	0	0	0	0	0	6	100.0	6	100.0	5	83.3	43.3	-
0400	10	0	10	0	0	0	0	0	0	0	0	0	0	9	90.0	7	70.0	3	30.0	36.2	-
0500	34	0	30	0	3	0	1	0	0	0	0	0	0	30	88.2	19	55.9	6	17.7	35.4	42
0600	96	0	79	0	11	6	0	0	0	0	0	0	0	82	85.4	45	46.9	9	9.4	34.7	39.5
0700	404	4	367	1	31	1	0	0	0	0	0	0	0	277	68.6	71	17.6	10	2.5	31.8	35.5
0800	523	3	475	3	36	2	2	1	0	1	0	0	0	264	50.5	54	10.3	9	1.7	30.2	34
0900	346	5	285	1	50	2	1	0	1	0	1	0	0	203	58.7	49	14.2	4	1.2	30.7	34.8
1000	297	0	249	2	41	1	1	1	0	0	2	0	0	157	52.9	49	16.5	10	3.4	30.8	35.1
1100	292	2	244	1	40	2	0	0	2	1	0	0	0	172	58.9	49	16.8	5	1.7	31	35.4
1200	330	2	298	0	28	1	0	0	0	1	0	0	0	193	58.5	40	12.1	6	1.8	30.8	34.3
1300	316	0	276	0	37	1	0	0	1	1	0	0	0	149	47.2	39	12.3	9	2.8	30.2	34.2
1400	336	4	288	1	39	1	1	0	2	0	0	0	0	203	60.4	63	18.8	16	4.8	31.5	35.8
1500	359	5	310	0	41	3	0	0	0	0	0	0	0	187	52.1	45	12.5	14	3.9	30.6	34.4
1600	554	6	487	2	54	2	0	0	0	1	2	0	0	232	41.9	48	8.7	6	1.1	29	34
1700	477	6	439	3	22	4	2	0	0	1	0	0	0	221	46.3	40	8.4	7	1.5	29.3	33.6
1800	209	2	188	0	17	2	0	0	0	0	0	0	0	143	68.4	49	23.4	14	6.7	32.5	37.2
1900	107	1	101	0	3	1	1	0	0	0	0	0	0	79	73.8	42	39.3	11	10.3	33.5	38.8
2000	72	0	67	0	4	1	0	0	0	0	0	0	0	55	76.4	25	34.7	5	6.9	33.4	37.9
2100	56	0	51	0	5	0	0	0	0	0	0	0	0	44	78.6	18	32.1	10	17.9	34.2	41
2200	34	0	31	0	2	1	0	0	0	0	0	0	0	24	70.6	15	44.1	3	8.8	34	39
2300	18	0	15	0	0	2	1	0	0	0	0	0	0	14	77.8	9	50.0	3	16.7	35.2	41.1
07-19	4443	39	3906	14	436	22	7	2	6	6	5	0	0	2401	54.0	596	13.4	110	2.5	30.5	34.7
06-22	4774	40	4204	14	459	30	8	2	6	6	5	0	0	2661	55.7	726	15.2	145	3.0	30.8	35
06-00	4826	40	4250	14	461	33	9	2	6	6	5	0	0	2699	55.9	750	15.5	151	3.1	30.8	35.1
00-00	4904	40	4319	14	467	35	10	2	6	6	5	0	0	2769	56.5	799	16.3	170	3.5	30.9	35.3

Site 1
 Location Langford Lane - Attached to Lamp Column, OSGR: SP 47773 14913
 Direction Eastbound

**13431 / OXFORD AIRPORT
 NOVEMBER 2022
 AUTOMATIC TRAFFIC COUNT**

08 November 2022

Time	Total	Classification												]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 40 DfT	]SL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	6	0	6	0	0	0	0	0	0	0	0	0	0	6	100.0	3	50.0	1	16.7	36.1	-
0100	6	0	4	0	2	0	0	0	0	0	0	0	0	5	83.3	4	66.7	3	50.0	39.7	-
0200	5	0	5	0	0	0	0	0	0	0	0	0	0	4	80.0	4	80.0	1	20.0	36.8	-
0300	9	0	9	0	0	0	0	0	0	0	0	0	0	7	77.8	6	66.7	4	44.4	41.1	-
0400	8	0	4	0	4	0	0	0	0	0	0	0	0	8	100.0	5	62.5	1	12.5	35.9	-
0500	37	0	34	0	3	0	0	0	0	0	0	0	0	33	89.2	20	54.1	9	24.3	35.7	41.4
0600	133	1	116	0	9	6	0	1	0	0	0	0	0	109	82.0	41	30.8	12	9.0	33.7	38.4
0700	437	2	384	0	41	9	1	0	0	0	0	0	0	283	64.8	81	18.5	5	1.1	31.5	35.6
0800	525	5	485	1	27	6	0	0	0	1	0	0	0	299	57.0	55	10.5	7	1.3	30.7	34.4
0900	333	4	286	0	35	2	0	1	2	1	2	0	0	193	58.0	48	14.4	5	1.5	31	34.9
1000	288	1	243	0	43	1	0	0	0	0	0	0	0	186	64.6	46	16.0	6	2.1	31.3	35.2
1100	280	3	246	0	29	1	1	0	0	0	0	0	0	167	59.6	42	15.0	8	2.9	31	35.2
1200	332	0	280	0	49	2	0	1	0	0	0	0	0	190	57.2	54	16.3	14	4.2	30.9	35.1
1300	321	3	278	3	32	2	0	0	1	2	0	0	0	197	61.4	46	14.3	11	3.4	31.2	34.9
1400	315	2	276	0	33	3	0	0	0	0	1	0	0	181	57.5	48	15.2	8	2.5	31	35.2
1500	427	5	379	1	35	4	2	0	0	1	0	0	0	237	55.5	55	12.9	12	2.8	30.8	34.4
1600	547	6	492	1	41	5	1	0	0	1	0	0	0	263	48.1	64	11.7	6	1.1	29.9	34.1
1700	492	7	458	6	16	4	1	0	0	0	0	0	0	231	47.0	45	9.1	11	2.2	29.9	33.7
1800	222	5	196	1	13	7	0	0	0	0	0	0	0	160	72.1	37	16.7	10	4.5	31.8	35.8
1900	122	1	107	0	10	4	0	0	0	0	0	0	0	91	74.6	34	27.9	12	9.8	33.3	38.2
2000	78	0	74	0	4	0	0	0	0	0	0	0	0	58	74.4	25	32.1	4	5.1	33.5	37.4
2100	69	2	58	0	3	6	0	0	0	0	0	0	0	54	78.3	30	43.5	12	17.4	35.3	41.8
2200	32	0	31	0	0	1	0	0	0	0	0	0	0	26	81.3	9	28.1	2	6.3	33.2	37.2
2300	17	0	15	0	0	2	0	0	0	0	0	0	0	16	94.1	4	23.5	2	11.8	33.8	38.1
07-19	4519	43	4003	13	394	46	6	2	3	6	3	0	0	2587	57.3	621	13.7	103	2.3	30.8	34.8
06-22	4921	47	4358	13	420	62	6	3	3	6	3	0	0	2899	58.9	751	15.3	143	2.9	31.1	35.1
06-00	4970	47	4404	13	420	65	6	3	3	6	3	0	0	2941	59.2	764	15.4	147	3.0	31.1	35.1
00-00	5041	47	4466	13	429	65	6	3	3	6	3	0	0	3004	59.6	806	16.0	166	3.3	31.2	35.2

Site 1
 Location Langford Lane - Attached to Lamp Column, OSGR: SP 47773 14913
 Direction Eastbound

13431 / OXFORD AIRPORT
 NOVEMBER 2022
 AUTOMATIC TRAFFIC COUNT

09 November 2022

Time	Total	Classification												]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 40 DfT	]SL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	4	0	3	0	0	1	0	0	0	0	0	0	0	3	75.0	2	50.0	0	0.0	31.2	-
0100	9	0	8	0	1	0	0	0	0	0	0	0	0	8	88.9	7	77.8	3	33.3	39.5	-
0200	8	0	8	0	0	0	0	0	0	0	0	0	0	7	87.5	6	75.0	4	50.0	39.7	-
0300	5	0	3	0	1	0	0	1	0	0	0	0	0	5	100.0	4	80.0	1	20.0	37.1	-
0400	6	0	6	0	0	0	0	0	0	0	0	0	0	6	100.0	6	100.0	3	50.0	42.1	-
0500	30	2	28	0	0	0	0	0	0	0	0	0	0	25	83.3	13	43.3	6	20.0	34.4	40.9
0600	136	1	115	0	10	8	0	0	1	0	0	1	0	109	80.2	32	23.5	7	5.1	32.8	37
0700	412	6	370	4	25	7	0	0	0	0	0	0	0	268	65.1	78	18.9	10	2.4	31.4	35.6
0800	541	2	501	3	25	4	1	1	3	0	1	0	0	321	59.3	84	15.5	16	3.0	31.3	35.1
0900	313	3	268	0	37	3	0	0	0	1	1	0	0	179	57.2	58	18.5	15	4.8	31.3	35.9
1000	291	3	243	0	40	4	1	0	0	0	0	0	0	198	68.0	55	18.9	11	3.8	31.8	36
1100	315	4	262	0	45	1	1	0	0	1	1	0	0	210	66.7	66	21.0	11	3.5	31.5	36.4
1200	350	6	300	0	38	2	2	0	0	2	0	0	0	214	61.1	63	18.0	16	4.6	31.6	36
1300	326	3	286	1	32	1	0	0	1	0	2	0	0	212	65.0	59	18.1	13	4.0	31.6	35.6
1400	361	3	319	1	33	3	0	0	1	0	1	0	0	244	67.6	94	26.0	21	5.8	32.1	36.6
1500	423	5	368	0	43	4	1	1	1	0	0	0	0	269	63.6	86	20.3	16	3.8	31.7	35.8
1600	554	5	493	0	55	1	0	0	0	0	0	0	0	320	57.8	85	15.3	16	2.9	31.1	35.1
1700	605	9	556	0	34	3	0	1	1	0	1	0	0	310	51.2	61	10.1	9	1.5	29.9	33.9
1800	355	2	333	1	16	2	0	0	0	0	1	0	0	232	65.4	76	21.4	15	4.2	31.9	36.4
1900	131	1	126	0	3	1	0	0	0	0	0	0	0	108	82.4	44	33.6	14	10.7	34.1	38.9
2000	76	2	69	0	4	1	0	0	0	0	0	0	0	55	72.4	25	32.9	7	9.2	33	37.5
2100	74	2	68	0	2	2	0	0	0	0	0	0	0	65	87.8	29	39.2	6	8.1	34	38.5
2200	43	1	38	1	1	2	0	0	0	0	0	0	0	38	88.4	15	34.9	10	23.3	35	43.5
2300	23	0	20	0	2	1	0	0	0	0	0	0	0	19	82.6	8	34.8	5	21.7	35.7	42.5
07-19	4846	51	4299	10	423	35	6	3	7	4	8	0	0	2977	61.4	865	17.9	169	3.5	31.3	35.6
06-22	5263	57	4677	10	442	47	6	3	8	4	8	1	0	3314	63.0	995	18.9	203	3.9	31.5	35.8
06-00	5329	58	4735	11	445	50	6	3	8	4	8	1	0	3371	63.3	1018	19.1	218	4.1	31.6	35.8
00-00	5391	60	4791	11	447	51	6	4	8	4	8	1	0	3425	63.5	1056	19.6	235	4.4	31.6	36

Site 1
 Location Langford Lane - Attached to Lamp Column, OSGR: SP 47773 14913
 Direction Eastbound

13431 / OXFORD AIRPORT
NOVEMBER 2022
AUTOMATIC TRAFFIC COUNT

Virtual Day (7)

Time	Total	Classification												]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 40 DfT	]SL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	9	0	8	0	0	1	0	0	0	0	0	0	0	8	84.4	4	45.3	1	12.5	34.8	-
0100	8	0	6	0	1	0	0	0	0	0	0	0	0	7	87.0	5	61.1	2	24.1	36.7	-
0200	10	0	9	0	1	0	0	0	0	0	0	0	0	9	88.2	6	58.8	2	25.0	37.1	-
0300	5	0	5	0	0	0	0	0	0	0	0	0	0	5	88.9	4	77.8	3	52.8	40.2	-
0400	7	0	6	0	1	0	0	0	0	0	0	0	0	7	94.0	5	76.0	2	30.0	37.8	-
0500	26	0	24	0	2	0	0	0	0	0	0	0	0	22	85.3	13	50.3	5	18.6	35.3	41.3
0600	98	1	85	0	8	4	0	0	0	0	0	0	0	82	84.4	35	35.7	9	9.1	34.1	38.6
0700	302	3	268	1	23	6	0	0	0	0	0	0	0	208	68.9	63	20.9	9	2.9	31.9	35.8
0800	405	5	367	1	25	4	1	1	1	0	0	0	0	240	59.2	60	14.8	11	2.6	31.1	35
0900	297	3	256	0	32	3	1	0	1	0	1	0	0	177	59.7	52	17.4	10	3.3	31.2	35.6
1000	271	2	233	1	31	2	1	0	0	0	0	0	0	166	61.2	47	17.5	8	3.0	31.3	35.6
1100	267	3	231	1	30	2	0	0	0	0	0	0	0	164	61.6	45	16.8	8	2.9	31.2	35.4
1200	309	3	274	0	29	1	1	0	0	0	0	0	0	189	61.2	53	17.2	11	3.5	31.3	35.5
1300	284	1	251	1	28	1	0	0	1	0	0	0	0	173	60.9	49	17.1	10	3.5	31.3	35.4
1400	286	3	250	0	29	2	1	0	1	0	0	0	0	187	65.3	63	21.9	14	5.0	31.8	36.3
1500	330	5	291	0	30	3	1	0	1	0	0	0	0	204	61.6	62	18.9	15	4.4	31.5	36
1600	437	4	394	1	34	3	0	0	0	0	0	0	0	236	54.0	63	14.4	11	2.5	30.6	34.8
1700	399	5	369	2	18	4	1	0	1	0	0	0	0	210	52.5	53	13.3	13	3.2	30.3	34.6
1800	201	2	185	0	10	3	0	0	0	0	0	0	0	141	70.2	50	24.7	13	6.6	32.5	36.9
1900	104	1	96	0	5	2	0	0	0	0	0	0	0	79	76.1	36	35.0	11	10.5	33.7	38.5
2000	73	1	68	0	4	1	0	0	0	0	0	0	0	58	79.1	27	37.1	7	9.8	33.8	38.4
2100	59	1	53	0	3	2	0	0	0	0	0	0	0	48	80.1	23	38.0	9	14.7	34.3	39.8
2200	40	1	36	0	2	1	0	0	0	0	0	0	0	33	82.4	16	39.4	6	14.3	34.5	39.6
2300	20	0	17	0	2	1	0	0	0	0	0	0	0	17	82.3	8	39.0	3	15.6	34.5	40.4
07-19	3789	40	3367	9	318	34	7	2	5	3	4	0	0	2295	60.6	660	17.4	132	3.5	31.3	35.5
06-22	4123	43	3669	9	338	42	7	2	5	3	4	0	0	2561	62.1	781	18.9	167	4.1	31.5	35.8
06-00	4183	43	3723	9	341	44	7	2	5	3	4	0	0	2611	62.4	804	19.2	176	4.2	31.5	35.9
00-00	4248	44	3781	9	346	46	8	2	5	3	4	0	0	2667	62.8	842	19.8	191	4.5	31.6	36

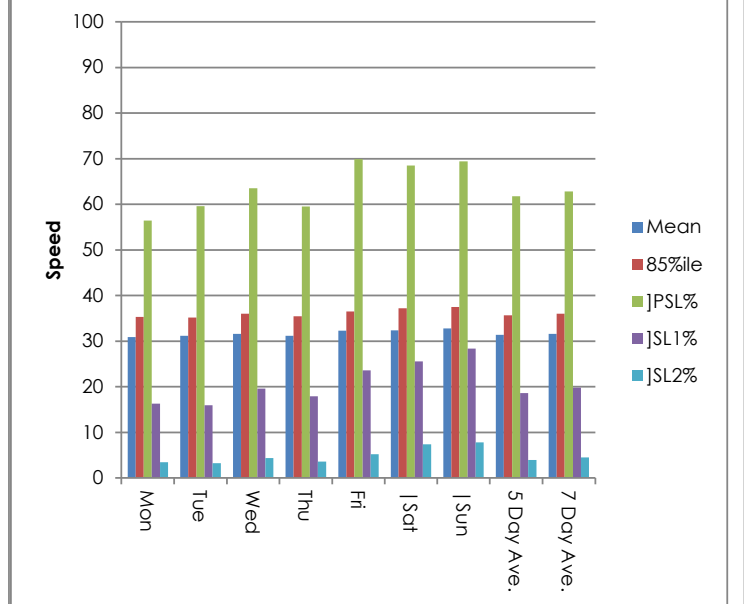
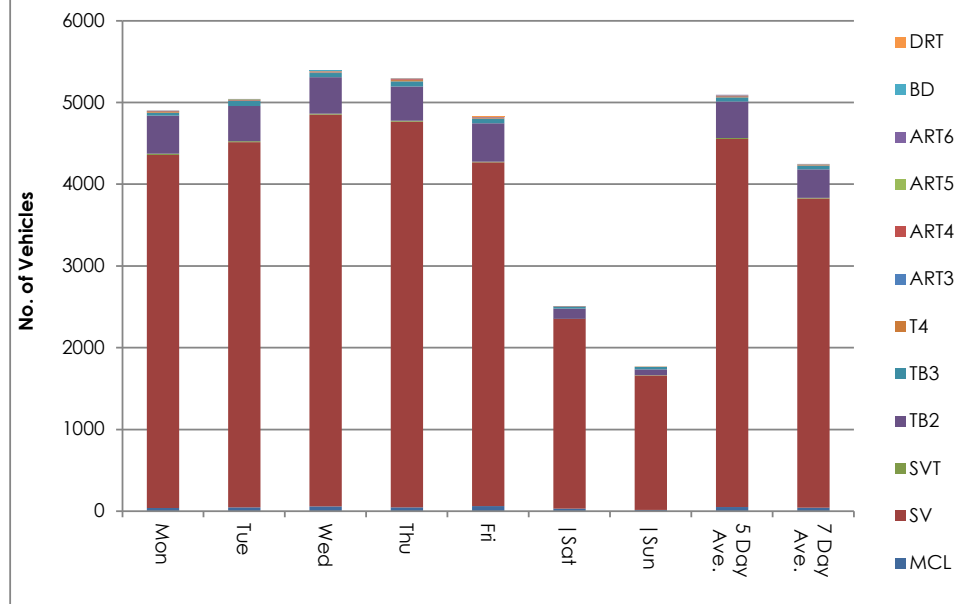
Site 1
 Location Langford Lane - Attached to Lamp Column, OSGR: SP 47773 14913
 Direction Eastbound

13431 / OXFORD AIRPORT
 NOVEMBER 2022
 AUTOMATIC TRAFFIC COUNT

Virtual Week (1)

Time	Total	Classification												]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 40 DfT	]SL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
Mon	4904	40	4319	14	467	35	10	2	6	6	5	0	0	2769	56.5	799	16.3	170	3.5	30.9	35.3
Tue	5041	47	4466	13	429	65	6	3	3	6	3	0	0	3004	59.6	806	16.0	166	3.3	31.2	35.2
Wed	5391	60	4791	11	447	51	6	4	8	4	8	1	0	3425	63.5	1056	19.6	235	4.4	31.6	36
Thu	5298	47	4718	13	416	63	18	4	9	4	6	0	0	3155	59.6	949	17.9	193	3.6	31.2	35.5
Fri	4830	64	4204	9	469	53	11	4	8	2	4	0	2	3376	69.9	1139	23.6	251	5.2	32.3	36.5
|Sat	2505	31	2322	2	123	24	0	0	1	1	1	0	0	1716	68.5	641	25.6	186	7.4	32.4	37.2
|Sun	1767	17	1644	2	73	29	2	0	0	0	0	0	0	1227	69.4	501	28.4	138	7.8	32.8	37.5
5 Day Ave.	5093	52	4500	12	446	53	10	3	7	4	5	0	0	3146	61.8	950	18.7	203	4.0	31.4	35.7
7 Day Ave.	4248	44	3781	9	346	46	8	2	5	3	4	0	0	2667	62.8	842	19.8	191	4.5	31.6	36.0
--	29736	306	26464	64	2424	320	53	17	35	23	27	1	2	18672	62.8	5891	19.8	1339	4.5	31.6	36.0

Summary Graphs



Site 1
 Location Langford Lane - Attached to Lamp Column, OSGR: SP 47773 14913
 Direction Eastbound

**13431 / OXFORD AIRPORT
 NOVEMBER 2022
 AUTOMATIC TRAFFIC COUNT**

03 November 2022

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	13	0	0	0	0	1	1	5	4	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	10	0	0	0	0	0	0	4	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	5	0	0	0	0	0	0	1	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	8	0	0	0	0	0	0	2	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	32	0	0	0	0	1	5	12	8	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	134	0	0	0	0	0	12	72	40	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	388	0	0	0	2	18	119	187	57	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	570	0	0	0	6	30	251	230	51	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	451	0	0	0	3	32	203	164	41	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	312	0	0	0	0	10	129	120	44	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	275	0	0	1	2	24	95	112	32	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	371	0	0	0	3	25	122	165	49	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	346	0	0	0	0	9	119	158	49	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	317	0	0	3	6	25	69	150	52	6	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	382	0	0	3	1	10	114	175	62	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	553	0	0	0	6	33	219	203	73	15	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	533	0	0	0	23	65	193	195	46	6	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	235	0	0	0	1	5	74	92	47	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	139	0	0	0	1	1	30	64	34	6	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	82	0	0	0	0	2	12	35	25	5	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	70	0	0	0	0	3	7	31	16	8	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	46	0	0	0	0	0	6	21	13	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	24	0	0	0	0	0	8	8	5	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	4733	0	0	7	53	286	1707	1951	603	96	26	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	5158	0	0	7	54	292	1768	2153	718	123	35	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	5228	0	0	7	54	292	1782	2182	736	128	37	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	5298	0	0	7	54	294	1788	2206	756	138	42	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1
 Location Langford Lane - Attached to Lamp Column, OSGR: SP 47773 14913
 Direction Eastbound

13431 / OXFORD AIRPORT
 NOVEMBER 2022
 AUTOMATIC TRAFFIC COUNT

04 November 2022

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	11	0	0	0	0	0	1	3	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	11	0	0	0	0	0	2	3	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	7	0	0	0	0	0	0	2	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	5	0	0	0	0	0	0	0	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	7	0	0	0	0	0	1	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	27	0	0	0	0	1	6	5	10	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	123	0	0	0	0	2	16	54	37	11	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	350	0	0	1	3	14	62	170	83	13	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	454	0	0	2	0	9	97	248	82	12	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	330	0	0	0	1	7	66	175	64	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	320	0	0	0	4	12	81	166	48	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	296	0	0	4	3	14	102	126	39	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	346	0	0	1	3	13	119	140	54	14	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	318	0	0	0	1	9	94	145	58	9	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	343	0	0	0	1	10	87	155	73	11	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	419	0	0	0	2	24	113	189	68	17	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	516	0	0	0	0	10	186	252	62	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	432	0	0	1	6	20	127	199	60	18	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	207	0	0	0	0	6	49	86	45	16	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	85	0	0	0	0	0	22	29	22	8	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	96	0	0	0	1	1	11	41	31	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	55	0	0	0	0	1	12	21	10	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	42	0	0	0	1	0	8	17	9	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	30	0	0	0	0	1	3	11	11	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	4331	0	0	9	24	148	1183	2051	736	144	27	7	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	4690	0	0	9	25	152	1244	2196	836	178	38	10	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	4762	0	0	9	26	153	1255	2224	856	188	39	10	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	4830	0	0	9	26	154	1265	2237	888	197	41	11	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1
 Location Langford Lane - Attached to Lamp Column, OSGR: SP 47773 14913
 Direction Eastbound

**13431 / OXFORD AIRPORT
 NOVEMBER 2022
 AUTOMATIC TRAFFIC COUNT**

05 November 2022

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	11	0	0	0	0	0	3	3	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	9	0	0	0	0	2	0	3	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	14	0	0	0	0	1	2	3	5	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	3	0	0	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	6	0	0	0	0	1	0	1	1	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	11	0	0	0	0	0	0	6	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	39	0	0	0	0	0	8	17	9	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	94	0	0	0	0	2	6	47	27	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	160	0	0	0	0	4	35	66	40	12	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	201	0	0	1	1	12	65	85	28	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	235	0	0	0	3	15	89	88	33	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	253	0	0	0	1	15	72	130	31	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	262	0	0	0	0	9	72	129	43	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	195	0	0	0	2	8	67	79	30	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	184	0	0	1	4	13	47	81	26	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	167	0	0	0	4	6	50	71	26	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	183	0	0	0	1	6	47	76	38	9	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	153	0	0	0	2	7	29	55	38	15	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	85	0	0	0	0	0	17	43	17	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	78	0	0	0	1	4	18	24	20	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	51	0	0	0	0	0	12	20	10	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	49	0	0	0	0	0	14	20	10	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	46	0	0	0	0	1	6	19	12	4	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	16	0	0	0	0	0	1	9	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	2172	0	0	2	18	97	596	950	377	95	36	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	2389	0	0	2	19	101	648	1031	426	119	41	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	2451	0	0	2	19	102	655	1059	443	124	43	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	2505	0	0	2	19	107	661	1075	455	130	50	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1
 Location Langford Lane - Attached to Lamp Column, OSGR: SP 47773 14913
 Direction Eastbound

**13431 / OXFORD AIRPORT
 NOVEMBER 2022
 AUTOMATIC TRAFFIC COUNT**

06 November 2022

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	9	0	0	0	0	0	1	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	11	0	0	0	0	0	1	5	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	12	0	0	0	0	0	2	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	3	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	5	0	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	12	0	0	0	0	0	1	5	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	23	0	0	0	0	0	4	8	6	3	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	28	0	0	0	0	2	4	12	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	62	0	0	0	0	1	18	22	11	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	105	0	0	0	0	4	26	35	29	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	154	0	0	1	1	6	50	64	28	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	155	0	0	1	4	2	39	75	24	7	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	174	0	0	0	1	5	53	77	30	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	167	0	0	0	0	6	58	74	24	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	148	0	0	0	0	6	39	61	28	12	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	135	0	0	1	1	6	36	46	35	6	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	153	0	0	0	0	4	55	63	22	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	104	0	0	0	0	2	40	32	20	8	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	95	0	0	0	0	0	16	47	23	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	63	0	0	0	0	1	13	23	19	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	57	0	0	0	0	0	10	26	15	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	43	0	0	0	0	1	9	17	12	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	36	0	0	0	0	0	6	14	12	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	13	0	0	0	0	0	3	5	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	1480	0	0	3	7	44	434	608	282	79	16	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	1666	0	0	3	7	46	470	682	334	98	17	5	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	1715	0	0	3	7	46	479	701	347	106	17	5	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	1767	0	0	3	7	46	484	726	363	110	19	5	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1
 Location Langford Lane - Attached to Lamp Column, OSGR: SP 47773 14913
 Direction Eastbound

**13431 / OXFORD AIRPORT
 NOVEMBER 2022
 AUTOMATIC TRAFFIC COUNT**

07 November 2022

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	10	0	0	0	0	0	2	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	6	0	0	0	0	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	12	0	0	0	0	0	1	3	3	1	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	6	0	0	0	0	0	0	0	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	10	0	0	0	0	0	1	2	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	34	0	0	0	0	3	1	11	13	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	96	0	0	0	0	3	11	37	36	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	404	0	1	0	1	9	116	206	61	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	523	0	0	0	8	31	220	210	45	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	346	0	0	1	4	17	121	154	45	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	297	0	0	0	0	20	120	108	39	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	292	0	0	0	2	18	100	123	44	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	330	0	0	0	2	13	122	153	34	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	316	0	0	0	2	38	127	110	30	4	2	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	336	0	0	1	1	17	114	140	47	12	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	359	0	0	0	6	14	152	142	31	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	554	0	0	4	23	67	228	184	42	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	477	0	1	6	3	67	179	181	33	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	209	0	0	0	1	3	62	94	35	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	107	0	0	1	0	4	23	37	31	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	72	0	0	0	0	2	15	30	20	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	56	0	0	0	0	0	12	26	8	6	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	34	0	0	0	0	0	10	9	12	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	18	0	0	0	0	0	4	5	6	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	4443	0	2	12	53	314	1661	1805	486	90	13	3	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	4774	0	2	13	53	323	1722	1935	581	117	19	5	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	4826	0	2	13	53	323	1736	1949	599	119	23	5	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	4904	0	2	13	53	326	1741	1970	629	130	28	7	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1
 Location Langford Lane - Attached to Lamp Column, OSGR: SP 47773 14913
 Direction Eastbound

**13431 / OXFORD AIRPORT
 NOVEMBER 2022
 AUTOMATIC TRAFFIC COUNT**

08 November 2022

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	6	0	0	0	0	0	0	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	6	0	0	0	0	1	0	1	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	5	0	0	0	0	0	1	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	9	0	0	0	0	0	2	1	2	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	8	0	0	0	0	0	0	3	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500	37	0	0	0	0	0	4	13	11	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600	133	0	0	0	0	0	24	68	29	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0700	437	0	0	0	2	7	145	202	76	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0800	525	0	0	0	2	29	195	244	48	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0900	333	0	0	1	1	11	127	145	43	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1000	288	0	0	0	3	16	83	140	40	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1100	280	0	0	0	2	22	89	125	34	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1200	332	0	0	0	3	24	115	136	40	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1300	321	0	0	0	0	16	108	151	35	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1400	315	0	0	0	0	17	117	133	40	5	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1500	427	0	0	0	4	16	170	182	43	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1600	547	0	0	1	12	37	234	199	58	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1700	492	0	0	0	8	46	207	186	34	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1800	222	0	0	2	2	3	55	123	27	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1900	122	0	0	0	0	2	29	57	22	8	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2000	78	0	0	0	0	0	20	33	21	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2100	69	0	0	0	0	0	15	24	18	4	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2200	32	0	0	0	0	0	6	17	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2300	17	0	0	0	0	0	1	12	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07-19	4519	0	0	4	39	244	1645	1966	518	84	16	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06-22	4921	0	0	4	39	246	1733	2148	608	109	26	5	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06-00	4970	0	0	4	39	246	1740	2177	617	112	27	5	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
00-00	5041	0	0	4	39	247	1747	2198	640	123	31	8	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Site 1
 Location Langford Lane - Attached to Lamp Column, OSGR: SP 47773 14913
 Direction Eastbound

13431 / OXFORD AIRPORT
 NOVEMBER 2022
 AUTOMATIC TRAFFIC COUNT

09 November 2022

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	4	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	9	0	0	0	0	0	1	1	4	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	8	0	0	0	0	0	1	1	2	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	5	0	0	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	6	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	30	0	0	1	0	1	3	12	7	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	136	0	0	0	2	4	21	77	25	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	412	0	0	4	9	5	126	190	68	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	541	0	0	0	0	31	189	237	68	10	5	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	313	0	0	0	2	16	116	121	43	11	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	291	0	0	0	1	9	83	143	44	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	315	0	0	1	9	9	86	144	55	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	350	0	0	0	1	10	125	151	47	12	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	326	0	0	0	1	22	91	153	46	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	361	0	0	0	2	22	93	150	73	17	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	423	0	0	0	1	13	140	183	70	13	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	554	0	0	0	8	25	201	235	69	10	3	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	605	0	1	6	12	42	234	249	52	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	355	0	0	0	2	13	108	156	61	11	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	131	0	0	0	0	2	21	64	30	10	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	76	0	0	1	1	1	18	30	18	5	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	74	0	0	0	1	0	8	36	23	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	43	0	0	0	1	1	3	23	5	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	23	0	0	0	0	1	3	11	3	3	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	4846	0	1	11	48	217	1592	2112	696	129	30	3	3	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0
06-22	5263	0	1	12	52	224	1660	2319	792	154	37	3	4	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0
06-00	5329	0	1	12	53	226	1666	2353	800	164	40	4	4	2	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0
00-00	5391	0	1	13	53	228	1671	2369	821	176	43	4	6	2	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0

Site 1
 Location Langford Lane - Attached to Lamp Column, OSGR: SP 47773 14913
 Direction Eastbound
 Virtual Day (7)

13431 / OXFORD AIRPORT
 NOVEMBER 2022
 AUTOMATIC TRAFFIC COUNT

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	9	0	0	0	0	0	1	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	8	0	0	0	0	0	1	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	10	0	0	0	0	0	1	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	5	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	7	0	0	0	0	0	0	1	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	26	0	0	0	0	1	3	9	8	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	98	0	0	0	0	1	14	48	26	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	302	0	0	1	2	8	83	145	54	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	405	0	0	0	2	19	144	180	49	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	297	0	0	0	2	14	103	126	42	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	271	0	0	0	2	13	91	118	39	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	267	0	0	1	3	15	83	119	37	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	309	0	0	0	2	14	104	136	42	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	284	0	0	0	1	15	95	124	39	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	286	0	0	1	2	16	81	124	48	10	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	330	0	0	1	3	13	111	141	48	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	437	0	0	1	7	26	167	173	52	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	399	0	0	2	8	36	144	157	40	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	201	0	0	0	1	4	54	92	36	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	104	0	0	0	0	2	22	43	25	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	73	0	0	0	0	1	14	31	20	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	59	0	0	0	0	1	11	25	14	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	40	0	0	0	0	0	6	17	10	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	20	0	0	0	0	0	3	9	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	3789	0	0	7	35	193	1260	1635	528	102	23	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	4123	0	0	7	36	198	1321	1781	614	128	30	5	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	4183	0	0	7	36	198	1330	1806	628	134	32	6	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	4248	0	0	7	36	200	1337	1826	650	143	36	7	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

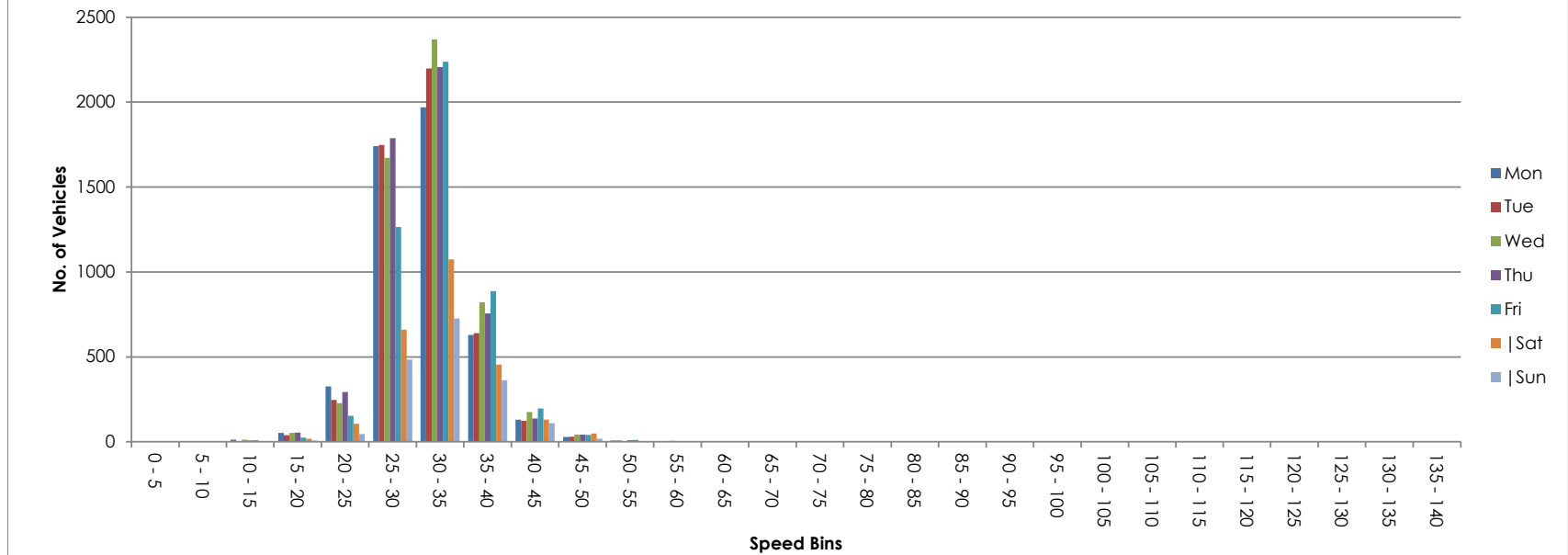
Site 1
 Location Langford Lane - Attached to Lamp Column, OSGR: SP 47773 14913
 Direction Eastbound

13431 / OXFORD AIRPORT
 NOVEMBER 2022
 AUTOMATIC TRAFFIC COUNT

Virtual Week (1)

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
Mon	4904	0	2	13	53	326	1741	1970	629	130	28	7	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	5041	0	0	4	39	247	1747	2198	640	123	31	8	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Wed	5391	0	1	13	53	228	1671	2369	821	176	43	4	6	2	3	0	1	0	0	0	0	0	0	0	0	0	0	0	
Thu	5298	0	0	7	54	294	1788	2206	756	138	42	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Fri	4830	0	0	9	26	154	1265	2237	888	197	41	11	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
| Sat	2505	0	0	2	19	107	661	1075	455	130	50	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
| Sun	1767	0	0	3	7	46	484	726	363	110	19	5	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5 Day Ave.	5093	0	1	9	45	250	1642	2196	747	153	37	8	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
7 Day Ave.	4248	0	0	7	36	200	1337	1826	650	143	36	7	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
--	29736	0	3	51	251	1402	9357	12781	4552	1004	254	48	16	13	3	0	1	0	0	0	0	0	0	0	0	0	0	0	

Summary Graphs



Site 1
 Location Langford Lane - Attached to Lamp Column, OSGR: SP 47773 14913
 Direction Westbound

13431 / OXFORD AIRPORT
 NOVEMBER 2022
 AUTOMATIC TRAFFIC COUNT

03 November 2022

Time	Total	Classification												]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 40 DfT	]SL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	10	0	7	0	3	0	0	0	0	0	0	0	0	3	30.0	2	20.0	1	10.0	30.3	-
0100	7	0	5	0	2	0	0	0	0	0	0	0	0	5	71.4	3	42.9	3	42.9	37.4	-
0200	6	1	5	0	0	0	0	0	0	0	0	0	0	4	66.7	0	0.0	0	0.0	31.4	-
0300	4	0	1	0	3	0	0	0	0	0	0	0	0	3	75.0	0	0.0	0	0.0	30.7	-
0400	10	0	5	0	5	0	0	0	0	0	0	0	0	3	30.0	0	0.0	0	0.0	28.3	-
0500	75	2	61	0	11	1	0	0	0	0	0	0	0	38	50.7	14	18.7	6	8.0	30.5	37.6
0600	175	2	140	0	25	5	0	0	0	2	1	0	0	74	42.3	14	8.0	3	1.7	29.3	33.3
0700	445	5	380	1	52	2	3	0	0	0	2	0	0	121	27.2	17	3.8	0	0.0	28.2	31.5
0800	536	2	477	0	47	5	4	1	0	0	0	0	0	99	18.5	10	1.9	1	0.2	27.2	30.3
0900	388	3	332	2	38	6	5	0	1	1	0	0	0	104	26.8	14	3.6	3	0.8	28.1	31.6
1000	301	1	239	0	50	5	4	0	1	1	0	0	0	64	21.3	13	4.3	1	0.3	27.9	31.8
1100	268	2	220	0	38	2	4	0	0	1	1	0	0	89	33.2	12	4.5	2	0.7	28.9	32.6
1200	341	2	295	1	34	1	4	1	0	3	0	0	0	122	35.8	19	5.6	2	0.6	28.9	32.5
1300	343	6	293	0	32	2	6	1	1	1	1	0	0	115	33.5	9	2.6	0	0.0	28.3	31.8
1400	321	2	276	1	32	0	6	0	0	2	2	0	0	104	32.4	10	3.1	0	0.0	28.5	31.9
1500	294	4	252	0	29	4	4	0	1	0	0	0	0	103	35.0	23	7.8	5	1.7	28.7	32.7
1600	394	5	351	1	33	1	1	0	2	0	0	0	0	116	29.4	16	4.1	1	0.3	28.8	32
1700	433	4	401	0	25	0	2	0	0	1	0	0	0	96	22.2	9	2.1	2	0.5	27.2	30.8
1800	218	4	190	0	22	2	0	0	0	0	0	0	0	77	35.3	10	4.6	1	0.5	28.6	32.6
1900	145	1	134	0	10	0	0	0	0	0	0	0	0	63	43.5	14	9.7	5	3.4	29.8	33.7
2000	81	0	75	0	4	0	2	0	0	0	0	0	0	37	45.7	11	13.6	4	4.9	30.5	34.9
2100	81	2	71	0	6	1	0	0	1	0	0	0	0	34	42.0	9	11.1	2	2.5	29.9	34.2
2200	29	0	25	0	3	0	0	0	0	0	1	0	0	10	34.5	0	0.0	0	0.0	28.2	32.6
2300	17	0	12	0	5	0	0	0	0	0	0	0	0	9	52.9	5	29.4	1	5.9	29.9	38
07-19	4282	40	3706	6	432	30	43	3	6	10	6	0	0	1210	28.3	162	3.8	18	0.4	28.2	31.8
06-22	4764	45	4126	6	477	36	45	3	7	12	7	0	0	1418	29.8	210	4.4	32	0.7	28.3	32
06-00	4810	45	4163	6	485	36	45	3	7	12	8	0	0	1437	29.9	215	4.5	33	0.7	28.3	32
00-00	4922	48	4247	6	509	37	45	3	7	12	8	0	0	1493	30.3	234	4.8	43	0.9	28.4	32.1

Site 1
 Location Langford Lane - Attached to Lamp Column, OSGR: SP 47773 14913
 Direction Westbound

13431 / OXFORD AIRPORT
 NOVEMBER 2022
 AUTOMATIC TRAFFIC COUNT

04 November 2022

Time	Total	Classification												]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 40 DfT	]SL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	8	0	5	0	3	0	0	0	0	0	0	0	0	5	62.5	4	50.0	3	37.5	34.9	-
0100	11	0	5	0	4	0	0	0	2	0	0	0	0	7	63.6	3	27.3	0	0.0	32.2	37.9
0200	3	0	3	0	0	0	0	0	0	0	0	0	0	2	66.7	1	33.3	1	33.3	31.9	-
0300	5	1	2	0	2	0	0	0	0	0	0	0	0	5	100.0	1	20.0	0	0.0	32.4	-
0400	17	1	9	0	7	0	0	0	0	0	0	0	0	9	52.9	2	11.8	0	0.0	29.4	34
0500	61	1	46	0	12	0	1	0	0	1	0	0	0	34	55.7	16	26.2	4	6.6	31.6	37.7
0600	160	2	125	0	25	4	1	0	0	1	2	0	0	87	54.4	28	17.5	7	4.4	30.8	35.6
0700	398	4	339	1	47	5	1	0	0	0	1	0	0	146	36.7	20	5.0	5	1.3	29.2	32.2
0800	484	13	403	3	57	4	2	0	0	0	2	0	0	158	32.6	27	5.6	2	0.4	28.4	31.8
0900	320	3	264	0	48	1	2	0	1	1	0	0	0	140	43.8	33	10.3	3	0.9	29.9	33.8
1000	295	2	243	4	40	1	2	1	0	2	0	0	0	98	33.2	20	6.8	3	1.0	28.7	32.4
1100	306	7	262	1	33	1	0	0	0	1	1	0	0	99	32.4	16	5.2	4	1.3	28.5	31.9
1200	348	4	295	1	45	0	1	0	0	1	1	0	0	129	37.1	29	8.3	2	0.6	29.2	33.3
1300	296	7	261	1	25	0	0	0	1	0	1	0	0	99	33.5	18	6.1	3	1.0	28.4	32.5
1400	310	5	258	1	41	0	5	0	0	0	0	0	0	118	38.1	17	5.5	5	1.6	29.2	33
1500	322	6	284	1	28	0	3	0	0	0	0	0	0	119	37.0	22	6.8	3	0.9	29	33.3
1600	349	5	300	1	36	3	2	0	1	1	0	0	0	106	30.4	15	4.3	3	0.9	28.6	32.1
1700	325	6	286	3	25	2	2	0	0	1	0	0	0	85	26.2	13	4.0	0	0.0	28.3	32
1800	196	3	174	0	19	0	0	0	0	0	0	0	0	92	46.9	19	9.7	3	1.5	30.1	33.7
1900	109	1	95	0	11	1	0	0	1	0	0	0	0	46	42.2	17	15.6	3	2.8	30.7	35
2000	88	1	80	0	6	0	0	0	1	0	0	0	0	50	56.8	15	17.1	6	6.8	31.5	35.9
2100	72	0	64	1	6	0	0	0	1	0	0	0	0	24	33.3	6	8.3	2	2.8	29.3	33.6
2200	41	0	38	0	3	0	0	0	0	0	0	0	0	18	43.9	4	9.8	2	4.9	29.6	34.1
2300	31	0	24	0	7	0	0	0	0	0	0	0	0	14	45.2	6	19.4	3	9.7	31.4	38.1
07-19	3949	65	3369	17	444	17	20	1	3	7	6	0	0	1389	35.2	249	6.3	36	0.9	28.9	32.7
06-22	4378	69	3733	18	492	22	21	1	6	8	8	0	0	1596	36.5	315	7.2	54	1.2	29.1	32.9
06-00	4450	69	3795	18	502	22	21	1	6	8	8	0	0	1628	36.6	325	7.3	59	1.3	29.1	33
00-00	4555	72	3865	18	530	22	22	1	8	9	8	0	0	1690	37.1	352	7.7	67	1.5	29.2	33.1

Site 1
 Location Langford Lane - Attached to Lamp Column, OSGR: SP 47773 14913
 Direction Westbound

13431 / OXFORD AIRPORT
 NOVEMBER 2022
 AUTOMATIC TRAFFIC COUNT

05 November 2022

Time	Total	Classification												]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 40 DfT	]SL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	18	1	13	0	4	0	0	0	0	0	0	0	0	8	44.4	4	22.2	0	0.0	29.8	36.2
0100	8	0	6	0	2	0	0	0	0	0	0	0	0	5	62.5	3	37.5	2	25.0	35	-
0200	2	0	0	0	2	0	0	0	0	0	0	0	0	2	100.0	1	50.0	0	0.0	34.7	-
0300	4	0	3	0	1	0	0	0	0	0	0	0	0	4	100.0	2	50.0	1	25.0	36	-
0400	3	1	1	0	0	0	0	1	0	0	0	0	0	2	66.7	0	0.0	0	0.0	24.7	-
0500	25	0	22	0	3	0	0	0	0	0	0	0	0	14	56.0	9	36.0	4	16.0	33.4	41
0600	59	1	46	0	11	1	0	0	0	0	0	0	0	37	62.7	12	20.3	4	6.8	31.6	36.1
0700	104	3	87	0	13	0	0	0	1	0	0	0	0	58	55.8	19	18.3	2	1.9	30.7	35.4
0800	205	2	185	0	17	0	1	0	0	0	0	0	0	73	35.6	16	7.8	6	2.9	28.9	32.6
0900	183	6	160	2	14	0	0	0	1	0	0	0	0	62	33.9	16	8.7	1	0.5	28.3	32.9
1000	219	8	194	1	16	0	0	0	0	0	0	0	0	66	30.1	10	4.6	3	1.4	28.3	32
1100	227	3	202	0	21	0	1	0	0	0	0	0	0	79	34.8	15	6.6	2	0.9	28.7	32.6
1200	220	2	206	0	11	0	1	0	0	0	0	0	0	88	40.0	22	10.0	5	2.3	29.5	34.1
1300	221	3	209	0	8	0	1	0	0	0	0	0	0	72	32.6	22	10.0	5	2.3	29.1	33.5
1400	178	2	171	0	4	0	1	0	0	0	0	0	0	69	38.8	17	9.6	3	1.7	29.4	33.4
1500	176	2	165	0	7	1	1	0	0	0	0	0	0	59	33.5	8	4.5	0	0.0	28.7	32.7
1600	123	2	115	0	5	0	1	0	0	0	0	0	0	52	42.3	15	12.2	3	2.4	29.5	34.4
1700	135	2	125	0	8	0	0	0	0	0	0	0	0	62	45.9	14	10.4	1	0.7	30	33.7
1800	94	0	88	0	6	0	0	0	0	0	0	0	0	48	51.1	12	12.8	2	2.1	30.4	34.5
1900	79	0	74	0	5	0	0	0	0	0	0	0	0	29	36.7	6	7.6	2	2.5	29.7	33.4
2000	58	1	56	0	1	0	0	0	0	0	0	0	0	29	50.0	11	19.0	5	8.6	31.4	36.3
2100	60	0	55	0	5	0	0	0	0	0	0	0	0	23	38.3	8	13.3	2	3.3	29.4	34
2200	38	0	33	0	5	0	0	0	0	0	0	0	0	17	44.7	9	23.7	6	15.8	31.5	42.3
2300	15	1	13	0	1	0	0	0	0	0	0	0	0	3	20.0	0	0.0	0	0.0	28.6	31.8
07-19	2085	35	1907	3	130	1	7	0	2	0	0	0	0	788	37.8	186	8.9	33	1.6	29.1	33.3
06-22	2341	37	2138	3	152	2	7	0	2	0	0	0	0	906	38.7	223	9.5	46	2.0	29.3	33.4
06-00	2394	38	2184	3	158	2	7	0	2	0	0	0	0	926	38.7	232	9.7	52	2.2	29.3	33.4
00-00	2454	40	2229	3	170	2	7	1	2	0	0	0	0	961	39.2	251	10.2	59	2.4	29.4	33.6

Site 1
 Location Langford Lane - Attached to Lamp Column, OSGR: SP 47773 14913
 Direction Westbound

13431 / OXFORD AIRPORT
 NOVEMBER 2022
 AUTOMATIC TRAFFIC COUNT

06 November 2022

Time	Total	Classification												]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 40 DfT	]SL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	10	0	9	0	1	0	0	0	0	0	0	0	0	5	50.0	2	20.0	2	20.0	32.6	-
0100	5	0	5	0	0	0	0	0	0	0	0	0	0	3	60.0	1	20.0	1	20.0	33.2	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	1	50.0	1	50.0	0	0.0	31.4	-
0400	1	0	0	0	1	0	0	0	0	0	0	0	0	1	100.0	0	0.0	0	0.0	30.1	-
0500	19	0	16	0	1	0	1	0	0	0	1	0	0	11	57.9	3	15.8	1	5.3	31	37.5
0600	29	1	25	0	3	0	0	0	0	0	0	0	0	15	51.7	3	10.3	0	0.0	30.8	35
0700	32	1	28	0	3	0	0	0	0	0	0	0	0	19	59.4	8	25.0	3	9.4	32	37.9
0800	67	2	59	0	6	0	0	0	0	0	0	0	0	34	50.8	13	19.4	2	3.0	30.2	35.6
0900	119	3	109	0	7	0	0	0	0	0	0	0	0	53	44.5	20	16.8	4	3.4	30.1	35.4
1000	160	4	151	0	5	0	0	0	0	0	0	0	0	55	34.4	12	7.5	1	0.6	28.8	32.8
1100	146	3	132	1	10	0	0	0	0	0	0	0	0	66	45.2	12	8.2	3	2.1	29.6	33.5
1200	176	0	165	1	10	0	0	0	0	0	0	0	0	89	50.6	16	9.1	3	1.7	30.2	34
1300	161	0	156	1	4	0	0	0	0	0	0	0	0	60	37.3	21	13.0	3	1.9	29.4	34
1400	147	0	138	0	8	0	1	0	0	0	0	0	0	74	50.3	25	17.0	4	2.7	30.5	35.3
1500	141	3	130	0	8	0	0	0	0	0	0	0	0	63	44.7	26	18.4	4	2.8	30.3	36.3
1600	138	0	129	0	9	0	0	0	0	0	0	0	0	63	45.7	18	13.0	5	3.6	30.3	34.4
1700	98	1	89	0	6	0	2	0	0	0	0	0	0	35	35.7	7	7.1	1	1.0	29.1	32.2
1800	96	0	86	0	10	0	0	0	0	0	0	0	0	45	46.9	11	11.5	1	1.0	29.9	33.3
1900	62	1	55	0	6	0	0	0	0	0	0	0	0	27	43.6	7	11.3	2	3.2	30	34.8
2000	69	3	61	0	5	0	0	0	0	0	0	0	0	29	42.0	10	14.5	3	4.3	30.4	35.5
2100	44	0	40	0	4	0	0	0	0	0	0	0	0	23	52.3	9	20.5	2	4.5	30.9	36.9
2200	16	0	11	0	5	0	0	0	0	0	0	0	0	9	56.3	3	18.8	1	6.3	31.4	37.5
2300	9	0	9	0	0	0	0	0	0	0	0	0	0	5	55.6	0	0.0	0	0.0	30.2	-
07-19	1481	17	1372	3	86	0	3	0	0	0	0	0	0	656	44.3	189	12.8	34	2.3	29.9	34.3
06-22	1685	22	1553	3	104	0	3	0	0	0	0	0	0	750	44.5	218	12.9	41	2.4	30	34.5
06-00	1710	22	1573	3	109	0	3	0	0	0	0	0	0	764	44.7	221	12.9	42	2.5	30	34.5
00-00	1747	22	1605	3	112	0	4	0	0	0	1	0	0	785	44.9	228	13.1	46	2.6	30	34.6

Site 1
 Location Langford Lane - Attached to Lamp Column, OSGR: SP 47773 14913
 Direction Westbound

**13431 / OXFORD AIRPORT
 NOVEMBER 2022
 AUTOMATIC TRAFFIC COUNT**

07 November 2022

Time	Total	Classification												]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 40 DfT	]SL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	9	0	7	0	2	0	0	0	0	0	0	0	0	5	55.6	2	22.2	0	0.0	30.8	-
0100	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	23.5	-
0200	5	0	4	0	1	0	0	0	0	0	0	0	0	3	60.0	3	60.0	1	20.0	36.7	-
0300	5	1	2	0	2	0	0	0	0	0	0	0	0	4	80.0	2	40.0	1	20.0	35.4	-
0400	22	2	9	0	11	0	0	0	0	0	0	0	0	12	54.6	4	18.2	0	0.0	29.2	36.2
0500	64	1	52	0	10	0	1	0	0	0	0	0	0	35	54.7	7	10.9	6	9.4	31.3	34.6
0600	152	2	123	0	26	0	1	0	0	0	0	0	0	73	48.0	18	11.8	3	2.0	30	33.9
0700	428	0	360	1	56	2	6	0	1	0	2	0	0	147	34.4	25	5.8	2	0.5	28.7	32.8
0800	570	7	496	1	56	2	3	1	3	0	1	0	0	119	20.9	10	1.8	0	0.0	27.5	30.9
0900	366	4	313	2	43	2	0	0	1	1	0	0	0	99	27.1	17	4.6	3	0.8	28.2	32
1000	296	1	244	0	46	1	0	0	1	0	3	0	0	80	27.0	13	4.4	0	0.0	28.2	31.8
1100	270	2	225	1	41	0	0	0	1	0	0	0	0	71	26.3	17	6.3	2	0.7	28	31.8
1200	324	6	279	0	33	1	1	0	2	2	0	0	0	74	22.8	6	1.9	1	0.3	27.5	31.6
1300	321	1	278	1	37	1	2	0	0	0	1	0	0	96	29.9	14	4.4	3	0.9	28.2	31.8
1400	328	1	274	0	47	0	4	0	0	1	1	0	0	71	21.7	13	4.0	1	0.3	27.8	31.5
1500	311	3	259	0	43	2	1	1	0	0	2	0	0	92	29.6	16	5.1	4	1.3	27.8	31.8
1600	396	2	357	1	33	1	0	0	2	0	0	0	0	90	22.7	15	3.8	4	1.0	27.9	31
1700	426	3	389	0	26	0	4	0	1	2	1	0	0	100	23.5	14	3.3	2	0.5	27.1	31.1
1800	216	3	196	0	17	0	0	0	0	0	0	0	0	77	35.7	17	7.9	1	0.5	29.1	33.5
1900	108	1	98	0	6	1	1	0	0	1	0	0	0	42	38.9	13	12.0	0	0.0	29.7	34.7
2000	54	1	47	0	5	0	1	0	0	0	0	0	0	23	42.6	5	9.3	1	1.9	29.2	32.6
2100	64	1	56	0	5	1	0	0	0	1	0	0	0	30	46.9	9	14.1	2	3.1	30	34.8
2200	33	0	31	0	2	0	0	0	0	0	0	0	0	14	42.4	6	18.2	2	6.1	30.2	35.3
2300	13	0	9	0	4	0	0	0	0	0	0	0	0	6	46.2	3	23.1	0	0.0	31.2	37.4
07-19	4252	33	3670	7	478	12	21	2	12	6	11	0	0	1116	26.3	177	4.2	23	0.5	27.9	31.7
06-22	4630	38	3994	7	520	14	24	2	12	8	11	0	0	1284	27.7	222	4.8	29	0.6	28.1	31.8
06-00	4676	38	4034	7	526	14	24	2	12	8	11	0	0	1304	27.9	231	4.9	31	0.7	28.1	31.9
00-00	4782	42	4108	7	553	14	25	2	12	8	11	0	0	1363	28.5	249	5.2	39	0.8	28.2	32

Site 1
 Location Langford Lane - Attached to Lamp Column, OSGR: SP 47773 14913
 Direction Westbound

**13431 / OXFORD AIRPORT
 NOVEMBER 2022
 AUTOMATIC TRAFFIC COUNT**

08 November 2022

Time	Total	Classification												]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 40 DfT	]SL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	5	0	2	0	2	0	1	0	0	0	0	0	0	3	60.0	2	40.0	2	40.0	34.5	-
0100	3	0	1	0	2	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	24.3	-
0200	7	0	5	0	2	0	0	0	0	0	0	0	0	4	57.1	3	42.9	0	0.0	31.6	-
0300	9	1	6	0	2	0	0	0	0	0	0	0	0	6	66.7	2	22.2	0	0.0	32.1	-
0400	18	1	8	0	8	0	1	0	0	0	0	0	0	7	38.9	3	16.7	1	5.6	28.4	36.6
0500	57	1	44	0	10	1	1	0	0	0	0	0	0	32	56.1	13	22.8	1	1.8	30.3	36.1
0600	158	3	123	0	30	1	0	0	0	0	1	0	0	60	38.0	12	7.6	4	2.5	29.6	32.6
0700	435	2	375	1	49	2	3	1	0	1	1	0	0	125	28.7	21	4.8	5	1.1	28.3	31.9
0800	548	9	485	2	50	0	1	0	0	1	0	0	0	121	22.1	14	2.6	1	0.2	27.4	30.9
0900	366	12	307	0	44	0	1	0	1	0	1	0	0	92	25.1	20	5.5	2	0.5	27.8	31.9
1000	276	1	233	0	40	1	0	0	0	1	0	0	0	90	32.6	21	7.6	3	1.1	28.8	32.8
1100	275	3	226	1	37	2	1	0	0	2	3	0	0	92	33.5	18	6.5	3	1.1	28.6	32
1200	312	3	268	0	36	1	0	0	1	1	1	1	0	76	24.4	13	4.2	1	0.3	28.1	31.5
1300	336	2	283	1	46	0	2	0	0	2	0	0	0	109	32.4	24	7.1	4	1.2	28.6	32.5
1400	307	1	258	1	38	3	4	1	1	0	0	0	0	80	26.1	11	3.6	0	0.0	28.3	31.4
1500	317	3	273	0	34	0	1	0	1	3	2	0	0	91	28.7	15	4.7	3	0.9	28.5	31.7
1600	443	1	399	3	33	3	2	0	0	1	0	1	0	116	26.2	16	3.6	2	0.5	28	31.1
1700	427	5	398	2	19	1	0	0	1	1	0	0	0	70	16.4	5	1.2	0	0.0	27	30.3
1800	225	3	212	0	10	0	0	0	0	0	0	0	0	72	32.0	8	3.6	2	0.9	28.7	32.3
1900	108	1	93	0	14	0	0	0	0	0	0	0	0	41	38.0	11	10.2	2	1.9	29.8	33.1
2000	68	0	63	0	5	0	0	0	0	0	0	0	0	29	42.7	9	13.2	2	2.9	30.2	34.7
2100	64	1	59	0	4	0	0	0	0	0	0	0	0	26	40.6	6	9.4	2	3.1	30.1	33.4
2200	35	0	29	0	5	1	0	0	0	0	0	0	0	19	54.3	7	20.0	2	5.7	31.5	38
2300	11	0	9	0	2	0	0	0	0	0	0	0	0	8	72.7	3	27.3	0	0.0	32.9	36.8
07-19	4267	45	3717	11	436	13	15	2	5	13	8	2	0	1134	26.6	186	4.4	26	0.6	28.1	31.7
06-22	4665	50	4055	11	489	14	15	2	5	13	9	2	0	1290	27.7	224	4.8	36	0.8	28.2	31.8
06-00	4711	50	4093	11	496	15	15	2	5	13	9	2	0	1317	28.0	234	5.0	38	0.8	28.3	31.8
00-00	4810	53	4159	11	522	16	18	2	5	13	9	2	0	1369	28.5	257	5.3	42	0.9	28.3	31.8

Site 1
 Location Langford Lane - Attached to Lamp Column, OSGR: SP 47773 14913
 Direction Westbound

13431 / OXFORD AIRPORT
NOVEMBER 2022
AUTOMATIC TRAFFIC COUNT

09 November 2022

Time	Total	Classification												]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 40 DfT	]SL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	9	0	5	0	3	0	0	0	1	0	0	0	0	4	44.4	2	22.2	1	11.1	30.6	-
0100	5	0	3	0	1	0	1	0	0	0	0	0	0	3	60.0	1	20.0	1	20.0	31.7	-
0200	6	1	4	0	0	0	0	1	0	0	0	0	0	6	100.0	3	50.0	1	16.7	35.1	-
0300	5	0	3	0	2	0	0	0	0	0	0	0	0	4	80.0	0	0.0	0	0.0	31.4	-
0400	8	0	5	0	3	0	0	0	0	0	0	0	0	5	62.5	2	25.0	1	12.5	31	-
0500	70	3	51	0	15	1	0	0	0	0	0	0	0	39	55.7	12	17.1	4	5.7	31	35.7
0600	145	1	125	0	19	0	0	0	0	0	0	0	0	66	45.5	16	11.0	2	1.4	29.9	34.1
0700	433	5	369	2	47	7	2	0	0	0	1	0	0	148	34.2	20	4.6	3	0.7	28.6	32
0800	529	6	463	2	48	5	3	0	1	0	1	0	0	126	23.8	16	3.0	0	0.0	27.7	30.9
0900	384	8	324	2	43	1	3	0	0	0	3	0	0	98	25.5	18	4.7	2	0.5	27.8	31.5
1000	293	6	243	0	40	1	0	0	1	1	1	0	0	91	31.1	19	6.5	1	0.3	28.5	33
1100	302	4	251	0	43	0	4	0	0	0	0	0	0	97	32.1	19	6.3	2	0.7	28.5	32.8
1200	330	7	277	1	37	0	4	0	1	1	2	0	0	92	27.9	11	3.3	2	0.6	27.9	31.6
1300	335	3	291	0	38	1	1	0	0	0	1	0	0	107	31.9	11	3.3	2	0.6	28.5	31.7
1400	347	3	295	0	44	0	1	2	0	2	0	0	0	117	33.7	28	8.1	5	1.4	28.8	32.5
1500	298	0	260	3	32	0	1	1	1	0	0	0	0	120	40.3	29	9.7	4	1.3	29.7	33.6
1600	415	4	382	1	24	2	0	0	1	1	0	0	0	139	33.5	19	4.6	5	1.2	28.6	32
1700	439	11	393	5	25	0	3	0	0	1	1	0	0	113	25.7	18	4.1	3	0.7	27.2	31.3
1800	190	2	179	1	8	0	0	0	0	0	0	0	0	83	43.7	24	12.6	5	2.6	30.1	34.5
1900	136	2	124	0	9	0	0	0	1	0	0	0	0	55	40.4	14	10.3	3	2.2	30.3	34.1
2000	87	2	82	0	3	0	0	0	0	0	0	0	0	38	43.7	11	12.6	4	4.6	29.6	33.5
2100	64	0	59	0	5	0	0	0	0	0	0	0	0	26	40.6	7	10.9	2	3.1	30.3	34.4
2200	34	0	32	0	2	0	0	0	0	0	0	0	0	17	50.0	8	23.5	3	8.8	31.6	36.9
2300	15	0	10	0	4	0	0	0	0	1	0	0	0	9	60.0	4	26.7	2	13.3	33.2	42.5
07-19	4295	59	3727	17	429	17	22	3	5	6	10	0	0	1331	31.0	232	5.4	34	0.8	28.4	32.1
06-22	4727	64	4117	17	465	17	22	3	6	6	10	0	0	1516	32.1	280	5.9	45	1.0	28.5	32.3
06-00	4776	64	4159	17	471	17	22	3	6	7	10	0	0	1542	32.3	292	6.1	50	1.0	28.5	32.4
00-00	4879	68	4230	17	495	18	23	4	7	7	10	0	0	1603	32.9	312	6.4	58	1.2	28.6	32.4

Site 1
 Location Langford Lane - Attached to Lamp Column, OSGR: SP 47773 14913
 Direction Westbound
 Virtual Day (7)

13431 / OXFORD AIRPORT
 NOVEMBER 2022
 AUTOMATIC TRAFFIC COUNT

Time	Total	Classification												]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 40 DfT	]SL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	10	0	7	0	3	0	0	0	0	0	0	0	0	5	47.8	3	26.1	1	13.0	31.5	-
0100	6	0	4	0	2	0	0	0	0	0	0	0	0	3	57.5	2	27.5	1	17.5	32.9	-
0200	4	0	3	0	1	0	0	0	0	0	0	0	0	3	72.4	2	37.9	0	10.3	33.4	-
0300	5	0	3	0	2	0	0	0	0	0	0	0	0	4	79.4	1	23.5	0	5.9	32.8	-
0400	11	1	5	0	5	0	0	0	0	0	0	0	0	6	49.4	2	13.9	0	2.5	29	34.6
0500	53	1	42	0	9	0	1	0	0	0	0	0	0	29	54.7	11	20.0	4	7.0	31.1	36.4
0600	125	2	101	0	20	2	0	0	0	0	1	0	0	59	46.9	15	11.7	3	2.6	30	34
0700	325	3	277	1	38	3	2	0	0	0	1	0	0	109	33.6	19	5.7	3	0.9	28.7	32.2
0800	420	6	367	1	40	2	2	0	1	0	1	0	0	104	24.8	15	3.6	2	0.4	27.8	31.3
0900	304	6	258	1	34	1	2	0	1	0	1	0	0	93	30.5	20	6.5	3	0.8	28.4	32.3
1000	263	3	221	1	34	1	1	0	0	1	1	0	0	78	29.6	15	5.9	2	0.7	28.4	32.4
1100	256	3	217	1	32	1	1	0	0	1	1	0	0	85	33.1	16	6.1	3	1.0	28.6	32.4
1200	293	3	255	1	29	0	2	0	1	1	1	0	0	96	32.7	17	5.7	2	0.8	28.6	32.5
1300	288	3	253	1	27	1	2	0	0	0	1	0	0	94	32.7	17	5.9	3	1.0	28.6	32.2
1400	277	2	239	0	31	0	3	0	0	1	0	0	0	90	32.7	17	6.2	3	0.9	28.7	32.3
1500	266	3	232	1	26	1	2	0	0	0	1	0	0	92	34.8	20	7.5	3	1.2	28.9	32.8
1600	323	3	290	1	25	1	1	0	1	0	0	0	0	97	30.2	16	5.0	3	1.0	28.6	31.9
1700	326	5	297	1	19	0	2	0	0	1	0	0	0	80	24.6	11	3.5	1	0.4	27.6	31.3
1800	176	2	161	0	13	0	0	0	0	0	0	0	0	71	40.0	14	8.2	2	1.2	29.4	33.3
1900	107	1	96	0	9	0	0	0	0	0	0	0	0	43	40.6	12	11.0	2	2.3	30	34.1
2000	72	1	66	0	4	0	0	0	0	0	0	0	0	34	46.5	10	14.3	4	5.0	30.4	35
2100	64	1	58	0	5	0	0	0	0	0	0	0	0	27	41.4	8	12.0	2	3.1	29.9	34.1
2200	32	0	28	0	4	0	0	0	0	0	0	0	0	15	46.0	5	16.4	2	7.1	30.6	35.2
2300	16	0	12	0	3	0	0	0	0	0	0	0	0	8	48.7	3	18.9	1	5.4	31.1	36.7
07-19	3516	42	3067	9	348	13	19	2	5	6	6	0	0	1089	31.0	197	5.6	29	0.8	28.5	32.2
06-22	3884	46	3388	9	386	15	20	2	5	7	6	0	0	1251	32.2	242	6.2	40	1.0	28.6	32.4
06-00	3932	47	3429	9	392	15	20	2	5	7	7	0	0	1274	32.4	250	6.4	44	1.1	28.6	32.4
00-00	4021	49	3492	9	413	16	21	2	6	7	7	0	0	1323	32.9	269	6.7	51	1.3	28.7	32.5

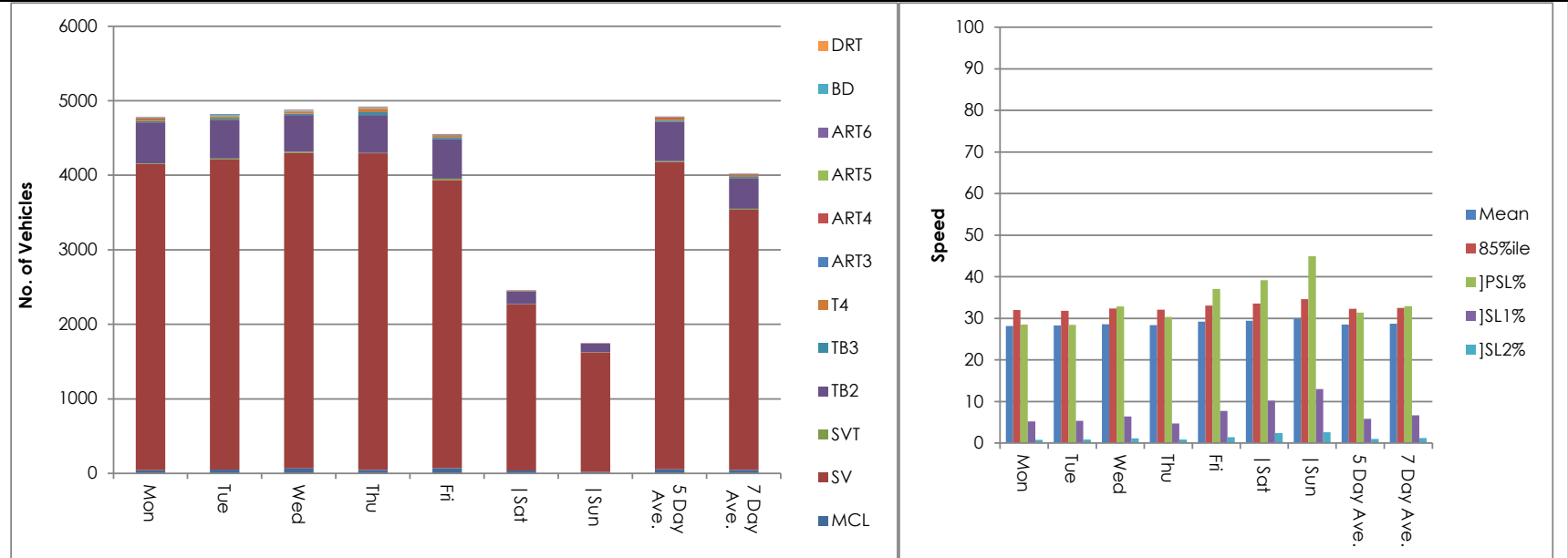
Site 1
 Location Langford Lane - Attached to Lamp Column, OSGR: SP 47773 14913
 Direction Westbound

13431 / OXFORD AIRPORT
 NOVEMBER 2022
 AUTOMATIC TRAFFIC COUNT

Virtual Week (1)

Time	Total	Classification												]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 40 DfT	]SL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
Mon	4782	42	4108	7	553	14	25	2	12	8	11	0	0	1363	28.5	249	5.2	39	0.8	28.2	32
Tue	4810	53	4159	11	522	16	18	2	5	13	9	2	0	1369	28.5	257	5.3	42	0.9	28.3	31.8
Wed	4879	68	4230	17	495	18	23	4	7	7	10	0	0	1603	32.9	312	6.4	58	1.2	28.6	32.4
Thu	4922	48	4247	6	509	37	45	3	7	12	8	0	0	1493	30.3	234	4.8	43	0.9	28.4	32.1
Fri	4555	72	3865	18	530	22	22	1	8	9	8	0	0	1690	37.1	352	7.7	67	1.5	29.2	33.1
|Sat	2454	40	2229	3	170	2	7	1	2	0	0	0	0	961	39.2	251	10.2	59	2.4	29.4	33.6
|Sun	1747	22	1605	3	112	0	4	0	0	0	1	0	0	785	44.9	228	13.1	46	2.6	30	34.6
5 Day Ave.	4790	57	4122	12	522	21	27	2	8	10	9	0	0	1504	31.4	281	5.9	50	1.0	28.5	32.3
7 Day Ave.	4021	49	3492	9	413	16	21	2	6	7	7	0	0	1323	32.9	269	6.7	51	1.3	28.7	32.5
--	28149	345	24443	65	2891	109	144	13	41	49	47	2	0	9264	32.9	1883	6.7	354	1.3	28.7	32.5

Summary Graphs



Site 1
 Location Langford Lane - Attached to Lamp Column, OSGR: SP 47773 14913
 Direction Westbound

**13431 / OXFORD AIRPORT
 NOVEMBER 2022
 AUTOMATIC TRAFFIC COUNT**

03 November 2022

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	10	0	0	0	0	0	7	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	7	0	0	0	0	0	2	2	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	6	0	0	0	0	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	4	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	10	0	0	0	0	1	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	75	0	0	1	1	9	26	24	8	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	175	0	0	1	3	21	76	60	11	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	445	0	1	0	9	61	253	104	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	536	0	0	1	21	104	311	89	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	388	0	0	2	7	52	223	90	11	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	301	0	0	0	9	41	187	51	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	268	0	0	0	0	27	152	77	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	341	0	0	0	8	33	178	103	17	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	343	0	0	1	4	52	171	106	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	321	0	0	1	1	42	173	94	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	294	0	1	2	10	33	145	80	18	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	394	0	1	0	5	33	239	100	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	433	0	1	3	20	78	235	87	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	218	0	1	1	2	27	110	67	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	145	0	0	0	1	14	67	49	9	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	81	0	0	0	0	8	36	26	7	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	81	0	0	0	1	6	40	25	7	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	29	0	0	0	0	6	13	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	17	0	0	0	2	2	4	4	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	4282	0	5	11	96	583	2377	1048	144	14	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	4764	0	5	12	101	632	2596	1208	178	22	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	4810	0	5	12	103	640	2613	1222	182	23	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	4922	0	5	13	104	650	2657	1259	191	27	13	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1
 Location Langford Lane - Attached to Lamp Column, OSGR: SP 47773 14913
 Direction Westbound

13431 / OXFORD AIRPORT
 NOVEMBER 2022
 AUTOMATIC TRAFFIC COUNT

04 November 2022

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	8	0	0	0	0	1	2	1	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	11	0	0	0	0	0	4	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	3	0	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	5	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	17	0	0	1	0	2	5	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	61	0	0	0	1	5	21	18	12	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	160	0	0	2	0	14	57	59	21	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	398	0	0	1	4	24	223	126	15	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	484	0	0	8	11	46	261	131	25	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	320	0	2	0	0	16	162	107	30	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	295	0	0	0	5	42	150	78	17	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	306	0	1	2	4	45	155	83	12	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	348	0	0	1	4	34	180	100	27	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	296	0	1	2	8	42	144	81	15	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	310	0	0	1	6	33	152	101	12	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	322	0	1	1	3	29	169	97	19	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	349	0	1	2	5	39	196	91	12	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	325	0	0	1	5	42	192	72	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	196	0	0	0	0	14	90	73	16	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	109	0	0	0	0	4	59	29	14	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	88	0	0	0	0	2	36	35	9	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	72	0	0	0	2	7	39	18	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	41	0	0	0	0	5	18	14	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	31	0	0	0	0	1	16	8	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	3949	0	6	19	55	406	2074	1140	213	26	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	4378	0	6	21	57	433	2265	1281	261	34	18	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	4450	0	6	21	57	439	2299	1303	266	39	18	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	4555	0	6	22	58	448	2331	1338	285	43	21	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1
 Location Langford Lane - Attached to Lamp Column, OSGR: SP 47773 14913
 Direction Westbound

13431 / OXFORD AIRPORT
NOVEMBER 2022
AUTOMATIC TRAFFIC COUNT

05 November 2022

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	18	0	1	0	0	0	9	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	8	0	0	0	0	1	2	2	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	4	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	3	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	25	0	0	0	0	1	10	5	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	59	0	0	0	0	5	17	25	8	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	104	0	0	1	1	5	39	39	17	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	205	0	0	0	2	31	99	57	10	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	183	0	1	4	2	30	84	46	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	219	0	1	1	4	24	123	56	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	227	0	0	0	2	35	111	64	13	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	220	0	0	2	2	20	108	66	17	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	221	0	1	0	1	28	119	50	17	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	178	0	0	0	1	17	91	52	14	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	176	0	0	1	1	20	95	51	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	123	0	0	1	1	18	51	37	12	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	135	0	0	0	0	7	66	48	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	94	0	0	0	0	9	37	36	10	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	79	0	0	0	0	7	43	23	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	58	0	0	0	0	3	26	18	6	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	60	0	0	0	0	7	30	15	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	38	0	0	0	2	2	17	8	3	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	15	0	0	0	0	1	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	2085	0	3	10	17	244	1023	602	153	22	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	2341	0	3	10	17	266	1139	683	177	32	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	2394	0	3	10	19	269	1167	694	180	36	12	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	2454	0	4	11	19	271	1188	710	192	41	13	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1
 Location Langford Lane - Attached to Lamp Column, OSGR: SP 47773 14913
 Direction Westbound

13431 / OXFORD AIRPORT
 NOVEMBER 2022
 AUTOMATIC TRAFFIC COUNT

06 November 2022

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	10	0	0	0	0	0	5	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	5	0	0	0	0	0	2	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	19	0	0	0	1	0	7	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	29	0	0	0	0	3	11	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	32	0	0	0	0	2	11	11	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	67	0	0	1	2	6	24	21	11	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	119	0	0	3	1	9	53	33	16	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	160	0	0	3	2	18	82	43	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	146	0	0	3	1	10	66	54	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	176	0	0	0	0	17	70	73	13	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	161	0	0	0	2	17	82	39	18	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	147	0	0	0	0	13	60	49	21	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	141	0	0	1	0	16	61	37	22	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	138	0	0	0	1	10	64	45	13	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	98	0	0	0	1	9	53	28	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	96	0	0	0	0	5	46	34	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	62	0	0	0	0	9	26	20	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	69	0	0	0	0	5	35	19	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	44	0	0	0	1	3	17	14	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	16	0	0	0	0	0	7	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	9	0	0	0	0	1	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	1481	0	0	11	10	132	672	467	155	27	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	1685	0	0	11	11	152	761	532	177	31	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	1710	0	0	11	11	153	771	543	179	32	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	1747	0	0	11	12	154	785	557	182	35	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1
 Location Langford Lane - Attached to Lamp Column, OSGR: SP 47773 14913
 Direction Westbound

**13431 / OXFORD AIRPORT
 NOVEMBER 2022
 AUTOMATIC TRAFFIC COUNT**

07 November 2022

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	9	0	0	0	0	2	2	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	5	0	0	0	0	0	2	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	5	0	0	0	0	0	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	22	0	0	2	0	2	6	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	64	0	0	0	1	1	27	28	1	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	152	0	0	1	0	8	70	55	15	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	428	0	0	0	4	72	205	122	23	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	570	0	1	6	11	89	344	109	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	366	0	0	3	2	57	205	82	14	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	296	0	1	0	1	44	170	67	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	270	0	1	1	5	48	144	54	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	324	0	2	1	13	46	188	68	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	321	0	1	1	4	45	174	82	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	328	0	0	0	3	69	185	58	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	311	0	0	5	7	52	155	76	12	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	396	0	1	1	11	49	244	75	11	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	426	0	0	3	22	92	209	86	12	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	216	0	0	0	0	23	116	60	16	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	108	0	0	1	0	7	58	29	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	54	0	0	0	1	8	22	18	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	64	0	0	0	0	10	24	21	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	33	0	0	0	0	3	16	8	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	13	0	0	0	0	1	6	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	4252	0	7	21	83	686	2339	939	154	14	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	4630	0	7	23	84	719	2513	1062	193	19	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	4676	0	7	23	84	723	2535	1073	200	21	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	4782	0	7	25	85	729	2573	1114	210	25	9	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1
 Location Langford Lane - Attached to Lamp Column, OSGR: SP 47773 14913
 Direction Westbound

**13431 / OXFORD AIRPORT
 NOVEMBER 2022
 AUTOMATIC TRAFFIC COUNT**

08 November 2022

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	5	0	0	0	0	1	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	3	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	7	0	0	0	1	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	9	0	0	0	0	1	2	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	18	0	0	1	0	4	6	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	57	0	0	0	3	4	18	19	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	158	0	0	1	0	12	85	48	8	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	435	0	0	0	8	65	237	104	16	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	548	0	1	3	23	92	308	107	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	366	0	1	4	5	66	198	72	18	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	276	0	0	0	8	31	147	69	18	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	275	0	0	0	3	42	138	74	15	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	312	0	0	0	5	39	192	63	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	336	0	0	0	2	47	178	85	20	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	307	0	0	0	2	38	187	69	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	317	0	1	4	3	41	177	76	12	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
1600	443	0	2	0	5	71	249	100	14	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	427	0	0	0	15	75	267	65	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	225	0	0	1	0	22	130	64	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	108	0	0	0	0	5	62	30	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	68	0	0	0	0	3	36	20	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	64	0	0	0	0	4	34	20	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	35	0	0	0	0	3	13	12	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	11	0	0	0	0	0	3	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	4267	0	5	12	79	629	2408	948	160	21	3	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
06-22	4665	0	5	13	79	653	2625	1066	188	28	6	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
06-00	4711	0	5	13	79	656	2641	1083	196	30	6	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
00-00	4810	0	5	14	83	668	2671	1112	215	33	7	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0

Site 1
 Location Langford Lane - Attached to Lamp Column, OSGR: SP 47773 14913
 Direction Westbound

13431 / OXFORD AIRPORT
 NOVEMBER 2022
 AUTOMATIC TRAFFIC COUNT

09 November 2022

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	9	0	0	0	0	2	3	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	5	0	0	0	0	1	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	6	0	0	0	0	0	0	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	5	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	8	0	0	0	0	1	2	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	70	0	0	2	0	2	27	27	8	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	145	0	0	1	1	8	69	50	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	433	0	0	0	11	48	226	128	17	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	529	0	1	16	16	49	321	110	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	384	0	1	7	7	54	217	80	16	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	293	0	2	1	7	43	149	72	18	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	302	0	0	2	9	29	165	78	17	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	330	0	1	4	18	36	179	81	9	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	335	0	0	1	3	41	183	96	9	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	347	0	0	0	10	35	185	89	23	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	298	0	0	0	1	26	151	91	25	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	415	0	2	0	8	45	221	120	14	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	439	0	1	11	18	86	210	95	15	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	190	0	0	0	0	21	86	59	19	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	136	0	0	0	0	8	73	41	11	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	87	0	0	0	1	10	38	27	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	64	0	0	0	0	2	36	19	5	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	34	0	0	0	0	2	15	9	5	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	15	0	0	0	0	0	6	5	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	4295	0	8	42	108	513	2293	1099	198	22	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	4727	0	8	43	110	541	2509	1236	235	29	12	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	4776	0	8	43	110	543	2530	1250	242	30	15	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	4879	0	8	45	110	549	2564	1291	254	36	16	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1
 Location Langford Lane - Attached to Lamp Column, OSGR: SP 47773 14913
 Direction Westbound
 Virtual Day (7)

13431 / OXFORD AIRPORT
 NOVEMBER 2022
 AUTOMATIC TRAFFIC COUNT

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	10	0	0	0	0	1	4	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	6	0	0	0	0	1	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	4	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	5	0	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	11	0	0	1	0	1	4	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	53	0	0	0	1	3	19	18	7	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	125	0	0	1	1	10	55	44	11	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	325	0	0	0	5	40	171	91	16	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	420	0	0	5	12	60	238	89	13	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	304	0	1	3	3	41	163	73	17	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	263	0	1	1	5	35	144	62	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	256	0	0	1	3	34	133	69	13	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	293	0	0	1	7	32	156	79	14	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	288	0	0	1	3	39	150	77	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	277	0	0	0	3	35	148	73	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	266	0	0	2	4	31	136	73	17	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	323	0	1	1	5	38	181	81	13	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	326	0	0	3	12	56	176	69	10	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	176	0	0	0	0	17	88	56	12	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	107	0	0	0	0	8	55	32	9	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	72	0	0	0	0	6	33	23	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	64	0	0	0	1	6	31	19	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	32	0	0	0	0	3	14	10	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	16	0	0	0	0	1	7	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	3516	0	5	18	64	456	1884	892	168	21	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	3884	0	5	19	66	485	2058	1010	201	28	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	3932	0	5	19	66	489	2079	1024	206	30	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	4021	0	5	20	67	496	2110	1054	218	34	13	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

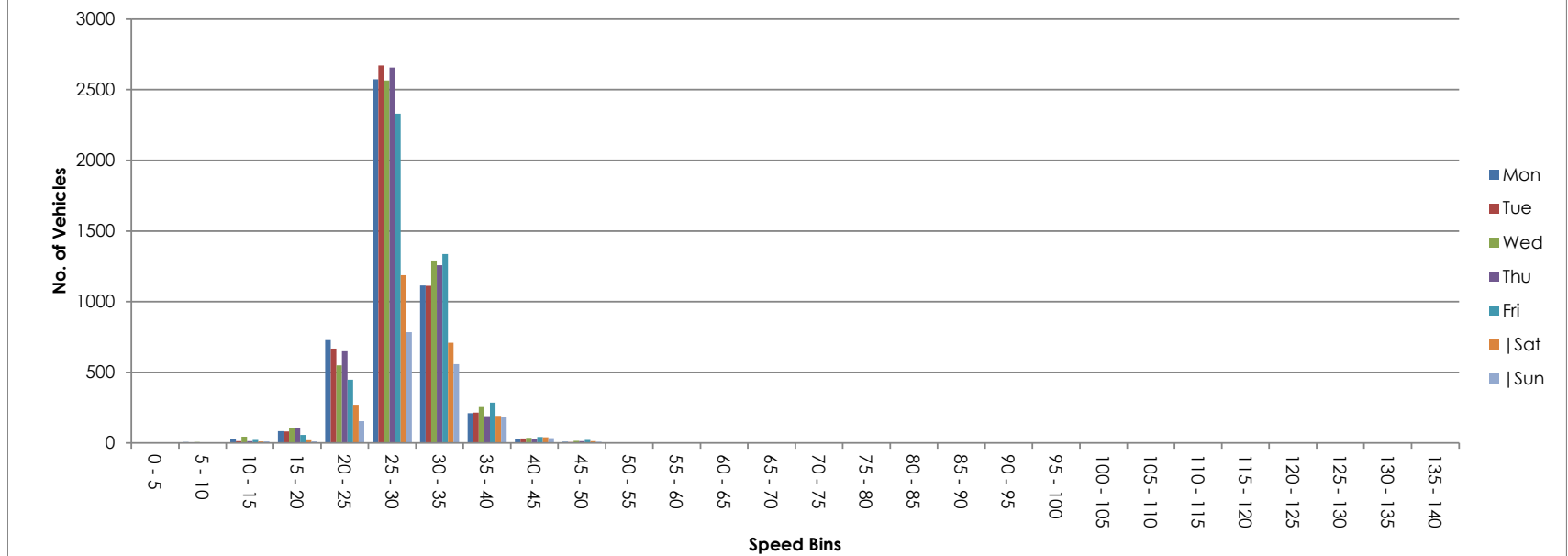
Site 1
 Location Langford Lane - Attached to Lamp Column, OSGR: SP 47773 14913
 Direction Westbound

13431 / OXFORD AIRPORT
 NOVEMBER 2022
 AUTOMATIC TRAFFIC COUNT

Virtual Week (1)

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
Mon	4782	0	7	25	85	729	2573	1114	210	25	9	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	4810	0	5	14	83	668	2671	1112	215	33	7	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
Wed	4879	0	8	45	110	549	2564	1291	254	36	16	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu	4922	0	5	13	104	650	2657	1259	191	27	13	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fri	4555	0	6	22	58	448	2331	1338	285	43	21	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
| Sat	2454	0	4	11	19	271	1188	710	192	41	13	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
| Sun	1747	0	0	11	12	154	785	557	182	35	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Day Ave.	4790	0	6	24	88	609	2559	1223	231	33	13	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7 Day Ave.	4021	0	5	20	67	496	2110	1054	218	34	13	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
--	28149	0	35	141	471	3469	14769	7381	1529	240	89	19	4	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0

Summary Graphs



Site 1
 Location Langford Lane - Attached to Lamp Column, OSGR: SP 47773 14913
 Direction Two Way

**13431 / OXFORD AIRPORT
 NOVEMBER 2022
 AUTOMATIC TRAFFIC COUNT**

03 November 2022

Time	Total	Classification												]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 40 DfT	]SL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	23	0	19	0	3	1	0	0	0	0	0	0	0	14	60.9	8	34.8	3	13.0	33.2	40.3
0100	9	0	6	0	3	0	0	0	0	0	0	0	0	7	77.8	5	55.6	4	44.4	39.3	-
0200	16	1	14	0	1	0	0	0	0	0	0	0	0	14	87.5	6	37.5	2	12.5	34.8	40.1
0300	9	0	6	0	3	0	0	0	0	0	0	0	0	8	88.9	4	44.4	3	33.3	35.9	-
0400	18	0	13	0	5	0	0	0	0	0	0	0	0	11	61.1	6	33.3	4	22.2	33.7	42
0500	107	2	92	0	12	1	0	0	0	0	0	0	0	64	59.8	28	26.2	12	11.2	31.9	38.8
0600	309	3	260	0	33	10	0	0	0	2	1	0	0	196	63.4	64	20.7	13	4.2	31.5	36
0700	833	9	723	2	84	8	4	1	0	0	2	0	0	370	44.4	79	9.5	5	0.6	29.7	33.7
0800	1106	9	1000	0	81	6	4	4	1	0	1	0	0	382	34.5	63	5.7	3	0.3	28.7	32.7
0900	839	5	728	4	77	12	8	0	3	2	0	0	0	317	37.8	63	7.5	11	1.3	29.2	32.9
1000	613	3	509	1	77	13	6	0	2	1	1	0	0	237	38.7	66	10.8	10	1.6	29.5	33.9
1100	543	5	459	0	67	6	4	0	0	1	1	0	0	242	44.6	53	9.8	11	2.0	29.9	33.9
1200	712	6	622	2	70	3	5	1	0	3	0	0	0	343	48.2	75	10.5	9	1.3	30.1	34.4
1300	689	6	594	1	70	6	7	1	2	1	1	0	0	333	48.3	69	10.0	11	1.6	29.9	33.8
1400	638	9	547	1	62	0	11	0	1	4	3	0	0	318	49.8	74	11.6	12	1.9	30	34.4
1500	676	7	582	1	72	6	6	0	2	0	0	0	0	357	52.8	102	15.1	22	3.3	30.4	35.1
1600	947	9	849	4	72	7	3	0	2	0	1	0	0	411	43.4	108	11.4	20	2.1	30	33.9
1700	966	8	891	2	52	5	3	0	2	2	1	0	0	348	36.0	66	6.8	13	1.3	28.5	32.9
1800	453	6	408	0	31	8	0	0	0	0	0	0	0	232	51.2	73	16.1	17	3.8	30.6	35.3
1900	284	2	261	1	17	3	0	0	0	0	0	0	0	170	59.9	57	20.1	14	4.9	31.5	36.4
2000	163	1	151	0	7	2	2	0	0	0	0	0	0	105	64.4	44	27.0	12	7.4	32.3	37
2100	151	3	133	0	10	3	0	0	1	0	1	0	0	94	62.3	38	25.2	15	9.9	32.2	37.5
2200	75	1	65	0	8	0	0	0	0	0	1	0	0	50	66.7	19	25.3	6	8.0	32.4	37.6
2300	41	0	33	0	8	0	0	0	0	0	0	0	0	25	61.0	13	31.7	4	9.8	32	37.9
07-19	9015	82	7912	18	815	80	61	7	15	14	11	0	0	3890	43.2	891	9.9	144	1.6	29.6	33.8
06-22	9922	91	8717	19	882	98	63	7	16	16	13	0	0	4455	44.9	1094	11.0	198	2.0	29.8	34.1
06-00	10038	92	8815	19	898	98	63	7	16	16	14	0	0	4530	45.1	1126	11.2	208	2.1	29.8	34.1
00-00	10220	95	8965	19	925	100	63	7	16	16	14	0	0	4648	45.5	1183	11.6	236	2.3	29.9	34.2

Site 1
 Location Langford Lane - Attached to Lamp Column, OSGR: SP 47773 14913
 Direction Two Way

13431 / OXFORD AIRPORT
NOVEMBER 2022
AUTOMATIC TRAFFIC COUNT

04 November 2022

Time	Total	Classification												]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 40 DfT	]SL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	19	0	14	0	4	1	0	0	0	0	0	0	0	15	79.0	11	57.9	4	21.1	35.4	43.8
0100	22	0	15	0	5	0	0	0	2	0	0	0	0	16	72.7	9	40.9	0	0.0	33.4	38.9
0200	10	0	8	0	2	0	0	0	0	0	0	0	0	9	90.0	6	60.0	3	30.0	36	-
0300	10	1	7	0	2	0	0	0	0	0	0	0	0	10	100.0	6	60.0	3	30.0	37.5	-
0400	24	1	15	0	7	1	0	0	0	0	0	0	0	15	62.5	8	33.3	1	4.2	31.4	37.7
0500	88	1	70	0	15	0	1	0	0	1	0	0	0	54	61.4	31	35.2	9	10.2	32.8	38.7
0600	283	3	231	0	37	6	1	1	0	1	3	0	0	192	67.8	79	27.9	21	7.4	32.5	38
0700	748	9	645	2	67	19	1	0	2	1	2	0	0	416	55.6	120	16.0	22	2.9	30.9	35.1
0800	938	23	794	3	97	13	4	1	0	0	3	0	0	504	53.7	125	13.3	18	1.9	30.4	34.6
0900	650	7	536	0	99	2	3	1	1	1	0	0	0	396	60.9	114	17.5	20	3.1	31.3	35.4
1000	615	6	506	6	89	1	3	1	0	2	0	0	1	321	52.2	77	12.5	12	2.0	30.2	34.3
1100	602	10	509	2	75	2	0	1	1	1	1	0	0	272	45.2	63	10.5	12	2.0	29.7	34.2
1200	694	11	599	2	76	0	3	0	1	1	1	0	0	339	48.9	99	14.3	18	2.6	30.4	34.8
1300	614	11	529	3	66	1	2	0	1	0	1	0	0	313	51.0	87	14.2	14	2.3	30.2	34.8
1400	653	8	542	1	94	1	5	0	1	0	0	0	1	363	55.6	107	16.4	22	3.4	31	35.2
1500	741	13	650	1	66	3	6	0	2	0	0	0	0	399	53.9	113	15.3	26	3.5	30.6	35.1
1600	865	10	765	1	76	9	2	0	1	1	0	0	0	426	49.3	83	9.6	9	1.0	30.2	34
1700	757	13	686	4	43	6	2	0	1	1	1	0	0	363	48.0	92	12.2	19	2.5	30.1	34.3
1800	403	4	368	1	25	5	0	0	0	0	0	0	0	244	60.6	85	21.1	24	6.0	31.7	36.3
1900	194	1	175	0	15	2	0	0	1	0	0	0	0	109	56.2	51	26.3	15	7.7	32.2	38.1
2000	184	2	169	0	11	0	0	0	1	1	0	0	0	133	72.3	57	31.0	17	9.2	33.1	37.9
2100	127	1	113	1	10	1	0	0	1	0	0	0	0	66	52.0	27	21.3	13	10.2	31.5	37.8
2200	83	1	75	0	7	0	0	0	0	0	0	0	0	51	61.5	20	24.1	9	10.8	31.8	37
2300	61	0	48	0	11	2	0	0	0	0	0	0	0	40	65.6	21	34.4	7	11.5	33	39.2
07-19	8280	125	7129	26	873	62	31	4	11	8	9	0	2	4356	52.6	1165	14.1	216	2.6	30.5	34.8
06-22	9068	132	7817	27	946	71	32	5	14	10	12	0	2	4856	53.6	1379	15.2	282	3.1	30.7	35.1
06-00	9212	133	7940	27	964	73	32	5	14	10	12	0	2	4947	53.7	1420	15.4	298	3.2	30.7	35.1
00-00	9385	136	8069	27	999	75	33	5	16	11	12	0	2	5066	54.0	1491	15.9	318	3.4	30.8	35.2

Site 1
 Location Langford Lane - Attached to Lamp Column, OSGR: SP 47773 14913
 Direction Two Way

13431 / OXFORD AIRPORT
NOVEMBER 2022
AUTOMATIC TRAFFIC COUNT

05 November 2022

Time	Total	Classification												]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 40 DfT	]SL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	29	1	23	0	4	1	0	0	0	0	0	0	0	16	55.2	9	31.0	3	10.3	32.1	37.9
0100	17	0	13	0	3	1	0	0	0	0	0	0	0	12	70.6	7	41.2	6	35.3	34.7	45.9
0200	16	0	13	0	3	0	0	0	0	0	0	0	0	13	81.3	9	56.3	3	18.8	36	42.6
0300	7	0	6	0	1	0	0	0	0	0	0	0	0	5	71.4	3	42.9	2	28.6	34.2	-
0400	9	1	6	0	1	0	0	1	0	0	0	0	0	7	77.8	4	44.4	3	33.3	34.7	-
0500	36	0	32	0	4	0	0	0	0	0	0	0	0	25	69.4	14	38.9	5	13.9	34.4	39.4
0600	98	2	81	0	14	1	0	0	0	0	0	0	0	68	69.4	26	26.5	9	9.2	32.8	37.9
0700	198	5	168	0	20	3	0	0	1	0	1	0	0	144	72.7	58	29.3	14	7.1	32.6	37.5
0800	365	8	325	0	26	4	1	0	0	1	0	0	0	194	53.2	71	19.5	21	5.8	30.9	35.9
0900	384	8	348	2	23	2	0	0	1	0	0	0	0	184	47.9	53	13.8	10	2.6	29.8	34.6
1000	454	13	409	1	29	1	0	0	1	0	0	0	0	194	42.7	50	11.0	10	2.2	29.6	34.1
1100	480	4	439	0	35	1	1	0	0	0	0	0	0	244	50.8	50	10.4	6	1.3	30	34.3
1200	482	4	453	0	23	1	1	0	0	0	0	0	0	269	55.8	74	15.4	14	2.9	30.7	35.2
1300	416	3	391	1	19	1	1	0	0	0	0	0	0	190	45.7	61	14.7	14	3.4	30.2	34.8
1400	362	5	341	1	12	2	1	0	0	0	0	0	0	188	51.9	55	15.2	15	4.1	30.4	35.1
1500	343	6	321	0	13	2	1	0	0	0	0	0	0	166	48.4	44	12.8	10	2.9	30.4	34.7
1600	306	2	291	0	12	0	1	0	0	0	0	0	0	181	59.2	68	22.2	18	5.9	31.4	36.7
1700	288	3	270	0	14	1	0	0	0	0	0	0	0	177	61.5	74	25.7	23	8.0	32	37.4
1800	179	2	167	0	10	0	0	0	0	0	0	0	0	116	64.8	37	20.7	10	5.6	32	36.5
1900	157	0	147	0	8	2	0	0	0	0	0	0	0	84	53.5	37	23.6	13	8.3	31.6	36.7
2000	109	2	103	0	3	1	0	0	0	0	0	0	0	68	62.4	30	27.5	14	12.8	32.8	39.6
2100	109	0	101	0	7	1	0	0	0	0	0	0	0	58	53.2	23	21.1	7	6.4	31	37
2200	84	1	77	0	6	0	0	0	0	0	0	0	0	56	66.7	29	34.5	14	16.7	33.5	40.9
2300	31	1	26	0	3	1	0	0	0	0	0	0	0	18	58.1	6	19.4	1	3.2	31.6	36.3
07-19	4257	63	3923	5	236	18	7	0	3	1	1	0	0	2247	52.8	695	16.3	165	3.9	30.6	35.3
06-22	4730	67	4355	5	268	23	7	0	3	1	1	0	0	2525	53.4	811	17.2	208	4.4	30.8	35.5
06-00	4845	69	4458	5	277	24	7	0	3	1	1	0	0	2599	53.6	846	17.5	223	4.6	30.8	35.6
00-00	4959	71	4551	5	293	26	7	1	3	1	1	0	0	2677	54.0	892	18.0	245	4.9	30.9	35.7

Site 1
 Location Langford Lane - Attached to Lamp Column, OSGR: SP 47773 14913
 Direction Two Way

**13431 / OXFORD AIRPORT
 NOVEMBER 2022
 AUTOMATIC TRAFFIC COUNT**

06 November 2022

Time	Total	Classification												]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 40 DfT	]SL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	19	0	18	0	1	0	0	0	0	0	0	0	0	13	68.4	4	21.1	3	15.8	33.1	42.9
0100	16	2	12	0	1	1	0	0	0	0	0	0	0	13	81.3	6	37.5	3	18.8	34.9	42
0200	12	0	12	0	0	0	0	0	0	0	0	0	0	10	83.3	3	25.0	0	0.0	32.9	38.1
0300	5	0	4	0	1	0	0	0	0	0	0	0	0	4	80.0	3	60.0	2	40.0	37.1	-
0400	6	0	5	0	1	0	0	0	0	0	0	0	0	6	100.0	4	66.7	0	0.0	33.8	-
0500	31	0	27	0	2	0	1	0	0	0	1	0	0	22	71.0	9	29.0	2	6.5	32.9	38.2
0600	52	1	46	0	5	0	0	0	0	0	0	0	0	34	65.4	14	26.9	5	9.6	33.4	38.4
0700	60	2	51	0	5	1	1	0	0	0	0	0	0	41	68.3	18	30.0	5	8.3	32.9	38.9
0800	129	3	116	0	9	1	0	0	0	0	0	0	0	77	59.7	34	26.4	12	9.3	31.7	38.3
0900	224	5	204	0	13	2	0	0	0	0	0	0	0	128	57.1	60	26.8	15	6.7	31.5	36.8
1000	314	6	299	0	8	1	0	0	0	0	0	0	0	151	48.1	44	14.0	5	1.6	30.1	34.7
1100	301	5	272	3	20	1	0	0	0	0	0	0	0	175	58.1	46	15.3	13	4.3	30.8	35.1
1200	350	1	325	1	21	2	0	0	0	0	0	0	0	204	58.3	54	15.4	11	3.1	31.2	35
1300	328	0	320	1	7	0	0	0	0	0	0	0	0	163	49.7	50	15.2	8	2.4	30.5	35.2
1400	295	1	278	0	14	1	1	0	0	0	0	0	0	177	60.0	67	22.7	18	6.1	31.7	36.2
1500	276	7	256	0	10	3	0	0	0	0	0	0	0	154	55.8	71	25.7	14	5.1	31.4	36.8
1600	291	0	277	0	12	2	0	0	0	0	0	0	0	157	54.0	49	16.8	14	4.8	31.2	35.7
1700	202	2	183	0	9	6	2	0	0	0	0	0	0	97	48.0	37	18.3	11	5.4	31	36
1800	191	0	173	0	15	2	1	0	0	0	0	0	0	124	64.9	43	22.5	10	5.2	32	36.5
1900	125	1	114	0	9	1	0	0	0	0	0	0	0	76	60.8	33	26.4	9	7.2	32	37.4
2000	126	3	114	0	9	0	0	0	0	0	0	0	0	76	60.3	31	24.6	9	7.1	32	37.2
2100	87	0	78	0	6	3	0	0	0	0	0	0	0	56	64.4	25	28.7	6	6.9	32.3	38.2
2200	52	0	45	0	6	1	0	0	0	0	0	0	0	39	75.0	19	36.5	5	9.6	33.7	39.4
2300	22	0	20	0	1	1	0	0	0	0	0	0	0	15	68.2	5	22.7	4	18.2	32.6	41.1
07-19	2961	32	2754	5	143	22	5	0	0	0	0	0	0	1648	55.7	573	19.4	136	4.6	31.2	36
06-22	3351	37	3106	5	172	26	5	0	0	0	0	0	0	1890	56.4	676	20.2	165	4.9	31.3	36.1
06-00	3425	37	3171	5	179	28	5	0	0	0	0	0	0	1944	56.8	700	20.4	174	5.1	31.3	36.2
00-00	3514	39	3249	5	185	29	6	0	0	0	1	0	0	2012	57.3	729	20.8	184	5.2	31.4	36.2

Site 1
 Location Langford Lane - Attached to Lamp Column, OSGR: SP 47773 14913
 Direction Two Way

13431 / OXFORD AIRPORT
 NOVEMBER 2022
 AUTOMATIC TRAFFIC COUNT

07 November 2022

Time	Total	Classification												]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 40 DfT	]SL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	19	0	15	0	3	1	0	0	0	0	0	0	0	13	68.4	6	31.6	0	0.0	32.4	38.1
0100	7	0	5	0	1	1	0	0	0	0	0	0	0	6	85.7	5	71.4	0	0.0	34.1	-
0200	17	0	15	0	2	0	0	0	0	0	0	0	0	14	82.4	11	64.7	6	35.3	39.6	51.4
0300	11	1	7	0	3	0	0	0	0	0	0	0	0	10	90.9	8	72.7	6	54.6	39.7	47.7
0400	32	2	19	0	11	0	0	0	0	0	0	0	0	21	65.6	11	34.4	3	9.4	31.4	37
0500	98	1	82	0	13	0	2	0	0	0	0	0	0	65	66.3	26	26.5	12	12.2	32.7	38.7
0600	248	2	202	0	37	6	1	0	0	0	0	0	0	155	62.5	63	25.4	12	4.8	31.8	37.2
0700	832	4	727	2	87	3	6	0	1	0	2	0	0	424	51.0	96	11.5	12	1.4	30.2	34.3
0800	1093	10	971	4	92	4	5	2	3	1	1	0	0	383	35.0	64	5.9	9	0.8	28.8	32.5
0900	712	9	598	3	93	4	1	0	2	1	1	0	0	302	42.4	66	9.3	7	1.0	29.4	33.4
1000	593	1	493	2	87	2	1	1	1	0	5	0	0	237	40.0	62	10.5	10	1.7	29.5	33.7
1100	562	4	469	2	81	2	0	0	3	1	0	0	0	243	43.2	66	11.7	7	1.2	29.5	34.2
1200	654	8	577	0	61	2	1	0	2	3	0	0	0	267	40.8	46	7.0	7	1.1	29.2	33.1
1300	637	1	554	1	74	2	2	0	1	1	1	0	0	245	38.5	53	8.3	12	1.9	29.2	33.1
1400	664	5	562	1	86	1	5	0	2	1	1	0	0	274	41.3	76	11.5	17	2.6	29.7	34.2
1500	670	8	569	0	84	5	1	1	0	0	2	0	0	279	41.6	61	9.1	18	2.7	29.3	33.3
1600	950	8	844	3	87	3	0	0	2	1	2	0	0	322	33.9	63	6.6	10	1.1	28.6	32.9
1700	903	9	828	3	48	4	6	0	1	3	1	0	0	321	35.6	54	6.0	9	1.0	28.3	32.5
1800	425	5	384	0	34	2	0	0	0	0	0	0	0	220	51.8	66	15.5	15	3.5	30.8	35.1
1900	215	2	199	0	9	2	2	0	0	1	0	0	0	121	56.3	55	25.6	11	5.1	31.6	37.2
2000	126	1	114	0	9	1	1	0	0	0	0	0	0	78	61.9	30	23.8	6	4.8	31.6	37.3
2100	120	1	107	0	10	1	0	0	0	1	0	0	0	74	61.7	27	22.5	12	10.0	31.9	36.6
2200	67	0	62	0	4	1	0	0	0	0	0	0	0	38	56.7	21	31.3	5	7.5	32.1	38.1
2300	31	0	24	0	4	2	1	0	0	0	0	0	0	20	64.5	12	38.7	3	9.7	33.5	39.2
07-19	8695	72	7576	21	914	34	28	4	18	12	16	0	0	3517	40.5	773	8.9	133	1.5	29.3	33.5
06-22	9404	78	8198	21	979	44	32	4	18	14	16	0	0	3945	42.0	948	10.1	174	1.9	29.4	33.8
06-00	9502	78	8284	21	987	47	33	4	18	14	16	0	0	4003	42.1	981	10.3	182	1.9	29.5	33.8
00-00	9686	82	8427	21	1020	49	35	4	18	14	16	0	0	4132	42.7	1048	10.8	209	2.2	29.6	33.9

Site 1
 Location Langford Lane - Attached to Lamp Column, OSGR: SP 47773 14913
 Direction Two Way

13431 / OXFORD AIRPORT
 NOVEMBER 2022
 AUTOMATIC TRAFFIC COUNT

08 November 2022

Time	Total	Classification												]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 40 DfT	]SL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	11	0	8	0	2	0	1	0	0	0	0	0	0	9	81.8	5	45.5	3	27.3	35.4	47.9
0100	9	0	5	0	4	0	0	0	0	0	0	0	0	5	55.6	4	44.4	3	33.3	34.6	-
0200	12	0	10	0	2	0	0	0	0	0	0	0	0	8	66.7	7	58.3	1	8.3	33.8	39.9
0300	18	1	15	0	2	0	0	0	0	0	0	0	0	13	72.2	8	44.4	4	22.2	36.6	50.1
0400	26	1	12	0	12	0	1	0	0	0	0	0	0	15	57.7	8	30.8	2	7.7	30.7	38.6
0500	94	1	78	0	13	1	1	0	0	0	0	0	0	65	69.2	33	35.1	10	10.6	32.4	37.9
0600	291	4	239	0	39	7	0	1	0	0	1	0	0	169	58.1	53	18.2	16	5.5	31.4	35.6
0700	872	4	759	1	90	11	4	1	0	1	1	0	0	408	46.8	102	11.7	10	1.1	29.9	34
0800	1073	14	970	3	77	6	1	0	0	2	0	0	0	420	39.1	69	6.4	8	0.7	29	32.8
0900	699	16	593	0	79	2	1	1	3	1	3	0	0	285	40.8	68	9.7	7	1.0	29.3	33.6
1000	564	2	476	0	83	2	0	0	0	1	0	0	0	276	48.9	67	11.9	9	1.6	30.1	34.4
1100	555	6	472	1	66	3	2	0	0	2	3	0	0	259	46.7	60	10.8	11	2.0	29.8	33.7
1200	644	3	548	0	85	3	0	1	1	1	1	1	0	266	41.3	67	10.4	15	2.3	29.5	33.5
1300	657	5	561	4	78	2	2	0	1	4	0	0	0	306	46.6	70	10.7	15	2.3	29.9	33.7
1400	622	3	534	1	71	6	4	1	1	0	1	0	0	261	42.0	59	9.5	8	1.3	29.7	33.4
1500	744	8	652	1	69	4	3	0	1	4	2	0	0	328	44.1	70	9.4	15	2.0	29.8	33.6
1600	990	7	891	4	74	8	3	0	0	2	0	1	0	379	38.3	80	8.1	8	0.8	29.1	33.2
1700	919	12	856	8	35	5	1	0	1	1	0	0	0	301	32.8	50	5.4	11	1.2	28.6	32.4
1800	447	8	408	1	23	7	0	0	0	0	0	0	0	232	51.9	45	10.1	12	2.7	30.2	33.8
1900	230	2	200	0	24	4	0	0	0	0	0	0	0	132	57.4	45	19.6	14	6.1	31.7	36.6
2000	146	0	137	0	9	0	0	0	0	0	0	0	0	87	59.6	34	23.3	6	4.1	32	36.7
2100	133	3	117	0	7	6	0	0	0	0	0	0	0	80	60.2	36	27.1	14	10.5	32.8	38.9
2200	67	0	60	0	5	2	0	0	0	0	0	0	0	45	67.2	16	23.9	4	6.0	32.3	37.5
2300	28	0	24	0	2	2	0	0	0	0	0	0	0	24	85.7	7	25.0	2	7.1	33.5	36.7
07-19	8786	88	7720	24	830	59	21	4	8	19	11	2	0	3721	42.4	807	9.2	129	1.5	29.5	33.4
06-22	9586	97	8413	24	909	76	21	5	8	19	12	2	0	4189	43.7	975	10.2	179	1.9	29.7	33.7
06-00	9681	97	8497	24	916	80	21	5	8	19	12	2	0	4258	44.0	998	10.3	185	1.9	29.7	33.8
00-00	9851	100	8625	24	951	81	24	5	8	19	12	2	0	4373	44.4	1063	10.8	208	2.1	29.8	33.8

Site 1
 Location Langford Lane - Attached to Lamp Column, OSGR: SP 47773 14913
 Direction Two Way

13431 / OXFORD AIRPORT
NOVEMBER 2022
AUTOMATIC TRAFFIC COUNT

09 November 2022

Time	Total	Classification												]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 40 DfT	]SL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	13	0	8	0	3	1	0	0	1	0	0	0	0	7	53.9	4	30.8	1	7.7	30.8	36.6
0100	14	0	11	0	2	0	1	0	0	0	0	0	0	11	78.6	8	57.1	4	28.6	36.7	43.7
0200	14	1	12	0	0	0	0	1	0	0	0	0	0	13	92.9	9	64.3	5	35.7	37.7	44.1
0300	10	0	6	0	3	0	0	1	0	0	0	0	0	9	90.0	4	40.0	1	10.0	34.2	-
0400	14	0	11	0	3	0	0	0	0	0	0	0	0	11	78.6	8	57.1	4	28.6	35.7	45.8
0500	100	5	79	0	15	1	0	0	0	0	0	0	0	64	64.0	25	25.0	10	10.0	32	37.8
0600	281	2	240	0	29	8	0	0	1	0	0	1	0	175	62.3	48	17.1	9	3.2	31.3	35.4
0700	845	11	739	6	72	14	2	0	0	0	1	0	0	416	49.2	98	11.6	13	1.5	29.9	34.1
0800	1070	8	964	5	73	9	4	1	4	0	2	0	0	447	41.8	100	9.3	16	1.5	29.5	33.4
0900	697	11	592	2	80	4	3	0	0	1	4	0	0	277	39.7	76	10.9	17	2.4	29.4	34
1000	584	9	486	0	80	5	1	0	1	1	1	0	0	289	49.5	74	12.7	12	2.1	30.1	34.5
1100	617	8	513	0	88	1	5	0	0	1	1	0	0	307	49.8	85	13.8	13	2.1	30.1	34.7
1200	680	13	577	1	75	2	6	0	1	3	2	0	0	306	45.0	74	10.9	18	2.6	29.8	33.9
1300	661	6	577	1	70	2	1	0	1	0	3	0	0	319	48.3	70	10.6	15	2.3	30.1	34.1
1400	708	6	614	1	77	3	1	2	1	2	1	0	0	361	51.0	122	17.2	26	3.7	30.5	35.3
1500	721	5	628	3	75	4	2	2	2	0	0	0	0	389	54.0	115	16.0	20	2.8	30.9	35.3
1600	969	9	875	1	79	3	0	0	1	1	0	0	0	459	47.4	104	10.7	21	2.2	30.1	34
1700	1044	20	949	5	59	3	3	1	1	1	2	0	0	423	40.5	79	7.6	12	1.1	28.8	33.1
1800	545	4	512	2	24	2	0	0	0	0	1	0	0	315	57.8	100	18.4	20	3.7	31.3	35.6
1900	267	3	250	0	12	1	0	0	1	0	0	0	0	163	61.1	58	21.7	17	6.4	32.2	37
2000	163	4	151	0	7	1	0	0	0	0	0	0	0	93	57.1	36	22.1	11	6.7	31.2	36.9
2100	138	2	127	0	7	2	0	0	0	0	0	0	0	91	65.9	36	26.1	8	5.8	32.3	37.3
2200	77	1	70	1	3	2	0	0	0	0	0	0	0	55	71.4	23	29.9	13	16.9	33.5	41.2
2300	38	0	30	0	6	1	0	0	0	1	0	0	0	28	73.7	12	31.6	7	18.4	34.7	41.9
07-19	9141	110	8026	27	852	52	28	6	12	10	18	0	0	4308	47.1	1097	12.0	203	2.2	29.9	34.2
06-22	9990	121	8794	27	907	64	28	6	14	10	18	1	0	4830	48.4	1275	12.8	248	2.5	30.1	34.4
06-00	10105	122	8894	28	916	67	28	6	14	11	18	1	0	4913	48.6	1310	13.0	268	2.7	30.1	34.4
00-00	10270	128	9021	28	942	69	29	8	15	11	18	1	0	5028	49.0	1368	13.3	293	2.9	30.2	34.6

Site 1
 Location Langford Lane - Attached to Lamp Column, OSGR: SP 47773 14913
 Direction Two Way

**13431 / OXFORD AIRPORT
 NOVEMBER 2022
 AUTOMATIC TRAFFIC COUNT**

Virtual Day (7)

Time	Total	Classification												]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 40 DfT	]SL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	19	0	15	0	3	1	0	0	0	0	0	0	0	12	65.4	7	35.3	2	12.8	33.1	38.6
0100	13	0	10	0	3	0	0	0	0	0	0	0	0	10	74.5	6	46.8	3	21.3	35.1	41.7
0200	14	0	12	0	1	0	0	0	0	0	0	0	0	12	83.5	7	52.6	3	20.6	36	41.4
0300	10	0	7	0	2	0	0	0	0	0	0	0	0	8	84.3	5	51.4	3	30.0	36.6	-
0400	18	1	12	0	6	0	0	0	0	0	0	0	0	12	66.7	7	38.0	2	13.2	32.4	39.6
0500	79	1	66	0	11	0	1	0	0	0	0	0	0	51	64.8	24	30.0	9	10.8	32.5	38.2
0600	223	2	186	0	28	5	0	0	0	0	1	0	0	141	63.3	50	22.2	12	5.4	31.8	36.7
0700	627	6	545	2	61	8	3	0	1	0	1	0	0	317	50.6	82	13.0	12	1.8	30.2	34.4
0800	825	11	734	2	65	6	3	1	1	1	1	0	0	344	41.7	75	9.1	12	1.5	29.4	33.5
0900	601	9	514	2	66	4	2	0	1	1	1	0	0	270	44.9	71	11.9	12	2.1	29.8	34.2
1000	534	6	454	1	65	4	2	0	1	1	1	0	0	244	45.6	63	11.8	10	1.8	29.9	34.2
1100	523	6	448	1	62	2	2	0	1	1	1	0	0	249	47.6	60	11.6	10	2.0	29.9	34.3
1200	602	7	529	1	59	2	2	0	1	2	1	0	0	285	47.3	70	11.6	13	2.2	30	34.2
1300	572	5	504	2	55	2	2	0	1	1	1	0	0	267	46.7	66	11.5	13	2.2	29.9	34.1
1400	563	5	488	1	59	2	4	0	1	1	1	0	0	277	49.3	80	14.2	17	3.0	30.3	34.8
1500	596	8	523	1	56	4	3	0	1	1	1	0	0	296	49.7	82	13.8	18	3.0	30.3	34.7
1600	760	6	685	2	59	5	1	0	1	1	0	0	0	334	43.9	79	10.4	14	1.9	29.8	33.9
1700	726	10	666	3	37	4	2	0	1	1	1	0	0	290	40.0	65	8.9	14	1.9	29.1	33.4
1800	378	4	346	1	23	4	0	0	0	0	0	0	0	212	56.1	64	17.0	15	4.1	31.1	35.5
1900	210	2	192	0	13	2	0	0	0	0	0	0	0	122	58.1	48	22.8	13	6.3	31.8	36.9
2000	145	2	134	0	8	1	0	0	0	0	0	0	0	91	62.9	37	25.8	11	7.4	32.1	37.2
2100	124	1	111	0	8	2	0	0	0	0	0	0	0	74	60.0	30	24.5	11	8.7	32	37.5
2200	72	1	65	0	6	1	0	0	0	0	0	0	0	48	66.1	21	29.1	8	11.1	32.7	38.3
2300	36	0	29	0	5	1	0	0	0	0	0	0	0	24	67.5	11	30.2	4	11.1	33	38.2
07-19	7305	82	6434	18	666	47	26	4	10	9	9	0	0	3384	46.3	857	11.7	161	2.2	29.9	34.2
06-22	8007	89	7057	18	723	57	27	4	10	10	10	0	0	3813	47.6	1023	12.8	208	2.6	30.1	34.4
06-00	8115	90	7151	18	734	60	27	4	10	10	10	0	0	3885	47.9	1054	13.0	220	2.7	30.1	34.5
00-00	8269	93	7272	18	759	61	28	4	11	10	11	0	0	3991	48.3	1111	13.4	242	2.9	30.2	34.6

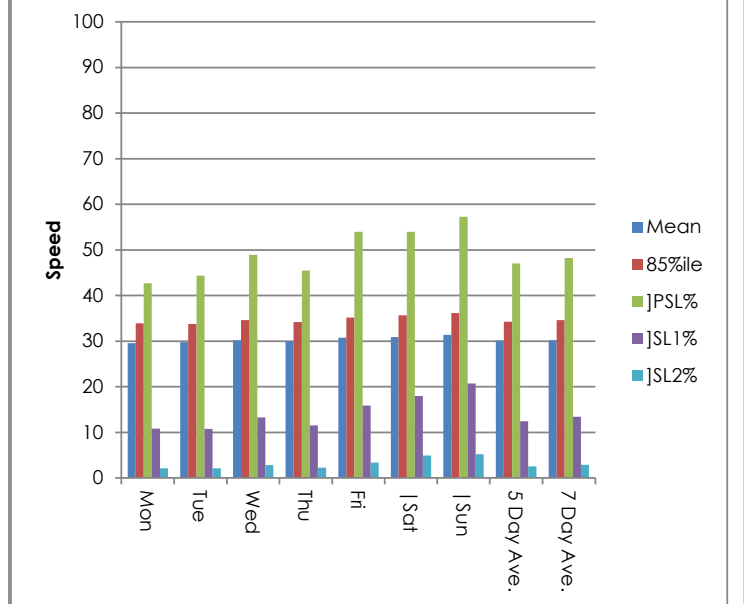
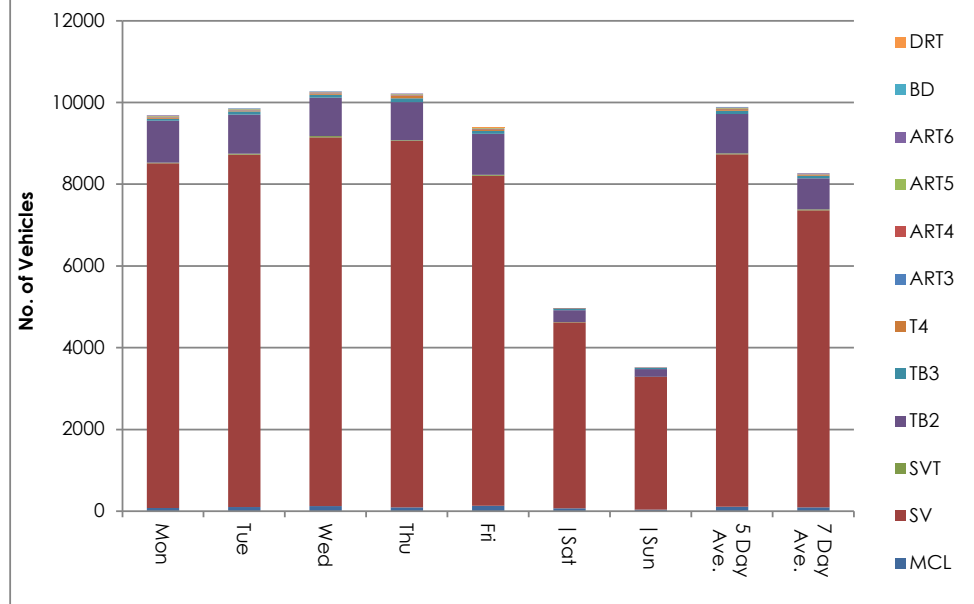
Site 1
 Location Langford Lane - Attached to Lamp Column, OSGR: SP 47773 14913
 Direction Two Way

13431 / OXFORD AIRPORT
 NOVEMBER 2022
 AUTOMATIC TRAFFIC COUNT

Virtual Week (1)

Time	Total	Classification												]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 40 DfT	]SL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
Mon	9686	82	8427	21	1020	49	35	4	18	14	16	0	0	4132	42.7	1048	10.8	209	2.2	29.6	33.9
Tue	9851	100	8625	24	951	81	24	5	8	19	12	2	0	4373	44.4	1063	10.8	208	2.1	29.8	33.8
Wed	10270	128	9021	28	942	69	29	8	15	11	18	1	0	5028	49.0	1368	13.3	293	2.9	30.2	34.6
Thu	10220	95	8965	19	925	100	63	7	16	16	14	0	0	4648	45.5	1183	11.6	236	2.3	29.9	34.2
Fri	9385	136	8069	27	999	75	33	5	16	11	12	0	2	5066	54.0	1491	15.9	318	3.4	30.8	35.2
|Sat	4959	71	4551	5	293	26	7	1	3	1	1	0	0	2677	54.0	892	18.0	245	4.9	30.9	35.7
|Sun	3514	39	3249	5	185	29	6	0	0	0	1	0	0	2012	57.3	729	20.8	184	5.2	31.4	36.2
5 Day Ave.	9882	108	8621	24	967	75	37	6	15	14	14	1	0	4649	47.0	1231	12.5	253	2.6	30.1	34.3
7 Day Ave.	8269	93	7272	18	759	61	28	4	11	10	11	0	0	3991	48.3	1111	13.4	242	2.9	30.2	34.6
--	57885	651	50907	129	5315	429	197	30	76	72	74	3	2	27936	48.3	7774	13.4	1693	2.9	30.2	34.6

Summary Graphs



Site 1
 Location Langford Lane - Attached to Lamp Column, OSGR: SP 47773 14913
 Direction Two Way

13431 / OXFORD AIRPORT
 NOVEMBER 2022
 AUTOMATIC TRAFFIC COUNT

03 November 2022

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	23	0	0	0	0	1	8	6	5	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	9	0	0	0	0	0	2	2	1	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	16	0	0	0	0	0	2	8	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	9	0	0	0	0	0	1	4	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	18	0	0	0	0	1	6	5	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	107	0	0	1	1	10	31	36	16	5	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	309	0	0	1	3	21	88	132	51	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	833	0	1	0	11	79	372	291	74	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	1106	0	0	1	27	134	562	319	60	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	839	0	0	2	10	84	426	254	52	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	613	0	0	0	9	51	316	171	56	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	543	0	0	1	2	51	247	189	42	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	712	0	0	0	11	58	300	268	66	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	689	0	0	1	4	61	290	264	58	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	638	0	0	4	7	67	242	244	62	6	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	676	0	1	5	11	43	259	255	80	19	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	947	0	1	0	11	66	458	303	88	16	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	966	0	1	3	43	143	428	282	53	7	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	453	0	1	1	3	32	184	159	56	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	284	0	0	0	2	15	97	113	43	9	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	163	0	0	0	0	10	48	61	32	8	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	151	0	0	0	1	9	47	56	23	8	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	75	0	0	0	0	6	19	31	13	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	41	0	0	0	2	2	12	12	9	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	9015	0	5	18	149	869	4084	2999	747	110	30	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	9922	0	5	19	155	924	4364	3361	896	145	44	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	10038	0	5	19	157	932	4395	3404	918	151	46	9	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	10220	0	5	20	158	944	4445	3465	947	165	55	12	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1
 Location Langford Lane - Attached to Lamp Column, OSGR: SP 47773 14913
 Direction Two Way

**13431 / OXFORD AIRPORT
 NOVEMBER 2022
 AUTOMATIC TRAFFIC COUNT**

04 November 2022

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	19	0	0	0	0	1	3	4	7	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	22	0	0	0	0	0	6	7	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	10	0	0	0	0	1	0	3	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	10	0	0	0	0	0	0	4	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	24	0	0	1	0	2	6	7	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	88	0	0	0	1	6	27	23	22	6	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	283	0	0	2	0	16	73	113	58	15	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	748	0	0	2	7	38	285	296	98	16	4	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	938	0	0	10	11	55	358	379	107	13	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	650	0	2	0	1	23	228	282	94	18	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	615	0	0	0	9	54	231	244	65	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	602	0	1	6	7	59	257	209	51	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	694	0	0	2	7	47	299	240	81	14	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	614	0	1	2	9	51	238	226	73	12	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	653	0	0	1	7	43	239	256	85	15	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	741	0	1	1	5	53	282	286	87	20	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	865	0	1	2	5	49	382	343	74	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	757	0	0	2	11	62	319	271	73	18	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	403	0	0	0	0	20	139	159	61	18	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	194	0	0	0	0	4	81	58	36	8	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	184	0	0	0	1	3	47	76	40	10	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	127	0	0	0	2	8	51	39	14	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	83	0	0	0	1	5	26	31	11	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	61	0	0	0	0	2	19	19	14	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	8280	0	6	28	79	554	3257	3191	949	170	36	8	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	9068	0	6	30	82	585	3509	3477	1097	212	56	11	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	9212	0	6	30	83	592	3554	3527	1122	227	57	11	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	9385	0	6	31	84	602	3596	3575	1173	240	62	13	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1
 Location Langford Lane - Attached to Lamp Column, OSGR: SP 47773 14913
 Direction Two Way

**13431 / OXFORD AIRPORT
 NOVEMBER 2022
 AUTOMATIC TRAFFIC COUNT**

05 November 2022

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	29	0	1	0	0	0	12	7	6	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	17	0	0	0	0	3	2	5	1	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	16	0	0	0	0	1	2	4	6	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	7	0	0	0	0	1	1	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	9	0	0	1	0	1	0	3	1	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	36	0	0	0	0	1	10	11	9	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	98	0	0	0	0	5	25	42	17	7	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	198	0	0	1	1	7	45	86	44	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	365	0	0	0	2	35	134	123	50	15	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	384	0	1	5	3	42	149	131	43	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	454	0	1	1	7	39	212	144	40	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	480	0	0	0	3	50	183	194	44	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	482	0	0	2	2	29	180	195	60	10	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	416	0	1	0	3	36	186	129	47	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	362	0	0	1	5	30	138	133	40	10	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	343	0	0	1	5	26	145	122	34	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	306	0	0	1	2	24	98	113	50	10	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	288	0	0	0	2	14	95	103	51	16	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	179	0	0	0	0	9	54	79	27	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	157	0	0	0	1	11	61	47	24	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	109	0	0	0	0	3	38	38	16	10	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	109	0	0	0	0	7	44	35	16	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	84	0	0	0	2	3	23	27	15	8	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	31	0	0	0	0	1	12	12	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	4257	0	3	12	35	341	1619	1552	530	117	46	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	4730	0	3	12	36	367	1787	1714	603	151	52	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	4845	0	3	12	38	371	1822	1753	623	160	55	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	4959	0	4	13	38	378	1849	1785	647	171	63	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1
 Location Langford Lane - Attached to Lamp Column, OSGR: SP 47773 14913
 Direction Two Way

13431 / OXFORD AIRPORT
 NOVEMBER 2022
 AUTOMATIC TRAFFIC COUNT

06 November 2022

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	19	0	0	0	0	0	6	9	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	16	0	0	0	0	0	3	7	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	12	0	0	0	0	0	2	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	5	0	0	0	0	1	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	6	0	0	0	0	0	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	31	0	0	0	1	0	8	13	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	52	0	0	0	0	3	15	20	9	3	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	60	0	0	0	0	4	15	23	13	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	129	0	0	1	2	7	42	43	22	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	224	0	0	3	1	13	79	68	45	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	314	0	0	4	3	24	132	107	39	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	301	0	0	4	5	12	105	129	33	9	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	350	0	0	0	1	22	123	150	43	10	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	328	0	0	0	2	23	140	113	42	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	295	0	0	0	0	19	99	110	49	16	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	276	0	0	2	1	22	97	83	57	9	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	291	0	0	0	1	14	119	108	35	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	202	0	0	0	1	11	93	60	26	9	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	191	0	0	0	0	5	62	81	33	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	125	0	0	0	0	10	39	43	24	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	126	0	0	0	0	5	45	45	22	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	87	0	0	0	1	4	26	31	19	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	52	0	0	0	0	0	13	20	14	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	22	0	0	0	0	1	6	10	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	2961	0	0	14	17	176	1106	1075	437	106	22	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	3351	0	0	14	18	198	1231	1214	511	129	26	6	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	3425	0	0	14	18	199	1250	1244	526	138	26	6	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	3514	0	0	14	19	200	1269	1283	545	145	29	6	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1
 Location Langford Lane - Attached to Lamp Column, OSGR: SP 47773 14913
 Direction Two Way

**13431 / OXFORD AIRPORT
 NOVEMBER 2022
 AUTOMATIC TRAFFIC COUNT**

07 November 2022

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	19	0	0	0	0	2	4	7	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	7	0	0	0	0	1	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	17	0	0	0	0	0	3	3	5	1	1	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	11	0	0	0	0	0	1	2	2	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	32	0	0	2	0	2	7	10	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	98	0	0	0	1	4	28	39	14	7	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	248	0	0	1	0	11	81	92	51	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	832	0	1	0	5	81	321	328	84	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	1093	0	1	6	19	120	564	319	55	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	712	0	0	4	6	74	326	236	59	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	593	0	1	0	1	64	290	175	52	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	562	0	1	1	7	66	244	177	59	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	654	0	2	1	15	59	310	221	39	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	637	0	1	1	6	83	301	192	41	7	2	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	664	0	0	1	4	86	299	198	59	13	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	670	0	0	5	13	66	307	218	43	14	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	950	0	1	5	34	116	472	259	53	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	903	0	1	9	25	159	388	267	45	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	425	0	0	0	1	26	178	154	51	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	215	0	0	2	0	11	81	66	44	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	126	0	0	0	1	10	37	48	24	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	120	0	0	0	0	10	36	47	15	8	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	67	0	0	0	0	3	26	17	16	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	31	0	0	0	0	1	10	8	9	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	8695	0	9	33	136	1000	4000	2744	640	104	20	5	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	9404	0	9	36	137	1042	4235	2997	774	136	27	7	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	9502	0	9	36	137	1046	4271	3022	799	140	31	7	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	9686	0	9	38	138	1055	4314	3084	839	155	37	12	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1
 Location Langford Lane - Attached to Lamp Column, OSGR: SP 47773 14913
 Direction Two Way

**13431 / OXFORD AIRPORT
 NOVEMBER 2022
 AUTOMATIC TRAFFIC COUNT**

08 November 2022

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	11	0	0	0	0	1	1	4	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	9	0	0	0	0	3	1	1	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	12	0	0	0	1	0	3	1	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	18	0	0	0	0	1	4	5	4	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	26	0	0	1	0	4	6	7	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	94	0	0	0	3	4	22	32	23	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	291	0	0	1	0	12	109	116	37	13	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	872	0	0	0	10	72	382	306	92	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	1073	0	1	3	25	121	503	351	61	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	699	0	1	5	6	77	325	217	61	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	564	0	0	0	11	47	230	209	58	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	555	0	0	0	5	64	227	199	49	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	644	0	0	0	8	63	307	199	52	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	657	0	0	0	2	63	286	236	55	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	622	0	0	0	2	55	304	202	51	5	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	744	0	1	4	7	57	347	258	55	11	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
1600	990	0	2	1	17	108	483	299	72	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	919	0	0	0	23	121	474	251	39	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	447	0	0	3	2	25	185	187	33	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	230	0	0	0	0	7	91	87	31	10	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	146	0	0	0	0	3	56	53	28	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	133	0	0	0	0	4	49	44	22	5	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	67	0	0	0	0	3	19	29	12	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	28	0	0	0	0	0	4	17	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	8786	0	5	16	118	873	4053	2914	678	105	19	2	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
06-22	9586	0	5	17	118	899	4358	3214	796	137	32	5	1	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
06-00	9681	0	5	17	118	902	4381	3260	813	142	33	5	1	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
00-00	9851	0	5	18	122	915	4418	3310	855	156	38	8	2	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0

Site 1
 Location Langford Lane - Attached to Lamp Column, OSGR: SP 47773 14913
 Direction Two Way

**13431 / OXFORD AIRPORT
 NOVEMBER 2022
 AUTOMATIC TRAFFIC COUNT**

09 November 2022

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	13	0	0	0	0	3	3	3	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	14	0	0	0	0	1	2	3	4	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	14	0	0	0	0	0	1	4	4	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	10	0	0	0	0	0	1	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	14	0	0	0	0	1	2	3	4	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500	100	0	0	3	0	3	30	39	15	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600	281	0	0	1	3	12	90	127	39	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0700	845	0	0	4	20	53	352	318	85	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0800	1070	0	1	16	16	80	510	347	84	10	5	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
0900	697	0	1	7	9	70	333	201	59	12	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1000	584	0	2	1	8	52	232	215	62	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1100	617	0	0	3	18	38	251	222	72	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1200	680	0	1	4	19	46	304	232	56	13	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1300	661	0	0	1	4	63	274	249	55	11	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1400	708	0	0	0	12	57	278	239	96	22	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1500	721	0	0	0	2	39	291	274	95	15	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1600	969	0	2	0	16	70	422	355	83	14	4	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	
1700	1044	0	2	17	30	128	444	344	67	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1800	545	0	0	0	2	34	194	215	80	13	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1900	267	0	0	0	0	10	94	105	41	11	4	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2000	163	0	0	1	2	11	56	57	25	9	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2100	138	0	0	0	1	2	44	55	28	5	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2200	77	0	0	0	1	3	18	32	10	8	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2300	38	0	0	0	0	1	9	16	5	3	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
07-19	9141	0	9	53	156	730	3885	3211	894	151	41	4	3	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	
06-22	9990	0	9	55	162	765	4169	3555	1027	183	49	6	5	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0	
06-00	10105	0	9	55	163	769	4196	3603	1042	194	55	8	5	2	3	0	1	0	0	0	0	0	0	0	0	0	0	0	
00-00	10270	0	9	58	163	777	4235	3660	1075	212	59	9	7	2	3	0	1	0	0	0	0	0	0	0	0	0	0	0	

Site 1
 Location Langford Lane - Attached to Lamp Column, OSGR: SP 47773 14913
 Direction Two Way
 Virtual Day (7)

13431 / OXFORD AIRPORT
 NOVEMBER 2022
 AUTOMATIC TRAFFIC COUNT

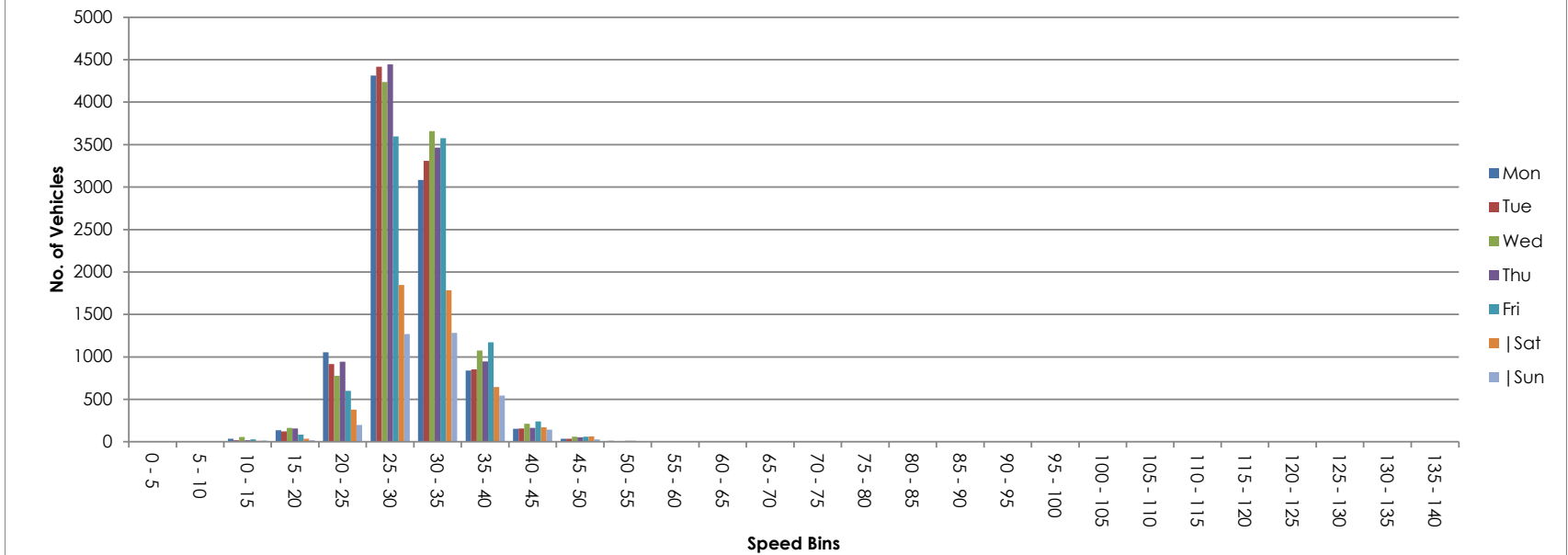
Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	19	0	0	0	0	1	5	6	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	13	0	0	0	0	1	2	4	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	14	0	0	0	0	0	2	4	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	10	0	0	0	0	0	1	3	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	18	0	0	1	0	2	4	5	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	79	0	0	1	1	4	22	28	15	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	223	0	0	1	1	11	69	92	37	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	627	0	0	1	8	48	253	235	70	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	825	0	0	5	15	79	382	269	63	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	601	0	1	4	5	55	267	198	59	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	534	0	1	1	7	47	235	181	53	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	523	0	0	2	7	49	216	188	50	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	602	0	0	1	9	46	260	215	57	11	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	572	0	0	1	4	54	245	201	53	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	563	0	0	1	5	51	228	197	63	12	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	596	0	0	3	6	44	247	214	64	13	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	760	0	1	1	12	64	348	254	65	10	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	726	0	1	4	19	91	320	225	51	11	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	378	0	0	1	1	22	142	148	49	12	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	210	0	0	0	0	10	78	74	35	9	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	145	0	0	0	1	6	47	54	27	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	124	0	0	0	1	6	42	44	20	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	72	0	0	0	1	3	21	27	13	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	36	0	0	0	0	1	10	13	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	7305	0	5	25	99	649	3143	2527	696	123	31	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	8007	0	5	26	101	683	3379	2790	815	156	41	7	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	8115	0	5	26	102	687	3410	2830	835	165	43	8	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	8269	0	5	27	103	696	3447	2880	869	178	49	10	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1
 Location Langford Lane - Attached to Lamp Column, OSGR: SP 47773 14913
 Direction Two Way
 Virtual Week (1)

13431 / OXFORD AIRPORT
 NOVEMBER 2022
 AUTOMATIC TRAFFIC COUNT

Time	Total	Speed Bins (mph)																															
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140				
Mon	9686	0	9	38	138	1055	4314	3084	839	155	37	12	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	9851	0	5	18	122	915	4418	3310	855	156	38	8	2	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	10270	0	9	58	163	777	4235	3660	1075	212	59	9	7	2	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu	10220	0	5	20	158	944	4445	3465	947	165	55	12	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fri	9385	0	6	31	84	602	3596	3575	1173	240	62	13	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
| Sat	4959	0	4	13	38	378	1849	1785	647	171	63	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
| Sun	3514	0	0	14	19	200	1269	1283	545	145	29	6	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Day Ave.	9882	0	7	33	133	859	4202	3419	978	186	50	11	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7 Day Ave.	8269	0	5	27	103	696	3447	2880	869	178	49	10	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
--	57885	0	38	192	722	4871	24126	20162	6081	1244	343	67	20	13	3	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Summary Graphs





APPENDIX E Data Validation Checks

COUNT DATA VALIDATION CHECKS

Any junction counts which are directly linked will include a “checks” tab in the Excel file; this shows the matching between sites for each 15-minute time period, and for each vehicle type. Where links are not 100% there should be a reason given such as “industrial estate between sites”.

All sites with corresponding automatic traffic counters (ATC) will also include a comparison of hourly or 15-minute totals as appropriate. Checks are not carried out by vehicle type as there will always be a discrepancy between classified counts and ATC's. Pneumatic automatic counters classify by axle spacing, and RADAR counters classify by vehicle length; therefore ATC's cannot differentiate between certain vehicle categories, especially COBA which is determined by body type in some cases.

Table 1 – ATC / Classified Count Categories

Classified Count	ATC Classification
Car-based LGV	Car
Two-axle twin rear tyre transit-type goods vehicle (OGV1)	LGV, as the wheelbase is often identical.
Two-axle twin rear tyre transit-type minibus (PSV or minibus)	LGV, as the wheelbase is often identical.
Two or three axle PSV	OGV1, as the wheel base is often identical.

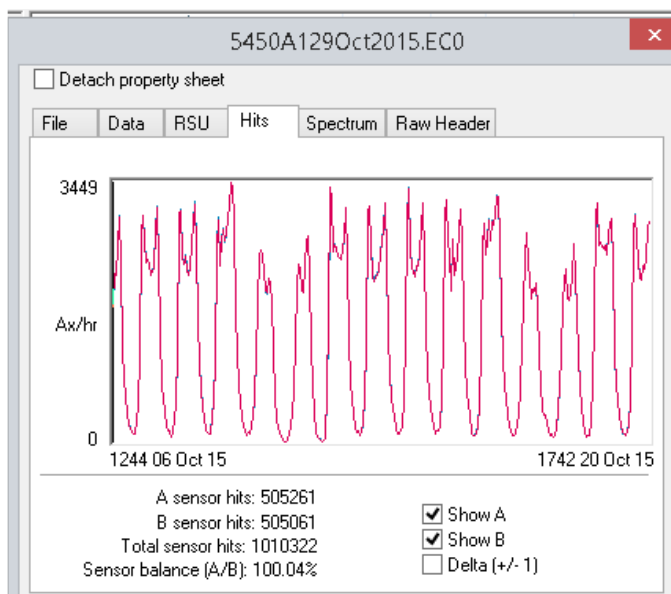
ATC DATA CHECKS

Pneumatic Traffic Counters

Sensor Balance

All ATC files are initially checked to ensure the balance between the two tubes, often called the “hit-rate”, is within 5%. Variations larger than this will often indicate a problem with one of the tubes and will usually require reinstallation of the ATC. At this point it is also possible to see if the full survey period has been recorded – usually 7 or 14 days. Any breaks in the data will show as 0 or flat-lines in the hits.

Example of ATC sensor balance



Coerced Sequences

Periods of slow moving or stationary traffic will cause the ATC to miscount as vehicles will potentially be queuing over the tubes. The Metrocount analysis software will flag any periods of poor quality data as a “coerced sequence” i.e. the counter has had to make a best-guess based on the timing of the hits. A similar situation can occur when counters are installed on site accesses where vehicle approach angles are often less than ideal, resulting in multiple hits on the tubes.

Examples of Coerced Sequences

YYYY-MM-DD	hh:mm:ss	Dr	Speed	Wb	Hdwy	Gap	Ax	Vehicle
2019-11-26	04:58:42	W0	37.46	2.69	42864	42864	2	SV o o - Coerced sequence 2
2019-11-26	04:58:42	W0	37.46	2.69	0.0	0.0	2 2	SV o o 1
2019-11-26	07:39:19	W0	12.84	4.09	4458.7	4458.5	2	TB2 o o

The yellow coerced sequence in the above example occurred when the counter detected multiple hits on the tubes within the same second – the data shows four axle pairs which the counter has determined was two cars.

In this particular example the counter was actually located on an industrial estate access where goods vehicles were the predominant vehicle type. When the raw data file was reprocessed with an alternative profile which primarily targets goods vehicles, the coerced sequence disappears and the correct vehicle type is identified.

Same File Reprocessed With Heavy Vehicle Profile

YYYY-MM-DD	hh:mm:ss	Dr	Speed	Wb	Hdwy	Gap	Ax	Vehicle
2019-11-26	04:58:42	W0	37.46	3.89	42864	42864	3	TB3 o oo
2019-11-26	07:39:19	W0	12.84	4.09	4458.7	4458.5	2	TB2 o o

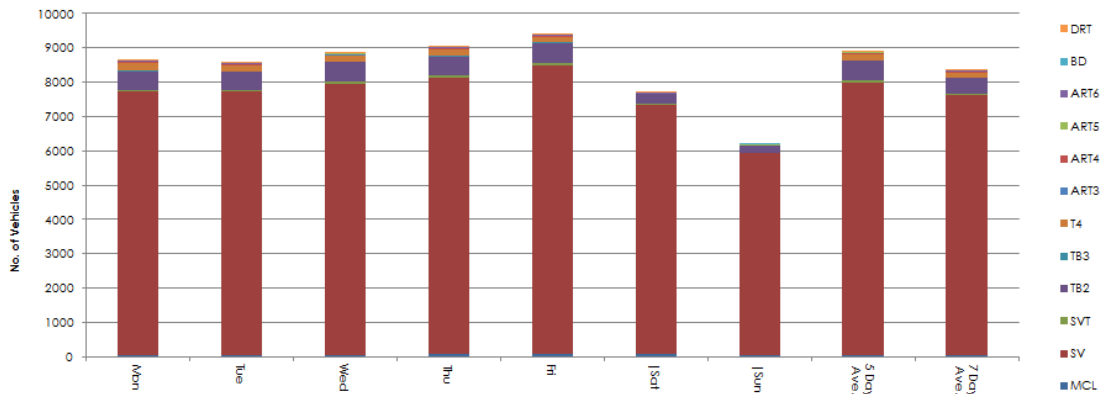
General ATC Data Validation Checks

After the ATC data has been processed the output is checked to ensure that there are no obvious gaps in the data set, and that the vehicle categories appear sensible – for example, you would expect a similar number of vehicles travelling in each direction over the survey period at most sites.

In addition there should not be a skewed number of vehicles in one particular class, such as 1000 four axle vehicles going eastbound, but only 50 westbound. This is typically only an issue with pneumatic counters and would usually be indicative of a problem such as a split tube, or water in the tube.

If the traffic flows are found to drop on any particular day we would to check the internet and local council or traffic information websites for any incidents reported on the affected day; however this is only normally practical for sites on the strategic network as smaller local and rural roads are generally not covered by traffic websites.

Time	Total	Virtual Week (1)												>PSL 40	>PSL% 40	>SL1 46	>SL1% 46	>SL2 55	>SL2% 55	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
Mon	8640	37	7677	62	542	20	210	8	29	19	30	0	6	3601	41.7	1296	15	236	2.7	38	45.9
Tue	8551	49	7675	52	519	18	174	4	29	9	15	2	5	3695	43.2	1282	15	249	2.9	38	45.9
Wed	8853	39	7919	62	560	21	188	6	24	9	22	1	2	3610	40.8	1280	14.5	241	2.7	37.4	45.6
Thu	9031	72	8048	62	563	15	203	4	18	17	23	3	3	3713	41.1	1322	14.6	260	2.9	37.6	45.9
Fri	9388	74	8410	63	587	20	169	3	25	12	22	2	1	4059	43.2	1434	15.3	318	3.4	38.2	46.3
ISat	7691	68	7256	36	286	3	9	3	9	5	12	0	4	4033	52.4	1641	21.3	349	4.5	40.3	47.9
ISun	6174	38	5884	23	201	4	5	4	3	2	3	1	0	3375	54.7	1421	23	282	4.6	40.8	48.3
5 Day Ave.	8893	54	7946	60	554	19	189	5	25	13	22	2	3	3736	42.0	1335	15.0	261	2.9	37.8	45.9
7 Day Ave.	8333	54	7553	52	465	14	137	5	20	10	18	1	3	3727	44.7	1391	16.7	276	3.3	38.5	46.5
—	58328	377	52869	366	3258	101	958	32	137	73	127	9	21	26086	44.7	9736	16.7	1935	3.3	38.5	46.5



Appendix D

ARCADY Output

<h1>Junctions 9</h1>
<h2>ARCADY 9 - Roundabout Module</h2>
Version: 9.5.0.6896 © Copyright TRL Limited, 2018
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: Site access - The Blvd junction.j9

Path: T:\30000_Projects\31236 HC London Oxford Airport\Junction Modelling

Report generation date: 04/01/2023 10:59:20

-
- »Site access - The Blvd junction - 2022, AM
 - »Site access - The Blvd junction - 2022, PM
 - »Site access - The Blvd junction - 2027, AM
 - »Site access - The Blvd junction - 2027, PM
 - »Site access - The Blvd junction - 2027 plus development, AM
 - »Site access - The Blvd junction - 2027 plus development, PM
 - »Site access - The Blvd junction - 2042, AM
 - »Site access - The Blvd junction - 2042, PM
 - »Site access - The Blvd junction - 2042 plus development, AM
 - »Site access - The Blvd junction - 2042 plus development, PM

Summary of junction performance

	AM							PM						
	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
Site access - The Blvd junction - 2022														
1 - Eastern arm	0.0	0.00	0.00	A	3.79	A	181 % [2 - The Boulevard]	0.0	2.84	0.03	A	3.72	A	262 % [3 - Airport access]
2 - The Boulevard	0.5	3.74	0.34	A				0.1	2.89	0.08	A			
3 - Airport access	0.1	4.04	0.08	A				0.3	4.21	0.23	A			
Site access - The Blvd junction - 2027														
1 - Eastern arm	0.0	0.00	0.00	A	3.84	A	173 % [2 - The Boulevard]	0.0	2.86	0.03	A	3.76	A	251 % [3 - Airport access]
2 - The Boulevard	0.5	3.80	0.34	A				0.1	2.89	0.08	A			
3 - Airport access	0.1	4.06	0.08	A				0.3	4.25	0.24	A			
Site access - The Blvd junction - 2027 plus development														
1 - Eastern arm	0.0	0.00	0.00	A	4.72	A	95 % [2 - The Boulevard]	0.0	3.19	0.03	A	4.91	A	110 % [3 - Airport access]
2 - The Boulevard	1.0	4.82	0.48	A				0.1	2.93	0.09	A			
3 - Airport access	0.1	4.13	0.10	A				0.7	5.59	0.42	A			
Site access - The Blvd junction - 2042														
1 - Eastern arm	0.0	0.00	0.00	A	4.01	A	151 % [2 - The Boulevard]	0.0	2.91	0.03	A	3.86	A	221 % [3 - Airport access]
2 - The Boulevard	0.6	3.99	0.38	A				0.1	2.92	0.09	A			
3 - Airport access	0.1	4.13	0.09	A				0.4	4.39	0.26	A			
Site access - The Blvd junction - 2042 plus development														
1 - Eastern arm	0.0	0.00	0.00	A	5.00	A	83 % [2 - The Boulevard]	0.0	3.25	0.04	A	5.08	A	99 % [3 - Airport access]
2 - The Boulevard	1.1	5.12	0.52	A				0.1	2.95	0.10	A			
3 - Airport access	0.1	4.21	0.11	A				0.8	5.84	0.45	A			

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	London Oxford Airport
Location	Kidlington
Site number	
Date	03/01/2023
Version	
Status	
Identifier	
Client	
Jobnumber	31236
Enumerator	TPP111\techuser
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	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75			✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022	AM	ONE HOUR	07:30	09:00	15	✓
D2	2022	PM	ONE HOUR	16:15	17:45	15	✓
D3	2027	AM	ONE HOUR	07:30	09:00	15	✓
D4	2027	PM	ONE HOUR	16:15	17:45	15	✓
D5	2027 plus development	AM	ONE HOUR	07:30	09:00	15	✓
D6	2027 plus development	PM	ONE HOUR	16:15	17:45	15	✓
D7	2042	AM	ONE HOUR	07:30	09:00	15	✓
D8	2042	PM	ONE HOUR	16:15	17:45	15	✓
D9	2042 plus development	AM	ONE HOUR	07:30	09:00	15	✓
D10	2042 plus development	PM	ONE HOUR	16:15	17:45	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Site access - The Blvd junction	✓	100.000	100.000

Site access - The Blvd junction - 2022, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Site access - The Blvd roundabout	Standard Roundabout		1, 2, 3	3.79	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	181	2 - The Boulevard

Arms

Arms

Arm	Name	Description
1	Eastern arm	
2	The Boulevard	
3	Airport access	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Eastern arm	3.90	5.37	6.8	29.5	32.3	23.0	
2 - The Boulevard	4.00	5.65	4.8	31.0	32.0	30.0	
3 - Airport access	2.47	5.23	7.8	28.1	31.6	26.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Eastern arm	0.627	1502
2 - The Boulevard	0.615	1475
3 - Airport access	0.557	1172

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022	AM	ONE HOUR	07:30	09:00	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 (%)
1 - Eastern arm		ONE HOUR	✓	4	100.000
2 - The Boulevard		ONE HOUR	✓	449	100.000
3 - Airport access		ONE HOUR	✓	81	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - Eastern arm	2 - The Boulevard	3 - Airport access
From	1 - Eastern arm	0	4	0
	2 - The Boulevard	122	31	296
	3 - Airport access	0	81	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Eastern arm	2 - The Boulevard	3 - Airport access
From	1 - Eastern arm	0	67	0
	2 - The Boulevard	1	17	1
	3 - Airport access	0	11	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)
1 - Eastern arm	0.00	0.00	0.0	A	0	0
2 - The Boulevard	0.34	3.74	0.5	A	412	618
3 - Airport access	0.08	4.04	0.1	A	74	111

Main Results for each time segment

07:30 - 07:45

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
1 - Eastern arm	0	0	84	1449	0.000	0	92	0.0	0.0	0.000	A
2 - The Boulevard	338	85	0	1475	0.229	337	84	0.0	0.3	3.223	A
3 - Airport access	61	15	115	1108	0.055	61	222	0.0	0.1	3.815	A

07:45 - 08:00

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
1 - Eastern arm	0	0	101	1439	0.000	0	110	0.0	0.0	0.000	A
2 - The Boulevard	404	101	0	1475	0.274	403	101	0.3	0.4	3.426	A
3 - Airport access	73	18	137	1095	0.066	73	266	0.1	0.1	3.907	A

08:00 - 08:15

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
1 - Eastern arm	0	0	123	1425	0.000	0	134	0.0	0.0	0.000	A
2 - The Boulevard	494	124	0	1475	0.335	494	123	0.4	0.5	3.740	A
3 - Airport access	89	22	168	1078	0.083	89	326	0.1	0.1	4.039	A

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
1 - Eastern arm	0	0	123	1425	0.000	0	134	0.0	0.0	0.000	A
2 - The Boulevard	494	124	0	1475	0.335	494	123	0.5	0.5	3.743	A
3 - Airport access	89	22	168	1078	0.083	89	326	0.1	0.1	4.040	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
1 - Eastern arm	0	0	101	1439	0.000	0	110	0.0	0.0	0.000	A
2 - The Boulevard	404	101	0	1475	0.274	404	101	0.5	0.4	3.429	A
3 - Airport access	73	18	138	1095	0.066	73	266	0.1	0.1	3.908	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
1 - Eastern arm	0	0	84	1449	0.000	0	92	0.0	0.0	0.000	A
2 - The Boulevard	338	85	0	1475	0.229	338	84	0.4	0.3	3.230	A
3 - Airport access	61	15	115	1108	0.055	61	223	0.1	0.1	3.819	A

Site access - The Blvd junction - 2022, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Site access - The Blvd roundabout	Standard Roundabout		1, 2, 3	3.72	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	262	3 - Airport access

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2022	PM	ONE HOUR	16:15	17:45	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 (%)
1 - Eastern arm		ONE HOUR	✓	34	100.000
2 - The Boulevard		ONE HOUR	✓	103	100.000
3 - Airport access		ONE HOUR	✓	242	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - Eastern arm	2 - The Boulevard	3 - Airport access
From	1 - Eastern arm	0	34	0
	2 - The Boulevard	7	46	50
	3 - Airport access	0	242	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Eastern arm	2 - The Boulevard	3 - Airport access
From	1 - Eastern arm	0	0	0
	2 - The Boulevard	0	11	9
	3 - Airport access	0	2	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)
1 - Eastern arm	0.03	2.84	0.0	A	31	47
2 - The Boulevard	0.08	2.89	0.1	A	95	142
3 - Airport access	0.23	4.21	0.3	A	222	333

Main Results for each time segment

16:15 - 16:30

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
1 - Eastern arm	26	6	216	1367	0.019	26	5	0.0	0.0	2.684	A
2 - The Boulevard	78	19	0	1475	0.053	77	241	0.0	0.1	2.813	A
3 - Airport access	182	46	40	1150	0.158	181	38	0.0	0.2	3.786	A

16:30 - 16:45

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
1 - Eastern arm	31	8	259	1340	0.023	31	6	0.0	0.0	2.749	A
2 - The Boulevard	93	23	0	1475	0.063	93	289	0.1	0.1	2.844	A
3 - Airport access	218	54	48	1145	0.190	217	45	0.2	0.2	3.955	A

16:45 - 17:00

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
1 - Eastern arm	37	9	317	1303	0.029	37	8	0.0	0.0	2.843	A
2 - The Boulevard	113	28	0	1475	0.077	113	354	0.1	0.1	2.887	A
3 - Airport access	266	67	58	1140	0.234	266	55	0.2	0.3	4.203	A

17:00 - 17:15

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
1 - Eastern arm	37	9	317	1303	0.029	37	8	0.0	0.0	2.843	A
2 - The Boulevard	113	28	0	1475	0.077	113	355	0.1	0.1	2.887	A
3 - Airport access	266	67	58	1140	0.234	266	55	0.3	0.3	4.205	A

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
1 - Eastern arm	31	8	259	1339	0.023	31	6	0.0	0.0	2.752	A
2 - The Boulevard	93	23	0	1475	0.063	93	290	0.1	0.1	2.846	A
3 - Airport access	218	54	48	1145	0.190	218	45	0.3	0.2	3.959	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
1 - Eastern arm	26	6	217	1366	0.019	26	5	0.0	0.0	2.687	A
2 - The Boulevard	78	19	0	1475	0.053	78	243	0.1	0.1	2.813	A
3 - Airport access	182	46	40	1150	0.158	182	38	0.2	0.2	3.798	A

Site access - The Blvd junction - 2027, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Site access - The Blvd roundabout	Standard Roundabout		1, 2, 3	3.84	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	173	2 - The Boulevard

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2027	AM	ONE HOUR	07:30	09:00	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 (%)
1 - Eastern arm		ONE HOUR	✓	4	100.000
2 - The Boulevard		ONE HOUR	✓	462	100.000
3 - Airport access		ONE HOUR	✓	83	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - Eastern arm	2 - The Boulevard	3 - Airport access
From	1 - Eastern arm	0	4	0
	2 - The Boulevard	125	32	305
	3 - Airport access	0	83	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Eastern arm	2 - The Boulevard	3 - Airport access
From	1 - Eastern arm	0	67	0
	2 - The Boulevard	1	17	1
	3 - Airport access	0	11	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)
1 - Eastern arm	0.00	0.00	0.0	A	0	0
2 - The Boulevard	0.34	3.80	0.5	A	424	636
3 - Airport access	0.08	4.06	0.1	A	76	114

Main Results for each time segment

07:30 - 07:45

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
1 - Eastern arm	0	0	86	1448	0.000	0	94	0.0	0.0	0.000	A
2 - The Boulevard	348	87	0	1475	0.236	347	86	0.0	0.3	3.251	A
3 - Airport access	62	16	118	1106	0.056	62	229	0.0	0.1	3.826	A

07:45 - 08:00

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
1 - Eastern arm	0	0	103	1437	0.000	0	112	0.0	0.0	0.000	A
2 - The Boulevard	415	104	0	1475	0.282	415	103	0.3	0.4	3.464	A
3 - Airport access	75	19	141	1093	0.068	75	274	0.1	0.1	3.921	A

08:00 - 08:15

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
1 - Eastern arm	0	0	126	1423	0.000	0	137	0.0	0.0	0.000	A
2 - The Boulevard	509	127	0	1475	0.345	508	126	0.4	0.5	3.796	A
3 - Airport access	91	23	173	1076	0.085	91	335	0.1	0.1	4.058	A

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
1 - Eastern arm	0	0	127	1423	0.000	0	138	0.0	0.0	0.000	A
2 - The Boulevard	509	127	0	1475	0.345	509	127	0.5	0.5	3.799	A
3 - Airport access	91	23	173	1076	0.085	91	336	0.1	0.1	4.059	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
1 - Eastern arm	0	0	104	1437	0.000	0	113	0.0	0.0	0.000	A
2 - The Boulevard	415	104	0	1475	0.282	416	104	0.5	0.4	3.470	A
3 - Airport access	75	19	141	1093	0.068	75	275	0.1	0.1	3.923	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
1 - Eastern arm	0	0	87	1448	0.000	0	94	0.0	0.0	0.000	A
2 - The Boulevard	348	87	0	1475	0.236	348	87	0.4	0.3	3.258	A
3 - Airport access	62	16	118	1106	0.056	63	230	0.1	0.1	3.828	A

Site access - The Blvd junction - 2027, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Site access - The Blvd roundabout	Standard Roundabout		1, 2, 3	3.76	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	251	3 - Airport access

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2027	PM	ONE HOUR	16:15	17:45	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 (%)
1 - Eastern arm		ONE HOUR	✓	35	100.000
2 - The Boulevard		ONE HOUR	✓	105	100.000
3 - Airport access		ONE HOUR	✓	250	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - Eastern arm	2 - The Boulevard	3 - Airport access
From	1 - Eastern arm	0	35	0
	2 - The Boulevard	7	47	51
	3 - Airport access	0	250	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Eastern arm	2 - The Boulevard	3 - Airport access
From	1 - Eastern arm	0	0	0
	2 - The Boulevard	0	11	9
	3 - Airport access	0	2	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)
1 - Eastern arm	0.03	2.86	0.0	A	32	48
2 - The Boulevard	0.08	2.89	0.1	A	96	145
3 - Airport access	0.24	4.25	0.3	A	229	344

Main Results for each time segment

16:15 - 16:30

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
1 - Eastern arm	26	7	223	1362	0.019	26	5	0.0	0.0	2.694	A
2 - The Boulevard	79	20	0	1475	0.054	79	249	0.0	0.1	2.816	A
3 - Airport access	188	47	41	1149	0.164	187	38	0.0	0.2	3.813	A

16:30 - 16:45

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
1 - Eastern arm	31	8	267	1335	0.024	31	6	0.0	0.0	2.761	A
2 - The Boulevard	94	24	0	1475	0.064	94	298	0.1	0.1	2.848	A
3 - Airport access	225	56	49	1145	0.196	225	46	0.2	0.2	3.988	A

16:45 - 17:00

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
1 - Eastern arm	39	10	327	1297	0.030	39	8	0.0	0.0	2.859	A
2 - The Boulevard	116	29	0	1475	0.078	116	365	0.1	0.1	2.892	A
3 - Airport access	275	69	59	1139	0.242	275	56	0.2	0.3	4.249	A

17:00 - 17:15

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
1 - Eastern arm	39	10	327	1297	0.030	39	8	0.0	0.0	2.860	A
2 - The Boulevard	116	29	0	1475	0.078	116	366	0.1	0.1	2.892	A
3 - Airport access	275	69	59	1139	0.242	275	56	0.3	0.3	4.251	A

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
1 - Eastern arm	31	8	267	1334	0.024	31	6	0.0	0.0	2.762	A
2 - The Boulevard	94	24	0	1475	0.064	94	299	0.1	0.1	2.850	A
3 - Airport access	225	56	49	1145	0.196	225	46	0.3	0.3	3.994	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
1 - Eastern arm	26	7	224	1362	0.019	26	5	0.0	0.0	2.695	A
2 - The Boulevard	79	20	0	1475	0.054	79	250	0.1	0.1	2.817	A
3 - Airport access	188	47	41	1149	0.164	188	38	0.3	0.2	3.824	A

Site access - The Blvd junction - 2027 plus development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Site access - The Blvd roundabout	Standard Roundabout		1, 2, 3	4.72	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	95	2 - The Boulevard

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2027 plus development	AM	ONE HOUR	07:30	09:00	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 (%)
1 - Eastern arm		ONE HOUR	✓	4	100.000
2 - The Boulevard		ONE HOUR	✓	649	100.000
3 - Airport access		ONE HOUR	✓	99	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - Eastern arm	2 - The Boulevard	3 - Airport access
From	1 - Eastern arm	0	4	0
	2 - The Boulevard	125	32	492
	3 - Airport access	0	99	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Eastern arm	2 - The Boulevard	3 - Airport access
From	1 - Eastern arm	0	67	0
	2 - The Boulevard	1	17	1
	3 - Airport access	0	11	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)
1 - Eastern arm	0.00	0.00	0.0	A	0	0
2 - The Boulevard	0.48	4.82	1.0	A	596	893
3 - Airport access	0.10	4.13	0.1	A	91	136

Main Results for each time segment

07:30 - 07:45

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
1 - Eastern arm	0	0	98	1440	0.000	0	94	0.0	0.0	0.000	A
2 - The Boulevard	489	122	0	1475	0.331	487	98	0.0	0.5	3.697	A
3 - Airport access	75	19	118	1106	0.067	74	369	0.0	0.1	3.870	A

07:45 - 08:00

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
1 - Eastern arm	0	0	118	1428	0.000	0	112	0.0	0.0	0.000	A
2 - The Boulevard	583	146	0	1475	0.396	583	118	0.5	0.7	4.102	A
3 - Airport access	89	22	141	1093	0.081	89	442	0.1	0.1	3.977	A

08:00 - 08:15

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
1 - Eastern arm	0	0	144	1412	0.000	0	137	0.0	0.0	0.000	A
2 - The Boulevard	715	179	0	1475	0.485	713	144	0.7	0.9	4.802	A
3 - Airport access	109	27	173	1076	0.101	109	541	0.1	0.1	4.132	A

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
1 - Eastern arm	0	0	144	1412	0.000	0	138	0.0	0.0	0.000	A
2 - The Boulevard	715	179	0	1475	0.485	715	144	0.9	1.0	4.815	A
3 - Airport access	109	27	173	1076	0.101	109	542	0.1	0.1	4.133	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
1 - Eastern arm	0	0	118	1428	0.000	0	113	0.0	0.0	0.000	A
2 - The Boulevard	583	146	0	1475	0.396	585	118	1.0	0.7	4.119	A
3 - Airport access	89	22	141	1093	0.081	89	443	0.1	0.1	3.979	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
1 - Eastern arm	0	0	99	1440	0.000	0	94	0.0	0.0	0.000	A
2 - The Boulevard	489	122	0	1475	0.331	489	99	0.7	0.5	3.716	A
3 - Airport access	75	19	118	1106	0.067	75	371	0.1	0.1	3.875	A

Site access - The Blvd junction - 2027 plus development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Site access - The Blvd roundabout	Standard Roundabout		1, 2, 3	4.91	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	110	3 - Airport access

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2027 plus development	PM	ONE HOUR	16:15	17:45	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 (%)
1 - Eastern arm		ONE HOUR	✓	35	100.000
2 - The Boulevard		ONE HOUR	✓	120	100.000
3 - Airport access		ONE HOUR	✓	438	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - Eastern arm	2 - The Boulevard	3 - Airport access
From	1 - Eastern arm	0	35	0
	2 - The Boulevard	7	47	66
	3 - Airport access	0	438	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Eastern arm	2 - The Boulevard	3 - Airport access
From	1 - Eastern arm	0	0	0
	2 - The Boulevard	0	11	9
	3 - Airport access	0	2	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)
1 - Eastern arm	0.03	3.19	0.0	A	32	48
2 - The Boulevard	0.09	2.93	0.1	A	110	165
3 - Airport access	0.42	5.59	0.7	A	402	603

Main Results for each time segment

16:15 - 16:30

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
1 - Eastern arm	26	7	363	1274	0.021	26	5	0.0	0.0	2.884	A
2 - The Boulevard	90	23	0	1475	0.061	90	390	0.0	0.1	2.839	A
3 - Airport access	330	82	41	1149	0.287	328	50	0.0	0.4	4.461	A

16:30 - 16:45

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
1 - Eastern arm	31	8	435	1229	0.026	31	6	0.0	0.0	3.005	A
2 - The Boulevard	108	27	0	1475	0.073	108	467	0.1	0.1	2.875	A
3 - Airport access	394	98	49	1145	0.344	393	59	0.4	0.5	4.881	A

16:45 - 17:00

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
1 - Eastern arm	39	10	533	1168	0.033	39	8	0.0	0.0	3.187	A
2 - The Boulevard	132	33	0	1475	0.090	132	572	0.1	0.1	2.927	A
3 - Airport access	482	121	59	1139	0.423	481	73	0.5	0.7	5.578	A

17:00 - 17:15

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
1 - Eastern arm	39	10	534	1167	0.033	39	8	0.0	0.0	3.189	A
2 - The Boulevard	132	33	0	1475	0.090	132	573	0.1	0.1	2.927	A
3 - Airport access	482	121	59	1139	0.423	482	73	0.7	0.7	5.591	A

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
1 - Eastern arm	31	8	437	1228	0.026	31	6	0.0	0.0	3.008	A
2 - The Boulevard	108	27	0	1475	0.073	108	468	0.1	0.1	2.878	A
3 - Airport access	394	98	49	1145	0.344	395	59	0.7	0.5	4.900	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
1 - Eastern arm	26	7	366	1273	0.021	26	5	0.0	0.0	2.890	A
2 - The Boulevard	90	23	0	1475	0.061	90	392	0.1	0.1	2.841	A
3 - Airport access	330	82	41	1149	0.287	330	50	0.5	0.4	4.487	A

Site access - The Blvd junction - 2042, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Site access - The Blvd roundabout	Standard Roundabout		1, 2, 3	4.01	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	151	2 - The Boulevard

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	2042	AM	ONE HOUR	07:30	09:00	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 (%)
1 - Eastern arm		ONE HOUR	✓	4	100.000
2 - The Boulevard		ONE HOUR	✓	503	100.000
3 - Airport access		ONE HOUR	✓	91	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - Eastern arm	2 - The Boulevard	3 - Airport access
From	1 - Eastern arm	0	4	0
	2 - The Boulevard	136	35	332
	3 - Airport access	0	91	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Eastern arm	2 - The Boulevard	3 - Airport access
From	1 - Eastern arm	0	67	0
	2 - The Boulevard	1	17	1
	3 - Airport access	0	11	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)
1 - Eastern arm	0.00	0.00	0.0	A	0	0
2 - The Boulevard	0.38	3.99	0.6	A	462	692
3 - Airport access	0.09	4.13	0.1	A	84	125

Main Results for each time segment

07:30 - 07:45

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
1 - Eastern arm	0	0	94	1443	0.000	0	102	0.0	0.0	0.000	A
2 - The Boulevard	379	95	0	1475	0.257	377	94	0.0	0.4	3.340	A
3 - Airport access	69	17	128	1101	0.062	68	249	0.0	0.1	3.870	A

07:45 - 08:00

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
1 - Eastern arm	0	0	113	1431	0.000	0	122	0.0	0.0	0.000	A
2 - The Boulevard	452	113	0	1475	0.307	452	113	0.4	0.4	3.589	A
3 - Airport access	82	20	154	1086	0.075	82	298	0.1	0.1	3.977	A

08:00 - 08:15

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
1 - Eastern arm	0	0	139	1415	0.000	0	150	0.0	0.0	0.000	A
2 - The Boulevard	554	138	0	1475	0.376	553	139	0.4	0.6	3.981	A
3 - Airport access	100	25	188	1067	0.094	100	365	0.1	0.1	4.131	A

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
1 - Eastern arm	0	0	139	1415	0.000	0	150	0.0	0.0	0.000	A
2 - The Boulevard	554	138	0	1475	0.376	554	139	0.6	0.6	3.986	A
3 - Airport access	100	25	188	1067	0.094	100	366	0.1	0.1	4.132	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
1 - Eastern arm	0	0	113	1431	0.000	0	122	0.0	0.0	0.000	A
2 - The Boulevard	452	113	0	1475	0.307	453	113	0.6	0.5	3.596	A
3 - Airport access	82	20	154	1086	0.075	82	299	0.1	0.1	3.980	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
1 - Eastern arm	0	0	95	1442	0.000	0	102	0.0	0.0	0.000	A
2 - The Boulevard	379	95	0	1475	0.257	379	95	0.5	0.4	3.351	A
3 - Airport access	69	17	129	1100	0.062	69	250	0.1	0.1	3.874	A

Site access - The Blvd junction - 2042, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Site access - The Blvd roundabout	Standard Roundabout		1, 2, 3	3.86	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	221	3 - Airport access

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	2042	PM	ONE HOUR	16:15	17:45	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 (%)
1 - Eastern arm		ONE HOUR	✓	38	100.000
2 - The Boulevard		ONE HOUR	✓	116	100.000
3 - Airport access		ONE HOUR	✓	272	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - Eastern arm	2 - The Boulevard	3 - Airport access
From	1 - Eastern arm	0	38	0
	2 - The Boulevard	8	52	56
	3 - Airport access	0	272	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Eastern arm	2 - The Boulevard	3 - Airport access
From	1 - Eastern arm	0	0	0
	2 - The Boulevard	0	11	9
	3 - Airport access	0	2	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)
1 - Eastern arm	0.03	2.91	0.0	A	35	52
2 - The Boulevard	0.09	2.92	0.1	A	106	160
3 - Airport access	0.26	4.39	0.4	A	250	374

Main Results for each time segment

16:15 - 16:30

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
1 - Eastern arm	29	7	243	1350	0.021	29	6	0.0	0.0	2.724	A
2 - The Boulevard	87	22	0	1475	0.059	87	271	0.0	0.1	2.833	A
3 - Airport access	205	51	45	1147	0.179	204	42	0.0	0.2	3.891	A

16:30 - 16:45

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
1 - Eastern arm	34	9	291	1319	0.026	34	7	0.0	0.0	2.800	A
2 - The Boulevard	104	26	0	1475	0.071	104	325	0.1	0.1	2.868	A
3 - Airport access	245	61	54	1142	0.214	244	50	0.2	0.3	4.089	A

16:45 - 17:00

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
1 - Eastern arm	42	10	356	1278	0.033	42	9	0.0	0.0	2.910	A
2 - The Boulevard	128	32	0	1475	0.087	128	398	0.1	0.1	2.918	A
3 - Airport access	299	75	66	1135	0.264	299	62	0.3	0.4	4.389	A

17:00 - 17:15

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
1 - Eastern arm	42	10	357	1278	0.033	42	9	0.0	0.0	2.911	A
2 - The Boulevard	128	32	0	1475	0.087	128	399	0.1	0.1	2.918	A
3 - Airport access	299	75	66	1135	0.264	299	62	0.4	0.4	4.393	A

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
1 - Eastern arm	34	9	292	1319	0.026	34	7	0.0	0.0	2.803	A
2 - The Boulevard	104	26	0	1475	0.071	104	326	0.1	0.1	2.868	A
3 - Airport access	245	61	54	1142	0.214	245	50	0.4	0.3	4.094	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
1 - Eastern arm	29	7	244	1349	0.021	29	6	0.0	0.0	2.728	A
2 - The Boulevard	87	22	0	1475	0.059	87	273	0.1	0.1	2.833	A
3 - Airport access	205	51	45	1147	0.179	205	42	0.3	0.2	3.900	A

Site access - The Blvd junction - 2042 plus development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Site access - The Blvd roundabout	Standard Roundabout		1, 2, 3	5.00	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	83	2 - The Boulevard

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	2042 plus development	AM	ONE HOUR	07:30	09:00	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 (%)
1 - Eastern arm		ONE HOUR	✓	4	100.000
2 - The Boulevard		ONE HOUR	✓	690	100.000
3 - Airport access		ONE HOUR	✓	107	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - Eastern arm	2 - The Boulevard	3 - Airport access
From	1 - Eastern arm	0	4	0
	2 - The Boulevard	136	35	519
	3 - Airport access	0	107	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Eastern arm	2 - The Boulevard	3 - Airport access
From	1 - Eastern arm	0	67	0
	2 - The Boulevard	1	17	1
	3 - Airport access	0	11	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)
1 - Eastern arm	0.00	0.00	0.0	A	0	0
2 - The Boulevard	0.52	5.12	1.1	A	633	950
3 - Airport access	0.11	4.21	0.1	A	98	147

Main Results for each time segment

07:30 - 07:45

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
1 - Eastern arm	0	0	106	1435	0.000	0	102	0.0	0.0	0.000	A
2 - The Boulevard	519	130	0	1475	0.352	517	106	0.0	0.5	3.817	A
3 - Airport access	81	20	128	1101	0.073	80	389	0.0	0.1	3.915	A

07:45 - 08:00

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
1 - Eastern arm	0	0	128	1422	0.000	0	122	0.0	0.0	0.000	A
2 - The Boulevard	620	155	0	1475	0.421	620	128	0.5	0.7	4.278	A
3 - Airport access	96	24	154	1086	0.089	96	466	0.1	0.1	4.034	A

08:00 - 08:15

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
1 - Eastern arm	0	0	156	1404	0.000	0	149	0.0	0.0	0.000	A
2 - The Boulevard	760	190	0	1475	0.515	758	156	0.7	1.1	5.102	A
3 - Airport access	118	29	188	1067	0.110	118	570	0.1	0.1	4.208	A

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
1 - Eastern arm	0	0	156	1404	0.000	0	150	0.0	0.0	0.000	A
2 - The Boulevard	760	190	0	1475	0.515	760	156	1.1	1.1	5.120	A
3 - Airport access	118	29	188	1067	0.110	118	571	0.1	0.1	4.208	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
1 - Eastern arm	0	0	128	1422	0.000	0	123	0.0	0.0	0.000	A
2 - The Boulevard	620	155	0	1475	0.421	622	128	1.1	0.7	4.300	A
3 - Airport access	96	24	154	1086	0.089	96	468	0.1	0.1	4.036	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
1 - Eastern arm	0	0	107	1435	0.000	0	103	0.0	0.0	0.000	A
2 - The Boulevard	519	130	0	1475	0.352	520	107	0.7	0.6	3.841	A
3 - Airport access	81	20	129	1100	0.073	81	391	0.1	0.1	3.919	A

Site access - The Blvd junction - 2042 plus development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Site access - The Blvd roundabout	Standard Roundabout		1, 2, 3	5.08	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	99	3 - Airport access

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	2042 plus development	PM	ONE HOUR	16:15	17:45	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 (%)
1 - Eastern arm		ONE HOUR	✓	38	100.000
2 - The Boulevard		ONE HOUR	✓	130	100.000
3 - Airport access		ONE HOUR	✓	460	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - Eastern arm	2 - The Boulevard	3 - Airport access
From	1 - Eastern arm	0	38	0
	2 - The Boulevard	8	52	70
	3 - Airport access	0	460	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Eastern arm	2 - The Boulevard	3 - Airport access
From	1 - Eastern arm	0	0	0
	2 - The Boulevard	0	11	9
	3 - Airport access	0	2	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)
1 - Eastern arm	0.04	3.25	0.0	A	35	52
2 - The Boulevard	0.10	2.95	0.1	A	119	179
3 - Airport access	0.45	5.84	0.8	A	422	633

Main Results for each time segment

16:15 - 16:30

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
1 - Eastern arm	29	7	384	1261	0.023	29	6	0.0	0.0	2.919	A
2 - The Boulevard	98	24	0	1475	0.066	98	412	0.0	0.1	2.854	A
3 - Airport access	346	87	45	1147	0.302	345	53	0.0	0.4	4.566	A

16:30 - 16:45

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
1 - Eastern arm	34	9	460	1214	0.028	34	7	0.0	0.0	3.051	A
2 - The Boulevard	117	29	0	1475	0.079	117	494	0.1	0.1	2.894	A
3 - Airport access	414	103	54	1142	0.362	413	63	0.4	0.6	5.034	A

16:45 - 17:00

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
1 - Eastern arm	42	10	563	1149	0.036	42	9	0.0	0.0	3.250	A
2 - The Boulevard	143	36	0	1475	0.097	143	605	0.1	0.1	2.951	A
3 - Airport access	506	127	66	1135	0.446	506	77	0.6	0.8	5.823	A

17:00 - 17:15

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
1 - Eastern arm	42	10	564	1148	0.036	42	9	0.0	0.0	3.252	A
2 - The Boulevard	143	36	0	1475	0.097	143	606	0.1	0.1	2.951	A
3 - Airport access	506	127	66	1135	0.446	506	77	0.8	0.8	5.839	A

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
1 - Eastern arm	34	9	461	1213	0.028	34	7	0.0	0.0	3.056	A
2 - The Boulevard	117	29	0	1475	0.079	117	495	0.1	0.1	2.896	A
3 - Airport access	414	103	54	1142	0.362	414	63	0.8	0.6	5.055	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
1 - Eastern arm	29	7	386	1260	0.023	29	6	0.0	0.0	2.925	A
2 - The Boulevard	98	24	0	1475	0.066	98	415	0.1	0.1	2.854	A
3 - Airport access	346	87	45	1147	0.302	347	53	0.6	0.4	4.594	A

<h1>Junctions 9</h1>
<h2>ARCADY 9 - Roundabout Module</h2>
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Filename: Langford Lane -The Blvd - Oxford Motor Pk roundabout.j9
Path: T:\30000_Projects\31236 HC London Oxford Airport\Junction Modelling
Report generation date: 04/01/2023 11:14:08

- »Langford Lane - The Blvd - Oxford Motor Pk Roundabout - 2022, AM
- »Langford Lane - The Blvd - Oxford Motor Pk Roundabout - 2022 , PM
- »Langford Lane - The Blvd - Oxford Motor Pk Roundabout - 2027, AM
- »Langford Lane - The Blvd - Oxford Motor Pk Roundabout - 2027, PM
- »Langford Lane - The Blvd - Oxford Motor Pk Roundabout - 2027 plus development, AM
- »Langford Lane - The Blvd - Oxford Motor Pk Roundabout - 2027 plus development, PM
- »Langford Lane - The Blvd - Oxford Motor Pk Roundabout - 2042, AM
- »Langford Lane - The Blvd - Oxford Motor Pk Roundabout - 2042, PM
- »Langford Lane - The Blvd - Oxford Motor Pk Roundabout - 2042 plus development, AM
- »Langford Lane - The Blvd - Oxford Motor Pk Roundabout - 2042 plus development, PM

Summary of junction performance

	AM							PM						
	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
Langford Lane - The Blvd - Oxford Motor Pk Roundabout - 2022														
1 - Langford Lane (East)	0.8	4.26	0.42	A	4.31	A	75 %	0.6	3.98	0.37	A	3.85	A	96 % [4 - The Boulevard]
2 - Oxford Motor Park	0.0	2.97	0.03	A			[3 - Langford Lane (West)]	0.1	3.27	0.08	A			
3 - Langford Lane (West)	1.0	4.42	0.50	A			0.3	2.75	0.24	A				
4 - The Boulevard	0.1	4.28	0.11	A			0.6	4.93	0.36	A				
Langford Lane - The Blvd - Oxford Motor Pk Roundabout - 2027														
1 - Langford Lane (East)	0.8	4.38	0.44	A	4.45	A	69 %	0.6	4.07	0.38	A	3.93	A	91 % [4 - The Boulevard]
2 - Oxford Motor Park	0.0	3.00	0.03	A			[3 - Langford Lane (West)]	0.1	3.32	0.08	A			
3 - Langford Lane (West)	1.1	4.59	0.51	A			0.3	2.78	0.25	A				
4 - The Boulevard	0.2	4.35	0.12	A			0.6	5.06	0.37	A				
Langford Lane - The Blvd - Oxford Motor Pk Roundabout - 2027 plus development														
1 - Langford Lane (East)	1.0	4.95	0.50	A	5.33	A	45 %	0.7	4.45	0.40	A	4.94	A	47 % [4 - The Boulevard]
2 - Oxford Motor Park	0.0	3.17	0.03	A			[3 - Langford Lane (West)]	0.1	3.57	0.09	A			
3 - Langford Lane (West)	1.6	5.85	0.60	A			0.4	2.81	0.25	A				
4 - The Boulevard	0.2	4.44	0.13	A			1.2	7.07	0.55	A				
Langford Lane - The Blvd - Oxford Motor Pk Roundabout - 2042														
1 - Langford Lane (East)	1.0	4.74	0.48	A	4.92	A	56 %	0.7	4.36	0.41	A	4.20	A	75 % [4 - The Boulevard]
2 - Oxford Motor Park	0.0	3.10	0.03	A			[3 - Langford Lane (West)]	0.1	3.47	0.09	A			
3 - Langford Lane (West)	1.3	5.18	0.56	A			0.4	2.88	0.27	A				
4 - The Boulevard	0.2	4.56	0.13	A			0.7	5.52	0.41	A				
Langford Lane - The Blvd - Oxford Motor Pk Roundabout - 2042 plus development														
1 - Langford Lane (East)	1.2	5.42	0.54	A	6.05	A	34 %	0.8	4.80	0.44	A	5.40	A	38 % [4 - The Boulevard]
2 - Oxford Motor Park	0.0	3.29	0.04	A			[3 - Langford Lane (West)]	0.1	3.75	0.10	A			
3 - Langford Lane (West)	2.0	6.86	0.66	A			0.4	2.91	0.28	A				
4 - The Boulevard	0.2	4.66	0.15	A			1.5	8.00	0.60	A				

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	Oxford London Airport
Location	Kidlington
Site number	
Date	03/01/2023
Version	
Status	
Identifier	
Client	
Jobnumber	31236
Enumerator	TPP111\techuser
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	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75			✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022	AM	ONE HOUR	07:30	09:00	15	✓
D2	2022	PM	ONE HOUR	16:15	17:45	15	✓
D3	2027	AM	ONE HOUR	07:30	09:00	15	✓
D4	2027	PM	ONE HOUR	16:15	17:45	15	✓
D5	2027 plus development	AM	ONE HOUR	07:30	09:00	15	✓
D6	2027 plus development	PM	ONE HOUR	16:15	17:45	15	✓
D7	2042	AM	ONE HOUR	07:30	09:00	15	✓
D8	2042	PM	ONE HOUR	16:15	17:45	15	✓
D9	2042 plus development	AM	ONE HOUR	07:30	09:00	15	✓
D10	2042 plus development	PM	ONE HOUR	16:15	17:45	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Langford Lane - The Blvd - Oxford Motor Pk Roundabout	✓	100.000	100.000

Langford Lane - The Blvd - Oxford Motor Pk Roundabout - 2022, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Langford Lane - The Blvd - Oxford Motor Pk Roundabout	Standard Roundabout		1, 2, 3, 4	4.31	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	75	3 - Langford Lane (West)

Arms

Arms

Arm	Name	Description
1	Langford Lane (East)	
2	Oxford Motor Park	
3	Langford Lane (West)	
4	The Boulevard	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Langford Lane (East)	3.25	7.00	17.0	15.0	40.0	36.0	
2 - Oxford Motor Park	3.50	6.00	30.0	16.0	40.0	30.0	
3 - Langford Lane (West)	3.65	7.00	20.0	30.0	40.0	20.0	
4 - The Boulevard	4.00	5.20	4.0	20.0	40.0	24.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Langford Lane (East)	0.609	1590
2 - Oxford Motor Park	0.626	1638
3 - Langford Lane (West)	0.689	1857
4 - The Boulevard	0.594	1427

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022	AM	ONE HOUR	07:30	09:00	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 (%)
1 - Langford Lane (East)		ONE HOUR	✓	587	100.000
2 - Oxford Motor Park		ONE HOUR	✓	34	100.000
3 - Langford Lane (West)		ONE HOUR	✓	753	100.000
4 - The Boulevard		ONE HOUR	✓	111	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Langford Lane (East)	2 - Oxford Motor Park	3 - Langford Lane (West)	4 - The Boulevard
From	1 - Langford Lane (East)	4	73	293	217
	2 - Oxford Motor Park	20	0	14	0
	3 - Langford Lane (West)	460	51	0	242
	4 - The Boulevard	62	0	47	2

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Langford Lane (East)	2 - Oxford Motor Park	3 - Langford Lane (West)	4 - The Boulevard
From	1 - Langford Lane (East)	17	3	5	2
	2 - Oxford Motor Park	0	0	0	0
	3 - Langford Lane (West)	4	6	0	2
	4 - The Boulevard	13	0	15	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)
1 - Langford Lane (East)	0.42	4.26	0.8	A	539	808
2 - Oxford Motor Park	0.03	2.97	0.0	A	31	47
3 - Langford Lane (West)	0.50	4.42	1.0	A	691	1036
4 - The Boulevard	0.11	4.28	0.1	A	102	153

Main Results for each time segment

07:30 - 07:45

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
1 - Langford Lane (East)	442	110	75	1544	0.286	440	410	0.0	0.4	3.378	A
2 - Oxford Motor Park	26	6	422	1374	0.019	26	93	0.0	0.0	2.669	A
3 - Langford Lane (West)	567	142	182	1731	0.327	565	266	0.0	0.5	3.188	A
4 - The Boulevard	84	21	401	1188	0.070	83	346	0.0	0.1	3.699	A

07:45 - 08:00

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
1 - Langford Lane (East)	528	132	90	1535	0.344	527	490	0.4	0.5	3.702	A
2 - Oxford Motor Park	31	8	506	1322	0.023	31	111	0.0	0.0	2.787	A
3 - Langford Lane (West)	677	169	218	1707	0.397	676	318	0.5	0.7	3.614	A
4 - The Boulevard	100	25	480	1141	0.087	100	414	0.1	0.1	3.924	A

08:00 - 08:15

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
1 - Langford Lane (East)	646	162	110	1523	0.424	645	600	0.5	0.8	4.251	A
2 - Oxford Motor Park	37	9	619	1251	0.030	37	136	0.0	0.0	2.966	A
3 - Langford Lane (West)	829	207	267	1673	0.496	828	389	0.7	1.0	4.400	A
4 - The Boulevard	122	31	588	1077	0.113	122	507	0.1	0.1	4.279	A

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
1 - Langford Lane (East)	646	162	110	1523	0.424	646	601	0.8	0.8	4.259	A
2 - Oxford Motor Park	37	9	620	1250	0.030	37	137	0.0	0.0	2.967	A
3 - Langford Lane (West)	829	207	268	1673	0.496	829	390	1.0	1.0	4.415	A
4 - The Boulevard	122	31	589	1077	0.113	122	508	0.1	0.1	4.282	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
1 - Langford Lane (East)	528	132	90	1535	0.344	529	492	0.8	0.5	3.715	A
2 - Oxford Motor Park	31	8	507	1321	0.023	31	112	0.0	0.0	2.791	A
3 - Langford Lane (West)	677	169	219	1706	0.397	678	319	1.0	0.7	3.630	A
4 - The Boulevard	100	25	482	1141	0.087	100	415	0.1	0.1	3.929	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
1 - Langford Lane (East)	442	110	75	1544	0.286	442	412	0.5	0.4	3.390	A
2 - Oxford Motor Park	26	6	424	1373	0.019	26	93	0.0	0.0	2.672	A
3 - Langford Lane (West)	567	142	183	1731	0.328	568	267	0.7	0.5	3.206	A
4 - The Boulevard	84	21	403	1187	0.070	84	347	0.1	0.1	3.704	A

Langford Lane - The Blvd - Oxford Motor Pk Roundabout - 2022 , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Langford Lane - The Blvd - Oxford Motor Pk Roundabout	Standard Roundabout		1, 2, 3, 4	3.85	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	96	4 - The Boulevard

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2022	PM	ONE HOUR	16:15	17:45	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 (%)
1 - Langford Lane (East)		ONE HOUR	✓	482	100.000
2 - Oxford Motor Park		ONE HOUR	✓	88	100.000
3 - Langford Lane (West)		ONE HOUR	✓	392	100.000
4 - The Boulevard		ONE HOUR	✓	383	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Langford Lane (East)	2 - Oxford Motor Park	3 - Langford Lane (West)	4 - The Boulevard
From	1 - Langford Lane (East)	4	23	410	45
	2 - Oxford Motor Park	44	0	43	1
	3 - Langford Lane (West)	321	24	0	47
	4 - The Boulevard	200	1	178	4

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Langford Lane (East)	2 - Oxford Motor Park	3 - Langford Lane (West)	4 - The Boulevard
From	1 - Langford Lane (East)	0	0	1	11
	2 - Oxford Motor Park	0	0	0	0
	3 - Langford Lane (West)	2	4	0	12
	4 - The Boulevard	3	0	2	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)
1 - Langford Lane (East)	0.37	3.98	0.6	A	442	663
2 - Oxford Motor Park	0.08	3.27	0.1	A	81	121
3 - Langford Lane (West)	0.24	2.75	0.3	A	360	540
4 - The Boulevard	0.36	4.93	0.6	A	351	527

Main Results for each time segment

16:15 - 16:30

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
1 - Langford Lane (East)	363	91	155	1495	0.243	362	427	0.0	0.3	3.231	A
2 - Oxford Motor Park	66	17	481	1337	0.050	66	36	0.0	0.1	2.831	A
3 - Langford Lane (West)	295	74	74	1806	0.163	294	473	0.0	0.2	2.456	A
4 - The Boulevard	288	72	295	1251	0.230	287	73	0.0	0.3	3.821	A

16:30 - 16:45

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
1 - Langford Lane (East)	433	108	186	1476	0.293	433	511	0.3	0.4	3.512	A
2 - Oxford Motor Park	79	20	576	1278	0.062	79	43	0.1	0.1	3.002	A
3 - Langford Lane (West)	352	88	88	1796	0.196	352	567	0.2	0.3	2.573	A
4 - The Boulevard	344	86	353	1217	0.283	344	87	0.3	0.4	4.224	A

16:45 - 17:00

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
1 - Langford Lane (East)	531	133	228	1451	0.366	530	626	0.4	0.6	3.976	A
2 - Oxford Motor Park	97	24	705	1197	0.081	97	53	0.1	0.1	3.271	A
3 - Langford Lane (West)	432	108	108	1783	0.242	431	694	0.3	0.3	2.749	A
4 - The Boulevard	422	105	432	1170	0.360	421	107	0.4	0.6	4.923	A

17:00 - 17:15

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
1 - Langford Lane (East)	531	133	228	1451	0.366	531	626	0.6	0.6	3.982	A
2 - Oxford Motor Park	97	24	706	1197	0.081	97	53	0.1	0.1	3.272	A
3 - Langford Lane (West)	432	108	108	1783	0.242	432	695	0.3	0.3	2.750	A
4 - The Boulevard	422	105	433	1170	0.361	422	107	0.6	0.6	4.931	A

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
1 - Langford Lane (East)	433	108	186	1476	0.294	434	512	0.6	0.4	3.517	A
2 - Oxford Motor Park	79	20	577	1277	0.062	79	43	0.1	0.1	3.007	A
3 - Langford Lane (West)	352	88	88	1796	0.196	353	568	0.3	0.3	2.574	A
4 - The Boulevard	344	86	354	1217	0.283	345	87	0.6	0.4	4.237	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
1 - Langford Lane (East)	363	91	156	1495	0.243	363	429	0.4	0.3	3.239	A
2 - Oxford Motor Park	66	17	483	1336	0.050	66	36	0.1	0.1	2.835	A
3 - Langford Lane (West)	295	74	74	1806	0.163	295	476	0.3	0.2	2.461	A
4 - The Boulevard	288	72	296	1251	0.231	289	73	0.4	0.3	3.838	A

Langford Lane - The Blvd - Oxford Motor Pk Roundabout - 2027, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Langford Lane - The Blvd - Oxford Motor Pk Roundabout	Standard Roundabout		1, 2, 3, 4	4.45	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	69	3 - Langford Lane (West)

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2027	AM	ONE HOUR	07:30	09:00	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 (%)
1 - Langford Lane (East)		ONE HOUR	✓	607	100.000
2 - Oxford Motor Park		ONE HOUR	✓	35	100.000
3 - Langford Lane (West)		ONE HOUR	✓	776	100.000
4 - The Boulevard		ONE HOUR	✓	114	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Langford Lane (East)	2 - Oxford Motor Park	3 - Langford Lane (West)	4 - The Boulevard
From	1 - Langford Lane (East)	5	76	302	224
	2 - Oxford Motor Park	21	0	14	0
	3 - Langford Lane (West)	474	53	0	249
	4 - The Boulevard	64	0	48	2

Vehicle Mix

Heavy Vehicle Percentages

	To			
	1 - Langford Lane (East)	2 - Oxford Motor Park	3 - Langford Lane (West)	4 - The Boulevard
From				
1 - Langford Lane (East)	17	3	5	2
2 - Oxford Motor Park	0	0	0	0
3 - Langford Lane (West)	4	6	0	2
4 - The Boulevard	13	0	15	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)
1 - Langford Lane (East)	0.44	4.38	0.8	A	557	835
2 - Oxford Motor Park	0.03	3.00	0.0	A	32	48
3 - Langford Lane (West)	0.51	4.59	1.1	A	712	1068
4 - The Boulevard	0.12	4.35	0.2	A	105	157

Main Results for each time segment

07:30 - 07:45

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
1 - Langford Lane (East)	457	114	77	1543	0.296	455	423	0.0	0.4	3.427	A
2 - Oxford Motor Park	26	7	436	1366	0.019	26	97	0.0	0.0	2.687	A
3 - Langford Lane (West)	584	146	189	1727	0.338	582	273	0.0	0.5	3.249	A
4 - The Boulevard	86	21	415	1180	0.073	85	356	0.0	0.1	3.734	A

07:45 - 08:00

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
1 - Langford Lane (East)	546	136	93	1533	0.356	545	506	0.4	0.6	3.776	A
2 - Oxford Motor Park	31	8	522	1312	0.024	31	116	0.0	0.0	2.811	A
3 - Langford Lane (West)	698	174	226	1701	0.410	697	327	0.5	0.7	3.708	A
4 - The Boulevard	102	26	497	1132	0.091	102	427	0.1	0.1	3.971	A

08:00 - 08:15

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
1 - Langford Lane (East)	668	167	113	1521	0.440	667	620	0.6	0.8	4.371	A
2 - Oxford Motor Park	39	10	639	1238	0.031	39	142	0.0	0.0	2.999	A
3 - Langford Lane (West)	854	214	277	1666	0.513	853	400	0.7	1.1	4.573	A
4 - The Boulevard	126	31	608	1066	0.118	125	522	0.1	0.2	4.348	A

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
1 - Langford Lane (East)	668	167	113	1521	0.440	668	621	0.8	0.8	4.380	A
2 - Oxford Motor Park	39	10	640	1238	0.031	39	142	0.0	0.0	3.000	A
3 - Langford Lane (West)	854	214	277	1666	0.513	854	401	1.1	1.1	4.590	A
4 - The Boulevard	126	31	609	1065	0.118	126	523	0.2	0.2	4.350	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
1 - Langford Lane (East)	546	136	93	1533	0.356	547	508	0.8	0.6	3.790	A
2 - Oxford Motor Park	31	8	523	1311	0.024	31	116	0.0	0.0	2.815	A
3 - Langford Lane (West)	698	174	227	1701	0.410	699	328	1.1	0.7	3.723	A
4 - The Boulevard	102	26	498	1131	0.091	103	428	0.2	0.1	3.976	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
1 - Langford Lane (East)	457	114	78	1542	0.296	458	425	0.6	0.4	3.445	A
2 - Oxford Motor Park	26	7	438	1364	0.019	26	97	0.0	0.0	2.690	A
3 - Langford Lane (West)	584	146	190	1726	0.338	585	274	0.7	0.5	3.266	A
4 - The Boulevard	86	21	417	1179	0.073	86	358	0.1	0.1	3.742	A

Langford Lane - The Blvd - Oxford Motor Pk Roundabout - 2027, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Langford Lane - The Blvd - Oxford Motor Pk Roundabout	Standard Roundabout		1, 2, 3, 4	3.93	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	91	4 - The Boulevard

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2027	PM	ONE HOUR	16:15	17:45	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 (%)
1 - Langford Lane (East)		ONE HOUR	✓	497	100.000
2 - Oxford Motor Park		ONE HOUR	✓	90	100.000
3 - Langford Lane (West)		ONE HOUR	✓	403	100.000
4 - The Boulevard		ONE HOUR	✓	394	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Langford Lane (East)	2 - Oxford Motor Park	3 - Langford Lane (West)	4 - The Boulevard
From	1 - Langford Lane (East)	4	24	423	46
	2 - Oxford Motor Park	45	0	44	1
	3 - Langford Lane (West)	331	24	0	48
	4 - The Boulevard	206	1	183	4

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Langford Lane (East)	2 - Oxford Motor Park	3 - Langford Lane (West)	4 - The Boulevard
From	1 - Langford Lane (East)	0	0	1	11
	2 - Oxford Motor Park	0	0	0	0
	3 - Langford Lane (West)	2	4	0	12
	4 - The Boulevard	3	0	2	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)
1 - Langford Lane (East)	0.38	4.07	0.6	A	456	684
2 - Oxford Motor Park	0.08	3.32	0.1	A	83	124
3 - Langford Lane (West)	0.25	2.78	0.3	A	370	555
4 - The Boulevard	0.37	5.06	0.6	A	362	542

Main Results for each time segment

16:15 - 16:30

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
1 - Langford Lane (East)	374	94	159	1493	0.251	373	440	0.0	0.3	3.267	A
2 - Oxford Motor Park	68	17	495	1328	0.051	68	37	0.0	0.1	2.854	A
3 - Langford Lane (West)	303	76	75	1805	0.168	303	488	0.0	0.2	2.471	A
4 - The Boulevard	297	74	303	1247	0.238	295	74	0.0	0.3	3.874	A

16:30 - 16:45

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
1 - Langford Lane (East)	447	112	190	1474	0.303	446	526	0.3	0.4	3.564	A
2 - Oxford Motor Park	81	20	593	1267	0.064	81	44	0.1	0.1	3.033	A
3 - Langford Lane (West)	362	91	90	1795	0.202	362	584	0.2	0.3	2.592	A
4 - The Boulevard	354	89	363	1211	0.292	354	89	0.3	0.4	4.302	A

16:45 - 17:00

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
1 - Langford Lane (East)	547	137	233	1448	0.378	547	644	0.4	0.6	4.066	A
2 - Oxford Motor Park	99	25	726	1184	0.084	99	54	0.1	0.1	3.317	A
3 - Langford Lane (West)	444	111	110	1781	0.249	443	715	0.3	0.3	2.777	A
4 - The Boulevard	434	108	444	1163	0.373	433	109	0.4	0.6	5.051	A

17:00 - 17:15

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
1 - Langford Lane (East)	547	137	233	1447	0.378	547	645	0.6	0.6	4.070	A
2 - Oxford Motor Park	99	25	727	1183	0.084	99	54	0.1	0.1	3.319	A
3 - Langford Lane (West)	444	111	110	1781	0.249	444	716	0.3	0.3	2.777	A
4 - The Boulevard	434	108	445	1163	0.373	434	109	0.6	0.6	5.062	A

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
1 - Langford Lane (East)	447	112	191	1473	0.303	447	527	0.6	0.4	3.576	A
2 - Oxford Motor Park	81	20	594	1266	0.064	81	44	0.1	0.1	3.039	A
3 - Langford Lane (West)	362	91	90	1795	0.202	363	585	0.3	0.3	2.596	A
4 - The Boulevard	354	89	364	1211	0.293	355	89	0.6	0.4	4.314	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
1 - Langford Lane (East)	374	94	160	1492	0.251	375	442	0.4	0.3	3.281	A
2 - Oxford Motor Park	68	17	497	1327	0.051	68	37	0.1	0.1	2.858	A
3 - Langford Lane (West)	303	76	75	1805	0.168	304	490	0.3	0.2	2.476	A
4 - The Boulevard	297	74	304	1246	0.238	297	75	0.4	0.3	3.891	A

Langford Lane - The Blvd - Oxford Motor Pk Roundabout - 2027 plus development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Langford Lane - The Blvd - Oxford Motor Pk Roundabout	Standard Roundabout		1, 2, 3, 4	5.33	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	45	3 - Langford Lane (West)

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2027 plus development	AM	ONE HOUR	07:30	09:00	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 (%)
1 - Langford Lane (East)		ONE HOUR	✓	692	100.000
2 - Oxford Motor Park		ONE HOUR	✓	35	100.000
3 - Langford Lane (West)		ONE HOUR	✓	877	100.000
4 - The Boulevard		ONE HOUR	✓	130	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Langford Lane (East)	2 - Oxford Motor Park	3 - Langford Lane (West)	4 - The Boulevard
From	1 - Langford Lane (East)	5	76	302	309
	2 - Oxford Motor Park	21	0	14	0
	3 - Langford Lane (West)	474	53	0	350
	4 - The Boulevard	71	0	57	2

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Langford Lane (East)	2 - Oxford Motor Park	3 - Langford Lane (West)	4 - The Boulevard
From	1 - Langford Lane (East)	17	3	5	2
	2 - Oxford Motor Park	0	0	0	0
	3 - Langford Lane (West)	4	6	0	2
	4 - The Boulevard	13	0	15	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)
1 - Langford Lane (East)	0.50	4.95	1.0	A	635	952
2 - Oxford Motor Park	0.03	3.17	0.0	A	32	48
3 - Langford Lane (West)	0.60	5.85	1.6	A	805	1207
4 - The Boulevard	0.13	4.44	0.2	A	119	179

Main Results for each time segment

07:30 - 07:45

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
1 - Langford Lane (East)	521	130	84	1538	0.339	519	428	0.0	0.5	3.646	A
2 - Oxford Motor Park	26	7	506	1321	0.020	26	97	0.0	0.0	2.779	A
3 - Langford Lane (West)	660	165	253	1683	0.392	658	280	0.0	0.7	3.618	A
4 - The Boulevard	98	24	415	1180	0.083	97	496	0.0	0.1	3.777	A

07:45 - 08:00

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
1 - Langford Lane (East)	622	156	101	1528	0.407	621	513	0.5	0.7	4.104	A
2 - Oxford Motor Park	31	8	606	1259	0.025	31	116	0.0	0.0	2.932	A
3 - Langford Lane (West)	788	197	303	1648	0.478	787	335	0.7	0.9	4.313	A
4 - The Boulevard	117	29	496	1132	0.103	117	593	0.1	0.1	4.030	A

08:00 - 08:15

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
1 - Langford Lane (East)	762	190	123	1515	0.503	761	627	0.7	1.0	4.931	A
2 - Oxford Motor Park	39	10	742	1174	0.033	39	142	0.0	0.0	3.170	A
3 - Langford Lane (West)	966	241	370	1602	0.603	963	410	0.9	1.5	5.801	A
4 - The Boulevard	143	36	607	1066	0.134	143	726	0.1	0.2	4.430	A

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
1 - Langford Lane (East)	762	190	123	1514	0.503	762	629	1.0	1.0	4.950	A
2 - Oxford Motor Park	39	10	743	1173	0.033	39	142	0.0	0.0	3.172	A
3 - Langford Lane (West)	966	241	371	1601	0.603	966	411	1.5	1.6	5.849	A
4 - The Boulevard	143	36	609	1065	0.134	143	728	0.2	0.2	4.436	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
1 - Langford Lane (East)	622	156	101	1528	0.407	623	515	1.0	0.7	4.125	A
2 - Oxford Motor Park	31	8	608	1258	0.025	31	116	0.0	0.0	2.937	A
3 - Langford Lane (West)	788	197	304	1648	0.478	791	336	1.6	1.0	4.351	A
4 - The Boulevard	117	29	499	1131	0.103	117	596	0.2	0.1	4.038	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
1 - Langford Lane (East)	521	130	84	1538	0.339	522	431	0.7	0.5	3.670	A
2 - Oxford Motor Park	26	7	509	1320	0.020	26	97	0.0	0.0	2.782	A
3 - Langford Lane (West)	660	165	254	1682	0.393	661	281	1.0	0.7	3.650	A
4 - The Boulevard	98	24	417	1179	0.083	98	498	0.1	0.1	3.783	A

Langford Lane - The Blvd - Oxford Motor Pk Roundabout - 2027 plus development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Langford Lane - The Blvd - Oxford Motor Pk Roundabout	Standard Roundabout		1, 2, 3, 4	4.94	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	47	4 - The Boulevard

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2027 plus development	PM	ONE HOUR	16:15	17:45	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 (%)
1 - Langford Lane (East)		ONE HOUR	✓	504	100.000
2 - Oxford Motor Park		ONE HOUR	✓	90	100.000
3 - Langford Lane (West)		ONE HOUR	✓	411	100.000
4 - The Boulevard		ONE HOUR	✓	582	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Langford Lane (East)	2 - Oxford Motor Park	3 - Langford Lane (West)	4 - The Boulevard
From	1 - Langford Lane (East)	4	24	423	53
	2 - Oxford Motor Park	45	0	44	1
	3 - Langford Lane (West)	331	24	0	56
	4 - The Boulevard	292	1	285	4

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Langford Lane (East)	2 - Oxford Motor Park	3 - Langford Lane (West)	4 - The Boulevard
From	1 - Langford Lane (East)	0	0	1	11
	2 - Oxford Motor Park	0	0	0	0
	3 - Langford Lane (West)	2	4	0	12
	4 - The Boulevard	3	0	2	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)
1 - Langford Lane (East)	0.40	4.45	0.7	A	462	694
2 - Oxford Motor Park	0.09	3.57	0.1	A	83	124
3 - Langford Lane (West)	0.25	2.81	0.4	A	377	566
4 - The Boulevard	0.55	7.07	1.2	A	534	801

Main Results for each time segment

16:15 - 16:30

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
1 - Langford Lane (East)	379	95	235	1446	0.262	378	504	0.0	0.4	3.429	A
2 - Oxford Motor Park	68	17	576	1277	0.053	68	37	0.0	0.1	2.975	A
3 - Langford Lane (West)	309	77	80	1802	0.172	309	564	0.0	0.2	2.491	A
4 - The Boulevard	438	110	303	1247	0.351	436	86	0.0	0.6	4.540	A

16:30 - 16:45

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
1 - Langford Lane (East)	453	113	282	1418	0.320	453	603	0.4	0.5	3.798	A
2 - Oxford Motor Park	81	20	690	1206	0.067	81	44	0.1	0.1	3.198	A
3 - Langford Lane (West)	369	92	96	1791	0.206	369	675	0.2	0.3	2.617	A
4 - The Boulevard	523	131	363	1211	0.432	522	102	0.6	0.8	5.349	A

16:45 - 17:00

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
1 - Langford Lane (East)	555	139	345	1380	0.402	554	739	0.5	0.7	4.438	A
2 - Oxford Motor Park	99	25	845	1109	0.089	99	54	0.1	0.1	3.562	A
3 - Langford Lane (West)	453	113	118	1776	0.255	452	826	0.3	0.4	2.811	A
4 - The Boulevard	641	160	444	1163	0.551	639	125	0.8	1.2	7.017	A

17:00 - 17:15

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
1 - Langford Lane (East)	555	139	346	1379	0.402	555	740	0.7	0.7	4.450	A
2 - Oxford Motor Park	99	25	847	1108	0.089	99	54	0.1	0.1	3.566	A
3 - Langford Lane (West)	453	113	118	1776	0.255	453	828	0.4	0.4	2.811	A
4 - The Boulevard	641	160	445	1163	0.551	641	126	1.2	1.2	7.070	A

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
1 - Langford Lane (East)	453	113	283	1417	0.320	454	605	0.7	0.5	3.810	A
2 - Oxford Motor Park	81	20	693	1205	0.067	81	44	0.1	0.1	3.206	A
3 - Langford Lane (West)	369	92	96	1791	0.206	370	678	0.4	0.3	2.619	A
4 - The Boulevard	523	131	364	1211	0.432	525	103	1.2	0.8	5.395	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
1 - Langford Lane (East)	379	95	237	1445	0.263	380	507	0.5	0.4	3.443	A
2 - Oxford Motor Park	68	17	580	1275	0.053	68	37	0.1	0.1	2.980	A
3 - Langford Lane (West)	309	77	81	1801	0.172	310	567	0.3	0.2	2.496	A
4 - The Boulevard	438	110	304	1246	0.352	439	86	0.8	0.6	4.579	A

Langford Lane - The Blvd - Oxford Motor Pk Roundabout - 2042, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Langford Lane - The Blvd - Oxford Motor Pk Roundabout	Standard Roundabout		1, 2, 3, 4	4.92	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	56	3 - Langford Lane (West)

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	2042	AM	ONE HOUR	07:30	09:00	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 (%)
1 - Langford Lane (East)		ONE HOUR	✓	660	100.000
2 - Oxford Motor Park		ONE HOUR	✓	38	100.000
3 - Langford Lane (West)		ONE HOUR	✓	846	100.000
4 - The Boulevard		ONE HOUR	✓	124	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Langford Lane (East)	2 - Oxford Motor Park	3 - Langford Lane (West)	4 - The Boulevard
From	1 - Langford Lane (East)	5	82	329	244
	2 - Oxford Motor Park	22	0	16	0
	3 - Langford Lane (West)	517	58	0	271
	4 - The Boulevard	69	0	53	2

Vehicle Mix

Heavy Vehicle Percentages

	To			
	1 - Langford Lane (East)	2 - Oxford Motor Park	3 - Langford Lane (West)	4 - The Boulevard
From				
1 - Langford Lane (East)	17	3	5	2
2 - Oxford Motor Park	0	0	0	0
3 - Langford Lane (West)	4	6	0	2
4 - The Boulevard	13	0	15	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)
1 - Langford Lane (East)	0.48	4.74	1.0	A	606	908
2 - Oxford Motor Park	0.03	3.10	0.0	A	35	52
3 - Langford Lane (West)	0.56	5.18	1.3	A	776	1164
4 - The Boulevard	0.13	4.56	0.2	A	114	171

Main Results for each time segment

07:30 - 07:45

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
1 - Langford Lane (East)	497	124	85	1538	0.323	495	460	0.0	0.5	3.573	A
2 - Oxford Motor Park	29	7	475	1341	0.021	29	105	0.0	0.0	2.742	A
3 - Langford Lane (West)	637	159	205	1716	0.371	634	298	0.0	0.6	3.438	A
4 - The Boulevard	93	23	452	1159	0.081	93	388	0.0	0.1	3.838	A

07:45 - 08:00

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
1 - Langford Lane (East)	593	148	101	1528	0.388	593	550	0.5	0.7	3.990	A
2 - Oxford Motor Park	34	9	568	1282	0.027	34	126	0.0	0.0	2.883	A
3 - Langford Lane (West)	761	190	245	1688	0.451	760	357	0.6	0.8	4.008	A
4 - The Boulevard	111	28	541	1106	0.101	111	464	0.1	0.1	4.113	A

08:00 - 08:15

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
1 - Langford Lane (East)	727	182	124	1514	0.480	725	674	0.7	0.9	4.728	A
2 - Oxford Motor Park	42	10	696	1203	0.035	42	154	0.0	0.0	3.100	A
3 - Langford Lane (West)	931	233	300	1650	0.564	930	438	0.8	1.3	5.156	A
4 - The Boulevard	137	34	661	1034	0.132	136	568	0.1	0.2	4.555	A

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
1 - Langford Lane (East)	727	182	124	1514	0.480	727	675	0.9	1.0	4.742	A
2 - Oxford Motor Park	42	10	697	1202	0.035	42	154	0.0	0.0	3.102	A
3 - Langford Lane (West)	931	233	301	1650	0.565	931	438	1.3	1.3	5.184	A
4 - The Boulevard	137	34	663	1033	0.132	137	569	0.2	0.2	4.560	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
1 - Langford Lane (East)	593	148	102	1528	0.388	594	552	1.0	0.7	4.007	A
2 - Oxford Motor Park	34	9	570	1281	0.027	34	126	0.0	0.0	2.885	A
3 - Langford Lane (West)	761	190	246	1688	0.451	762	358	1.3	0.9	4.034	A
4 - The Boulevard	111	28	543	1105	0.101	112	466	0.2	0.1	4.121	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
1 - Langford Lane (East)	497	124	85	1538	0.323	498	462	0.7	0.5	3.593	A
2 - Oxford Motor Park	29	7	477	1340	0.021	29	106	0.0	0.0	2.747	A
3 - Langford Lane (West)	637	159	206	1715	0.371	638	300	0.9	0.6	3.460	A
4 - The Boulevard	93	23	454	1157	0.081	93	390	0.1	0.1	3.845	A

Langford Lane - The Blvd - Oxford Motor Pk Roundabout - 2042, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Langford Lane - The Blvd - Oxford Motor Pk Roundabout	Standard Roundabout		1, 2, 3, 4	4.20	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	75	4 - The Boulevard

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	2042	PM	ONE HOUR	16:15	17:45	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 (%)
1 - Langford Lane (East)		ONE HOUR	✓	541	100.000
2 - Oxford Motor Park		ONE HOUR	✓	98	100.000
3 - Langford Lane (West)		ONE HOUR	✓	439	100.000
4 - The Boulevard		ONE HOUR	✓	428	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Langford Lane (East)	2 - Oxford Motor Park	3 - Langford Lane (West)	4 - The Boulevard
From	1 - Langford Lane (East)	4	26	461	50
	2 - Oxford Motor Park	49	0	48	1
	3 - Langford Lane (West)	361	26	0	52
	4 - The Boulevard	224	1	199	4

Vehicle Mix

Heavy Vehicle Percentages

	To			
	1 - Langford Lane (East)	2 - Oxford Motor Park	3 - Langford Lane (West)	4 - The Boulevard
From				
1 - Langford Lane (East)	0	0	1	11
2 - Oxford Motor Park	0	0	0	0
3 - Langford Lane (West)	2	4	0	12
4 - The Boulevard	3	0	2	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)
1 - Langford Lane (East)	0.41	4.36	0.7	A	496	745
2 - Oxford Motor Park	0.09	3.47	0.1	A	90	135
3 - Langford Lane (West)	0.27	2.88	0.4	A	403	604
4 - The Boulevard	0.41	5.52	0.7	A	393	589

Main Results for each time segment

16:15 - 16:30

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
1 - Langford Lane (East)	407	102	172	1485	0.274	406	479	0.0	0.4	3.392	A
2 - Oxford Motor Park	74	18	538	1301	0.057	74	40	0.0	0.1	2.932	A
3 - Langford Lane (West)	331	83	81	1801	0.184	330	531	0.0	0.2	2.524	A
4 - The Boulevard	322	81	330	1231	0.262	321	80	0.0	0.4	4.049	A

16:30 - 16:45

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
1 - Langford Lane (East)	486	122	207	1464	0.332	486	573	0.4	0.5	3.744	A
2 - Oxford Motor Park	88	22	645	1235	0.071	88	48	0.1	0.1	3.138	A
3 - Langford Lane (West)	395	99	97	1790	0.220	394	636	0.2	0.3	2.662	A
4 - The Boulevard	385	96	395	1192	0.323	384	96	0.4	0.5	4.565	A

16:45 - 17:00

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
1 - Langford Lane (East)	596	149	253	1436	0.415	595	702	0.5	0.7	4.353	A
2 - Oxford Motor Park	108	27	789	1144	0.094	108	58	0.1	0.1	3.472	A
3 - Langford Lane (West)	483	121	119	1775	0.272	483	778	0.3	0.4	2.875	A
4 - The Boulevard	471	118	484	1139	0.414	470	118	0.5	0.7	5.507	A

17:00 - 17:15

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
1 - Langford Lane (East)	596	149	253	1435	0.415	596	702	0.7	0.7	4.363	A
2 - Oxford Motor Park	108	27	791	1143	0.094	108	58	0.1	0.1	3.475	A
3 - Langford Lane (West)	483	121	119	1775	0.272	483	780	0.4	0.4	2.875	A
4 - The Boulevard	471	118	484	1139	0.414	471	118	0.7	0.7	5.524	A

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
1 - Langford Lane (East)	486	122	207	1463	0.332	487	574	0.7	0.5	3.758	A
2 - Oxford Motor Park	88	22	647	1233	0.071	88	48	0.1	0.1	3.142	A
3 - Langford Lane (West)	395	99	97	1790	0.220	395	638	0.4	0.3	2.663	A
4 - The Boulevard	385	96	396	1192	0.323	386	96	0.7	0.5	4.583	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
1 - Langford Lane (East)	407	102	173	1484	0.274	408	481	0.5	0.4	3.405	A
2 - Oxford Motor Park	74	18	541	1299	0.057	74	40	0.1	0.1	2.936	A
3 - Langford Lane (West)	331	83	81	1801	0.184	331	534	0.3	0.2	2.529	A
4 - The Boulevard	322	81	332	1230	0.262	323	81	0.5	0.4	4.069	A

Langford Lane - The Blvd - Oxford Motor Pk Roundabout - 2042 plus development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Langford Lane - The Blvd - Oxford Motor Pk Roundabout	Standard Roundabout		1, 2, 3, 4	6.05	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	34	3 - Langford Lane (West)

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	2042 plus development	AM	ONE HOUR	07:30	09:00	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 (%)
1 - Langford Lane (East)		ONE HOUR	✓	745	100.000
2 - Oxford Motor Park		ONE HOUR	✓	38	100.000
3 - Langford Lane (West)		ONE HOUR	✓	948	100.000
4 - The Boulevard		ONE HOUR	✓	141	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Langford Lane (East)	2 - Oxford Motor Park	3 - Langford Lane (West)	4 - The Boulevard
From	1 - Langford Lane (East)	5	82	329	329
	2 - Oxford Motor Park	22	0	16	0
	3 - Langford Lane (West)	517	58	0	373
	4 - The Boulevard	77	0	62	2

Vehicle Mix

Heavy Vehicle Percentages

	To			
	1 - Langford Lane (East)	2 - Oxford Motor Park	3 - Langford Lane (West)	4 - The Boulevard
From				
1 - Langford Lane (East)	17	3	5	2
2 - Oxford Motor Park	0	0	0	0
3 - Langford Lane (West)	4	6	0	2
4 - The Boulevard	13	0	15	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)
1 - Langford Lane (East)	0.54	5.42	1.2	A	684	1025
2 - Oxford Motor Park	0.04	3.29	0.0	A	35	52
3 - Langford Lane (West)	0.66	6.86	2.0	A	870	1305
4 - The Boulevard	0.15	4.66	0.2	A	129	194

Main Results for each time segment

07:30 - 07:45

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
1 - Langford Lane (East)	561	140	91	1534	0.366	559	466	0.0	0.6	3.810	A
2 - Oxford Motor Park	29	7	545	1297	0.022	29	105	0.0	0.0	2.837	A
3 - Langford Lane (West)	714	178	268	1672	0.427	711	305	0.0	0.8	3.856	A
4 - The Boulevard	106	27	451	1159	0.092	106	528	0.0	0.1	3.884	A

07:45 - 08:00

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
1 - Langford Lane (East)	670	167	110	1523	0.440	669	557	0.6	0.8	4.358	A
2 - Oxford Motor Park	34	9	653	1230	0.028	34	126	0.0	0.0	3.010	A
3 - Langford Lane (West)	852	213	321	1636	0.521	851	365	0.8	1.1	4.731	A
4 - The Boulevard	127	32	540	1106	0.115	127	632	0.1	0.1	4.178	A

08:00 - 08:15

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
1 - Langford Lane (East)	820	205	134	1508	0.544	819	682	0.8	1.2	5.392	A
2 - Oxford Motor Park	42	10	799	1138	0.037	42	154	0.0	0.0	3.282	A
3 - Langford Lane (West)	1044	261	393	1586	0.658	1040	447	1.1	1.9	6.776	A
4 - The Boulevard	155	39	661	1034	0.150	155	773	0.1	0.2	4.652	A

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
1 - Langford Lane (East)	820	205	134	1508	0.544	820	684	1.2	1.2	5.419	A
2 - Oxford Motor Park	42	10	800	1137	0.037	42	154	0.0	0.0	3.285	A
3 - Langford Lane (West)	1044	261	394	1585	0.658	1044	448	1.9	2.0	6.863	A
4 - The Boulevard	155	39	663	1033	0.150	155	775	0.2	0.2	4.660	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
1 - Langford Lane (East)	670	167	110	1523	0.440	671	560	1.2	0.8	4.385	A
2 - Oxford Motor Park	34	9	655	1228	0.028	34	126	0.0	0.0	3.014	A
3 - Langford Lane (West)	852	213	323	1635	0.521	856	367	2.0	1.1	4.793	A
4 - The Boulevard	127	32	543	1104	0.115	127	635	0.2	0.1	4.189	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
1 - Langford Lane (East)	561	140	92	1534	0.366	562	468	0.8	0.6	3.839	A
2 - Oxford Motor Park	29	7	548	1295	0.022	29	106	0.0	0.0	2.844	A
3 - Langford Lane (West)	714	178	270	1671	0.427	715	307	1.1	0.8	3.898	A
4 - The Boulevard	106	27	454	1157	0.092	106	531	0.1	0.1	3.895	A

Langford Lane - The Blvd - Oxford Motor Pk Roundabout - 2042 plus development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Langford Lane - The Blvd - Oxford Motor Pk Roundabout	Standard Roundabout		1, 2, 3, 4	5.40	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	38	4 - The Boulevard

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	2042 plus development	PM	ONE HOUR	16:15	17:45	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 (%)
1 - Langford Lane (East)		ONE HOUR	✓	548	100.000
2 - Oxford Motor Park		ONE HOUR	✓	98	100.000
3 - Langford Lane (West)		ONE HOUR	✓	447	100.000
4 - The Boulevard		ONE HOUR	✓	616	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Langford Lane (East)	2 - Oxford Motor Park	3 - Langford Lane (West)	4 - The Boulevard
From	1 - Langford Lane (East)	4	26	461	57
	2 - Oxford Motor Park	49	0	48	1
	3 - Langford Lane (West)	361	26	0	60
	4 - The Boulevard	310	1	301	4

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Langford Lane (East)	2 - Oxford Motor Park	3 - Langford Lane (West)	4 - The Boulevard
From	1 - Langford Lane (East)	0	0	1	11
	2 - Oxford Motor Park	0	0	0	0
	3 - Langford Lane (West)	2	4	0	12
	4 - The Boulevard	3	0	2	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)
1 - Langford Lane (East)	0.44	4.80	0.8	A	503	754
2 - Oxford Motor Park	0.10	3.75	0.1	A	90	135
3 - Langford Lane (West)	0.28	2.91	0.4	A	410	615
4 - The Boulevard	0.60	8.00	1.5	A	565	848

Main Results for each time segment

16:15 - 16:30

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
1 - Langford Lane (East)	413	103	249	1438	0.287	411	543	0.0	0.4	3.564	A
2 - Oxford Motor Park	74	18	620	1250	0.059	74	40	0.0	0.1	3.059	A
3 - Langford Lane (West)	337	84	86	1797	0.187	336	607	0.0	0.2	2.544	A
4 - The Boulevard	464	116	330	1231	0.377	461	92	0.0	0.6	4.781	A

16:30 - 16:45

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
1 - Langford Lane (East)	493	123	298	1408	0.350	492	650	0.4	0.5	4.001	A
2 - Oxford Motor Park	88	22	742	1174	0.075	88	48	0.1	0.1	3.315	A
3 - Langford Lane (West)	402	100	103	1786	0.225	402	727	0.2	0.3	2.687	A
4 - The Boulevard	554	138	395	1192	0.465	553	110	0.6	0.9	5.762	A

16:45 - 17:00

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
1 - Langford Lane (East)	603	151	364	1368	0.441	602	796	0.5	0.8	4.787	A
2 - Oxford Motor Park	108	27	908	1070	0.101	108	58	0.1	0.1	3.742	A
3 - Langford Lane (West)	492	123	126	1770	0.278	492	890	0.3	0.4	2.911	A
4 - The Boulevard	678	170	484	1139	0.595	676	134	0.9	1.5	7.920	A

17:00 - 17:15

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
1 - Langford Lane (East)	603	151	366	1367	0.441	603	797	0.8	0.8	4.802	A
2 - Oxford Motor Park	108	27	910	1068	0.101	108	58	0.1	0.1	3.747	A
3 - Langford Lane (West)	492	123	127	1770	0.278	492	892	0.4	0.4	2.911	A
4 - The Boulevard	678	170	484	1139	0.595	678	134	1.5	1.5	8.003	A

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
1 - Langford Lane (East)	493	123	300	1407	0.350	494	652	0.8	0.6	4.019	A
2 - Oxford Motor Park	88	22	746	1172	0.075	88	48	0.1	0.1	3.325	A
3 - Langford Lane (West)	402	100	104	1786	0.225	402	730	0.4	0.3	2.691	A
4 - The Boulevard	554	138	396	1192	0.465	556	110	1.5	0.9	5.827	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
1 - Langford Lane (East)	413	103	251	1437	0.287	413	546	0.6	0.4	3.583	A
2 - Oxford Motor Park	74	18	624	1248	0.059	74	40	0.1	0.1	3.068	A
3 - Langford Lane (West)	337	84	87	1797	0.187	337	611	0.3	0.2	2.549	A
4 - The Boulevard	464	116	332	1230	0.377	465	92	0.9	0.6	4.829	A

Appendix E

Pre-application notes
submitted to OCC

London Oxford Airport – Development

Transport Scoping Report

Introduction

1. This Transport Scoping Report has been prepared by Transport Planning Practice Limited to set out the principles of the Transport Assessment that will be prepared in support of a planning application for a new development on London Oxford Airport (LOA) (the 'Airport') located on land to the west of the of the main airport access.
2. The existing site (the 'Site') comprises four large buildings and several smaller ancillary buildings with a significant proportion of the Site comprising hardstanding areas. The existing floorspace totals approximately 11,055m² Gross Internal Area (GIA).
3. Two of the larger existing buildings on the site are connected to the airport apron and are hangars, although these have been identified by the applicant as under-utilised for the airport. The south of the site is occupied by two large former MOD buildings, which were until recently occupied by the CAE Oxford Aviation Academy, a pilot training school, and Vida Health and Fitness gym facility. Figure 1 shows the existing site layout.

Figure 1: Existing Site layout



- The proposed development (the 'Development') is to demolish the existing buildings within the application site to provide five new buildings comprising a total floorspace of approximately 16,840m² GIA for Research & Development and Light Industry use, planning use classes E(g)(ii) and E(g)(iii). Figure 2 shows the proposed Development layout.

Figure 2: Proposed Development layout



- Vehicular access into the Site will be rationalised by providing a single entrance/exit junction in the location of an existing access away from Langford Lane. The existing access junction and roadway will be widened to accommodate Heavy Goods Vehicles (HGVs). In addition, junction inter-visibility will be based on the guidance within the Department for Transport's (DfT) Manual for Streets. Vehicular access for Hanger 14 will be maintained through the Development utilising the same access location from the Site boundary.

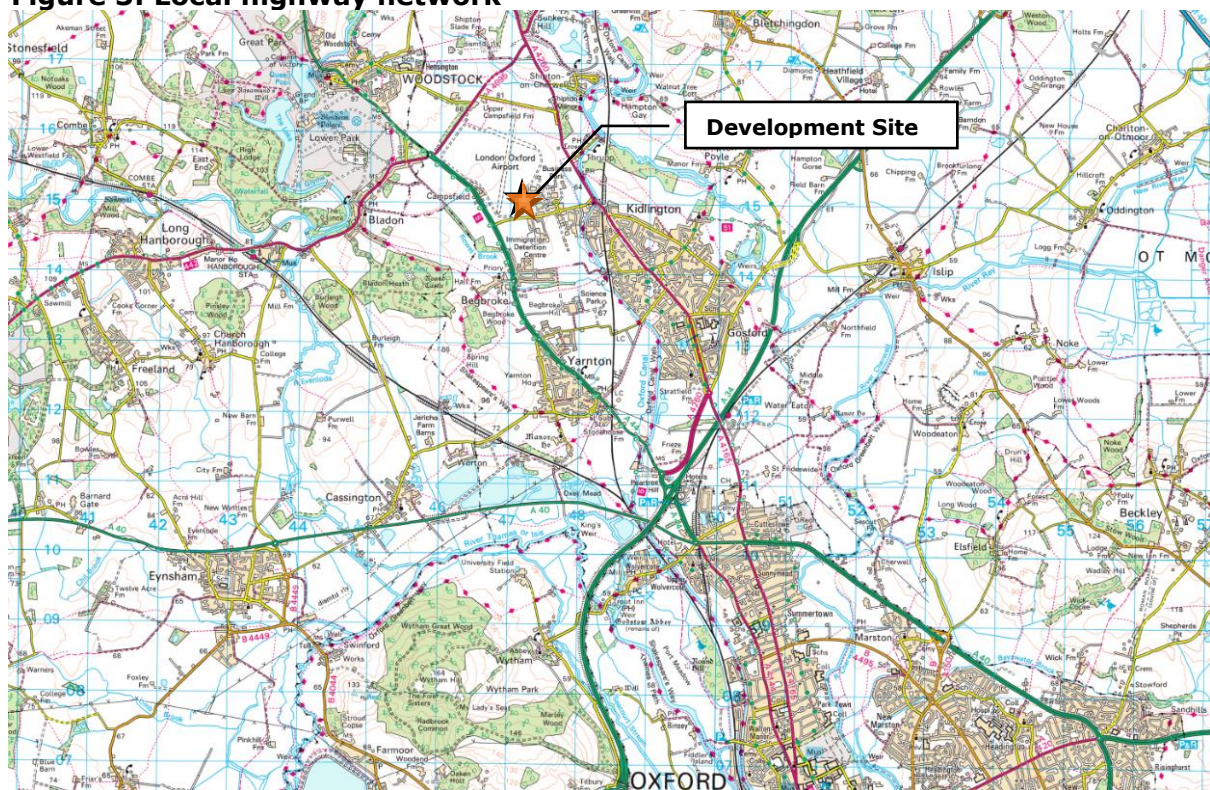
6. Drawings 31236/AC/007 and 31236/AC/008 show the swept path analysis of the site by a 10m rigid HGV and refuse collection vehicle respectively, which are likely to be the largest vehicles that will access the site. However, it is expected that the majority of servicing trips will be undertaken by Luton van type vehicles. Drawings 31236/AC/007 and 31236/AC/008 also show the proposed Site access and visibility requirements.
7. A number of access points will be located along the eastern boundary of the Site to improve permeability for pedestrians and cyclists, and those using the bus stops on The Boulevard. Within the wider site, high level street lighting along footpaths and roads will also be implemented to enhance wayfinding around the site.

Baseline transport conditions

Local highway network

8. The immediate highway network comprises Langford Lane which is an east-west access road connecting the A4260 Banbury Road to the east and the A44 Woodstock Road to the west. The Airport is accessed via a roundabout from Langford Lane. Banbury Road provides local access to Kidlington and Gosford to the south, along with Oxford and Wendlebury/Bicester/M40 via the A34. The A44 Woodstock Road provides a strategic route leading to Oxford and the A34 to the south and Chipping Norton, Evesham and Worcester to the north west.
9. The Site is therefore well connected to the surrounding main road network which has the benefit of quickly dissipating any potential traffic effects resulting from the Development. Furthermore, its location would also result in a well dispersed directional distribution of vehicle trips. Figure 3 shows the Site in the context of the local highway network.

Figure 3: Local highway network



Public transport network

10. The closest current bus stop is located on The Boulevard at the main entrance to the Airport from Langford Lane. This stop is served by two bus services, the 500 and the 7 gold. These services provide a frequency of six buses an hour throughout the day. The 500 is a Park & Ride service that runs north-south between Woodstock, Oxford Parkway Railway Station where the Park & Ride car park is also located, and Oxford City Centre terminating at Oxford Railway Station. The 7 Gold runs north-south from just to the north of Woodstock to Oxford City Centre, also stopping at Oxford Parking Railway Station and the Park & Ride car park.
11. Oxford Parkway is served by Chiltern Railways services with a half-hourly frequency. Services run between London Marylebone Station and Oxford with interchange with all other Chiltern Rail services at High Wycombe with destinations to Stratford upon Avon; Kidderminster; Birmingham Moor Street; Banbury; and Aylesbury.

Pedestrian and cycle

12. The Site is located in a reasonably rural location with the main hub of the Airport buildings to the west and north including the under construction Hanger 15. Footways on The Boulevard, Langford Lane and A4260 Banbury Road provide a pedestrian link between the Airport and the town of Kidlington. Langford Lane between the Airport and Kidlington is a 30mph road with high level street lighting.

Impact assessmentTrip generation

13. The trip generation for the Development will be based on trip rates obtained from the TRICS database. An interrogation of the database to find suitable comparator sites on which to base the trip generation has returned the sites set out in Table 1.

Table 1: TRICS comparator sites

Site Code	Name	Location	Survey Date	Gross Floor Area (m ²)
CA-02-B-03	Cambridge Science Park	Milton Road Cambridge	Friday 06/10/2017	142,687
EX-02-B-02	Severalls Industrial Park	Wyncolls Road Colchester	Friday 18/05/2018	4,083
LN-02-B-02	Business Park	Cardinal Close Lincoln	Thursday 25/06/2015	5,000
ST-02-B-04	Business Park	Stone Road Stafford	Thursday 22/11/2017	20,760
WK-02-B-01	Business/Tech. Park	Gallows Hill Warwick	Wednesday 25/09/2019	56,520

Travel mode share

14. The travel mode share for the Development would be based on Census 2011 *Method of travel to work (2001 specification) (Workday population)* Super Output Area – Middle Layer Cherwell 019. Table 2 sets out the expected mode share for the site.

Table 2: Census 2011 travel mode share

Mode of Travel	Percentage
Train	0.7%
Bus, minibus or coach	4.7%
Taxi	0.0%
Motorcycle, scooter or moped	0.9%
Driving a car or van	81.2%
Passenger in a car or van	4.2%
Bicycle	3.6%
On foot	4.7%
Total	100.0%

15. Due to the relatively rural location of the area, the predominant mode of travel would be by car, either as a driver or passenger with slightly over 85% using this mode. It would be normal practice for employment development proposals to prepare a Travel Plan. This Travel Plan would seek to reduce overall car movements through measures such as car sharing and incentives to consider sustainable ways of travel where possible. However, the above mode share data identifies that the main effects of the Development would result from vehicle trips on the surrounding highway network.

Impacts on local highway network

16. Turning count surveys of the following junctions will be undertaken for one weekday as part of the Transport Assessment:
- A44 Woodstock Road / Langford Lane signal controlled junction
 - Langford Lane / The Boulevard roundabout
 - The Boulevard / Airport Access roundabout
 - A4260 Banbury Road / Langford Lane signal controlled junction
17. As part of the Transport Assessment, Automatic Traffic Counter (ATC) surveys will be undertaken on the following road links for a 14 day period:
- Langford Lane east of The Boulevard roundabout
 - Langford Lane west of The Boulevard roundabout
 - A44 Woodstock Road north of junction with Langford Lane
 - A44 Woodstock Road south of junction with Langford Lane
 - A4260 Banbury Road north of junction with Langford Lane
 - A4260 Banbury Road south of junction with Langford Lane
18. Junction modelling capacity assessments will be undertaken as part of the Transport Assessment for the following junctions:
- Langford Lane / The Boulevard roundabout
 - The Boulevard / Airport Access roundabout

19. An impact assessment will be undertaken for the following road links as part of the Transport Assessment establishing the effects of Development traffic on the local highway network as surveyed and comparing this to survey data set out within the Oxford Technology Park Transport Assessment which was prepared when the CAE was operational:
- Langford Lane east of The Boulevard roundabout
 - Langford Lane west of The Boulevard roundabout
 - A44 Woodstock Road north of junction with Langford Lane
 - A44 Woodstock Road south of junction with Langford Lane
 - A4260 Banbury Road north of junction with Langford Lane
 - A4260 Banbury Road south of junction with Langford Lane

Traffic distribution

20. Figure 4 shows the location of DfT Count Points which provide Annual Average Daily Traffic counts on local roads surrounding the Airport. These locations have been used as the links on which Development traffic will be distributed.

Figure 4: DfT Traffic Count Point Locations



21. The distribution of development traffic has been derived using 2011 Census data *Location of usual residence and place of work by method of travel to work (MSOA level)* Super Output Area - Middle Layer Cherwell 019 dataset. Professional judgement and Google journey planner has been used to identify the driven routes taken by employees travelling to their place of work. This has then been used to identify what proportion of the Development trips will use local road links. Table 3 shows the calculated Development traffic distribution.

Table 3: Development traffic distribution

Location	Distribution
A-Banbury Road A4260	19.9%
B-Banbury Road A4260	19.9%
C-Upper Campsfield Road A4095	0.0%
D-Woodstock Road A44	24.7%
E-Banbury Road A4260	25.9%
F-Langford Lane	45.8%
G-Langford Lane	54.2%
H-Woodstock Road A44	29.5%

Transport planning policy

22. The Transport Assessment will be based on transport policy contained within the following planning policy documents:
- National Planning Policy Framework (revised July 2021)¹
 - National Planning Policy Guidance (2014)²
 - Oxfordshire County Council Local Transport Plan 2015-2030³
 - Cherwell District Council – The Cherwell Local Plan 2011-2031 (2015)⁴

Parking standards

23. Car and cycle parking provision for the Development will be based on Oxfordshire County Council's (OCC's) parking standards. These have been extrapolated from the Transport Assessment prepared by Stantec dated March 2021 for the Oxford Technology Park Unit-3 planning application. The standards are contained within Appendix A.

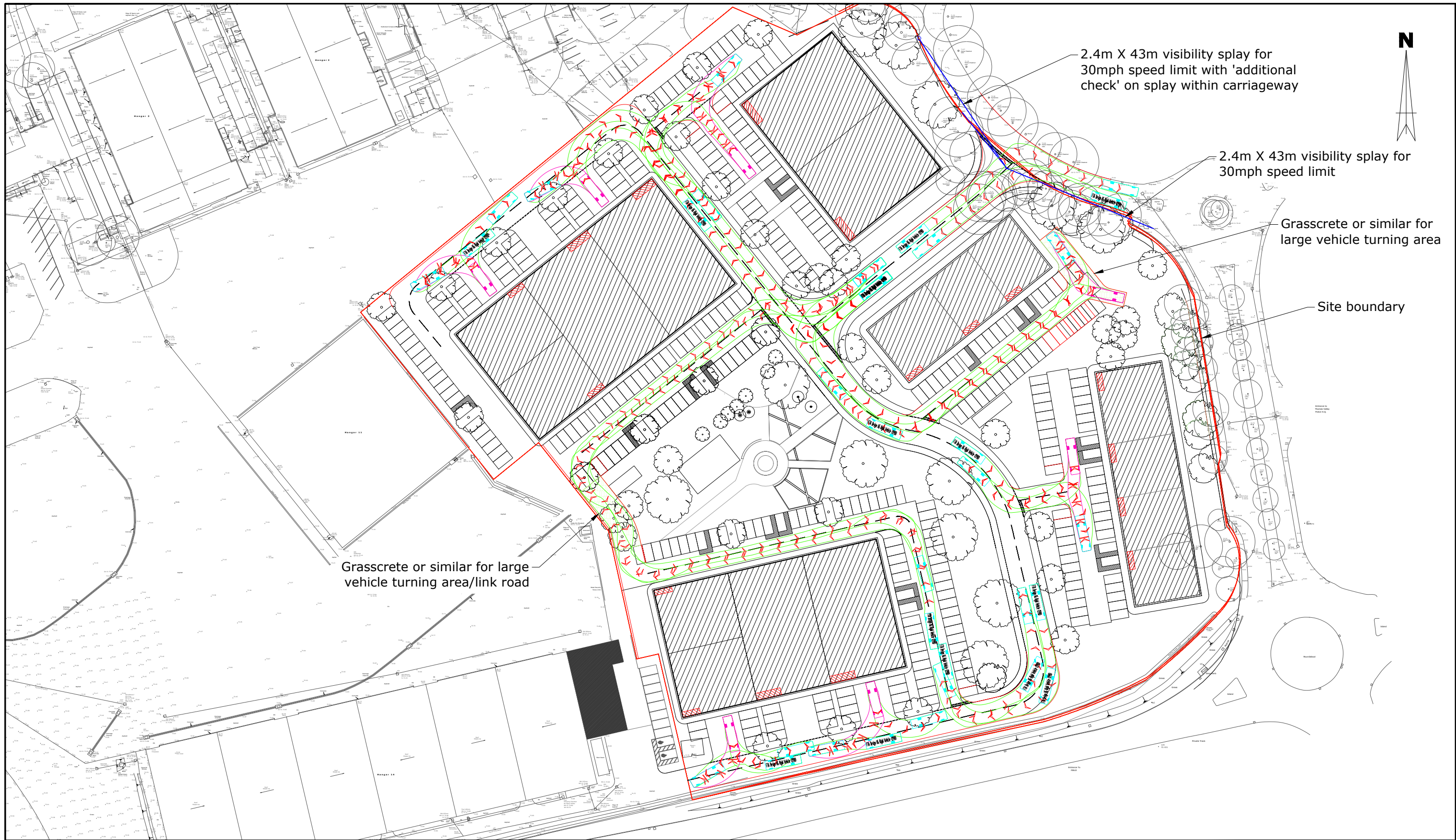
¹ National Planning Policy Framework Ministry of Housing, Communities and Local Government July 2021

² <https://www.gov.uk/guidance/travel-plans-transport-assessments-and-statements>

³ Connecting Oxfordshire: Local Transport Plan 2015-2031 Updated 2016

⁴ Adopted Cherwell Local Plan 2011-2031 formally adopted 20 July 2015. Policy Bicester 13 was re-adopted on 19 December 2016

Drawings



Grasscrete or similar for large vehicle turning area/link road

2.4m X 43m visibility splay for 30mph speed limit with 'additional check' on splay within carriageway

2.4m X 43m visibility splay for 30mph speed limit

Grasscrete or similar for large vehicle turning area

Site boundary



Vehicle used

FTA Design HG Rigid Vehicle (1998)	10.000m
Overall Length	2.500m
Overall Width	3.645m
Overall Body Height	0.440m
Min Body Ground Clearance	2.470m
Track Width	3.00s
Lock to Lock Time	11.000m
Kerb to Kerb Turning Radius	

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 TPP REF - IN_27.

LONDON OXFORD AIRPORT

Swept path analysis of 10m rigid HGV Preferred Design Option

SCALE @ A3 1:1000
 0 10 20m

DATE 19/11/21

DRAWN BY CWP

CHECKED CSW

TRANSPORT PLANNING PRACTICE

70 Cowcross Street
 London, EC1M 6EL

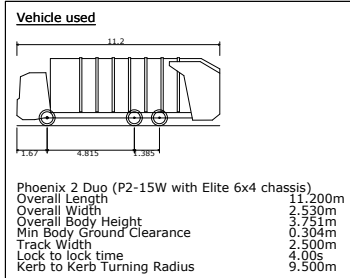
t: 020 7608 0008
 w: www.tppweb.co.uk



DRAWING NUMBER 31236/AC/007

REV -

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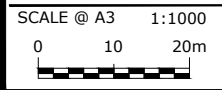
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 TPP REF - IN_27.

LONDON OXFORD AIRPORT

Swept path analysis of 11.2m refuse vehicle

Preferred Design Option



DATE
19/11/21

DRAWN BY
CWP

CHECKED
CSW

TRANSPORT PLANNING PRACTICE

70 Cowcross Street
 London, EC1M 6EL
 t: 020 7608 0008
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DRAWING NUMBER
31236/AC/008

REV
-

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Appendices

Appendix A

OCC Parking Standards

Car and Cycle Parking Standards
Provided by Oxfordshire CC
Taken from Stantec TA for OTP March
2021

Table 1

Car Parking Standards - Maximum Levels

Accessibility Characteristic	Residential	Food Retail **	Non Food Retail **	B1 and A2 Offices	B2 - General Industry	B8 Warehousing	D2 Assembly and Leisure **	Cinema & Conference **	Hotel and Guest Hse **	Hospital	Higher Education	A3 - Restaurant/ pubs	Stadia
Type 1	1space per dwelling upto 2 beds; 2+beds on merit	Operational Parking Only							on merits	on merits	operational need	operational need	N/A
Type 2	1 bed - 1 space; 2/3 bed - 2 spaces; 4 bed+ 2+spaces on merit	1 space per 14sqm	1 space per 20sqm	1 space per 30 sqm	1 space per 50 sqm	1 space per 200 sqm	1 space per 22 sqm	1 space per 5 seats	1 space per 1 beds	on merits	1 space per 2 staff 1 space per 15 students	1 space per 5 sqm of public space	on merits (guide 1 per 15 seats) *
Application Threshold GFA (sqm.)	N/A	1000	1000	500	500	1000	1000	1000	30	N/A	2500	N/A	1500 seats

* Coach parking treated seperately

** A PPG6 sequential test location policy will apply to these land uses

Type 1 - This standard may be applicable to Central Policy Areas of larger towns but this will be determined by the District Council

Type 2 - other areas

Parking Standards for Developments below the Threshold Size

There will be a presumption that the above maximum standards apply to developments below the threshold size but each case will be on merit and the parking provision for each site will be considered in the light of its location and the need to reduce private vehicle mileage in line with PPG13

Notes

Oxford City Council has localised parking standards which reflect the high public transport accessibility

Where developers are proposing levels of parking below the maximum levels they will be required to submit supporting information to show the likely impact on street and to public transport. This could include parking surveys to show the level of existing parking stress and an assessment of any road safety implications. It may also require a contribution to improving public transport and/or parking controls

Operational parking is the level of parking to accommodate those vehicles required for the essential operation of the land use under consideration. The specific operational need of an applicant will not necessarily be the determinant of the parking provision. .

Travel Plans will be required to show how the use of private vehicle trips will be controlled or reduced

Cycle Parking will be required in line with the County Council's cycle parking standards

Parking provision for people with disabilities should be provided in line with BS 8300:2001

Table 2

Cycle Parking Standards - Minimum Levels

	Residential	Food Retail	Non Food Retail	A2 - Banks and Professional	B1 -Offices	B2 - General Industry	B8 Warehousing	D2 Assembly and Leisure	Cinema & Conference	Hotel and Guest Hse	Hospital	Higher Education	A3 - Restaurant/ pubs	Stadia
Long stay/ employee/ resident	1 bed - 1 space; 2+ beds - 2 Spaces ***	1 stand per 12 staff *	1 stand per 6 staff *	1 stand per 12 staff **	1 stand per 150 sqm	1 stand per 350 sqm	1 stand per 500 sqm	1 stand per 12 staff **	1 stand per 12 staff **	1 stand per 12 staff **	1 stand per 12 staff	Subject to individual assessment	1 stand per 12 staff **	1 stand per 12 staff
Visitor	1 stand per 2 units where more than 4 units	1 stand per 200sqm	1 stand per 200sqm	1 stand per 100sqm	1 stand per 500 sqm	1 stand per 500 sqm	1 stand per 1000 sqm	1 stand per 20 sqm	1 stand per 20 sqm	1 stand per 10 beds	on merits	Subject to individual assessment	1 stand per 20 sqm of public space	on merits (guide 1 stand per 30 seats)

Notes

a) where number of staff is not known:-

* 1 staff per 50 sqm

** 1 staff per 7 sqm

b) Garages should be designed to allow space for car plus storage of cycles in line with the District Council's design guides where appropriate

c) 1 stand = 2 spaces : The number of stands to be provided from the calculations to be rounded upwards. The preferred stand is of the 'Sheffield' type

d) All cycle parking facilities to be secure and located in convenient positions

e) The County Council encourages the use of covered facilities for longstay/staff cycle parking.

f) Oxford City Council have a separate standard to reflect high cycle usage in the city

g) Residential visitor parking should be provided as communal parking at convenient and appropriate locations throughout the development

Planning and Development

David Peckford, Assistant Director – Planning and Development



Cherwell
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OX15 4AA

www.cherwell.gov.uk

Please ask for: **Linda Griffiths**

Direct Dial: **01295 227998**

Email: **linda.griffiths@cherwell-dc.gov.uk**

Your Ref: **21/04195/PREAPP**

13th July 2022

Dear Sir/ Madam,

TOWN AND COUNTRY PLANNING ACT 1990

Application No.: 21/04195/PREAPP

Applicant's Name: Oxford Aviation Services Ltd

Proposal: Proposal seeks to demolish the existing buildings within the application site to provide 5 no. new buildings to provide a total floorspace of approx. 16,840m² GIA for R&D and warehouse use

Location: Land West Of The Junction With The Boulevard
Oxford Airport
Langford Lane
Kidlington

Parish(es): Kidlington

Further to your above-mentioned pre-application enquiry and our on-site meeting on 30th June 2022, I write with the Council's response. Your application seeks advice on the proposed demolition of existing buildings within the application site and redevelopment to provide 5 number new buildings to provide high value employment uses for research and development comprising a total floorspace of approximately 16,840m². A smaller central amenity building is also proposed to serve the new development.

The pre-application enquiry is accompanied by a Pre-application document dated November 2021, Transport Scoping Report and a pre-application Planning Statement. Following the demolition of one of the buildings on site, a Demolition Method Statement has also been submitted for information during the consideration of the proposals.

Relevant Planning History

The operation of London Oxford Airport is controlled by the provisions of a Section 106 Agreement associated with planning permissions (04/02743/F and 05/01324/F) refer. There is no recent relevant planning history relating to this specific part of the London-Oxford Airport site.

The Principle of Development

The adopted Cherwell Local Plan 2011-2031 is the principal development plan document for the District that sets out a strategy and overarching policies to provide for sustainable growth within the District to meet identified need through to 2031. It primarily focuses on new growth in the District to Banbury and Bicester whilst limiting growth elsewhere.

The site lies within the Oxford Green Belt where restrictive policies apply at national and local level through the NPPF and the CLP 2015.

Local Plan Policy PSD1 – Presumption in favour of sustainable development; states that the Council will take a proactive approach to reflect the presumption in favour of sustainable development contained within the NPPF, to work proactively with applicants to jointly find solutions which mean that the proposals can be approved wherever possible and to secure development that improves the economic, social and environmental conditions in the area.

Planning Policy SLE1 of the CLP 2015 relates to employment development. The policy identifies the main strategy for the authority in relation to employment development based on existing sites and the proposed allocations identified. Employment development will be focussed on existing employment sites and employment development on existing sites will be supported and permitted on the basis that they comply with all the relevant policies which are relevant to the development and the site/area. The policy also sets out the criteria for new employment development proposals within the rural area on non-allocated sites. The proposals are considered to comply with both Local Plan Policies PSD1 and SLE1.

The Local Plan recognises that there is potential for Kidlington to play a significant role in Cherwell diversifying its economic base by reinforcing its role as part of a high-tech cluster of existing businesses that includes university spin off companies with good short term growth prospects.

The proposals are within the bounds of the existing London-Oxford Airport, which is an existing employment site as identified within Policy Kidlington 1 – Accommodating high employment value needs. Paragraph C227 of the CLP 2015 supports the economic role of London-Oxford Airport and Policy Kidlington 1 proposes a small-scale Green Belt review as part of Local Plan Part 2. This is now being undertaken as part of the Local Plan Review 2040. The pre-application site falls within Kidlington 1A that is identified for review. The Local Plan Review, however, is at an early stage of preparation and thus this proposal should be assessed against Policies ESD14 and saved Policy GB3 of the Cherwell Local Plan 1996 and Green Belt policy within the NPPF.

SLE1 also advises that if proposals are within the Green Belt, very special circumstances must be demonstrated. Determining whether very special circumstances exist would require the evaluation of, and balance between, various planning factors. The benefits of the proposals must clearly outweigh harm to the Green Belt. Case law has determined that the 'exceptional circumstances' test is less demanding than the development control test for permitting inappropriate development in the Green Belt, which requires 'very special circumstances'. This is considered further below.

One of the principal policies in relation to this pre-application proposal is Policy ESD14 – Oxford Green Belt of the CLP 2015. The Green Belt washes over the site, therefore any expansion or proposals will need to address the Green Belt policies of the Development Plan and the NPPF. The Oxford Green Belt was designated to restrain development pressures which might damage the character of Oxford city and its heritage through increased activity, traffic and outward sprawl of the urban area. Development proposals within the Green Belt need to be assessed in accordance with Government guidance contained within the NPPF. Development in the Green Belt is only permissible if the openness is retained, the other aims are not conflicted or harm to visual amenity would be minimal.

Paragraph 140 of the NPPF states that 'once established, Green Belt boundaries should only be altered where exceptional circumstances are fully evidenced and justified through the preparation of or updating plans.

As defined by the NPPF, the proposals put forward through this pre-application enquiry would constitute inappropriate development in the Green Belt. Paragraph 147 of the NPPF states that '*inappropriate development is harmful to the Green Belt and should not be approved except in very special circumstances*'. In accordance with paragraph 149 of the NPPF, local authorities should regard the construction of new buildings in the Green Belt as inappropriate. Exceptions to this include: '*limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing*

use (excluding temporary buildings) which would not have a greater impact on the openness of the Green Belt than the existing development.

Saved Policy GB3 of the CLP 1996 supports proposals for the complete or partial redevelopment of a site within the Green Belt identified in the plan as a major developed site and advises that it will not be considered inappropriate if it meets a number of specific criteria. Two such major sites are identified with London-Oxford Airport being one. The criteria being: (i) have no greater impact than the existing development on the openness of the Green Belt and the purposes of including land in it, and where possible have less; (ii) contribute to the achievement of the objectives for the use of land in Green Belts; (iii) not exceed the height of existing buildings; and (iv) not occupy a larger area of the site than the existing buildings (unless they would achieve a reduction in height which would benefit visual amenity).

The proposed submission which proposes new buildings which have a greater floorspace than those currently and previously on the site and are higher, is not in accordance with the criteria specified in saved Policy GB3. It is also considered that having regard to the scale of the existing buildings on this part of the airport site, which are reasonably well screened from Langford Road by existing hedgerows and trees; that the proposed new development which is more significant in terms of its scale and amount of floorspace is, by definition, inappropriate development within the Green Belt and therefore harmful to its character, appearance and openness and thereby also contrary to Policy ESD14 and the NPPF.

The Kidlington Framework Masterplan SPD was adopted in 2016 and builds on the policies in the 2015 adopted Cherwell Local Plan and identifies a number of opportunity areas within the village where improvements, development and change should be focussed to deliver the vision. This includes the expansion of high-tech employment areas around Langford Lane/London-Oxford Airport and Begbroke Science Park including small scale Green Belt release to accommodate growth which was to be considered through Local Plan Part 2. The masterplan goes on to say at paragraph 8.4.2 that in principle the growth of the airport within its present boundaries will be supported, such as advanced manufacturing, particularly relating to London-Oxford Airport, Scientific Research and Development and automotive. It is noted however, that whilst the proposals here state that the buildings will be for research and development that it is a wholly speculative proposal with no possible occupiers identified. It is considered therefore that in order to justify very special circumstances that any subsequent application must include evidence that there is a market for the intended uses in this particular location, especially having regard to the current new development at Bebroke Science Park for such similar uses.

It was also noted on site that several the buildings are still occupied, notably one of the hangars and a gym which occupies one of the buildings. Any subsequent application would need to address this issue as we would not wish to lose these occupiers from the District and if they are not to remain on this site, there must be suitable and available alternative provision as it is vital to both Kidlington and Cherwell's economy that these are retained and not lost.

Notwithstanding the above, the site falls within parcels previously assessed in Green Belt evidence studies: Parcel A1 in the PR42 Small Scale Green Belt Review 2016 and parcel PR118a in the PR40 Cherwell Green Belt Study and Addendum 2017 which consider their potential for release from the Green Belt. In respect of this site, it makes the following conclusions:

'The parcel's only role in contributing to Green Belt purposes relates to the prevention of countryside encroachment; distinction between Business park and functional airfield-related development is significant in preserving some contribution to safeguarding the countryside, but extent of development in the parcel limits the strength of this role. In terms of harm to the Green Belt resulting from residential development there is a strong distinction between the current residential edge of Kidlington and the commercial development to the west of the Oxford canal, and in particular to the north of Langford Lane, but there is a strong potential for mitigation measures within PR118b – the rest of the airfield and surrounding land – to limit the longer term visual impact of any new development'. (PR40 Appendix 1, page 198).

'The parcel does not play any significant role in contributing to Green Belt purposes 1, 2 and 4. Distinction between the Business Park and functional airfield-related development is significant in preserving some contributions to safeguarding the countryside, although the extent of development in the parcel limits the strength of this role.' (PR42 page 82).

'Increasing the density of the development in this area would have less adverse impact on the contribution to safeguarding the countryside if functional airfield-related structures were to be relocated so that they will still form the outer edge of the development area, and if landscaping could be introduced in order to maintain a distinction between this and any new development of a different character.' (PR42 page 82).

It should also be noted that built development abuts the proposed site to the north, east and west and within the airport's boundary and to the south by Oxford Technology Park Units 1 and 2 (now completed) on the southern side of Langford Lane. Given the containment by existing development and the findings of the Cherwell Green Belt studies on the contribution of Parcels 1A and PR118a, it is considered that it is unlikely that there would be an unacceptable impact on the openness of the Green Belt by this proposal, subject to consideration of its design and massing which is considered further below.

Highways

Cherwell Local Plan 2015 Policy SLE4 relates to improved transport and connections. This outlines the approach required to improve transport connections and outlines overarching principle for new development to be complied with. This includes ensuring that the development facilitates use of sustainable modes of transport and walking and cycling. It also outlines that development which is not suitable for roads that serve the development and which have a severe traffic impact will not be supported.

The site is in a reasonably sustainable location in transport terms, being within cycling distance of Kidlington village and being served by an existing bus route. With reference to paragraph 10 of the Transport Scoping Report, it should be noted that the 500 Park and Ride service no longer operates, so there are now generally four number 7 buses per hour rather than six, two in each direction towards Oxford and Chipping Norton. A S106 contribution towards maintaining or improving this service may be required.

The proposed traffic surveys (turning counts and ATCs), junction modelling and road link impact assessments are considered to be appropriate for this development.

The road network provides good access in all directions and traffic is likely to be fairly evenly distributed along the A44 and A4260, as demonstrated in Table 3 of the Transport Scoping Report. The application site is currently served from an access to 'The Boulevard' via a roundabout from Langford Lane. It is proposed that the access will be closed, and the site accessed from an existing access from the Boulevard to the north. OCC as local highway authority consider that it is beneficial to close the existing access from The Boulevard and use another existing access point from the airport road as the single entry/exit junction. The Boulevard and the roundabouts at each end are adopted highway but the roads leading from the northern roundabout are not. Therefore, the internal site roads cannot be adopted as they will not connect directly to the public highway.

The internal roads will be subject to a 20mph speed limit and must be designed accordingly. Paragraph 3.5 of the Spratley and Partners pre-application document states that roads have been designed to accommodate a Refuse Collection Vehicle up to 10m in length. However, the swept path analysis drawing in the Transport Scoping Report illustrates an 11.2m long vehicle. For information, Cherwell District Council operate the Olympus 23W 6x2 Rear Steer, which is 10.6m long. Refuse collection must be clarified further.

In terms of parking, OCC does not currently have adopted car parking standards for commercial developments. The 'Standards' included in the Appendix A should be treated as guidelines. The table is titled as 'Maximum Levels' but the values should be considered as optimum rather than maximum. Nevertheless, the parking provision should be justified with a first-principles approach. All parking bays should be a minimum of 5.0m x 2.5m, with a 6m clear space for manoeuvring. 25% of all parking bays must be provided with EV charging points in accordance with Policy EV18 of the Oxfordshire Electric Vehicle Infrastructure Strategy.

Cycle parking provision must be secure, weatherproof and well distributed around the site. Provision of non-standard and electric cycles should be included. Cycle parking and EV charging points for both vehicles and bicycles should be provided within the development boundary.

A shared use cycle track has recently been constructed along the south side of Langford Lane, heading west from the roundabout with The Boulevard. The proposed development will be expected to provide a safe crossing for pedestrians and cyclists to that facility, most likely in the form of a Toucan Crossing. A contribution towards the provision of a similar cycletrack east of the roundabout is likely so that an off-road route may be created to the A4260 which has a shared use route to Kidlington. This section has been identified in the Kidlington LCWIP (adopted January 2022) as a Primary cycle route.

In terms of Travel Plans, further information is required before a definitive travel plan requirement can be provided, as it seems the overall size of the development may be split into smaller units operating independently. However, for an 'E' class development of 16,840m² a Framework Travel Plan for the site is required. Further subsidiary travel plans or statements may be required, depending on the size of the individual units. This should be confirmed at full application stage when further information is available.

Any Travel Plan produced should refer to OCC guidance document 'Transport for New Developments – Transport Assessments and Travel Plans March 2014'. A £2,563 (RPI index linked) monitoring fee will be required for the framework Travel Plan. Further monitoring fees will be requested depending on the size of the units.

Layout and Design

Policy ESD15 of the adopted Cherwell Local Plan advises that design standards for new development, whether housing or commercial development are equally important, and seeks to provide a framework for considering the quality of the built environment, to ensure we achieve locally distinctive design which reflects the context within which it sits. This policy also advises that the design of all new developments will need to be informed by an analysis of the context, together with an explanation and justification of the design principles that have informed the design rationale which should be demonstrated within a Design and Access Statement. This pre-application submission does not include a full Design and Access Statement but is accompanied by a brief pre-application document which includes an analysis of the location and seeks to explain the principle of the proposed development. It does not, however, include an analysis of the site's constraints and opportunities and therefore in particular does not consider existing trees and areas of open space currently on the site.

In terms of the proposed layout, the existing buildings are lower than the proposed and located away from the existing site boundaries with both Langford Lane and The Boulevard. These areas are also laid to grass and contain a number of existing trees and hedges which should be retained within the proposed scheme, unless there is overriding justification for their removal and replacement planting elsewhere on the site. It is considered that the re-development of the site as proposed where buildings are higher and proposed closer to the boundaries of the site would have potential for significant additional visual impact on the immediate locality to that existing which must be fully assessed through a visual impact assessment.

A key objective of Policy Kidlington 1 and the Kidlington Framework Masterplan is to provide a high quality gateway development with a strong sense of arrival to Langford Lane and the airport itself. The scheme must also provide a well-designed approach to the urban edge, which achieves a successful transition between town and country environments. To this end, it is considered that the proposed buildings should be set back from both the Langford Lane and The Boulevard boundaries. There is an existing hedge to Langford Lane that must be protected and retained and existing open space and tree planting along The Boulevard which must also be protected and retained/enhanced. It was noted on site that the buildings on the opposite side of the Boulevard are set back behind landscaping and are also at a lower level to The Boulevard, thus reducing their visual impact on the Green Belt and locality in general. I would suggest that consideration is given to the provision of a wider landscape tree and grass buffer to the Langford Lane hedge, both in terms of visual amenity and ecological benefits.

I note the visuals which have been included with the submission, but I am not convinced that the design and appearance of the buildings proposed, in particular those adjacent to the Langford Lane/Boulevard roundabout and access provide the 'gateway development' envisaged by the Development Plan. Further consideration must be given to this area, both in terms of the function of the buildings here and the need to set the buildings away from the boundary having regard to adjacent development and existing trees.

The Council's Landscape Officer has provided comments and advises that any re-development of this site provides an opportunity to create an attractively landscaped site and highlights the importance of the interface of the development with Langford Lane.

In terms of the design and scale of the proposed new buildings, these are not dissimilar to those within the vicinity of the site, and therefore in principle, subject to the above and an assessment of the re-development of the site under Green Belt policies, I have no objection to the proposals as indicated.

Flood Risk and Drainage

The Sustainable Drainage Systems (SuDS) Policy which came into force on 6th April 2015 requires the use of sustainable drainage systems to manage runoff on all applications relating to major development. In addition to dealing with surface water runoff, they are required to provide water quality, biodiversity and amenity benefits in line with National Guidance. All full and outline applications for major development must be submitted with a Surface Water Management Strategy. A site-specific Flood Risk Assessment (FRA) is also required as the site exceeds 1ha in Flood Zone 1.

The NPPF, which was updated in July 2021, provides specific principles on flood risk and the NPPG provides further advice to ensure new development will come forward in line with the NPPF.

Oxfordshire County Council have published the 'Local Standards and Guidance for Surface Water Drainage on Major Development in Oxfordshire' to assist developers in the design of all surface water drainage systems to ensure they are in line with National legislation and guidance as well as local requirements. The SuDS philosophy and concepts within the Oxfordshire guidance are based upon and derived from the CIRIA SuDS Manual (C753) and it is expected that all development will come forward in line with these principles.

In line with the above guidance, surface water management must be considered from the beginning of the development process and throughout – influencing site layout and design. The proposed drainage solution should not be limited by the proposed site layout and design.

Wherever possible, runoff must be managed at source (i.e. close to where it falls) with residual flows then conveyed downstream to further storage or treatment components where required. The proposed drainage should mimic the existing drainage regime of the site. Therefore, any existing drainage features on site should be retained and utilised and enhanced wherever possible.

It should be noted that one of the specific design and place shaping principles of Policy Kidlington 1 is that provision must be made for sustainable drainage, including SuDS, in accordance with Policy ESD7 and also taking into consideration the council's Strategic Flood Risk Assessment.

Sustainable Construction

Policies ESD1-5 of the Cherwell Local Plan 2011-2031 require the consideration of sustainable construction matters through the submission of planning applications and to seek to achieve a development in excess of Part L of the Building Regulations and also development which is water efficient.

Policy ESD1 – Mitigating and Adapting to Climate Change; recognises the increasing need to reduce carbon emissions in order to reduce and adapt to the impacts of climate change by locating development in sustainable locations, increasing energy efficiency and increasing the use of renewable or low carbon energy sources. Mitigating and adapting to the impacts of climate change are an important priority for the District.

Policy ESD2 – Energy Hierarchy and Allowable Solutions; requires an Energy Statement to be submitted with all major development applications and that all non-residential development demonstrates how the energy hierarchy has been applied.

Policy ESD3 – Sustainable Construction; sets out the Council's approach to implementing the first step of the energy hierarchy in Policy ESD2, specifically the encouragement of the use of sustainable design and construction. Policy ESD3 states (i) all new residential development will be expected to incorporate sustainable design and construction technology to achieve zero carbon development through a combination of fabric energy efficiency, carbon compliance and allowable solutions in line with Government policy and (ii) that all new non-residential development will be expected to meet at least BREEEAM 'very good'. Any application should be accompanied by an Energy Statement which outlines how the proposal will meet the criteria set out in the policy.

Policy ESD4 requires that all applications for non-domestic development above 1,000m² floorspace include a feasibility study for the provision of District Heating and Combined Heat and Power. Where this is demonstrated to be viable it should be provided on site. Details will need to be included with any subsequent planning application.

Any subsequent application submission must also include a feasibility assessment for the potential of on-site renewable energy in accordance with Policy ESD5.

Demonstration of climate change mitigation and adaptation measures is also a key design and place shaping principle of Policy Kidlington 1. It is vital that this is considered at the initial design stage and properly integrated with the development design and not considered as an afterthought once consent is gained for the development of the site.

The consideration of the above is becoming more pertinent having regard to climate change, Government law, policy and targets, guidance within the National Planning Policy Framework and Cherwell District Council's Climate Change Emergency Declaration.

Trees, Landscaping, Ecology and Biodiversity Net Gain

Policy ESD10 of the CLP 2015 relates to the Protection and Enhancement of Biodiversity and the Natural Environment. The main aim of the policy is to ensure that any proposed development protects biodiversity features, and that development also achieves a net gain for biodiversity. Further advice in this respect is given in the NPPF.

The main way to achieve a net gain in biodiversity is through protection, managing, extending and enhancing existing resources and by creating new resources. This has not been demonstrated through the pre-application submission.

The site is well developed and enclosed to Langford Lane and the Boulevard by existing hedges and trees. There are also a number of existing trees within the site, many of which have been severely pollard recently. The proposed illustrative scheme does not appear to relate or seek to retain any of the existing trees. A tree survey must be submitted with any subsequent application and the proposed scheme must seek to retain existing vegetation as far as possible in the first instance. Any removal of existing trees and vegetation will need to be justified accordingly.

A specific design and place shaping principle of Policy Kidlington 1 is that the development includes a comprehensive landscaping scheme to enhance the setting of buildings on site and to limit visual intrusion into the wider landscape.

Heritage Assets

The proposal is in an area of historical and archaeological interest, within the site of a former military airfield, which operated in 1938. Aside from the military interest of the site, it also lies in an area of Roman activity, with a hoard of Roman coins recorded c.340m to the north of the development site (PRN 29298). 800m to the south of the site is a collection of cropmarks, recorded from aerial photographs, which likely represent Bronze Age barrows (PRN 13294), and undated enclosures and linears (PRN 7536). Though the site has been built on, it is possible for remains to have survived under the MOD buildings.

It is possible that new foundations for the development could impact on archaeological remains, and so these works should be monitored by an archaeological watching brief.

Planning Obligations

It is likely that a Section 106 Agreement will be required in connection with any new development proposed on the site, to include appropriate CDC and OCC contributions and mitigation measures. Further detail can be found in the Planning Obligations SPD 2018 and more detailed information regarding specific contributions will be given once further information is available through the submission of a more detailed application.

Planning Balance and Conclusion

London-Oxford Airport is a valuable economic asset, which makes a significant contribution to the local and sub-regional economy through direct employment generation and through support to other key economic sectors, particularly science, technology, high performance engineering, advanced manufacturing and motorsports. The re-development of the site as proposed will continue to ensure that the importance of the London-Oxford Airport site continues to deliver in this respect.

Having regard to the above and subject to the comments raised, I am of the opinion, that, there is certainly potential in principle for the re-development of this site for Research and Development purposes that could make a very positive contribution to the economy of the District. As considered above, the re-development is contrary to saved Policy GB3 of the adopted Cherwell Local Plan 1996 and is classified as inappropriate development within the Green Belt. Any subsequent application will therefore need to provide an exceptional circumstances case accordingly.

The above-mentioned advice is given without prejudice to the final determination of any subsequent application submitted to and determined by the Local Planning Authority.

If you have any questions or queries regarding the above, please do not hesitate to contact me using the details provided above.

Yours faithfully,

Linda Griffiths

Agreed By: Andy Bateson, Development Management Team Leader

CHERWELL DISTRICT COUNCIL

Pre-Application Report

Pre-application Reference No:	21/04195/PREAPP	
Proposal:	Proposal seeks to demolish the existing buildings within the application site to provide 5 no. new buildings to provide a total floorspace of approx. 16,840m ² GIA for R&D and warehouse use	
Site Address:	Land West Of The Junction With The Boulevard Oxford Airport Langford Lane Kidlington	
Date Site Visited:	30 th June 2022	
Date & Time of Meeting (if applicable):	30 th June 2022	Start: 10.00
		Finish: 11.00
Location of Meeting:	Site	
Attendees:	Linda Griffiths – CDC Gregg Thatcher – Spratley & Partners	

TECHNICAL ASSESSMENT

Internal Consultations Required:

Arboriculture – no comments received.

Ecology – no comments received.

Environmental Health Officer – land contamination could potentially be an issue so an assessment would need to be submitted should an application be made to demonstrate that the site is suitable for the proposed end use.

Landscape – an opportunity to create an attractively landscaped site. The development's interface with the public highway of Langford Lane is important, and in this regard the proposed CGI Visualisation is helpful. However, sequential eye level visualisations would be even more useful once the layout proposals are firmed up at forthcoming detailed planning stages. There are trees on the site and therefore a BS5837 compliant tree survey will be necessary at the earliest stage to inform the design development.

Planning Policy – no objection in principle.

**External Consultations Required:
Oxfordshire County Council**

Transport: no objection in principle; the comments are discussed in more detail in the attached letter.

Drainage: Surface water management strategy and FRA will be required to be submitted with any subsequent application. The comments are discussed in more detail in the attached letter.

Archaeology: The site lies in an area of archaeological interest, and so a watch brief should be maintained during the demolition and excavation phases of the development

Flood Risk: The site is within Flood Zone 1, which is the zone of lowest flood risk. The Environment Agency has produced advice for applicants and agents about assessing flood risk in the planning process, and this can be viewed online at: <https://www.gov.uk/flood-risk-assessment-for-planning-applications>. You should have regard to this advice when preparing your application.

The Environment Agency also offers a pre-application service, details about which are available online at: <https://www.gov.uk/government/publications/planning-advice-environment-agency-standard-terms-and-conditions>

Drainage: You need to consider foul and surface water drainage when designing your proposals. In respect of foul drainage, you should first seek to connect to the public sewer network. You can contact Thames Water for further advice about this; information about their pre-application service is available online at:

<https://developers.thameswater.co.uk/commercial-building-works/water-supply/disconnections/pre-application-help-and-advice>.

Only if a connection to the public sewer network is not feasible should you then consider other foul drainage options. The Environment Agency would be consulted on any planning application that proposes non-mains foul drainage. If you are proposing non-mains foul drainage, you should submit a completed Foul Drainage Assessment Form with your planning application. This form can be viewed online at:

<https://www.gov.uk/government/publications/foul-drainage-assessment-form-fda1>

In respect of surface water drainage, wherever possible surface water should be drained within the site using Sustainable Drainage Systems (SuDS). Technical Standards for the design, maintenance and operation of SuDS can be viewed online at: <https://www.gov.uk/government/publications/sustainable-drainage-systems-non-statutory-technical-standards>

In some cases the Water Authority may adopt SuDS which meet the legal definition of a sewer. Water UK has published [Design and Construction Guidance](#) which contains details of the water sector's approach to the adoption of SuDS. If you wish to explore the option of the Water Authority adopting SuDS, you will need to ensure the SuDS are designed in accordance with the Guidance.

In addition, you should refer to the guidance published on [Oxfordshire County Council's Flood Toolkit](#) concerning surface water drainage, and in particular the detailed guidance provided in the "Local Standards and Guidance for Surface Water Drainage on Major Development in Oxfordshire".

EIA Screening Opinion Required? Yes

Committee or Delegated Matter? The application, which is a major development, will be determined by Planning Committee.

Relevant Planning History:

None recent.

Policy: Planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The development plan in Cherwell comprises the Cherwell Local Plan 2011-2031 Part 1, and the saved policies of the Cherwell Local Plan 1996. The policies considered most relevant to your proposal are:

CHERWELL LOCAL PLAN 2011 - 2031 PART 1 (CLP 2031)

PSD1 – presumption in sustainable development
SLE1 – employment development
SLE4 – Improved transport and connections
ESD1 – Mitigating and adapting to climate change
ESD2 – Energy hierarchy and allowable solutions
ESD3 – Sustainable construction
ESD4 – District heating solutions
ESD5 – renewable energy
ESD6 – Flood risk management
ESD7 – SuDS
ESD14 – Oxford Green Belt
ESD10 – Biodiversity
ESD15 – character of the built environment
Policy Kidlington 1 – Accommodating high value employment needs
INF1 – Infrastructure

CHERWELL LOCAL PLAN 1996 SAVED POLICIES (CLP 1996)

GB3 – Major developed sites within the green belt
C28 – design
TR1 – Transportation funding

OTHER MATERIAL CONSIDERATIONS

The National Planning Policy Framework (2019) is a material consideration which should be afforded significant weight. Other material considerations include:

Planning Practice Guidance (PPG)
Kidlington Masterplan 2016
Cherwell Economic Strategy
AMR 2021
Planning Obligations SPD 2018

You should be aware of the following matters/issues/designations:

- § The site lies within close proximity of Shipton on Cherwell and Whitehall Farm Quarries SSSI
- § Physical site constraints – existing hedges and trees,
- § Archaeological assets - The site lies within an area of archaeological interest. An assessment of the significance of the heritage asset and the potential effect of the development upon it should be submitted with the application. Contact should be made with the County Archaeologist on 01865 328944 or by writing to Richard.Oram@oxfordshire.gov.uk or Historic and Natural Environment Team, Infrastructure Planning, Speedwell House, Speedwell Street, Oxford, OX1 1NE,

- § If the Highways Authority need to be involved contact www.highways.gov.uk. Useful link: <http://www.highways.gov.uk/publications/planning-protocols-for-planning-and-development>
- § You may need to consider the effect on protected species when developing your proposals. Further information may need to accompany your application including a phase 1 survey to identify habitats present and features likely to be used by protected species and any further detailed survey reports for any individual protected species should these be necessary. In order to assist you in this you should refer to the Standing Advice prepared by Natural England (link below). This 'standing advice' will help in assessing if there is a reasonable likelihood of protected species being present and if so the relevant survey and mitigation requirements. This advice will be a material consideration in the determination of your application. <http://www.naturalengland.org.uk/ourwork/planningdevelopment/spatialplanning/standingadvice/advice.aspx>

PROFESSIONAL ASSESSMENT BY CASE OFFICER

See accompanying letter

Notwithstanding the Officer comments in the attached letter, a Section 106 Legal Agreement is likely to be required for this type of proposal.

Contributions towards the following items are likely to be required. For further information, please see the Council's adopted Planning Obligations SPD 2018.

Developer contributions may also be required by external agencies such as OCC.

Please note that a Solicitor's undertaking will be required to pay the Council's reasonable legal fees based on the time taken to prepare and negotiate the S106 agreement and to investigate land title/s. It would assist the efficient processing of your application if you provided such an undertaking with any formal application for planning permission.

You should also include in your submission the following additional plans/information:

- § Proposed materials – make, type, colour etc
- § Design and Access Statement
- § Planning Statement
- § Site Plan
- § Block plan
- § Existing site survey plans
- § Proposed floor plans
- § Proposed elevations
- § Tree survey and arboriculture assessment
- § Contamination report
- § Ecology survey
- § Transport Assessment
- § Travel Plan
- § Archaeological survey
- § Access details
- § Tracking plans for refuse, delivery and emergency vehicles
- § Car parking proposals
- § Hard and soft landscaping proposals (to include hedge and shrub planting, sizes, species, positions, area of grass seeded/turfed; trees/hedges to be retained;)
- § Proposed boundary treatments
- § Proposed bin storage areas and bin collection points

Date of Report: 12th July 2022

Case Officer: Linda Griffiths

Agreed By: Andy Bateson, Development Management Team Leader

DISCLAIMER

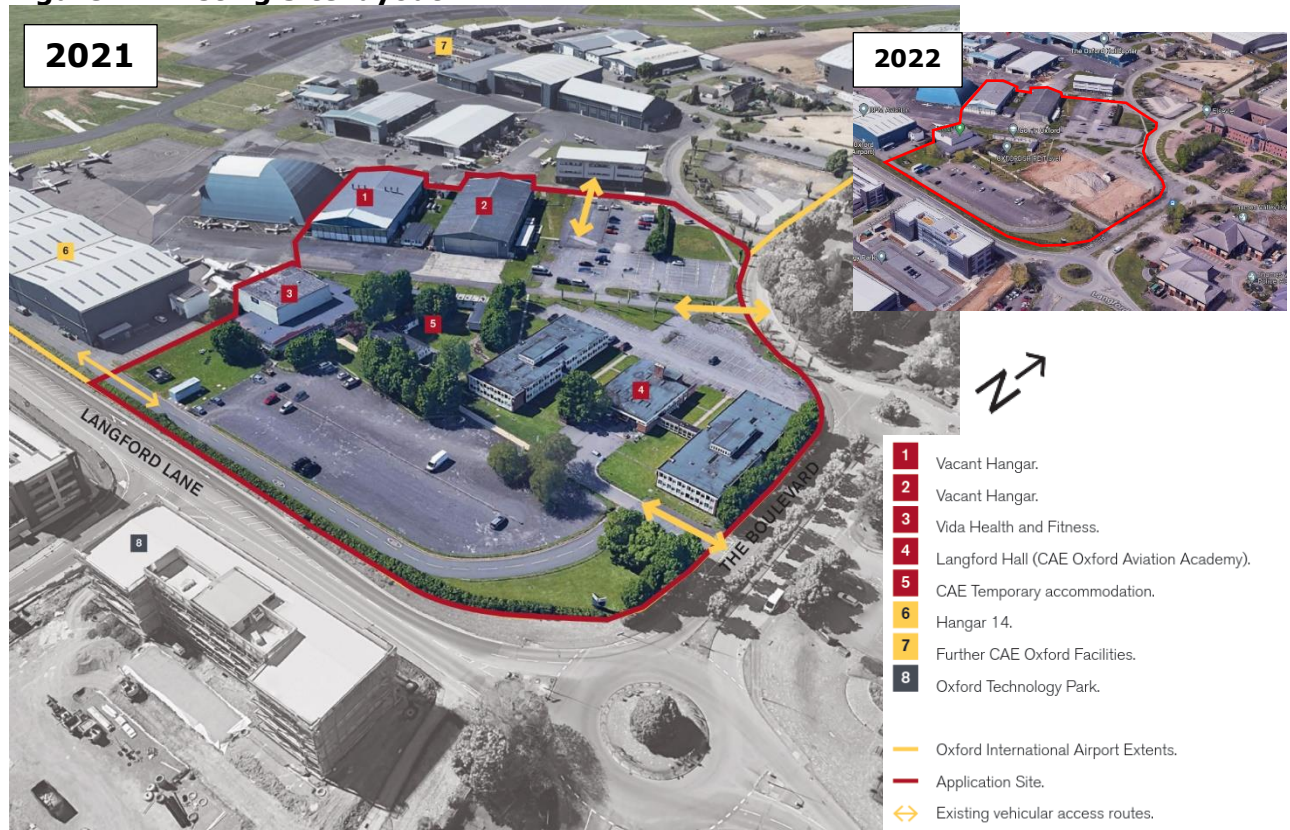
The above advice represents the professional views of Council Officers and although given in good faith, it cannot prejudice any decision with the Council, as Local Planning Authority, may make at either Planning Committee or delegated officer level.

London Oxford Airport – Development Transport Scoping Update

Introduction

1. This Transport Scoping Report has been prepared by Transport Planning Practice Limited to set out the principles of the Transport Assessment that will be prepared in support of a planning application for a new development on London Oxford Airport (LOA) (the 'Airport') located on land to the west of the of the main airport access.
2. The existing site (the 'Site') comprised four large buildings and several smaller ancillary buildings with a significant proportion of the Site comprising hardstanding areas. The original floorspace totalled 11,055m² Gross Internal Area (GIA).
3. Two of the larger existing buildings on the site are connected to the airport apron and are hangars, although these have been identified by the applicant as under-utilised for the airport. The south of the site was occupied by two large former MOD buildings, which were until recently occupied by the CAE Oxford Aviation Academy, a pilot training school, and Vida Health and Fitness gym facility. Figure 1 shows the existing site layout.

Figure 1: Existing Site layout



4. The proposed development (the 'Development') is to demolish the existing buildings within the application site to provide five new buildings comprising a total floorspace of 19,818m²

GEA of overall development floorspace. Of this, 19,430m² GEA is for Research & Development and Light Industry use, planning use classes E(g)(ii) and E(g)(iii), along with 126m² GEA of Amenity Space and 262m² GEA of secure cycle storage within the car parking areas. The arrangements for the proposed layout and phasing of the development are provided within the architect's plans.

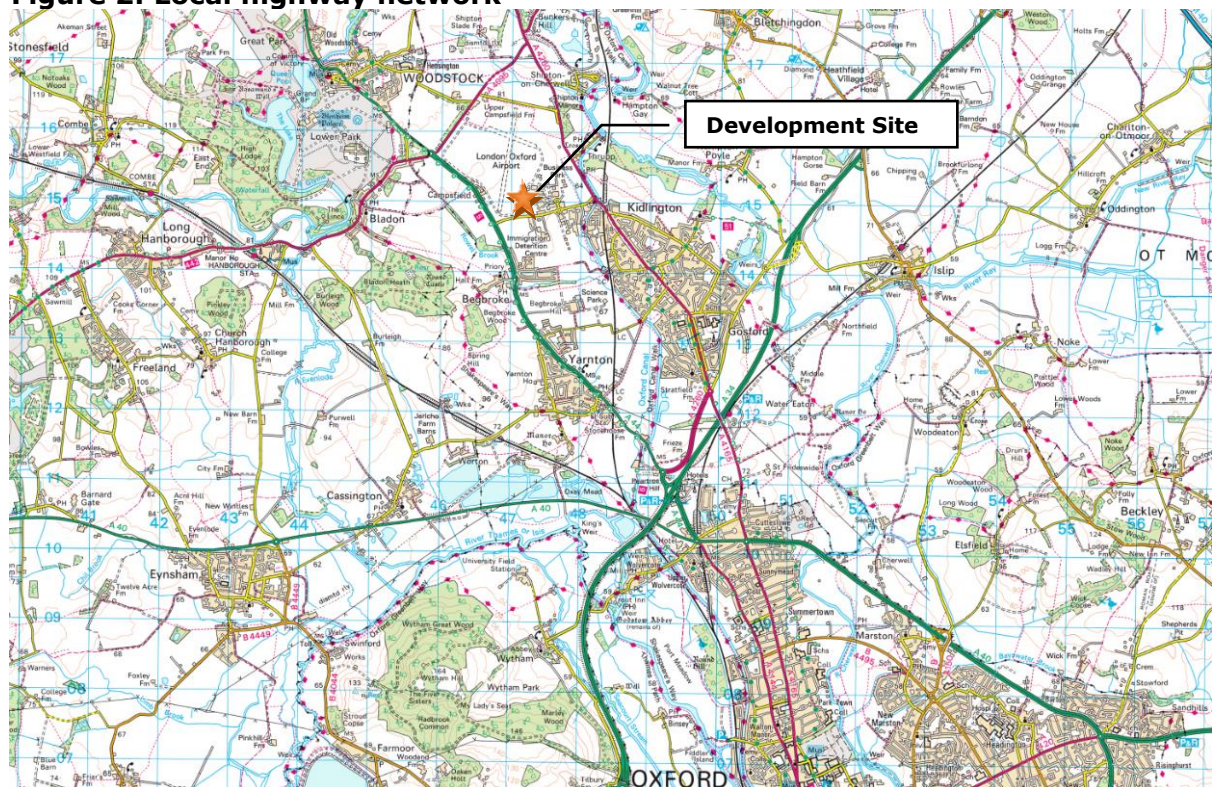
5. Vehicular access into the Site will be rationalised by providing a single entrance/exit junction in the location of an existing access away from Langford Lane and The Boulevard. The existing access junction and roadway will be widened to accommodate Heavy Goods Vehicles (HGVs). In addition, junction inter-visibility will be based on the guidance within the Department for Transport's (DfT) Manual for Streets. Vehicular access for Hanger 14 will be maintained through the Development utilising the same access location from the Site boundary.
6. Drawings 31236/AC/112 31236/AC/113 and 31236/AC/114 show the swept path analysis of the site by a 10m rigid HGV, refuse collection vehicle and the more commonly used largest servicing vehicle, the 7.5t rigid HGV, respectively, which are likely to be the largest vehicles that will access the site. However, it is expected that the majority of servicing trips will be undertaken by smaller Luton van type vehicles. The refuse collection has been amended from the previous submission to use the smaller vehicle used within Oxfordshire at the request from CBC.
7. Access points will be located along the eastern boundary of the Site to improve permeability for pedestrians and cyclists, and those using the bus stop on The Boulevard. Within the wider site, high level street lighting along footpaths and roads will also be implemented to enhance wayfinding around the site.

Baseline transport conditions

Local highway network

8. The immediate highway network comprises Langford Lane which is an east-west access road connecting the A4260 Banbury Road to the east and the A44 Woodstock Road to the west. The Airport is accessed via a roundabout from Langford Lane. Banbury Road provides local access to Kidlington and Gosford to the south, along with Oxford and Wendlebury/Bicester/M40 via the A34. The A44 Woodstock Road provides a strategic route leading to Oxford and the A34 to the south and Chipping Norton, Evesham and Worcester to the north west.
9. The Site is therefore well connected to the surrounding main road network which has the benefit of quickly dissipating any potential traffic effects resulting from the Development. Furthermore, its location would also result in a well dispersed directional distribution of vehicle trips. Figure 2 shows the Site in the context of the local highway network.

Figure 2: Local highway network



Public transport network

10. The closest current bus stop is located on The Boulevard at the main entrance to the Airport from Langford Lane. This stop is served by the 7 gold bus service. This service provides a frequency of 2 buses an hour throughout the day. The 7 Gold runs north-south from just to the north of Woodstock to Oxford City Centre, also stopping at Oxford Parkway Railway Station and the Park & Ride car park.

11. Oxford Parkway is served by Chiltern Railways services with a half-hourly frequency. Services run between London Marylebone Station and Oxford with interchange with all other Chiltern Rail services at High Wycombe with destinations to Stratford upon Avon; Kidderminster; Birmingham Moor Street; Banbury; and Aylesbury.

Pedestrian and cycle

12. The Site is located in a reasonably rural location with the main hub of the Airport buildings to the west and north including the under construction Hanger 15. Footways on The Boulevard, Langford Lane and A4260 Banbury Road provide a pedestrian link between the Airport and the town of Kidlington. Langford Lane between the Airport and Kidlington is a 30mph road with high level street lighting.
13. There are some cycle provisions within the local area around the site.
 - a. Langford Lane to the west of the main airport access includes a shared cycle/footway along its southern side. This connects to the cycle/footway along the A44 Woodstock Road to the west.
 - b. Banbury Road A4260 includes a shared cycle/footway along its western side from Kidlington to its signal junction with Langford Lane.
 - c. The Canal Towpath provides cyclists with an off road route.
14. Within the Oxfordshire County Council Kidlington Local Cycling and Walking Infrastructure Plan (LCWIP) 2022, proposals for improved cycle facilities along Langford Lane include:
 - i. Introduction of a HGV ban (except for access) on Langford Lane between the Airport access roundabout and Banbury Road. This will route all HGVs via the A44.
 - ii. Introduction of 20mph speed limit on Langford Lane to the east of the Airport access roundabout.
 - iii. Clear transitions between on-road and off-road cycle infrastructure.
15. The purpose of these improvements is to improve on-road cycle use along Langford Lane and Banbury Road. Further enhancements are also proposed for Banbury Road, including an off-road cycle route to the north of Langford Lane.

Assessment

16. The method of assessing the effects of the development and the car/cycle parking provision is proposed to be based on the projected levels of employees for the 19,430m² GEA for Research & Development and Light Industry use, planning use classes E(g)(ii) and E(g)(iii). The amenity space and cycle storage space will not generate specific employees as these will be ancillary to the rest of the development.

Employee Density

17. The most recently published report by the government’s Homes and Communities Agency is the Employment Density Guide 3rd edition in November 2015. In terms of employment within the current Use Class E, the comparable employment densities from this guide are set out as follows:

Table 1: Employee Density by Employment Use Class

Use Class 2020	Original Use Class	Sub Category	Employee Density Persons/X sqm
E(g)(i)	B1a	General Office	10 to 13 NIA
		Call Centre	8 NIA
E(g)(ii)	B1b	R&D Space	40 to 60 NIA
E(g)(iii)	B1c	Light Industrial	47 NIA
B2	B2	Industrial Manufacturing	36 GIA
E(g) (i) to (iii)	Mixed B	Small Business Workspace	
		• Incubator (B1a/B1b)	30 to 60
		• Maker Spaces (B1c/B2/B8)	15 to 40
		• Studio (B1c/B8)	20 to 40
		• Co-Working (B1a)	10 to 15
• Managed Workspace (B1a/b/c)	12 to 47		

18. The above table shows that there is a potentially a wide range of employment densities from 1 person/8sqm to 1 person/60sqm depending on the employment function that is formed.
19. In terms of the development proposals, the GEA for the development that will generate employees is 19,430sqm and the GIA is 18,641sqm (96% of the GEA). For the likely Net Internal Area (NIA) for the employment use, this would typically be between 80% to 85% of the GIA (Employment Density Guide 3rd edition November 2015). Therefore, an NIA figure of 15,845sqm has been assumed for the purpose of this assessment as being the higher figure on this basis.
20. The proposed use will be defined through the planning application use class. For the proposed development, this is proposed as Research and Development/Warehousing. Based on the employment of Research and Development and the highest density of 1 person/40sqm NIA, this equates to a likely maximum of 396 employees within the proposed development.

Mode Share

21. The previous Transport Assessment Scoping Report set out the projected mode share for journeys to work based on the Census for this area of Kidlington as follows:

Table 2: Census 2011 travel mode share

Mode of Travel	Percentage
Train	0.7%
Bus, minibus or coach	4.7%
Taxi	0.0%
Motorcycle, scooter or moped	0.9%
Driving a car or van	81.2%
Passenger in a car or van	4.2%
Bicycle	3.6%
On foot	4.7%
Total	100.0%

22. The above indicates that 81.2% of employees would be expected to be a car driver; 0.9% would be riders of powered two-wheelers; and 3.6% expected to be cyclists.

Proposed Car and Cycle Parking Provisions

23. The above information on employee density and mode share has influenced the proposed car and cycle parking provisions.

Car Parking Provision Estimate

24. Using the employment density and mode share data. It is estimated that of the 396 projected employees, 81.2% would be car drivers. This would indicate that the number of car drivers would be 322.
25. As a ratio to GEA, providing employee car parking for 322 car spaces equates to 1 space per 60.3sqm. This is a lower provision than those maximums set out within Transport Assessment Scoping Report at Appendix A for both office (1/30sqm) and general industry (1/50sqm).
26. An allowance for visitor car parking spaces within the development could be within a shared area, rather than individually allocated to each unit. This provides the most flexible and efficient provision of visitor parking spaces between each of the buildings. A suggested provision for this would be an additional 5% of car parking, or 16 spaces.
27. In summary, the following car parking provisions are suggested:
- Employee Parking 322 spaces (of which 16 are blue badge)
 - Visitor Parking 16 spaces (of which 1 is blue badge)
28. EV charging at the workplace during peak electric rates would typically discourage owners of EV's from charging during the daytime unless absolutely necessary. The range of EV's varies considerably between some 100miles to 300+miles. Therefore, most commutes would allow a driver of an EV to make multiple journeys per week before needing to charge the vehicle. (similar to the frequency of filling up with petrol, only slightly more often). It would also be far more advantageous for any EV owner to have the ability to charge their vehicle at home during the night when the rate is much cheaper, and also not subject to

an EV charging company's additional prices for the use of a commercial charging facility. Electric charging should not be provided to employees free of charge as it would be deemed a taxable benefit.

29. It is noted that Oxfordshire's Electric Vehicle Infrastructure Strategy requires 25% of all car parking spaces to be provided with EV charging points. It would be necessary for these to include payment systems and also for their operation to be managed as the overall electrical load from some 81 EV charging units operating simultaneously would be substantial, although unlikely to be the case, particularly as vehicle ranges on a single charge continue to increase and other opportunities to recharge increase in availability.

Cycle Parking Provision

30. The Oxfordshire County Council Kidlington LCWIT suggests that the commuting modal share based on Census 2011 for the area is 6% of trips, whilst this is applicable to residents of the area, in terms of the daytime working population for the area including and around London Oxford Airport this indicates a lower level of cycling by people that commute to work in the area by bicycle at 3.6% as set out in the mode share table above.
31. Notwithstanding this current cycle use, the Kidlington LCWIP seeks to increase the levels of cycle use for commuting by residents within the area. For any business within the area, this will be limited by the catchment area of employees (where people live), the commuting distance and quality of the routes for cycling. Ambitious targets (Go-Dutch and E-Bike) to increase cycling usage have been presented by the County for the Kidlington Area where this may be seen to increase by some fourfold over the 2011 levels.
32. The provision of 1 space per 5 employees would therefore cater for the proposed development and provide sufficient additional capacity for a significant increase.
33. Based on the expected maximum number of employees of 396 people, a provision of 80 cycle spaces would cater for the projected staff numbers within long stay cycle parking spaces.
34. A short stay provision for visitors would also be of benefit to encourage and facilitate visitors by bicycle. There are no specific guidance for this provision, however, a 10% additional provision of 8 cycle spaces could be incorporated and distributed close to the entrances of the proposed units (within 15m) for these users.
35. Cherwell District Council have in their pre-application response made towards providing for E-Bike recharging facilities. The vast majority of E-Bikes have removable batteries for charging. Also the range of E-Bikes varies from 25 miles to 100 miles depending on the type of battery, motor and level of rider assistance selected. Most cyclists choosing to use an E-Bike would normally recharge it at home rather than expect to recharge it during their trip. When at their place of work, similar to the typical informal arrangements for charging mobile phones, the battery can be recharged at their workstation. Leaving it recharging within a bike store would be unusual and the charging unit/AC adaptor may be liable to theft. Therefore, specific provision need not to be provided within the cycle store.

Trip generation

36. The trip generation for the Development has been based on trip rates obtained from the TRICS database. These have been undertaken on the basis of employees to be consistent with the assessment for car parking provision. An interrogation of the database to find suitable comparator sites on which to base the trip generation has returned the sites set out in Table 3. As the mode share and employee numbers are dealt with separately through the requested first principles approach for the type of R&D employment use, then the importance of this part of the assessment is to ensure that a sensible arrival/departure profile of person trips is obtained across the day.

Table 3: TRICS Business Park comparator sites for Person Trips

Site Code	Type	Location	Survey Date	Employees
AN-02-B-01	Business Park	Belfast	Thursday 27/11/2014	210
AN-02-B-04	Business Park	Belfast	Thursday 19/10/2017	198
AN-02-B-05	Business Park	Belfast	Thursday 19/10/2017	169
CF-02-B-08	Business Park	Cardiff	Monday 14/10/2019	580
CR-02-B-01	Technology Centre	Cork	Thursday 19/06/2014	650
DL-02-B-07	Business Park	Dublin	Thursday 01/10/2014	192
WO-02-B-02	Business Park	Bromsgrove	Tuesday 26/06/2018	282

37. Using the above sites and applying the 398 employee numbers to the trips results in the following arrival/departure profile for person trips for the proposed development. The provided graph shows the trips in 30 minute time slices and shows the peak hour periods to be 08.00 to 09.00 for the AM and 17.00 to 18.00 for the PM peak periods. The overall profile is fairly typical of the location of the site with an element of movement across the lunchtime period.

Graph 1: Daily Arrival/Departure Profile of Person Trips (All Modes)



Impacts on local highway network

38. Turning count surveys of the following junctions will be undertaken for one weekday as part of the Transport Assessment:
 - A44 Woodstock Road / Langford Lane signal controlled junction
 - Langford Lane / The Boulevard roundabout
 - The Boulevard / Airport Access roundabout
 - A4260 Banbury Road / Langford Lane signal controlled junction
39. As part of the Transport Assessment, Automatic Traffic Counter (ATC) surveys will be undertaken on the following road links for a 14 day period:
 - Langford Lane east of The Boulevard roundabout
 - Langford Lane west of The Boulevard roundabout
 - A44 Woodstock Road north of junction with Langford Lane
 - A44 Woodstock Road south of junction with Langford Lane
 - A4260 Banbury Road north of junction with Langford Lane
 - A4260 Banbury Road south of junction with Langford Lane
40. Junction modelling capacity assessments will be undertaken as part of the Transport Assessment for the following junctions:
 - Langford Lane / The Boulevard roundabout
 - The Boulevard / Airport Access roundabout
41. An impact assessment will be undertaken for the following road links as part of the Transport Assessment establishing the effects of Development traffic on the local highway network as surveyed and comparing this to survey data set out within the Oxford Technology Park Transport Assessment which was prepared when the CAE was operational:
 - Langford Lane east of The Boulevard roundabout
 - Langford Lane west of The Boulevard roundabout
 - A44 Woodstock Road north of junction with Langford Lane
 - A44 Woodstock Road south of junction with Langford Lane
 - A4260 Banbury Road north of junction with Langford Lane
 - A4260 Banbury Road south of junction with Langford Lane

Traffic distribution

42. Figure 3 shows the location of DfT Count Points which provide Annual Average Daily Traffic counts on local roads surrounding the Airport. These locations have been used as the links on which Development traffic will be distributed.

Figure 3: DfT Traffic Count Point Locations



43. The distribution of development traffic has been derived using 2011 Census data *Location of usual residence and place of work by method of travel to work (MSOA level) Super Output Area - Middle Layer Cherwell 019* dataset. Professional judgement and Google journey planner has been used to identify the driven routes taken by employees travelling to their place of work. This has then been used to identify what proportion of the Development trips will use local road links. Table 4 shows the calculated Development traffic distribution.

Table 4: Development traffic distribution

Location	Distribution
A-Banbury Road A4260	19.9%
B-Banbury Road A4260	19.9%
C-Upper Campsfield Road A4095	0.0%
D-Woodstock Road A44	24.7%
E-Banbury Road A4260	25.9%
F-Langford Lane	45.8%
G-Langford Lane	54.2%
H-Woodstock Road A44	29.5%

Transport planning policy

44. The Transport Assessment will be based on transport policy contained within the following planning policy documents:
- National Planning Policy Framework (revised July 2021)¹
 - National Planning Policy Guidance (2014)²
 - Oxfordshire County Council Local Transport Plan 2015-2030³
 - Cherwell District Council – The Cherwell Local Plan 2011-2031 (2015)⁴

¹ National Planning Policy Framework Ministry of Housing, Communities and Local Government July 2021

² <https://www.gov.uk/guidance/travel-plans-transport-assessments-and-statements>

³ Connecting Oxfordshire: Local Transport Plan 2015-2031 Updated 2016

⁴ Adopted Cherwell Local Plan 2011-2031 formally adopted 20 July 2015. Policy Bicester 13 was re-adopted on 19 December 2016

Pedestrian Movements (Final Mode)

- 45. The final mode pedestrian movements to and from the proposed development will comprise:
- 46. Walk Trips (whole journey from Kidlington)
- 47. Bus Trips (walking from the airport stop)
- 48. Rail Trips (via bus then from the airport stop)
- 49. Examining the peak hour movements from the trips generated and the mode share of these trips, the expected two-way hourly movements are shown on Figure 4.

Figure 4: Peak Hour Pedestrian Movements (two-way)



- 50. The greatest movement would occur between the site and the existing bus stop, however, even this movement is considered low, and likely to be broadly similar to that when the CAE facilities on the site were operational. The movements across the roundabout approach arms for the development are considerably lower and the current informal crossing points with the central islands and tactile paving would adequately provide for these flows.

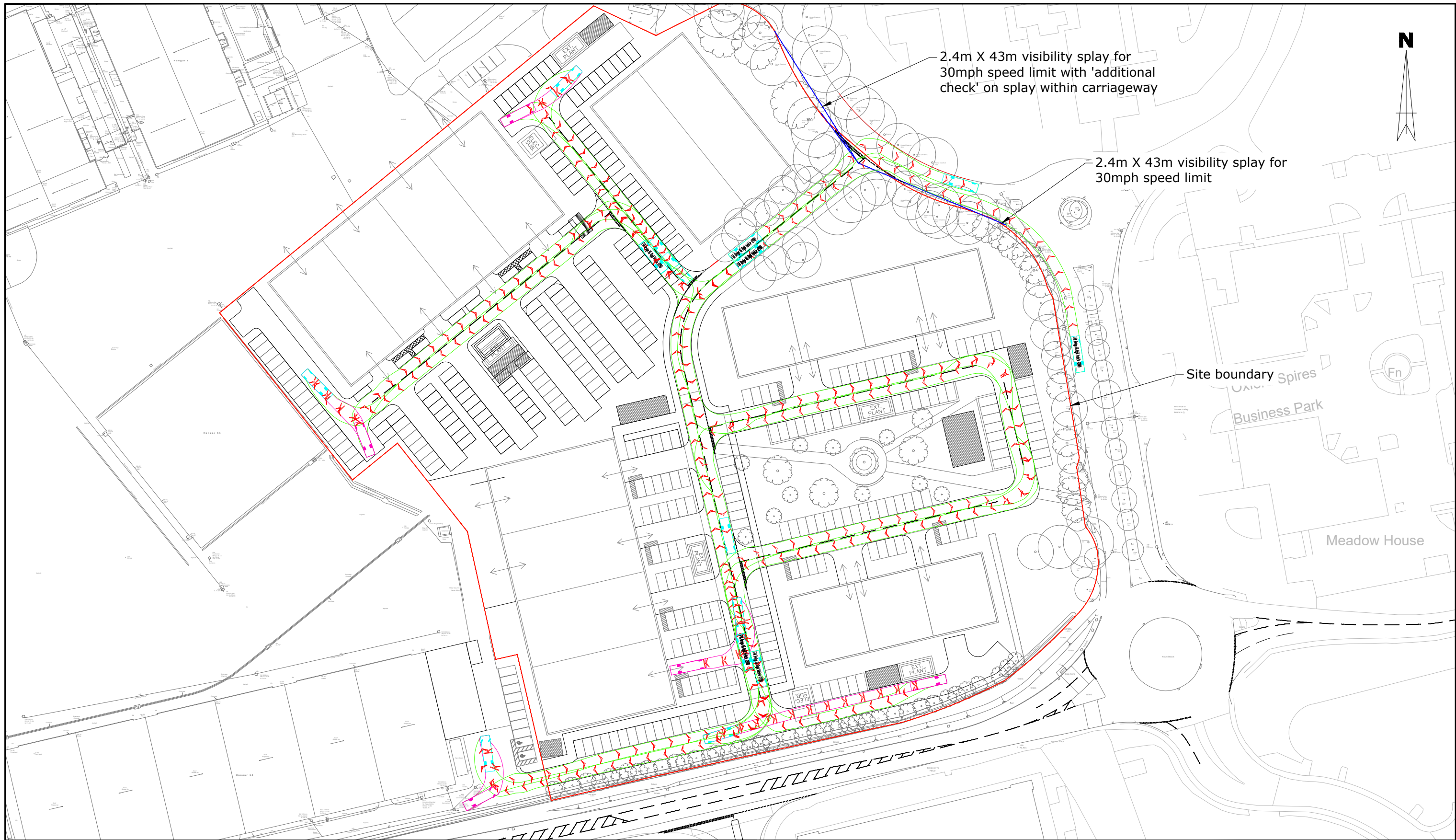
OCC Cycle Route Improvements on Langford Lane

51. As mentioned earlier, within the Oxfordshire County Council Kidlington Local Cycling and Walking Infrastructure Plan (LCWIP) 2022, proposals for improved cycle facilities along Langford Lane are described as follows:
 - i. Introduction of a HGV ban (except for access) on Langford Lane between the Airport access roundabout and Banbury Road. This will route all HGVs via the A44.
 - ii. Introduction of 20mph speed limit on Langford Lane to the east of the Airport access roundabout.
 - iii. Clear transitions between on-road and off-road cycle infrastructure.
 - iv. Shared use path to the west of The Boulevard to the junction of the A44. (this has been implemented)
 - v. Speed reduction to 30mph between Evenlode Close and the A44.
52. The above indicates that the intention is for cycling to the east of The Boulevard is for it to be on-carriageway, as the speed limit is reduced and the proportion of HGV's would also be reduced as a result of these aspects. To the west of The Boulevard cycling is provided through a shared path along the south side of Langford Lane. The later has already been implemented. However whilst there is a convenient westbound connection from the carriageway to the west of the roundabout, there is no provision made specifically for eastbound cyclists to re-join the carriageway.
53. Taking the above elements of planned and implemented cycle improvements into account, whilst also recognising the shortcomings of roundabout junctions for cyclist safety within the UK, we have prepared a schematic plan of the resulting proposals that would therefore expected to be brought forward by Oxfordshire County Council. This would be in accordance with the County's Kidlington WCWIP and funded by them as part of their wider cycle enhancements within the area.
54. The figure below shows how we would anticipate the County to implement their Policy Proposals for Langford Lane in accordance with the Kidlington LCWIP..

Figure 5: Cycling Concept for Langford Lane following OCC Kidlington LCWIP



55. In terms of the proposed development, direct connection into these facilities can be made on the northwest side of the roundabout into the site and can be shared with the pedestrian movements examined earlier.
56. It is expected that the above arrangements, or something fairly similar, would be funded and implemented as part of the County's wider walking and cycling strategy for Kidlington.



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Vehicle used	
FTA Design HG Rigid Vehicle (1998)	10.000m
Overall Length	2.500m
Overall Width	3.645m
Overall Body Height	0.440m
Min Body Ground Clearance	2.470m
Track Width	3.00s
Lock to Lock Time	11.000m
Kerb to Kerb Turning Radius	

This drawing has been prepared for planning purposes and should not be used for construction. It should be read in conjunction with TPP e-mail of 04/10/22.

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Based on drawing number 21.926.SK.023 - Proposed Site Plan 22.09.28. TPP REF - IN_33.

LONDON OXFORD AIRPORT

Swept path analysis of 10m rigid HGV

SCALE @ A3 1:1000
0 10 20m

DATE 04/10/22

DRAWN BY LD

CHECKED CSW

TRANSPORT PLANNING PRACTICE

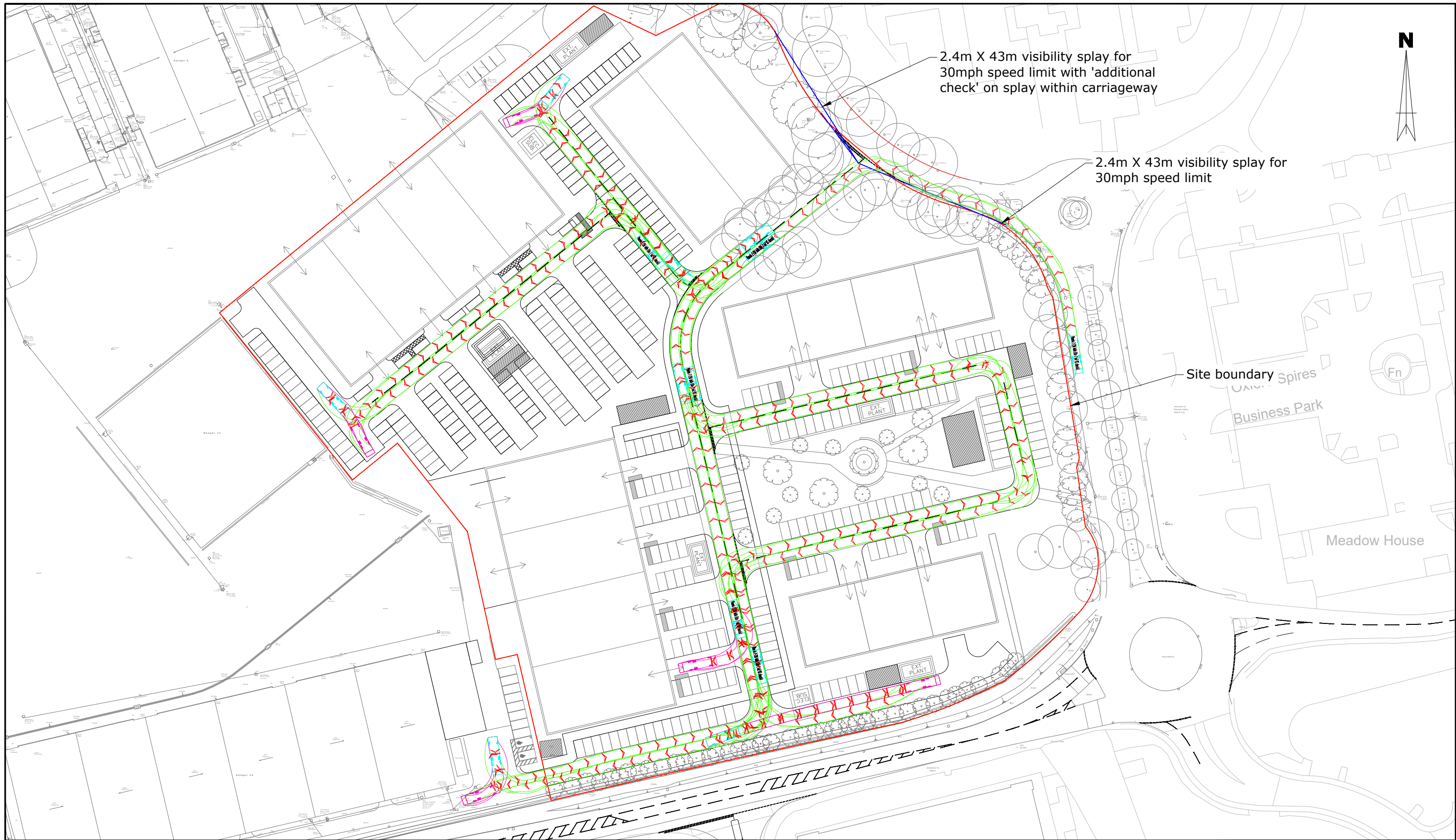
70 Cowcross Street
London, EC1M 6EL

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w: www.tppweb.co.uk



DRAWING NUMBER 31236/AC/112

REV -



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Vehicle used	
Phoenix 2-23W (with Elite 2 6x2 RS chassis)	10.520m
Overall Length	10.520m
Overall Width	2.530m
Overall Body Height	3.211m
Min Body Ground Clearance	0.416m
Track Width	2.530m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.500m

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LONDON OXFORD AIRPORT

Swept path analysis of 10.6m refuse vehicle

SCALE @ A3 1:1000
0 10 20m

DATE
04/10/22

DRAWN BY
LD

CHECKED
CSW

TRANSPORT PLANNING PRACTICE

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London, EC1M 6EL

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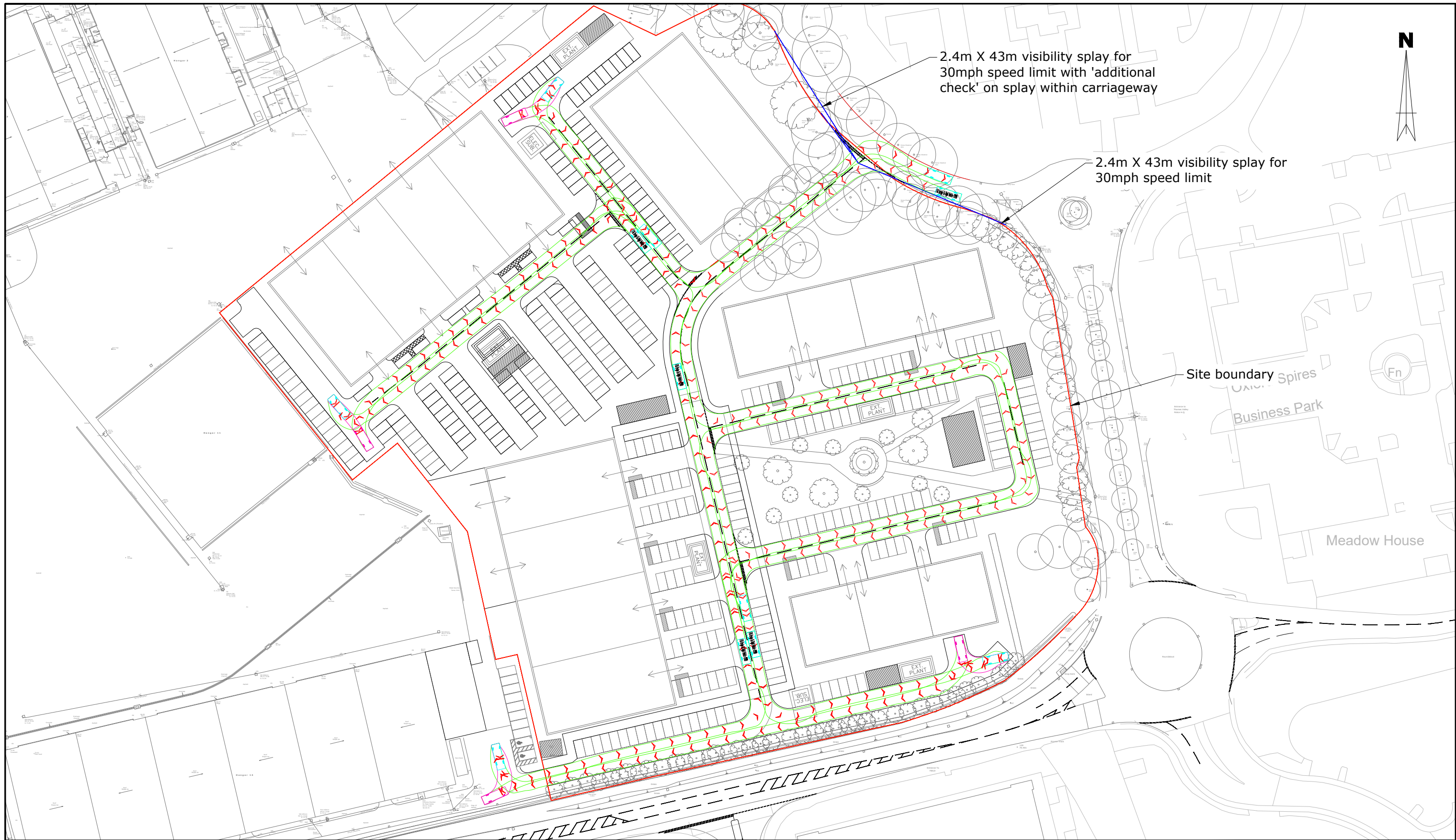


DRAWING NUMBER

31236/AC/113

REV

-



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Vehicle used	
FTA Design LG Rigid Vehicle (1998)	7.170m
Overall Length	2.300m
Overall Width	3.580m
Overall Body Height	0.375m
Min Body Ground Clearance	2.120m
Track Width	3.00s
Lock to lock time	7.000m
Kerb to Kerb Turning Radius	

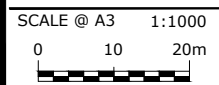
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LONDON OXFORD AIRPORT

Swept path analysis of FTA 7.5t box van



SCALE @ A3 1:1000
DATE 04/10/22

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DRAWING NUMBER

31236/AC/114

REV

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OXFORDSHIRE COUNTY COUNCIL'S PRE APPLICATION ADVICE ON THE RESPONSE TO CONSULTATION ON THE FOLLOWING DEVELOPMENT PROPOSAL

District: Cherwell

Application No: 22/03441/PREAPP

Proposal: Demolition of the existing buildings and redevelopment to provide 5 new buildings for high value employment uses (use classes E(g) (ii and iii)) together with associated access arrangements and landscaping

Location: New Science Park Land West Of The Junction With The Boulevard, Oxford Airport, Langford Lane, Kidlington

Response date:

Purpose of document

This report sets out Oxfordshire County Council's view on the proposal.

This report contains officer advice in the form of a strategic response (if appropriate) and technical team response(s).

Where possible these comments contain:

- Advice on the feasibility of the location.
- Advice on what to include in a full application.
- Advice on the need for any pre-application surveying to be undertaken.

Disclaimer

Please note this advice represents the opinion of an Officer(s) of the Council only, which is given entirely without prejudice to the formal consideration of any planning application which may be submitted.

Application no: 22/03441/PREAPP

Location: New Science Park Land West Of The Junction With The Boulevard, Oxford Airport, Langford Lane, Kidlington

Transport Development Control

Oxfordshire County Council is a consultee of the local planning authority and provides advice on the likely transport and highways impact of development where necessary.

It should be noted that the advice below represents the informal opinion of an Officer of the Council only, which is given entirely without prejudice to the formal consideration of any planning application, which may be submitted. Nevertheless, the comments are given in good faith and fairly reflect an opinion at the time of drafting given the information submitted.

Based on the information provided, I set out the main issues/information that will need to be considered with the proposals.

- [OCC Cycling Design Standards](#)
- [OCC Walking Design Standards](#)
- [OCC Parking Standards](#)
- [Oxfordshire Street Design Guide](#)
- [OCC Guidance on Transport Assessments and Travel Plans](#)

The above documents can be found at

<https://www.oxfordshire.gov.uk/residents/roads-and-transport/transport-policies-and-plans/transport-new-developments/transport-development-control>

- Implementing 'Decide & Provide': Requirements for Transport Assessments
https://mycouncil.oxfordshire.gov.uk/documents/s62102/CA_SEP2022R12%20Annex%20Implementing%20Decide%20and%20Provide%20-%20TA%20Requirements.pdf
- [GOV.UK - Cycle infrastructure design \(LTN 1/20\)](#)

County Council Transport Guidance for new developments

<https://www.oxfordshire.gov.uk/residents/roads-and-transport/transport-policies-and-plans/transport-new-developments>

TRICS – National information source for assisting the prediction of trip generation from new developments.

<http://www.trics.org/>

Local Planning Guidance and Information

Cherwell

Cherwell Local Plan 2011-2031 Part 1:

Detailed Comments

Pre-application advice relating to this site was previously sought under reference 21/04195/PREAPP, to which OCC provided a response. These latest comments, which primarily refer to the Transport Scoping Update (TSU) document, should be read in conjunction with the previous response.

- Since the previous pre-application enquiry, new parking standards have been adopted by the County Council. “Parking Standards for New Developments” includes Vehicular Standards and Minimum Cycle Standards for non-residential developments (Table 5). The first principles analysis is informative but the Standards should be followed where practicable, or a justification given for non-compliance.
- The requirement for 25% of car parking spaces to have EV charging facilities is reiterated in the Parking Standards. Sections 28 and 29 of the TSU appear to suggest that EV charging is not appropriate but this is counter to policy and non-provision will not be acceptable.
- Policy 36 of the Local Transport and Connectivity Plan (LTCP) states that OCC will adopt a “decide and provide” approach to managing and developing the county’s transport network. Accordingly, the **Implementing ‘Decide & Provide’: Requirements for Transport Assessments** document has been developed to explain how transport assessments for all new developments will need to adopt this approach. This document has been formally adopted by OCC at the Cabinet meeting on 20 September 2022 and must be considered in any qualifying planning application, such as this.

The Decide and Provide document may be found here:

https://mycouncil.oxfordshire.gov.uk/documents/s62102/CA_SEP2022R12%20Annex%201_Implementing%20Decide%20and%20Provide%20-%20TA%20Requirements.pdf

The applicant must provide a commentary on how they meet the guidance. They may wish to use the Decide and Provide Methodology checklist as an aid to examining this issue.

Transport Strategy

- This Pre planning app is for the demolition of existing the existing buildings and redevelopment to provide approximately 18,653sqm GIA of new energy efficient, fit for purpose accommodation suitable for high value employment uses (use classes E(g) (ii and iii)).
- The accommodation will be spread across 5 main buildings (ranging from 2,104sqm GIA to 5,345sqm GIA) which will be capable of being sub-divided into up to 17 units.
- In addition, a central amenity building (126sqm GIA) and covered cycle stores (262sqm) are proposed alongside associated car parking and a comprehensive landscaping works.
- The application site is approx. 3.27ha and forms the southern portion of the built-up part of the Oxford International Airport site, occupying the land immediately north-west of the junction of Langford Lane and The Boulevard. It is located approximately 9.5km to the north of Oxford city centre, and accessed off Langford Lane, between the A44 and A4260.

- A footway, approximately 1.8m wide, is currently provided along the entire southern edge of Langford Lane providing a continuous route from the site to the A4260 Banbury Road and A44 Woodstock Road via informal crossing points with dropped kerbs and tactile paving across the minor access roads.
- A short section of footway is provided on the northern side of Langford Lane in the vicinity of the Langford Lane / The Boulevard roundabout which in turn provides connections into the Oxford Spire Business Park via The Boulevard. This footway is accessed from the southern side of Langford Lane at the roundabout via an informal crossing with dropped kerbs and tactile paving.
- In addition, a footway / cycleway, approximately 3.0m wide is provided along the eastern side of the A4260 from the junction with Langford Lane providing onward connections to / from Kidlington Town Centre.
- There are 3 recent planning applications within close proximity which set precedents for providing safe walking and cycling facilities based on LCWIP and LTN1/20 guideline: 21/03913/F, 22/01683/F & 22/02647/F.
- Walking and cycling network and Strategic Link and routes are to connect in seamlessly with OCC's existing routes and proposed strategic walking and cycling enhancements to Langford Lane, including routes surrounding the site which are included in Kidlington LCWIP (Local Cycling and Walking Infrastructure Plan).
- Cycle parking provision to be in line with OCC's adopted cycle parking standards
- The EV parking provision must align with the 2020 Oxfordshire Electric Vehicle Infrastructure Strategy ensuring sufficient spaces are both dedicated to electric vehicles, the minimum number of charging points are provided but more importantly the infrastructure is prepared to allow for future increased demand without significant interruption.
([https://mycouncil.oxfordshire.gov.uk/\(S\(0qslfpunjtzwla330vlllet55\)\)/documents/s55283/CAMAR1621R11%20Annex%203%20-%20DRAFT%20Oxfordshire%20Electric%20Vehicle%20Infrastructure%20Strategy%2020210225.pdf](https://mycouncil.oxfordshire.gov.uk/(S(0qslfpunjtzwla330vlllet55))/documents/s55283/CAMAR1621R11%20Annex%203%20-%20DRAFT%20Oxfordshire%20Electric%20Vehicle%20Infrastructure%20Strategy%2020210225.pdf))
- A Sustainable Travel Pack should be included with the final application, to include direct reference to the Approved Kidlington LCWIP showing the key routes to key destinations across Kidlington highlighting the different on and off-road routes.
(https://www.oxfordshire.gov.uk/sites/default/files/file/roads-and-transport-major-projects/Kidlington_LCWIP.pdf)
- Planning for cycling/walking, space for cycling within highways, transitions between carriageways, cycle lanes and cycle tracks, junctions and crossings, cycle parking and other equipment design within the development site should follow the LTN 1/20 guidance.
- The developer should provide a segregated cycle path on the southern side of Langford Lane from the Boulevard to the A4260 junction in line with Kidlington LCWIP to promote off-road walking and cycling connections between Kidlington and Thrupp. This is based on the below policies;

1. Local Transport and Connectivity Plan –

Policy 1 – We will develop, assess and prioritise transport schemes, development proposals and policies according to the following transport user hierarchy:

- Walking and wheeling (including running, mobility aids, wheelchairs and mobility scooters)
- Cycling and riding (bicycles, non-standard cycles, e-bikes, cargo bikes, e-scooters and horse riding)
- Public transport (bus, scheduled coach, rail and taxis)

- Motorcycles
- Shared vehicles (car clubs and carpooling)
- Other motorised modes (cars, vans and lorries)

Policy 2 – We will:

- a) Develop comprehensive walking and cycling networks that are inclusive and attractive to the preferences and abilities of all residents in all towns. All new walking and cycling schemes will be designed according to the updated
- b) Ensure that all new developments have safe and attractive walking and cycling connections to the site, include a connected attractive network for when people are walking and cycling within the development and that the
- c) internal routes connect easily and conveniently to community facilities and the local cycle and walking network.
- d) Work closely with stakeholders using co-production methods when developing and improving cycle and walking networks from inception to delivery.

Policy 15 – We will:

- Adopt the vision zero approach, which seeks to eliminate all fatalities and severe injuries on Oxfordshire’s roads and streets, to have safer, healthier, and more equitable mobility for all.

Policy 31 – We will:

- Balance the needs of all network users, whilst promoting and prioritising walking, cycling and public transport at every opportunity.

2. LTN1/20 – [9.3] Carriageway to cycle track transitions;

9.3.3 Transitions between the cycle track and the carriageway should not be across a kerb; the transition should be continuous surfacing course.

1.4.5 - Off-carriageway cycling provision may either be physically segregated from pedestrian facilities or a common surface may be shared.”

1.6.1. 3) Cyclists must be physically separated and protected from high volume motor traffic, both at junctions and on the stretches of road between them.”

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/951074/cycle-infrastructure-design-ltn-1-20.pdf

3. Kidlington LCWIP - Policy KCW 2:

The County Council in partnership with Cherwell Council will work with developers to improve the Kidlington Area cycling and walking network including by S106 and S278 works. Kidlington Area LCWIP Cycle and Walking Network will be a material consideration in the approval and network plans of new developments. Route continuity is essential in the planning and delivery process.

OCC will, therefore, seek S106 contributions and/or S278 works.

- All completed works need to be in line with applicable guidance & policy at the time of completion unless explicit justification is agreed by planning officer. It is therefore the responsibility of the developer to liaise with Oxfordshire County Council officers throughout to ensure that the scheme aligns with the relevant guidance & policy.
- Based on all the above I have no objection to the proposals from a transport strategy perspective subject to the suggested design changes above and agreed with the Transport Strategy Team.

Officer's Name: Roger Plater

Officer's Title: Transport Planner

Date: 9 January 2023

Application No: 22/03441/PREAPP

Location: New Science Park Land West Of The Junction With The Boulevard, Oxford Airport, Langford Lane, Kidlington

Lead Local Flood Authority

Detailed comments:

The [Sustainable Drainage Systems \(SuDS\) Policy](#), which came into force on the 6th April 2015 requires the use of sustainable drainage systems to manage runoff on all applications relating to major development. As well as dealing with surface water runoff, they are required to provide water quality, biodiversity and amenity benefits in line with National Guidance. The [Sustainable Drainage Systems \(SuDS\) Policy](#) also implemented changes to the [Town and Country Planning \(Development Management Procedure\) \(England\) Order 2010](#) to make the Lead Local Flood Authority (LLFA) a statutory Consultee for Major Applications in relation to surface water drainage. This was implemented in place of the SuDS Approval Bodies (SAB's) proposed in Schedule 3 of the Flood and Water Management Act 2010.

All full and outline planning applications for Major Development must be submitted with a Surface Water Management Strategy. A site-specific Flood Risk Assessment (FRA) is also required for developments of 1 hectare or greater in Flood Zone 1; all developments in Flood Zones 2 and 3 or in an area within Flood Zone 1 notified as having critical drainage problems; and where development or a change of use to a more vulnerable class may be subject to other sources of flooding.

Further information on flood risk in Oxfordshire, which includes access to view the existing fluvial and surface water flood maps, can be found on the [Oxfordshire flood tool kit](#) website. The site also includes specific flood risk information for developers and Planners.

The [National Planning Policy Framework \(NPPF\)](#), which was updated in July 2021 provides specific principles on flood risk (Section 14, from page 45). [National Planning Practice Guidance \(NPPG\)](#) provides further advice to ensure new development will come forward in line with the [NPPF](#).

Paragraph 159 states; *"Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk (whether existing or future). Where development is necessary in such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere."*

As stated in Paragraph 160 and 161 of the [NPPF](#), we will expect a sequential approach to be used in areas known to be at risk now or in the future from any form of flooding.

The [Non-statutory technical Standards for sustainable drainage systems](#) were produced to provide initial principles to ensure developments provide SuDS in line with the NPPF and NPPG. Oxfordshire County Council have published the ["Local Standards and Guidance for Surface Water Drainage on Major Development in Oxfordshire"](#) to assist developers in the design of all surface water drainage systems, and to support Local Planning Authorities in considering drainage proposals for new development in Oxfordshire. The guide sets out the standards that we apply in assessing all surface water drainage proposals to ensure they are in line with National legislation and guidance, as well as local requirements.

The SuDS philosophy and concepts within the Oxfordshire guidance are based upon and derived from the CIRIA [SuDS Manual \(C753\)](#), and we expect all development to come forward in line with these principles.

In line with the above guidance, surface water management must be considered from the beginning of the development planning process and throughout – influencing site layout and design. The proposed drainage solution should not be limited by the proposed site layout and design.

Wherever possible, runoff must be managed at source (i.e. close to where it falls) with residual flows then conveyed downstream to further storage or treatment components, where required. The proposed drainage should mimic the existing drainage regime of the site. Therefore, we will expect existing drainage features on the site to be retained and they should be utilised and enhanced wherever possible.

Although we acknowledge it will be hard to determine all the detail of source control attenuation and conveyance features at an outline stage, we will expect the Surface Water Management Strategy to set parameters for each parcel/phase to ensure these are included when these parcels/phases come forward. Space must be made for shallow conveyance features throughout the site and by also retaining existing drainage features and flood flow routes, this will ensure that the existing drainage regime is maintained, and flood risk can be managed appropriately.

Officer's Name: Nagina Bawar

Officer's Title: Senior LLFA Engineer

Date: 09/12/2022

Application no: 22/03441/PREAPP

Location: New Science Park Land West Of The Junction With The Boulevard, Oxford Airport, Langford Lane, Kidlington

Archaeology

Recommendation:

An archaeological watching brief should take place during the ground works stage of this development.

Key issues:

Legal agreement required to secure:

Conditions:

We would, therefore, recommend that, should planning permission be granted, the applicant should be responsible for ensuring the implementation of an archaeological monitoring and recording action (watching brief) to be maintained during the period of construction. This can be ensured through the attachment of a suitable negative condition along the lines of:

1. The applicant, or their agents or successors in title, shall be responsible for organising and implementing an archaeological watching brief, to be maintained during the period of construction/during any groundworks taking place on the site. The watching brief shall be carried out by a professional archaeological organisation in accordance with a Written Scheme of Investigation that has first been approved in writing by the Local Planning Authority.

Reason - To safeguard the recording and inspection of matters of archaeological importance on the site in accordance with the NPPF (2021).

2. Following the approval of the Written Scheme of Investigation referred to in condition 1, no development shall commence on site without the appointed archaeologist being present. Once the watching brief has been completed its findings shall be reported to the Local Planning Authority, as agreed in the Written Scheme of Investigation, including all processing, research and analysis necessary to produce an accessible and useable archive and a full report for publication which shall be submitted to the Local Planning Authority within two years of the completion of the archaeological fieldwork.

Reason - To safeguard the recording and inspection of matters of archaeological importance on the site in accordance with the NPPF (2021).

Informatives:**Detailed comments:**

The site lies in an area of historical and archaeological interest and potential. The site is within that of a former military airfield, which operated in 1938. The airport was established in 1935 as a municipal airport and used by the RAF in World War II as RAF Kidlington. Following the war it became established as a centre for aviation education, charter and maintenance facilities.

The site also lies in an area of Roman activity, with a hoard of Roman coins recorded c.340m to the north of the development site (PRN 29298). 800m to the south of the site is a collection of cropmarks, recorded from aerial photographs, which likely represent Bronze Age barrows (PRN 13294), and undated enclosures and linear features (PRN 7536). Though the site has been built on, it is possible for remains to have survived under the MOD buildings.

Officer's Name: Victoria Green

Officer's Title: Planning Archaeologist

Date: 13th December 2022

CHERWELL DISTRICT COUNCIL

Pre-Application Report

Pre-application Reference No:	22/03441/PREAPP	
Proposal:	Demolition of the existing buildings and redevelopment to provide 5 new buildings for high value employment uses (use classes E(g) (ii and iii)) together with associated access arrangements and landscaping	
Site Address:	New Science Park Land West Of The Junction With The Boulevard Oxford Airport Langford Lane Kidlington	
Date Site Visited:	Various – Most recent 1 December 2022	
Date & Time of Meeting (if applicable):	15.12.2022	Start: 15.00
		Finish: 16.40
Location of Meeting:	Microsoft Teams	
Attendees:	Andrew Thompson (CDC)	

TECHNICAL ASSESSMENT

Internal Consultations:

Landscape: With reference to the Landscape Strategy of the London Oxford Airport -Pre-App 02 Doc I would recommend a tree-lined avenue to Langford Lane to provide both amenity and visual mitigation of buildings B and C, and augment existing established hedge to Langford Lane.

Otherwise the landscape strategy is acceptable.

I look forward to a detailed hard and soft landscape proposals and tree pit details.

Ecology: No comments received at the time of writing

CDC Land Drainage Officer - No comments or objections in principle. The site is already partly impermeable paving and roofs. If the impermeable area is to be increased additional surface water attenuation will be needed.

External Consultations Required:

Highways – Detailed comments provided.

Fire Service - have no adverse comments to make with regard to this planning application, it is taken that these works will be subject to a Building Regulations application, to ensure compliance with the functional requirements of The Building Regulations 2010.

Due to the size of the premises proposed it is taken that an adequate water supply for firefighting will be provided by the developer and fire service vehicle access will be compliant with Approved Document B (or similar).

Historic England - Historic England offers pre-application advice to the applicant or agent of a project, we, unfortunately, are unable to provide this service to local planning authorities that charge for their services, unless the site is council owned or on our Heritage at Risk register.

If the applicant is interested in receiving free initial pre-application advice from Historic England, please ask that they get in touch with us directly.

Should further responses be received after this advice, we will endeavour to share this with you.

Flood Risk: The site is within Flood Zone 1 which is the zone of lowest flood risk. The Environment Agency has produced advice for applicants and agents about assessing flood risk in the planning process, and this can be viewed online at: <https://www.gov.uk/flood-risk-assessment-for-planning-applications>. You should have regard to this advice when preparing your application.

The Environment Agency also offers a pre-application service, details about which are available online at: <https://www.gov.uk/government/publications/planning-advice-environment-agency-standard-terms-and-conditions>

Drainage: You need to consider foul and surface water drainage when designing your proposals. In respect of foul drainage, you should first seek to connect to the public sewer network. You can contact Thames Water for further advice about this; information about their pre-application service is available online at: <https://developers.thameswater.co.uk/commercial-building-works/water-supply/disconnections/pre-application-help-and-advice>.

Only if a connection to the public sewer network is not feasible should you then consider other foul drainage options. The Environment Agency would be consulted on any planning application that proposes non-mains foul drainage. If you are proposing non-mains foul drainage, you should submit a completed Foul Drainage Assessment Form with your planning application. This form can be viewed online at: <https://www.gov.uk/government/publications/foul-drainage-assessment-form-fda1>

In respect of surface water drainage, wherever possible surface water should be drained within the site using Sustainable Drainage Systems (SuDS). Technical Standards for the design, maintenance and operation of SuDS can be viewed online at: <https://www.gov.uk/government/publications/sustainable-drainage-systems-non-statutory-technical-standards>

In some cases the Water Authority may adopt SuDS which meet the legal definition of a sewer. Water UK has published [Design and Construction Guidance](#) which contains details of the water sector's approach to the adoption of SuDS. If you wish to explore the option of the Water Authority adopting SuDS, you will need to ensure the SuDS are designed in accordance with the Guidance.

In addition, you should refer to the guidance published on [Oxfordshire County Council's Flood Toolkit](#) concerning surface water drainage, and in particular the detailed guidance provided in the "Local Standards and Guidance for Surface Water Drainage on Major Development in Oxfordshire".

EIA Screening Opinion Required? YES / NO (submitted under 22/03749/SO)

Committee or Delegated Matter? Committee

Relevant Planning History:

Previous Pre-app - 21/04195/PREAPP

The operation of London Oxford Airport is controlled by the provisions of a Section 106 Agreement associated with planning permissions (04/02743/F and 05/01324/F) refer. There is no recent relevant planning history relating to this specific part of the London-Oxford Airport site.

Policy: Planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The development plan in Cherwell comprises the Cherwell Local Plan 2011-2031 Part 1, and the saved policies of the Cherwell Local Plan 1996. The policies considered most relevant to your proposal are:

CHERWELL LOCAL PLAN 2011 - 2031 PART 1 (CLP 2031 Part 1)

- PSD1 – Presumption in favour of Sustainable Development
- SLE1 – Employment Development
- SLE4 – Improved Transport & Connections
- ESD1 – Mitigating and Adapting to Climate Change
- ESD2 – Energy Hierarchy and Allowable Solutions
- ESD3 – Sustainable Construction
- ESD4 – Decentralised Energy Systems
- ESD5 – Renewable Energy
- ESD6 – Sustainable Flood Risk Management
- ESD7 – SuDS
- ESD8 – Water Resources
- ESD10 – Biodiversity and the natural environment
- ESD14 – Oxford Green Belt
- ESD15 – The Character of the Built and Historic Environment
- ESD17 – Green Infrastructure
- Policy Kidlington 1 – Accommodating High Value Employment Needs
- INF1 – Infrastructure Provision

CHERWELL LOCAL PLAN 1996 SAVED POLICIES (CLP 1996)

- GB3 – Major developed sites within the green belt
- C28 – Layout, design and external appearance of new development
- C30 – Design control over new development
- C32 – Provision of facilities for disabled people
- TR1 - Transportation funding
- TR7 - Development attracting traffic on minor roads

- TR8 - Commercial facilities for the motorist
- TR10 - Heavy Goods vehicles
- ENV1 – Development likely to cause detrimental levels of pollution
- ENV 6 - Developments at Oxford Airport which, either directly or indirectly, would be likely to increase noise nuisance will be resisted.

Under Section 38 of the Planning and Compulsory Purchase Act 2004, a Neighbourhood Plan that has been approved at referendum also forms part of the statutory development plan for the area. In this case, the application site does not fall within a Neighbourhood Plan.

Other Material Planning Considerations

- National Planning Policy Framework (NPPF)
- Planning Practice Guidance (PPG)
- National Design Guidance (2019)
- CDC Planning Obligations SPD 2018

Other Documents:

Kidlington Masterplan 2016 and Cherwell Economic Strategy are also noted

You should be aware of the following matters/issues/designations:

- The site lies within/adjacent to a Conservation Area, Flood Zone, SSSI/ Special Landscape Area, Area of archaeological interest etc
- The building is listed/affects the setting of a listed building/s, locally listed, is a scheduled ancient monument, other important building
- Any designated/non designated heritage assets?
- Physical site constraints – topography, watercourses, important walls, hedges, highways, rights of way etc?
- The site lies within an area of archaeological interest. An assessment of the significance of the heritage asset and the potential effect of the development upon it should be submitted with the application. Contact should be made with the County Archaeologist on 01865 328944 or by writing to Richard.Oram@oxfordshire.gov.uk or Historic and Natural Environment Team, Infrastructure Planning, Speedwell House, Speedwell Street, Oxford, OX1 1NE,
- If the Highways Authority need to be involved contact www.highways.gov.uk. Useful link: <http://www.highways.gov.uk/publications/planning-protocols-for-planning-and-development>
- You may need to consider the effect on protected species when developing your proposals. Further information may need to accompany your application including a phase 1 survey to identify habitats present and features likely to be used by protected species and any further detailed survey reports for any individual protected species should these be necessary. In order to assist you in this you should refer to the Standing Advice prepared by Natural England (link below). This 'standing advice' will help in assessing if there is a reasonable likelihood of protected species being present and if so the relevant survey and mitigation requirements. This advice will be a material consideration in the determination of your application. <http://www.naturalengland.org.uk/ourwork/planningdevelopment/spatialplanning/standingadvice/advice.aspx>

In this case I have considered the standing advice and note that there is a reasonable likelihood of protected species (bats) being present within the site due to the existing buildings and mature trees. It is noted that you have carried out some survey work to the site to establish the presence of bats in the vicinity and that this will form part of the application submission. I would, therefore, advise you to submit this evidence as part of the application. Failure to do so could result in your application being refused as the Council will not be able to properly assess the impact of the development on protected

species.

PROFESSIONAL ASSESSMENT BY CASE OFFICER

It is considered that the main issues relating to your proposal are:

- Principle of Development (Kidlington 1 policy and Green Belt)
- Design of the Development and Character of the Area
- Landscaping and Ecology
- Transport and Highways
- Sustainable Construction and Mitigation
- Flood Risk and Drainage
- S106 contributions

National Planning Policy

It is noted that on 22 December 2022 the Government produced a new draft NPPF for consultation. Whilst this is a draft document and there has been little opportunity to review the document in full, its contents are noted. Some key paragraphs relevant to this proposal are:

The inclusion of the word “beautiful” in reference to proposed buildings (e.g. para 94 and Chapter 12).

A revised Para 137 includes elements which would ensure that plans are clear for the purposes of materials – Para 137 is now proposed to state: Local planning authorities should ensure that relevant planning conditions refer to clear and accurate plans and drawings which provide visual clarity about the design of the development, and are clear about the approved use of materials where appropriate, to make enforcement easier. They should also seek to ensure that the quality of approved development is not materially diminished between permission and completion, as a result of changes being made to the permitted scheme (for example through changes to approved details such as the materials used).

Para 142: includes new revisions to review of Green Belt boundaries: “Green Belt boundaries are not required to be reviewed and altered if this would be the only means of meeting the objectively assessed need for housing over the plan period.”

New Para 161 – “To support energy efficiency improvements, significant weight should be given to the need to support energy efficiency improvements through the adaptation of existing buildings, particularly large non-domestic buildings, to improve their energy performance (including through installation of heat pumps and solar panels where these do not already benefit from permitted development rights). Proposals affecting conservation areas and listed buildings should also take into account the policies set out in chapter 16 of this Framework”

As stated the document is currently at a draft stage and will not be finalised until July 2023, according to the review, but may be material at the time of determination.

Principle of Development (Kidlington 1 policy and Green Belt)

The proposals are within the bounds of the existing London-Oxford Airport, which is an existing employment site as identified within Policy Kidlington 1 – Accommodating high employment value needs. Paragraph C227 of the CLP 2015 supports the economic role of London-Oxford Airport and Policy Kidlington 1 proposes a small-scale Green Belt review as part of Local Plan Part 2. This is now being undertaken as part of the Local Plan Review 2040. The pre-application site falls within Kidlington 1A that is identified for review. The Local Plan Review, however, is at an early stage of preparation and thus this proposal should be assessed against Policies ESD14 and saved Policy GB3 of the Cherwell Local Plan 1996 and Green Belt policy within the NPPF.

The existing floorspace set out is as follows in your submission:

Existing Buildings	Footprint		GEA - Ground Floor		GEA - First Floor		Volume	
	m ²	ft ²	m ²	ft ²	m ²	ft ²	m ³	ft ³
1. Vacant Hangar	1,561	16,802	1,499	16,130	0	0	0	0
2. Vacant Hangar	1,827	19,666	1,754	18,879	0	0	0	0
3. Vida Health & Fitness	1,040	11,194	998	10,747	516	5,554	0	0
4. Langford Hall (demolished)	0	0	0	0	0	0	0	0
5. CAE Temp. Accommodation	408	4,392	392	4,216	0	0	0	0

Site	Footprint		GEA - Ground Floor		GEA - First Floor		Volume	
	m ²	ft ²	m ²	ft ²	m ²	ft ²	m ³	ft ³
Total Existing:	4,836	52,064	4,643	49,972	516	5,554	0	0

The proposals show the following floorspace as set out in your submission:

Building	Approx. Footprint (Ground Floor only)		No. of Floors	Approximate GEA		Approximate GIA	
	m ²	ft ²		m ²	ft ²	m ²	ft ²
Unit A - Office/Lab	1,456	15,672	2.0	2,912	31,345	2,796	30,091
Unit B - Office/Lab	1,096	11,797	2.0	2,192	23,594	2,104	22,651
Unit C - Office/Lab	2,784	29,967	2.0	5,568	59,933	5,345	57,536
Unit D - Office/Lab	2,784	29,967	2.0	5,568	59,933	5,345	57,536
Unit E - Office/Lab	1,595	17,168	2.0	3,190	34,337	3,062	32,963
Approx. Total Office/Lab Area:	9,715	104,571		19,430	209,143	18,653	200,777

Policy Kidlington 1 sets a precedent for demonstrating very special circumstances and the review of the Green Belt boundaries. Whilst the Partial Review established a policy basis for Oxford's Unmet Housing Need, the review mentioned in Policy Kidlington 1 has not been carried out. The Local Plan Review (which is due for its next stage of consultation in early 2023) should further establish the principle of the development.

We discussed the impacts and relationship to neighbouring developments and the wider openness of the Green Belt. The approval of Technology Park opposite has been noted and with the site being previously developed land it was agreed there was a clear compelling case that could be made as part of the Planning Statement.

It was agreed that the planning statement should also set out the clear benefits of the development submission in terms of jobs, investment and other economic benefits.

It is noted that the proposals include the demolition of an existing gym on the site which is no longer economically viable. The creation of a new hub/café would be acceptable in principle to support the new business park and would not appear to be significant in scale to harm Kidlington Centre. A short but focused justification (in terms of the national sequential test requirements should be included as part of the Planning Statement). The hub/café has the opportunity to provide a wide range of services including meeting space, facilities in terms of food and drink, flexible working options and Wi-Fi hotspot and marketing space for the development. The hub should be accompanied by appropriate plans and set out in the plans and information supporting the submission.

It would also be beneficial to understand the phasing of the development if approved and how the anticipated delivery of the units and the approximate timescale for delivery. This can form part of the planning or design and access statements.

Design of the Proposed Development and Character of the Area

The pre-application proposals show a contemporary solution to the architecture and scale of the proposals. The use of airport style architecture is supported and the precedents within the submission would appear well considered. The proposals would be lower than the neighbouring buildings at Hanger 14 and of similar scale to the Premier Inn opposite. This is an important consideration in the assessment of openness and impact on the wider Green Belt policy.

A key consideration is surveillance and active frontages to The Boulevard, the central

courtyard and hub and also legibility as the user moves through the development. Building A therefore would be critical on all elevations.

The entrances to Building B should be considered from the central courtyard (northern elevation) rather than the southern elevation. The existing hedgerow to Langford Lane should be retained and therefore significant activity to this frontage on the ground floor is less important. This would also improve the connectivity between Buildings A and B. This appears to be shown on the proposed overhead view (page 38) but does not appear to be replicated on a number of the layout plans.

The proposals should also seek to include more landscaping in parking areas to provide shelter and soften what appear to be large expanses of car parking. This would be particularly important to Building D and where car parking would be readily visible to the Boulevard frontage, for example to the Amenity Hub/Cafe.

It is noted that links to other buildings are being rationalised and retained. This is welcomed.

Overall the principles of the design and layout are welcomed with some refinement.

Landscaping and Ecology

It was discussed that the proposals would need to take account of the site's location and the need to design out certain bird populations to ensure that bird strike opportunities were reduced. Opportunities therefore for entomological enhancement design would be explored both within the building design (green/brown roofs, living walls) and as freestanding features (e.g. feeding/nesting features).

In terms of the central courtyard opportunities for outdoor seating and bins should be explored with the potential to create usable outdoor space, particular for summer months and the need for shaded areas.

Landscape colleagues would recommend investigation of a tree-lined avenue to Langford Lane to provide both amenity and visual mitigation of buildings B and C and augment existing established hedge to Langford Lane. The hedgerow to this frontage should be retained and walkways through the hedgerow onto Langford Lane should be resisted.

Landscape features to the corner with The Boulevard should also be factored into the design proposals. Details of tree pits should be included in the submission.

Broadly, the landscape submission is supported.

Transport and Highways

Highways Officers have commented that since the previous pre-application enquiry (21/04195/PREAPP), new parking standards have been adopted by the County Council. "Parking Standards for New Developments" includes Vehicular Standards and Minimum Cycle Standards for non-residential developments (Table 5). The document may be found here: <https://www.oxfordshire.gov.uk/sites/default/files/file/roads-and-transport-policies-and-plans/PARKINGS.PDF>

The first principles analysis is informative but the Standards should be followed.

The requirement for 25% of car parking spaces to have EV charging facilities is reiterated in the Parking Standards. Sections 28 and 29 of the TSU appear to suggest that EV charging is not appropriate but this is counter to policy and non-provision will not be acceptable.

Policy 36 of the Local Transport and Connectivity Plan (LTCP) states that OCC will adopt a "decide and provide" approach to managing and developing the county's transport network. Accordingly, the Implementing '**Decide & Provide**': **Requirements for Transport Assessments** document has been developed to explain how transport assessments for all new developments will need to adopt this approach.

This document has been formally adopted by OCC at the Cabinet meeting on 20 September 2022 and must be considered in any qualifying planning application, such as this. The Decide and Provide document has already been provided by email on 13 December 2022.

The applicant must provide a commentary on how they meet the guidance. They may wish to use the Decide and Provide Methodology checklist (attached) as an aid to examining this issue.

Cycle Parking

The level of cycle parking was discussed. The updated standards would, when including the visitor spaces would include in excess of 270 cycle spaces and the concern was raised as to how this would impact on the overall design.

As such it was agreed to consider the level of cycle parking to meet the minimum standard of 1 space for 100sqm with measures to include other types of cycle parking (e.g. recumbent bikes) plus additional Sheffield Stands in addition to this in appropriate locations for visitors and delivery. Further provision for charging of electric bikes and e-scooters should also be provided.

Whilst this would not necessarily meet the requirement for 1 space for 250 sqm the provision a high provision would be made. The use of stacking systems could be utilised in central locations.

The application shows three cycle parking stores to the south of the site (circled in red below). The principal concern is that these are located on the fringe of the development and lack natural surveillance.

Placing these in the centre of the courtyard area (roughly outlined in Green) would overcome these concerns. This could be provided in a covered facility with green/.brown roofs and/or living walls in an attractive setting (similar to that shown in photos 2 on pages 23 and 25 of your submission).

Other than the surveillance benefit the proposals would also create space for additional landscaping and review of the servicing arrangement which would also be to the benefit of the Langford Lane hedgerow.



Walking routes

It is noted that the site plan does not detail walking (or cycling) routes around the development and how users of the building would access the site by alternative means but also access the central amenity space and café/hub building which would be important to the site proposals, particularly from the north of the site (Building D and E).

Parking

It was agreed that the level of parking would be lower than the level set out in the County Council's parking standards and should include at least 25% electric vehicle charging with the potential to increase this, if necessary. Appropriate provision of disabled parking provision should also be included with electric vehicle charging to all these spaces to ensure that there is no discriminatory behaviour in respect of disabled parking provision.

In terms of the design consideration should also be given to lightweight covered parking spaces which can accommodate PV charging or green roofs and appear more attractive in the street scape and character of the area.

Servicing

The southern turning head (to Building B) was questioned as to its need and whether a shorter access drive could be provided which would reduce the need for the turning head. It is noted that there is a circular route to the central courtyard. Relocating bin stores to the central courtyard could be beneficial in the need for such significant levels of hard surfacing.

Taxi/Delivery Drop off areas were also discussed. Servicing to the Café/Hub would also need to be considered.

Sustainable Construction and Mitigation

As previously highlighted in the pre-application response construction matters through the submission of planning applications and to seek to achieve a development in excess of Part L of the Building Regulations and also development which is water efficient. It is noted that Building Regulations including Part S and others have been updated over the course of 2022

and further updates are expected in the next 2-3 years in response to the Environment Act and to reduce the Carbon Footprint. The development should therefore aim to exceed current standards to ensure that it remains competitive in an environmentally aware market and ensures that overheads for future users can be kept under control.

Policy ESD1 – Mitigating and Adapting to Climate Change; recognises the increasing need to reduce carbon emissions in order to reduce and adapt to the impacts of climate change by locating development in sustainable locations, increasing energy efficiency and increasing the use of renewable or low carbon energy sources. Mitigating and adapting to the impacts of climate change are an important priority for the District.

Policy ESD2 – Energy Hierarchy and Allowable Solutions; requires an Energy Statement to be submitted with all major development applications and that all non-residential development demonstrates how the energy hierarchy has been applied.

Policy ESD3 – Sustainable Construction; sets out the Council's approach to implementing the first step of the energy hierarchy in Policy ESD2, specifically the encouragement of the use of sustainable design and construction. Policy ESD3 states (i) all new residential development will be expected to incorporate sustainable design and construction technology to achieve zero carbon development through a combination of fabric energy efficiency, carbon compliance and allowable solutions in line with Government policy and (ii) that all new non-residential development will be expected to meet at least BREEEAM 'very good'. Any application should be accompanied by an Energy Statement which outlines how the proposal will meet the criteria set out in the policy.

Policy ESD4 requires that all applications for non-domestic development above 1,000m² floorspace include a feasibility study for the provision of District Heating and Combined Heat and Power. Where this is demonstrated to be viable it should be provided on site. Details will need to be included with any subsequent planning application.

Any subsequent application submission must also include a feasibility assessment for the potential of on-site renewable energy in accordance with Policy ESD5. Further Policy ESD 5 requires consideration of the maximisation of solar/PV on roofs (not just associated with the development). The current visuals appear to show PV on Building E but not on other buildings which should be explored.

Demonstration of climate change mitigation and adaption measures is also a key design and place shaping principle of Policy Kidlington 1. It is vital that this is considered at the initial design stage and properly integrated with the development design and not considered as an afterthought once consent is gained for the development of the site.

It is noted that you intend to meet BREEAM Very Good which is noted as the policy minimum. It is noted that other commercial developments (e.g. Technology Drive) are achieving BREEAM Excellent. The sustainability standard should be explored further to achieve a higher standard and the reasons, if not, why higher standards are not being progressed. Incorporating measures such as green roofs or living walls, high quality landscaping, EV charging points and solar panels on roofs would assist the aim of pushing the score higher. Further the provision of the amenity hub would also support this aim.

Other matters to consider would be showers, changing facilities and lockers to promote sustainable travel choices and perhaps a delivery/parcel locker at the amenity hub to reduce the need to travel further.

Overall much of the work lies in the technical assessment and submission and it is appropriate to maximise opportunities for sustainability measures in construction and operation.

Flood Risk and Drainage

As stated in the previous pre-application advice:

The Sustainable Drainage Systems (SuDS) Policy which came into force on 6th April 2015

requires the use of sustainable drainage systems to manage runoff on all applications relating to major development. In addition to dealing with surface water runoff, they are required to provide water quality, biodiversity and amenity benefits in line with National Guidance. All full and outline applications for major development must be submitted with a Surface Water Management Strategy. A site-specific Flood Risk Assessment (FRA) is also required as the site exceeds 1ha in Flood Zone 1.

The NPPF, which was updated in July 2021, provides specific principles on flood risk and the NPPG provides further advice to ensure new development will come forward in line with the NPPF.

Oxfordshire County Council have published the 'Local Standards and Guidance for Surface Water Drainage on Major Development in Oxfordshire' to assist developers in the design of all surface water drainage systems to ensure they are in line with National legislation and guidance as well as local requirements. The SuDS philosophy and concepts within the Oxfordshire guidance are based upon and derived from the CIRIA SuDS Manual (C753) and it is expected that all development will come forward in line with these principles.

Policy ESD 6 sets out that Flood risk assessments should assess all sources of flood risk and demonstrate that: There will be no increase in surface water discharge rates or volumes during storm events up to and including the 1 in 100 year storm event with an allowance for climate change (the design storm event)

Policy ESD 6 states that further Developments will not flood from surface water up to and including the design storm event or any surface water flooding beyond the 1 in 30 year storm event, up to and including the design storm event will be safely contained on site.

Appendix G of the County Council's Guidance sets out that under the new guidance, for development with a design life to 2060-2115, Oxfordshire County Council (OCC) expects that all developers should design the surface water attenuation on site to accommodate upper end +40% climate change allowance. If the implications are significant i.e. the site could flood existing development (by allowing additional flow of runoff from the site) or put people at risk (as a result of increased hazard levels within or off the site) then a view may be taken to provide more attenuation within the drainage design up towards the +40% allowance, or to provide additional mitigation, for example a higher freeboard to ensure no risk to third parties/onsite users for the +40% allowance. This will tie into existing principles for designing for exceedance. OCC may also request that the +40% allowance is accounted for on development sites which could have a direct impact on sites of known flood risk, where no other mitigation is proposed

By way of precedent on Technology Drive, opposite, the submitted Drainage Strategies for the buildings are based on the 1 in 100 year event plus an allowance of 40% for climate change.

The EA Surface Water Flood Map shows a high risk of surface water flooding on the corner of Langford Lane and The Boulevard. High risk means that this area has a chance of flooding of greater than 3.3% each year. Flooding from surface water is difficult to predict as rainfall location and volume are difficult to forecast. In addition, local features can greatly affect the chance and severity of flooding.

Other Matters

Ground Conditions – We did not discuss the potential contamination on the site. It would be appropriate to understand this as the site is previously developed and the former use of land may have resulted in some contamination. A study of the existing building and whether there is any asbestos would also be appropriate and how this is to be managed and removed from the site.

Air Quality. Whilst the site is not in an Air Quality Management Area it would be appropriate to

understand how the development would manage pollutants and road activity. A low emission strategy (tied to the provision for electric vehicle charging and sustainable travel choices) would be appropriate as part of the mitigation proposed.

In respect of Noise – Policy ENV 6 guides that Developments at Oxford Airport which, either directly or indirectly, would be likely to increase noise nuisance will be resisted. In this respect other developments in the area, in respect of their noisy activity and plant and equipment have been controlled in terms of the level of noise that can be managed from such sources.

Heritage Assets -_The proposal is in an area of historical and archaeological interest, within the site of a former military airfield, which operated in 1938. Aside from the military interest of the site, it also lies in an area of Roman activity, with a hoard of Roman coins recorded c.340m to the north of the development site (PRN 29298). 800m to the south of the site is a collection of cropmarks, recorded from aerial photographs, which likely represent Bronze Age barrows (PRN 13294), and undated enclosures and linears (PRN 7536). Though the site has been built on, it is possible for remains to have survived under the MOD buildings.

It is possible that new foundations for the development could impact on archaeological remains, and so these works should be monitored by an archaeological watching brief.

S106 contributions

At the time of writing County Highways Officers are seeking further advice on the specific measures for Langford Lane in the Kidlington LCWIP. Section 53 in the TSU implies that the measures will be entirely funded by OCC. However, it should be noted that Policy KCW 2 in the LCWIP reads as follows:

Policy KCW 2: The County Council in partnership with Cherwell Council will work with developers to improve the Kidlington Area cycling and walking network including by S106 and S278 works. Kidlington Area LCWIP Cycle and Walking Network will be a material consideration in the approval and network plans of new developments. Route continuity is essential in the planning and delivery process.

Planning Balance and Conclusion

London-Oxford Airport is a valuable economic asset, which makes a significant contribution to the local and sub-regional economy through direct employment generation and through support to other key economic sectors, particularly science, technology, high performance engineering, advance manufacturing and motorsports. The re-development of the site as proposed will continue to ensure that the importance of the London-Oxford Airport site continues to deliver in this respect.

Having regard to the above and subject to the comments raised, I am of the opinion, that, there is certainly potential in principle for the re-development of this site for Research and Development purposes that could make a very positive contribution to the economy of the District as set out in Policy Kidlington 1 of the Cherwell Local Plan 2011 - 2031 Part 1 and notwithstanding the Green Belt designation. Other advice has been given to enhance the quality of the development and supporting submission.

The above-mentioned advice is given without prejudice to the final determination of any subsequent application submitted to and determined by the Local Planning Authority.

Notwithstanding the officer comments above, a Section 106 Legal Agreement is likely to be required for this type of proposal. Developer contributions may also be required by external agencies such as OCC for Highways improvements, public transport and travel plan monitoring for example.

You may wish to consult further with these agencies prior to submitting a planning application. I have provided at our meeting a contact at the County Highways Department.

Please note that a Solicitor's undertaking will be required to pay the Council's reasonable legal fees based on the time taken to prepare and negotiate the S106 agreement and to investigate land title/s. It would assist the efficient processing of your application if you provided such an undertaking with any formal application for planning permission.

You should also include in your submission the following additional plans/information:

- Proposed materials – make, type, colour etc
- Hard and soft landscaping proposals (to include hedge and shrub planting, sizes, species, positions, area of grass seeded/turfed; trees/hedges to be retained; TPOs)
- Proposed boundary treatments
- Proposed bin storage areas and bin collection points

You submitted as part of the discussion a Document List proposal taking on board the above it is suggested that the following accompany the application

Planning Statement

Justification/Very Special Circumstances Statement (could be included in the Planning Statement)

Landscape/Townscape Assessment

Economic Benefits and Social Enhancement Statement

Design and Access Statement

Utilities Strategy

Drainage Strategy

Flood Risk Assessment – as the site is over 1ha in size/proposals would be a major development

Transport Assessment

Travel Plan

Noise Assessment related to Oxford Airport activity to address Policy ENV6 of the Development Plan

Draft CEMP and Construction Traffic Management Plan.

Phase 1 Ecological Survey including survey/investigation work of existing buildings and trees

Landscape Strategy

Biodiversity Net Gain calculation should be included to take account of the requirements of the Environment Act and the likely implementation of the regime as proposed by Natural England.

Lighting Strategy – again needed due to the proximity to the Airport

Energy and Sustainability Strategy

Tree Survey/Arboricultural Impact Assessment

Archaeological and Historic Assets Assessment

Geo-Environmental/Land Contamination Assessment

Air Quality Assessment including a low emission strategy

Statement of Community Involvement

Date of Report: 23/12/2022

Case Officer: Andrew Thompson

DISCLAIMER

The above advice represents the professional views of Council Officers and although given in good faith, it cannot prejudice any decision with the Council, as Local Planning Authority, may make at either Planning Committee or delegated officer level.

From: Plater, Roger - Oxfordshire County Council <Roger.Plater@Oxfordshire.gov.uk>
Sent: 20 January 2023 14:42
To: Colin Whyte
Cc: Jack Hamp; Andrew Thompson
Subject: RE: London Oxford Airport Proposals, Langford Lane/The Boulevard - 22/03441/PREAPP

Dear Colin,

Thank you for your email, and apologies for the delay in responding.

1A Car parking.

The total number of spaces and the justification behind the number seems reasonable. As the total is less than the upper limit allowed by the OCC Standards, I am happy with the proposal of 338 spaces.

1B Cycle parking

I would agree that the OCC Minimum Cycle Standards are high and could be relaxed with suitable justification, as you have supplied. Your Transport Scoping Update proposes 80 spaces for employees plus 8 for visitors. 1 space per 100m², that you mention below, would equate to about 190 so would be an acceptable provision even without the 1 space per 250m² for visitors in the Standards.

The quality of the cycle parking provision and the facilities for cyclists are equally as important as the number of spaces. Please see section 4.11 of the Standards which requires cycle parking to be in a convenient location, covered and lit (where appropriate).

2 Langford Lane cycle track

A cycle track along the southern side of Langford Lane, between the A4260 and The Boulevard, remains a long-term aspiration to connect the off-road cycling facilities around Kidlington.

However, as you correctly point out, this track is not specifically identified in the LCWIP and so OCC will not be pursuing any obligations towards it from this development. It is likely that OCC will seek contributions towards the measures for Langford Lane that are in the LCWIP.

I hope this clarifies our position but, if not, please do not hesitate to contact me again.

Kind regards

Roger

Roger Plater
Transport Planner, Transport Development Control
(Cherwell and West Oxfordshire)
Oxfordshire County Council / Environment and Place / Growth and Place
Mobile 07789 653049

Did you know that a new Oxfordshire Street Design Guide has been launched? You can view it [here](#).

From: Colin Whyte <colin.whyte@tppweb.co.uk>

Sent: 12 January 2023 16:07

To: Plater, Roger - Oxfordshire County Council <Roger.Plater@Oxfordshire.gov.uk>

Cc: Jack Hamp <Jack.Hamp@tppweb.co.uk>

Subject: London Oxford Airport Proposals, Langford Lane/The Boulevard - 22/03441/PREAPP

You don't often get email from colin.whyte@tppweb.co.uk. [Learn why this is important](#)

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Dear Roger,

It was unfortunate that you were unable to attend the pre-application meeting, however you have provided a comprehensive response to the CDC Case Officer, Andrew Thompson.

There are a small number of items that we would like to clarify with you, if possible.

1. Car and Cycle Parking

In terms of your recently adopted parking standards, for the proposed R&D Employment Use proposed these fall into your **Class E – Commercial, Business and Services – office, research and development and light industrial process**. This is quite a wide building occupation range as highlighted in our Transport Scoping Update (Table 1) which reflects the Governments Homes and Communities Agency Employment Density Guide. Whilst Research and Development and Light Industry are broadly similar in terms of occupational employment density of 40 to 60 sqm per person, to incorporate them in the same category as Office use which has a employment density some 4 times higher does appear unusual. My questions on this aspect are:

- A) OCC's car parking standards are a maximum provision of 1 space per 45sqm (It is not clear if this is GEA/GIA/NIA). Our proposals include for 1 car space per 57.5sqm (GEA) or 55.2sqm (GIA). This provision is within your maximum standards, and based on our first principles approach. Therefore could you confirm that this would therefore be acceptable to you. We are providing 338 car spaces and had we provided the maximum then we could increase this to up to 431 car spaces.
- B) The OCC minimum cycle parking standards, when equated to the density of an R&D or Light Industrial use employment density results in a very high minimum provision. Also the level required for short stay visitors to a use that has low levels of visitors is equally very high. These minimum standards appear to be more aligned with Office use rather than R&D/Light Industrial uses as the minimum standards are close to those for a Central London Office. At the pre-application meeting Andrew Thompson referenced the recent Reserved Matters Application for Plot 6 of Oxford Technology Park where an overall provision of cycle parking followed the 1 cycle space per 100sqm requirement. Based on our first principles approach to the number of employees, this would equate to almost 50% of employees. This seems onerous in itself, however, would this be an acceptable provision.

2. Transport Strategy – Final Bullet Point – Cycle Path along Langford Lane.

Within the final bullet point under Transport Strategy OCC are requesting that the development provides a segregated cycle path along the south side of Langford Lane from the Boulevard to the A4260 junction. It is stated that this follows the Kidlington LCWIP.

Firstly, this does not form the frontage of the development site and therefore any potential land constraints could not be directly addressed by London Oxford Airport.

Secondly, this is only one of the potential options (table A.9 on Page 54 of the Kidlington LCWIP) and anticipates any delivery being made through developer contributions.

Thirdly, and more importantly, Page 28 of the Kidlington LCWIP (part of Table 11) sets out the Summary of Cycling Measures which does not reflect the provision of a segregated shared footway/cycleway. Instead it follows the diagram included in the Transport Scoping Update (Figure 5) which is a sketch that I prepared following a review of the Kidlington LCWIP. As it is part of an area-wide strategy, it should not be wholly attributed to a single development.

Therefore, it is our interpretation that the Kidlington LCWIP does not specify which of the two options would be considered along Langford Lane, but it does place a much greater emphasis on the enhancements that are indicated within Figure 5 of the Transport Scoping Update rather than what is within the pre-application response.

We have also observed that in terms of movements into and out of London Oxford Airport, peak flows have broadly halved over the last 10 years. (comparing data within the original Oxford Technology Park application with data from our recent surveys). The proposals are re-use of previously developed and occupied employment and training land and therefore the impacts need to be viewed in that way when considering what level of appropriate mitigation is necessary for the proposed development in line with the NPPF. Additionally, at the meeting, it was stressed by the Airport to CDC that the scheme forms part of the overall financial recovery of their business which has been hit throughout the past 3 years, evidenced through the significant drop in the number of trips entering and exiting the Boulevard during peak times.

I should be grateful if you could clarify the above, if you wish to discuss then please do not hesitate to call me.
Best regards

Colin Whyte

Director

for Transport Planning Practice Ltd

70 Cowcross Street, London, EC1M 6EL

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Appendix F

TRICS Output

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : B - BUSINESS PARK
 MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

06	WEST MIDLANDS	
	WO WORCESTERSHIRE	1 days
10	WALES	
	CF CARDIFF	1 days
13	MUNSTER	
	CR CORK	1 days
15	GREATER DUBLIN	
	DL DUBLIN	1 days
17	ULSTER (NORTHERN IRELAND)	
	AN ANTRIM	3 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 Employees
 Actual Range: 169 to 650 (units:)
 Range Selected by User: 0 to 6069 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 14/10/19

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

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	1 days
Thursday	4 days

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

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	1
Suburban Area (PPS6 Out of Centre)	2
Edge of Town	3
Neighbourhood Centre (PPS6 Local Centre)	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:

Industrial Zone	2
Commercial Zone	1
Residential Zone	1
Built-Up Zone	1
Village	1
No Sub Category	1

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,

Secondary Filtering selection:

Use Class:

Not Known 7 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS@.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Population within 5 miles:

50,001 to 75,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	4 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	4 days

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

Travel Plan:

Yes	1 days
No	6 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	7 days
-----------------	--------

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

MANUALLY DESELECTED SITES (Cont.)

Site Ref	Reason for Deselection
DV-02-B-01	Size and location
EX-02-B-01	Size and location
EX-02-B-02	Size and location
LN-02-B-02	Size and location
ST-02-B-04	Size and location
WK-02-B-01	Size and location

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 EMPLOY

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.57

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	7	326	0.028	7	326	0.005	7	326	0.033
07:30 - 08:00	7	326	0.106	7	326	0.007	7	326	0.113
08:00 - 08:30	7	326	0.156	7	326	0.021	7	326	0.177
08:30 - 09:00	7	326	0.190	7	326	0.024	7	326	0.214
09:00 - 09:30	7	326	0.125	7	326	0.027	7	326	0.152
09:30 - 10:00	7	326	0.061	7	326	0.027	7	326	0.088
10:00 - 10:30	7	326	0.045	7	326	0.028	7	326	0.073
10:30 - 11:00	7	326	0.029	7	326	0.026	7	326	0.055
11:00 - 11:30	7	326	0.028	7	326	0.027	7	326	0.055
11:30 - 12:00	7	326	0.024	7	326	0.027	7	326	0.051
12:00 - 12:30	7	326	0.025	7	326	0.052	7	326	0.077
12:30 - 13:00	7	326	0.046	7	326	0.056	7	326	0.102
13:00 - 13:30	7	326	0.050	7	326	0.057	7	326	0.107
13:30 - 14:00	7	326	0.056	7	326	0.037	7	326	0.093
14:00 - 14:30	7	326	0.036	7	326	0.030	7	326	0.066
14:30 - 15:00	7	326	0.026	7	326	0.022	7	326	0.048
15:00 - 15:30	7	326	0.024	7	326	0.033	7	326	0.057
15:30 - 16:00	7	326	0.022	7	326	0.039	7	326	0.061
16:00 - 16:30	7	326	0.023	7	326	0.055	7	326	0.078
16:30 - 17:00	7	326	0.025	7	326	0.111	7	326	0.136
17:00 - 17:30	7	326	0.021	7	326	0.185	7	326	0.206
17:30 - 18:00	7	326	0.016	7	326	0.156	7	326	0.172
18:00 - 18:30	7	326	0.011	7	326	0.071	7	326	0.082
18:30 - 19:00	7	326	0.006	7	326	0.036	7	326	0.042
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			1.179			1.159			2.338

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

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

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Parameter summary

Trip rate parameter range selected:	169 - 650 (units:)
Survey date range:	01/01/14 - 14/10/19
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	13

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

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK

MULTI-MODAL TAXIS

Calculation factor: 1 EMPLOY

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	7	326	0.001	7	326	0.001	7	326	0.002
07:30 - 08:00	7	326	0.000	7	326	0.000	7	326	0.000
08:00 - 08:30	7	326	0.004	7	326	0.003	7	326	0.007
08:30 - 09:00	7	326	0.001	7	326	0.002	7	326	0.003
09:00 - 09:30	7	326	0.002	7	326	0.002	7	326	0.004
09:30 - 10:00	7	326	0.002	7	326	0.001	7	326	0.003
10:00 - 10:30	7	326	0.002	7	326	0.003	7	326	0.005
10:30 - 11:00	7	326	0.001	7	326	0.001	7	326	0.002
11:00 - 11:30	7	326	0.000	7	326	0.001	7	326	0.001
11:30 - 12:00	7	326	0.000	7	326	0.000	7	326	0.000
12:00 - 12:30	7	326	0.000	7	326	0.000	7	326	0.000
12:30 - 13:00	7	326	0.001	7	326	0.001	7	326	0.002
13:00 - 13:30	7	326	0.001	7	326	0.001	7	326	0.002
13:30 - 14:00	7	326	0.002	7	326	0.002	7	326	0.004
14:00 - 14:30	7	326	0.001	7	326	0.001	7	326	0.002
14:30 - 15:00	7	326	0.000	7	326	0.000	7	326	0.000
15:00 - 15:30	7	326	0.002	7	326	0.002	7	326	0.004
15:30 - 16:00	7	326	0.000	7	326	0.000	7	326	0.000
16:00 - 16:30	7	326	0.000	7	326	0.000	7	326	0.000
16:30 - 17:00	7	326	0.001	7	326	0.000	7	326	0.001
17:00 - 17:30	7	326	0.002	7	326	0.003	7	326	0.005
17:30 - 18:00	7	326	0.000	7	326	0.000	7	326	0.000
18:00 - 18:30	7	326	0.000	7	326	0.000	7	326	0.000
18:30 - 19:00	7	326	0.000	7	326	0.000	7	326	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.023			0.024			0.047

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
 MULTI-MODAL OGVS
 Calculation factor: 1 EMPLOY
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	7	326	0.001	7	326	0.000	7	326	0.001
07:30 - 08:00	7	326	0.000	7	326	0.001	7	326	0.001
08:00 - 08:30	7	326	0.001	7	326	0.000	7	326	0.001
08:30 - 09:00	7	326	0.000	7	326	0.000	7	326	0.000
09:00 - 09:30	7	326	0.000	7	326	0.000	7	326	0.000
09:30 - 10:00	7	326	0.001	7	326	0.001	7	326	0.002
10:00 - 10:30	7	326	0.000	7	326	0.001	7	326	0.001
10:30 - 11:00	7	326	0.001	7	326	0.001	7	326	0.002
11:00 - 11:30	7	326	0.000	7	326	0.001	7	326	0.001
11:30 - 12:00	7	326	0.001	7	326	0.000	7	326	0.001
12:00 - 12:30	7	326	0.000	7	326	0.000	7	326	0.000
12:30 - 13:00	7	326	0.000	7	326	0.001	7	326	0.001
13:00 - 13:30	7	326	0.001	7	326	0.001	7	326	0.002
13:30 - 14:00	7	326	0.000	7	326	0.000	7	326	0.000
14:00 - 14:30	7	326	0.000	7	326	0.001	7	326	0.001
14:30 - 15:00	7	326	0.001	7	326	0.000	7	326	0.001
15:00 - 15:30	7	326	0.000	7	326	0.001	7	326	0.001
15:30 - 16:00	7	326	0.000	7	326	0.000	7	326	0.000
16:00 - 16:30	7	326	0.000	7	326	0.000	7	326	0.000
16:30 - 17:00	7	326	0.001	7	326	0.000	7	326	0.001
17:00 - 17:30	7	326	0.000	7	326	0.000	7	326	0.000
17:30 - 18:00	7	326	0.000	7	326	0.000	7	326	0.000
18:00 - 18:30	7	326	0.000	7	326	0.000	7	326	0.000
18:30 - 19:00	7	326	0.000	7	326	0.000	7	326	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.008			0.009			0.017

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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK

MULTI-MODAL PSVS

Calculation factor: 1 EMPLOY

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	7	326	0.000	7	326	0.000	7	326	0.000
07:30 - 08:00	7	326	0.000	7	326	0.000	7	326	0.000
08:00 - 08:30	7	326	0.000	7	326	0.000	7	326	0.000
08:30 - 09:00	7	326	0.000	7	326	0.000	7	326	0.000
09:00 - 09:30	7	326	0.000	7	326	0.000	7	326	0.000
09:30 - 10:00	7	326	0.000	7	326	0.000	7	326	0.000
10:00 - 10:30	7	326	0.000	7	326	0.000	7	326	0.000
10:30 - 11:00	7	326	0.000	7	326	0.000	7	326	0.000
11:00 - 11:30	7	326	0.000	7	326	0.000	7	326	0.000
11:30 - 12:00	7	326	0.000	7	326	0.000	7	326	0.000
12:00 - 12:30	7	326	0.000	7	326	0.000	7	326	0.000
12:30 - 13:00	7	326	0.000	7	326	0.000	7	326	0.000
13:00 - 13:30	7	326	0.000	7	326	0.000	7	326	0.000
13:30 - 14:00	7	326	0.000	7	326	0.000	7	326	0.000
14:00 - 14:30	7	326	0.000	7	326	0.000	7	326	0.000
14:30 - 15:00	7	326	0.000	7	326	0.000	7	326	0.000
15:00 - 15:30	7	326	0.000	7	326	0.000	7	326	0.000
15:30 - 16:00	7	326	0.000	7	326	0.000	7	326	0.000
16:00 - 16:30	7	326	0.000	7	326	0.000	7	326	0.000
16:30 - 17:00	7	326	0.000	7	326	0.000	7	326	0.000
17:00 - 17:30	7	326	0.000	7	326	0.000	7	326	0.000
17:30 - 18:00	7	326	0.000	7	326	0.000	7	326	0.000
18:00 - 18:30	7	326	0.000	7	326	0.000	7	326	0.000
18:30 - 19:00	7	326	0.000	7	326	0.000	7	326	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.000			0.000			0.000

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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK

MULTI-MODAL CYCLISTS

Calculation factor: 1 EMPLOY

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	7	326	0.001	7	326	0.000	7	326	0.001
07:30 - 08:00	7	326	0.003	7	326	0.000	7	326	0.003
08:00 - 08:30	7	326	0.007	7	326	0.000	7	326	0.007
08:30 - 09:00	7	326	0.004	7	326	0.000	7	326	0.004
09:00 - 09:30	7	326	0.002	7	326	0.000	7	326	0.002
09:30 - 10:00	7	326	0.000	7	326	0.000	7	326	0.000
10:00 - 10:30	7	326	0.000	7	326	0.000	7	326	0.000
10:30 - 11:00	7	326	0.000	7	326	0.000	7	326	0.000
11:00 - 11:30	7	326	0.000	7	326	0.000	7	326	0.000
11:30 - 12:00	7	326	0.000	7	326	0.000	7	326	0.000
12:00 - 12:30	7	326	0.000	7	326	0.000	7	326	0.000
12:30 - 13:00	7	326	0.000	7	326	0.000	7	326	0.000
13:00 - 13:30	7	326	0.000	7	326	0.000	7	326	0.000
13:30 - 14:00	7	326	0.000	7	326	0.000	7	326	0.000
14:00 - 14:30	7	326	0.000	7	326	0.000	7	326	0.000
14:30 - 15:00	7	326	0.000	7	326	0.000	7	326	0.000
15:00 - 15:30	7	326	0.000	7	326	0.000	7	326	0.000
15:30 - 16:00	7	326	0.000	7	326	0.000	7	326	0.000
16:00 - 16:30	7	326	0.000	7	326	0.003	7	326	0.003
16:30 - 17:00	7	326	0.000	7	326	0.002	7	326	0.002
17:00 - 17:30	7	326	0.000	7	326	0.005	7	326	0.005
17:30 - 18:00	7	326	0.000	7	326	0.006	7	326	0.006
18:00 - 18:30	7	326	0.000	7	326	0.001	7	326	0.001
18:30 - 19:00	7	326	0.000	7	326	0.000	7	326	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.017			0.017			0.034

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 EMPLOY

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	7	326	0.036	7	326	0.004	7	326	0.040
07:30 - 08:00	7	326	0.121	7	326	0.007	7	326	0.128
08:00 - 08:30	7	326	0.185	7	326	0.019	7	326	0.204
08:30 - 09:00	7	326	0.224	7	326	0.023	7	326	0.247
09:00 - 09:30	7	326	0.144	7	326	0.028	7	326	0.172
09:30 - 10:00	7	326	0.069	7	326	0.031	7	326	0.100
10:00 - 10:30	7	326	0.055	7	326	0.033	7	326	0.088
10:30 - 11:00	7	326	0.032	7	326	0.029	7	326	0.061
11:00 - 11:30	7	326	0.035	7	326	0.030	7	326	0.065
11:30 - 12:00	7	326	0.026	7	326	0.030	7	326	0.056
12:00 - 12:30	7	326	0.026	7	326	0.059	7	326	0.085
12:30 - 13:00	7	326	0.058	7	326	0.067	7	326	0.125
13:00 - 13:30	7	326	0.059	7	326	0.065	7	326	0.124
13:30 - 14:00	7	326	0.064	7	326	0.043	7	326	0.107
14:00 - 14:30	7	326	0.037	7	326	0.036	7	326	0.073
14:30 - 15:00	7	326	0.029	7	326	0.024	7	326	0.053
15:00 - 15:30	7	326	0.027	7	326	0.045	7	326	0.072
15:30 - 16:00	7	326	0.023	7	326	0.043	7	326	0.066
16:00 - 16:30	7	326	0.026	7	326	0.068	7	326	0.094
16:30 - 17:00	7	326	0.027	7	326	0.135	7	326	0.162
17:00 - 17:30	7	326	0.021	7	326	0.221	7	326	0.242
17:30 - 18:00	7	326	0.016	7	326	0.189	7	326	0.205
18:00 - 18:30	7	326	0.013	7	326	0.081	7	326	0.094
18:30 - 19:00	7	326	0.005	7	326	0.040	7	326	0.045
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			1.358			1.350			2.708

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 EMPLOY

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	7	326	0.004	7	326	0.002	7	326	0.006
07:30 - 08:00	7	326	0.012	7	326	0.002	7	326	0.014
08:00 - 08:30	7	326	0.014	7	326	0.003	7	326	0.017
08:30 - 09:00	7	326	0.040	7	326	0.002	7	326	0.042
09:00 - 09:30	7	326	0.028	7	326	0.005	7	326	0.033
09:30 - 10:00	7	326	0.007	7	326	0.001	7	326	0.008
10:00 - 10:30	7	326	0.006	7	326	0.007	7	326	0.013
10:30 - 11:00	7	326	0.006	7	326	0.006	7	326	0.012
11:00 - 11:30	7	326	0.005	7	326	0.002	7	326	0.007
11:30 - 12:00	7	326	0.007	7	326	0.012	7	326	0.019
12:00 - 12:30	7	326	0.018	7	326	0.032	7	326	0.050
12:30 - 13:00	7	326	0.022	7	326	0.043	7	326	0.065
13:00 - 13:30	7	326	0.053	7	326	0.054	7	326	0.107
13:30 - 14:00	7	326	0.038	7	326	0.014	7	326	0.052
14:00 - 14:30	7	326	0.015	7	326	0.009	7	326	0.024
14:30 - 15:00	7	326	0.006	7	326	0.003	7	326	0.009
15:00 - 15:30	7	326	0.004	7	326	0.011	7	326	0.015
15:30 - 16:00	7	326	0.004	7	326	0.004	7	326	0.008
16:00 - 16:30	7	326	0.002	7	326	0.007	7	326	0.009
16:30 - 17:00	7	326	0.002	7	326	0.014	7	326	0.016
17:00 - 17:30	7	326	0.001	7	326	0.033	7	326	0.034
17:30 - 18:00	7	326	0.003	7	326	0.025	7	326	0.028
18:00 - 18:30	7	326	0.001	7	326	0.004	7	326	0.005
18:30 - 19:00	7	326	0.000	7	326	0.001	7	326	0.001
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.298			0.296			0.594

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 1 EMPLOY

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	7	326	0.001	7	326	0.000	7	326	0.001
07:30 - 08:00	7	326	0.011	7	326	0.000	7	326	0.011
08:00 - 08:30	7	326	0.023	7	326	0.001	7	326	0.024
08:30 - 09:00	7	326	0.038	7	326	0.001	7	326	0.039
09:00 - 09:30	7	326	0.028	7	326	0.002	7	326	0.030
09:30 - 10:00	7	326	0.011	7	326	0.001	7	326	0.012
10:00 - 10:30	7	326	0.004	7	326	0.001	7	326	0.005
10:30 - 11:00	7	326	0.007	7	326	0.002	7	326	0.009
11:00 - 11:30	7	326	0.004	7	326	0.002	7	326	0.006
11:30 - 12:00	7	326	0.001	7	326	0.004	7	326	0.005
12:00 - 12:30	7	326	0.004	7	326	0.007	7	326	0.011
12:30 - 13:00	7	326	0.003	7	326	0.007	7	326	0.010
13:00 - 13:30	7	326	0.003	7	326	0.004	7	326	0.007
13:30 - 14:00	7	326	0.004	7	326	0.002	7	326	0.006
14:00 - 14:30	7	326	0.002	7	326	0.002	7	326	0.004
14:30 - 15:00	7	326	0.001	7	326	0.001	7	326	0.002
15:00 - 15:30	7	326	0.001	7	326	0.004	7	326	0.005
15:30 - 16:00	7	326	0.000	7	326	0.002	7	326	0.002
16:00 - 16:30	7	326	0.001	7	326	0.004	7	326	0.005
16:30 - 17:00	7	326	0.000	7	326	0.014	7	326	0.014
17:00 - 17:30	7	326	0.000	7	326	0.026	7	326	0.026
17:30 - 18:00	7	326	0.000	7	326	0.033	7	326	0.033
18:00 - 18:30	7	326	0.001	7	326	0.008	7	326	0.009
18:30 - 19:00	7	326	0.000	7	326	0.003	7	326	0.003
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.148			0.131			0.279

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 1 EMPLOY

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	7	326	0.000	7	326	0.000	7	326	0.000
07:30 - 08:00	7	326	0.002	7	326	0.000	7	326	0.002
08:00 - 08:30	7	326	0.005	7	326	0.000	7	326	0.005
08:30 - 09:00	7	326	0.007	7	326	0.000	7	326	0.007
09:00 - 09:30	7	326	0.007	7	326	0.000	7	326	0.007
09:30 - 10:00	7	326	0.002	7	326	0.000	7	326	0.002
10:00 - 10:30	7	326	0.002	7	326	0.000	7	326	0.002
10:30 - 11:00	7	326	0.000	7	326	0.000	7	326	0.000
11:00 - 11:30	7	326	0.000	7	326	0.000	7	326	0.000
11:30 - 12:00	7	326	0.000	7	326	0.000	7	326	0.000
12:00 - 12:30	7	326	0.001	7	326	0.000	7	326	0.001
12:30 - 13:00	7	326	0.000	7	326	0.000	7	326	0.000
13:00 - 13:30	7	326	0.000	7	326	0.001	7	326	0.001
13:30 - 14:00	7	326	0.000	7	326	0.000	7	326	0.000
14:00 - 14:30	7	326	0.001	7	326	0.001	7	326	0.002
14:30 - 15:00	7	326	0.000	7	326	0.000	7	326	0.000
15:00 - 15:30	7	326	0.000	7	326	0.001	7	326	0.001
15:30 - 16:00	7	326	0.000	7	326	0.000	7	326	0.000
16:00 - 16:30	7	326	0.000	7	326	0.001	7	326	0.001
16:30 - 17:00	7	326	0.000	7	326	0.003	7	326	0.003
17:00 - 17:30	7	326	0.000	7	326	0.007	7	326	0.007
17:30 - 18:00	7	326	0.000	7	326	0.009	7	326	0.009
18:00 - 18:30	7	326	0.000	7	326	0.001	7	326	0.001
18:30 - 19:00	7	326	0.000	7	326	0.000	7	326	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.027			0.024			0.051

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 EMPLOY

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	7	326	0.001	7	326	0.000	7	326	0.001
07:30 - 08:00	7	326	0.012	7	326	0.000	7	326	0.012
08:00 - 08:30	7	326	0.028	7	326	0.001	7	326	0.029
08:30 - 09:00	7	326	0.045	7	326	0.001	7	326	0.046
09:00 - 09:30	7	326	0.034	7	326	0.002	7	326	0.036
09:30 - 10:00	7	326	0.014	7	326	0.001	7	326	0.015
10:00 - 10:30	7	326	0.006	7	326	0.001	7	326	0.007
10:30 - 11:00	7	326	0.007	7	326	0.002	7	326	0.009
11:00 - 11:30	7	326	0.004	7	326	0.003	7	326	0.007
11:30 - 12:00	7	326	0.001	7	326	0.005	7	326	0.006
12:00 - 12:30	7	326	0.005	7	326	0.007	7	326	0.012
12:30 - 13:00	7	326	0.003	7	326	0.007	7	326	0.010
13:00 - 13:30	7	326	0.003	7	326	0.005	7	326	0.008
13:30 - 14:00	7	326	0.004	7	326	0.002	7	326	0.006
14:00 - 14:30	7	326	0.003	7	326	0.003	7	326	0.006
14:30 - 15:00	7	326	0.001	7	326	0.001	7	326	0.002
15:00 - 15:30	7	326	0.001	7	326	0.005	7	326	0.006
15:30 - 16:00	7	326	0.000	7	326	0.003	7	326	0.003
16:00 - 16:30	7	326	0.002	7	326	0.005	7	326	0.007
16:30 - 17:00	7	326	0.000	7	326	0.017	7	326	0.017
17:00 - 17:30	7	326	0.000	7	326	0.033	7	326	0.033
17:30 - 18:00	7	326	0.000	7	326	0.043	7	326	0.043
18:00 - 18:30	7	326	0.001	7	326	0.009	7	326	0.010
18:30 - 19:00	7	326	0.000	7	326	0.003	7	326	0.003
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.175			0.159			0.334

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 EMPLOY

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.57

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	7	326	0.041	7	326	0.006	7	326	0.047
07:30 - 08:00	7	326	0.148	7	326	0.009	7	326	0.157
08:00 - 08:30	7	326	0.235	7	326	0.023	7	326	0.258
08:30 - 09:00	7	326	0.313	7	326	0.026	7	326	0.339
09:00 - 09:30	7	326	0.208	7	326	0.036	7	326	0.244
09:30 - 10:00	7	326	0.089	7	326	0.032	7	326	0.121
10:00 - 10:30	7	326	0.067	7	326	0.040	7	326	0.107
10:30 - 11:00	7	326	0.044	7	326	0.037	7	326	0.081
11:00 - 11:30	7	326	0.043	7	326	0.035	7	326	0.078
11:30 - 12:00	7	326	0.034	7	326	0.047	7	326	0.081
12:00 - 12:30	7	326	0.049	7	326	0.099	7	326	0.148
12:30 - 13:00	7	326	0.083	7	326	0.117	7	326	0.200
13:00 - 13:30	7	326	0.114	7	326	0.125	7	326	0.239
13:30 - 14:00	7	326	0.106	7	326	0.058	7	326	0.164
14:00 - 14:30	7	326	0.056	7	326	0.049	7	326	0.105
14:30 - 15:00	7	326	0.036	7	326	0.028	7	326	0.064
15:00 - 15:30	7	326	0.032	7	326	0.060	7	326	0.092
15:30 - 16:00	7	326	0.027	7	326	0.050	7	326	0.077
16:00 - 16:30	7	326	0.030	7	326	0.083	7	326	0.113
16:30 - 17:00	7	326	0.029	7	326	0.167	7	326	0.196
17:00 - 17:30	7	326	0.023	7	326	0.292	7	326	0.315
17:30 - 18:00	7	326	0.019	7	326	0.262	7	326	0.281
18:00 - 18:30	7	326	0.015	7	326	0.095	7	326	0.110
18:30 - 19:00	7	326	0.005	7	326	0.044	7	326	0.049
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			1.846			1.820			3.666

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK

MULTI-MODAL CARS

Calculation factor: 1 EMPLOY

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	7	326	0.024	7	326	0.003	7	326	0.027
07:30 - 08:00	7	326	0.101	7	326	0.005	7	326	0.106
08:00 - 08:30	7	326	0.148	7	326	0.017	7	326	0.165
08:30 - 09:00	7	326	0.183	7	326	0.020	7	326	0.203
09:00 - 09:30	7	326	0.115	7	326	0.018	7	326	0.133
09:30 - 10:00	7	326	0.050	7	326	0.017	7	326	0.067
10:00 - 10:30	7	326	0.036	7	326	0.018	7	326	0.054
10:30 - 11:00	7	326	0.022	7	326	0.020	7	326	0.042
11:00 - 11:30	7	326	0.024	7	326	0.020	7	326	0.044
11:30 - 12:00	7	326	0.017	7	326	0.021	7	326	0.038
12:00 - 12:30	7	326	0.021	7	326	0.047	7	326	0.068
12:30 - 13:00	7	326	0.041	7	326	0.050	7	326	0.091
13:00 - 13:30	7	326	0.043	7	326	0.052	7	326	0.095
13:30 - 14:00	7	326	0.051	7	326	0.031	7	326	0.082
14:00 - 14:30	7	326	0.030	7	326	0.025	7	326	0.055
14:30 - 15:00	7	326	0.020	7	326	0.018	7	326	0.038
15:00 - 15:30	7	326	0.018	7	326	0.025	7	326	0.043
15:30 - 16:00	7	326	0.016	7	326	0.033	7	326	0.049
16:00 - 16:30	7	326	0.019	7	326	0.048	7	326	0.067
16:30 - 17:00	7	326	0.020	7	326	0.106	7	326	0.126
17:00 - 17:30	7	326	0.018	7	326	0.176	7	326	0.194
17:30 - 18:00	7	326	0.014	7	326	0.152	7	326	0.166
18:00 - 18:30	7	326	0.010	7	326	0.068	7	326	0.078
18:30 - 19:00	7	326	0.005	7	326	0.035	7	326	0.040
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			1.046			1.025			2.071

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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK

MULTI-MODAL LGVS

Calculation factor: 1 EMPLOY

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	7	326	0.001	7	326	0.001	7	326	0.002
07:30 - 08:00	7	326	0.004	7	326	0.001	7	326	0.005
08:00 - 08:30	7	326	0.004	7	326	0.000	7	326	0.004
08:30 - 09:00	7	326	0.004	7	326	0.002	7	326	0.006
09:00 - 09:30	7	326	0.006	7	326	0.008	7	326	0.014
09:30 - 10:00	7	326	0.007	7	326	0.008	7	326	0.015
10:00 - 10:30	7	326	0.006	7	326	0.006	7	326	0.012
10:30 - 11:00	7	326	0.005	7	326	0.005	7	326	0.010
11:00 - 11:30	7	326	0.004	7	326	0.005	7	326	0.009
11:30 - 12:00	7	326	0.006	7	326	0.005	7	326	0.011
12:00 - 12:30	7	326	0.003	7	326	0.004	7	326	0.007
12:30 - 13:00	7	326	0.004	7	326	0.004	7	326	0.008
13:00 - 13:30	7	326	0.004	7	326	0.002	7	326	0.006
13:30 - 14:00	7	326	0.003	7	326	0.004	7	326	0.007
14:00 - 14:30	7	326	0.004	7	326	0.004	7	326	0.008
14:30 - 15:00	7	326	0.005	7	326	0.004	7	326	0.009
15:00 - 15:30	7	326	0.004	7	326	0.005	7	326	0.009
15:30 - 16:00	7	326	0.004	7	326	0.005	7	326	0.009
16:00 - 16:30	7	326	0.003	7	326	0.005	7	326	0.008
16:30 - 17:00	7	326	0.004	7	326	0.004	7	326	0.008
17:00 - 17:30	7	326	0.001	7	326	0.005	7	326	0.006
17:30 - 18:00	7	326	0.001	7	326	0.004	7	326	0.005
18:00 - 18:30	7	326	0.001	7	326	0.003	7	326	0.004
18:30 - 19:00	7	326	0.000	7	326	0.000	7	326	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.088			0.094			0.182

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK

MULTI-MODAL MOTOR CYCLES

Calculation factor: 1 EMPLOY

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	7	326	0.000	7	326	0.000	7	326	0.000
07:30 - 08:00	7	326	0.000	7	326	0.000	7	326	0.000
08:00 - 08:30	7	326	0.000	7	326	0.000	7	326	0.000
08:30 - 09:00	7	326	0.001	7	326	0.000	7	326	0.001
09:00 - 09:30	7	326	0.002	7	326	0.000	7	326	0.002
09:30 - 10:00	7	326	0.000	7	326	0.000	7	326	0.000
10:00 - 10:30	7	326	0.000	7	326	0.001	7	326	0.001
10:30 - 11:00	7	326	0.000	7	326	0.000	7	326	0.000
11:00 - 11:30	7	326	0.000	7	326	0.000	7	326	0.000
11:30 - 12:00	7	326	0.000	7	326	0.000	7	326	0.000
12:00 - 12:30	7	326	0.000	7	326	0.000	7	326	0.000
12:30 - 13:00	7	326	0.000	7	326	0.000	7	326	0.000
13:00 - 13:30	7	326	0.000	7	326	0.000	7	326	0.000
13:30 - 14:00	7	326	0.000	7	326	0.000	7	326	0.000
14:00 - 14:30	7	326	0.000	7	326	0.000	7	326	0.000
14:30 - 15:00	7	326	0.000	7	326	0.000	7	326	0.000
15:00 - 15:30	7	326	0.000	7	326	0.000	7	326	0.000
15:30 - 16:00	7	326	0.000	7	326	0.000	7	326	0.000
16:00 - 16:30	7	326	0.000	7	326	0.000	7	326	0.000
16:30 - 17:00	7	326	0.000	7	326	0.001	7	326	0.001
17:00 - 17:30	7	326	0.000	7	326	0.000	7	326	0.000
17:30 - 18:00	7	326	0.000	7	326	0.000	7	326	0.000
18:00 - 18:30	7	326	0.000	7	326	0.000	7	326	0.000
18:30 - 19:00	7	326	0.000	7	326	0.000	7	326	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.003			0.002			0.005

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

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



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