





Heyford Airfield, Temporary Commercial Use

Transport Statement

April 2024

Application by Upper Heyford LP for full planning permission for the use of the eastern part of the southern taxiway and the adjacent hush house building for car processing operations plus associated works and portable buildings. Planning permission is sought for a 5 year period.







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Transport Statement

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Heyford Airfield, Temporary Commercial Use

Transport Statement



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Transport Statement



CONTENTS

1. 1.1 1.2 1.3 1.4	Introduction Overview Planning History Purpose of Document Structure of the Report	5 5 5 7 7
2. 2.1 2.2 2.3	Policy Background Overview National Policy Local Policy	8 8 8 9
3. 3.1 3.2 3.3 3.4 3.5 3.6 3.7 3.8	Existing Situation Overview Site Location Pedestrian Accessibility Cycling Accessibility Bus Accessibility Rail Accessibility Personal Injury Collision Data Summary	13 13 13 14 16 17 17 18 20
4. 4.1 4.2 4.3 4.4 4.5 4.6	Development Proposals Overview Site Operation Development Quantum Access Arrangements Servicing Arrangements Car and Cycle Parking Provision	21 21 21 21 23 24
5. 5.1 5.2	Trip Generation Overview Heyford Park Gate 7 - MCC Survey Trips	25 25 25
6.1 6.2	Summary and Conclusion Summary Conclusion	31 31 31

APPENDICES

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Heyford Airfield, Temporary Commercial Use

Transport Statement

APPENDIX A Site Layout

APPENDIX B Sequencing

APPENDIX C Eversheds Sutherland Letter

APPENDIX D OCC Response

APPENDIX E MCC Survey Data



Transport Statement



1. Introduction

1.1 Overview

- 1.1.1 This Transport Statement (TS) has been prepared by mode transport planning (mode) on behalf of Upper Heyford LP in relation to the application for full planning permission for the use of the eastern part of the southern taxiway and the adjacent hush house building for car processing operations plus associated works and portable buildings (ref:23/02827/F). Planning permission is sought for a five-year period. A site layout plan is provided in Appendix A.
- 1.1.2 A contractual break clause has been included within agreement with the potential operator to state the conditions car processing operators must accord to if the occupier is to operate on the proposed area of the airfield. This is to ensure that car processing operations will not interfere with the delivery of Chilgrove Drive and the S106 obligations associated with the wider Heyford Park permission.
- 1.1.3 The key S106 delivery item is the Primary School which in turn requires the bus loop to be in place. The anticipated delivery of the primary school is provided in Appendix B. The County are required to notify Dorchester Living following the first occupation, which has not yet happened, with the date whereby the school needs to be opened. There is a further review date at the 31st March the year proceeding the school opening date to confirm the number of occupations.
- 1.1.4 The full details regarding the legal agreement are contained within the letter prepared by Eversheds Sutherland, which has been issued to OCC separate to this TS.

1.2 Planning History

1.2.1 The former RAF Upper Heyford has a long planning history which has included the grant of a series of temporary planning permissions for car processing use on much of the current application site. Car processing can be defined as "the inspection, valeting, washing, repairing, tyre replacement, processing and delivery of cars and other car processing activities as may be required from time to time. It does not include car sales or rental." More recently, a hybrid application for was submitted in 2018 (ref:18/00825/HYBRID) covering a wider area of Heyford Airfield and was subsequently permitted in September 2022. The permitted land uses of new development are summarised in Table 1.1.

Table 1.1 2018 Hybrid Permission Summary – Outline Planning Permission for up to:

Summary of Development Proposals	Use Class
1,175 new dwellings	C3
60 close care dwellings	C2/C3
929m² of retail	A1





Summary of Development Proposals	Use Class
670m² comprising a new medical centre	D1
35,175m ² of new employment buildings comprising	
• Up to 6,330m ²	B1a
• 13,635m ²	B1b/c
• 9,250m ²	B2
• 5,960m ²	B8
2,415m² of new school building on 2.45ha site for a new school	D1
925m² of community use buildings and 515m² of indoor sports, if provided on-site	D2
30m in height observation tower with zipwire with ancillary visitor facilities of up to 100m²	D1/A1/A3
1000m² energy facility/infrastructure	Sui Generis
2,250m² additional education facilities (buildings and associated external infrastructure at Buildings 73, 74 and 583 for education use	D1

Creation of areas of Open Space, Sports Facilities, Public park and other green infrastructure

1.2.2 In addition, the change of use of various buildings and areas is also permitted by way of the Hybrid application, as summarised in Table 1.2.

Table 1.2 Change of Use Buildings and Areas

Summary of Development Proposals	Use Class
Buildings 357 and 730 for office use	B1a
Buildings 3036-3042 for employment use	B1b/c, B2 and B8
Buildings 217, 3102, 3136, 3052, 3053, 3054 and 3055 for employment use	B8
Buildings 2010 and 3009 for filming and heritage activities	Sui Generis/D1
Buildings 73 and 2004	D1
Buildings 391, 1368, 1443, 2005-2009	D1/D2 with ancillary A1-A5
Building 340	D1/D2/A3
20.3ha of hardstanding for car processing	Sui Generis





Summary of Development Proposals	Use Class
76.6ha for filming activities, including 2.1ha for filming set construction and event parking	Sui Generis

1.3 Purpose of Document

1.3.1 This document aims to provide an assessment of the impact of the proposed expansion of the suigeneris land use on the airfield in terms of access, parking and trip generation. At this stage it is envisaged that the expansion will operate as a temporary car processing site at the former airfield eastern taxiway. The application is seeking planning permission for a 5-year period to allow occupation by CEVA Logistics. Furthermore, this TS also demonstrates the proposals operate within the consented commercial elements of the hybrid permission.

1.4 Structure of the Report

1.4.1 The remainder of this TS is structured as follows:

Chapter 2 Policy Background

This chapter details the National and Local planning policies and guidance applicable to the application site and development proposals.

Chapter 3 Existing Situation

This chapter describes the existing situation at and surrounding the application site, including placing the site location in contexts with its surroundings detailed review of walking and cycling routes, public transport accessibility and Personal Injury Collision (PIC) data.

Chapter 4 Development Proposals

This chapter provides an overview of the proposed temporary development, including the schedule of temporary uses, access and servicing arrangements, as well as car and cycle parking provision.

Chapter 5 Trip Generation

This chapter analyses operational numbers recorded car transporter movements from the 7 day Manual Classified Count (MCC) survey data to show the current and potential trip generation of the site.

Chapter 6 Summary and Conclusion

This chapter provides for a summary and conclusion of the report and its associated content.

Transport Statement



2. Policy Background

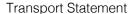
2.1 Overview

- 2.1.1 This chapter provides a review of the following adopted National and Local transport and land use policies which relate to the application site and development proposals:
 - National Planning Policy Framework (2023)
 - National Planning Practice Guidance (2021)
 - Cherwell Local Plan (2011-2031) (Part 1)
 - Oxfordshire County Council Local Transport and Connectivity Plan (2022)
 - Oxfordshire County Council "Implementing Decide and Provide" (2022)

2.2 National Policy

National Planning Policy Framework (2023)

- 2.2.1 The NPPF (December 2023) sets out the Government's planning policies for England and how these are expected to be applied (paragraph 35 of the NPPF). The NPPF presumes in favour of sustainable development and is a material consideration in planning decisions.
- 2.2.2 Local planning authorities should approach decisions on proposed developments in a positive and creative way, using the full range of planning tools available including brownfield registers and work proactively with applicants to secure development that will improve the economic, social and environmental conditions of the area. It is suggested to makes as much use as possible of suitable brownfield sites and underutilised land.
- 2.2.3 Central to the NPPF is a "presumption in favour of sustainable development" (paragraph 11), which for decision-taking means that:
 - "approving development proposals that accord with an up-to-date development plan without delay; or;
 - Where there are no relevant development plan policies, or the policies which are most important for determining the application are out-to-date, granting permission, unless:
 - the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 - any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole."
- 2.2.4 The NPPF states within Paragraph 114 that "In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:





- appropriate opportunities to promote sustainable transport modes can be or have been taken up, given the type of development and its location;
- safe and suitable access to the site can be achieved for all users;
- the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and
- any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."
- 2.2.5 As such Paragraph 115 states that a "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."
- 2.2.6 The developer would work with the LPA to ensure that the proposed development adheres to the local planning policy documents and guidance to ensure a sustainable development.

National Planning Practice Guidance (2023)

- 2.2.7 The NPPG is a web-based source which supports the NPPF. The guidance aims to facilitate the development of a robust evidence base that will enable an assessment of the transport impacts of both existing and proposed development. The guidance can inform sustainable approaches to transport. A robust assessment will establish evidence that may be useful in:
 - Improving the sustainability of transport provision.
 - Enhancing the levels of accessibility.
 - Create a choice amongst different modes of transport.
 - Improving health and well-being.
 - Supporting economic vitality.
 - Improving public understanding of the transport implications of development.
 - Enabling other highway and transport authority/service providers to support and deliver the transport infrastructure that conforms to the Local Plan.

2.3 Local Policy

Cherwell Local Plan (2011-2031) (Part 1)

- 2.3.1 The adopted Cherwell Local Plan 2011-2031 (Part 1) contains strategic planning policies for development and the use of land. It forms part of statutory Development Plan for Cherwell District Council (CDC) to which regard must be given in the determination of planning applications.
- 2.3.2 The plan was formally adopted by the Council on 20th July 2015. Policy Bicester 13 was re-adopted on 19th December 2016.

Transport Statement



2.3.3 Policy PSD 1: Presumption in Favour of Sustainable Development, states:

When considering development proposals the Council will take a proactive approach to reflect the presumption in favour of sustainable development contained in the National Planning Policy Framework. The Council will always work proactively with applicants to jointly find solutions which mean that proposals can be approved, wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

Planning applications that accord with the policies in this Local Plan (or other part of the statutory Development Plan) will be approved without delay unless material considerations indicate otherwise.

Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise – taking into account whether:

- Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or
- Specific policies in the Framework indicate that development should be restricted.
- 2.3.4 Policy SE 4: Improved Transport and Connections, states:

The Council will support the implementation of the proposals in the Movement Strategies and the Local Transport Plan to deliver key connections, to support modal shift and to support more sustainable locations for employment and housing growth.

- 2.3.5 CDC will support key transport proposals including:
 - Transport Improvements at Banbury, Bicester and at the Former RAF Upper Heyford in accordance with the County Council's Local Transport Plan and Movement Strategies;
 - Projects associated with East-West rail including new stations at Bicester Town and Water Eaton:
 - Rail freight associated development at Graven Hill, Bicester;
 - Improvements to M40 Junctions.
- 2.3.6 New development in the District will be required to provide financial and/or in-kind contributions to mitigate the transport impacts of the development.
- 2.3.7 All development where reasonable to do so, should facilitate the use of sustainable modes of transport to make the fullest possible use of public transport, walking and cycling. Encouragement will be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. Development which is not suitable for the roads that serve the development and which have a severe traffic impact will not be supported.

Transport Statement



2.3.8 The following extracts relate to the supporting paragraphs of Policy Village 5: Former RAF Upper Heyford of the adopted Cherwell Local Plan, and state:

There are a number of Scheduled Ancient Monuments, listed buildings, and non designated heritage assets of national importance on site, as well as other unlisted buildings that make a positive contribution to the character or appearance of the conservation area, and much of the airfield is of ecological importance including a Local Wildlife Site (recently extended in area). The site has been divided into three main functional character areas: the main flying field and a technical site to the north of Camp Road and the residential area that is mainly to the south of Camp Road which itself consists of five distinctive character areas reflecting different functions and historic periods of construction. The flying field represents the core area of historic significance, and is of national significance due to its cold war associations.

The site was previously subject to a policy from the Oxfordshire Structure Plan 2016 (Policy H2) which was saved by the South East Plan and retained upon the South East Plan's revocation. Policy Villages 5 replaces Policy H2 in guiding the future redevelopment of the site and provides a positive policy framework within which opportunities to accommodate development are considered having regard to known constraints, principally heritage, ecology and transport impacts associated with additional development.

A number of matters raised in a 2008 public inquiry set out in the appeal decision from the Secretary of State in January 2010 remain relevant to the consideration of the scale, location and type of development that can take place at Upper Heyford including:

- The delivery of the required balance of historical/cultural objectives, environmental improvements, ecological benefits and public access
- Whether the scale, type and location of employment and storage proposed for the flying field would harm the character of the Conservation Area and setting of Listed Buildings
- The extent of demolition/reuse of historic buildings on the site
- Whether adequate opportunities for travel other than by private car would be delivered
- Whether adequate infrastructure could be delivered; and
- Whether a comprehensive and lasting approach to the whole site could be delivered.

Oxfordshire County Council Local Transport and Connectivity Plan (2022)

- 2.3.9 The Oxfordshire County Council (OCC) Local Transport and Connectivity Plan (LTCP) outlines the vision to deliver a sustainable transport system in the County. This document draws from a wide range of evidence and encompasses the wider vision of contributing to the UK targets and addressing climate emergency.
- 2.3.10 The LTCP identifies key transport challenges in the County and sets targets with supporting policies. The LTCP aims for a net-zero transport system by 2040.

Transport Statement



- 2.3.11 Policy 1 sets out that development proposals and transport schemes will be assessed based on the transport user hierarchy. With priority to sustainable travel, highest being walking and cycling and the lowest priority given to motorised vehicles.
- 2.3.12 Policy 2b makes sure "that all new developments have safe and attractive walking and cycling connections to the site...the internal routes connect easily and conveniently to community facilities and the local cycle and walking network."

Oxfordshire County Council 'Implementing Decide and Provide': Requirement for Transport Assessments (2022)

- 2.3.13 The OCC Decide & Provide: Requirements for Transport Assessments, is one of the first SPDs to change from the predict and provide model to the decide and provide approach, building on the approach outlined in the LTCP.
- 2.3.14 The Predict and Provide approach required the use of past traffic trends to inform the future need for infrastructure. However, OCC deems this model as outdated, maintaining the norm by sustaining dependence on motorised vehicles.
- 2.3.15 The Decide and Provide approach requires new developments to prioritise the consideration of sustainable and active travel facilities, before identifying changes to road capacity in order to cope with the network demand. This approach is based on a chosen vision, and then provides the basis to work towards that. This helps to enable more progressive transport planning by prioritising sustainable methods of travel and creating a more resilient network by accommodating future uncertainty.
- 2.3.16 The implementation of the Decide and Provide approach is broken down into 3 stages:
 - *Identifying accessibility characteristics:* This stage is a to create a vision for the intended place made through the proposed development. It will consider the place being created, the activities needed or desired to travel to it and the provision of mobility.
 - Scenario testing: This stage aims to expose the development uncertainty by modelling multiple future scenarios. The extent of scenario planning would be based on 3 main factors:
 - Scale The need for scenario planning scales with the size of development
 - Sensitivity The necessity for scenario planning increases with project sensitivity
 - Complexity The project complexity is a factor when determining the need for scenario planning.
 - Monitoring and managing outcomes: This stage aims to secure a monitoring and evaluation plan (MEP) where a TA or TS accompanies a planning application. The MEP will cover topics such as mode share, trip generation, travel behaviours and traffic impacts on matters such as Air Quality Management Areas.

Transport Statement



3. Existing Situation

3.1 Overview

3.1.1 This chapter sets out the existing conditions at and surrounding the application site. This includes placing the site location in context with its surroundings and a detailed review of sustainable transport connections to/from Heyford Airfield along with a review of Personal Injury Collision data.

3.2 Site Location

- 3.2.1 The Former RAF Upper Heyford is evolving over time. The established settlement of Heyford Park includes a school, supermarket, hotel and a number of other amenities, including social and physical infrastructure.
- 3.2.2 To the east of the site is the M40. It is possible to access junction 10, located approximately 1.5km to the east, and subsequently the M40 via the B430 and the Ardley Roundabout. Also to the east is the village of Ardley, located approximately 1.2km from the site.
- 3.2.3 Further villages are located within close proximity to the site such as Upper Heyford (approx. 2.7km west), Steeple Aston (approx. 4.8km west), Somerton (approx. 3.2km north) and Middleton Stoney (approx. 3.5km south).
- 3.2.4 Bicester, which serves as the closest town to the site, is located approximately 7km to the southeast.
- 3.2.5 The location of site in context with the wider local area is demonstrated on Figure 3.1.

Transport Statement



Figure 3.1 Site Location



3.3 Pedestrian Accessibility

- 3.3.1 Guidance from the Chartered Institution of Highways and Transportation's (CIHT) Document "Planning for Walking (2015)" has been used to inform this section, with Section 6.4 of the document stating the following regarding how far pedestrians are willing to walk to reach a destination. The document states that:
 - "Walking neighbourhoods are typically characterised as having a range of facilities within 10 minutes' walking distance (around 800m). However, the propensity to walk or cycle is not only influenced by distance but also the quality of the experience; people may be willing to walk or cycle further where their surroundings are more attractive, safe and stimulating. Developers should consider the safety of the routes (adequacy of surveillance, sight lines and appropriate lighting) as well as landscaping factors (indigenous planting, habitat creation) in their design.
 - The power of a destination determines how far people will walk to get to it. For bus stops in residential areas, 400 metres has traditionally been regarded as a cut-off point and in town centres, 200 metres (DOENI, 2000). People will walk up to 800 metres to get to a railway station, which reflects the greater perceived quality or importance of rail services."
- 3.3.2 Appropriate walking distances are dependent upon the location of the specific development; more remote locations will see people being prepared to walk further to their end destination. Similarly, appropriate walking distances are also dependent upon the standard of existing infrastructure provision, with further walking distances achievable in locations with extensive and high-quality pedestrian footways, crossing and pedestrian areas.

Transport Statement



3.3.3 It should be considered however that appropriate walking distances are site specific, for example more rural locations are likely to have extended distances between pedestrians and their destinations. Furthermore, appropriate walking and distances are also dictated by the standard of existing pedestrian infrastructure. This means in areas with a more advanced level of walking infrastructure provision, such as high-quality pedestrian footways, crossings, and pedestrianised areas, greater walking distances are achievable.

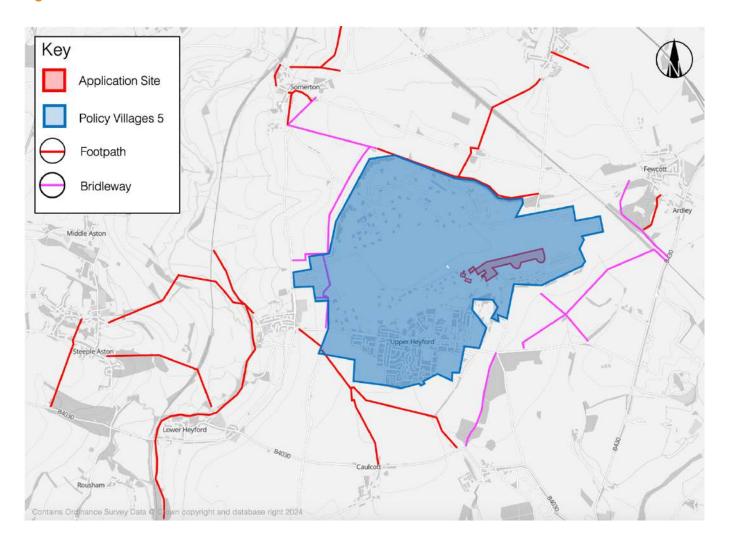
- 3.3.4 Camp Road is a single-carriageway road subject to a 20mph speed limit along its entire extent and provides pedestrian and cycle access from the proposed development towards Upper Heyford to the west, and commuting, education and leisure opportunities to the east. Camp Road can be accessed from the application site through a network of footways internal to Heyford Airfield.
- 3.3.5 Camp Road is served by footways on both extents of the carriageway which starts at the junction with Larsen Road and runs all the way to the Kirtlington Road junction. Along its length, the footway is separated from the carriageway by verge and hedgerow. Beyond Kirtlington Road, the path adjoins the southern side of Camp Road to become a footway, approximately 1.0m to 1.5m wide.
- 3.3.6 There is a 3.0m wide shared cycleway/footway which routes along the southern extent of Camp Road from Larsen Road to Gate 7 (with the exception of a small portion of the route which is in the village centre adjacent to Howard Road).
- 3.3.7 At the northern side of Camp Road there is a 1.0m 2.0m wide footway that begins at the junction with Larsen Road and runs up to the Main Gate. There is a further section of footway from Dacey Drive for 300m to the west.
- 3.3.8 Camp Road benefits from dropped kerbs and tactile paving to enable uncontrolled crossings via the splitter islands on the approaches to the Main Gate roundabout. This provides access to the main employment area and Heyford Park Free School. Street lighting is provided on Camp Road for its entire length.
- 3.3.9 For the final 120m of Camp Road to the west, towards Somerton Road and Upper Heyford, there are footways on both sides of the road of between 0.5m and 1m width which therefore provide a walking route from the proposed development site to the numerous bus stops along Camp Road's extent, including in the vicinity to Gate 7. Dropped kerbs and tactile paving are provided to enable uncontrolled crossing of Camp Road to access the eastbound bus service.
- 3.3.10 To the west of Heyford Park, in Upper Heyford Village, there is a footway of approximately 0.5m in width on the east side of Somerton Road where it meets Camp Road. This runs for approximately 60 metres in a northerly direction, and then switches to the other side of the road. The footway runs to the end of the village of Upper Heyford in a northerly direction for another 300m. This provides access to The Barley Mow Public House and village allotments.
- 3.3.11 There are a number of existing PRoWs in the local area and these existing rural links are made up of the following:





- A network of public footpaths and bridleways to the south and east of the site linking Camp Road to Caulcott to the south, and Ardley at the northeast of the site;
- A network of public footpaths and bridleways to the northern perimeter of Heyford Park linking Fritwell with Somerton; and
- A network of public footpaths and bridleways to the south and west of the site linking Upper Heyford, Lower Heyford and Steeple Aston.
- 3.3.12 The location of the PRoWs in relation to the application site is demonstrated on Figure 3.2.

Figure 3.2 PRoW Network



3.4 Cycling Accessibility

3.4.1 As with pedestrian accessibility, the level of a site's accessibility depends upon a combination of the distance from local amenities and the standard of existing cycling infrastructure. It should however be noted that cycle infrastructure can include facilities shared with vehicles and pedestrians as well as dedicated cycle infrastructure.



Transport Statement

- 3.4.2 In respect to acceptable cycle distances, 'Local Transport Note 1/20: Cycling Infrastructure Design', published by the DfT, states that many utility cycle trips are less than three miles (approximately five kilometres), but for commuter journeys to be over five miles (approximately eight kilometres) is not uncommon.
- 3.4.3 The closest National Cycle Network (NCN) route is NCN 5 which can be accessed off A4260 Banbury Road, about 7.5km west of the proposed development site. NCN 5 connects the West Midlands Cycle Route which connects Reading to Bangor through Oxford. Furthermore, there is a shared cycleway/footway along Camp Road.

3.5 Bus Accessibility

- 3.5.1 Heyford Park is currently served by the number 25 bus service, which runs between Lower Heyford and Bicester, via Heyford Park along Camp Road.
- 3.5.2 There are currently five pairs of bus stops on Camp Road spread along it's extent providing good accessibility for staff/visitors to reach via foot.
- 3.5.3 The bus service number 25 is operated by Red Rose Travel; its route and frequency are summarised in Table 3.1.

Table 3.1 Summary of Bus Services

		Frequency (Approx.)		
Service	Route	Monday - Friday	Saturday	Sunday
25	Bicester – Middleton Stoney – Heyford Park - Lower Heyford	Every 60 mins	Every 60 minutes	No Service

3.6 Rail Accessibility

- 3.6.1 The nearest railway stations to the development are Heyford Railway Station, which is located approximately 3.3km south west of the site and Bicester North and Bicester Village Stations which are located approximately 7.2km and 8.1km south east of the site, respectively.
- 3.6.2 Great Western Railways operate from Heyford Railway Station, which runs from Banbury to Oxford. Services are provided approximately every 90-120 minutes, with more frequent services during peak hours. It is possible to route from Heyford to London Paddington via Didcot Parkway with an average journey time of 1 hour 15 minutes. The journey time from Heyford to Oxford and from Heyford to Banbury is approximately 15 minutes. Services are also provided to Didcot Parkway; these are provided approximately every 2 hours with an average journey time of 30 minutes. The services from Heyford Station are summarised in Table 3.2.

Transport Statement



Table 3.2 Rail Services from Heyford Railway Station

Route	Average Journey Time	Frequency (Approx.)
Heyford - Didcot Parkway	30 minutes	Every 2 hours (Every 1 hour during peak hours)
Heyford – Didcot Parkway – London Paddington	1 hour 15 minutes	Every 2 hours (Every 1 hour during peak hours)
Heyford – Oxford	15 minutes	Every 90 minutes (Every 1 hour during peak hours)
Heyford – Banbury	15 minutes	Every 90 minutes (Every 1 hour during peak hours)

3.6.3 Chiltern Railways operate from both Bicester North and Bicester Village stations. Bicester North provides direct connections to both London Marylebone, Birmingham Moor Street and Banbury, all of which run approximately every 30 minutes. The services are summarised in Table 3.3.

Table 3.3 Rail Services from Bicester North Railway Station

Route	Average Journey Time	Frequency (Approx.)
Bicester North – Banbury	12 minutes	Every 30 minutes
Bicester North – Birmingham Moor Street	1 hour 9 minutes	Every 30 minutes
Bicester North - London Marylebone	55 minutes	Every 30 minutes

3.6.4 Bicester Village Station provides a service to London Marylebone and Oxford, both of which run approximately every 30 minutes. The services from Bicester Village are summarised in Table 3.4.

Table 3.4 Rail Services from Bicester Village Railway Station

Route	Average Journey Time	Frequency
Bicester Village – London Marylebone	1 hour 2 minutes	Every 30 minutes
Bicester Village – Oxford	16 minutes	Every 30 minutes

3.7 Personal Injury Collision Data

3.7.1 Personal Injury Collision (PIC) data has been obtained from the Crashmap Pro (www.crashmap.com) database for the most recently available five-year period of 2017 – 2022.

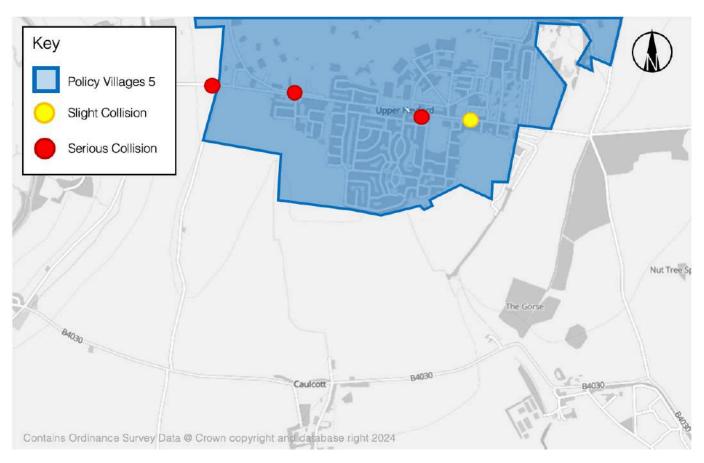


Transport Statement

data.

- 3.7.2 The scope of the PIC data covers the extent of Camp Road to the south of the site. It need be noted that since the data was collected a 20mph speed limit has been implemented along the entire extent and as such, the impact of this lowered speed limit are yet to percolate into the PIC
- 3.7.3 There has been a total of 4 PICs in the study area in the most recently available 5-year period, one classified as 'slight' and three classified as 'serious'.
- 3.7.4 A plan demonstrating the locations of the traffic incidents in relation to the application site is provided on Figure 3.3.

Figure 3.3 PIC Plan



- 3.7.5 The 3 serious collisions which were recorded on Camp Road during the five-year period have been analysed at a greater level as follows:
 - Accident ID 2020430419451: This serious collision occurred on 11/12/2020 at 12:40PM in conditions which were reported as fine without high winds during daylight on a wet or damp road surface. The incident involved a bicycle and a car, the details are unknown although there was no impact by the car.
 - Accident ID 2020430029613: This serious collision occurred on 08/01/2020 at 07:43AM in conditions which were reported as fine without high winds during daylight on a wet or damp road surface. The incident involved a vehicle, which was proceeding normally down the carriageway, colliding with a pedestrian.

Transport Statement



 Accident ID 2020430269028: This serious collision occurred on 27/08/2020 at 9:29PM in conditions which were reported as fine without high winds during daylight on a wet or damp road surface. The incident involved a vehicle colliding with the kerb and then colliding with a tree.

3.8 Summary

3.8.1 In summary of this chapter, the site is well located to provide staff with a choice of travel modes. The proximity to access of local bus services from the site, in addition to walking and cycling routes and PROWs ensures that the site is well located to the surrounding residential developments, which can encourage the uptake of sustainable modes of travel to the site. Furthermore, based on a review a PIC data in proximity to the site, there are no concerns arising from the impact of the development proposals on highway safety on the local highway network.

Transport Statement



4. Development Proposals

4.1 Overview

4.1.1 This chapter sets out the development proposals including development quantum of the 5-year temporary use, access and servicing arrangements, car and cycle parking and the internal road network.

4.2 Site Operation

- 4.2.1 Car processing has been defined by the successive planning permissions on site as the inspection, valeting, washing, repairing, tyre replacement, processing and delivery of cars and other car processing activities as may be required from time to time.
- 4.2.2 Part of the wider Heyford Park site is currently operated on by CEVA a third-party logistics company typically between the hours of 07:00 AM and 17:30 PM daily. Car processing generally can exhibit 'peak' periods during March and September which coincides with new car registration periods which may cause slight variations to the operating hours.
- 4.2.3 Whilst there can be 'peak' periods of operation, this does not prejudice the capacity and operations of the site in other months. Therefore, the traffic surveys detailed in Section 5 can be considered robust and representative of the existing and future operations at Heyford Park.
- 4.2.4 It is noted that CEVA also operates in Sheerness, Kent. The operations at Sheerness are not directly comparable to CEVA's operation at Heyford Park, the key differences being:
 - Scale of cars being processed in the locality;
 - Direct transport links onto the SRN;
 - Locality to port for overseas deliveries; and
 - Multiple vehicular access points.

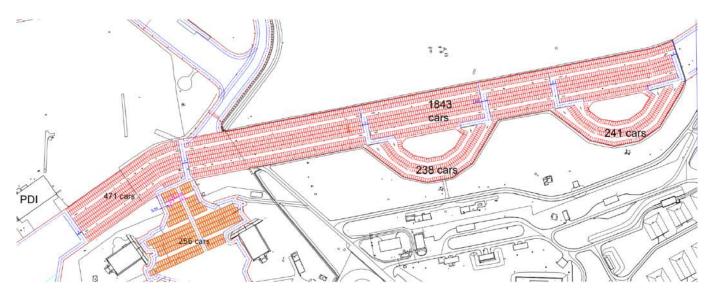
4.3 Development Quantum

4.3.1 The total area of hardstanding is 6.5ha in area. The proposed vehicle storage areas across the development are demonstrated on Figure 4.1.

Transport Statement



Figure 4.1 Proposed Vehicle Storage Areas



- 4.3.2 Cycle parking will be provided and this is a matter which can be governed by planning condition, along with EV charging spaces.
- 4.3.3 CEVA will employ up to 40 employees in connection with the application site covering admin, managerial staff and operatives.
- 4.3.4 Internal staff trips will be undertaken through the use of compound vehicles.
- 4.3.5 The site currently undertakes its main operations from the "366 Building" which is a bodyshop and workshop, as well as the "Hush House" which is for technical works. These two buildings will be retained and utilised as the main facilities for the expanded site. The following existing facilities will also be retained for the proposed expansion.
 - Modular buildings / portacabins
 - Office space;
 - o Employee welfare; and
 - Wash area for vehicle valeting; and
 - EV chargers.
- 4.3.6 In addition to the above, the development proposals are seeking to erect 4-5 new single-storey portacabins to be used as staff facilities to support office and welfare operations.
- 4.3.7 Each portacabin will be approximately 30m² in floor area, therefore equating to an approximate total of 150m² of newly developed floor area.

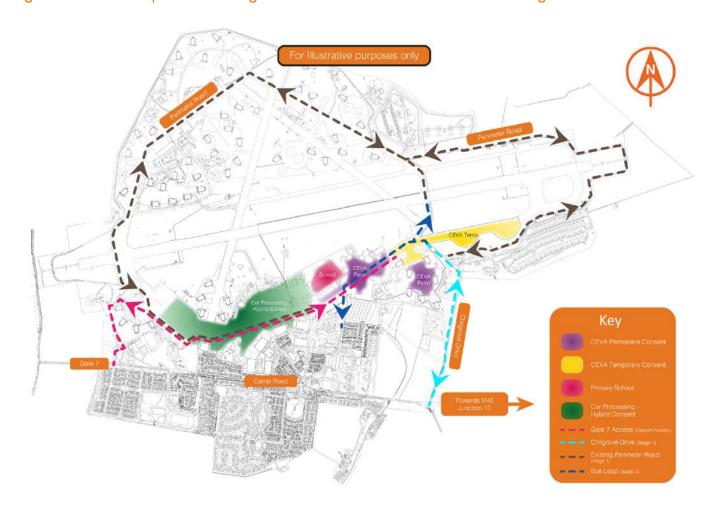
Transport Statement



4.4 Access Arrangements

- 4.4.1 The access arrangements for the site will be retained from the current operation of the site, therefore the site will be accessed through Gate 7.
- 4.4.2 Vehicles accessing the site will utilise the internal road network of the Heyford Airfield to access the site.
- 4.4.3 Current vehicle access to the site will be via Gate 7, in keeping with the existing car processing uses on site. However, design work on Chilgrove Drive and the bus loop is being progressed and is expected to be delivered in a phased process with the signalised junction and Chilgrove Drive to be delivered as Phase 1 (blue) to remove the commercial Flying Field traffic away from Camp Road and provide environmental benefits to the village. Phase 2 (yellow) will be the bus link connecting to the village centre which will be delivered alongside the construction of the primary school. Construction traffic for the primary school can come from the wider flying field. This is all in accordance with the Section 106 agreement.
- 4.4.4 The car transporter routeing for accessing and egressing the development site before, and after the construction of Chilgrove Drive is provided on Figure 4.2.

Figure 4.2 Car Transporter Routeing Before and After the Construction of Chilgrove Drive



Transport Statement



4.4.5 The anticipated road infrastructure sequencing is provided in Appendix B.

4.5 Servicing Arrangements

- 4.5.1 Servicing and refuse operations will remain consistent with the current waste collection and servicing arrangements at the site.
- 4.5.2 All vehicles will access the site via Gate 7.

4.6 Car and Cycle Parking Provision

- 4.6.1 Due to the temporary nature of the development proposals, car parking for staff will be provided in the taxi airstrip within the red line boundary of the site. The number of spaces will be provided according to demand at the site and no new hardstanding will be provided.
- 4.6.2 Based on the proposed staff numbers and the forecasted modal share targets for 2022 relating to car usage, as outlined in the Commercial Travel Plan (TP) associated with the Hybrid permission, it is estimated that there will be 36 trips undertaken to the site via car. In an aspiration to align with OCC's Decide and Provide approach, conjoined with the fact that approximately 60-70% of staff will live locally the vision for the proposals is to provide a total of 36 car parking spaces on site. This provision represents an 90% share of the total staff numbers and will cover the envisaged car journeys to the site. The remaining 4 staff trips will be captured via sustainable means among the staff who live locally.
- 4.6.3 To encourage the uptake of and provide infrastructure for staff cycle journeys, on-site cycle parking will be provided in the form of temporary 'Sheffield' stands. The cycle storage spaces will be provided within a secure and covered area which is conveniently located for staff on site. The specific location of cycle storage will be disclosed closer to the opening of the expanded site.
- 4.6.4 The quantum of cycle parking will be provided to cover the shortfall of car parking spaces in relation to the total staff numbers, so as to encourage cycling among those 60-70% of staff which will be travelling from local areas. Therefore, cycle parking will be provided at 10% of total staff to cover this shortfall, plus an additional 3% buffer which correlates to the local mode share target as outlined within the Commercial TP associated within the Hybrid planning permission. This combines to a total of 13% of staff numbers, equating to a total provision of 5 spaces to be provided at the site. The provision of cycle parking can be delivered via planning condition.

Transport Statement



5. Trip Generation

5.1 Overview

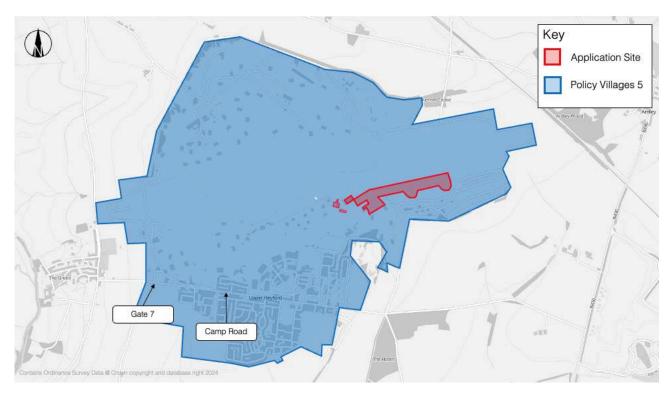
- 5.1.1 This chapter has been revised to address the consultation response to the first revision of the Transport Statement, which was received on the 28th of November 2023 and is provided in Appendix D. In transport terms, the following responses were made by OCC's highways officers:
 - "The impact of an increase in HGV movements along Camp Road has not been assessed or justified; and
 - The intensification of use of the site by HGVs, and the occupation of the "Hush House", would require the construction of the Bus Route and Primary HGV Access to binder course level".
- 5.1.2 A greater level of detail surrounding HGV (namely car transporter) movements is now available by way of a Manual Classified Count (MCC) of the Gate 7 access. This has enabled the impact on the local highway network to be accurately quantified.
- 5.1.3 It should be noted that the second OCC point above will be responded to via a separate response from the applicant and their solicitors.

5.2 Heyford Park Gate 7 - MCC Survey Trips

- 5.2.1 To ascertain the current operational traffic data at the site, a consecutive 7-day MCC survey has been undertaken at the access junction between Camp Road and Gate 7, the sole access point to the airfield for the current car processing facility.
- 5.2.2 The MCC survey was undertaken between the 5th December 2023 and 11th December 2023, which provided site specific data on the number and type of vehicles travelling through the access road. The location of Gate 7 in relation to the site is shown on Figure 5.1 and the full MCC survey results are provided in Appendix E.



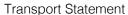
Figure 5.1 Gate 7 Location



- 5.2.3 The Wider Heyford Airfield has extant planning permission for up to 27.9Ha of car processing use, comprising currently of the permanent CEVA Logistics and Greenhous operations. 25.4Ha of the car processing area was operational at the site at the time of the MCC surveys and as such, the total movements recorded are directly related to this 25.4Ha.
- 5.2.4 A summary of the recorded car transporter total daily movements is provided in Table 5.1.

Table 5.1 MCC Survey Movements

Date of Survey	Car Transporter Movements
Monday 11th Dec	111
Tuesday 5 th Dec	118
Wednesday 6 th Dec	88
Thursday 7 th Dec	73
Friday 8 th Dec	76
Saturday 9 th Dec	12
Sunday 10 th Dec	22
5 Day Average	93
7 Day Average	71
5 Day Median	88

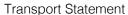




- 5.2.5 Table 5.1 demonstrates that there is a weekday average of 93 total car transporter movements with a median figure of 88 movements.
- 5.2.6 To determine the potential number of car transporter movements that could be generated from the entire 27.9Ha consent being operational, the data in Table 5.1 has been proportionally factored based on area of operation. The potential total car transporter movements that could be generated from the total 27.9Ha of consented land being operational are presented in Table 5.2.
- 5.2.7 As the permanent and temporary CEVA consents will have an identical use in practice, to determine the potential total car transporter movements that could be generated through the proposed temporary commercial use, the figures relating to the total consented area being operational have been factored proportionally off the proposed area of operation. The total number of car transporter movements that could be generated through the temporary commercial use are provided in Table 5.2.
- 5.2.8 With the inclusion of the temporary commercial use, there is potential for 34.4Ha of hardstanding to be operational on the airfield. The potential trip generation of the 34.4Ha has been derived by summing the trip generation of the fully consented area and temporary commercial use. This is summarised in Table 5.2.

Table 5.2 Car Transporter Movements related to the Consented and Proposed Commercial Use

Date	Car Transporter Movements			
	Surveyed (25.4)	Consented (27.9)	Proposed Temporary Use (6.5)	Consented + Proposed (34.4)
Monday 11 th Dec	111	122	28	150
Tuesday 5 th Dec	118	130	30	160
Wednesday 6th Dec	88	97	23	119
Thursday 7 th Dec	73	80	19	99
Friday 8 th Dec	76	83	19	103
Saturday 9 th Dec	12	13	3	16
Sunday 10 th Dec	22	24	6	30
5 Day Average	93	102	24	126
7 Day Average	71	78	18	97
Median	88	97	23	119





- 5.2.9 The potential 24 total car transporter movements that could be generated by the temporary commercial use corroborate the figures related to the previous occupants' operations at the site provided in the Technical Note titled "Response to Highway Officer Comments on behalf of Paragon Fleet Solutions Ltd", dated 1st April 2019 and submitted with application ref. 18/02169/F (the same size area of temporary car processing being sought in this temporary planning application). This is referenced in OCC's response and states that "the number of HGV movements to and from the site will remain at no more than 25 per day". As such, it can be concluded that the 24 vehicle movements demonstrated through the MCC survey are to have a negligible impact on HGV movements on the local highway network and more specifically Camp Road.
- 5.2.10 Furthermore, the temporary car processing has the potential to generate an average of 5 total car transporter movements on a weekend, equating to approximately one movement every 2 hours, given the 10.5 operational hours of the site. This further demonstrates the negligible implications of the temporary commercial use on the local highway network.
- 5.2.11 MCC surveys were again obtained at Gate 7 for a 24 hour period on Tuesday 5th March 2024 to assess total vehicle movements through Gate 7 during a 'peak' period. The peak periods are classified as March and September as this is when new car registration numberplates come into effect. The MCC survey provided a breakdown of total movements by vehicle type, with HGVs and Car Transporters being the key focus. A summary of the recorded car transporter total daily movements is provided in Table 5.3.
- 5.2.12 The raw MCC data is provided in Appendix D.

Table 5.3 MCC Survey Movements

Date of Survey	Car Transporter Movements	
Tuesday 5 th March	73	

- 5.2.13 Table 5.3 demonstrates that a total of 73 car transporter movements were recorded across the 24 hour study period.
- 5.2.14 As mentioned above regarding the potential number of car transporter movements that could be generated from the entire 27.9Ha consent being operational, the data in Table 5.3 has been proportionally factored based on area of operation. The potential total car transporter movements that could be generated from the total 27.9Ha of consented land being operational are presented in Table 5.4.
- 5.2.15 The potential trip generation of the 34.4Ha has been derived by summing the trip generation of the fully consented area and temporary commercial use. This is summarised in Table 5.4.

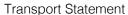




Table 5.4 Car Transporter Movements related to the Consented and Proposed Commercial Use

Date	Car Transporter Movements				
	Surveyed (25.4)	Consented (27.9)	Proposed Temporary Use (6.5)	Consented + Proposed (34.4)	
Tuesday 5 th March	73	80	19	99	

5.2.16 To ascertain the percentage increase that the additional 24 total HGV movements as a result of the development proposals would add, the surveyed HGV movements at Gate 7 from December 2023 have been scaled up to reflect the number of movements that could be generated from the entire 27.9Ha consent being operational. All movements between Gate 7 and Camp Road West have been discounted as this movement is not allowed. The HGV movements and the percentage impact of the additional 24 HGV movements are demonstrated in Table 5.5.

Table 5.5 HGV Movements at Gate 7 – December 2023

Movement	Tuesday 5 th	Wednesday 6 th	Thursday 7 th	Friday 8 th	Monday 11 th	5-Day Average
Gate 7 - Camp Road (E)	132	131	102	105	144	123
Camp Road (E) – Gate 7	137	100	110	105	140	118
Camp Road (E) – Camp Road (W)	9	15	10	11	14	12
Camp Road (W) – Camp Road (E)	9	20	15	11	13	14
Total Daily Movements	287	266	237	233	311	267
% of Additional Movements	8.4%	9.0%	10.1%	10.3%	7.7%	9.0%

- 5.2.17 Table 5.5 shows that the average total HGV movements for the four manoeuvres across the 5-days 267 with a 29% daily variation equating to 78 vehicles. The additional 24 total HGV daily movements as a result of the development proposals would reflect an increase of 9% of total daily HGV movements when compared with the current 5-day average.
- 5.2.18 For robustness, the same exercise has been undertaken for the re-surveyed HGV movements at Gate 7 that took place in March 2024. Table 5.6 shows the HGV movements from March.





Table 5.6 HGV Movements at Gate 7 - March 2024

Movement	Tuesday 5 th March		
Gate 7 – Camp Road (E)	137		
Camp Road (E) – Gate 7	127		
Camp Road (E) – Camp Road (W)	14		
Camp Road (W) – Camp Road (E)	14		
Total Daily Movements	293		
% of Additional Movements	8.2%		

5.2.19 Table 5.6 demonstrates that the data obtained in March 2024 corroborates the data obtained via the December 2023 surveys and thus the logical conclusion is that the additional 24 HGV movements reflect less than a 10% increase in total vehicle movements.

Transport Statement



6. Summary and Conclusion

6.1 Summary

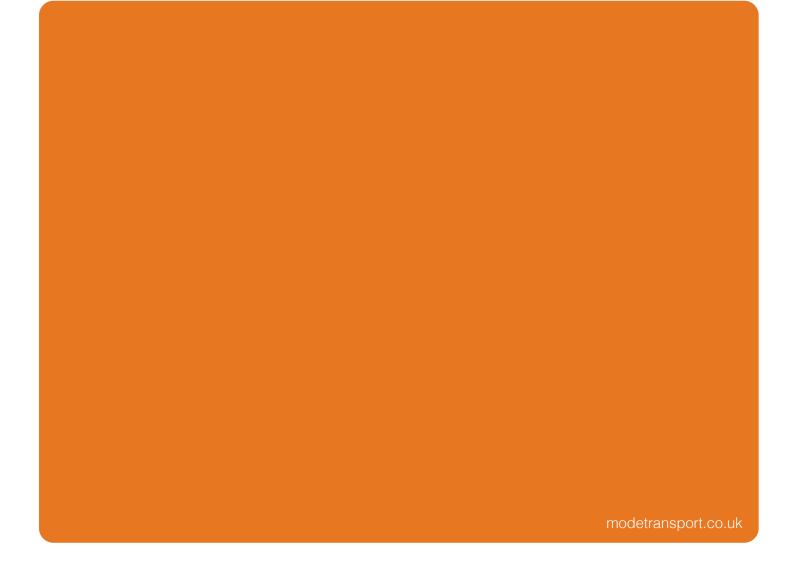
- 6.1.1 In summary, this TS has identified the following:
 - The site is located within close proximity to bus stops on Camp Road, serving the surrounding areas. The number 25 bus service provides direct connections to Bicester every hour. The existing PRoW network provides connections to nearby villages of Ardley, Somerton and Upper/Lower Heyford. It is anticipated that 60-70% of staff will live locally and as such can utilise the local PRoW network along with further sustainable transport methods.
 - Due to the temporary nature of the development proposals, car parking will be provided on the taxi airstrip within the red line boundary of the site. 36 car parking spaces are to be provided based on the proposed staff numbers and the forecasted modal share targets for 2022 relating to car usage, as outlined in the Commercial TP associated with the Hybrid permission, this aligns with OCC's Decide and Provide approach. 5 cycle parking spaces are to be provided on site.
 - An assessment of operational numbers through the collection of MCC survey data demonstrates that there will be no material increase in the number of HGV movements on the local highway network and in particular, Camp Road, as per the previous number of 25 vehicle movements to and from the application site under the operation of Paragon Fleet Solutions.

6.2 Conclusion

6.2.1 This Transport Statement (TS) has been prepared by mode transport planning (mode) on behalf of Upper Heyford LP in relation to the application for full planning permission for the use of the eastern part of the southern taxiway and the adjacent hush house building for car processing operations plus associated works and portable buildings. Planning permission is sought for a five-year period. In the view of the above, it is deemed that the development proposals do not contravene paragraph 115 of the NPPF, i.e. the development proposals will not result in severe impact in transport and highways terms.



APPENDICES

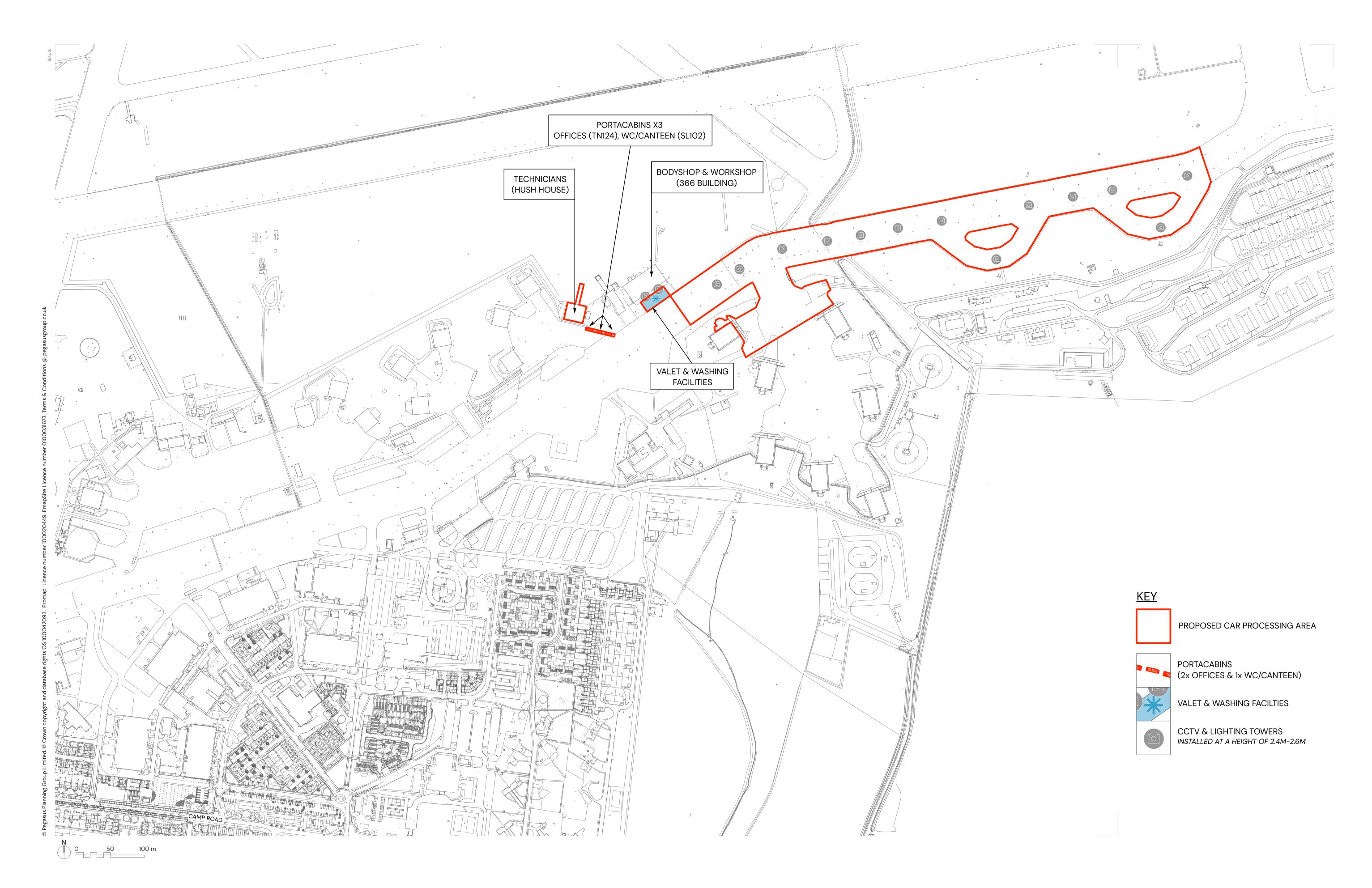


Upper Heyford LP
Heyford Airfield, Temporary Commercial Use
Transport Statement



APPENDIX A

Site Layout



Upper Heyford LP
Heyford Airfield, Temporary Commercial Use
Transport Statement



APPENDIX B

Sequencing

Sequencing



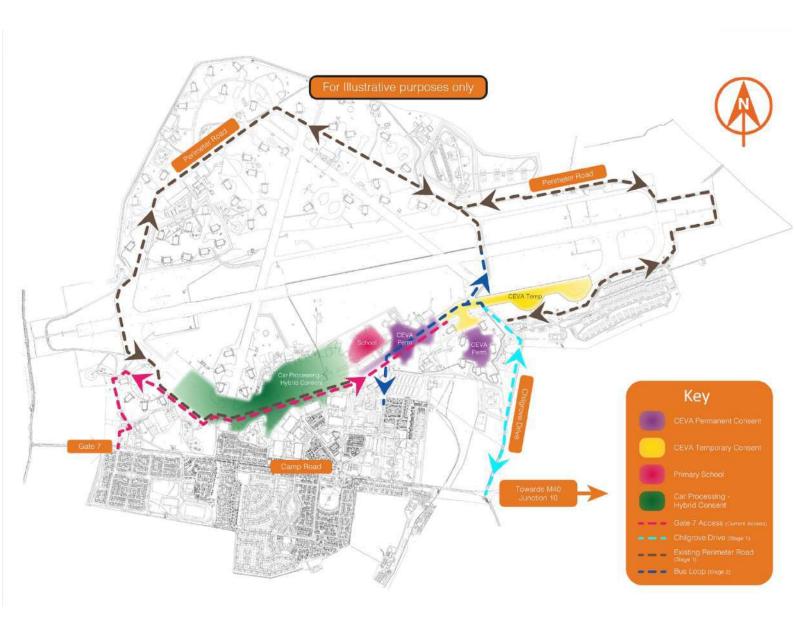
Stage	Description	Effect on CEVA	Site Benefit
Current	Access through Gate 7 on current arrangements	N/A	No change to existing
Stage 1	Signalised junction and Chilgrove Drive delivered	No change to current and proposed use	Removes all Flying Field commercial access from village
Stage 2	Bus Loop connecting Chilgrove Drive and Hampden Square Required for primary school delivery	CEVA Break clause initiated and relocate	Bus loop and Primary School delivered together

Sequencing



Stage	Description	Effect on CEVA
Current	Notification Provided to OCC Education team opening date expected to be September 2028	N/A
Stage 1	School RMA submitted Spring 2024	N/A
Stage 2	Quarterly returns on occupations provided to CDC/OCC allowing all parties to keep track of delivery rates	Faster delivery may mean notice needs to be given to CEVA earlier to allow infrastructure delivery
Stage 3	County will review of occupations the preceding year of planned opening date(anticipated April 2027)	Notice to be given to CEVA to relocate
Stage 4	School construction traffic to access site from perimeter road to allow for bus loop to be delivered in conjunction	
Stage 5	School and Bus Loop Delivered in line with the Hybrid S106 agreement	

5-year temporary consent allows for CEVA to occupy hardstanding in case market conditions means residential occupations are not as anticipated and require a delay in delivering the primary school.

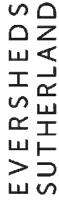


Upper Heyford LP
Heyford Airfield, Temporary Commercial Use
Transport Statement



APPENDIX C

Eversheds Sutherland Letter



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Mr N Cottrell Upper Heyford LP Heyford Park House Heyford Park, Upper Heyford, Bicester, Oxfordshire, OX25 5HD Date: 24 January 2024

Our Ref: MUTTONKZ\344663-000003

Direct: 441159317557

Email: karenmutton@eversheds-sutherland.com

By E-Mail

Dear Mr Cottrell

Development at Heyford Park - Proposed Temporary Car Processing Use

Thank you for providing me with information about the recent application by Upper Heyford LP for a temporary planning permission for `Use of the eastern part of the southern taxiway and the adjacent Hush House building (Building 1368) for car processing operations plus associated works and portable buildings. Planning permission is sought for a 5 year period (LPA reference 23/02827/F).'

You have asked me to clarify the relationship between the development that would be carried out pursuant to a permission if granted pursuant to this application, and the obligations in the planning agreement that binds the a large part of the land at Heyford Park dated 8 September 2022. This agreement, which I refer to as the 'Hybrid Agreement' was completed in connection with the grant of planning permission reference 18/00825/HYBRID. I refer to this permission as the 'Hybrid Permission'.

In the first instance it is useful to understand the planning history of the site at Heyford Park and the context for the Hybrid Agreement, before considering the relationship of the application for temporary planning permission against this context.

The initial planning approvals at Heyford Park

The Original Permission

Planning permission was originally granted on appeal for development of land at the Former RAF Upper Heyford under reference APP/C3105/A/08/2080594 ("the Original Permission"). The application was for development of the application site broadly in two parts: the New Settlement Area, and the Flying Field. An additional part of the application site was to be used for open space.

Prior to the grant of consent, a unilateral undertaking was entered into on 23 January 2009 ("the Unilateral Undertaking"). The whole area within the red line boundary was bound by the obligations in the unilateral undertaking but different obligations applied to different parts. The Unilateral Undertaking was supplemented by a further undertaking dated 13 November 2009 pertaining to elements of the development on the New Settlement Area; a planning agreement dated 18 March 2010 in respect of temporary education provision and public transport contributions related to the New Settlement Area; and a further planning agreement dated 7 July 2010 which provided security for the payments due under the undertakings in respect of the residential development of the New Settlement Area and payments in respect of associated education provision ("the Supplemental Obligations").

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Date: 24 January 2024

Our Ref: MUTTONKZ\344663-000003

Page: 2

In broad terms the development permitted by the original Permission on the New Settlement Area comprised residential and commercial development with supporting infrastructure (such as hotel, school, sports provision). On the Flying Field the development permitted comprised various changes of use including for vehicle preparation and car processing, and for other industrial and storage purposes. Car processing operations on the Flying Field were thereby authorised by the Original Permission. This use remains lawful notwithstanding the implementation of a subsequent permission in respect of part of the Flying Field as detailed below.

The New Settlement Permission

A separate planning application reference 10/01642/OUT ("New Settlement Permission") was subsequently pursued in respect of just the New Settlement Area, which was granted by Cherwell District Council on 22 December 2011 following completion of a planning agreement also dated 22 December 2011 ("Principal Agreement"). Pursuant to the terms of the Principal Agreement when the New Settlement Permission was implemented, the Unilateral Undertaking and the supplemental undertaking and agreements referred to in paragraph 2.3 were discharged insofar as they affected the New Settlement Area. Consequently the remainder of the land at Heyford Park, the Flying Field and the car processing operations thereon, continued to be bound by the terms of the Unilateral Undertaking and Supplemental Obligations.

The Hybrid Permission

A further planning application was made in 2018 under LPA reference 18/00825/HYBRID, resulting in the grant of "the Hybrid Permission" on 8 September 2022. The approach to the application reflected that adopted with the Original Permission, i.e. splitting the application site into two broad areas. A larger area was identified where residential and commercial development with associated infrastructure would be provided (the Pink Land), with a smaller Flying Field Area where the development permitted focussed on changes of use of buildings for employment and other commercial purposes, an area for (permanent) car processing and continued use of buildings areas and structures permitted by previous consents. The description of the approved development includes, inter alia, 20.3 ha of car processing use.

Condition 1 provided that application for approval of all the reserved matters for operational development had to be made to the Local Planning Authority before the expiration of ten years from the date of the permission, and the development begun either before the expiration of five years from the date of this permission or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later. In respect of the changes of use, condition 3 requires that the changes of use to which the permission relates have to be begun not later than the expiration of ten years beginning with the date of this permission. Condition 5 requires the submission and approval of a phasing plan for the entire application site.

The Hybrid Agreement

A new planning agreement ("the Hybrid Agreement") was entered into dated 8 September 2022, to control the development to be carried out pursuant to the Hybrid Permission. The obligations were split into those which bound the Pink Land (new settlement/development area) and those which bound the Green Land (the reduced Flying Field).

In order to regularise the position as between the obligations in the Hybrid Agreement and both the Principal Agreement (where development overlapped with the New Settlement Permission) and the Unilateral Undertaking and Supplemental Obligations (which continued to apply to those parts of the land benefitting from the Original Permission not subsequently covered by the Principal Agreement), the Nineteenth Schedule identified the previous obligations which had been triggered and remained to be complied with; in summary the Hybrid Agreement discharged the existing obligations which remained to be complied with and confirmed that they were to be replaced by the terms of the Hybrid Agreement (save in respect of some Countryside Access provisions in the Principal Agreement were to remain enforceable under the terms of that agreement).

The Hybrid Agreement also makes provision for the obligations in the Hybrid Agreement to bind 'Qualifying Permissions'; these are reserved matters approvals pursuant to the Hybrid

Date: 24 January 2024

Our Ref: MUTTONKZ\344663-000003

Page: 3

Permission, or standalone full planning permissions for part of the defined Development (development of the Site as set out in the Hybrid Application). The Hybrid Agreement also includes a provision confirming that nothing in the Hybrid Agreement prevents development being carried out pursuant to a planning permission other than the Hybrid Permission.

The application for temporary car processing

The first point to note about the application for a temporary car processing use within land at Heyford Park (23/02827/F) is that it does not constitute a Qualifying Application under the terms of the Hybrid Agreement, and will not generate a Qualifying Permission. In particular, the current application is not for a permanent car processing use, as planning permission is sought for the limited period of five years; this is not, therefore, part of the development authorised by the Hybrid Permission

Consequently, the current application for a temporary car processing use as set out in the current application will not be bound by the terms of the Hybrid Agreement. It has to be determined on its own merits, applying Section 38(6) of the Planning and Compulsory Purchase Act 2004. This determination should take account of the current planning context including the grant of the Hybrid Permission and the controls imposed on development pursuant to that consent.

In this context it must be noted that the development permitted by the Hybrid Permission is of a significant scale, to be delivered over a number of years. This is reflected in conditions 1 and 3 of the permission allowing the reserved matters approvals to be submitted, and changes of use implemented, over a period of 10 years. Further, the obligations in the Hybrid Agreement are phased with triggers for delivery of infrastructure or payment of contributions set primarily by occupations of Dwellings and Commercial Units (as permitted pursuant to the Hybrid Permission.

Taking account of the period over which applications for reserved matters approval may be submitted and changes of use be implemented, it is clear that the Dorchester Group, as principal developer at Heyford Park, is likely to seek to make productive use of parts of the site up to the point at which those parts are required for permanent development pursuant to the Hybrid Permission. I understand that is the context in which the application for car processing on a temporary basis has been submitted; this use can be undertaken temporarily in the location identified in the application, pending the establishment of this use in a permanent new location in accordance with the Hybrid Permission. This is itself dependent on the programming of other elements of the development at Heyford Park including the requirement to deliver other uses on parts of the temporary application site, and associated commercial considerations.

The site location plan for the temporary car processing application indicates that the red line boundary straddles the boundary between the Pink Land and the Green Land as defined in the Hybrid Agreement. Those parts of the Pink Land within the temporary application site are proposed for parts of the Creative City, a phase of residential development and extends slightly into the Core Visitor Destination Area which form part of Masterplan Area A as defined in the Hybrid Agreement. It is to the north east of the area identified for the provision of a new educational facility.

Notwithstanding the location of part of the site boundary for the temporary car processing use in within the Pink Land and Masterplan Area A in particular, the grant and implementation of the temporary consent (LPA reference 23/02827/F) would not engage any of the obligations in the Hybrid Agreement.

The obligations in the Hybrid Agreement that relate to Masterplan Area A prevent Commencement of Development on Masterplan Area A unless a plan for the Bus Route and Primary HGV Access has been approved by the County Council, and with no Occupation of a Commercial Unit or Dwelling in Masterplan Area A until, ultimately, the route has been provided to base course level. The defined terms used in relation to these obligations are framed by reference to the development permitted by the Hybrid Permission: commencement of

Date: 24 January 2024

Our Ref: MUTTONKZ\344663-000003

Page: 4

development pursuant to that permission, occupation of a dwelling constructed pursuant to that permission or a commercial unit constructed pursuant to that permission on the Pink Land. Consequently the use of any part of Masterplan Area A pursuant to a temporary consent will not trigger these obligations.

The trigger for provision of the bus and HGV access route prior to occupation of Masterplan Area A is linked to the need for this infrastructure to service the future development of Masterplan Area A, including the proposed new school. The provision of a temporary car processing use within part of this area does not provide justification for delivery of the bus and HGV access route in connection with the temporary use. It is understood that clarification is being provided to Oxfordshire County Council in respect of the vehicle movements associated with the temporary use which support your assertion that the consent for the temporary use will not significantly increase the existing volumes of traffic accessing the Flying Field from current levels and, most particularly, cannot be considered sufficient to require the delivery of the bus and HGV access route in connection with a 5 year temporary permission.

The programming of the development at Heyford Park is complex, particularly in view of the planning obligations to be complied with during the course of the development. I understand that the County Council is concerned about your ability to curtail the use of the car processing area given the need to deliver infrastructure such as the primary school.

The obligations for delivery of the Primary School were of particular concern when the Hybrid Agreement was under negotiation, although it was ultimately agreed (and secured) that no more than 150 Dwellings could be Occupied until a build contract was let for the Primary School, and no more than 400 Dwellings Occupied until the Primary School had been completed and transferred to the County Council. I understand that a reserved matters application is to be made shortly in relation to the school and indeed the bus route.

Given the location of the proposed Primary School site in proximity to the temporary car processing use, it will be necessary for you to exercise sufficient control of the leasing arrangements for the car processing use, such that you have the ability to terminate these arrangements, if necessary, in order for you to be able to deliver the school in accordance with the obligations in the Hybrid Agreement: failure to control the temporary use will otherwise prejudice the delivery of housing, and associated commercial, development. Of course, the grant of permission for a period of 5 years does not mean that the use has to continue for a full five-year period.

I understand that you are preparing a phasing schedule which can be shared with the both the District and County Councils to assist illustrate how the various phases of development permitted by the Hybrid Permission are intended to be implemented, and how the temporary car processing use complements this wider development.

Routeing Agreement

The existing Routeing Agreement for Heyford Park pertains to Regulated Development and Relevant Journeys, both of which are defined by reference to development pursuant to the Hybrid Permission and any Qualifying Permission. In addition, none of the earlier temporary permissions on the current application site (i.e. 13/01599/F, 18/02169/F and 20/03638/F) have been the subject of Routeing Agreements. Notwithstanding this, I understand that the proposed tenant (CEVA) has agreed to adhere to the 'established' routeing arrangements as part of their commercial lease and a letter confirming same has been provided to the local planning authority as part of the updated planning application pack.

Public Rights of Way

As noted above, the Countryside Access obligations which were imposed through the Principal Agreement have not yet been discharged in full. These obligations remain in place. However, although the route for the Aves Ditch Bridleway Connection has not yet been finalised, the grant of a temporary planning permission for car processing works on part of the Hybrid Permission site does not mean that it will no longer be possible to restore the bridleway to an

Date:

24 January 2024

Our Ref:

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Page: 5

alignment inside and across the Flying Field. This is a matter for the Dorchester Group to discharge pursuant to the Principal Agreement, whether the route is proposed on a permanent basis, or could be moved on the expiration of the temporary permission.

Conclusion

I trust this letter assists in clarifying the relationship between the obligations which currently bind the land at Heyford Park, and what impacts there may or may not be, if the District Council granted permission for car processing on part of the Heyford Park site pending development pursuant to the Hybrid Permission. However if I can assist further then do not hesitate to contact me.

Yours sincerely



Karen Mutton *Legal Director*Eversheds Sutherland (International) LLP

Upper Heyford LP
Heyford Airfield, Temporary Commercial Use
Transport Statement



APPENDIX D

OCC Response

OXFORDSHIRE COUNTY COUNCIL'S RESPONSE TO CONSULTATION ON THE FOLLOWING DEVELOPMENT PROPOSAL

District: Cherwell

Application no: 23/02827/F

Proposal: Use of the eastern part of the southern taxiway and the adjacent Hush House building (Building 1368) for car processing operations plus associated works and portable

buildings. Planning permission is sought for a 5 year period.

Location: Land At Heyford Park, Camp Road, Upper Heyford, Oxfordshire, OX25 5HD

Response Date: 28/11/2023

This report sets out the officer views of Oxfordshire County Council (OCC) on the above proposal. These are set out by individual service area/technical discipline and include details of any planning conditions or Informatives that should be attached in the event that permission is granted and any obligations to be secured by way of a S106 agreement. Where considered appropriate, an overarching strategic commentary is also included. If the local County Council member has provided comments on the application these are provided as a separate attachment.

Application no: 23/02827/F

Location: Land At Heyford Park, Camp Road, Upper Heyford, Oxfordshire, OX25 5HD

General Information and Advice

Recommendations for approval contrary to OCC objection:

If within this response an OCC officer has raised an objection but the Local Planning Authority are still minded to recommend approval, OCC would be grateful for notification (via planningconsultations@oxfordshire.gov.uk) as to why material consideration outweigh OCC's objections, and to be given an opportunity to make further representations.

Outline applications and contributions

The anticipated number and type of dwellings and/or the floor space may be set by the developer at the time of application which is used to assess necessary mitigation. If not stated in the application, a policy compliant mix will be used. The number and type of dwellings used when assessing S106 planning obligations is set out on the first page of this response.

In the case of outline applications, once the unit mix/floor space is confirmed by reserved matters approval/discharge of condition a matrix (if appropriate) will be applied to establish any increase in contributions payable. A further increase in contributions may result if there is a reserved matters approval changing the unit mix/floor space.

Where a S106/Planning Obligation is required:

• Index Linked – in order to maintain the real value of S106 contributions, contributions will be index linked. Base values and the index to be applied are set out in the Schedules to this response.

Administration and Monitoring Fee - TBC

This is an estimate of the amount required to cover the monitoring and administration associated with the S106 agreement. The final amount will be based on the OCC's scale of fees and will adjusted to take account of the number of obligations and the complexity of the S106 agreement.

 OCC Legal Fees The applicant will be required to pay OCC's legal fees in relation to legal agreements. Please note the fees apply whether a S106 agreement is completed or not.

Security of payment for deferred contributions - Applicants should be aware that an approved bond will be required to secure a payment where a S106 contribution is to be paid post implementation and

• the contribution amounts to 25% or more (including anticipated indexation) of the cost of the project it is towards and that project cost £7.5m or more

- the developer is direct delivering an item of infrastructure costing £7.5m or more
- where aggregate contributions towards bus services exceeds £1m (including anticipated indexation).

A bond will also be required where a developer is direct delivering an item of infrastructure.

The County Infrastructure Funding Team can provide the full policy and advice, on request.

Application no: 23/02827/F

Location: Land At Heyford Park, Camp Road, Upper Heyford, Oxfordshire, OX25 5HD

Transport Schedule

Recommendation:

Objection for the following reasons:

- The impact of an increase in HGV movements along Camp Road has not been assessed or justified.
- The intensification of use of the site by HGVs, and the occupation of the "Hush House", would require the construction of the Bus Route and Primary HGV Access to binder course level.

Comments:

Introduction

This application is for the use of part of the Heyford Park site for car storage and processing over a period of five years. Similar applications on a comparable red line area have been previously approved.

Traffic impact

The Transport Statement (TS) focusses on the movement of the 40 staff likely to be on site daily. There will be two shifts, so commutes will generally be outside of the network peak hours. The level of employment is likely to be similar to that of previous operations at the site, so can be considered as acceptable.

Information in the TS on the number of HGV (car transporter) movements is lacking. Sections 4.4.2, 5.2.9 and 5.2.18 state that there will be up to 100 HGV movements per day in the peak periods (June to September). There is no explanation as to how this figure is derived. Movements for off-peak months are not given.

5.2.18 says "...it can be concluded that this [100 HGV movements per day] will have a negligible impact on the local highway network." However, there is no justification of this statement and no attempt to assess the impact on the local highway network, which is a reason for objection.

In the Technical Note titled "Response to Highway Officer Comments on behalf of Paragon Fleet Solutions Ltd", dated 1 April 2019 and submitted with application ref. 18/02169/F, the

transport consultant confirms that "The number of HGV movements to and from the site will therefore remain at no more than 25 per day, as per the current situation."

Given that it is now being proposed that operations will require up to 100 car transporter movements per day, that is a four-fold increase which will have an unacceptable impact, given that all access is via the gate at the western end of Camp Road. Camp Road passes through the village centre of Heyford Park, has traffic calming in the form of build-outs and vertical deflections, and accommodates relatively high volumes of pedestrians, cyclists and, in particular, schoolchildren walking and cycling between the school which is split between two sites on opposite sides of Camp Road.

Application 18/02169/F clarifies that the car processing capacity will be 8,000 vehicles per annum, while the number of car parking spaces will be 7,869.

In contrast, the TS for the current application says that "...approximately 10,000 cars would be processed at the application site" (4.2.1) and "...from a current storage capacity of 3,000 vehicles up to 10,000 vehicles" (6.1.1).

It is acknowledged that an intensification of use is proposed, but the scale of the increase must be clearly calculated and explained.

It is realistic that the storage capacity can be increased from 7,869 (or 3,000) to 10,000, when the red line area is virtually the same as before?

It would be helpful to have a clear distinction in all documents on the number of cars being *transported on/off site* and the number being *stored*.

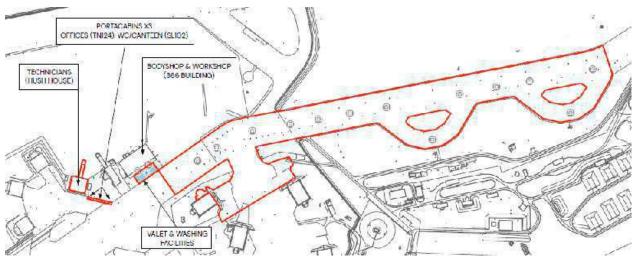
Legal agreements

Since the last permission for temporary car parking, the S106 for the Heyford Park development covered by application no. 18/00825/HYBRID has been signed.

The red line area for the current application falls partly within the area designated as Area A (shown in blue) in the S106.

Section 2 of the Seventeenth Schedule in the S106 details the covenants with respect to the provision of the Bus Route and Primary HGV Access road. The road must be completed to binder course prior to first occupation of any commercial unit or dwelling on any part of Area A. The intention of this covenant is to provide a more suitable HGV route into the site rather than continuing the HGV traffic on the currently used route via the south-west corner of the airfield and Camp Road through the village centre, which has been altered to provide a better environment for sustainable travel modes.

As these proposals will intensify the use of the car storage area and increase HGV movements, it is considered that this triggers the need for the Bus Route and Primary HGV Access road to be delivered first. Furthermore, the proposals include the occupation of the Hush House building, which is within Area A.



Extract from Site Location Plan



Extract from 18/00825/HYBRID S106 showing Area A

As the new route will not be available, this is a reason for objection.

Phasing plan

If the application is approved and car storage is allowed for a period of five years, this may have consequences for the future delivery of the Bus Route and Primary HGV Access, which may be triggered by other requirements such as the provision of the primary school. The western half of the red line area will be required for the construction of this road. How will the car storage use be curtailed to enable construction to take place?

A Phasing Plan or similar should be provided to demonstrate the scheduling of these future activities.

Routeing agreement

It will need to be ensured that the Routeing Agreement (dated 8 September 2022), which in turn references the 2014 Routeing Agreement, is made applicable to this application, if permitted.

Public Rights of Way

It should be noted that the alignment of the Aves Ditch bridleway connection has not been fully clarified and finalised so this extension of the temporary permission could preclude restoration to an alignment inside and across the Flying Field.

Works to restore/recreate the Aves Ditch bridleway, which are still outstanding, are required by the terms of the S106 for application no. 10/01642/OUT.

Officer's Name: Roger Plater Officer's Title: Transport Planner

Date: 20 November 2023

Application no: 23/02827/F

Location: Land At Heyford Park, Camp Road, Upper Heyford, Oxfordshire, OX25 5HD

Lead Local Flood Authority

Recommendation:

Objection

Key issues:

No Drainage related documents submitted

Detailed comments:

Thanks for providing the documents. These have all been reviewed, there are outstanding drawings and documents that needs to submitted.

We would advise that there is **insufficient information** available to comment on the acceptability of the proposed surface water drainage scheme for the proposed development.

Our information requirements in support of an full application are outlined in our document Local Standards and Guidance for Surface Water Drainage in document:

<u>Surface Water Drainage - Oxfordshire County Council - Flood Toolkit (oxfordshirefloodtoolkit.com)</u>

Further details of the proposed drainage system must be included. This includes, but is not limited to, the following:

- a. Calculation of existing greenfield runoff rates from the site area.
- b. Topography plan
- c. Detailed Drainage Plans
- d. As the site is currently greenfield/brownfield, evidence that surface water discharge from the proposed development will not exceed existing greenfield runoff rates

- e. Calculations demonstrating the proposed attenuation has sufficient volume to contain a number of return periods, up to and including the 1 in 100 year, for a range of storm durations, from 15 minutes up to 10080 minutes.
- f. Further details of the attenuation proposed, including depths and volumes.
- g. An operation and maintenance plan, including details of every aspect of the proposed drainage system, and details of who will be responsible for the maintenance.
- h. An exceedance plan demonstrating that flooding will not be routed towards buildings in the event of the proposed drainage system failing.

Officer's Name: Shada Hasan Officer's Title: LLFA Engineer Date: 27 November 2023 Application no: 23/02827/F

Location: Land At Heyford Park, Camp Road, Upper Heyford, Oxfordshire, OX25 5HD

Archaeology

Detailed comments:

The site lies in an area of significant archaeological interest and potential, and Historic England and the Cherwell Conservation Officer should also be consulted on this application. The applicant has submitted a Heritage Assessment with this application, however, this does not use up to date HER information, obtained from the Oxfordshire HER. The consultation of Heritage Gateway is not appropriate for planning purposes.

The proposals do not appear to have any new below ground impacts, and therefore, there are no archaeological constraints to this scheme.

Officer's Name: Victoria Green

Officer's Title: Planning Archaeologist

Date: 10th November 2023

Upper Heyford LP
Heyford Airfield, Temporary Commercial Use
Transport Statement

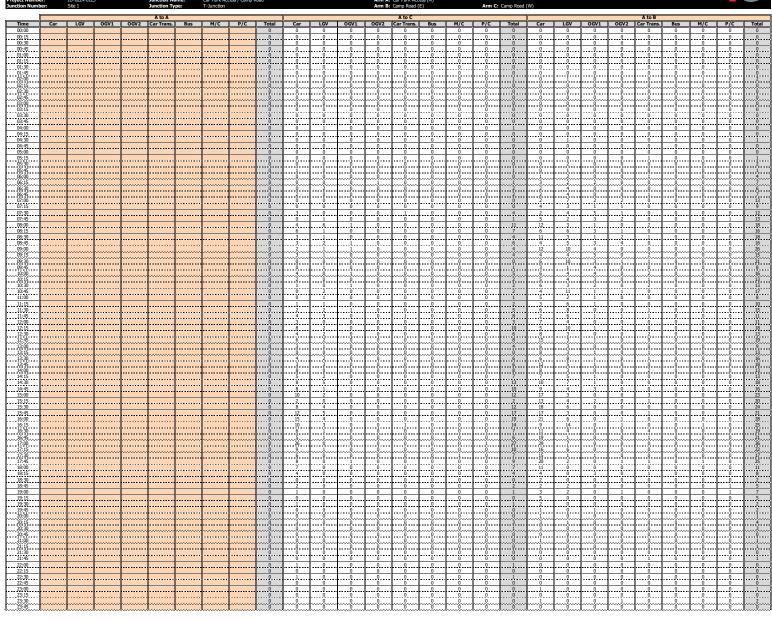


APPENDIX E

MCC Survey Data

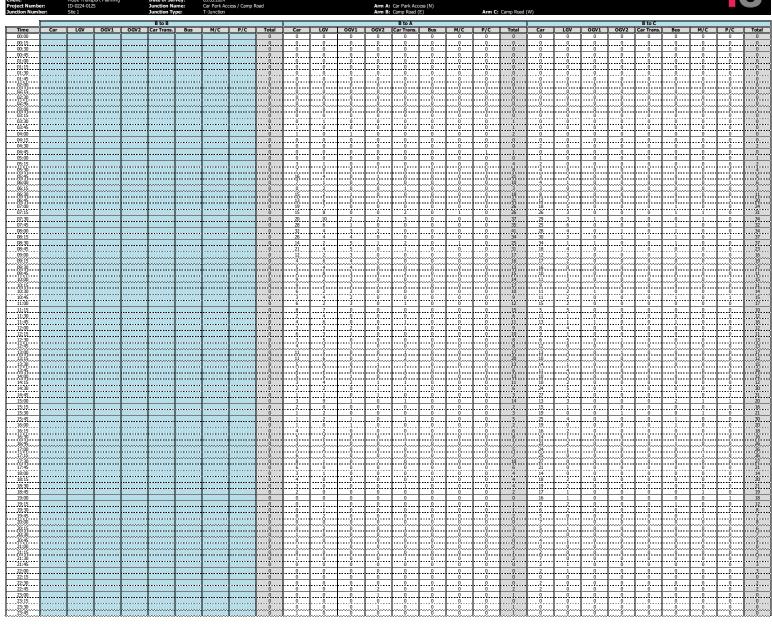
05.03.2024 Car Park Access / Camp Road

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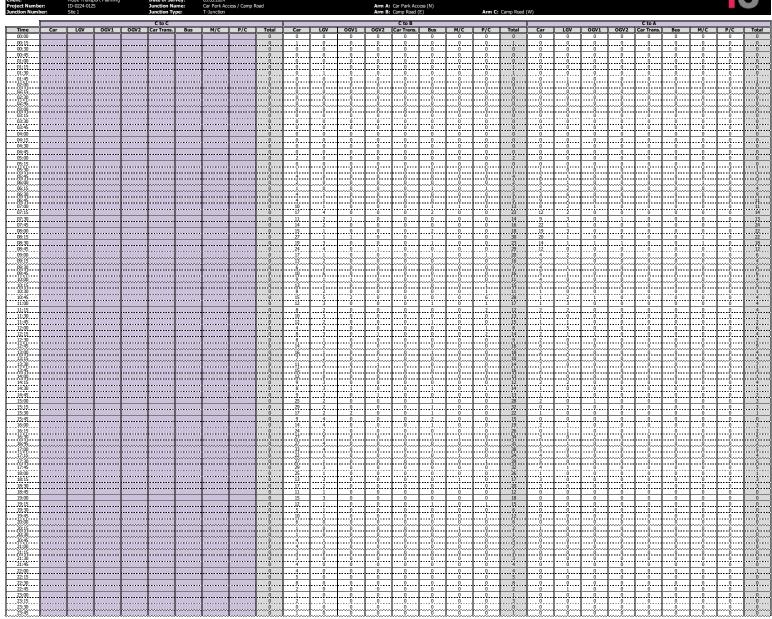
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05.03.2024 Car Park Access / Camp Road



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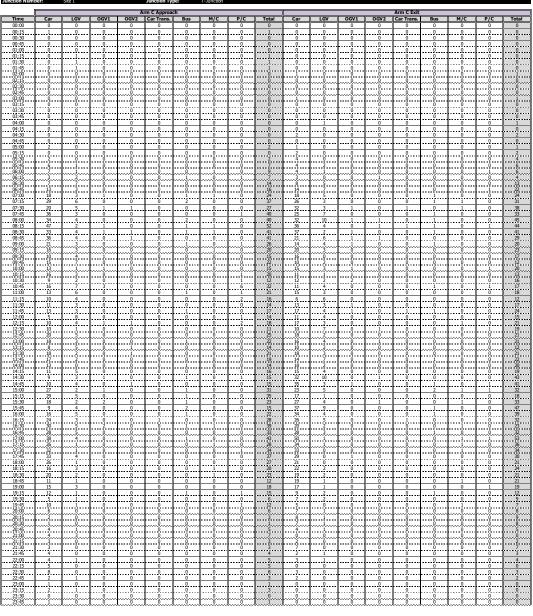
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Intelligent Data Collection Limited 05.03.2024 Car Park Access / Camp Road Arm B Approach Arm B Exit Car LGV OGV1 OGV2 CarTrans, Bus M/C P/C Total Car LGV OGV1 OGV2 CarTrans, Bus M/C P/C Total 00:15 00:30 00:45 0 01:00 0 Ô 0 0 0 0 0 0 0 Ō 0 0 0 0 0 0 0 0 0 0 04:15 04:30 0 0 1 0 1 2 0 13 6 26 08:00 60 8 08:15 56 7 98:15 39 7. 08:20 48 3 6. 08:45 39 8 5. 09:00 24 5 3. 09:15 21 8 4 74 33 29 54 28 33 29 35 17 30 12 26 13 29 15 6 9 11 6 13 7 41 45 11:15 13 12 8 15:15 17 1 0 0 0 0 0 15:35 15:35 20 2 0 1 0 0 52 15:45 16:00 0 0 1 0 1 0 21 0 1 18 19:00 16 1 0 0 0 0 18 5 0 0 25 0 1 0 0 0 0 0 0 0 0 0 0 3 0 0 0 22:00 1 0 0 0 0 4 3 0 2 0 0 0 0 0 0 0 0 1 0 0 8 0 2 0 2 0 2 1 1 0 22:30 22:45 23:00

Start Time				Rollin	g Hour				Total				Rollin	g Hour				Total
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06:45	152	49	3	3	6	2	3	0	219	52	26	9	4	1	3	1	0	96
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09:00	78	26	14 14	2	2 2 4	1	1	0	124	71	37	15 16 17	1 1	3	1	1	1	131
09:15	74	26	14	2	2	0	1	1	120	57	31			5	0	1	0	112
09:30 09:45	67	21	14 13	1	4	0	0	1 1	107	58 60	30 22	15 14	1 0	4 5	0	0 0	1	109 103
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12:15	64	25 29 26	2	2 3	1	1	1	1	97	80 82 83	26 18 24	2	3	2 3	1	0	2	116
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14:15 14:30	83 87	23	1	3	2	3	1	2	122	120	30 28		1	4	3	0	1	164
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15:00 15:15	79 83	21 9			2	2	1	h	111 99	145 138	26 31		1	5		}	-	185 181
15:30	86	12	2	1	1	2	1	0	105	129	41	4 2 0	2	1	4	1	0	180
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Client: Project Number Mode Transport Plannir ID-0224-0125

Date of Survey Junction Name 05.03.2024 Car Park Access / Camp Road T-Junction



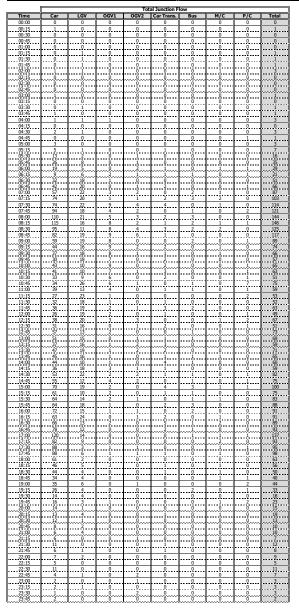
Start Time					g Hour		1		Total					g Hour				Total
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08:15	137	13	2		0	3	2	1	160	108	16	3	2	1	3	0	1	134
08:30	106	14	1	2	0	2	2	1	128	92	15	3 2	1	<u>0</u>	2	0	0	113
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09:45	54 53	13	1	0	0	0	0	2	69	48	. 8	4	0	0	0	0	1	61
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14:15 14:30	57	14 14	2	1	0	2	0	1	77 96	105 107	22 19	1	1	0	3	1	2	135 134
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15:30	67	14 17	2	0	1	4	0	0	88 104	124	22	0	1	1	2	1	0	151
15-45	79	17	2	0	1	4	1	0	104	117	20	0	0	1	2	1	0	141
16:00 16:15 16:30 16:45 17:00	98 120 122	18 17 15 11	2	0	1	2	1	0	122 143 143	108 124 132 145 146	14	0	0	1	2	1 2	0	126 140 144
16:30	122	15	2 2	0 0	0	2	2		143	132	11 7	0	0		1	3	 	144
16:45	124 129	11		0		î	Ĩ.	ī		145	5	9	0		1î	3	1	155
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	117 107	. 7	0	0	0	0	1	1	126	117	1	. 1		0	0	2	0	121
17:30	10/ gc	9 10	0	0 0 0	0			1	118	105 91	2		0	<u>U</u>	0 0 0	1	0 0 0	
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18:30	58	7	0	0		1	1	1	68 51	64	6	0	0	0	1	1	1	73
18:45	43	6	0	0	0	سباسا	0	سليسا	51	52 38		0	0	0	سنبسا	سباسا	سيلسا	61
19:00 19:15	42	6	0	0	0	1	0	2	51	38	5	0	<u>0</u>	0	1		2	47 36
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20:15	11	4	0	0	0	0	1	0	16	19	3	0	0	0	0	0	0	22
20:30	12 14	4	0	0	0	0	0	0	16	13	2	0	0	0	0	0	0	15
20:45 21:00	14	<u>4</u>	0	0	0	0	0	0	18	<u>13</u>		00	0	0	0	0	0	14
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	16 13	2	0	0	0	0	0	0	17 15	?	0	0	0 0 0		0	0	0 0 0	5
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22:15 22:30 22:45 23:00	13 5 4	2	0	0	0	0	0	. 0	7	2	0	0	0	0	0	0	0	2

Project Numb

Mode Transport Plann

Junction Name

05.03.2024 Car Park Access / Camp Road T-Junction





Start Time				Rollin	g Hour				Total
00:00		0		0	0		0	00	
00:00 00:15 00:30	. 1 0	0	0	0	0	0	0 0 0	0	1
00:45	0	2	0	0	0	0	0	0	2
01:00 01:15	0 1	3 4		0	0		0 1	0	6
01:30 01:45	1	3	0	0	0	0	1	0	5
02.00	1	2 1	0	0		0	1	0	4
02:15 02:30 02:45 03:00 03:15		0	0	0	0	0	1 0	0	1
02:30				0			0		
03:00	2	1	0 0	0 0	0	0 0	0	0 0 0	3
03:15	2	2	<u>1</u>	0	0	0	0	0	5
03:45	4	2 2	1	<u>0</u>	0	0	0	0	7
04:00 04:15	3	2	1	0	0	0	0	1	7
04:15	5 10	2		0	0		0		7
04:30 04:45 05:00	21 47	2	. 0 0	1	1	. 0	0	1	14 27 61 87
05:00	47 62	11	0	2	1	0 0	0	0	61
05:15 05:30	63 67	16 21	0 2	5	2	1	î	2	101
05:45	86 102	37 49	3	4	2	1	1	2	136 167
06:00 06:15	140	66	3 6	4	4 3	 3	1	2	225 307
06:15 06:30	140 205	80	5	4	3 4	5		-	307
06:45 07:00 07:15	247 299 352	84 82 81	13 17 19	8 9	8 6	5 6	4	2	370 425 482
07:15		81		10	6 8	7	3	2	482
07:30 07:45	393 414	77 66	26 25	11 11	7	6		3	525 536
08:00 08:15	414 402	66 67	30	15 12	6 7		3	í	525 536 532
08:15	351	65	33	12 12	5 6	6 4	3	2 1	4//
08:30 08:45 09:00 09:15 09:30	280 222 170 154 151	65 72 71 62 56 47	34 34 32 33 31 29 28	9	4	2	2	1	405 346 286 262 251
09:00	170	71	32	3	4 5 7	2	2	1	286
09:15	154	56	31	2	8	0	1	2	252
09:45 10:00	147 151	47	29	1	9	0	0	3	236 254
10:00 10:15	151 147	55 58	28		<u>7</u>		0	10 10	254 248
10:30	147 133	58 71	23 17 12	ī	3	2	0	11	248 238
10:45 11:00	132 134	80 73	12 8		2	- 2	0	10 3	239 227
11:15 11:30	121	79	6	1	5	2		3	217
11:30	121 132 131 152 177	79 76 74 68	8	4	<u>5</u>			3	217 231 230 240 260
11:45 12:00 12:15	152	68	. 7 7	4	3	1	î	4	240
12:15	177	64	5 3	5	3	2	1	3	260
12:30 12:45	176 192	64 60 63	4	5	6	2	0	0	252 272
13:00	180	66	3 4	5		2		0	264
13:15 13:30	173 172	61 63	6		8	2	1	0	264 255 255 266 276 316 332 333
13:30 13:45	172 178	66 62 71 63	7	3	7	3	1	1	266
14:00 14:15 14:30	188 214 239	71	10 11	5	6	3	1	2	316
14:30	239	63	11 10	4	6	5 6	1	3	332
14:45 15:00	250 259	55 61	10 7	3	5 7	6 8	2	2 1	333
	261	57	6	ż	<u>-</u>	7	i	0	346 337
15:30 15:45 16:00 16:15 16:30	263 265 279 327 346	57 71 70 64 63 48	4 4	3	4 9	6 6	2	0	353 359 364 410 412
16:00	279	64	3	2	9	4	3	0	364
16:15 16:30	327 346	63 48	2	1	9 7	3	4 5	1	410 412
16:45	368	38		<u> </u>	2	2	4	2	418
16:45 17:00 17:15 17:30 17:45	368 378	32	2	2		1	5	2	418 423 349
17:15	319 283	20 16 17	2 5	2	2	0	3	1	349 312 267
17:45	239	17	4	1	3	0	3	0	267
18:00 18:15 18:30 18:45	185 159	15 19	3	0 1	2	0	3		209 190
18:30	139 109	18	0	1	1	2	2	4	167
18:45 19:00	109 91	18 17	0 1		0	2		<u>4</u>	135 118
19:15	70	12	1	Ô	0	2	î	3	89
19:30	57	12 9 8		0	<u>1</u>	0	2	2	75
19:45 20:00	55 47		1 0	0	i	0	1	2 0	75 70 57
20:15	39	11	,	0	<u>i</u>	0	1	. 0	52
20:15 20:30 20:45 21:00 21:15 21:35 22:45 22:00 22:45 22:45 22:45 23:00	39 32 31 29	7 6	0	<u>1</u>	0 1	0	0	0 0 0	52 40 39 37
21:00	29	5		i	2	0	0		37
21:15	30 29 29 27 22 19	3	0	1	2	0	0	0	36 34 33 32 26 24
21:45	29	3		ő	1	0 0 0	0	0	33
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22:45	9	2	0	5	0	0 0	0	0	16
		1 1	U		U	U	U		- 11

05.12.2023 Heyford Park / Camp Road

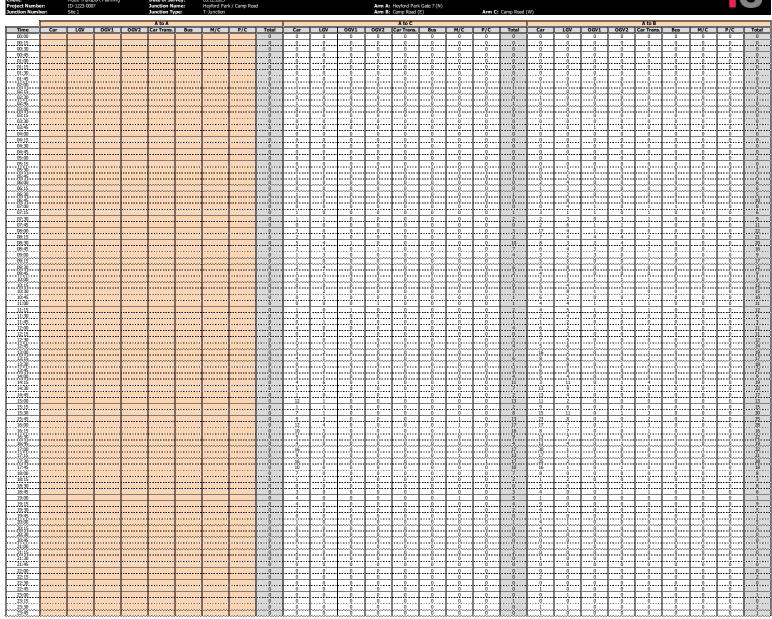
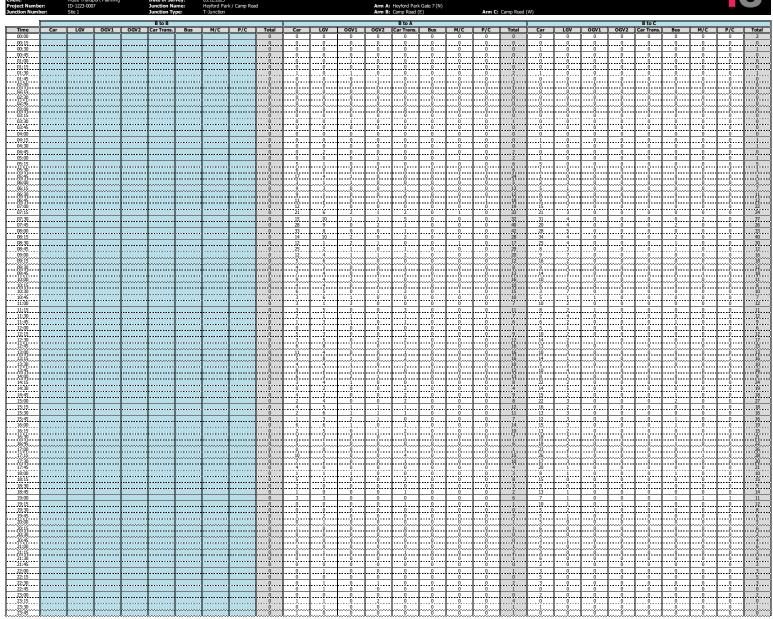


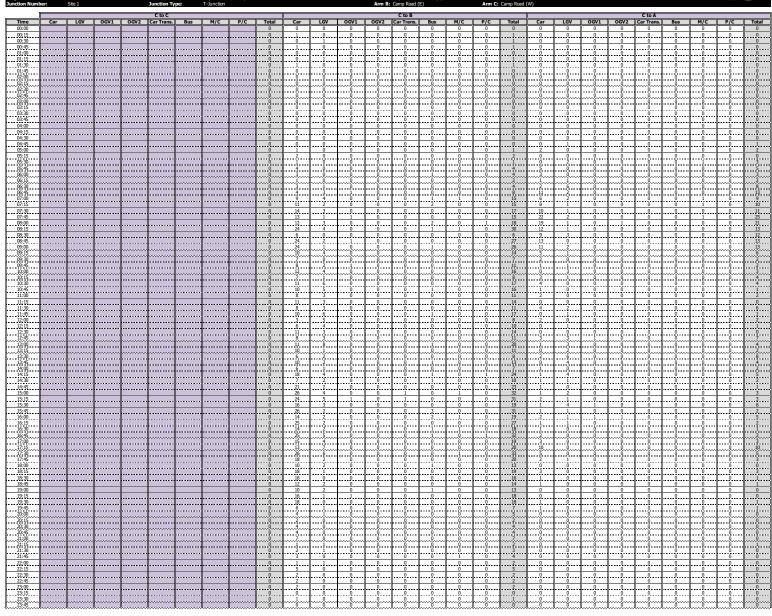
Chart Time	1	Rolling	Hour		Tabal 1		Rolling Hour		I Total I		Rolling Hour		Tatal
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07:30 07:45	0 0 0		0		0 0	4 1 1	00		7 28 15 34	17 6 17 8	9 6	0	0 0 63
07:45 08:00 08:15	0 0 0	ő	0	ŏ ŏ	0 0 0 0	2 8 1	000	0 0	22 38	15 10	9 6 8 7	0	0 0 74 0 1 79
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10:15 10:30 10:45 11:00	0 0 0	0	0	0 0	0 0	3 1	1 0	0 0	5 20 7 19	18 3 19 3	3 4 3 4 2 4	0	0 0 48 0 0 48 0 0 39 0 0 32
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11:45 12:00 12:15 12:30 12:45			0			1 0	0 0		10 23	16 2	1 6	ŏ	0 0 48
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13:30	0 0	Ö	0	0 0	0 0	11 0	1 0		19 20	31 3	2 6		1 0 63
13:30 13:45		0	0		0 0	11 0 2 12 0	1 0	0 0		32 4	1 4	0	0 0 68 1
14:00 14:15	0		0	000	0 0	3 9 0 2 9 0 9 4 0	····		25 27 24 34 33 40 24 46	28 1 26 1 21 1	1 4	0	0 0 68 0 72 0 0 68
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17:15	0 0 0	0	0		0 0	2 3 0 4 1 0 8 1 0	9 0	0 1	47 66 36 50	5 0	1 1		57
17:45	0 0	0	0	0 0	0 0	B 1 0	0 0	0 1	36 50 19 30 12 18	3 1	3 0	0	0 0 57 0 0 37
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20:00	+	<u>ö</u>	0		ö	·			i	2 0	ŏ	<u></u>	0 10
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22:30 22:45 23:00			9		<u></u>	<u> </u>		9 9	1 2	<u></u>	ģģ	<u>.</u>	<u> </u>
23:00	<u>, , , , , , , , , , , , , , , , , , , </u>	<u>, 0 1</u>	Ü						1 2	<u> </u>	v J 0	U	4 JU JU JU

05.12.2023 Heyford Park / Camp Road T-Junction



Start Time			Rolling	Hour		To	otal		Rolling	g Hour		Total		Rol	ing Hour		Total
00:00	0 0	0	0	0	0 0	0	0 0	0 0	0	00	0 0	0 3	0 0	0	0	0	0 0 3
00:15 00:30	00		0	0		0	0 0	0 1	0	0 0	00	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0		0	<u>0</u>	
00:45 01:00	0 0	0	0	0	0 0	0	0 1	0 2	0	0 0	0 0	3 1	0 0	0	0	0	0 0 1
01:00	 			0			0 1	0 2 0 1	3	 		4				0	
01:30	0 0		Ö	0	0 0	Ō	0 1	0 1 0 0	3	0 0	Ö Ö	5 1	ō ō	Ō	Ō	Ō	0 0 1
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04:45	0 0	0	0	0		0	0 11	3 0	1	0 0	1 0	16 7	0 0	0	0	0	0 0 7
05:15							0 31	6 2	0		2 0	41 9	3				0 0 12
05:30	0 0	0	0	0	0 0		0 35	8 2	0	1 0	2 0	48 9	4 0	0		0	0 1 14
06:00			0				0 38 0 32	7 1	1	6 0	0 1	54 14 48 22	12 0	····	0	0	0 1 24 0 1 35
06:15 06:30	0 0	0	0	0	0 0	0	0 41	13 0	1	6 0	0 1	62 35	16 0	0	0	0	0 1 52
06:30 06:45			<u>0</u>	0			0 53 0 59	25 3		7 0 10 0	1	82 51 102 76	18 0 17 0				0 0 69 2 0 95
06:45 07:00 07:15	0 0	0	0	0	0 0	0	0 76 0 97	25 3 32 3 33 3	4	8 0	1 0	102 76 124 87 147 100	18 0 16 0	0	0	2	2 0 95 2 0 109 2 0 120
07:30		0	-	0			0 9/	33 3 37 3	3	 		14/ 100 142 113	16 U 17 0			4	2 0 120 2 0 136
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08:45 09:00 09:15 09:30	0 0	0	0	0	0 0	0	0 46 0 28 0 25 0 24	17 3	1	3 0	0 0	49 49	9 0	0	0	0	1 0 59
09:30 09:45	00	0	0	0			0 24 0 26	15	3 4	4 0	1 0 0	47 39 54 33	13 0	<u>0</u>	0	0	1 0 49 1 0 47
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05.12.2023 Heyford Park / Camp Road



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Intelligent Data Collection Limited 05.12.2023 Heyford Park / Camp Road T-Junction Arm A Approach Arm A Fyit Car LGV OGV1 OGV2 CarTrans, Bus M/C P/C Total Car LGV OGV1 OGV2 CarTrans, Bus M/C P/C Total 00:15 00:30 00:45 0 01:00 0 0 Ô 0 0 0 0 0 0 Ō 0 0 0 0 0 0 0 04:15 04:30 5 1 6 2 22 4 6 1 10 4 07:30 11 25 11 1 5 43 08:00 08:15 20 08:30 08:45 29 10:15 10:30 11:15 12:00 1 2 1 1 2 15:15 10 7 0 15:30 22 12 0 0 0 0 1 3 0 0 0 17 0 0 38 6 6 3 10 15 11 11 12 7 15:45 16:00 0 0 9 1 0 6 ___0____ 0 1 19:00 0 0 0 0 3 0 0 0 19:15 19:30 0 4 1 0 0 0 0 0 0 0 0 1---0 22:00 0 0 1 0 0 1 0 9 0 0 1 0 0 0 1 0 0 0 1 0 0 0 0 1 0 22:30 22:45 23:00

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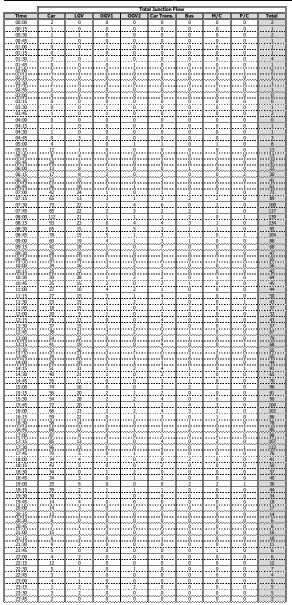
Intelligent Data Collection Limited Client: Mode Transport Flanning Date of Survey: 05.12.2023 Project Number: 10-1222-0007 Junction Name: Heyford Park / Camp Road Junction Number: Ste 1 Junction Type: 7-Junction

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Project Numb

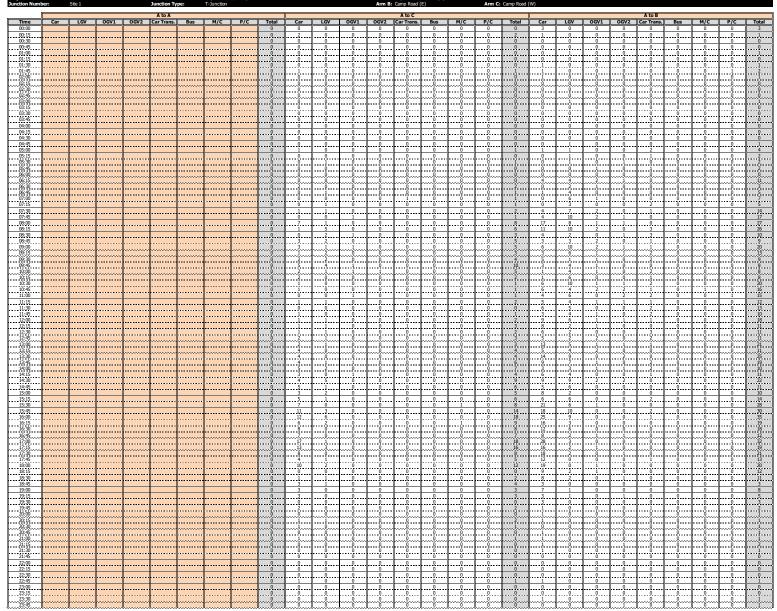
Mode Transport Plann ID-1223-0007 Date of Survey: Junction Name: Junction Type: 05.12.2023 Heyford Park / Camp Road T-Junction





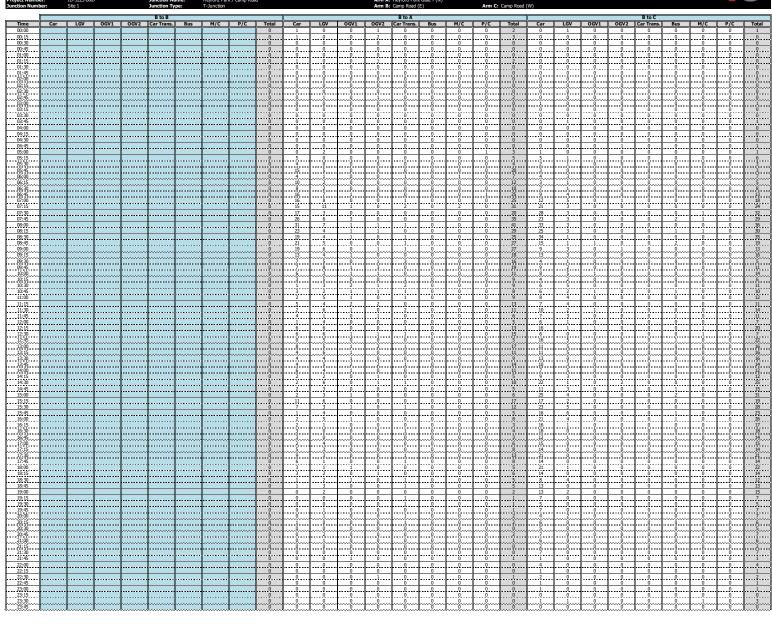
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11:15 11:30	88 87	54 52	6 3	2	8	2	0	1 1	162 155
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		91	8	6	. 12	7		0	377
15:30 15:45	251	93	6	<u>6</u>	13 10	7 8	6 8	0	382
16:00	251	71	6 4	4	10 9 6 7	6	5	1	351
15:30 15:45 16:00 16:15 16:30	251 255 255 251 272 298	93 79 71 56 47	<u>2</u> 5	2 1	7	3	5 6	1	382 370 351 347 368
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06.12.2023 Heyford Park / Camp Road



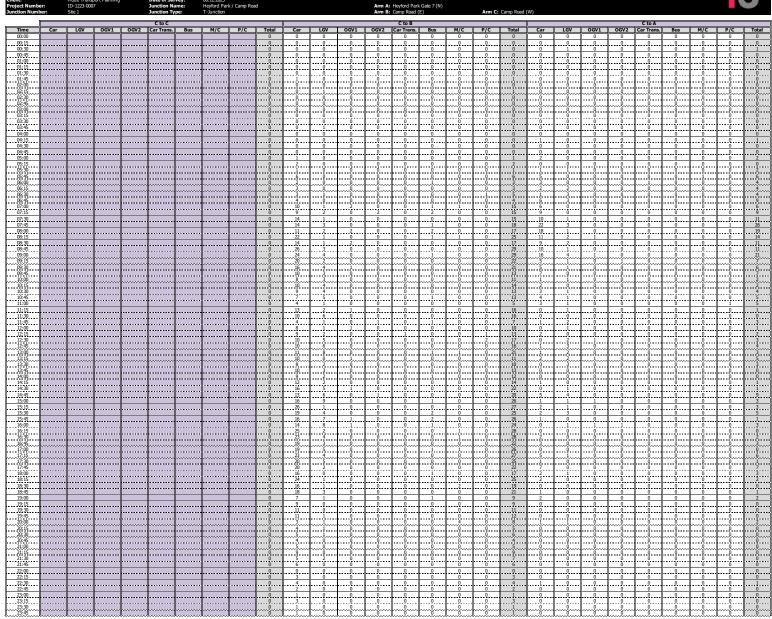
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06.12.2023 Heyford Park / Camp Road T-Junction



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06.12.2023 Heyford Park / Camp Road



Start Time		Rollin	ng Hour		Total			Rolling	Hour		Total			Roll	ng Hour		Total
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Intelligent Data Collection Limited 06.12.2023 Heyford Park / Camp Road T-Junction Arm A Approach Arm A Fyit Car LGV OGV1 OGV2 CarTrans, Bus M/C P/C Total Car LGV OGV1 OGV2 CarTrans, Bus M/C P/C Total 00:15 00:30 00:45 01:00 0 0 0 0 0 0 0 0 Ō 0 0 0 0 0 0 0 0 04:15 04:30 5 0 5 1 20 5 7 1 12 4 0 1 0 0 0 0 0 0 0 07:30 27 48 08:00 08:15 08:30 08:45 28 6 36 38 6 11:15 14 12:00 0 2 0 0 0 0 0 20 1 0 36 15:15 11 7 0 15:30 28 6 1 20 15:45 16:00 0 0 7 0 0 11 0 1 19:00 10 1 0 0 0 2 0 0 20:15 2 1 0 20:30 1 0 0 1... 1---1 0 0 22:00 0 0 0 0 0 9 0 0 2 0 0 0 0 0 0 0 0 22:30 22:45 23:00

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Intelligent Data Collection Limited 06.12.2023 Heyford Park / Camp Road T-Junction Arm B Approach Arm B Exit Car LGV OGV1 OGV2 CarTrans, Bus M/C P/C Total Car LGV OGV1 OGV2 CarTrans, Bus M/C P/C Total 00:15 00:30 -----00:45 01:00 0 0 0 0 0 Ō 0 0 0 0 0 0 0 0 0 0 04:15 04:30 0 0 0 111 06:30 15 06:45 25 07:00 28 07:15 36 11 13 14 07:30 45 6 18 8 29 08:00 08:15 64 48 28 10 08:30 08:45 18 29 30 23 10:15 10:30 11:15 18 28 12:00 0 32 7 40 10 15:15 28 8 0 15:30 30 8 1 0 0 36 0 0 40 41 15:45 16:00 0 0 0 0 0 21 14 19:00 13 4 0 0 0 0 2 0 0 0 19:15 19:30 12 14 0 1 0 0 1 1 0 0 0 1 0 0 0 1 0 0 0 0 0 0 0 1---22:00 0 4 0 0 0 0 3 0 0 0 1 0 0 0 1 22:30 22:45 23:00

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Intelligent Data Collection Limited Client: Mode Transport Planning Date of Survey: 06.12.2023 Project Number: 10-1222-0007 Junction Name: Heyford Park / Camp Road

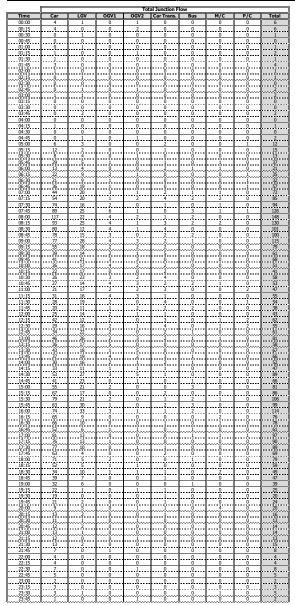
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15:45	81 86	22 18	3 2	1	0	3	2	<u>0</u>	112 110	108	22 14	0	0	<u>0</u>	2	1	0	133
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18:30 18:45	53 48	5	0	0	0		2	<u>0</u>	61 53	51 47	8	0	0	0	0	0	0	59 50
18:45 19:00	40	2	<u>V</u>		-		<u>V</u>	0	43	40	2	y	V	-	·	<u>V</u>		42
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Project Numb

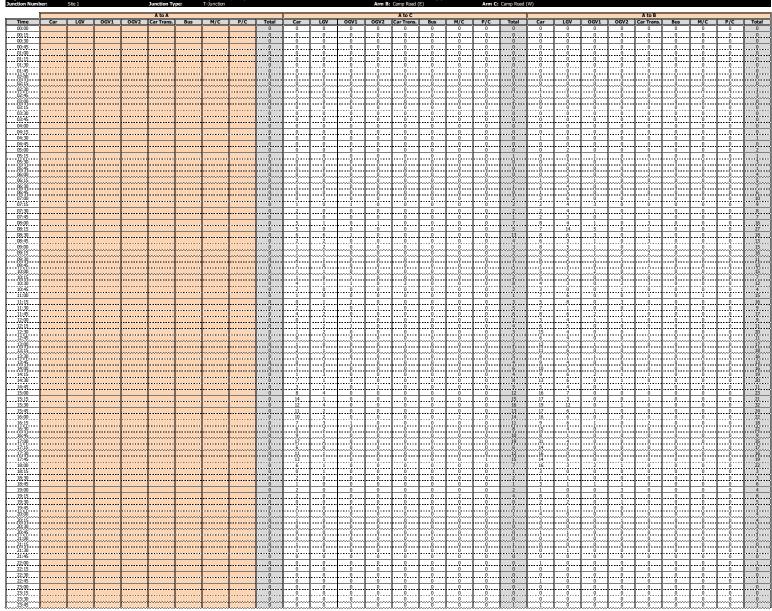
Mode Transport Plann ID-1223-0007 Date of Survey: Junction Name: Junction Type: 06.12.2023 Heyford Park / Camp Road T-Junction





October Company Comp	Start Time				Rollin					Total
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0.00	03:15	0	2	0	0	0	0	0	0	2
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	04:45	26		0	2	3	. 0		1	42
1975 1975	05:00		14	1			0			77
1975 1975	05:30	72	22		2	3	1	2	1	106
	05:45	85	27	4	1	. 3	1	2	2	125
96.6 76 77 7 7 7 3 4 1 79	06:15	123	57	-		2	1	1		196
	06:30	155	68	6		6			2	246
	06:45 07:00	208	/5 81	12	4		6	5	1	308 377
	07:15	334	83		5		7	4	i	453
Section Sect	07:30 07:45	373	88	16	4	<u>5</u>	7,	4		498 505
Section Sect	08:00	368	74	15	4	10	6	ž	Ô	479
10.15	08:15	328	80	15	5	11	5	2	0	446
10.15	08:45	249	75	11	6	11	3	0	0	355
10.15	09:00	212	81	11	9	9	1	0	0	323
10.15	09:15	128	69	9	6	9				259
10.50	09:45	115	78	10	7	8	0	0	0	218
10.65	10:00	96	71	11	7	10			-	203 199
11:15	10:30	105	70	13	10	10	2	ĺ	2	213
11:15	10:45	107	66	12 q	- 8	10	2	1	3	194
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$\begin{array}{cccccccccccccccccccccccccccccccccccc$	12:15	151	76	8	4	11	2	3	. 4	259
$\begin{array}{cccccccccccccccccccccccccccccccccccc$	12:30	159	83	10	8	4	2	1	0	267
$\begin{array}{cccccccccccccccccccccccccccccccccccc$	13:00	162	80	12	10	5	2	1	0	272
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10	13:45	153	73	10	9	7	2	0	0	254
10	14:00 14:15	157		6	7	2	2 4	0	0	254 283
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$\begin{array}{cccccccccccccccccccccccccccccccccccc$	16:15	264	38 42	1		1	2	4	1	312
	16:45	286	42	2	2		2	11	1	337
	17:00	297	40	1	إ			<u></u>	1	345
	17:15	263	32 24	3	2		1	0	0	296
	17:45	220	24	4	2		1	2	0	256
	18:00 18:15	196 157	28	2	2	2	1	2	<u>0</u>	234 194
	18:30	127	24		2	3	1	2	0	160
$\begin{array}{cccccccccccccccccccccccccccccccccccc$	18:45	112							0	131
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07.12.2023 Heyford Park / Camp Road



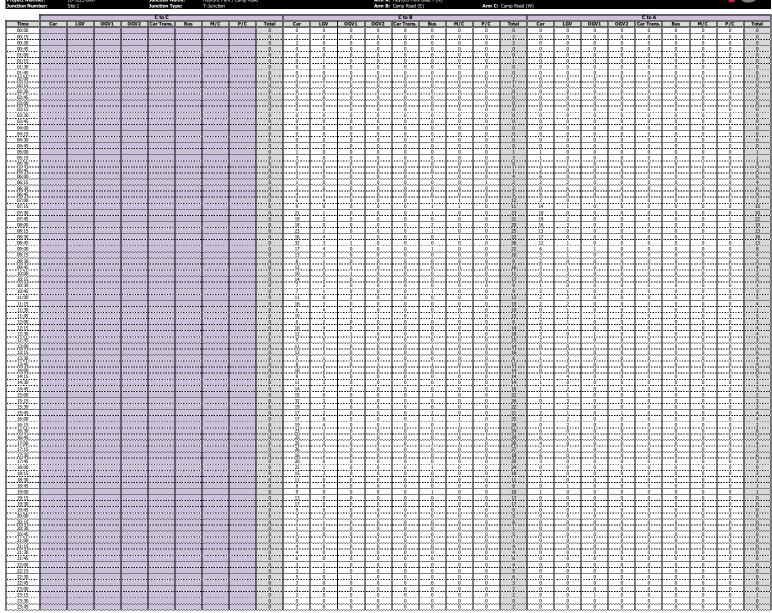
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Intelligent Data Collection Limited Client: Mode Transport Planning Date of Survey: 07.12.2023 Project Number: ID-1223-0007 Junction Name: Heyford Park / Camp Road Arm A: Heyford Park Gate 7 (N)

Project Numb Junction Num	er: ID-1223-000 ber: Site 1	7		Junction Na Junction Ty	ame: Heyford Par pe: T-Junction	k / Camp Road			Arm A: Heyford Park Gate 7 (N) Arm B: Camp Road (E)	Arm C: Camp Road (W)				
Time	Car LGV	OGV1	OGV2	B to B	Bus M/C	P/C T	otal Car	LGV OGV1	B to A OGV2 Car Trans. Bus	M/C P/C Total C	ar LGV	B to C	s. Bus	M/C P/C Total
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07:30							0 17 0 30	9 0 8 1	0 2 0 2 0 0	0 0 28 0 0 41	21 5 35 2	0 0 0	0 2	1 0 27 0 0 39
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07.12.2023 Heyford Park / Camp Road



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Intelligent Data Collection Limited 07.12.2023 Heyford Park / Camp Road T-Junction Arm A Approach Arm A Fyit Car LGV OGV1 OGV2 CarTrans, Bus M/C P/C Total Car LGV OGV1 OGV2 CarTrans, Bus M/C P/C Total 00:15 00:30 00:45 0 01:00 0 0 Ô 0 0 0 0 0 00 Ō 0 0 1 0 0 0 04:15 04:30 07:30 27 0 38 08:00 08:15 08:30 08:45 14 12 4 8 5 1 9 7 1 9 6 1 28 38 2 11:15 19. 8. 9. 14. 4. 6. 23. 4. 6. 11. 5. 5. 15. 4. 7. 27. 11. 6. 12. 11. 6. 19. 5. 6. 21. 4. 11. 0 12:00 0 0 36 0 0 48 15:15 31 4 0 15:30 31 16 0 0 1 0 1 0 0 5 5 4 4 14 15:45 16:00 0 0 0 0 19:00 0 0 0 0 0 0 6 3 2 0 0 0 19:15 19:30 4 0 0 3 0 0 21:00 0 2 0 21:15 1 0 0 1 0 0 0 22:00 0 0 0 0 0 0 9 0 0 1 0 0 0 0 0 0 0 0 22:30 22:45 23:00

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07:45	42	34	10	2	6	0	0	0	94 103	163 156 123	31 24	7	3	3	0	2	1	210
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08:45	34	21 21 22	4	1	7	0	0	0	67	80 49 38	19	4	0	5	0	0	0	108
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14:15 14:30	49 62 83	32 27	2	4	2	0	0	0	102 115	18 21	23 21 20	2	1	0	<u>0</u>	0	0	44 49
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15:15 15:30	83 94 114 116 101	36 41	1	1	1 2	0	2	0	157 150	21 18	16 15	4 2	2	2 0	0	0		45
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Intelligent Data Collection Limited 07.12.2023 Heyford Park / Camp Road T-Junction Arm B Approach Arm B Exit Car LGV OGV1 OGV2 CarTrans, Bus M/C P/C Total Car LGV OGV1 OGV2 CarTrans, Bus M/C P/C Total 00:15 00:30 00:45 01:00 0 0 0 0 0 0 0 Ō 0 0 0 0 0 0 0 0 0 04:15 04:30 0 07:30 38 14 23 08:00 08:15 63 08:30 08:45 44 6 2 45 5 2 35 5 1 25 7 1 24 38 25 10 40 11:15 13 18 49 5 38 15 15:15 17 6 2 15:30 19 7 1 0 0 27 0 0 27 55 54 15:45 16:00 34 33 28 38 33 56 40 0 0 0 0 1 0 3 0 19:00 8 2 0 0 1 11 10 0 0 0 0 19:15 19:30 0 1 0 21:00 2 1 0 21:15 4 1 0 1---22:00 0 5 1 5 4 2 22:30 22:45 23:00 2

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07:15	221	58 46	6	2	4	3	3	0	285	100	24 25 24 18 29	7	1	6	3 3 4 4	0	0	147
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08:15	179	22	Z	<u></u>	2	2			215	117	40	12	0	6	- 2		0	178
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12:15	50	39 35 31	1 3 4	2 2 2	3 2 2 1	1	1	0	96	81	32 32 31	3 3 3	1	2 3	1	0 0 0	0	120
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13:00	64	28	4	2	2	1	1	0	102	89 75 77 74 68	29	2	2	1	2		0	113
13:15	62	22	4	4	2	1	7	0	102	74	31	3	1	1	1	1	0	112
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16:00	82	16	1	1	0	2	0	0	102	133 132 155 167	31	1	1	2	1	3	2	173
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| Intelligent Data Collection Limited | Client: | Mode Transport Planning | Date of Survey: | Junction Name: | Horford Park / Camp Road | Transport Planning | Dut 223-0007 | Junction Name: | Horford Park / Camp Road | Transport Planning | To-Junction Name: | Horford Park / Camp Road | Transport Planning | To-Junction Type: |

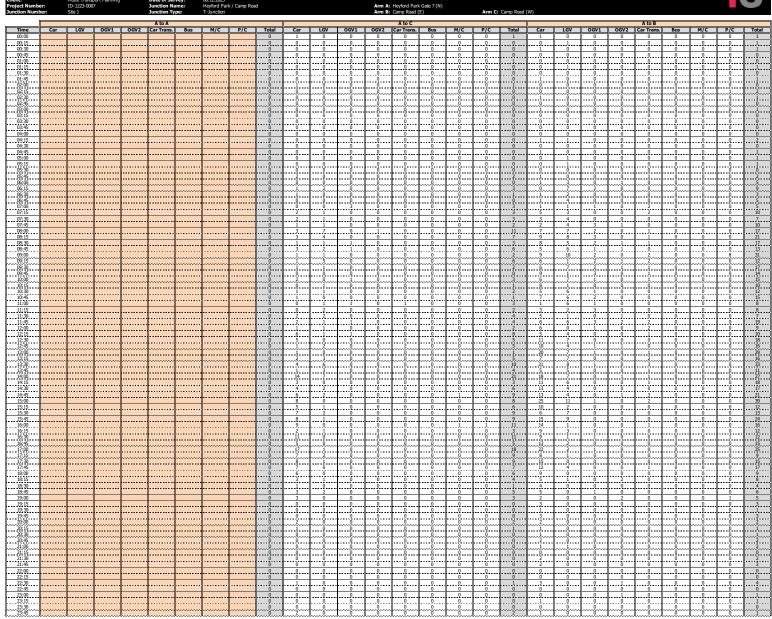
Junction Num	ber:	Site 1			Junc	tion Ty	pe:	T-Junction											
Time	Car	LGV	OGV1	OGV	Arm C	Approa Trans.	ch Bus	M/C	P/C	Total	Car	LGV	OGV1	OGV2	Arm C Exit	Bus	M/C	P/C	Total
00:00	0	LGV 0	0001	000		0	0	0 0	0	0	0	0	0001	0	0	0	0 0	0	0
00:15	2	0	0	0		0	0	0	0	2	1	0	0	0	0	0	0	0	1
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01:15 01:30	0	0	0	0		0	0	0	0	0	0	0	0		0	0	0	0	0
01:45	0 2	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0
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04: 45 05: 00 05: 15 05: 30 05: 45 06: 00	4	0	0	0		0	0	0	0	4	5	0	0	0	0 0 0	0	0	0	5
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18:00 18:15	22 17	1	0	0		0	1	0	0	24 20	21 17	2	0	0	0	1 0	0	0	24 18
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Start Time	1			Rol	ing Hour				Total	1			Rollin	g Hour				Total
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03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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06:45	75		1	0	0	3	2	0	88	63	21	11	1	0	Ō	1	0	88
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	16 17. 27 26 46 75 100 126 139	9		0	0	4	-	1	153	63 82 102 130	17		1	0	<u> </u>	3	0	154
07:45 08:00	141 147	. 12	1	0	0	3	2	1	160	146 127	19 22	2	1	0	4	2	0	154 174 159
0R·15	147 136	12 14	3	0	0	- 3	2	0	166 157	127 118	22 18	4	1 0	0	3	2	<u>0</u>	
08:30 08:45 09:00 09:15	116	17	3	0	0	1	2	0	139 110 81 65	95	19	5	0	0	2	Ô	Ö	121
08:45	93	14 13 11	2	0	0	. 1	0	0	110	63 54 39	15 13 12	3	0	0	1	0	0	82
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09:30	93 64 51 52	12	3	0 0 0 0	0	0	0	0	6/	35 43	10	2	0	0	0	0	0	47
09:45 10:00	50	13 12	3	0	0	1	0	0	66	43 48	10	3	0	2	0	0	0	193 121 82 88 53 47 58 65
10:15	44 47	12	2	ő		n nin	Ö	Ö	58 62	51	11 10	2	Ö	2	1	Ö	<u>ö</u>	66
10:30	48	12	2	0	0	1	0	0	63	50	12	3	0	2		0	0	68
10:45 11:00	46 49	15 16	<u>2</u>	0		1	0	0	64 72	51 55	12 13 14	3		0		0	0	68 69 74
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12:15	50	18 21 20	4	0	0	1	0	0	73 77 65	30	21	1 0	1	1	1	1	0	56
12:30	42	21	4 2				0	0	65	47	16	1	0			2		61
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14:00	42 47	18	1	0	0	0	1	0	67 77 95	66	20	0	1	0	1	5	0	90 93
14:15 14:30	53 75	23 19	<u>0</u>		0	1	0	<u>0</u>	77 oc	82 92	20 20 19	0	1		3	0	0	106 115
14:45	75 83 87 90	21	ö	0	ŏ	<u>-</u>	ö	Ö	105	96	19 24 27 23	ö	1	Ö		, , , , , , , , , , , , , , , , , , ,	ö	124
15:00	87	4	0			3	0	0	111	96 102	27	0	0	0		0	0	124 132
15:15 15:30	90	21 22	0	1	0	3	2	0	116 105	104 106	23 22	<u>0</u>	0	0		2		130
15:45	86	18	0	1	0	3	2	0	110	100	17	11	0	0	2	2	. 0	122
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16:30	117	13 9	0	0	0	1	1 1	1	129	117	11	0	0	ō	1	ő	0	129
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17:30 17:45 18:00 18:15	84 74 59 47	4 5 4	0		0			0	79 65 52	80	6 7 5 3	0	0	0 0 0		0	1 0	89 73 58
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18:30	43		O.	0	0	1	0	0	45 50	45	2	o	0	0	1	2	0	50
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21:30	16 17 14 13 12 7	3	0	0 0 0 0 0	0	0 0 0	0	0	19 21	22 22 24 19 8	0	0 0 0	0	0	0	0	0	22 22 24 19 8 7
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22:30 22:45	7 12	0	1		0	0	0	0	14 8	1 8	<u>0</u>	0 0	0		0	0	0	7
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Time	Car	LGV	OGV1	Tot OGV2	al Junction F Car Trans.	Bus	M/C	P/C	Total
00:00	1	0	0	0	0	0	0	0	1
00:15	3	0	0	0	0	0	0	0	3
00:30		%		<u>\$</u>	<u>\$</u>		<u>0</u>	<u>\$</u>	
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04:45 05:00	3 4	0 2	0	<u>1</u>	0	0 0	0 0	0	4 8
05:15	13	<u>0</u>	1	0	0	0	0	Ô	14
05:15 05:30	7	7	0	0	1	0	1	0	16
05:45 06:00	21 12	3 4	0	0	2	0	0	0	26 20
06:15	11	11	1	0	1	Ô	0	2	26
06:30 06:45 07:00 07:15	20	15	1	0	3	0	0	0	39
06:45		12 27 23	3	0 1	5	0	0	0	72
07:15	40 55	23	4	0	1	····•	3	0	74 87
07:30 07:45	73	19	1	0	3	1	1	0	98 131
07:45 08:00	106	17	-		ļ <u>ļ</u>	2	0	1	131
08:15	110 103	24 21	7	0	5 1	3 1	1	0	148 134
08:30	91	22	7	1	2	1	3	0	127 120
08:45 09:00	97 67	14 17	4	0	4		0	0	120 89
09:15	50	17							72
09:30	27	12	3	1	4	0	0	0	47
09:45 10:00	38 31	18 16	2	3	2	0	0	0	47 63 54
10:15		10		1		0	9		52
10:30	40 30	10	1	2	5	0	0	0	52 48
10:15 10:30 10:45 11:00	26 34	8 11	0	2	0	2 0	0	0	38 50
11:15	41	23	2	<u>3</u>	0	0			69
11:15 11:30	33 39	15 18	4	3	1	00	0	0	56 66
11:45	. 39	18	4	2	0	2	1	0	66
12:00 12:15	18 26	15 24	1	0		0 0	0	0	39 52
12:15 12:30 12:45	45 32	21 20	2	1	2	0	0	0	71 57
12:45	32	20	1					0	57
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13.30	28	19	2	1	Ö	Ö	Ô	0	50
13:45	43	18	1	2	1	2	0	0	50 67
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14:45	41	15	1	3	1	1	0	0	62
15:00	61	25		0	<u>-</u>			<u>0</u>	90
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15:45		16 20	2	1	0	3	0	0	84
16:00	62 67 58 67 68	20	9	1		1	3		84 92 82 81 82
16:30	56 67	18 11 11	0	1 0	2 0 0	0	1 1 0	1	81
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17:00 17:15 17:30 17:45	105 73	13 5	0	0	0	1	1 1	0	122 79
17:30	73 75 71	3	0	0	0	0	1		79 79
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	47	7 6	0	0	1 0	2	0	0	73 48
18:15 18:30 18:45	60 42 27	4	o O	0	0	0		0	32
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19:00 19:15	21 30	2		3	0	2	0 2		28
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19:45	15 17	3	0	0	1 0	0	0	0	19 22
20:00	17 14	<u>5</u>	0		0		0		22 17
20:15 20:30	7	1	0	0	0	0	0	0	8
20:45 21:00	8	3	0	0	0	0	0	0	11
21:00	<u>2</u>	ļ 4	0	0	0	0	0	0	6 11
21:15 21:30 21:45	6	2	0	0	0	0	0	0	8
21:45	8	0	0	0	0	0	0	0	8
22:00 22:15	11 14	<u>1</u>	0	0	0	0	0	0	12 17
22:30	7	2 0		0	0	0	0	0	8
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II 23:00	4	0	0 1	<u>1</u> 0	0	0	0	0	5 4 2 6
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23:45	3	1	i	2	0	Ö	0	0	6



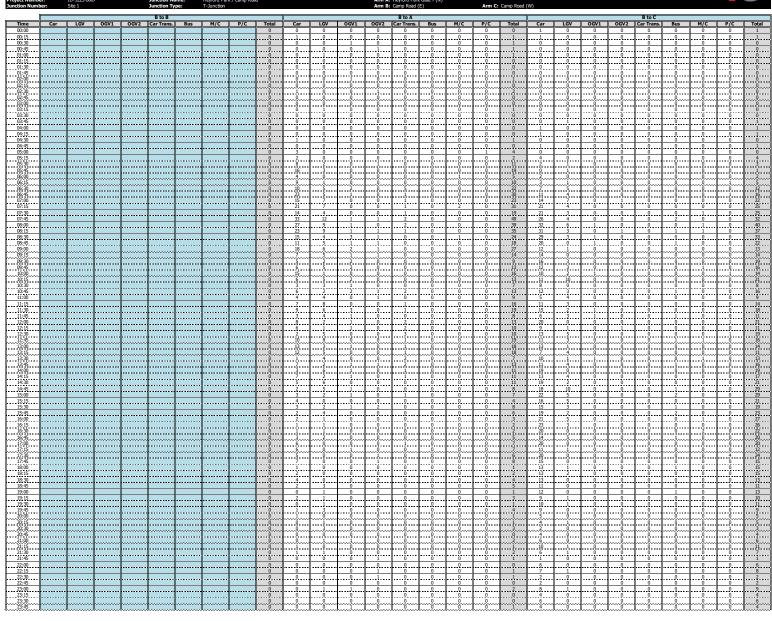
Start Time				Rollin	g Hour				Total
00:00	7	0		0	0		0	0	7
00:00 00:15 00:30	6 4	0 2	1	0	0	0	0 0 0	0	
00:45	2	2	2	0	0	0	0	0	6
01:00 01:15	- 3	2		1	0		0	0	
01:30 01:45	2	1	1 0	1	0	0	0	0	4
02.00		1	0 1	0			0	0	
02:15 02:30 02:45 03:00 03:15	5 7	1		0	0		1 1	1	9 11
02:30	7			0					10
03:00	6 4	0	3 2	0 0	0	0 0	0	<u>1</u>	11 6
03:15	0	0	2	0	0	0	0	0	2
03:45	0 1	0	0	<u>0</u>	0	0	0	0	1
04:00 04:15	4	0	0	1	0	0	0	0	5 13
04:15	8	2	0	,	0		<u>0</u>	-	13 27
04:30 04:45 05:00	21 27 45 53 51	2 9 12	1	2	1 3	. 0	1	1	42
05:00	45	12		1 0	3	0		1	42 64 76 88
05:15 05:30	51	14 25	1	Ö	5 6	1	2	2	88
05:45 06:00	64 94	33 42	2 5	0		1		2	111 157
06:00 06:15 06:30	122	65	6	1	11 12	1	1	3	211 272
06:30	166		9		12	2	4	1	272
06:45 07:00 07:15	219 274 344	81 86 83	9 7	4	12 8 10	3	5	1	331 390 464
07:15	344		10	4		7	5	1	464
07:30 07:45	392 410	81 84	13 19	4 5	<u>10</u>	7 7	3	1	511 540 529
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13:00 13:15	151 146	73		4	4	3	1	0	244 246
13:30 13:45	141 167	75	8	6	2	2	7	0	241
13:45	167	75 74 71 82 73			2	2	7	0	241 264 259 289 325 352 374
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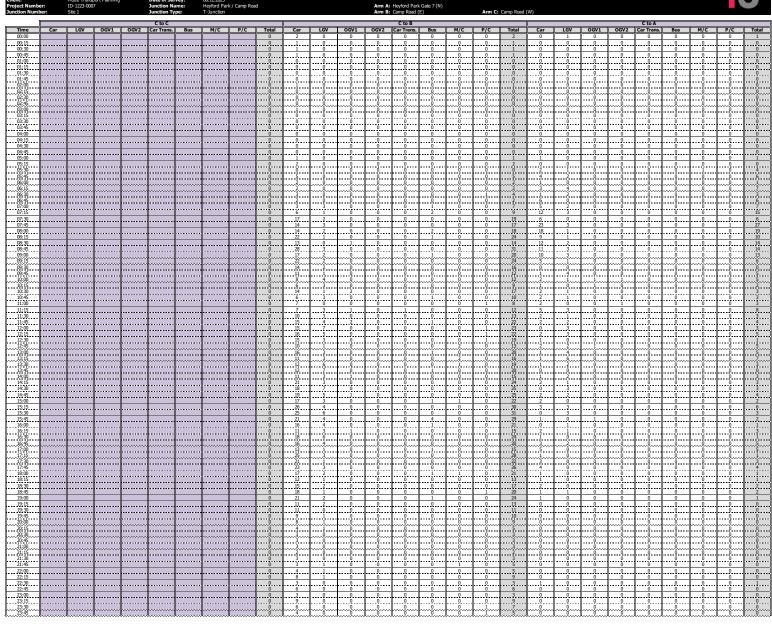
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08.12.2023 Heyford Park / Camp Road T-Junction

Arm A: Heyford Park Gate 7 (N) Arm B: Camp Road (E)



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Start Time		Pollino	Hour		Total	1		Rolline	n Hour		Total	N .	Rolli	ng Hour		Total
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Intelligent Data Collection Limited 08.12.2023 Heyford Park / Camp Road T-Junction Arm A Approach Arm A Fyit Car LGV OGV1 OGV2 CarTrans, Bus M/C P/C Total Car LGV OGV1 OGV2 CarTrans, Bus M/C P/C Total 00:15 00:30 00:45 0 01:00 1 0 0 0 0 0 0 Ō .-||...... Ō 0 1 0 0 0 0 0 0 0 0 0 04:15 04:30<u>1</u>.... 07:30 10 20 4 25 08:00 08:15 10 10 15 3 6 3 8 2 11 2 6 2 8 2 1 3 7 2 08:30 08:45 6 38 2 ... 11:15 10 24 12:00 3... 15:15 15 3 0 0 0 0 0 1 15:15 15:30 13 9 0 0 0 0 0 0 0 18 ... 0 0 22 10 15:45 16:00 0 0 0 0 19:00 5 0 0 2 0 0 0 1 8 1 0 0 0 19:15 19:30 20:15 2 0 0 20:30 1 0 0 20:45 2 0 0 1----1---.#..... 1 0 0 22:00 0 0 0 0 0 4 0 0 0 0 0 0 0 1 0 0 0 1 0 0 0 3 0 0 22:30 22:45 23:00

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Intelligent Data Collection Limited 08.12.2023 Heyford Park / Camp Road T-Junction Arm B Approach Arm B Exit Car LGV OGV1 OGV2 CarTrans, Bus M/C P/C Total Car LGV OGV1 OGV2 CarTrans, Bus M/C P/C Total 00:15 00:30 00:45 01:00 0 0 0 0 Ō 0 0 0 0 0 0 0 0 0 04:15 04:30 0 0 0 0 0 0 07:30 20 6 26 08:00 08:15 57. 21 40 33 40 26 28 28 20 29 20 30 14 15 19 08:30 08:45 44 7 4 31 5 2 30 7 2 21 5 1 11:15 18 11 15 21 4 10 34 21 7 21 21 9 26 10 5 35 20 5 32 36 10 29 18 10 12:00 28 10 14 12 10 9 0 0 0 2 0 1 15:15 20 5 0 15:30 18 5 1 0 0 25 0 0 27 36 6 31 13 42 15:45 16:00 36 30 20 0 0 2 0 0 0 16 0 0 14 19:00 12 1 0 0 0 1 23 2 0 0 29 2 0 3 0 0 0 21:15 11 1 0 0 22:00 6 9 0 5 1 6 6 3 10 0 0 2 0 0 2 0 0 11 22:30 22:45 23:00

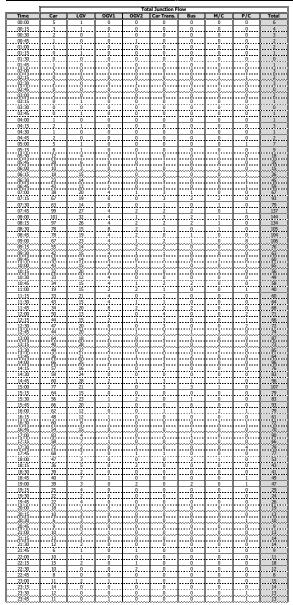
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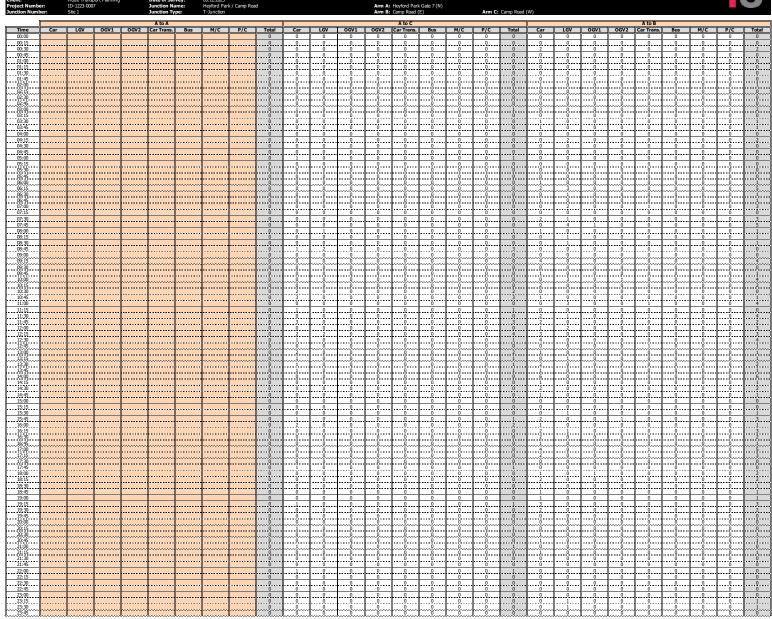
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Mode Transport Plann ID-1223-0007 Date of Survey: Junction Name: Junction Type:

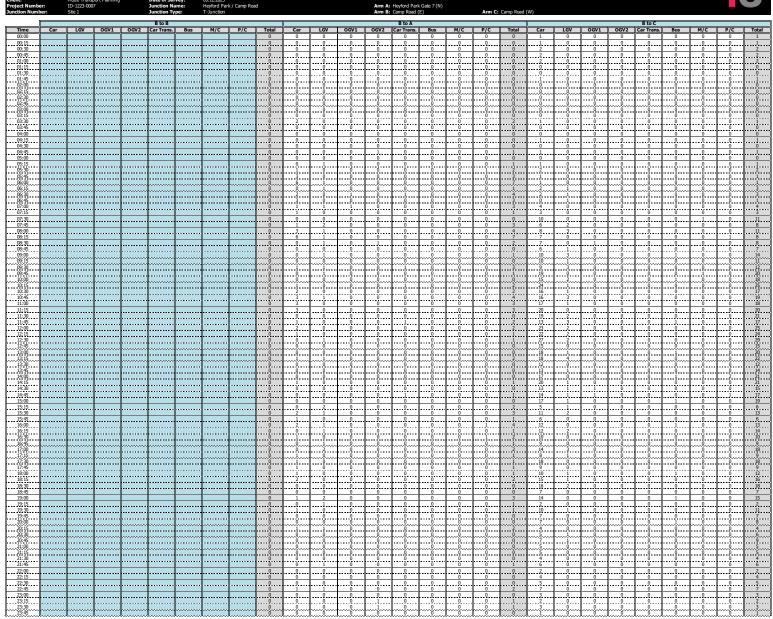




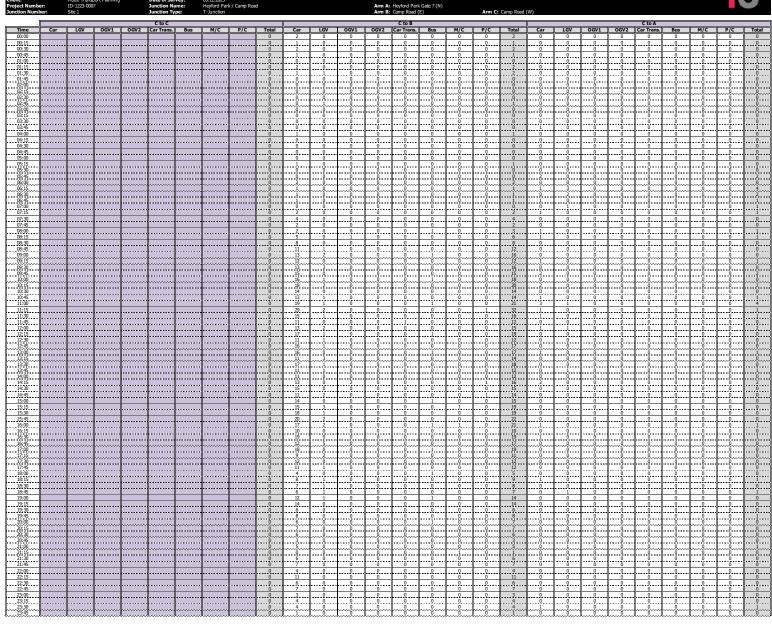
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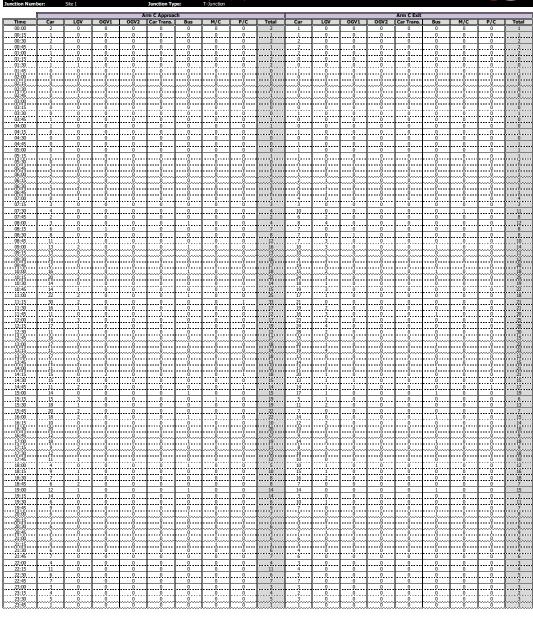
Intelligent Data Collection Limited 09.12.2023 Heyford Park / Camp Road T-Junction Arm A Approach Arm A Fyit Car LGV OGV1 OGV2 CarTrans, Bus M/C P/C Total Car LGV OGV1 OGV2 CarTrans, Bus M/C P/C Total 00:15 00:30 00:45 01:00 0 Ô 0 0 0 0 0 0 0 Ō 0 0 0 0 0 04:15 04:30 07:30 08:00 08:15 08:30 08:45 11:15 0 0 15:15 0 0 0 15:30 0 1 0 0 0 0 0 2 15:45 16:00 1 3 0 2 0 0 0 0 0 0 0 0 0 19:00 0 0 0 0 0 2 0 0 0 19:15 19:30 20:15 1 0 0 20:30 1 0 0 1---22:00 0 0 1 0 22:30 22:45 0 1 0 0 23:00

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21:45	ļ <u>†</u>	0	0	0	0	0	0	0	1	∔	···· i	0	0	0	0	0	0	1
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22:45 23:00	0																	

Intelligent Data Collection Limited 09.12.2023 Heyford Park / Camp Road T-Junction Arm B Approach Arm B Exit Car LGV OGV1 OGV2 CarTrans, Bus M/C P/C Total Car LGV OGV1 OGV2 CarTrans, Bus M/C P/C Total 00:15 00:30 00:45 01:00 0 0 0 0 Ō 0 0 0 0 0 04:15 04:30 07:30 10 6 08:00 08:15 08:30 08:45 11:15 12:00 15:15 5 3 0 15:30 13 3 0 0 0 0 0 0 8 0 16 15 3 18 2 19 15:45 16:00 22 18 12 0 0 18 0 0 7 0 0 18 0 0 0 0713 19:00 15 2 0 0 0 1 0 0 0 19:15 19:30 1 0 0 1---22:00 2 0 0 4 22:30 22:45 6 7 3 4 4 1 23:00

Start Time		,	ŭ.		g Hour	,	ir.	v.	Total		,	· ·		ng Hour			ir.	Total
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00:15 00:30	7	0	0	0	<u>-</u>	0	0	<u>0</u>	6	- 6 - 7	0	···	0	0	<u>0</u>	0	0	- 6 7
00:45	4	0	0	0	·····ŏ·····	0	0	ö	4	4	1		0	Ö	<u>-</u>	·····ŏ·····	Ö	5
00:45 01:00	3	0	0	0	0	0	0	0	3	3	1	0	0	0	0	0	0	4
01:15 01:30 01:45	1	0	0	0	0	0	0	0	1	4	1	0	0	0	0	0	0	5
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08:00	38 37	7 7	i	1	Ö	0	0	1	47	27	3	1	0	0	i	0	0	32
08:15	36 33	7	1	1	0	1	0	1		27 37	5	1	0		1	0	00	44
08:30	33		1	1	0	1	0	0	43 48 62 65	48	4	0	0	0	1	0	0	53 60 64 70
08:45 09:00 09:15	36 49 54	10 10	0	0		1	0	0	48	53 58 61	6	0	0	0	1	0	0	60
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09:45	77	5	ō	Ö	1	1	1	Ö	85	66	6	0	1	ō	1	ō	Ō	74
10:00	77 77 82	8	0	0	1	1	0	0	87	64	7	0	1	0	1	0	0	73
10:15	82	. 7	0	0	1	0	0	0	90	67	7	0	0	1	1	0	0	76
10:30	80	6	<u>0</u>	0	0	0	0	0	86	76		0	0			0		86
10:45 11:00	81 76	7	0	0	0	0	0	0	88 84	79 78	9 8	0	0		· · · · · · · · · · · · · · · · · · ·	0	1	92 91
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12:00	90	7			<u> </u>		0		97	65		0	9	ļļ	<u>!</u>	0	0	74
12:15	83	6 9 6	0	0 0 0	0 0 0	1	0	0	90	68	3	0	0		2	0 0 0	0	/4
12:30 12:45	64		0	-		1	0	0	71	59 63	6	0	-	···	1	<u>\(\frac{\frac}\fint}}}{\frac{\frac{\frac{\frac{\frac{\frac}{\frac{\frac{\frac{\frac{\frac{\frac{\frac{\frac{\frac{\frac}{\frac{\frac{\frac{\frac{\frac{\frac{\frac{\frac{\frac{\frac}{\frac{\frac{\frac{\frac}{\frac{\frac{\frac{\frac{\frac}}}}}{\frac}}}}}}{\frac{\frac{\frac{\frac{\frac{\frac{\frac{\frac}\fir}{\frac{\frac{\frac{\frac{\frac{\fir}}}}}}{\frac{\frac{\frac{\frac{\frac{\frac{\frac{\frac{</u>	0	71
13:00	62	7	ő	Ö	Ö	1	Ö	Ö	90 89 71 70	59	6	Ö	Ö	Ô	1	Ö	Ö	66
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13:45	64	3		<u></u>	9			2	72	60		2	9	<u>Q</u>	ļļ	0		65
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14:45	49	8	i	Ö	1	i	0	<u>-</u>	61	59	7	0	Ō	Ō	1	1	1	69
15:00	42	7	0	0	0	1	0	0	50	69	7	0	1	٥ا	1	1	0	79
15:15	39	7	0	Ō	0		0	1	48	. 73	9	0		0	11	2	0	86
15:30	46 44	7	0	0	<u>0</u>	1	0	1 1	55	70	7	0		<u>0</u>	1	1	0	80
15:45 16:00	46	- 4		0	0	1	0 0	2	51	/3 64	5	0	1	0	<u>1</u>	1	0 0	81 74 76 77
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17:00		6	سيوسيا	JQ	49	1	السال	0	1 59	56	3		سياسيا	سكسال			0	62
17:15	49 57 54 51 55		0 0	0	<u>0</u>	1	0	0 0	52 60	39	3	1	0	0	1	0	0	45 42
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19:45	24 24 22 22 22 21	2	ö	· · · · · · · · · · · ·	0		0	0	27	28	0	0			+····†····		0	29
20:00	24	3	0	Ö	ŏ	1	0	1	29	28 24	0	0	ö	ŏ	11	Ö	ŏ	29 25
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21:00	4U		0	0	0	0	0	<u>8</u>	21	19	0	0	0	0	0	1	0	20
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Client: Project Number Mode Transport Plann ID-1223-0007 Date of Surve Junction Nam Junction Type



Start Time				Rollin	g Hour				Total				Rollin	g Hour				Total
00:00	6	0	0	0	0	0	0	0	6	6	0	0	0	0	0	0	0	6
00:15 00:30	5	0	0	0	0	0	0	0	5 6		0	0	0	0	0	0	0	7
00:45	5	1	Ö	0	0	Ö	0	0	6	4	0	0	Ö	0	0	0	0	4
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01:15 01:30	1		0	0	0		0	0	4 2	1	0	0	0	0	<u>-</u>	0	0	1
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02:00 02:15	0	1	0	0		0	0	0	1	0	0	0	0	0	0	0	0	0
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02:45	0	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	2
03:00 03:15	1 2	0	0	0 0	0	0	0	0 0	2	2 1	0	0	0	0	0 0	0	0 0	1
03:30	2	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	2
03:45	2	0		<u>0</u>	0	0		0	2						0	0		
04:00 04:15	0	0	0	0	0		0	0	0	2 3	0	0	0	0	0	0	0	3
04:30	1	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	3
04:45 05:00	3	0	0	0	0	0	0	<u>0</u>	3	5 5	0	0	0	0	<u>0</u> 0	0	0 0	5
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07:45	19	0	1	0	. 0	i	0	0	21	28	6	1	00	0	0	0	î	36
08:00	28 38 45	1	1	0	0	1	0	0	31	29	7	1	0	0	0	0	1	38
08:15 08:30	45		0	0	0			<u>v</u>	43 49	31 34	7		0	<u>V</u>		····	0	40 43
08:45 09:00	50	3 6	0	0	0	1	0	0	57	36	10	0	II 0	0	1	0	0	43 47 57
09:00 09:15	50 56 59	5 4	0 0	0 0	0		0		49 57 62 64 73	34 36 48 53	7 6	0 0 0	0	0				57 61
09:30	66 67	6	ō	0	0	1	0	0	73	67	6	0	0	0	1	1	Ö	75
09:45 10:00	67 64	3 4	<u>0</u>	0	0	1	0	0	71 69	76	4	0	0	0	1	1 0	0	82
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10:30	80	5	0	0	0	1	0	1	87	75	5	0 0	0	0	0	0	0	80
10:45 11:00	82 79	<u>6</u> 5	<u>0</u>	0	1	1	0	1	90 87	76 73	6	0	0	0	1	0	0	82 80
11:15	71	6	0	0	1	, o	0	1	79	73 79 82 91	7	0	0	0	1	0	0	87
11:30 11:45 12:00 12:15 12:30 12:45 13:00	58 53			0	-	-			65 60	91	11	 		h	-			94 103
12:00	53 58	6	0	0	1 0	1	0	0	65	90	8	0	0	0	0	0	0	98 95
12:15	61 55 61	3 5	0	0 0 0	0	2	0	0	60 65 66 61 67 63	91 90 87 82 67	7	0	0	0		0 0	0	95
12:45	61		0 0			1	0	0	67	67	5	0	0		1	0	0	90 73
13:00 13:15	56 50	6	0	0	0		0	<u>0</u>	63 57	66 63	6	0	0	0		0	0	73
13:30	54	3	2	0	0	1	0	1	61	64	2	ÿ	0		1	1	2	72 70
13:45	52	2	2	0	0	1	0	1	58	64	3	1	0	0		1	2	72
14:00 14:15	52 55 55	2	2	0	0	1	0	2	62	64	3	2	0	0	····-	0	1	72
14:15 14:30	55	5	0	Ö	0	1	ĺ	1	58 59 62 63	64 49	4	2	0 0	0	1	0	1	72 74 72 57
14:45 15:00	58 67	6	0	0	0	1	1	1	67 75	47	<u>5</u>	1	0	0		0	1	55 45
15:15	67 71	8	0	0	0	1	2		82	40 37		0	0	0	1	Ö	0	41
15:30	66	5	0	0	0	1	1	0	73	44	4	0 0	0	0	1	0	0	49
15:45 16:00	68 60	4 7	0	0	0	<u>1</u>	1	0	69	43 45	2	0	0	0	· · · · · · · · · · · · · · · · · · ·	0	0	46 48
16:15 16:30	60 60 59	5	0	0	0	1	0	0	74 69 66 67	45 45 41	5	0	0	0	1	0	0	48 51 46
16:30 16:45	59 51 50		0	0	-	1	-	-	67 59 54 40	41 49	4	9	0		 		 	46 54
17:00	50					ii	ē		54	11 50 1	4	ستاسيا	Ō		i	0	0	55
17:15 17:30	36 36	3	0	0	0	1	0	0	40 39	46 53	2	<u>0</u>	0	0	1	0	0	49 56
17:30 17:45 18:00	31	3	ő	Ō	Ō	î	0	0	35	51	4	ō	0 0 0	0	î	0	0	56
18:00 18:15	31 26 34	2 3 4 5	0	0 0 0 0	0 0 0 0	1	0	0	35 31 40	46 53 51 48 52	4	0 0 0	0	0	1	0	0	56 53 56
18:30	39	4	0	Ö	0	i	ŏ	0	44 42	40	2	0		ö	i i i	Ō	Ö	43
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20:15	21	1	0	0	0	0	0	0	22	23	2	0	0	0	0	0	1	26
20:30 20:45	14 14	1	0	0 0	0	0	11	<u>0</u>	16 16	23 22	2	0 0	0	0 0	0	0	1	26 24
21:00	18		0	0	0	0	û	ů	20	21	Ô	0	0	0	Ö	0	Ô	21
21:15 21:30 21:45 22:00	17	0	0	0	0	0	1	0	18	18	0	0	0	0	0	0	0	18 17
21:45	28	0	Ö	0	ő	0	0	Ö	28	17 18	Ö	0	ő	0	Ö	Ö	ő	18
22:00	28 28 28	0	0	0	0	0	0	0	28 28 28	19	0	0	0	0	0	0	0	19
22:15	27 20	0 0	0	0	0	0	0	0	20	19 17	0	0 0 0	0 0	0	0	0	0 0	19 17
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 Date of Survey:
 09.12.2023

 Junction Name:
 Heyford Park / Camp Road

 Junction Type:
 T-Junction

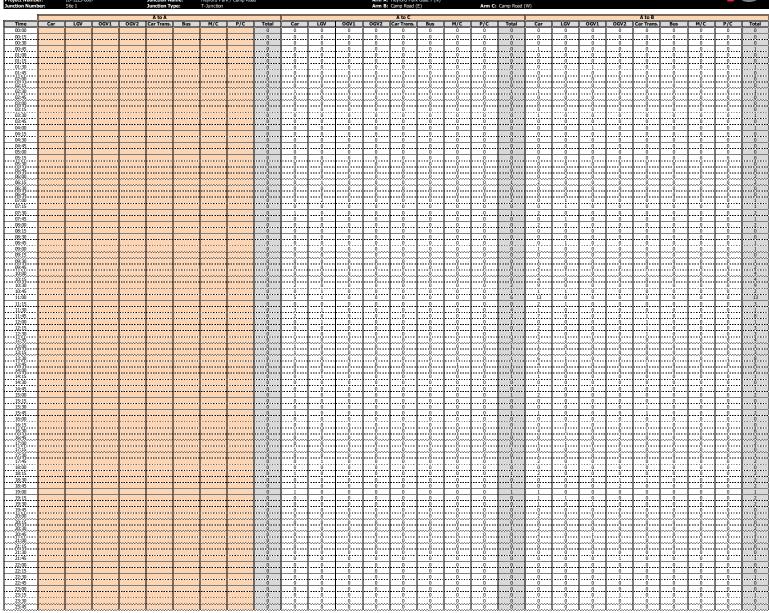
Time	Car	LGV	OGV1	Tot OGV2	al Junction F Car Trans.	Bus	M/C	P/C	Total
00:00	3	0	0	0	0	0	0	0	3
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03:15	0 4	0	0	0	0	0	0	0	0
03:30 03:45	2	0	0	0	0	0	0	0	4 2
04:00		0	0	0	0	0	0	0	
04:15 04:30	<u>1</u>	0	0	0	0	0	0	0	3 0
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10:45 11:00	37 42	5	0	0	0	0	0	0	42 50
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11:30	37	4	0	0	1	0	0	0	42
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12:15	40 45 43 31	5	0	0	0 0 0	0 1	0 0	0 0 0	51
12:30	43	4	0	0	0	0 0	0	0	51 47 33
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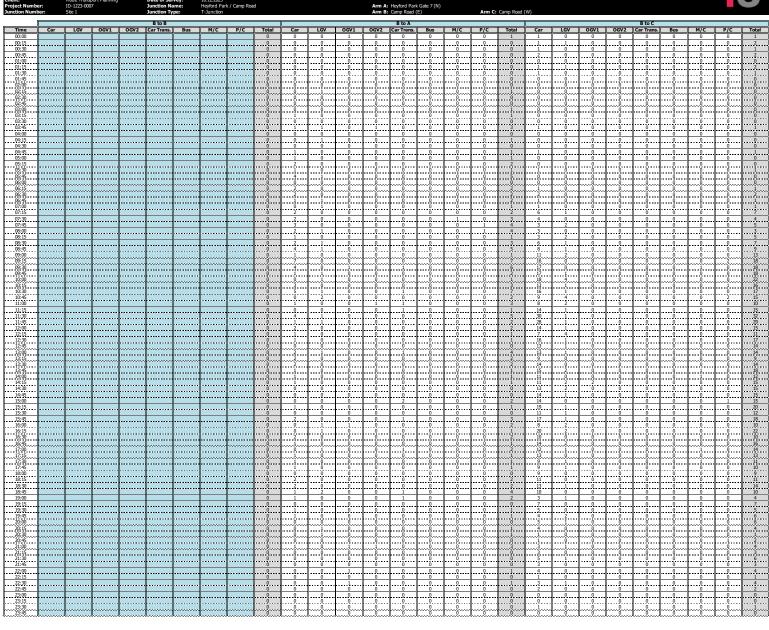
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03:00	7	0	0	0	0	0	1 0	<u>1</u>	9
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06:15 06:30	22 23	17 9	2	0	2	0	0	0	36
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06:45 07:00 07:15	37 47	13 14	2	0	1	0	1	0	43 54 64
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07:45	58	17	3	1	0	1	0	1	80 81
08:00 08:15	58 67 75	13 14	2	1	0		0		85 95
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11:15 11:30	152	19	0		3	2	سساسا	Ů.	182 176 181 178 172
11:45 12:00	158 159	19 17	0	0	2	2	0	0	181
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13:45	129 127 127 124 107	<u>-</u>	3	0	<u>0</u>				141
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14:30	107	11			1	2	1	2	126
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	116	16	0	1	0	2	2	1	138
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16:00	114	9 13 15 14	0	1	0		1		137
16:15	114 115 111	15	0	0 0 0	1	2	0	1	134
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17:15	89	5	1	0	1	2	0	0	98 104 100
17:30	97 90	4 7	<u>1</u>	0	0	2	0	0	104
18:00 18:15	82 94	8	1	0	0	2	0	0	93
18:15	94	10	0	0	0	2	0	0	106
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19:45 20:00	49	3	0	0	0	2	0	1	55
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21:15	36	1	0	0	0	0	1	0	38
21:30	36 45 46	1	0	0 0 0	0	0	0	0	46
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22:15	47	1	0	0	0	0	0	0	48
22:45	38 35	3	0	1	0	0	0	0	41 40
23:00	35 22	2	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	2	0	<u>-</u>	0	Ö	26

10.12.2023 Heyford Park / Camp Road

Arm A: Heyford Park Gate 7 (N) Arm B: Camp Road (E)



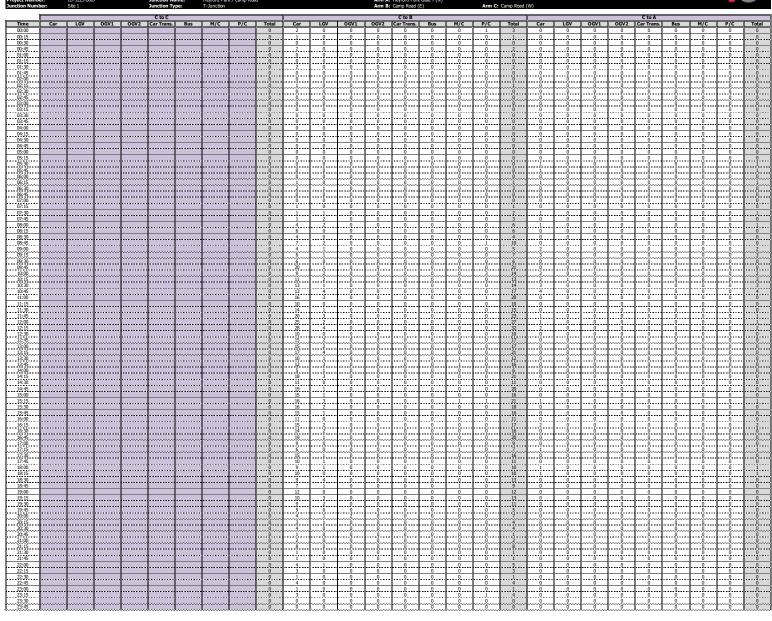
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10.12.2023 Heyford Park / Camp Road

Arm A: Heyford Park Gate 7 (N) Arm B: Camp Road (E)



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Intelligent Data Collection Limited 10.12.2023 Heyford Park / Camp Road T-Junction Arm A Approach Arm A Fyit Car LGV OGV1 OGV2 CarTrans, Bus M/C P/C Total Car LGV OGV1 OGV2 CarTrans, Bus M/C P/C Total 00:15 00:30 00:45 01:00 Ô 0 0 0 0 0 0 0 Ō 0 0 0 0 0 0 0 0 04:15 04:30 2 07:30 08:00 08:15 08:30 08:45 11:15 0 0 0 0 1 0 1 0 4 1 2 1 3 0 3 0 1 0 12:00 15:15 0 0 0 15:30 0 0 0 0 0 0 15:45 16:00 0 0 3 0 2 1 19:00 2 0 0 0 0 0 0 0 0 0 0 19:15 19:30 20:15 0 0 0 0 20:30 3 0 0 20:45 2 0 1 1 1---0 22:00 0 0 0 0 0 22:30 22:45 23:00

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Intelligent Data Collection Limited 10.12.2023 Heyford Park / Camp Road T-Junction Arm B Approach Arm B Exit Car LGV OGV1 OGV2 CarTrans, Bus M/C P/C Total Car LGV OGV1 OGV2 CarTrans, Bus M/C P/C Total 00:15 00:30 00:45 01:00 0 0 0 3 0 0 Ō 0 0 0 0 0 04:15 04:30 07:30 08:00 08:15 08:30 08:45 4 11 11:15 1 0 0 0 0 12:00 16 0 0 0 0 0 21 0 0 12 15:15 20 1 0 15:30 11 1 0 16 3 16 2 21 15:45 16:00 11 15 18 19 0 0 16 0 0 14 0 0 6 1 1 2 0 0 0713 19:00 4 1 0 0 1 0 0 0 0 13 19:15 19:30 11 10 1 0 22:00 4 0 5 0 5 1 0 0 1 0 0 0 0 0 0 0 0 0 22:30 22:45 23:00 1 3 0 0

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09:15	80	7		0	1	0	1	2	92	46	3 5	0	0	1	0	0	3	55
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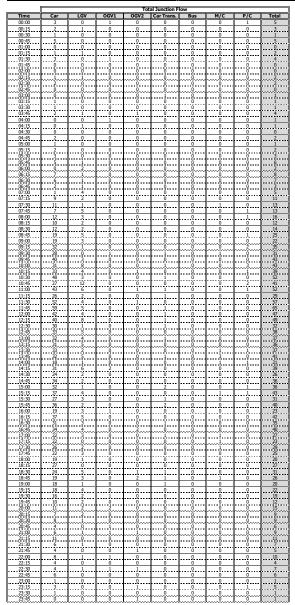
Intelligent Data Collection Limited Client: Mode Transport Flanning Date of Survey: 10.12.2023 Project Number: 10-1229-0007 Junction Name: Heyford Park / Camp Road Junction Number: Set 1 Junction Type: T-Junction

Junction Num	ber:	Site 1			tion Type:	T-Junction										
Time	Car	LGV	OGV1	OGV2 Car	Approach Trans. Bus	M/C	P/C	Total	Car	LGV	OGV1	OGV2	Arm C Exit	Bus	M/C	P/C Total
00:00		0	0	0	0 0	0	1	3	1	0	0	0	0	0	0	0 1
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Project Numb

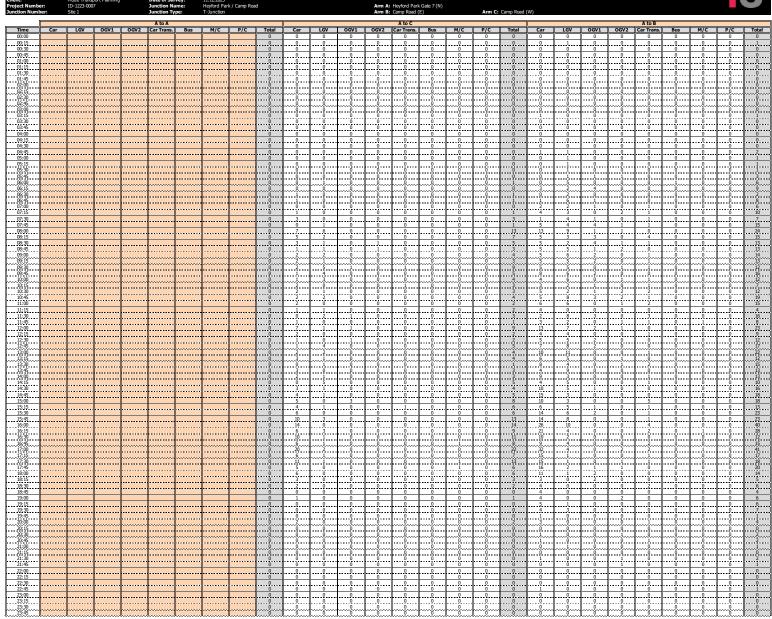
Mode Transport Plann ID-1223-0007 Date of Survey: Junction Name: Junction Type: 10.12.2023 Heyford Park / Camp Road T-Junction



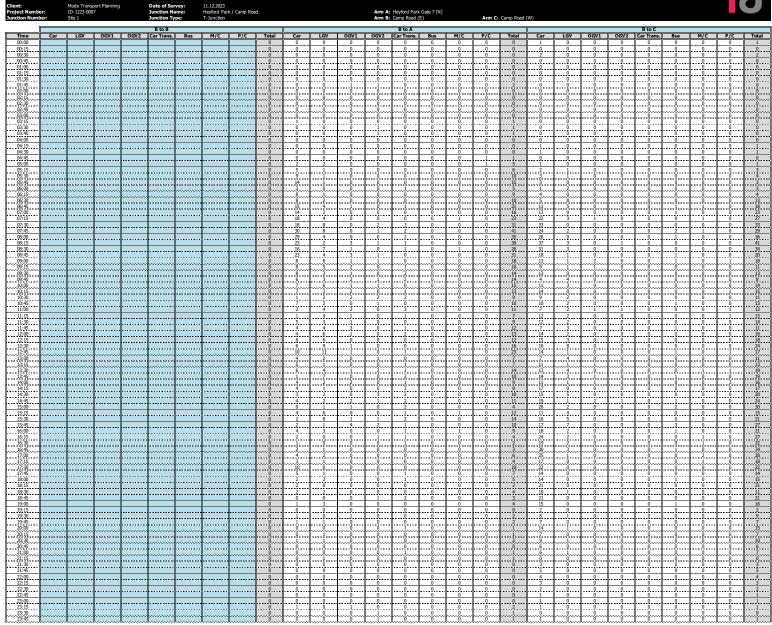


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11.12.2023 Heyford Park / Camp Road



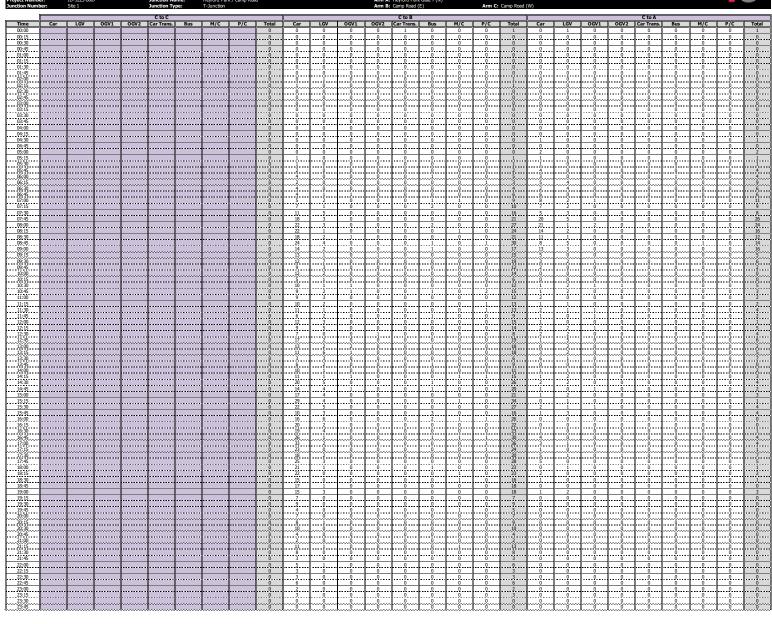
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11.12.2023 Heyford Park / Camp Road

Arm A: Heyford Park Gate 7 (N) Arm B: Camp Road (E)



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Intelligent Data Collection Limited 11.12.2023 Heyford Park / Camp Road T-Junction Arm A Approach Arm A Fyit Car LGV OGV1 OGV2 CarTrans, Bus M/C P/C Total Car LGV OGV1 OGV2 CarTrans, Bus M/C P/C Total 00:15 00:30 00:45 0 01:00 0 0 0 0 0 0 0 0 Ō 0 0 0 0 0 04:15 04:30 07:30 23 11 39 08:00 08:15 08:30 08:45 8 9 11 38 10:15 10:30 11:15 2 4 20 12:00 12:15 0 0 19 0 0 29 4 7 4 9 15:15 10 6 1 15:30 20 6 2 15:45 16:00 0 ___0 5 1 2 0 0 19:00 5 0 0 2 0 0 2 0 0 0 19:15 19:30 20:15 0 0 0 0 20:30 1 0 0 20:45 1 0 0 1---1---.#..... 22:00 0 0 0 0 0 9 0 0 1 0 0 0 0 0 0 0 0 22:30 22:45 23:00

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08:00	44	28 29 22	9	6	5 5	0	0	0	93 93 74	145	26	9	2	ь 4	0	2	0	188
08:15		22	10	5	6	0	0	0	74	116	26 32	8	2 3	2	0	2 2 2	0	163
08:30	28 27 30 28	23	9	5	3 4	0	0	0	68 71 76 74	92 76	33	7 8 7 7	2	2	0	2	0	138
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14:45	64	19	6	0	8	0	0	0	97	14	21 23	6	2	7	0	1	0	51
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Intelligent Data Collection Limited 11.12.2023 Heyford Park / Camp Road T-Junction Arm B Approach Arm B Exit Car LGV OGV1 OGV2 CarTrans, Bus M/C P/C Total Car LGV OGV1 OGV2 CarTrans, Bus M/C P/C Total 00:15 00:30 00:45 01:00 0 0 0 0 0 0 0 Ō 0 0 0 0 0 0 0 0 0 0 04:15 04:30 1 1 0 1 0 06:30 13 06:45 26 07:00 27 07:15 40 07:30 12 9 23 08:00 08:15 27 27 22 29 23 29 19 18 17 17 16 08:30 08:45 11:15 1 0 27 0 0 35 15:15 15 10 0 15:30 18 13 1 0 1 0 1 2 0 35 9 36 11 47 15:45 16:00 0 2 0 0 2 0 ...0 3 0 0 24 0 0 20 2<u>1</u> 19 19:00 16 0 0 1 3 0 0 0 19:15 19:30 12 13 9 0 0 0 0 0 0 0 0 0 0 0 0 1 0 Z1:00 6 1 0 21:15 0 1 0 1---.#...... 1 0 0 0 22:00 4 6 1 9 0 0 1 0 0 0 1 0 0 0 1 22:30 22:45 2 3 0 0 23:00

Start Time			1 -		g Hour		nr -	10 -	Total)(g Hour			10	Total
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04:45	11 22 39 40	6	0	0	0	0	0	2	30	3	4	0	0	0	0	0	0	7
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07:30	220	36	3	5	8	3	 	0	276		32	9	2	6	ż	1	0	149
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08:00	203	38 33 29	7	3	4	2	1	0	253	108 114 98	27 29 25	10	4	5	3	1	1	167
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08:45	100	23 25 25 25 22 23 20	10	2	3	2	ô	<u>1</u>	141 112 105			5	4	3 3	2 2	0	1	136 133 118 113
08:45 09:00 09:15	100 69 66	25	9	2 2 2	5	1 0	0 0 0	1 0 1	112	83 71 68	35 35 35	5 6 4	2	3	1 0 0	0	0	118
09:15	66	25	7	2	5	0	0	0	105	68	35	4	3	3	0	0	U	113
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10:15	66 57 49	1/	7	4 4	6	1	0	2	94	52	25	7	5	6	1	0	2	98
10:30	49		6	4	6	1	0	2	88	58	24	6	5	5	1	0	3	102
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11:45 12:00 12:15	72	41	5	0	3	1	0	0	105 122 139 128	59 74	28	4	3	2	0	1	0	98 117 119
12:00	72 85 78 73 70	41 46 44 37 28 26							139	74	34	<u>6</u>					0	117
12:30	73	37	2 3 3	1	1 2	1	0		118	75 75	37 39 41	6	5	2	<u>1</u>	0 0 0	0	126 127
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14:15 14:30	88 82	14 23	5	5	8 9	3	0	0	124 126	101 121	30 33	3 3 3	0	6 6	2	1	1	144 166
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14:45	82 70	29	6		7 6	3		0	131	127	34	4	0	7 8	1 1		0	174
15:00 15:15	78 74	34			<u> </u>	4	2		133 129	127 122 137	38 47	-		-		2	1	175 202
15:30	85	28	5	4	5	4	2	0	133		44 39	2	0	8	5	2	1	205
15-45	74 85 87	17	4	3	4	4	3	0	122 122 126 117	136 147 170 167 171 177	39	0	0	7	5	2	1	190
16:00 16:15 16:30 16:45 17:00	100 107 101	13	0	1	3	2	3 4 4	0	122	14/	33 23 18	0	0 2	8	3	3 3	2	196 207 198
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16:45	113 100	8	0	0	0	1	3	0	117 125 109 95	171	15		3	6	1	2	3	201 204
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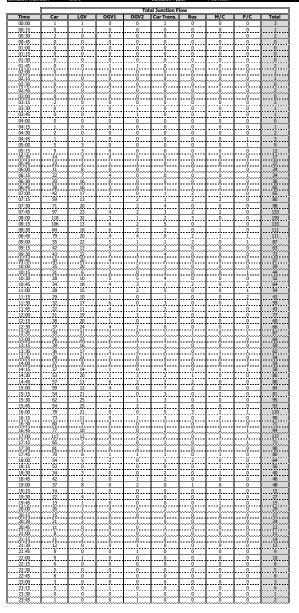


Junction Num	ber.	Site 1			Junction Ty	pe:	1-Julicuoii											
Time	Car	LGV	OGV1	OGV2	rm C Approa	Bus	M/C	P/C	Total	Car	LGV	OGV1	OGV2	Arm C Exit Car Trans.	Bus	M/C	P/C	Total
00:00	0	1	0	0	1	0	0	0	2	1	0	0	0	0	0	0	0	1
00:15 00:30	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0
00:45	0	0			}		╬			-		0					0	
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03:30 03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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06:00	7	0	0	0	0	2	0	0	9		3	0	0	0	0	0	0	4
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06:45 07:00 07:15	10 13 14	3	0	0	0	2	0	0	12 20 19	13 23	3	1	0	0	0	1	0	19 23 28
07:30 07:45	16	8	0	0		0	0	0	24	36	0	. 0	0	0	0	0	0	36
07:45	38 43	8 4	 	├		J	<u>1</u>		47 51	24 33	3 15				2	1	0	30 49
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09:00	36 29 32 27 18	5	0	0	0	1	Ô	0	33	15	3	2	Ö	0	· · · · · · · · · · · · · · · · · · ·	0	1	22
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09:30 09:45 10:00	11	3	0	0	0	0	0	0	14	5	8	0	0	0	0	0	0	22 13 18
10:00	11 12	2	0	0	0	0	0	0	houthour	5 12	6	0	2	0	0	0	0	
10:15 10:30	5 11	3	2	1	0	0	<u>0</u>	0	6 17	16 11	3	0		0	0	0	0	18 14
10:45 11:00	10 11	4	1	0	0	1	0	2	18 14	12 9	4	0	0	0	1	0	0	17
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13:45	9 6	2	0	0	0	0 1	0	0	13 9	13 17	5	0 1	00	00	1	0	0	20 22
14:00 14:15 14:30 14:45 15:00	11 12 22 15	2	0	0	0	0	0	0	13 18	13 17	2	1 0	0	0 0	0	0	3	19
14:15	22	7	0	···	\ \\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	1			30	18	6	Ö				····		24
14:45	15	4	2	0	0	1	0	0	30 22	18 23	2	2	1	Ö 0	1	0	0	29
15:15	18 29				-				24 35	31 15				Q				38 21
15:15 15:30 15:45 16:00	24	6	1	0	0	0	0	0	31		5	0	0	0	0	0	0	27
15:45 16:00	11 16	6	0	0	0	2	1	1	20 26	22 27 32	10 2	0	0	0	1	0	0	40 35
16:15 16:30 16:45	20 20 30	2	0	0	0	0	0	0	26 22	30	5	0	0	0	0	1	0	36
16:30	30	4	0	0	0	1	1	1	24 34	30 29 36	<u>3</u>	0	0	0	1	1	0	33 47
17:00 17:15 17:30 17:45	36	3	0	0	0	Ö	Ö	1	40	45	3	Ö	Ö.	0	Õ	2	0	50
17:15	24 23 30 21 24						}	 	25	<u>23</u>								25
17:45	30	3	0	Ô	ő	0	Ö	0	33	19	Ô	0	0	0	0	1	0	35 20
18:00 18:15	21	2 0		0	0	1	0	0	24 25	20 24	0 0		0	<u>0</u>	1	0	0	21
18:30	16	0	0	0	0	0	1	0	17	12	1	0	0	0	0	0	0	13
18:45	16 17		0	0	9	0	0	0	18	21	0	0	0	0	0	0	0	21
19:00 19:15	16 7	5 0	9	0	0	0	0		21 7	16 2			0		<u>1</u>		0	17 2
19:15 19:30 19:45 20:00	9	0	Ö	0	0	0	Ö	0	9	8	1	0	0	0	0	0	0	9
19:45 20:00	7	0	0	0	0	0	0	0	7	16	0 1	0		0	0	0	0	17
20:15	8	1	0	0	0	0	0	0	9	7	0	. 0	0	0	0	0	0	7
20:15 20:30 20:45 21:00	10 4	0		├	0	0		0	10	-	1 0	0		0		0	0	10 6
21:00	2	0	š	ŏ	0	9		0	2	<u>6</u>		0	0		<u>ŏ</u>	0	0	
21:15 21:30 21:45	11 8	1 0 0	0	0	0	0	1 0	0	13	0 3	0	0	0	0	0	0	0	0
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22:00 22:15	5	1 0	0	0		0	0	0	6	4	0	0	0	0	0	0	0	4
22:30		0	<u> </u>	····	0	0	0	0		2	0	0	0	0	-	0	0	2
22:30 22:45 23:00 23:15 23:30	6	0			0	0	0	0	6	سلسا		0	0	0	[g	0	0	استلسا
23:15	2 3 0	0	0	0	0	0	0 0	0	3	11	0 0 0	0	0	0 0	0	0	0	1
23:30	0	0									0						0	
23:45	لل	لسلسلا	سلسا	لسل	لا	لسيسلا	سسلسسا	سلسلسا	سيشسلا	سسلسا	سلسلسلا	سيسل	سياسيا	للسلا		سسلسسا	لسلا	لسشسا

Start Time				Rollin	g Hour				Total				Rollin	g Hour				Total
00:00	0	1	0	0	1	0	0	0	2	3	0	0	0	0	0	0	0	3
00:15 00:30	0	0	0	0	0	0	0	0	0	2	0	0	0		0	0	0	2
00:45	ů	0	Ö	Õ	0	0	0	0	Ö	Ö	0	0	Ö	Ö	Ö	0	0	Ö
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01:15	0 1	1	0	····	0		0	0	1	0	0		0				0	0
01:30 01:45	1	····i	<u>ö</u>	0	0	0	0	0	2 2 2	0	0	0	0	0	0	0	ŏ	0
02:00	1	1	0	o	<u>ö</u>		Ö	0	2	0	0	0	0	0	0	0	0	0
02:15 02:30	}			0							0		0			0	}	
02:45	ů	0	0	0	0	0	0	0	Ö	Ö	0	0	0	0	Ö	0	0	Ö
03:00	0	0	00	0	0	0	0	0	. 0	00	0	0	0	0	0	0	0	0
03:15 03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	i	0	0	Ö	0	Ö	0	Ö	i	2	Ö	0	0	0	Ō	Ö	ō	2
04:00	1	0	0	0	0	. 0	0	0	1	2	0	0	0	0	0	0	0	2
04:15 04:30	5	0			0		0		5	4	0 1		0					
04:45	6	. 0	0	0	0	0	0	0	6	6	2	0	0	0	0	0	0	8
05:00 05:15	12	0		0	0	9	<u>0</u>	0	12	9	2	0	0	0	0	0	0	11
05:30	22	<u>0</u>	<u>0</u>	ö		2	0	1	29	11	4	0	0			0		15
05:45	26	8	0	0	0	2	0	1	12 19 29 37	14	. 11	0	0	0	0	0	0	25
06:00	30	ستعسما	ļ ļ	 	0	ļ 2	ļļ	h		23 35 54	16		0			ļ ļ	h	41
06:15 06:30	36 43	13 12	2	0	0	3	1	0	54 61	54	22 25	1	0	0	2	2	0	60 84
06:45	53	16	2	0	0	3	1	0	75	84	17	1	0	0	2	2	0	106
06:45 07:00 07:15	111	12 16 23 23	<u>1</u>	0 0 0	0 0 0	3 4	1	0	61 75 110 141	96 116	15 21	<u>1</u>	0	0 0 0	3	2	0	106 117 143
07:30	53 81 111 133		2	0	0	2	2	0	162	135	23	ô		0	3	1	Ö	163
07:45	146	18 19	3	0	0		2	0	171	133	27	0	2	0	3	1	0	166
08:00 08:15	140 124	20	3	0	0	3 2	2	1	168 150	128 110	26 14	0 2	3	0	2	0	1	159 132
08:30	106	18 24 18 15	1	1	0	2	1	1	130 122 92 73	79		3	2	0	2	0	1	98
08:45 09:00	92 71 56	24	1	1	0	2	1	1	122	60 46 43	12	4	1	1	2	0		81 71 67
09:15	56	15	1	1	Ö Ö	0	0	0	73	43	18 21	2	0	i	0	Ö	Ô	67
09:30	43 39	15	. 1	0	0	0	0	0	59	48	19 17		0	2	0	0	1	/1
09:45 10:00	39	9 10	2	1	0	<u>0</u>	0	0	59 51 55	44 51	17 13	0	0		<u>0</u>	0		63 67
10:15	37	11	3	î	0	1	0	2	55	48	9	ĩ	1	î	î	0	2	63
10:30	43	13	3	1	0	1	0	3 4	55 64 64 57	45	12	1	1	0	1	0	2	62
10:45 11:00	45 42	12 10	2	0	0	1	0	2	57	46 42	13 12	2	1	0	1	0	2	65 60
11:15	44 44	10	2	0	0	1	0	2	59	54	13	2	0	0	1	0	1	71
11:30	44	. 14			0			-	65		13 17						<u>-</u>	74
11:45 12:00	40 51 51 54 54	14 19	1	1	0	0	0	0	58 72 76 80 81 65	63 70	19	2	0	0	1	0	1	83 93
12-15	51	20		1	0	1	0	0	76	58	22	1	0	0	1	0	1	83
12:30 12:45	54 54	21 23	3	0	0 0 0	1	0		80 81	58 55 51	22 21 18	1 2 1	0		 	0	2	93 83 80 74
13:00	42	10	3	Ō	0	2	0	0	65	53 57	16	2	II	0	1	1	1	
13:15	40	16		<u>\$</u>					58	57	12		<u>k</u>				4	78
13:30 13:45	38 51	11 14	1	0	0	2	1	1	53 70	60 65	15 16	2	0	0	1	0	3	83 87
14:00	60	16	3	0	0	2	1	1	83	71	15	3	1	0	1	0	3	94
14:15 14:30	67 84	20 22	3	<u>0</u>	0	2	1	1	83 94 111	71 89 87	15 15	5 5	1	0	3		0	87 94 113 112
14:45	86	21 23	3	, , ,	Ö	1	<u>î</u>	0	112	91	14	5	i	i	3	Ö	Ö	115
15:00	82	23			0			9	110	95 96	22	3			5	0	0	126
15:15 15:30	80 71	23 20	<u>1</u>		0	5		h	112 99	111	22 22			0	4	0 1	0	123 138
15:45 16:00	71 67	18	0	0	0	5	1	î	92	118 127 140 133 137 120	22 20	0 0	0	0	4	2	0	144
16:00	86 106 110	13 10	0	0	0	3	2	2	92 106 120 123	127 140	14	0	0	0	2 1	3	0	146 161 150
16:15 16:30	110	10 8		0 0	0 0	î	î	3	123	133	15 11	0 0	0	0 0	i	5	ŏ	150
16:45	113 113	7	0		0	1	11	3	126 125	137	9	0	0	0	1	5	0	152
17:00 17:15	سئلس	h		1		1	}	h	125 109	95	ــــــــــــــــــــــــــــــــــــــ	0	0		1	<u> </u>		130 101
17:30	98 98 91 78 73	8 8 5 3	0	1	0 0 0	1	1	Ô	109	95 96 75 77 73	1	0 0 0		0	î	2	0	100
17:30 17:45 18:00	91	5	0	0 0 0		1	2	0	109 99 84 81 63	75	1	ļ	0 0 0	0	1	1	0	78 79 75
18:15	73	6	0	ŏ	ŏ	0	2	0	81	73	i	0	Ö	0	1	0	ŏ	75
18:30	56	6	O.		0	0	1	0	63 55	51	1	0	0	0	1	0	0	53
18:45 19:00	49 36	<u>6</u>	0		0	0	0 1	0	55 42	47 33 33	h				 	0		49 35
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20:00	79	- i		ŏ	·		0	<u>8</u>	30	38	2	0	ö	- ö		ö		40
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20:30	24 27 25		0	0 0	0	0 0		0	29	21	2	0	0	0 0		0	0	23 16
20:45 21:00	Z4	1	0 0	0	0	0		0	27 26	15 14	1	00	0	0	0	0	ŏ	16 15
21:15	27	. 2	00	0	0	0	1	0		12 1	0	0	0	0	0	0	0	12
21:30	19 14	<u>1</u>	0	0	0	0	0	<u>0</u>	20 15	15 14	0	0	0	0		0		15 14
21:30 21:45 22:00	14 17	i	0	0	0	0	0	0	20 15 18 14 14	15 14 10	0	0 0	0	0	0	0	Ö	10
22:15 22:30	14	0 0	0 0	0		0	0	0	14	. 7 5	0 0	0	0	0	0	0	0 0	/
22:45	14 14 11	0	-	-		-	0	0	14 11		0	0	0		<u>V</u>	0	<u>V</u>	5 3
22:45 23:00	5	0	0	0	0	0	0	0	5	3	0	Ö	0	0	0	0	0	3

Project Numb

Mode Transport Plann ID-1223-0007 Date of Survey: Junction Name: Junction Type: 11.12.2023 Heyford Park / Camp Road T-Junction





Start Time					g Hour			n.	Total
00:00 00:15 00:30	3 2 2 0	2	}		-		0	0	
00:30	2	1 0	0	0	0	0		0	2
00:45 01:00	0	0	<u>0</u>	0	0	0 0	0	0	0
01:15	0	1	1	i	0	0	0	0	3
01:30 01:45	1	<u>1</u>	1	1 1	0	0	0	0	4
02.00	i	1		0	0	0	0	0	4
02:15		0	2 2 2					0	
02:15 02:30 02:45 03:00 03:15	2	0	2	0 1	0	0	0	0	5
03:00	2	0	2 0 0	2	0	0	0 0	0 0 0	4
03:30	1	0	-	2	ö		0	0	3
03:30 03:45	3	0	0		0	0	0	0	4
04:00 04:15	9	4	0	0	0	0	0	1	6 15
04:30	17	7	0	0	0	0	0	2	26
04:30 04:45 05:00	17 29 51 57 70	10 11 16 20	0 1	0	0	0	0	1	41 65 80 102
05:15 05:30	57	16	1 5	1	1	3	1	0	80
05:30 05:45	70 76	33			1	3		1	102
II 06:00	76 91	33 47	5 7	Ō	2	4	2	1	121 154
06:15 06:30	122 159	56 62	9 6	0	2 3	3 5	2 4	1 0	195 241
06:45 07:00 07:15	210 269 345		7	4	7	5	4	0	303 376 470
07:00 07:15	269 345	/3 88	8 9	7	9 10	7	4	0	376 470
07:30	392	88	14	?	14	5	3	0	523
07:45 08:00	405 387	84 81	19 19	7 9	12 9	5 5	3	0 1	523 536 514
08:00 08:15	324	71	21	9	8	4	- 3	2	442
08:30 08:45 09:00 09:15 09:30	260 219 170 150 139	71 77 77 75 68 56	20 17 17 13 11	8	5 7	4 4	1	2	372 372 334 280 252 233
09:00	170	77	17	4	9 9 10	2 0	0	1	280
09:15 09:30	150	/5 68	13	4 5 4	10	0	0	1	252
09:45 10:00	124 128	56	13 13	8 10	10 9	ō	0	1	212 219
10:00 10:15	128	54 49	13	10 10	9 13	2	0	3	219 214
10:30	121 119	49 53	15 13	10	11	2	0	. 5	214 213
10:45 11:00	123 111	60 53	14 14	5 3	10 11	2	0 1	4	220 199
11:15 11:30	134 143	57	15	2	8	2	1	3	222
11:45	148	74	15		8 5 4	2		-	222 239 246 290 277
11:45 12:00 12:15	148 176 161	94	13 12 10	<u>2</u>					290
12:15 12:30 12:45	162 161	94	11 8	2	3 3	2	ô	1	2776 2772
12:45	161	57 67 74 94 98 98 94 87 77 63	8	5	6	2		2	272
13:00 13:15	139 140	63	6 7	4		2	1	4	239 229
13:30 13:45	138 155	61	6	3	11 10	2	2	<u>5</u>	228 246 272 302 325 340
14:00	184	64 54 57 64	6 11 12 12	5	10	3	1	4	272
14:00 14:15 14:30	184 206 223	57 64	12	5	15 14	5	1 2	<u>1</u>	302 325
14:45	232	69	15 13	3	15 15	4	2	0	340
15:00	229 248	83 92	13 9	ع	15 13	8	2		353 379
15:30 15:45 16:00 16:15 16:30	267	82	8	4	13 11	9	4	n i	388
15:45 16:00		66 51	4	3	<u>11</u> 11	9	5	1	364 365
16:15	288 327 319	66 51 42 34	4 0 0	3	8	2	8	2	388 364 365 392 373
16:30 16:45	319 340	34 30	0	2 4	6 6		7		373 397
16:45 17:00 17:15 17:30 17:45	340 333	26	1	5	5	2	6	Ž	392 378
17:15 17:30	270	19 16	3 5	<u>3</u>	4 3	2 2	3	1 0	305
17:45	258 211	16 14	5	1	4	2	3	0	290 240
18:00 18:15 18:30 18:45	183 166	9 12	4 2	<u>1</u>	5 4	1	2	0	206 190
18:30	166 127 115	13 14	0	3	4 2	1	1	0	149
18:45 19:00	115 86	14	1		0	1	ļ		136 105
19:15	75	14 7		0	2	0		0	86
19:30 19:45	76 75 73	8 6	1 0	0	2	0	1	0	88 85 82
19:45 20:00	73	5	0	1	3	0	0	0	
20:15	55 51 42 39	6	0 0 0	1	2	0.0	0 1	0	64 61 50 47
20:45	42	6 4 4	Ō	1	2	0	1	0 0 0	50
21:00 21:15	39 40	4 3		2	0	0		0	
21:30	40 35 28	1	, 0	2	0	Ö	Ô	0	38
21:45	28 28	1 1	0	0	0	0 0 0	0	0	30 29
20:15 20:30 20:45 21:00 21:15 21:30 21:45 22:00 22:15 22:30 22:45 23:00	28 22	0	0	Ö	0	0	0	0	46. 38. 30. 29. 22. 22. 18.
22:30 22:45		0	1 1	0 1	0	0	U	0	22 18
23:00	16 9	Ö	i	2	0	Ö	0	Ö	12



keep up with mode:









Birmingham 0121 794 8390

London **** 020 7293 0217 Manchester **** 0161 464 9495 Reading **** 0118 211 8180