On behalf of
Kraft Foods UK Ltd and
Barwood Developments Ltd

Southam Road Retail Park, Banbury

Transport Assessment

Project Ref: 26004/002

March 2012

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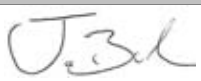
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Report Title: **Transport Assessment**

Date: **March 2012**

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Executive Summary

This report summarises the results of the Transport Assessment undertaken by Peter Brett Associates LLP on behalf of Kraft Foods UK Ltd and Barwood Developments Ltd to provide transport advice for a proposed development of the KRAFT Foods UK Ltd site located to the west of Southam Road (A361) approximately 800m to the north of Banbury town centre, Oxfordshire.

The proposed development will provide a food store of 5,574m^2 (60,000sqft) Gross Internal Area (GIA) including a Petrol Filling Station, a number of A1 retail units with a total GIA of up to 7,432m^2 (80,000sqft). The proposed A1 retail buildings are potentially suitable for mezzanine floors. However, this would be a matter for the individual retailer to pursue through a new planning application. This TA has taken into account the potential implications of including up to 5,017m^2 (54,000sqft) of mezzanine floor space and the conclusions are based upon this potentially higher level of retail floor space.

The site proposals include the provision of a new roundabout on to Southam Road (A361) that incorporates high quality pedestrian and cycle facilities that connect seamlessly into the existing walk and cycle facilities on Southam Road (A361). The sustainability credentials of the site are strengthened further due to the convenient access provided to existing bus services on Southam Road (A361) via the site access and likewise to the bus services on Longelandes Way off Ruscote Avenue (A422) via the proposed link into Public Rights of Way (PROW) 120/100 and 120/101. The Developer is committed to providing a contribution to the County Council towards providing better lighting and potentially widening the footpaths should the link between the site to the existing PROW be agreed without any third party land disputes. The details of the PROW enhancements will be agreed with the County Council at the detailed design stage.

The provision of on-site pedestrian and cycle facilities including cycle parking spaces will be outlined at the detailed design stage along with car parking provision.

The results of the junction assessments show that the impact on the highway network from the proposed development is not significant. A separate Framework Travel Plan has also been produced to support this Transport Assessment to promote access to the site by sustainable modes. A target has been set to reduce the quantum of single occupancy car trips associated with the development in the peaks hours by 10% within 5 years of occupancy. This is to be achieved by maximising the potential for pedestrian, cycle movement and travel by bus, and providing opportunities for car sharing.

The transportation impact of the proposed development on the local highway network is not significant and the applicant is committed to implementing viable and sustainable development and to support this will deliver bespoke measures through the Travel Plan. The success and benefits of these measures will be maximised through promotion of the Travel Plan by the Travel Plan Co-ordinator.

At the request of the Local Planning Authority the potential cumulative impact of Banbury Gateway development on the local network around the site was considered. The resulting cumulative impact was shown to be insignificant.

Therefore, there are no resulting transport reasons not to grant planning consent for the proposed development.

1 Introduction

1.1 Overview

Peter Brett Associates LLP (PBA) has been appointed by Kraft Foods UK Ltd and Barwood Developments Ltd to provide transport advice for a proposed development of the Kraft Foods UK Ltd site located to the west of Southam Road (A361) approximately 800m to the north of Banbury town centre, Oxfordshire.

The proposed 6.53 hectare development will provide a food store of 5,574m^2 (60,000sqft) GIA including a Petrol Filling Station, a number of A1 retail units with a total floorspace GIA of up to 7,432m^2 (80,000sqft). The proposed buildings are potentially suitable for mezzanine floors. However this would be a matter for the individual retailer to pursue through a separate planning application. The Transport Assessment has taken into account the potential implications of including mezzanine and the conclusions of the assessment are based on 5,017m^2 (54,000sqft) GIA of A1 retail mezzanine floorspace being included in the development. The illustrative Masterplan is held in **Appendix A**.

The site is located approximately 800m to the north of the centre of Banbury and 2.1km to the west of the M40 J11, as shown in **Figure 1.1**.

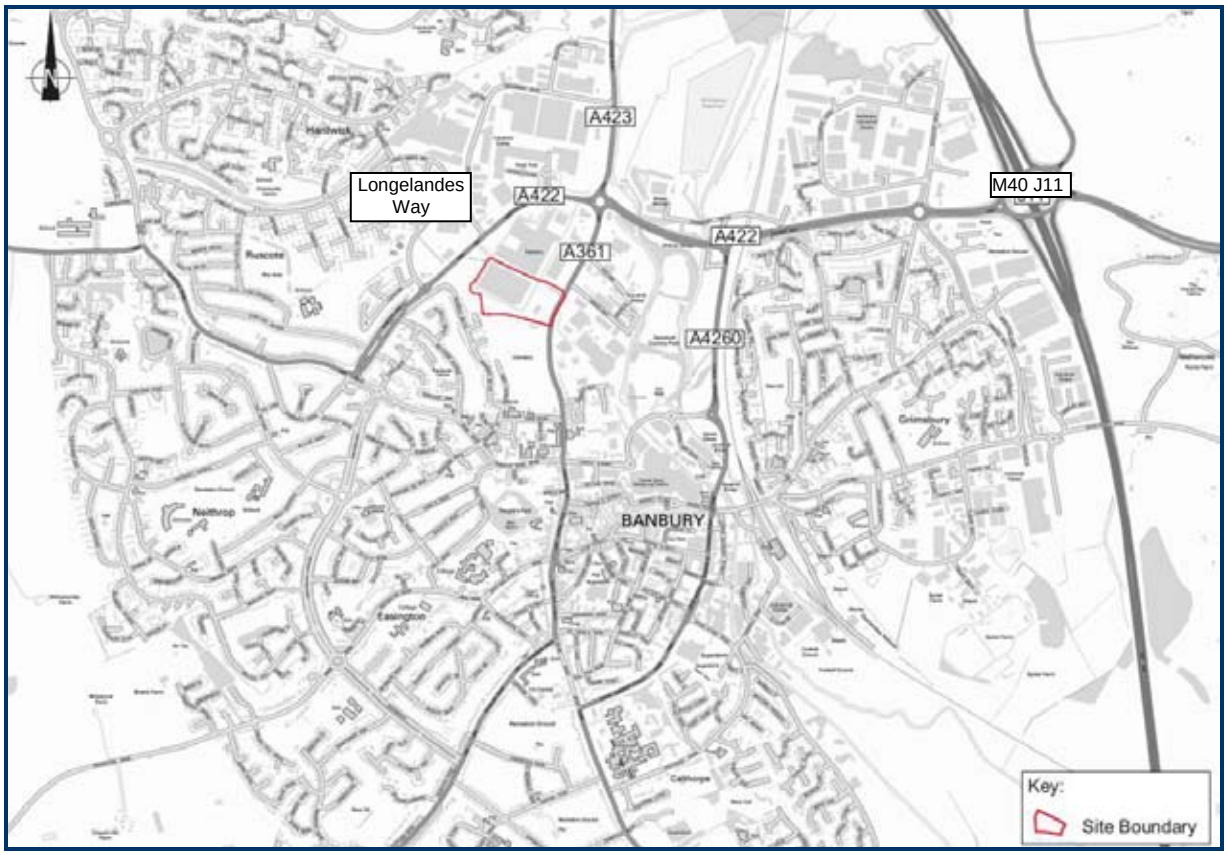


Figure 1.1 – Location Plan

This Transport Assessment will be submitted to the Local Planning Authority (Cherwell District Council – *District Council*) in consultation with the local highway authority (Oxfordshire County Council - *County Council*) and the Highways Agency (HA) to support the planning application for the proposed development.

In confirming the need for a Transport Assessment for the proposed development, reference was made to Appendix B within the Department for Transport (DfT's) and the Department for Communities and Local Government's (DCLG's) Guidance on Transport Assessment (2007). Appendix B provides the following indicative thresholds for when Transport Assessments and Travel Plans should be provided:

- Food Retail – 800m^2
- Non food retail – 1,500 m^2.

1.2 Site History and Extant Planning Consent

The site is currently home to a distribution warehouse building of approximately 23,226m^2 in area. In the preparation of this application, PBA spoke directly with the County Council to discuss the existing situation of the KRAFT site. Through this correspondence, it was confirmed that the most recent application on the same site, number 10/01347/FULL for a 4 storey hotel and a pub/resturant was refused on planning grounds, although transport matters were agreed.

A previous application, number 08/02046/OUT, which overlapped onto the eastern side of the proposed retail site in 2008 was approved, and provided 4,540m^2 GFA of new units with flexible B1, B2 and B8 uses. In addition to the B1, B2 and B8 uses it was agreed with the County Council that a new access on to Southam Road would be provided. The trips associated with application number 08/02046/OUT were treated as committed in the 2017 'Do Minimum' scenario in this Transport Assessment. The trips from the existing warehouse land-use were estimated using TRICS and netted off from the 2017 'Do Minimum' scenario as this is proposed to be replaced by Southam Road Retail Park.

1.3 Transport Scoping

A transport scoping meeting was held on 10th January 2012 with the County Council. At the meeting the County Council outlined that the highway network needs to operate safely and that any mitigation is proportional to the impact of the development. In terms of highway mitigation the County Council also confirmed that softer measures are important to reduce any development impacts. Additionally the County Council outlined that they accepted the site access could be provided in the form of a roundabout.

At the meeting PBA agreed with the County Council that a Framework Travel Plan was suitable for the proposed development. It was agreed that the Framework Travel Plan should provide the overarching principles and targets for the proposed development as well as the fundamentals for the content of the Subsidiary Travel Plans that will be prepared by future occupiers.

An additional meeting was held on the 26th January where a draft version of the proposed site access roundabout was presented to the County Council. At the meeting the County Council accepted the design in principle and were seeking further comment from the County Council's Road Agreements Team following their detailed review. At this meeting the County Council also offered support with regards to the proposals to link into the existing PROW to the south of the site.

The HA were also contacted to confirm that the Strategic Road Network, namely Junction 11 of the M40 did not require assessment within this Transport Assessment. Given the context of the development proposals and site location the HA confirmed that there was no requirement to analyse junction 11 of the M40 in the Transport Assessment. The relating correspondence is held in **Appendix B**.

1.4 Report Contents

In terms of structure, a review of existing transport conditions and accessibility is discussed in Chapter 2 and this is followed by the policy context for the proposed development in Chapter 3. Chapter 4

outlines the development proposals including the site access strategy. In Chapter 5, the calculated vehicular trip generation and proposed distribution are identified and a traffic impact assessment is undertaken in Chapter 6. A summary of the report findings are presented in Chapter 7.

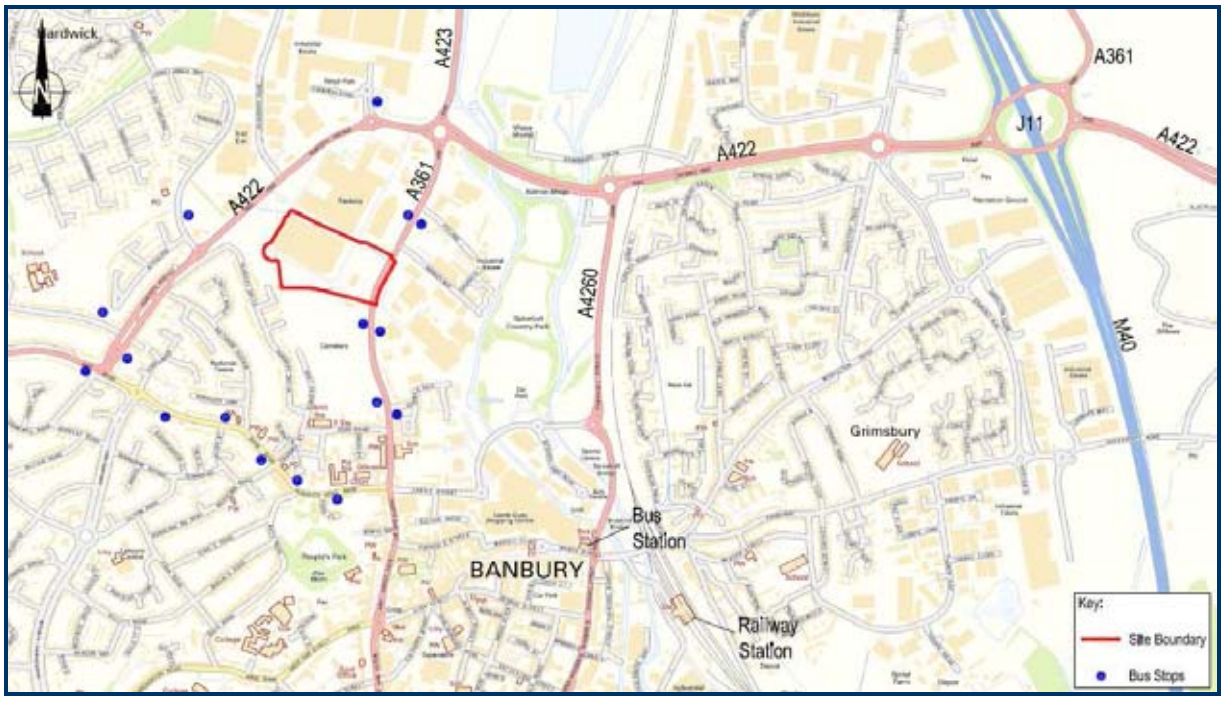
2 Existing Conditions

2.1 Introduction

This chapter identifies the existing conditions associated with the proposed development, describing the walk / cycle access, current local public transport provision, and the surrounding local and strategic highway network. A summary of the vehicular traffic survey data obtained to inform the development proposals is then provided and this is followed by the findings of an analysis of road safety records for the local road network.

2.2 Site Local Context

The extent of the site and its location between Ruscote Avenue (A422) and Southam Road (A361) is shown in **Figure 2.1**.



Contains Ordnance Survey data © Crown Copyright and database right 2011
Figure 2.1 – Site Location Plan (Local Context)

2.3 Existing Pedestrian and Cycle Facilities

For walking, paragraph 74 within Planning Policy Guidance note 13 (PPG13) states that 'walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2km'. For cycling, paragraph 77 within PPG13 states that 'cycling also has potential to substitute for short car trips, particularly those under 5km, and to form part of a longer journey by public transport'.

The site is located to the north of Banbury between Ruscote Avenue (A422) to the west and Southam Road (A361) to the east. Both Ruscote Avenue (A422) and Southam Road (A361) converge at the Southam Road (A423) / Hennef Way (A422) / Southam Road (A361) / Ruscote Avenue (A422) roundabout approximately 380m north of the site.

A shared footway / cycleway with a width of approximately 3m is located along the west of Southam Road (A361) adjacent to the site provide good cycle access to the town centre. Give-way markings for cyclists are provided at the vehicular accesses to Southam Road Cemetery, which borders the south of the site, as shown in **Figure 2.2**. The local cycle routes are shown in **Appendix C**.



Figure 2.2 – Cyclist Give-Way Junction Markings (Southam Road)

To the east side of Southam Road (A361), there is a footway with a width of approximately 2.3m. An on-road cycle lane measuring around 1m in width is also located along the eastern edge of Southam Road (A361). This foot and cycle provision facilitates access north to existing local retail provision such as the Banbury Cross Retail Park and Tesco Supermarket and south to Banbury Town Centre.

There are a number of Public Rights of Way (PROW) located closely to the site and these are shown in **Figure 2.3**.

PROW 120/100 runs along the southern boundary of the site connecting to PROW 120/101 providing good foot connections between Southam Road (A361) and Ruscote Avenue (A422). PROW 120/101 continues from the western side of Ruscote Avenue providing good connection to the residential area situated directly to the west of the site as well as the bus stop on Longelandes Way which serves the B8 bus service. Further detail on the bus services is provided in section 2.4.1 of this report.

PROW 120/99 starts from the same point as 120/100 at Southam Road (A361) and continues in a south west direction and connects to PROW 120/97. PROW 120/98 begins at the point where PROW 120/100 and 120/101 meet and also connects to PROW 120/97. PROW 120/97 continues southwards to Warwick Road.

All PROW referenced have tarmac surfaces approximately 1.5m in width with edgings and a verge on either side between 1m and 2m in width.

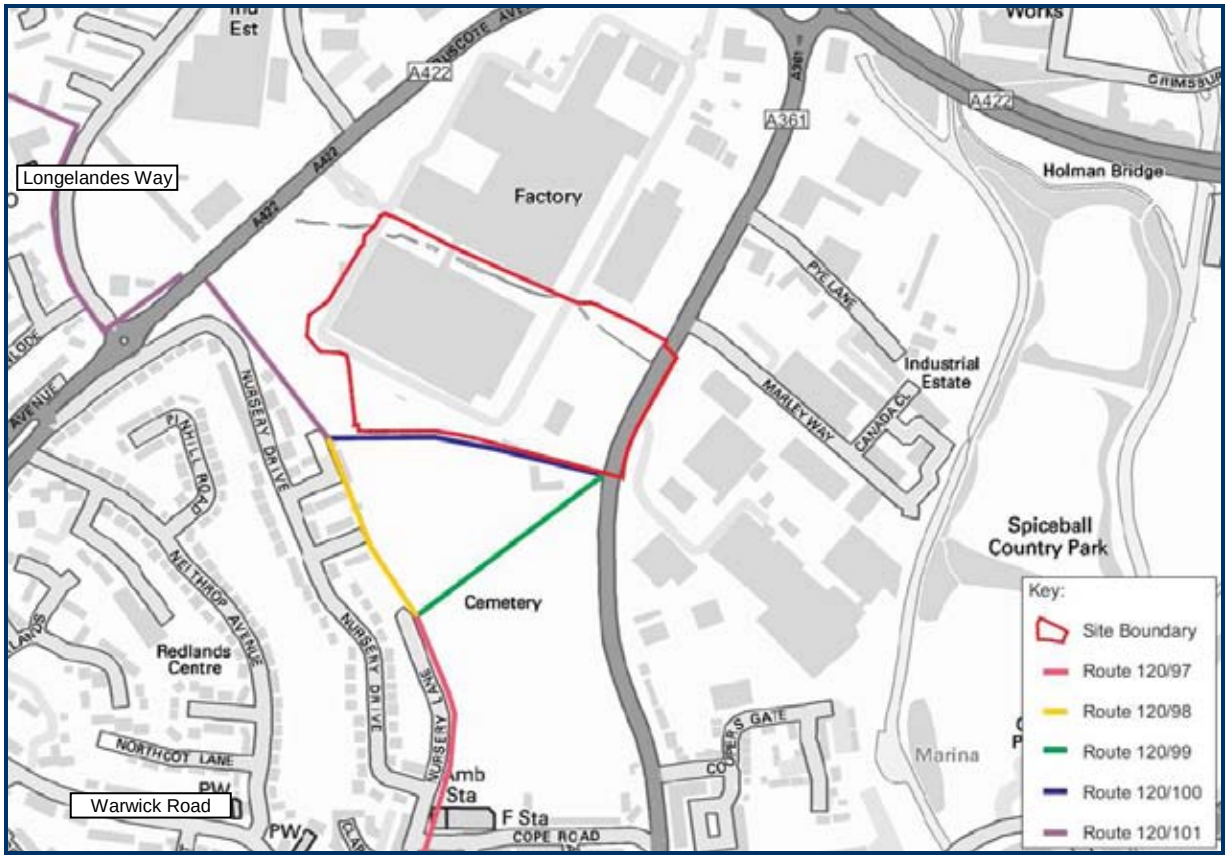


Figure 2.3 – Public Rights of Way

To the west of the site footways are provided on both sides of Ruscote Avenue (A422), and these provide connection to Warwick Road and residential areas to the south of the site. To the north, these footways provide connection to Beaumont Industrial Estate and to Banbury Cross Retail Park, which are located approximately 350m and 600m respectively from the site. The footways are approximately 2.5m in width, set back from the road with grass verges approximately 8m in width between the footpaths and the roadsides. A signal-controlled toucan crossing facility is provided on Ruscote Avenue (A422) immediately to the south-western corner of the site (see **Figure 2.4**) facilitating east-west connections and a continued link along PROW 120/101. An informal crossing with dropped kerbs is located across Ruscote Avenue (A422) to the west of the site providing connections to a local food superstore.



Figure 2.4 – Toucan Crossing Facility (Ruscote Avenue)

2.4 Existing Bus and Rail Services

2.4.1 Bus

The Institution of Highways and Transportation (IHT) document 'Guidelines for Planning for Public Transport in Developments' provides guidance on access to bus services and paragraph 6.20 states that 'the walking distance to a bus stop should not exceed 400m'.

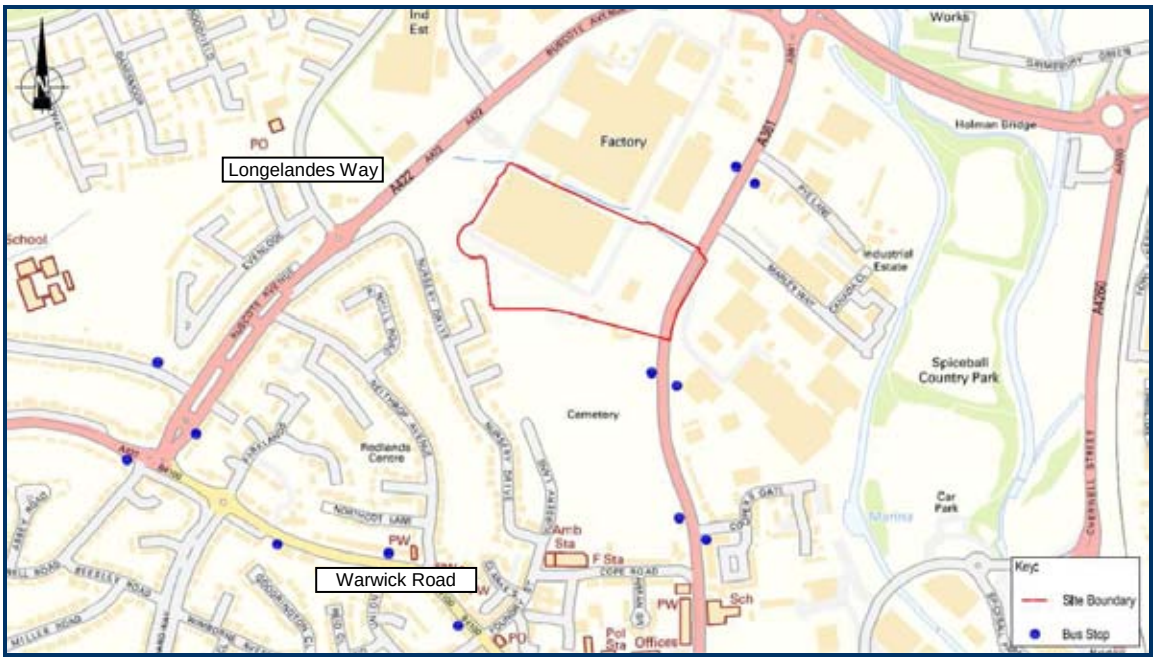


Figure 2.5 – Bus Stop Locations

A plan of the site and the nearby bus stops is shown in **Figure 2.5**. A more strategic plan showing the bus routes is provided in **Appendix D**. Bus stops are located on Southam Road (A361) to the north and south of the site's eastern boundary, with the nearest stops to the site situated approximately

220m north from the centre of the site. Bus service B10 operated by Heyfordian Travel, which serves the bus stops on Southam Road (A361), provides hourly northbound and southbound connections along Southam Road (A361), routeing between Ruscote and Banbury Town Centre. Details of these bus services are held in **Appendix B** and this information is summarised in **Table 2.1**.

To the west, the closest bus stop to the site is located on Longelandes Way approximately 400m from the centre of the site, and this is served by the B8 circular bus service operated by Stagecoach. From this bus stop, the B8 provides southbound connections with a daily frequency of 3 services an hour and provides connections to Hardwick, Neithrop and Banbury Town Centre. Again, details of these bus services are provided in **Appendix B** and this information is also summarised in **Table 2.1**.

Service No	Operator	Route	Frequency			Approx Travel Time
			Mon-Fri	Sat	Sun	
B10	Heyfordian Travel	Banbury Town Centre – Ruscote – Hardwick – Banbury – Hardwick – Ruscote	1 bus an hour between 9:20 and 16:47	1 bus an hour between 9:20 and 16:47	None	8 mins to Ruscote 10 mins to Hardwick
		Hardwick – Ruscote – Banbury Town Centre	1 bus an hour between 9:46 and 16:31	1 bus an hour between 9:46 and 16:31		8 mins to Banbury Town Centre
B8	Stagecoach	Banbury Town Centre – Hardwick – Neithrop – Banbury Town Centre (circular)	3 buses an hour between 7:02 and 20:27	3 buses an hour between 7:50 and 20:27	1 bus an hour between 9:22 and 18:52	10 mins to Banbury Town Centre

Source: Travelline

Table 2.1 – Banbury Bus Services (September 2011) – Regular Bus Services

There are a number of additional less frequent bus services that can be accessed at the southern end of Ruscote Avenue (A422) prior to the roundabout junction with Warwick Road, approximately 560m south of the south-west corner of the site, as shown in **Figure 2.5**. These include the 6 operated by Bakers Commercial Services, and the 269 and 270 operated by Johnsons Coach and Bus Travel. Additionally the 277 operated by Stagecoach calls at the bus stops on Southam Road (A361) to the east of the site and provides two buses per day to Lighthorne Heath and Banbury Town Centre. Timetables for these bus services are provided in **Appendix B** and these are summarised in **Table 2.2.**

Service No	Operator	Route	Frequency			Approx Travel Time
			Mon-Fri	Sat	Sun	
6	Bakers Commercial Services	Moreton In Marsh – Banbury	1 bus on a Tuesday at 13:31	None	None	13 mins to Banbury Town Centre
269	Johnsons Coach and Bus Travel	Stratford upon Avon – Banbury	1 bus a day	1 bus a day	None	7 mins to Banbury Town Centre
270	Johnsons Coach and Bus Travel	Stratford upon Avon – Banbury	4 buses a day	4 buses a day	None	6 mins to Banbury Town Centre
277	Stagecoach	Lighthorne Heath – Banbury	2 buses a day at 10:16 and 12:39	2 buses a day at 10:16 and 12:39	None	7 mins to Banbury Town Centre

Source: Travelline

Table 2.2 – Banbury Bus Services (September 2011) – Limited Bus Services

As shown in **Appendix B** all buses listed either terminate or pass through Banbury Bus Station in Banbury Town Centre providing opportunity for longer journeys to be undertaken by public transport. Banbury bus station provides further bus connections to local destinations and also provides the town centres main coach pick up and drop off point, providing opportunity for sustainable connections between Banbury and cities such as Oxford, Poole, Wolverhampton and London, as well as Gatwick and Heathrow. The bus station is located approximately 400m from Banbury Rail Station providing further opportunity for longer journeys to be undertaken by sustainable means.

2.4.2 Rail

Banbury Rail Station is less than 1.6km walk / cycle distance from the site access which falls within the 2km walk distance and 5km cycle distances identified in PPG13 thereby offering the potential to form part of a longer journey by sustainable means. The location of the rail station is shown in **Figure 2.1**.

Banbury Rail Station is managed by Chiltern Railways and cycle storage facilities in the form of partially covered Sheffield cycle stands are provided at the entrance to the station. Travel with cycles on trains serving the station is permitted subject to space being available.

Car parking comprising 720 spaces is also provided at Banbury Rail Station, and operates as a pay and display. Car parking is provided for the mobility impaired and step free access is available to all of the station platforms.

Banbury Rail Station provides direct and regular services to major destinations such as Birmingham, London, Oxford, Warwick and Reading, as well as to a number of smaller destinations. Southbound and northbound services operate generally 30 minutes or less during the peak periods. Details of the services at Banbury Rail Station are provided in **Appendix D**.

2.5 Existing Local Highway Network

2.5.1 Southam Road (A361)

Southam Road (A361), which bounds the east of the site, has an approximate road width of 8m. It is subject to a 40mph speed limit and this changes to 30mph approximately 300m south of the site immediately south of the Southam Road (A361) / Coopers Gate junction. The alignment of Southam Road in the vicinity of the site is relatively unconstrained and assessment of the visibility requirements for the proposed site access, along with the access proposals are discussed in **Section 4** of this report.

To the north, Southam Road (A361) provides connection to the Southam Road (A423) / Hennef Way (A422) / Southam Road (A361) / Ruscote Avenue (A422) roundabout junction, which is located approximately 400m from the site.

To the south Southam Road (A361) provides access from the site through Banbury Town Centre, and onwards to Bloxham, Chipping Norton, and further afield. Connections are also provided to the B4100 and A4260 from the A361, facilitating access towards Stratford upon Avon and Oxford respectively.

2.5.2 Southam Road (A423) and Hennef Way A422)

Southam Road (A423) provides access north to Southam through to the A45 and Coventry. Hennef Way (A422) provides access east to the M40 Motorway Junction 11 (M40 J11). From the M40 J11, the A361 routes in a north-easterly direction through the nearby villages of Wardington and Chipping Warden to Daventry, which is located approximately 28km from Banbury.

2.5.3 Ruscote Avenue (A422)

To the west, the site is bounded by Ruscote Avenue (A422), which has an approximate road width of 9.3m and is subject to a speed limit of 40mph. Currently, vehicular access to the site is provided off Ruscote Avenue (A422).

To the north and east, Ruscote Avenue (A422) provides a connection to Southam Road (A423), Southam Road (A361) and onwards to the M40 J11. To the east of the M40 J11, the A422 routes to Middleton Cheney, Brackley and Buckingham.

To the south and west, the A422 routes through Banbury, providing connection to the A423, and on to Stratford-upon-Avon which is located approximately 32km to the northwest of Banbury.

2.5.4 The M40

The M40 runs in a north-south direction along the eastern edge of Banbury and provides strategic access to the town from the north and south via the M40 J11. The M40 provides a connection to Banbury from London to the south and Birmingham to the north. To the north, the M40 connects with the M42 Junction 3A which connects the East and West Midlands, and provides connections to the M1, M6, and M5. To the south, the M40 connects with the M25.

2.5.5 Temporary Road Closure During 2011

The Environment Agency implemented a flood alleviation scheme in Banbury (October 2011), which was completed at the end of 2011. The scheme included a temporary road closure of the A361 approximately 1.1km to the north-east of the M40 J11; northwards of the A361/ Banbury Road junction to Chacombe. The traffic diversion route to avoid the works included the use of Hennef Way (A422) between the M40 J11 and the Southam Road (A423) / Hennef Way (A422) / Southam Road (A361) / Ruscote Avenue (A422) junction. This is shown in **Figure 2.6.** The effects of this diversion have been analysed in the following section of this report to consider its impact on the surrounding highway network.

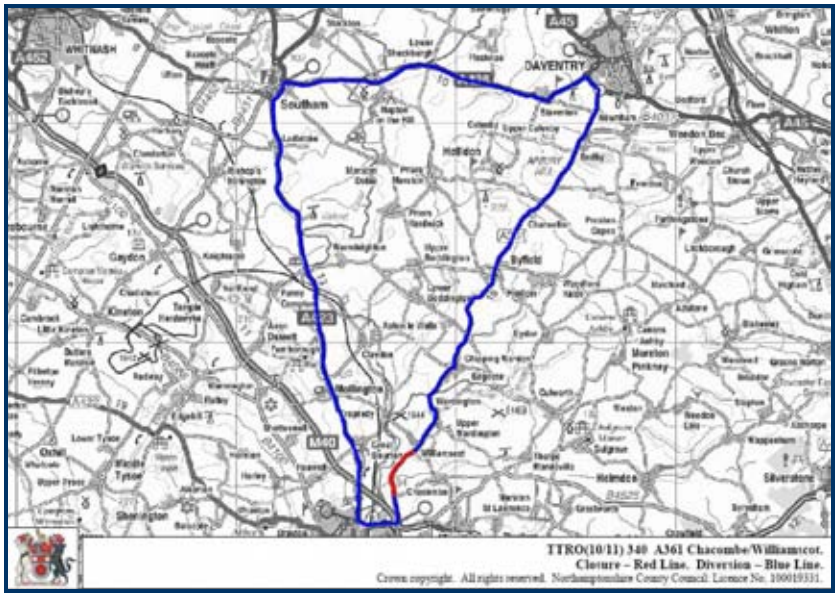


Figure 2.6 – A361 Road Closure Diversion Plan

2.6 Traffic Survey Information

2.6.1 Traffic Survey Locations

The County Council agreed at the scoping meeting on 10th January 2012 that two junctions required assessment in addition to the site access. These are:

- Southam Road (A361) / Castle Street / North Bar Street / Warwick Road signalised crossroads
- Southam Road (A423) / Hennef Way (A422) / Southam Road (A361) / Ruscote Avenue (A422) Roundabout

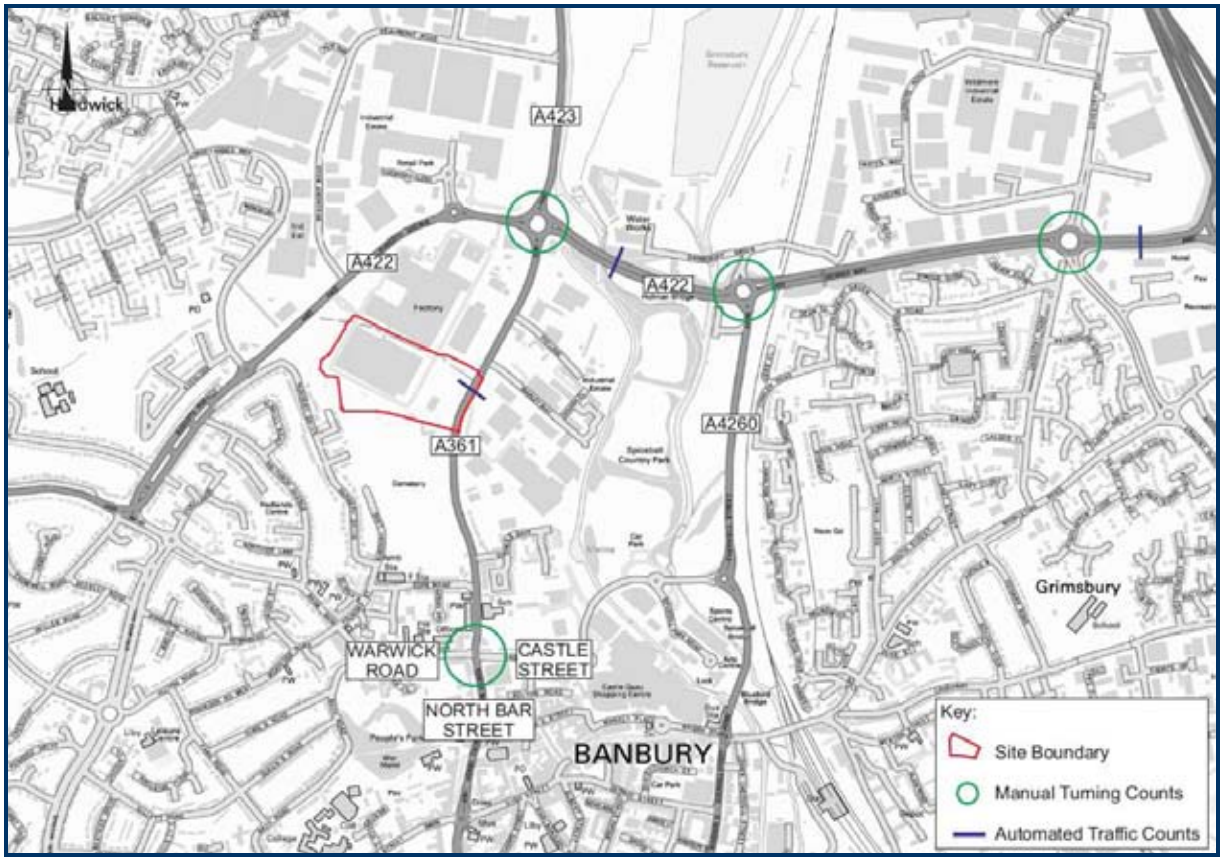
PCC Traffic Information Consultancy Ltd was commissioned by PBA to undertake part-classified 12 hour turning counts at these two junctions on Thursday 6th October 2011. Additional survey data was obtained for two further junctions along Hennef Way (A422) to enable the impact of the Environment Agency flood alleviation scheme and related diversion route to be fully accounted for, namely:

- Grimsbury Green / Hennef Way (A422) / Concord Avenue (A4260) Roundabout
- Windmere Road / Hennef Way (A422) / Daventry Road Roundabout.

PCC Traffic Information Consultancy Ltd was also commissioned to undertake 7 day Automated Traffic Counts (ATCs) at the following three locations, for the week commencing 5th October 2011:

- Southam Road (A361), south of Marley Way
- Hennef Way (A422), between the Grimsbury Green / Hennef Way (A422) / Concord Avenue A4260 Roundabout and the Southam Road (A423) / Hennef Way (A422) / Southam Road (A361) Ruscote Avenue (A422) Roundabout
- Hennef Way (A422) between the Windmere Road / Hennef Way (A422) / Daventry Road Roundabout and the M40 J11.

The traffic survey data is held in **Appendix E** and locations of the turning counts and ATCs are shown in **Figure 2.7**.



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Figure 2.7 – Traffic Count Location Plan

2.6.2 Network Peaks

The traffic data showed the network peaks to be between 08:00-09:00 and 17:00-18:00 on the weekday and between 12:00-13:00 on a Saturday. A comparison between weekday and weekend total flows at the two junctions that require assessment, namely the Southam Road (A361) / Castle Street / North Bar Street / Warwick Road signalised crossroads and the Southam Road (A423) / Hennef Way (A422) / Southam Road (A361) / Ruscote Avenue (A422) Roundabout is shown in **Table 2.3**.

Total Combined Traffic Flows		
AM (08:00-09:00)	**PM (17:00-18:00)**	**Sat (12:00-13:00)**
6,361	7,038	6,549

Table 2.3 – Comparison of Peak Period Flows

The flows in the weekday evening peak hour are shown to be highest when compared against the weekday morning peak hour and the Saturday peak hour. Therefore the junctions were assessed in the traditional weekday morning and evening peak hours as the evening peak assessments will show the impact of the development during the busiest network period.

2.6.3 Traffic Survey Data Validation

For data validation purposes, a review of the weekday variations in flows on the local highway network was undertaken using the ATC traffic flows. As shown in **Table 2.4**, traffic flows recorded during the AM and PM peak hours on Southam Road (A361) and on Hennef Way (A422) for the day of the manual turning counts (Thursday 6th October 2011) were typically higher than the weekday average.

Link	Direction	Traffic Flows (AM 0800-0900 / PM 1700-1800)					
		Wed 5/10/2011	Thurs 6/10/2011	Fri 7/10/2011	Mon 10/10/2011	Tues 11/10/2011	5 day average
Southam Road, south of Marley Way	Northbound Southbound 2-way	524 / 578 516 / 642 1040 / 1220	521 / 576 527 / 613 1048 / 1189	515 / 582 566 / 604 1081 / 1186	498 / 568 543 / 641 1041 / 1209	495 / 560 529 / 660 1024 / 1220	511 / 573 536 / 632 1047 / 1205
Hennef Way, east of Southam Road	Westbound Eastbound 2-way	1206 / 1481 1509 / 1365 2715 / 2846	1363 / 1511 1486 / 1380 2849 / 2891	1328 / 1510 1416 / 1257 2744 / 2767	1326 / 1542 1456 / 1220 2782 / 2762	1360 / 1429 1444 / 1234 2804 / 2663	1317 / 1495 1462 / 1291 2779 / 2786
A422 - from Ermont Way to M40 J11	Westbound Eastbound 2-way	2352 / 1515 1211 / 1978 3563 / 3493	2398 / 1503 1284 / 1995 3682 / 3498	2361/ 1530 1242 / 1834 3603 / 3364	2426 / 1482 1236 / 2023 3662 / 3505	2391 / 1487 1254 / 1999 3645 / 3486	2386 / 1503 1245 / 1966 3631 / 3469

Table 2.4 – Summary of 2011 ATC Data – Monday to Friday (AM / PM Flows)

To further validate the survey data used in this Transport Assessment, a comparative assessment of the ATC traffic flows and manual turning count data collected on 7th October 2011 for the two junctions located near the ATCs was undertaken for the periods of 08:00 – 09:00 hours and 17:00 –18:00 hours These junctions include:

- Southam Road (A361) / Castle Street / North Bar Street / Warwick Road signalised crossroads
- Southam Road (A423) / Hennef Way (A422) / Southam Road (A361) / Ruscote Avenue (A422) Roundabout
- Windmere Road / Hennef Way (A422) / Daventry Road Roundabout.

The ATC and manual turning count data comparison is summarised in **Table 2.5**.

Link	Direction	2011 ATC		2011 Turning Count		Difference	
		AM	PM	AM	PM	AM	PM
Southam Road, north of Castle St and Warwick Road	Northbound Southbound	521 527	576 613	530 514	601 617	+9 (1.72%) -13 (2.46%)	+25 (4.34%) +4 (0.65%)
Hennef Way, east of Southam Road	Westbound Eastbound	1380 1486	1511 1380	1378 1514	1552 1414	-2 (0.14%) +28 (1.88%)	+41 (2.71%) +34 (1.95%)
A422 - from Ermont Way to M40 J11	Westbound Eastbound	2398 1284	1503 1995	2491 1347	1524 2060	+93 (3.88%) +63 (4.91%)	+21 (1.40%) +65 (3.26%)

Table 2.5 – Comparison of 2011 ATC and Turning Count Data

As shown in **Table 2.5**, the difference between the ATC and manual turning count data for the links identified is within 5% in all cases. The minor differences identified in **Table 2.5** are acceptable

At the time of undertaking the surveys in October 2011, part of the A361 to the north east of M40 J11 was closed as a result of work associated with the Banbury flood alleviation scheme. A diversion was in place during this time (see **Figure 2.6**) directing traffic west along Hennef Way (A422) past Ermont Way and then north via Southam Road (A423). To consider the effect of this closure on the level of traffic on Hennef Way (A422), the 2011 observed flows along Hennef Way (A422) were compared

against the 2011 forecast flows provided in the Transport Assessment prepared for planning application 10/01823/OUT for a site located 1.6km to the north west of Banbury town centre which has resolution to grant. This analysis revealed that in the morning peak the westbound traffic flows on Hennef Way (A422) to the east of Ermont Way during the time of the surveys was approximately 300 higher than those reported in the Transport Assessment for planning application 10/01823/OUT, whereas the increase in eastbound flows to the west of Ermont Way were not significant as shown in **Table 2.6**. A comparison of the evening flows on Hennef Way (A422) was also undertaken which showed similar westbound flows to the east of Ermont Way and similar eastbound flows to the west of Ermont Way.

From / To	A422 (East)			A422 (West)		
	2011 Survey Flows	10/01823/OUT Flows	Difference	2011 Survey Flows	10/01823/OUT Flows	Difference
A422 (East)	-	-	-	1,712	1,414	+298
A422 (West)	1,044	1,110	-66	-	-	-

Table 2.6 – Comparison of Vehicular Flows in 2011 AM Peak Survey Data and 2011 AM Peak Base Data from Planning Application 10/01823/OUT

It is considered that the increase in westbound traffic flows in the morning peak corresponds with the diversion route put in place to cater for the closure of the A361. Therefore, when assessing the Southam Road (A423) / Hennef Way (A422) / Southam Road (A361) / Ruscote Avenue (A422) Roundabout using the 2011 survey flows, the northbound flows from Hennef Way (A422) were reduced by 298 vehicles. This allowed the junction to be tested with flows that were representative of 'normal' conditions, i.e. conditions that existed without the diversion in place.

2.7 Road Safety Assessment

2.7.1 Overview

As agreed with the County Council, PBA undertook an analysis of the road safety for Southam Road (A361) between the Southam Road (A423) / Hennef Way (A422) / Southam Road (A361) / Ruscote Avenue (A422) junction and the Southam Road (A361) / Castle Street / North Bar Street / Warwick Road junction; including both junctions.

PBA requested the latest five-year Personal Injury Collision (PIC) road safety data for this network extent from the County Council which supplied PIC data for the period between 1st January 2006 and 31st August 2011. The data and plan showing the extent of the road network are held in **Appendix F**.

For the analysis, the road safety records were broken down into the following individual areas:

1. Southam Road (A423) / Hennef Way (A422) / Southam Road (A361) Ruscote Avenue (A422) roundabout and approaches

2. Southam Road (A361) between the Southam Road (A423) / Hennef Way (A422) / Southam Road (A361) / Ruscote Avenue (A422) junction and the Southam Road (A361) / Castle Street / North Bar Street / Warwick Road junction

3. Southam Road (A361) / Castle Street / North Bar Street / Warwick Road signalised junction and approaches.

From the records, a total of 38 PICs occurred over the extent of the network shown for the period between 1st January 2006 to 31st August 2011.

The analysis of the road safety records included identification of any past trends in the incidence of PICs over the traditional weekday AM peak and PM road network peak travel periods to provide a broad guide on how they relate to the peak travel movements of the development.

For the AM and PM peak periods, an extra hour was added to either side of the peak periods of between 08:00 – 09:00 hours and 17:00 – 18:00 hours; giving peak period time ranges of between 07:00 – 10:00 hours and 16:00 – 19:00 hours.

A summary of the road safety data is provided in **Table 2.7**.

Area	Severity			Most Frequent Conditions (the greatest number of PICs are shown in brackets)					
	Fatal	Serious	Slight	Year	Month	Day	Nearest Hour	Weekday AM Peak	Weekday PM Peak
1	0	4	20	2007 (7)	Jan, Apr, Jun, Aug, Sep, Dec (3 each)	Mon (6)	19:00 (4)	0	7
2	0	1	5	2007 (3)	Feb (2)	Thu (3)	12:00, 16:00 (2 each)	0	2
3	0	0	8	2007, 2008, 2009 (2 each)	Mar, Sep, Nov (2 each)	Fri (3)	16:00, 17:00 (2 each)	1	0
ALL	0	5	33	2007 (12)	Apr, Sep (5 each)	Fri (9), Thu (8)	16:00, 19:00 (5 each)	1	9

Table 2.7 – PIC Summary Records (01/01/06 – 31/08/11)

The majority of the PICs occurred in fine and dry conditions, with 23 PICs occurring in day / light conditions.

In severity terms, the large majority of PICs resulted in slight injury and 5 PICs resulted in serious injury. None resulted in a fatal injury.

Reflecting the development peak traffic movements, only 1 PIC was recorded between 07:00 – 10:00 hours and 9 between 16:00 – 19:00 hours.

To provide more detail, each of the areas was analysed in overall terms and also in the context of the assumed traffic distribution patterns of the development in the weekday AM and PM peak travel periods.

2.7.2 Area 1 - Southam Road (A423) / Hennef Way (A422) / Southam Road (A361) / Ruscote Avenue (A422) Roundabout and Approaches

The records for the Southam Road (A423) / Hennef Way (A422) / Southam Road (A361) / Ruscote Avenue (A422) roundabout and approaches indicated that there were 24 PICs which occurred over the 5 year peiod. The large majority of the PICs resulted in slight injury, with 4 PICs resulting in serous injury.

The following provides a review of the PICs in terms of location:

- 3 PICs occurred at or close to the A423 northern approach and 1 on the A423 within 100m of this approach
- 9 PICs occurred at or close to the A422 Hennef Way approach
- 4 PICs occurred at or close to the A362 Southam Road approach
- 5 PICs occurred at or close to the A422 Ruscote Avenue approach and 2 on the A422 within 100m of this approach.

Assessment of the most frequent timings of the PICs showed that 7 of these occurred in 2007 with the months of May having 6 PICs, and June and September having 4 PICs in each month.

Thursdays had 6 incidences and Tuesdays had 5, with 5 incidences being reported at or close to 18:00 hours and 4 at or close to 19:00 hours. None were reported in the AM peak and 7 occurred in the PM peak.

Inspection of the records showed that 17 out of the 24 PICs were as a result of factors other than the road layout; with causations listed as:

- 'impaired by alcohol' – 5 PICs
- 'illness or disability, mental or physical' – 1 PIC
- 'disobeying automatic traffic signal' – 1 PIC
- 'careless, reckless, in a hurry' – 5 PICs
- 'overloaded or poorly loaded vehicle or trailer' – 1 PIC
- 'inexperience of driving on the left' – 1 PIC.
- 'distraction outside vehicle' – 1 PIC
- 'deposit on road (oil, mud, chippings)' and 'poot or defective road surface' – 2 PICs.

Of the remaining 7 PICs, in terms of location:

- 0 PICs occurred at or close to the Southam Road (A423) northern approach and 1 on the Southam Road (A423) within 100m of this approach (PIC ref. P1630408)
- 4 PICs occurred at or close to the Hennef Way (A422) approach (PIC ref. P1520406, P2030607, P2821107 and P2810109)
- 0 PICs occurred at or close to the Southam Road (A361) approach
- 2 PICs occurred at or close to the Ruscote Avenue (A422) approach (PIC ref. P3361006 and P2570110) and 0 on Ruscote Avenue (A422) within 100m of this approach.

Of the 4 PICs which occurred at or close to the Hennef Way (A422) approach; 3 were shunt type collisions in 2006 and 2007 involving 2 cars each, and 1 involved an HGV colliding with a pedal cyclist crossing the road in 2010 and who 'failed to look properly'.

Both PICs which occurred at or close to the Ruscote Avenue (A422) approach were shunt type collisions in 2006 and 2009 involving 2 cars.

In general terms, incidences of 2 PICs or less per annum at specific locations, prevent discernable and robust patterns or trends being identified and hence mitigation measures cannot be accurately defined.

When assessing the annual rate over the 5 years and 8 months road safety records data supplied, the 7 remaining PICs amount to 1.24 PICs per annum and hence mitigation would not be appropriate in the context of the development.

2.7.3 Area 2 – Southam Road (A361) between the Southam Road (A423) / Hennef Way (A422) / Southam Road (A361) / Ruscote Avenue (A422) junction and the Southam Road (A361) / Castle Street / North Bar Street / Warwick Road junction

The records for Southam (A361) between the Southam Road (A423) / Hennef Way (A422) / Southam Road (A361) / Ruscote Avenue (A422) junction and the Southam Road (A361) / Castle Street / North Bar Street / Warwick Road junction indicated that there were 6 PICs which occurred over the 5 year period, 1 of which resulted in serous injury.

The following provides a review of the PICs in terms of location:

- 3 PICs occurred between Cope Road and Pipe Lane; a distance of approximately 0.7km
- 3 PICs occurred at or close to the A361/ Cope Road junction.

Assessment of the most frequent timings of the PICs showed that 3 of these occurred in 2007 with February having 3 PICs.

Thursdays had 3 incidences with 2 incidences being reported at or close to 12:00 hours and 2 at or close to 16:00 hours. None were reported in the AM peak and 2 occurred in the PM peak.

Inspection of the records showed that 4 out of the 6 PICs were as a result of factors other than the road layout; with causations listed as:

- 'illness or disability, mental or physical' – 1 PIC
- 'careless, reckless, in a hurry' – 1 PIC
- 'driver using mobile phone – 1 PIC
- 'defective brakes' – 1 PIC.

1 of the remaining 2 PICs (PIC ref. P3680107) occurred to the south of Pipe Lane and the other at or close to the Southam Road (A361) / Cope Road junction (PIC ref. P2380210).

As stated the incidences of 2 PICs or less per annum at specific locations, prevent discernable and robust patterns or trends being identified and hence mitigation measures cannot be accurately defined and hence mitigation would not be appropriate in the context of the development.

2.7.4 Area 3 – Southam Road (A361) / Castle Street / North Bar Street / Warwick Road signalised junction and Approaches

The records for the Southam Road (A361) / Castle Street / North Bar Street / Warwick Road signalised junction and approaches indicated that there were 8 PICs which occurred over the 5 year period, all of which resulted in slight injury.

The following provides a review of the PICs in terms of location:

- 0 PICs occurred at or close to the Southam Road (A361) northern approach
- 0 PICs occurred at or close to the Castle Street approach
- 3 PICs occurred at or close to the North Bar Street approach
- 3 PICs occurred at or close to the Warwick Street western approach

- 2 PICs occurred within the junction itself.

Assessment of the most frequent timings of the PICs showed that there were 2 incidences of PICs in 2007, 2008 and 2009 with May, September and November also having 2 PICs each month.

Friday had 3 incidences with 2 incidences being reported at or close to 16:00 hours and 2 at or close to 17:00 hours. 1 PIC was reported in the AM peak and none in the PM peak.

Inspection of the records showed that 7 out of the 8 PICs were as a result of factors other than the road layout; with causations listed as:

- 'impaired by alcohol' – 2 PICs
- 'careless, reckless, in a hurry' and 'exceeding speed limit' – 2 PICs
- 'inexperience or learner driver – 1 PIC
- 'passing too close to cyclist, horse rider or pedestrian' – 1 PIC (this occurred at the entrance into the Horse Fair car parking area at the south-east of the junction)
- 'defective brakes' – 1 PIC.

The remaining PIC (PIC ref. P1330307) occurred at or close to the North Bar Street approach which was a shunt type collision in 2007 involving a car and HGV.

As stated the incidences of 2 PICs or less per annum at specific locations, prevent discernable and robust patterns or trends being identified and hence mitigation measures cannot be accurately defined and hence mitigation would not be appropriate in the context of the development.

2.7.5 Road Safety Conclusion

From the total of 33 PICs which were recorded on the road network assessed between 1st January 2006 and 31st August 2011, there appears to have been a large quantity of PICs which may have occurred as a result of factors other than the road layout.

Accounting for the exclusion of these PICs, the assessment of the individual areas and locations at each junction showed that incidences in PICs for each area accounted for less than 2 PIC per annum.

Analysis of the development weekday peak traffic movements showed that the incidences of relevant PICs in the AM and PM peak travel periods also prevented discernable patterns or trends from being identified.

It was therefore concluded that specific safety mitigation measures would not be required in the context of the proposed development

3 Policy Review

3.1 Introduction

This Transport Assessment has been prepared with reference to national, regional and local policy, and with regard to best practice from appropriate national and local guidance. This chapter identifies specific national, regional and local policies that are relevant to the proposed development.

3.2 Transport Guidance

3.2.1 Guidance on Transport Assessment

As detailed in the **Introduction** of this report, reference to the indicative thresholds guiding the preparation of Transport Assessments and Travel Plans provided in Appendix B of the Guidance on Transport Assessments, showed that both a Transport Assessment and Travel Plan would be required for the proposed development.

The DfT and DCLG 'Guidance on Transport Assessment' was produced in 2007, and paragraph 4.3 of the document notes that a Transport Assessment should address the following issues:

- Reducing the need to travel, especially by car
- Sustainable accessibility
- Dealing with residual trips
- Mitigation measures.

Paragraph 4.7 of the Guidance on Transport Assessment starts to set out the required content of a Transport Assessment, identifying the detail on 'Existing site information' and 'Baseline transport data'. In the second bullet point after 'Baseline transport data' it states there is a need to include, amongst others:

- Existing public transport facilities (including provision/ frequency of services, location of bus stops/ train stations, park & ride facilities) in the study area; if available, the current level of patronage or usage on the public transport network in the vicinity of the development
- Existing pedestrian and cycle facilities in the vicinity of the site
- Pedestrian and cycle movements in the vicinity of the site.

Paragraph 4.14 of the Guidance on Transport Assessment states that accessibility for those walking and cycling is a key consideration to assess the sustainability of location for a proposed development. These assessments should be undertaken using appropriate methodologies as agreed with the relevant authorities.

Analysis of the Guidance on Transport Assessment provides an updated approach to setting an appropriate forecast year for assessment of the impact of the developments. For the local transport network, a forecast year for the assessment of the developments should be set for no less than five years after the date of registration of a planning application. Should the developments take place over a longer period, the Guidance on Transport Assessment states that '*it would be appropriate to extend the length of the assessment period' and be 'supported by an acceptable Transport Assessment*'.

Where a proposed development has adverse affects on the highway network, paragraph 4.90 identifies that '*transport mitigation should focus on maximising sustainable accessibility to the*

development. At the outset, the mitigation plan should consider measures such as improvements to development site layout to facilitate walking and cycling as well as accessibility to the local public transport infrastructure, improvements to walking and cycling provisions in the vicinity of the development site, and improvements to the local public transport network'.

3.2.2 Good Practice Guidelines: Delivering Travel Plans through the Planning Process (DCLG and DfT- 2009)

The Good Practice Guidelines: Delivering Travel Plans through the Planning Process provides information on the use of Travel Plans as a means of promoting sustainable transport. The document brings together the key principles and mechanisms that have been found to help secure effective Travel Plans in England.

In terms of Workplace Travel Plans, the guidelines recognise that the primary focus is on commuter travel and travel in the course of work, and consideration can and should include strategies to make visitor and freight travel more sustainable.

3.3 National Planning Policies

In May 2010, the Coalition Government published the Coalition Agreement which sets out the five year programme for Government. The document sets out the Coalition Government's key commitments in each policy area, including the role of communities and local government and the role of transport.

Key commitments for communities and local government include, inter alia:

- The devolution of power to local authorities including the abolition of Regional Spatial Strategies to return decision making on planning and housing to local authorities (noting that the High Court ruled in November 2010 that the Government's abolition of Regional Spatial Strategies was unlawful)
- A longer term strategy of empowering neighbourhoods to determine the shape of places in which their inhabitants live
- Publication of a National Planning Framework which will cover all forms of development and will set out key social, environmental and economic objectives
- Provision of incentives for local authorities to deliver sustainable development, including businesses and new homes.

The document also commits to *"a presumption in favour of sustainable development in the planning system",* with this policy recently being reinforced in a ministerial announcement following the Budget and in the draft National Planning Policy Framework.

In terms of transport, the document commits to promoting a 'greener', more sustainable transport sector, focusing on CO2 emission reductions and investment in new technologies. The key commitments include, amongst other things:

- A national recharging network for hybrid and electric vehicles
- A high speed rail network
- Supporting sustainable travel initiatives for walking and cycling
- Encouraging joint working between local authorities and bus operators.

It is clear therefore that the Coalition Government intend to continue the former Government's commitment to sustainable travel, including the promotion of local sustainable travel initiatives.

3.3.1 The Draft National Planning Policy Framework

As noted above, the draft National Planning and Policy Framework emphasises that: "*At the heart of the planning system is a presumption in favour of economic development*" and that "*Planning must operate to encourage growth and not act as an impediment*". Therefore, significant weight should be placed on the need to support economic growth through the planning system".

It also states in paragraph 54 that: "*To enable each local authority to proactively fulfil their planning role, and to actively promote sustainable development, local planning authorities need to:*

- *Approach development management decisions positively – looking for solutions rather than problems so that applications can be approved wherever it is practical to do so*
- *Attach significant weight to the benefits of economic and housing growth*
- *Enable the delivery of sustainable development proposals*."

In addition (Paragraph 86), it states that, inter alia planning policies and decisions should consider whether "… *improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Subject to these considerations, development should not be prevented or refused on transport grounds unless the residual impacts of development are severe, and the need to encourage increased delivery of homes and sustainable economic development should be taken into account*."

Whilst it is anticipated that the Government's full commitments will be confirmed in the forthcoming National Planning Framework expected in April 2012, reference has still been made to the former Government's Transport White Papers and the relevant current national land-use / planning and transport policy set out in planning policy statement (PPS) and planning policy guidance (PPG) notes.

3.3.2 Planning Policy Statement 1 (PPS1 - 2005) – Delivering Sustainable Development

PPS1 sets out the overarching principles for getting planning right, underpinned by the delivery of safe, healthy and attractive places to live. It emphasises the importance of planning in creating sustainable communities, of reducing the need to travel, and encouraging public transport provision to secure new sustainable travel patterns.

Paragraph 23 sets out the Government's commitment towards a strong, stable and productive economy, bringing jobs and prosperity for all, and identifies the need to local authorities to, inter alia:

- Recognise that economic development can deliver environmental and social benefits
- Recognise the wider sub-regional, regional or national benefits of economic development and consider these alongside any adverse local impacts
- Ensure that suitable locations are available for industrial, commercial, retail, public sector (e.g. health and education) tourism and leisure developments, so that the economy can prosper
- Provide for improved productivity, choice and competition, particularly when technological and other requirements of modern business are changing rapidly
- Recognise that all local economies are subject to change; planning authorities should be sensitive to these changes and the implications for development and growth

- Actively promote and facilitate good quality development, which is sustainable and consistent with their plans

- Ensure that infrastructure and services are provided to support new and existing economic development and housing.

Paragraph 27 identifies the need to reduce car dependency and provide access to services and facilities by modes other than the private car.

Through the provision of a workplace bus service, footway/ cycle connections, the proposed development will reduce the need to travel by car and deliver a healthy and attractive environment for employees to work.

3.3.3 PPS 1 (2007) – Planning and Climate Change; Supplement to Planning Policy Statement (PPS 1 Supplement)

PPS1 Supplement details the linking of transport and land use as key to the issue of climate change. Paragraph 9 (bullet point 3) of PPS1 Supplement identifies that a key planning objective for development is to optimise possible use of sustainable transport for public transport, cycling and walking, which overall reduces the need to travel, especially by car.

Paragraphs 23 and 24 of the PPS1 Supplement notes that in deciding which areas and sites are suitable for development, planning authorities should take into account '*whether there is, or the potential for, a realistic choice of access by means other than the private car and for opportunities to serve the sites through sustainable transport*'. The need for a Travel Plan is identified in paragraph 42 when considering the environmental performance of proposed developments. Therefore the provision of the Framework Travel Plan accompanying this Transport Assessment demonstrates compliance with policy.

3.3.4 PPS4 (2009) – Planning for Sustainable Economic Growth

PPS4 sets out the Government's objectives for prosperous societies, which includes achieving sustainable economic growth through:

- Building prosperous communities by improving the economic performance of cities, towns, regions, sub-regions and local areas, both urban and rural

- Delivering more sustainable patterns of development, reduce the need to travel, especially by car and respond to climate change

- Promoting the vitality and viability of town and other centres as important places for communities.

Policy EC10 identifies that planning applications for economic development should be assessed against a number of impact considerations including:

- Whether the proposal has been planned to limit CO_2 emissions, and minimise vulnerability and provide resilience to, climate change over the lifetime of the development

- Accessibility by a range of mode of travel including walking, cycling, public transport and the car, and the effect on local traffic levels and congestions (especially to the trunk road network)

- Whether the development proposal secures a high quality and inclusive design

Through the enhancement of foot and cycle facilities, connections to the existing bus services, and car sharing opportunities, the proposed development will provide future occupants and visitors with a

variety of travel options. These options will be facilitated through the implementation of travel planning measures that encourage and raise awareness of travel by sustainable modes.

3.3.5 Planning Policy Guidance 13 (PPG13 - 2001) – Transport (2011 update)

A revised PPG13 was published by the DCLG in January 2011. One of the key changes in the document was the removal of national restrictions on parking spaces in residential developments, with the emphasis placed on letting local councils determine parking policies for their own areas. Consequently, the central requirement within PPG13 to express maximum parking standards for new residential development has been deleted. In addition to this, a letter to Chief Planning Officers from the DCLG outlining these changes also highlighted that the "*Government has taken the opportunity to encourage electric vehicle charging infrastructure in new development"* and has *"signalled its intention to proceed with proposals to introduce permitted development rights for electric charging points."*

PPG13: Transport paragraph 4 sets out the overall strategy for a sustainable transport system, with the objectives of integrating planning and transport at the national, regional, strategic and local level to:

- '*Promote more sustainable transport choices for people and for moving freight*
- *Promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling, and*
- *Reduce the need to travel, especially by car*'.

PPG13 also states that a key planning objective is to ensure that jobs, shopping, leisure facilities and services are accessible by public transport, walking and cycling. Other relevant aims include:

- '*Ensuring that interchange points are well related to travel generating uses, and that the design, layout and access arrangements of surrounding development and interchanges are safe and convenient to maximise the walking and cycling catchment population for public transport services*
- *Providing for the needs of disabled people in terms of parking design and layout ensuring that traffic management measures do not impede the effectiveness of public transport services*
- *Identify the potential for improved interchange between transport services and between public transport and walking and cycling, and*
- *Give greater priority to walking, and reduce the actual walking distance between land uses, and to public transport*'.

The development will promote accessibility by non-car modes and the implementation of the transport strategy will provide real alternatives to travel by providing good connections to local bus services, and by maximising walking and cycling routes. The importance of promoting and encouraging more active travel was recognised in the preparation of the Framework Travel Plan and the delivery of infrastructure that facilitates active travel is a central tenet of the transport strategy for the proposed development.

3.3.6 Emerging PPS – Planning for a Low Carbon Future in a Changing Climate; Consultation

This document supplements PPS1 by setting out how planning should contribute to mitigating climate change and adapting to its impacts. The PPS will replace the earlier supplement to PPS1 'Planning and Climate Change' and PPS22 'Renewable Energy' once adopted.

In determining planning applications paragraph 13.2 outlines that local planning authorities should expect proposed new development to create and secure opportunities for sustainable transport by:

- Implementing Travel Plans when required in line with PPG13 so as to minimise greenhouse gas emissions
- Providing for safe and attractive walking and cycling opportunities including, where appropriate, secure cycle parking and changing facilities
- Ensuring the provision of car parking is consistent with cutting greenhouse gas emissions, including through providing for electric vehicle charging infrastructure.

The proposed development will be designed to provide all these opportunities.

3.4 Local Planning Policies

3.4.1 Oxfordshire Local Transport Plan – April 2011 (2011-2030)

Oxfordshire's third Local Transport Plan (LTP3) was adopted by Oxfordshire County Council (the County Council) in April 2011 and this sets out the objectives and plans for developing transport in Oxfordshire up to 2030. The following policies from the LTP3 are relevant in context of the development:

- Policy G5 – the County Council will support sustainable, healthy and inclusive modes of travel and promote changes in travel behaviour to these modes
- Policy TC2 – the County Council will work with major traffic generators to enable sustainable travel and efficient car use for journeys to employment, health, shopping and education in order to reduce congestion
- Policy TC5 – the County Council will identify suitable and unsuitable routes for freight movement, balancing the needs of businesses with protection of the local environment and maintaining the highway network
- Policy SD1 – the County Council will seek to ensure that:

  (i) *The location and layout of new developments minimise the need for travel and can be served by high quality public transport, cycling and walking facilities*

  (ii) *Developers promote sustainable travel for all journeys associated with new development, especially those to work and education*

  (iii) *Traffic from new development can be accommodated safely and efficiently on the transport network.*

- Policy SD2 – Oxfordshire County Council will:

  (i) *Secure contributions from new developments towards improvements for all modes of transport. This can be financial contributions or direct works for the mitigation of adverse transport impacts in the immediate locality and/or wider area improvements*

  (ii) *Ensure that all infrastructure associated with the developments is provided to appropriate design standards*

  (iii) *Set local routeing agreements to protect environmentally sensitive locations from traffic generated by new developments*

(iv) Normally seek commuted sums towards the long term operation and maintenance of facilities, services and infrastructure.

- RE2 – the County Council will ensure that the operation of the transport network balances the protection of the local environment with efficient and effective access for freight and distribution.

3.4.2 Oxfordshire County Council – Banbury Area Transport Strategy (April 2011)

A new area strategy was developed as part of the LTP3 and replaces the Banbury Integrated Transport and Land Use Strategy, 2000 (BanlTLUS) and subsequent follow up study in 2009. This document sets out an area strategy for Banbury and comprises a number of local targets, including:

- Improve facilities for pedestrians, including disabled people, across Banbury
- Projects to improve links between employment and residential areas to key services and destinations such as the town centre, by foot, will be delivered
- Work with Cherwell District Council and developers to ensure new developments are designed to promote permeability on foot both within the site and to link with the existing settlement
- Ensure urban footways join up with rights of way and rural footpaths
- Improve facilities for cyclists and develop schemes which will provide a high quality cycle network
- Measures will involve the provision of additional cycle infrastructure such as cycle lanes/cycle paths, advanced stops lines, and cycle parking where appropriate, with a particular focus to improve accessibility to key destinations
- Ensure that new developments are located and designed to encourage the use of the bus, with particular attention to minimising walking distances to bus stops on the strategic routes. Seek contributions for new bus stops and associated development which are created to serve new development or developments which are an intensification of current use or change of use
- Ensure the provision of good quality bus information at bus stops and local centres
- Improve walking and cycling links from residential and employment areas to the bus stops
- Work with local bus companies to improve and develop bus services on existing routes and new routes in order to increase accessibility to/from residential areas to key facilities and employment sites to the north of the town, in particular
- Work with organisations and businesses to reduce the need to travel by car and reduce inefficient car use by improving availability and quality of travel information and supporting platforms (such as car sharing) to reduce the occurrence of congestion and its impacts
- Ensure developers of new sites in Banbury undertake detailed Transport Assessments and implement travel plans for the residents, employees and users of their sites
- To make the best use of existing road space through appropriate traffic management measures, vehicle routing and use of technology
- To make local improvements to junctions and roads within the town to help reduce delays and traffic congestions

- The A4260 and A361 currently operate as the main north-south routes through Banbury Town Centre. The LTP has identified that the A4260 should become the primary north-south through route.

3.4.3 Cherwell District Council - Draft Core Strategy (2010)

Cherwell District Council (the District Council) is in the process of preparing the Core Strategy for the district, which is one of the Development Plan Documents (DPDs) that makes up the LDF. Once complete, the LDF will form new planning policy for the District to 2026 and will replace the old system of District local plans and county structure plans.

A Draft Core Strategy was published by the District Council in February 2010. Relevant objectives from that document include:

- SO 12 – To reduce the dependency on the private car as a mode of travel, increase the attraction of and opportunities for travelling by public transport, cycle and on foot, and to ensure high standards of accessibility for people with impaired mobility

- EP 2 – Sets out that Banbury is an 'Urban Centre', where retail and other town centre uses will be directed towards.

3.4.4 Cherwell District Council - Non-Statutory Cherwell Local Plan 2011

The Non-Statutory Cherwell Local Plan 2011 was intended to *"…review and update the local plan adopted in 1996"*. However, following changes to the national planning system introduced by the Coalition Government, work on this plan was discontinued prior to adoption. The Non-Statutory Cherwell Local Plan 2011 has now been approved as interim planning policy for development control purposes. In due course, this will be replaced by the Local Development Framework (LDF) which will establish planning policy for the district to 2026.

Relevant transport policies from the Non-Statutory Cherwell Local Plan 2011 include:

- TR3 – A Transport Assessment and Travel Plan must accompany development proposals likely to generate significant levels of traffic

- TR4 – Before proposals for development are permitted the Council will need to be satisfied that all appropriate mitigation measures required to support that development are identified within an implementation programme. Such measures will include highway improvements, traffic management measures, improved public transport and / or facilities, and measures to improve pedestrian and cycle accessibility

- TR5 – Before proposals for development are permitted the Council will need to be satisfied that:

  (i) *Conflict between vehicles and pedestrians, cyclists and people with sensory and mobility impairments is minimised by securing segregated provision, controlled crossings or other measures as appropriate, and;*

  (ii) *The development does not compromise the safe movement and free flow of traffic or the safe use of roads by others.*

- TR6 – The Council will seek to facilitate the provision and operation of an effective public transport system as a genuine alternative to the use of private vehicles, as far as it is possible to do so through its land use planning powers. This will include where appropriate, giving priority to public transport over generally traffic and making provision for interchange facilities and encouraging integration between different modes of transport.

- TR9 – All new development shall provide cycle parking to Oxfordshire County Council standards

- TR11 – Development likely to attract vehicular traffic will be required to:

  (i) *Accommodate within the site the necessary highway safety requirements relating to access, turning and servicing*

  (ii) *Include appropriate measures to minimise the visual impact of vehicles and parking areas*

  (iii) *Comply with maximum standards for car parking*

  (iv) *Provide parking for people with disabilities in accordance with the Council's standards*

  (v) *Provide cycle parking in accordance with the Council's standards. Development proposals which do not have regard to these criteria will not be permitted*.

- TR16 – Development that would generate frequent heavy-goods-vehicle movements through residential areas or on unsuitable urban or rural roads will not be permitted

- TR17 – The Council will permit proposals for the establishment of heavy goods vehicle operating centres provided they would not create traffic problems or adversely affect the amenity of residential areas or villages.

4 Development Proposals

4.1 Development Description

The proposed 6.53 hectare development will provide a food store of 5,574m^2 (60,000sqft) GIA including a Petrol Filling Station, a number of Non-food A1 retail units with a total floorspace GIA of up to 7,432m^2 (80,000sqft). The proposed buildings are potentially suitable for mezzanine floors. However this would be a matter for the individual retailer to pursue through a separate planning application. The Transport Assessment has taken into account the potential implications of including mezzanine and the conclusions of the assessment are based on 5,017m^2 (54,000sqft) GIA of A1 retail mezzanine floorspace being included in the development.

The foodstore will be located centrally to the north of the site and the seven retail units will be located to the west of the site. The illustrative Masterplan is held in **Appendix A**.

4.2 Vehicular Access and Internal Circulation

4.2.1 Proposed Site Access

Vehicular access will be provided from Southam Road (A361) via a new roundabout junction. The roundabout will be built up of four arms incorporating the existing Homebase, Car Showroom and Warehouse access into its design which extends east as far as the existing highways boundary. As agreed with the County Council at the scoping meeting on 10th January 2012 the roundabout has been designed to the standards outlined in the Design Manual for Roads and Bridges (DMRB) Technical Directive 16/07 (TD 16/07) and supplemented by guidance provided in Manual for Streets 2 (*MfS2* - published by the CIHT in September 2010). The proposals are illustrated by the Site Access **drawing no. 26004/004/004B**.

4.2.2 Vehicular Movements within the Site including Servicing

Car parking within the development is accessed from the new roundabout junction. The number of parking spaces proposed on site will be outlined at the detailed design stage. The proposed development will look to respond to local standards outlined where possible.

The main access route into the car park is also used by service vehicles. For service vehicles to access the non-food retail units the service vehicles move around the southern edge of the site, splitting from the car park access and serving the rear of the units. The servicing for the supermarket unit and the petrol filling station turns right at the internal roundabout located just after the site access.

4.3 Pedestrian and Cycle Access Strategy

As stated, walk trips under 2km and cycle trips under 5km offer the potential to replace short car trips as defined in PPG13. The proposals will include the provision of high quality walk and cycle facilities to enable and encourage sustainable travel and maximise the opportunities for travelling by non-car modes for staff and visitors.

4.3.1 East of the Site – Southam Road

As part of the proposals the existing foot and cycleways will be incorporated into the site access design to provide enhanced linkages to the existing foot and cycle facilities on both sides of Southam Road (A361). This will enable convenient access to the existing bus stops located 220m from the centre of the site to the north as well as the local shops and other amenities (fast food, post office, etc) provided within 1km to the south of the site in Banbury Town Centre.

Dropped kerb crossings will be provided at the site access to enable existing pedestrian and cycle movements along Southam Road (A361) to be retained with as little deviation to existing journeys as

possible. Pedestrians and cyclists will also be provided with new crossing facilities with dropped kerbs and tactile paving across Southam Road (A361) to the north and south of the proposed junction. The junction design also caters for cyclists that may not be comfortable with cycling around the proposed roundabout from the north by providing a facility for cyclists to exit the carriageway and access the proposed pedestrian crossing point across Southam Road (A361).

4.3.2 West of the Site – Ruscote Avenue

It is also proposed that pedestrian facilities will be provided to Ruscote Avenue via PROW 120/100 allowing for direct connection to the residential areas to the west and south of the site for potential employees and customers. As part of the development proposals the site will seek to connect to PROW 120/100 prior to the point where it connects with PROW 120/101 and 120/98. These proposals will also provide a direct connection to the bus stop on Longelandes Way.

To maximise use of the existing linkages improvements to PROW 120/101 between PROW 120/100 and Ruscote Avenue and PROW 120/100 between PROW 120/101 and the site are also proposed in terms of lighting to provide a safe and secure environment for users. Additional options for widening the existing 1.5m tarmac surface will be explored. These proposals are subject to any issues that may arise in terms of third party land issues.

At the meeting with the County Council on 26th January 2012 support was offered in terms of providing connection from Ruscote Avenue to the site via PROW 120/101 and 120/100. The County Council agreed that additional lighting should be provided along PROW 120/101, and outlined that there is also an opportunity to widen the footpaths to between 2m and 3m. The details of lighting provision and potential footpath widening will be explored with the County Council at the detailed design stage.

The County Council suggested the most straightforward mechanism for all parties in terms of undertaking any physical works to the PROW would be for the Developer to provide a contribution towards the improvements. This will reduce any third party land issues that may occur in terms of ownership of the edgings either side of the tarmac areas. If the link to the PROW from the site can be provided a contribution provided by the Developer will be finalised at the detailed design stage.

4.3.3 On Site Facilities

On site, footways will be provided from the site access off Southam Road (A361) with central walk ways provided within the car parking areas to enable easy access to all units within the retail park. Cycle facilities will be provided within the site access roads to provide a seamless connection with the existing cycle facilities on Southam Road (A361). Additionally cycle parking facilities will also be provided on site; the number of which will accord with the County Council's cycle parking standards and be finalised at the detailed design stage.

4.4 Public Transport Strategy

The development is located within the urban area of Banbury and will re-use an existing site, creating the opportunity for a development that can take advantage of the existing bus services.

The recommended maximum walk distance to bus stops is 400m and the nearest stops to the site are situated on Southam Road (A361) approximately 220m from the centre of the site and on Longelandes Way off Ruscote Avenue approximately 400m from the centre of the site. The local services at these stops provide regular access to Banbury Town Centre therefore providing an opportunity for the site to maximise its linkages with the surrounding public transport infrastructure and strengthen the sustainability credentials of the site.

The proposals to connect to PROW 120/101 would provide a direct and convenient route for visitors and employees to the bus stop on Longelandes Way via an existing signalised pedestrian crossing which can be used to safely cross Ruscote Avenue.

The site access provides a seamless connection into the existing foot/cycleway on Southam Road (A361) which in turn enables direct access to the bus stops to the north-east and south-east of the site on Southam Road (A361).

Additionally, Banbury Rail Station is within the 2km walk distance and 5km cycle distance identified in PPG13 and provides frequent services to Birmingham, London, Oxford, Warwick and Reading, as well as to a number of smaller destinations. Therefore there is opportunity for the combination of either walk, cycle or bus journeys to connect with the rail station to provide opportunities for longer journeys to be undertaken more sustainably.

The proximity and availability of the bus and rail services offer a real alternative to car travel and in order to support the predicted demand for public transport, the existing bus services will be promoted to employees. The details of these services will be promoted as part of the Framework Travel Plan.

4.5 Travel Demand Management Strategy

A separate Framework Travel Plan has been prepared in addition to this Transport Assessment to promote access to the site by sustainable modes. The Framework Travel Plan sets out the guiding principles, outcomes, targets and measures to be implemented to facilitate and deliver opportunities to travel by sustainable modes.

The Framework Travel Plan provides a mechanism for the delivery of soft measures by promoting car sharing , the use of existing bus services and walk and cycle facilities as well as providing a commitment to reducing the dependency on the private car, in such a way to allow flexibility in the delivery of the measures. This flexibility is an important element of the Travel Plan, and is required to ensure that the Travel Plan is used to achieve a sustainable travel culture when the site is developed, and therefore reflects conditions at the time of implementation.

The Governance section of the Framework Travel Plan sets out the responsibility of the Client, future occupants and ultimately the Subsidiary Travel Plan Co-ordinators across the site. This Governance structure, underwritten by a financial commitment to support travel by sustainable means, demonstrates the ongoing commitment made to supporting sustainable development and maximising the benefits of travel planning.

The targets set in the Framework Travel Plan, and the indicators identified to determine whether these targets are being achieved, were established to limit the impact of development related trips on to the highway network, but also to ensure that sustainable travel patterns are maintained. These targets will then be complimented by further targets which will be established once initial travel surveys are completed.

The Framework Travel Plan sets an initial target to reduce single occupancy journey to work trips in the peak hours by 10% within 5 years of occupation which is anticipated to be achieved through implementation of the measures proposed in the Travel Plan.

The Phasing and Implementation Strategy provides certainty on the overall delivery of sustainable transport measures, and that these are reflective of the land uses and quantum of development in each phase. This is, at the present time, indicative, hence the importance of flexibility in the timing and precise nature of the measures. Some measures are to be implemented early in the Travel Plan process, to influence the travel decisions made at the start, rather than seeking to influence established travel patterns.

5 Vehicular Trip Generation and Distribution

5.1 Introduction

In accordance with the 'Guidance on Transport Assessment', this section provides an understanding as to the likely vehicular trip generation associated with the existing, extant and proposed development.

5.2 Forecast Year

The Guidance for Transport Assessment (GTA) recommends that the forecast year for a development should be a minimum of five years after submission of the planning application for assessment on local roads. The Planning Application is due to be submitted in 2012; therefore the future year is 2017.

At the scoping meeting with the County Council on 10th January 2012 the aspiration was outlined to deter traffic from using Southam Road (A361) as a town centre north-south through route. The aspiration for the A4260 to become a primary town centre north-south through route is outlined in the County Council's 2011 LTP and has been implemented with recent signing changes. Traffic that flows along Southam Road will be localised traffic only, and not subject to changes as a result of background alterations in strategic traffic patterns. Therefore when assessing the 2017 forecast year it has been assumed that there will be no change in flows along Southam Road as a result of background changes, at the site access and the junctions to the north and south of the site; namely the Southam Road (A423) / Hennef Way (A422) / Southam Road (A361) / Ruscote Avenue (A422) junction and the Southam Road (A361) / Castle Street / North Bar Street / Warwick Road.

At the meeting on 26th January 2012 the County Council re-iterated there was not a requirement for the Southam Road (A423) / Hennef Way (A422) / Southam Road (A361) / Ruscote Avenue (A422) junction and the Southam Road (A361) / Castle Street / North Bar Street / Warwick Road junction to be assessed with growthed traffic levels, but suggested a 'Sensitivity Test' be undertaken for the site access with traffic growthed to 2017.

5.3 Background Growth for Site Access Sensitivity Test

GTA indicates that local Trip End Model Presentation Programme (TEMPRO) factors be applied in order to predict the bespoke levels of background traffic growth for use in assessments. Therefore, increases in background traffic flows for the 2017 'Sensitivity Test' forecast year were derived using local TEMPRO factors using TEMPRO version 6.2 to growth the traffic flows obtained in 2011.

These growth factors were calculated and identified background growth of up to 5.9% during the morning peak and 6% in the evening peak between 2011 and 2017. The growth factors from TEMPRO, based on the district of Banbury, are provided in **Table 5.1**.

Year	TEMPRO Banbury Local Authority	
	Morning Peak Hour	Evening Peak Hour
2011 - 2017	1.059356	1.060842

Table 5.1 – Growth Factors for Site Access Sensitivity Test

5.4 Existing Warehouse Usage Vehicular Trip Generation

With an approximate GFA of 23,226m^2 the Trip Rate Information Computer System (TRICS) v6.8.2 has been interrogated to provide trip rates for Land Use 02 F – Warehousing (Commercial) for the existing on-site warehouse. The subsequent trip rates and trip generation associated with the existing situation are shown in **Table 5.2**.

Land use	AM Peak Hour (08:00-09:00)		PM Peak Hour (17:00-18:00)	
	Arrival	Departure	Arrival	Departure
B8 – Trip Rates (per 100m^2)	0.077	0.045	0.032	0.083
B8 – 23,226m^2	18	10	7	19

Table 5.2 – Existing Trip Generation

The trip generation from the existing use was netted off the surrounding highway network as part of the 2017 'Do Minimum' assessment scenario. The TRICS outputs are held in **Appendix G**.

The existing warehouse development has a different access arrangement to the proposed application, with the warehouse accessing the highway network via Ruscote Avenue. This has been taken into account when identifying trip impact.

5.5 Extant Development Vehicular Trip Generation

The trip generation associated with the 4,540m^2 employment space for the Extant Development (ref: 08/02046/OUT) is shown in **Table 5.3**.

Land use	AM Peak Hour (08:00-09:00)		PM Peak Hour (17:00-18:00)	
	Arrival	Departure	Arrival	Departure
B2 – 4,540m^2	60	52	5	22

Table 5.3 – Extant Consent Trip Generation

The trip generation from the extant use will be included as part of the 2017 'Do Minimum' assessment scenario. However, as this application would be constructed in place of the Extant development the relating traffic generation will be netted off the surrounding highway network in the 'Do Something' assessment scenario.

5.6 Adjacent Site Access Vehicular Trip Generation

In order to assess the proposed site access, traffic generation from the adjacent site on the eastern side of Southam Road was also considered. There are three different land uses on the adjacent site at present, namely:

- Homebase – approx 3,400m^2 GFA
- Car Showroom – approx 1,830m^2 GFA including forecourt
- Warehouse – approx 14,900m^2.

To consider traffic generation from this site when assessing the proposed site access vehicular trip rates were extracted from TRICS. The TRICS database was interrogated to include sites of a similar size and location for the following land-uses:

- Land Use 01 Retail – Category D DIY Superstore with Garden Centre
- Land Use 01 Retail – Category A Car Showrooms
- Land Use 02 Employment – Category F Warehousing (Commercial)

The vehicular trip rates used in the Transport Assessment are presented in **Table 5.4** and the outputs are held in **Appendix G**.

Land Use	AM Peak Hour (08:00-09:00)		PM Peak Hour (17:00-18:00)	
	Arrival	Departure	Arrival	Departure
DIY Superstore	0.552	0.392	1.047	1.933
Car Showroom	1.819	0.807	0.571	1.539
Warehousing	0.077	0.045	0.032	0.083

Table 5.4 – Trip Generation of Site Adjacent to KRAFT site

The vehicular trip rates in **Table 5.4** were applied to the approximate floor area of the three land uses on the site adjacent to the KRAFT site on the eastern side of Southam Road. The resultant vehicular trip generation is provided in **Table 5.5**.

Land Use	AM Peak Hour (08:00-09:00)		PM Peak Hour (17:00-18:00)	
	Arrival	Departure	Arrival	Departure
DIY Superstore (3,400m^2)	19	13	36	66
Car Showroom (1,830m^2 Floorspace)	33	15	10	28
Warehousing (14,900m^2)	11	7	5	12
TOTAL	63	35	51	106

Table 5.5 – Vehicular Trips Generated from the Site Adjacent to KRAFT site

5.7 Development Vehicular Trip Generation

As agreed with the County Council, vehicular trip rates were extracted from TRICS. The TRICS database was interrogated to include sites of a similar size and location for the following land-uses:

- Land Use 01 A – Food Superstore (foodstores with Petrol Filling Stations selected) for the proposed foodstore and Petrol Filling Station on site
- Land Use 01 G – Other individual non-food superstore for the proposed retail units on site.

In terms of mezzanine floor space the County Council agreed that it does not result in a pro-rata increase in the level of traffic attracted to the site. Therefore it has been agreed that a trip rate of 30% of the primary non-food retail floorspace be used to calculate traffic generation from any proposed mezzanine floorspace.

The vehicular trip rates used in the Transport Assessment are presented in **Table 5.6** and the outputs are held in **Appendix G**.

Land Use	AM Peak Hour (08:00-09:00)		PM Peak Hour (17:00-18:00)	
	Arrival	Departure	Arrival	Departure
Foodstore (per 100m^2)	4.826	3.636	7.602	7.974
Non-Food Retail Units (per 100m^2)	0.84	0.64	0.92	1.04
Non-Food Retail Mezzanine (per 100m^2)	0.252	0.192	0.276	0.312

Table 5.6 – Vehicular Trip Rates per 100m^2 GFA

The vehicular trip rates in **Table 5.6** were applied to the proposed development quantums and the resultant vehicular trip generation, without taking into account any modal shift that could be delivered through the implementation of the Travel Demand Management Strategy, is provided in **Table 5.7**.

Land Use	AM Peak Hour (08:00-09:00)		PM Peak Hour (17:00-18:00)	
	Arrival	Departure	Arrival	Departure
Foodstore (5,574m^2)	269	203	424	444
Retail Units (7,432m^2)	62	48	68	77
Non-Food Retail Mezzanine (5,017m^2)	13	10	14	16
TOTAL	344	261	506	537

Table 5.7 – Vehicular Trips Generated from the Southam Road Retail Development

5.8 Trip Methodology

The development traffic generation outlined in **Table 5.7** was broken down into new, transferred, pass-by and diverted trips to inform the total number of new vehicles on the local highway network as a result of the Development. This was done using the TRICS Research Report 95/2 which predicts the breakdown of trips to new developments. This data is based on trips generated to retail development, and splits the trips generated by a site into 2 key types. These 2 key trip types are then split into 2 sub types. These are:

- Primary Trips
  - 'New' which are entirely new trips that would not otherwise be made
  - 'Transferred', which will be new to the specific development, however they will be transferred from the same land use type within the local area.
- Secondary Trips
  - 'Pass-by' trips are trips that were previously passing the site before construction, but not undertaking a trip generated by the land use constructed, and have started to do so since construction
  - 'Diverted' trips are trips that divert from another trip purpose undertaken near by to use the new development.

5.8.1 New Trips

The TRICS research report, 'TRICS 95/2', states that entirely new trips generated by the building of a retail store are in most circumstances 10% or less of the total trips. Therefore for the proposals, 10% of the trips will be considered to be entirely new trips.

5.8.2 Transferred Trips

The TRICS research report, suggests that 60% of weekday trips are transferred to the new development from similar land uses. The proposed site is located in close proximity to other retail and industrial parks. Therefore at the two junctions requiring assessment it has been assumed that 60% of the development trips have transferred from the similar existing land uses around the site.

5.8.3 Pass-by Trips

The TRICS research report suggests that pass-by trips account for 21% of trips on a weekday. These trips account for traffic that is already on the local network, passing the site, but are now anticipated to use the proposed development.

5.8.4 Diverted Trips

The TRICS research report suggests diverted trips account for 9% of trips on a weekday. These trips account for traffic that is already on the nearby network, but not the immediate local network, and will now divert to use the retail facilities on the proposed site.

5.8.5 Summary of Development Trips

The trip breakdown resulting from the methodology is summarised in **Table 5.8**.

Period	New	Transferred	Pass-by	Diverted
Weekday	10%	60%	21%	9%

Table 5.8 – Summary of Trip Methodology

There are various similar developments closely located to the proposed development, particularly in the vicinity of the Southam Road (A423)/ Hennef Way (A422) / Southam Road (A361) / Ruscote Avenue (A422) roundabout junction to the north of the proposed development and to the south of the Southam Road (A361) / Castle Street / North Bar Street / Warwick Road junction. Therefore, beyond Southam road, the trips on the strategic road network accessing the development are primarily transferred, pass-by and diverted, and are therefore already on the strategic road network.

When assessing the site access 'new', 'transferred' and 'diverted' trips will be new to the proposed junction, with 'pass-by' trips already considered to be on Southam Road, changing their movement at the site access junction.

The Southam Road (A423)/ Hennef Way (A422) / Southam Road (A361) / Ruscote Avenue (A422) roundabout junction to the north and Southam Road (A361) / Castle Street / North Bar Street / Warwick Road junction to the south of the proposed development will have 'new' trips as new to the junction. 'Transferred' and 'diverted' trips accessing the site will be added to these junctions with the flows being transferred from existing movements. 'Pass-by' trips will not impact these junctions.

Junctions further out on the network will have only 'new' trips added to them. These flows are shown in **Appendix H**.

5.9 Vehicular Trip Distribution and Assignment

As agreed with the County Council vehicle trips have been distributed using turning proportions from the turning counts undertaken on Thursday 6th October 2011.

The development trip distribution is held in **Appendix H**.

6 Traffic Impact Assessment

6.1 Introduction

Junction assessments were undertaken at the two junctions identified by the County Council at the scoping meeting on 10th January as well as the site access, namely:

- Southam Road (A361) / Castle Street / North Bar Street / Warwick Road signalised crossroads
- Southam Road (A423) / Hennef Way (A422) / Southam Road (A361) / Ruscote Avenue (A422) Roundabout.

As identified in **section 2.6.2** of this report the weekday evening peak hour is the busiest period on the network, therefore the assessments were based on the weekday peak hours. The observed weekday morning peak hour is between 08:00 hours and 09:00 hours and the evening peak hour between 17:00 hours and 18:00 hours.

The location of these junctions are shown in **Figure 6.1** and are numbered as follows:

1 Proposed Site Access

2 Southam Road (A361) / Castle Street / North Bar Street / Warwick Road signalised crossroads

3 Southam Road (A423) / Hennef Way (A422) / Southam Road (A361) / Ruscote Avenue (A422)Roundabout.

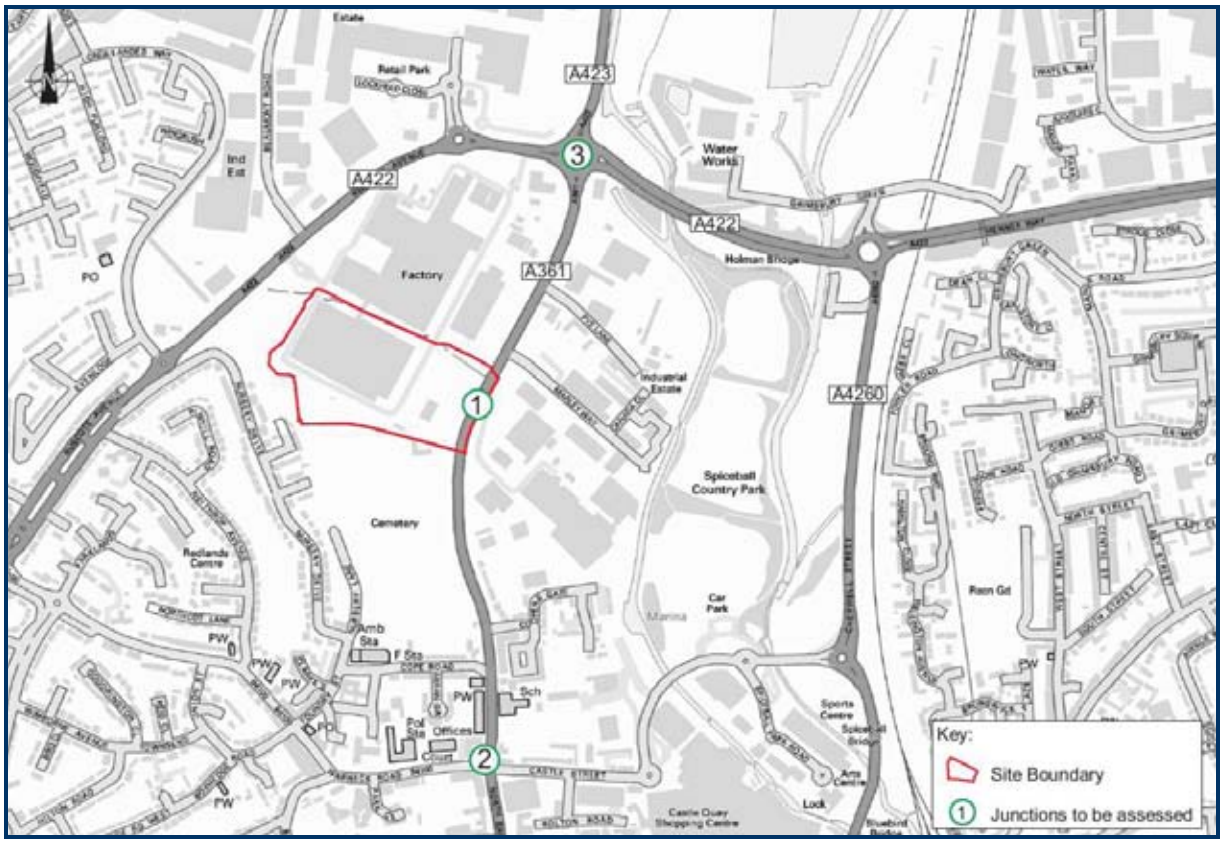


Figure 6.1 – Location of Assessed Junctions

LINSIG v3.1 and ARCADY v6 have been used to assess the 3 junctions as agreed with the County Council at the Transport Scoping meeting on 10th January 2012.

Each junction was assessed for the following scenarios in the AM and PM peak:

- 2011 Base Year
- 2017 Do Minimum - Committed development (including the extant office / warehouse development on site (ref: 08/02046/OUT) and the removal of existing warehouse development flows)
- 2017 Do Something - With traffic from 'Proposed Development' scenario minus the flows from the extant office warehouse development on site (ref: 08/02046/OUT).

At the request of the County Council an additional scenario applying background traffic growth has been undertaken, namely:

- 2017 Do Something 'Growth Sensitivity Test' - Forecast Year traffic (background traffic growthed to 2017 using TEMPRO growth factors) with traffic from 'Proposed Development' scenario minus the flows from the extant office/ warehouse development on site (ref: 08/02046/OUT).

In addition, the Local Planning Authority asked that the potential cumulative impact of the Banbury Gateway development was considered in this Transport Assessment.

For the Banbury Gateway development the submitted Transport Assessment was used to identify the expected flows on the junctions considered as part of the Southam Road Retail Park junction

assessments. The flows on the network were extracted from diagrams within the Banbury Gateway Transport Assessment, namely:

- AM trips figure 23 – Appendix I
- PM trips figure 25 – Appendix I

Southam Road was checked for impact relating to the Banbury Gateway development. The vehicular impact is:

Junction	Weekday AM impact	Weekday PM impact
Southam Road (A361)/ Castle Street / North Bar Street / Warwick Road	0	0
Southam Road (A361) / Hennef Way (A422) / Ruscote Avenue (A422) Roundabout	138	263

Table 6.1 – Banbury Gateway Impact

Based on these numbers a sensitivity to consider cumulative impact at the roundabout at Southam Road (A361) / Hennef Way (A422) / Ruscote Avenue (A422) was undertaken. The results of this cumulative sensitivity assessment are included in the Southam Road (A361) / Hennef Way (A422) / Ruscote Avenue (A422) results in Section 6.4.

6.2 (1) Site Access

6.2.1 2017 Do Something

The 2017 'Do Something' flows in **Appendix H** were used to assess the capacity of the junction in 2017 with the proposed development flows using ARCADY. The LINSIG outputs are held in **Appendix I** and the results are summarised in **Table 6.2**.

Arm	Weekday Morning Peak (08:00-09:00)			Weekday Evening Peak (17:00-18:00)		
	Mean Maximum RFC	Mean Max Queue (vehs)	Average Delay per arriving vehicle (min)	Mean Maximum RFC	Mean Max Queue (vehs)	Average Delay per arriving vehicle (min)
Southam Road - North (A361)	0.447	1	0.07	0.585	2	0.09
Adjacent Site Access	0.037	0	0.06	0.140	1	0.08
Southam Road – South (A361)	0.421	1	0.06	0.531	1	0.08
Site Access	0.199	1	0.05	0.429	1	0.08

Table 6.2 – Site Access 2017 Do Something ARCADY Assessment

The results of this analysis show the proposed site access roundabout to be operating within capacity in the 2017 'Do Something' scenario in both the morning and evening peak hours. Additionally the level of delay at each of the arms is not shown to be significant.

6.2.2 2017 Do Something 'Growth Sensitivity Test'

The 2017 'Do Something' flows in **Appendix H** were used to assess the capacity of the junction in 2017 with growthed traffic flows and the proposed development flows using LINSIGv3.1. The LINSIG outputs are held in **Appendix I** and theresults are summarised in **Table 6.3**.

Arm	Weekday Morning Peak (08:00-09:00)			Weekday Evening Peak (17:00-18:00)		
	Mean Maximum RFC	Mean Max Queue (vehs)	Average Delay per arriving vehicle (min)	Mean Maximum RFC	Mean Max Queue (vehs)	Average Delay per arriving vehicle (min)
Southam Road - North (A361)	0.469	1	0.07	0.612	2	0.10
Adjacent Site Access	0.038	0	0.06	0.144	1	0.09
Southam Road – South (A361)	0.441	1	0.06	0.555	2	0.08
Site Access	0.202	1	0.05	0.437	1	0.08

Table 6.3 – Site Access 2017 Weekday Do Something 'Growth Sensitivity Test' ARCADY Assessment

The results of this analysis show the proposed site access roundabout to be operating within capacity in the 2017 'Do Something Growth Sensitivity Test' scenario. Additionally the level of delay at each of the arms is not shown to be significant.

6.3 (2) Southam Road (A361)/ Castle Street / North Bar Street / Warwick Road

6.3.1 2011 Base Year Network Assessment

The 2011 base flows in **Appendix H** were used to assess the capacity of the junction in the 2011 base year using LINSIG v3.1. The LINSIG outputs are held in **Appendix I** and the results are summarised in **Table 6.4**.

Arm	Weekday AM Peak		Weekday PM Peak	
	Degree of Saturation	Mean Max Queue (vehs)	Degree of Saturation	Mean Max Queue (vehs)
Southam Road – Left ahead Right	78.4%	17	87%	22
Castle Street – Left	78.3%	8	72.5%	9
Castle Street – Right Ahead	56.7%	5	84.5%	14
North Bar Street – Left	21.3%	4	36%	7
North Bar Street – Ahead Right	72.7%	14	75.5%	15
Warwick Road – Left Ahead Right	79.9%	13	83.5%	11

Table 6.4 – 2011 Base Southam Road (A361) / Castle Street / North Bar Street / Warwick Road LINSIG Assessment

The results of this analysis show the junction to be operating within capacity in the 2011 Base year in both the morning and evening peak hours.

6.3.2 2017 Do Minimum Network Assessment

The 2017 'Do Minimum' flows in **Appendix H** were used to assess the capacity of the junction in 2017 with committed development using LINSIG v3.1. The LINSIG outputs are held in **Appendix I** and the results are summarised in **Table 6.5**.

Arm	Weekday AM Peak		Weekday PM Peak	
	Degree of Saturation	Mean Max Queue (vehs)	Degree of Saturation	Mean Max Queue (vehs)
Southam Road – Left ahead Right	85.4%	18	87.7%	23
Castle Street – Left	84%	8	72.5%	9
Castle Street – Right Ahead	55.3%	5	84.9%	14
North Bar Street – Left	20.9%	3	36.1%	7
North Bar Street – Ahead Right	70.2%	14	85.5%	16
Warwick Road – Left Ahead Right	84.2%	12	84.8%	11

Table 6.5 – 2017 Do Minimum Southam Road (A361) / Castle Street / North Bar Street / Warwick Road LINSIG Assessment

The results of this analysis show the junction to be operating within capacity in the 2017 'Do Minimum' scenario in both the morning and evening peak hours.

6.3.3 2017 Do Something

The 2017 'Do Something' flows in **Appendix H** were used to assess the capacity of the junction in 2017 with the proposed development flows using LINSIGv3.1. The LINSIG outputs are held in **Appendix I** and the results are summarised in **Table 6.6**.

Arm	Weekday AM Peak		Weekday PM Peak	
	Degree of Saturation	Mean Max Queue (vehs)	Degree of Saturation	Mean Max Queue (vehs)
Southam Road – Left ahead Right	79.3%	20	94.8%	33
Castle Street – Left	77.3%	7	54.8%	6
Castle Street – Right Ahead	63%	6	96.4%	18
North Bar Street – Left	11.2%	2	19.5%	4
North Bar Street – Ahead Right	65.5%	16	67.9%	18
Warwick Road – Left Ahead Right	79.2%	12	92.5%	13

Table 6.6 – 2017 Do Something Southam Road (A361) / Castle Street / North Bar Street / Warwick Road LINSIG Assessment

The results of this analysis show the junction to be operating close to capacity in the 2017 'Do Something' scenario in the evening peak hour.

The impact of the development traffic is dominated by 90% of traffic running straight through the junction in the evening peak hour. These movements are based on existing turning movements at the junction where in reality development trips will actually distribute to the residential areas in Banbury, therefore increasing the left and right movements at the Southam Road (A361) arm of the junction and reducing the traffic flow running straight through the junction. Additionally all southbound traffic from the site is assumed to go straight to the Southam Road / Castle Street / North Bar Street / Warwick Road junction whereas there are residential areas particularly to the south and west of the site that can be accessed via Cope Road prior to the Southam Road / Castle Street / North Bar Street / Warwick Road junction. Accounting for these movements would further reduce the impact of the proposed development at the junction.

6.4 (3)16 Southam Road (A361) / Hennef Way (A422) / Ruscote Avenue (A422) Roundabout

6.4.1 2011 Base Year Network Assessment

The 2011 base flows in **Appendix H** were used to assess the capacity of the junction in the 2011 base year using ARCADY v6.0. The ARCADY outputs are held in **Appendix I** and the results are summarised in **Table 6.7**.

Arm	Weekday AM Peak		Weekday PM Peak	
	Mean Maximum RFC	Mean Max Queue (vehs)	Mean Maximum RFC	Mean Max Queue (vehs)
Southam Road - North (A423)	0.664	2	0.521	2
Hennef Way (A422)	0.780	4	0.858	6
Southam Road – South (A361)	0.459	1	0.700	3
Ruscote Avenue (A422)	0.643	2	0.787	4

Table 6.7 – 2011 Base Southam Road (A361) / Hennef Way (A422) / Ruscote Avenue (A422) ARCADY Assessment

The results of this analysis show that in the morning peak hour in the 2011 base year the junction is approaching its theoretical capacity. The end queue of 6 vehicles on the Hennef Way (A422) arm, approximately 36m in length, will not encroach upon the Grimsbury Green / Hennef Way (A422) / Concorde Way (A4260) junction which is located approximately 470m to the east enabling vehicles to queue safely.

6.4.2 2017 Do Minimum Network Assessment

The 2017 'Do Minimum' flows in **Appendix H** were used to assess the capacity of the junction in 2017 with committed development using ARCADY v6.0. The ARCADY outputs are held in **Appendix I** and the results are summarised in **Table 6.8**.

Arm	Weekday AM Peak		Weekday PM Peak	
	Mean Maximum RFC	Mean Max Queue (vehs)	Mean Maximum RFC	Mean Max Queue (vehs)
Southam Road - North (A423)	0.673	2	0.523	1
Hennef Way (A422)	0.791	4	0.858	6
Southam Road – South (A361)	0.484	1	0.720	3
Ruscote Avenue (A422)	0.646	2	0.789	4

Table 6.8 – 2017 Do Minimum Southam Road (A361) / Hennef Way (A422) / Ruscote Avenue (A422) ARCADY Assessment

The results of this analysis show that in the evening peak hour in the 2017 'Do Minimum' scenario the junction is approaching its theoretical capacity. The end queue of 6 vehicles on the Hennef Way (A422) arm, approximately 36m in length, will not encroach upon the Grimsbury Green / Hennef Way (A422) / Concorde Way (A4260) junction which is located approximately 470m to the east enabling vehicles to queue safely.

6.4.3 2017 Do Something

The 2017 'Do Something' flows in **Appendix H** were used to assess the capacity of the junction in 2017 with the proposed development flows using ARCADY v6.0. The ARCADY outputs are held in **Appendix I** and the results are summarised in **Table 6.9**.

Arm	Weekday AM Peak		Weekday PM Peak	
	Mean Maximum RFC	Mean Max Queue (vehs)	Mean Maximum RFC	Mean Max Queue (vehs)
Southam Road - North (A423)	0.664	2	0.513	1
Hennef Way (A422)	0.780	4	0.846	6
Southam Road – South (A361)	0.459	1	0.793	4
Ruscote Avenue (A422)	0.643	2	0.783	4

Table 6.9 – 2017 Do Something Southam Road (A361) / Hennef Way (A422) / Ruscote Avenue (A422) ARCADY Assessment

The results of this analysis show that in the evening peak hour in the 2017 'Do Something' scenario the junction is approaching its theoretical capacity. The end queue of 6 vehicles on the Hennef Way (A422) arm, approximately 36m in length, will not encroach upon the Grimsbury Green / Hennef Way (A422) / Concorde Way (A4260) junction which is located approximately 470m to the east enabling vehicles to queue safely.

6.4.4 2017 Do Something Cumulative Sensitivity

The 2017 'Do Something Sensitivity' flows in **Appendix H** were used to assess the cumulative impact of the Banbury Gateway development in 2017 with using ARCADY v6.0. The ARCADY outputs are held in **Appendix I** and the results are summarised in **Table 6.10**.

Arm	Weekday AM Peak		Weekday PM Peak	
	Mean Maximum RFC	Mean Max Queue (vehs)	Mean Maximum RFC	Mean Max Queue (vehs)
Southam Road - North (A423)	0.695	2	0.682	2
Hennef Way (A422)	0.851	5	0.865	6
Southam Road – South (A361)	0.488	1	0.822	4
Ruscote Avenue (A422)	0.705	2	0.800	4

Table 6.10 – 2017 Do Something Southam Road (A361) / Hennef Way (A422) / Ruscote Avenue (A422) ARCADY Assessment Sensitivity Test

This sensitivity assessment shows that the junction still operates within capacity with negligible change to the mean max queue length compared to the test without the Banbury Gateway development. This shows the impact of the Banbury Gateway development is not significant around the Southam Road Retail Park site.

7 Summary and Conclusion

7.1 Summary

Peter Brett Associates LLP (PBA) has been appointed by Kraft Foods UK Ltd and Barwood Developments Ltd to provide transport advice for a retail development on the 6.53 hectare KRAFT Foods UK Ltd site to the north of Banbury, Oxfordshire.

The proposed 6.53 hectare development will provide a food store of 5,574m^2 (60,000sqft) GIA including a Petrol Filling Station, a number of A1 retail units with a total floorspace GIA of up to 7,432m^2 (80,000sqft). The proposed buildings are potentially suitable for mezzanine floors. However this would be a matter for the individual retailer to pursue through a separate planning application. The Transport Assessment has taken into account the potential implications of including mezzanine and the conclusions of the assessment are based on 5,017m^2 (54,000sqft) GIA of A1 retail mezzanine floorspace being included in the development.

Following extensive collection of traffic data, the results of the junction assessments show that the proposed impact on the highway network is not significant. Additionally it is considered that the development of the site would meet a number of key objectives which demonstrate consistency with national and local planning and transport policy.

The site proposals include the provision of a new roundabout on to Southam Road (A361) that incorporates high quality walk and cycle facilities that connect seamlessly into the existing walk and cycle facilities on Southam Road (A361). The sustainability credentials of the site are strengthened further due to the convenient access provided to existing bus services on Southam Road (A361) via the site access and likewise to the bus services on Longelandes Way off Ruscote Avenue (A422) via the proposed link into PROW 120/100 and 120/101. The Developer is committed to providing a contribution to the County Council towards providing better lighting and potentially widening the footpaths should the link from the site to the existing PROW be agreed without any third party land disputes. The details of the PROW enhancements will be agreed with the County Council at the detailed design stage.

The on-site walk and cycle facilities including cycle parking spaces will be outlined at the detailed design stage along with car parking provision.

The cumulative impact of the Banbury Gateway development is negligible.

This Transport Assessment is supported by a separate Framework Travel Plan to promote access to the site by sustainable modes. The overall aim to reduce the quantum of single occupancy car use associated with the development by maximising the potential for pedestrian and cycle movement, increasing the potential for travel by bus, and providing opportunities for car sharing.

7.2 Conclusion

The development is conveniently located within the urban area of Banbury within 800m of the town centre and will re-use an existing site. This creates the opportunity for a development that can take advantage of existing sustainable transport infrastructure such as bus services, cycle facilities and walk routes.

The transportation impact of the proposed development on the local highway network is not significant. Similarly the cumulative impact of the Banbury Gateway development is negligible. The applicant is committed to implementing viable and sustainable development and to support this will deliver bespoke measures through the Travel Plan. The success and benefits of these measures will be maximised through promotion of the Travel Plan by the Travel Plan Co-ordinator.

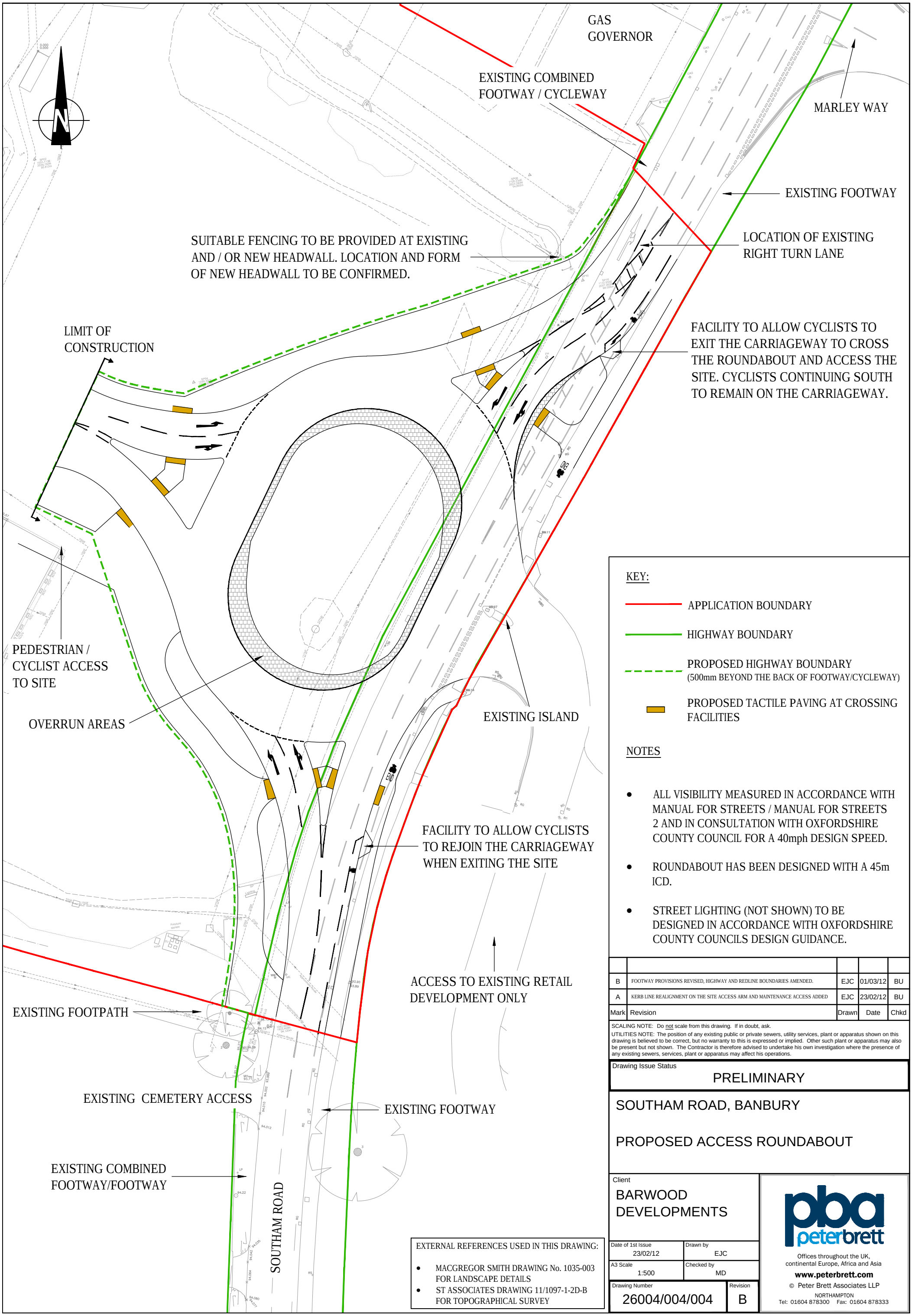
Therefore, there are no resulting transport reasons not to grant planning consent for the proposed development.

Drawings

Drawing no. 26004/004/004B – Site Access Drawing

Southam Road Retail Park, Banbury

Transport Assessment



KEY:

- APPLICATION BOUNDARY
- HIGHWAY BOUNDARY
- PROPOSED HIGHWAY BOUNDARY (500mm BEYOND THE BACK OF FOOTWAY/CYCLEWAY)
- PROPOSED TACTILE PAVING AT CROSSING FACILITIES

NOTES

- ALL VISIBILITY MEASURED IN ACCORDANCE WITH MANUAL FOR STREETS / MANUAL FOR STREETS 2 AND IN CONSULTATION WITH OXFORDSHIRE COUNTY COUNCIL FOR A 40mph DESIGN SPEED.
- ROUNDABOUT HAS BEEN DESIGNED WITH A 45m ICD.
- STREET LIGHTING (NOT SHOWN) TO BE DESIGNED IN ACCORDANCE WITH OXFORDSHIRE COUNTY COUNCILS DESIGN GUIDANCE.

EXTERNAL REFERENCES USED IN THIS DRAWING:

- MACGREGOR SMITH DRAWING No. 1035-003 FOR LANDSCAPE DETAILS
- ST ASSOCIATES DRAWING 11/1097-1-2D-B FOR TOPOGRAPHICAL SURVEY

Mark	Revision	Drawn	Date	Chkd
B	FOOTWAY PROVISIONS REVISED, HIGHWAY AND REDLINE BOUNDARIES AMENDED.	EJC	01/03/12	BU
A	KERB LINE REALIGNMENT ON THE SITE ACCESS ARM AND MAINTENANCE ACCESS ADDED	EJC	23/02/12	BU

SCALING NOTE: Do not scale from this drawing. If in doubt, ask.

UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty to this is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake his own investigation where the presence of any existing sewers, services, plant or apparatus may affect his operations.

Drawing Issue Status

PRELIMINARY

SOUTHAM ROAD, BANBURY

PROPOSED ACCESS ROUNDABOUT

Client

BARWOOD DEVELOPMENTS

Date of 1st Issue: 23/02/12	Drawn by: EJC
A3 Scale: 1:500	Checked by: MD
Drawing Number: 26004/004/004	Revision: B

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Appendix A – Illustrative Masterplan

Southam Road Retail Park, Banbury

Transport Assessment

The copyright of this drawing is vested with Corstorphine & Wright Ltd and must not be copied or reproduced without the consent of the company.

Figured dimensions only to be taken from this drawing. DO NOT SCALE. All contractors must visit the site and be responsible for checking all setting out dimensions and notifying the architect of any discrepancies prior to any manufacture or construction work.

NOTES:

Metres 0 5m 10m 15m 20m 25m

Centimetres 0 1cm 2cm 3cm 4cm 5cm

Site boundary, 5.63 Hectares (13.92 acres)

Highways boundary, 0.55 Hectares (1.35 acres)

712 TOTAL CAR PARKING SPACES INCLUDING 24 DIS-ABLED

Factory

Factory

Hard standing HGV parking

Recycling Centre

10,000 sq ft RETAIL UNIT A

10,000 sq ft RETAIL UNIT B

10,000 sq ft RETAIL UNIT C

10,000 sq ft RETAIL UNIT D

10,000 sq ft RETAIL UNIT E

10,000 sq ft RETAIL UNIT F

20,000 sq ft RETAIL UNIT G

60,000 sq ft FOOD STORE

20 STAFF CAR PARKING

337 CAR PARKING SPACES

355 CAR PARKING SPACES

NEW ACCESS ROAD

DIVERTED BROOK

DIVERTED BROOK

6 PUMP P.F.S.

PROPOSED NEW JUNCTION

RUSCOTE AVENUE

NURSERY DRIVE

PARK ROAD

GARDEN CLOSE

Depot

PCs

El Sub Sta

El Sub Sta

BT

Bollard

Trees

Path

Path

Path

Path

Path

Path

CR

CR

CR

CR

CR

CR

ED Alley

ED Alley

102.1m

97.6m

97.8m

98.5m

94.2m

93.9m

93.9m

C	05.03.12	RED LINE CORRECTED	
B	02.03.12	Planning Issue	
A	28.02.12	highways boundary updated	
REVISION	DATE	NOTES	CHK

FOR PLANNING

Client

barwood Delivering Real Property Potential

Project

Southam Road Retail Park
Banbury

Drawing Title

Proposed Site Masterplan

Drawn	Checked	Paper Size	Scale	Date
PA	JD	A0	1:500	09.02.12

Project No.	Drawing No.	Revision
11619	0200	C

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Appendix B – Discussions with Highways Agency

Southam Road Retail Park, Banbury

Transport Assessment

James Burke

From: Rounthwaite, Douglas [douglas.rounthwaite@highways.gsi.gov.uk]
Sent: 21 February 2012 14:31
To: James Burke
Subject: RE: Southam Road - Retail Site Banbury

James

thanks. HA would still not need to see J11 analysed. However, that does not mean we agree with the trip rates etc.

Douglas Rounthwaite, asset manager
Highways Agency | Federated House | London Road | Dorking | RH4 1SZ
Tel: +44 (0) 1306 878313 | **Mobile**: + 44 (0) 7710 958485
Web: http://www.highways.gov.uk
GTN: 3904 8313

Safe roads, reliable journeys, informed travellers
Highways Agency, an executive agency of the Department for Transport.

From: James Burke [mailto:jburke@peterbrett.com]
Sent: 21 February 2012 13:27
To: Rounthwaite, Douglas
Subject: FW: Southam Road - Retail Site

Douglas,

As discussed since we last spoke the development quantum's for the development at Southam Road have changed slightly. As you can see below we previously discussed:

- 60,000sqft Foodstore (with Petrol Filling Station)
- 69,500sqft A1 Retail.

The latest and final masterplan increases the A1 retail element of the proposals, however the proposed foodstore has remained the same. The development proposals are now for :

- 60,000sqft Foodstore (with Petrol Filling Station)
- 80,000sqft A1 Retail.
- 54,000sqft A1 Retail mezzanine.

In terms of the mezzanine we have agreed with OCC that 30% of the primary GFA trip rates are used for the mezzanine floor space. Therefore the overall increase in A1 Retail floor space is effectively only 26,700sqft.

Can you please reply to this email to confirm if you still do not require us to assess the M40 J11.

If you have any queries please do not hesitate to contact me on 0121 633 2900.

Regards,

James Burke
Assistant Transport Planner

For and on behalf of Peter Brett Associates LLP
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m +44 (0)7974964738
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w www.peterbrett.com

Roger Tym & Partners and Baker Associates are now part of Peter Brett Associates LLP.

From: Rounthwaite, Douglas [mailto:douglas.rounthwaite@highways.gsi.gov.uk]
Sent: 26 January 2012 11:31
To: James Burke
Subject: RE: Southam Road - Retail Site

James

on the basis below, I confim that for HA purposes i do not wish to see M40 J11 analysed in the TA. OCC may want to in respect of their own arms.

Douglas Rounthwaite, asset manager
Highways Agency | Federated House | London Road | Dorking | RH4 1SZ
Tel: +44 (0) 1306 878313 | **Mobile**: + 44 (0) 7710 958485
Web: http://www.highways.gov.uk
GTN: 3904 8313

Safe roads, reliable journeys, informed travellers
Highways Agency, an executive agency of the Department for Transport.

From: James Burke [mailto:jburke@peterbrett.com]
Sent: 24 January 2012 13:50
To: Rounthwaite, Douglas
Subject: Southam Road - Retail Site

Douglas,

Following our conversation earlier, please find attached a location plan for the proposed retail development we briefly discussed on the phone. The proposals are not finalised as yet, but one iteration of the masterplan proposes the following:

- 60,000sqft Foodstore (with Petrol Filling Station)
- 69,500sqft A1 Retail.

During our conversation you did not believe assessment of the M40 J11 was required. Could you please reply to this email and confirm if you do not require assessment of the M40 J11.

If you have any queries please do not hesitate to contact me on 0121 633 2900.

Regards,

James Burke
Assistant Transport Planner

For and on behalf of Peter Brett Associates LLP
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f +44 (0)121 633 2901
m +44 (0)7974964738
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w www.peterbrett.com

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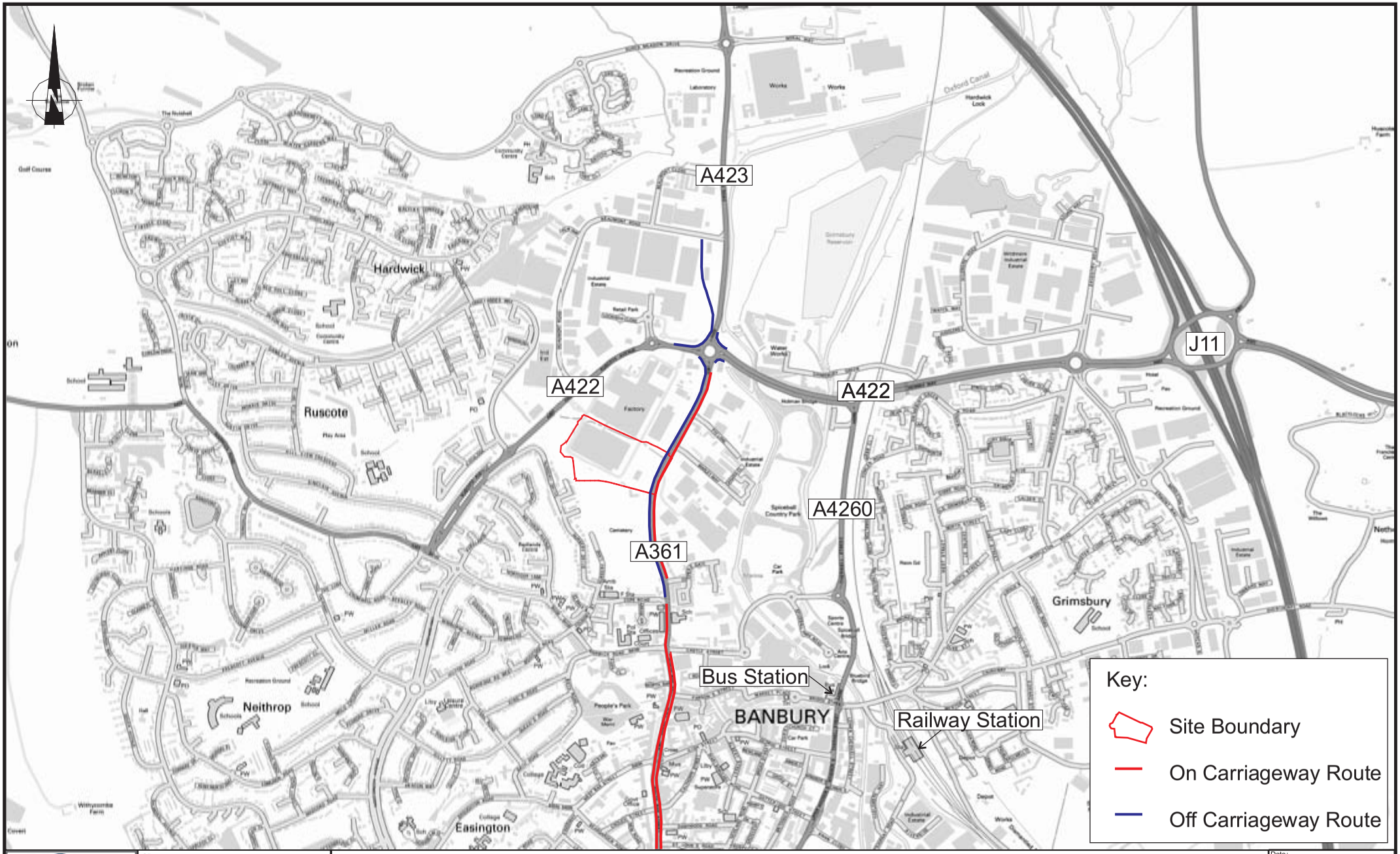
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Appendix C – Local Cycle Plan

Southam Road Retail Park, Banbury

Transport Assessment



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Tel: 0121 633 2900 Fax: 0121 633 2901

Client:
Barwood Developments Limited

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Banbury, Southam Road Retail Park

Cycle Route Plan

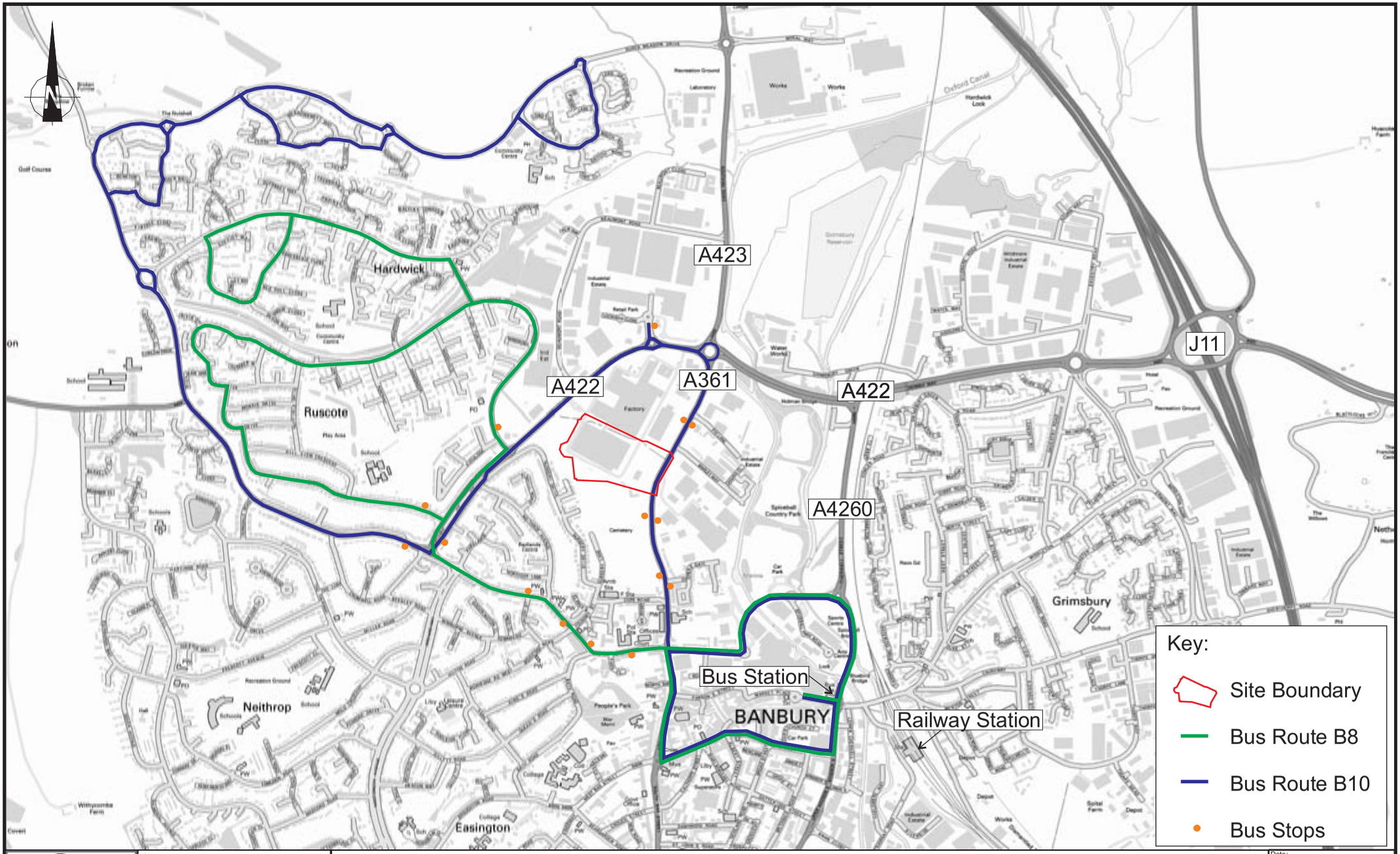
Date:	05/03/12
A4 Scale:	N.T.S
Drawn by:	D.S
Checked by:	J.B

Figure Number:
Appendix C

Appendix D – Public Transport Information

Southam Road Retail Park, Banbury

Transport Assessment



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Banbury, Southam Road Retail Park

Bus Route Plan

Date:	05/03/12
A4 Scale:	N.T.S
Drawn by:	D.S
Checked by:	J.B
Figure Number:	Appendix D

6 Moreton In Marsh - Banbury

Bakers Commercial Services

The information on this timetable is expected to be valid until at least 26th October 2011. Where we know of variations, before or after this date, then we show these at the top of each affected column in the table.

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops.

Mondays to Fridays

Service Restrictions	Tu
Moreton-in-Marsh, Town Hall (N-bound)	**1230**
§ *Moreton-in-Marsh, Wellington Inn (opp)*	*1231*
§ *Moreton-in-Marsh, Fire Service College (E-bound)*	*1232*
§ *Salford, Salford Turn (adj)*	*1244*
§ *Chipping Norton, Toy Lane Turn (opp)*	*1246*
§ *Chipping Norton, New Street (E-bound)*	*1248*
§ *Chipping Norton, Spring Street (adj)*	*1248*
§ *Chipping Norton, Park Road (opp)*	*1249*
Over Norton, Old Post Office (o/s)	**1250**
Great Rollright, The Green (opp)	**1255**
§ *Hook Norton, Church (o/s)*	*1257*
Hook Norton, The Green (opp)	**1258**
Hook Norton, Austins Way (opp)	**1300**
§ *Milcombe, The Green (opp)*	*1306*
Milcombe, Village Hall (opp)	**1307**
§ *Milcombe, Milcombe Hall (Entrance)*	*1307*
§ *Bloxham, Kings Road (opp)*	*1312*
Bloxham, Church (opp)	**1313**
§ *Bloxham, High Street (N-bound)*	*1313*
Bloxham, Strawberry Terrace (opp)	**1315**
§ *Bloxham, Chipperfield Park Road (opp)*	*1315*
Poets Corner, Brantwood Rise School (o/s)	**1320**
§ *Bretch Hill, Bretch Hill (adj)*	*1320*
§ *Neithrop, Penrose Drive (adj)*	*1322*
§ *Neithrop, Mold Crescent (opp)*	*1322*
Bretch Hill, Bradley Arcade (o/s)	**1324**
§ *Bretch Hill, Edinburgh Way (adj)*	*1324*
§ *Hardwick, Barley Mow (opp)*	*1325*
§ *Hardwick, Hardwick Park (adj)*	*1326*
§ *Hardwick, Rother Road (opp)*	*1326*
§ *Hardwick, Hereford Way (opp)*	*1327*
§ *Hardwick, Ferriston (opp)*	*1327*
§ *Hardwick, Forge Way (opp)*	*1328*
Ruscote, Longelandes Close (adj)	**1329**
§ *Ruscote, Parklands (S-bound)*	*1331*
§ *Neithrop, Union Street (opp)*	*1332*
§ *Banbury Town Centre, Boxhedge Road (opp)*	*1332*
Banbury Town Centre, Banbury Cross (S-bound)	**1334**
Calthorpe, Horton Hospital (o/s)	**1337**
§ *Calthorpe, Grange Road (opp)*	*1338*
§ *Easington, Ashridge Close (adj)*	*1340*
Easington, Willow Road (opp)	**1342**
§ *Easington, Laurel Close (opp)*	*1342*
Easington, Mayfield Road (opp)	**1344**
§ *Easington, Elmscote Road (adj)*	*1345*
Easington, Springfield Avenue (o/s 128)	**1347**
§ *Easington, Horton View (adj)*	*1348*
Poets Corner, Easington Road W (adj)	**1350**

Service Restrictions: **Tu** - Operates only on Tuesdays

Notes: **§** - Time at this stop is indicative. You are advised to be at any stop several minutes before the times shown

Saturdays

No service

Sundays

No service

6 Banbury - Moreton In Marsh

Bakers Commercial Services

The information on this timetable is expected to be valid until at least 26th October 2011. Where we know of variations, before or after this date, then we show these at the top of each affected column in the table.

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops.

Mondays to Fridays

Service Restrictions	Tu
Poets Corner, Brantwood Rise School (o/s)	**0910**
§ *Bretch Hill, Bretch Hill (adj)*	*0910*
§ *Neithrop, Penrose Drive (adj)*	*0912*
§ *Neithrop, Mold Crescent (opp)*	*0912*
Bretch Hill, Bradley Arcade (W-bound)	**0914**
§ *Bretch Hill, Edinburgh Way (adj)*	*0914*
§ *Hardwick, Barley Mow (opp)*	*0915*
§ *Hardwick, Hardwick Park (adj)*	*0916*
§ *Hardwick, Rother Road (adj)*	*0916*
§ *Hardwick, Hereford Way (adj)*	*0917*
§ *Hardwick, Ferriston (opp)*	*0917*
§ *Hardwick, Forge Way (opp)*	*0918*
Ruscote, Longelandes Close (adj)	**0919**
§ *Ruscote, Parklands (S-bound)*	*0921*
§ *Neithrop, Union Street (opp)*	*0922*
§ *Banbury Town Centre, Boxhedge Road (opp)*	*0922*
Banbury Town Centre, Banbury Cross (S-bound)	**0924**
Calthorpe, Horton Hospital (o/s)	**0927**
§ *Calthorpe, Grange Road (opp)*	*0928*
§ *Easington, Ashridge Close (adj)*	*0930*
Easington, Willow Road (opp)	**0932**
§ *Easington, Laurel Close (opp)*	*0932*
Easington, Mayfield Road (opp)	**0934**
§ *Easington, Elmscote Road (adj)*	*0935*
Easington, Springfield Avenue (o/s 128)	**0937**
§ *Easington, Horton View (adj)*	*0938*
Poets Corner, Easington Road W (adj)	**0940**
§ *Bloxham, Chipperfield Park Road (adj)*	*0944*
Bloxham, Strawberry Terrace (adj)	**0945**
§ *Bloxham, High Street (S-bound)*	*0945*
Bloxham, Church (o/s)	**0947**
§ *Bloxham, Kings Road (adj)*	*0947*
§ *Milcombe, Milcombe Hall (opp)*	*0952*
Milcombe, Village Hall (o/s)	**0953**
§ *Milcombe, The Green (adj)*	*0953*
Hook Norton, Austins Way (adj)	**1000**
Hook Norton, The Green (o/s)	**1002**
§ *Hook Norton, Church (opp)*	*1002*
Great Rollright, The Green (o/s)	**1005**
Over Norton, Old Post Office (opp)	**1010**
§ *Chipping Norton, Park Road (adj)*	*1010*
§ *Chipping Norton, Spring Street (opp)*	*1011*
§ *Chipping Norton, New Street (W-bound)*	*1011*
§ *Chipping Norton, Toy Lane Turn (adj)*	*1013*
§ *Salford, Cornwell Turn (adj)*	*1015*
§ *Moreton-in-Marsh, Fire Service College (opp)*	*1027*
§ *Moreton-in-Marsh, Wellington Inn (W-bound)*	*1029*
Moreton-in-Marsh, Corn Exchange (S-bound)	**1030**

Service Restrictions: **Tu** - Operates only on Tuesdays

Notes: **§** - Time at this stop is indicative. You are advised to be at any stop several minutes before the times shown

Saturdays

No service

Sundays

No service

6 Moreton In Marsh - Banbury

Bakers Commercial Services

For next departures from a particular stop you can use **traveline-txt** - by sending the SMS code (followed by a space and the service number if you want a specific service - eg: **buctdgtd 60**) to **84268**. Or you can use the mobile internet by using the code to locate the stop on **NextBuses**. For details of both these services see www.traveline.info/onmove.htm. The return message from **traveline-txt** is free for codes prefixed **cmb, lin, nfo** and **suf** (East Anglia and Lincolnshire); for all other codes it is 25p. **NextBuses** incurs standard internet usage charges.

Information about next departures is available on mobile internet on phones and PDAs using the SMS code - go to www.mytraveline.mobi. Only normal browsing charges apply.

NOTE: SMS codes are different in each direction. Make sure you choose the right direction from these lists.

SMS Code	Stop Name	Street	ATCO Code
glogjgwa	Moreton-in-Marsh, Town Hall (N-bound)	High Street	1600GL3353
glogjmgp	Moreton-in-Marsh, Wellington Inn (opp)	London Road	1600GL3356
glogjpda	Moreton-in-Marsh, Fire Service College (E-bound)	London Road	1600GLC525
oxfgdgaw	Salford, Salford Turn (adj)	A44	340001785CNR
oxfgadwm	Chipping Norton, Toy Lane Turn (opp)	Worcester Road	340000243OPP
oxfgdgap	Chipping Norton, New Street (E-bound)	New Street	340001786DIS
oxfgagdj	Chipping Norton, Spring Street (adj)	Over Norton Road	340003194CNR
oxfgdjaw	Chipping Norton, Park Road (opp)	Over Norton Road	340001748OPP
oxfapwta	Over Norton, Old Post Office (o/s)	Main Street	340000597SHE
oxfajwjt	Great Rollright, The Green (opp)	High Street	340000360BS
oxfajwta	Hook Norton, Church (o/s)	High Street	340000408OUT
oxfgdjat	Hook Norton, The Green (opp)	East End	340001750EAS
oxfgdjaj	Hook Norton, Austins Way (opp)	Station Road	340001751HOL
oxfgdapj	Milcombe, The Green (opp)	Bloxham Road	340001763OPP
oxfgagdp	Milcombe, Village Hall (opp)	Bloxham Road	340001762OPP
oxfgdjgd	Milcombe, Milcombe Hall (Entrance)	Bloxham Road	340001752ENT
oxfgagja	Bloxham, Kings Road (opp)	South Newington Road	340003193OPP
oxfgjdgd	Bloxham, Church (opp)	Church Street	340002006OPP
oxfgagdw	Bloxham, High Street (N-bound)	High Street	340001758BAK
oxfgagjt	Bloxham, Strawberry Terrace (opp)	Banbury Road	340001757OPP
oxfgagjw	Bloxham, Chipperfield Park Road (opp)	Banbury Road	340001122OPP
oxfagjdj	Poets Corner, Brantwood Rise School (o/s)	Brantwood Rise	340001403OSS
oxfagtjp	Bretch Hill, Bretch Hill (adj)	Woodgreen Avenue	340001448BHC
oxfatmaj	Neithrop, Penrose Drive (adj)	Woodgreen Avenue	340003155CNR
oxfagtmt	Neithrop, Mold Crescent (opp)	The Fairway	340001442OPP
oxfagmpw	Bretch Hill, Bradley Arcade (o/s)	Bretch Hill	340001388OUT
oxfagtpg	Bretch Hill, Edinburgh Way (adj)	Hastings Road	340001438CNR
oxfatdgt	Hardwick, Barley Mow (opp)	Warwick Road	340003064HAR
oxfatdgd	Hardwick, Hardwick Park (adj)	Highlands Road	340003068HAR
oxfatpdt	Hardwick, Rother Road (opp)	Highlands	340003141OPP
oxfagjpg	Hardwick, Hereford Way (opp)	Highlands	340001425OPP
oxfagjpt	Hardwick, Ferriston (opp)	Highlands	340001423OPP
oxfagjpj	Hardwick, Forge Way (opp)	Highlands	340001424OPP
oxfagtja	Ruscote, Longelandes Close (adj)	Longelandes Way	340001451CNR
oxfatmpt	Ruscote, Parklands (S-bound)	Ruscote Avenue	340003135OPP
oxfatmtd	Neithrop, Union Street (opp)	Warwick Road	340003134OPP
oxfagtpw	Banbury Town Centre, Boxhedge Road (opp)	Warwick Road	340001446OPP
oxfagtmd	Banbury Town Centre, Banbury Cross (S-bound)	Horse Fair	340001458HOR
oxfapgtm	Calthorpe, Horton Hospital (o/s)	Oxford Road	340000878ENT
oxfgdgda	Calthorpe, Grange Road (opp)	Oxford Road	340001784OPP
oxfgdgdm	Easington, Ashridge Close (adj)	Oxford Road	340001783CNR
oxfagjwj	Easington, Willow Road (opp)	Sycamore Road	340001413OPP
oxfagmad	Easington, Laurel Close (opp)	Sycamore Drive	340001411OPP
oxfagjwp	Easington, Mayfield Road (opp)	Beaconsfield Road	340001412OPP
oxfagjdt	Easington, Elmscote Road (adj)	Timms Road	340001410ERC
oxfagjtg	Easington, Springfield Avenue (o/s 128)	Springfield Avenue	340001409SP2
oxfagjaj	Easington, Horton View (adj)	Springfield Avenue	34000140841
oxfgdagp	Poets Corner, Easington Road W (adj)	Bloxham Road	340001761EAS

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NOTE: SMS codes are different in each direction. Make sure you choose the right direction from these lists.

SMS Code	Stop Name	Street	ATCO Code
oxfagjdj	Poets Corner, Brantwood Rise School (o/s)	Brantwood Rise	340001403OSS
oxfagtjp	Bretch Hill, Bretch Hill (adj)	Woodgreen Avenue	340001448BHC
oxfatmaj	Neithrop, Penrose Drive (adj)	Woodgreen Avenue	340003155CNR
oxfagtmt	Neithrop, Mold Crescent (opp)	The Fairway	340001442OPP
oxfgmpgj	Bretch Hill, Bradley Arcade (W-bound)	Prescott Avenue	340001388PRE
oxfagtpg	Bretch Hill, Edinburgh Way (adj)	Hastings Road	340001438CNR
oxfatdgt	Hardwick, Barley Mow (opp)	Warwick Road	340003064HAR
oxfatdgd	Hardwick, Hardwick Park (adj)	Highlands Road	340003068HAR
oxfgmpgm	Hardwick, Rother Road (adj)	Highlands	340003141CNR
oxfgmpgp	Hardwick, Hereford Way (adj)	Highlands	340001425CNR
oxfagjpt	Hardwick, Ferriston (opp)	Highlands	340001423OPP
oxfagjpj	Hardwick, Forge Way (opp)	Highlands	340001424OPP
oxfagtja	Ruscote, Longelandes Close (adj)	Longelandes Way	340001451CNR
oxfatmpt	Ruscote, Parklands (S-bound)	Ruscote Avenue	340003135OPP
oxfatmtd	Neithrop, Union Street (opp)	Warwick Road	340003134OPP
oxfagtpw	Banbury Town Centre, Boxhedge Road (opp)	Warwick Road	340001446OPP
oxfagtmd	Banbury Town Centre, Banbury Cross (S-bound)	Horse Fair	340001458HOR
oxfapgtm	Calthorpe, Horton Hospital (o/s)	Oxford Road	340000878ENT
oxfgdgda	Calthorpe, Grange Road (opp)	Oxford Road	340001784OPP
oxfgdgdm	Easington, Ashridge Close (adj)	Oxford Road	340001783CNR
oxfagjwj	Easington, Willow Road (opp)	Sycamore Road	340001413OPP
oxfagmad	Easington, Laurel Close (opp)	Sycamore Drive	340001411OPP
oxfagjwp	Easington, Mayfield Road (opp)	Beaconsfield Road	340001412OPP
oxfagjdt	Easington, Elmscote Road (adj)	Timms Road	340001410ERC
oxfagjtg	Easington, Springfield Avenue (o/s 128)	Springfield Avenue	340001409SP2
oxfagjaj	Easington, Horton View (adj)	Springfield Avenue	34000140841
oxfgdagp	Poets Corner, Easington Road W (adj)	Bloxham Road	340001761EAS
oxfadgtp	Bloxham, Chipperfield Park Road (adj)	Banbury Road	340001122CNR
oxfgdgwg	Bloxham, Strawberry Terrace (adj)	Banbury Road	340001757CNR
oxfgdgwa	Bloxham, High Street (S-bound)	High Street	340001758WES
oxfgjgma	Bloxham, Church (o/s)	Church Street	340002006OUT
oxfgagjd	Bloxham, Kings Road (adj)	South Newington Road	340003193CNR
oxfgdjad	Milcombe, Milcombe Hall (opp)	Bloxham Road	340001752OPP
oxfgdapt	Milcombe, Village Hall (o/s)	Bloxham Road	340001762OUT
oxfgdapm	Milcombe, The Green (adj)	Bloxham Road	340001763CNR
oxfgdgtm	Hook Norton, Austins Way (adj)	Station Road	340001751AUS
oxfgdjap	Hook Norton, The Green (o/s)	East End	340001750WES
oxfajwtd	Hook Norton, Church (opp)	High Street	340000408OPP
oxfajwjp	Great Rollright, The Green (o/s)	High Street	340000360V
oxfagadm	Over Norton, Old Post Office (opp)	Main Street	340000597OPP
oxfgdjda	Chipping Norton, Park Road (adj)	Over Norton Road	340001748CNR
oxfgagdg	Chipping Norton, Spring Street (opp)	Over Norton Road	340003194OPP
oxfgadwp	Chipping Norton, New Street (W-bound)	New Street	340001786KIN
oxfajtmj	Chipping Norton, Toy Lane Turn (adj)	Worcester Road	340000243TOY
oxfgdgat	Salford, Cornwell Turn (adj)	A44	340001785OPP
glogjpap	Moreton-in-Marsh, Fire Service College (opp)	London Road	1600GLC526
glogjmgm	Moreton-in-Marsh, Wellington Inn (W-bound)	London Road	1600GL3355
glogjgwd	Moreton-in-Marsh, Corn Exchange (S-bound)	High Street	1600GL3344

269 Stratford upon Avon - Banbury

Johnsons Coach and Bus Travel

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Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops.

Mondays to Fridays

Stratford-upon-Avon, NatWest Bank (adj)	**1015**	**1325**
Stratford-upon-Avon, British Home Stores (adj)	**1016**	**1326**
§ *Stratford-upon-Avon, Bridgetown Road (nr)*	*1017*	*1327*
§ *Stratford-upon-Avon, Manor Road (adj)*	*1017*	*1327*
Stratford-upon-Avon, Dale Avenue (nr)	**1018**	**1328**
Tiddington, Oak Road (opp)	**1020**	**1330**
§ *Tiddington, NFU (adj)*	*1021*	*1331*
§ *Tiddington, Dark Lane (adj)*	*1021*	*1331*
Tiddington, Carters Lane (adj)	**1021**	**1331**
Alveston, Youth Hostel (adj)	**1023**	**1333**
Alveston, Church (opp)		**1335**
§ *Alveston, Malt House (opp)*		*1335*
§ *Alveston, Avonfields Close (adj)*		*1335*
§ *Alveston, Alveston Turn (adj)*	*1023*	*1336*
§ *Wellesbourne, Elliot Drive (opp)*	*1029*	*1341*
Wellesbourne, Grange Gardens (opp)	**1030**	**1342**
§ *Wellesbourne, Fish Bar (opp)*	*1030*	*1342*
§ *Compton Verney, Compton Verney House (adj)*	*1035*	*1347*
Kineton, Church (adj)	**1038**	**1350**
Radway, Green (adj)	**1043**	**1355**
Ratley, Bus Shelter (adj)	**1048**	**1400**
Edge Hill, Edgehill Tower Turn (opp)	**1050**	**1402**
Shutford, High Street Pub (opp)	**1106**	
North Newington, The Blinking Owl (SE-bound)	**1113**	
§ *Poets Corner, Broughton Road (NE-bound)*	*1118*	
§ *Neithrop, Hornbeam Close (adj)*	*1119*	
§ *Neithrop, Kingsway (nr)*	*1120*	
Shenington, Green (opp)		**1413**
§ *Alkerton, War Memorial (adj)*		*1415*
Wroxton, White Horse (opp)		**1420**
Drayton, Metcalfe Close (adj)		**1422**
§ *Ruscote, Powys Grove (opp)*		*1424*
§ *Ruscote, Ferndale Road (adj)*		*1425*
§ *Ruscote, Cromwell Road (opp)*		*1426*
§ *Ruscote, Parklands (S-bound)*		*1426*
§ *Neithrop, Union Street (opp)*		*1427*
§ *Banbury Town Centre, Boxhedge Road (adj)*		*1428*
§ *Banbury Town Centre, Banbury Cross (S-bound)*		*1429*
§ *Banbury Town Centre, High Street (NE-bound)*	*1121*	*1430*
§ *Banbury Town Centre, George Street (E-bound)*	*1122*	*1431*
Banbury Town Centre, Bus Station (Bay 8)	**1123**	**1433**

Notes: § - Time at this stop is indicative. You are advised to be at any stop several minutes before the times shown

Saturdays

Stratford-upon-Avon, NatWest Bank (adj)	**1015**	**1325**
Stratford-upon-Avon, British Home Stores (adj)	**1016**	**1326**
§ *Stratford-upon-Avon, Bridgetown Road (nr)*	*1017*	*1327*
§ *Stratford-upon-Avon, Manor Road (adj)*	*1017*	*1327*
Stratford-upon-Avon, Dale Avenue (nr)	**1018**	**1328**
Tiddington, Oak Road (opp)	**1020**	**1330**
§ *Tiddington, NFU (adj)*	*1021*	*1331*
§ *Tiddington, Dark Lane (adj)*	*1021*	*1331*
Tiddington, Carters Lane (adj)	**1021**	**1331**
Alveston, Youth Hostel (adj)	**1023**	**1333**
Alveston, Church (opp)		**1335**
§ *Alveston, Malt House (opp)*		*1335*
§ *Alveston, Avonfields Close (adj)*		*1335*
§ *Alveston, Alveston Turn (adj)*	*1023*	*1336*
§ *Wellesbourne, Elliot Drive (opp)*	*1029*	*1341*
Wellesbourne, Grange Gardens (opp)	**1030**	**1342**
§ *Wellesbourne, Fish Bar (opp)*	*1030*	*1342*
§ *Compton Verney, Compton Verney House (adj)*	*1035*	*1347*
Kineton, Church (adj)	**1038**	**1350**
Radway, Green (adj)	**1043**	**1355**
Ratley, Bus Shelter (adj)	**1048**	**1400**
Edge Hill, Edgehill Tower Turn (opp)	**1050**	**1402**
Shutford, High Street Pub (opp)	**1106**	
North Newington, The Blinking Owl (SE-bound)	**1113**	
§ *Poets Corner, Broughton Road (NE-bound)*	*1118*	
§ *Neithrop, Hornbeam Close (adj)*	*1119*	
§ *Neithrop, Kingsway (nr)*	*1120*	
Shenington, Green (opp)		**1413**
§ *Alkerton, War Memorial (adj)*		*1415*
Wroxton, White Horse (opp)		**1420**
Drayton, Metcalfe Close (adj)		**1422**
§ *Ruscote, Powys Grove (opp)*		*1424*
§ *Ruscote, Ferndale Road (adj)*		*1425*
§ *Ruscote, Cromwell Road (opp)*		*1426*
§ *Ruscote, Parklands (S-bound)*		*1426*
§ *Neithrop, Union Street (opp)*		*1427*
§ *Banbury Town Centre, Boxhedge Road (adj)*		*1428*
§ *Banbury Town Centre, Banbury Cross (S-bound)*		*1429*
§ *Banbury Town Centre, High Street (NE-bound)*	*1121*	*1430*
§ *Banbury Town Centre, George Street (E-bound)*	*1122*	*1431*
Banbury Town Centre, Bus Station (Bay 8)	**1123**	**1433**

Notes: § - Time at this stop is indicative. You are advised to be at any stop several minutes before the times shown

269 Stratford upon Avon - Banbury

Johnsons Coach and Bus Travel

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Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops.

	Sundays
	No service

269 Banbury - Stratford upon Avon

Johnsons Coach and Bus Travel

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Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops.

Mondays to Fridays

Banbury Town Centre, Bus Station (Bay 8)	—	**1020**	**1410**
§ *Neithrop, Kingsway (opp)*	—		*1412*
§ *Neithrop, Hornbeam Close (opp)*	—		*1413*
§ *Poets Corner, Broughton Road (SW-bound)*	—		*1414*
North Newington, The Blinking Owl (NW-bound)	—		**1420**
Shutford, High Street Pub (o/s)	—		**1427**
§ *Banbury Town Centre, Bolton Road (adj)*	—	*1021*	
§ *Banbury Town Centre, Police Station (opp)*	—	*1021*	
§ *Banbury Town Centre, Boxhedge Road (opp)*	—	*1022*	
§ *Neithrop, Union Street (adj)*	—	*1023*	
§ *Ruscote, Cromwell Road East (adj)*	—	*1024*	
§ *Ruscote, Cromwell Road West (adj)*	—	*1025*	
§ *Ruscote, Ferndale Road (opp)*	—	*1025*	
§ *Ruscote, Powys Grove (adj)*	—	*1026*	
Drayton, Mill Lane (adj)	—	**1028**	
Wroxton, White Horse (o/s)	—	**1030**	
§ *Alkerton, War Memorial (opp)*	—	*1036*	
Shenington, Green (opp)	—	**1037**	
Edge Hill, Edgehill Tower Turn (opp)	—	**1048**	**1443**
Ratley, Bus Shelter (adj)	—	**1050**	**1448**
Radway, Bus Shelter (adj)	—	**1055**	**1453**
Kineton, Church (opp)	**0755**	**1100**	**1500**
§ *Compton Verney, Compton Verney House (adj)*	*0757*	*1102*	*1502*
§ *Wellesbourne, Fish Bar (opp)*	*0802*	*1107*	*1507*
Wellesbourne, Chapel Street (adj)	**0803**	**1108**	**1508**
§ *Wellesbourne, Elliot Drive (adj)*	*0803*	*1108*	*1508*
§ *Alveston, Alveston Turn (opp)*	*0813*	*1114*	*1514*
§ *Alveston, Malt House (adj)*		*1115*	
§ *Alveston, Shelter (opp)*		*1115*	
Alveston, Church (adj)		**1116**	
Alveston, Youth Hostel (opp)	**0818**	**1118**	**1516**
Tiddington, New Street (adj)	**0822**	**1120**	**1518**
§ *Tiddington, Dark Lane (opp)*	*0822*	*1121*	*1518*
§ *Tiddington, NFU (opp)*	*0822*	*1121*	*1518*
Tiddington, Oak Road (adj)	**0823**		**1519**
§ *Tiddington, Alveston Primary School (opp)*			*1519*
§ *Tiddington, Townsend Road (adj)*			*1519*
Stratford-upon-Avon, Dale Avenue (nr)			**1522**
§ *Stratford-upon-Avon, Manor Road (opp)*			*1522*
§ *Stratford-upon-Avon, Bridgetown Road (nr)*			*1522*
§ *Stratford-upon-Avon, Shell Garage (adj)*			*1523*
§ *Stratford-upon-Avon, McDonalds (adj)*			*1525*
Stratford-upon-Avon, Oxfam (adj)	**0836**	**1128**	**1526**
§ *Stratford-upon-Avon, Stratford College (adj)*	*0839*	—	—
Stratford-upon-Avon, Stratford High School (adj)	**0841**	—	—
Stratford-upon-Avon, Bell (adj)	**0845**	—	—

Notes: § - Time at this stop is indicative. You are advised to be at any stop several minutes before the times shown

269 Banbury - Stratford upon Avon

Johnsons Coach and Bus Travel

The information on this timetable is expected to be valid until at least 26th October 2011. Where we know of variations, before or after this date, then we show these at the top of each affected column in the table.

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops.

Saturdays

Banbury Town Centre, Bus Station (Bay 8)	**1020**	**1410**
§ *Neithrop, Kingsway (opp)*		*1412*
§ *Neithrop, Hornbeam Close (opp)*		*1413*
§ *Poets Corner, Broughton Road (SW-bound)*		*1414*
North Newington, The Blinking Owl (NW-bound)		**1420**
Shutford, High Street Pub (o/s)		**1427**
§ *Banbury Town Centre, Bolton Road (adj)*	*1021*	
§ *Banbury Town Centre, Police Station (opp)*	*1021*	
§ *Banbury Town Centre, Boxhedge Road (opp)*	*1022*	
§ *Neithrop, Union Street (adj)*	*1023*	
§ *Ruscote, Cromwell Road East (adj)*	*1024*	
§ *Ruscote, Cromwell Road West (adj)*	*1025*	
§ *Ruscote, Ferndale Road (opp)*	*1025*	
§ *Ruscote, Powys Grove (adj)*	*1026*	
Drayton, Mill Lane (adj)	**1028**	
Wroxton, White Horse (o/s)	**1030**	
§ *Alkerton, War Memorial (opp)*	*1036*	
Shenington, Green (opp)	**1037**	
Edge Hill, Edgehill Tower Turn (opp)	**1048**	**1443**
Ratley, Bus Shelter (adj)	**1050**	**1448**
Radway, Bus Shelter (adj)	**1055**	**1453**
Kineton, Church (opp)	**1100**	**1500**
§ *Compton Verney, Compton Verney House (adj)*	*1102*	*1502*
§ *Wellesbourne, Fish Bar (opp)*	*1107*	*1507*
Wellesbourne, Chapel Street (adj)	**1108**	**1508**
§ *Wellesbourne, Elliot Drive (adj)*	*1108*	*1508*
§ *Alveston, Alveston Turn (opp)*	*1114*	*1514*
§ *Alveston, Malt House (adj)*	*1115*	
§ *Alveston, Shelter (opp)*	*1115*	
Alveston, Church (adj)	**1116**	
Alveston, Youth Hostel (opp)	**1118**	**1516**
Tiddington, New Street (adj)	**1120**	**1518**
§ *Tiddington, Dark Lane (opp)*	*1121*	*1518*
§ *Tiddington, NFU (opp)*	*1121*	*1518*
Tiddington, Oak Road (adj)		**1519**
§ *Tiddington, Alveston Primary School (opp)*		*1519*
§ *Tiddington, Townsend Road (adj)*		*1519*
Stratford-upon-Avon, Dale Avenue (nr)		**1522**
§ *Stratford-upon-Avon, Manor Road (opp)*		*1522*
§ *Stratford-upon-Avon, Bridgetown Road (nr)*		*1522*
§ *Stratford-upon-Avon, Shell Garage (adj)*		*1523*
§ *Stratford-upon-Avon, McDonalds (adj)*		*1525*
Stratford-upon-Avon, Oxfam (adj)	**1128**	**1526**

Notes: **§** - Time at this stop is indicative. You are advised to be at any stop several minutes before the times shown

Sundays

No service

269 Stratford upon Avon - Banbury

Johnsons Coach and Bus Travel

For next departures from a particular stop you can use **traveline-txt** - by sending the SMS code (followed by a space and the service number if you want a specific service - eg: **buctdgtd 60**) to **84268**. Or you can use the mobile internet by using the code to locate the stop on **NextBuses**. For details of both these services see www.traveline.info/onmove.htm. The return message from **traveline-txt** is free for codes prefixed **cmb, lin, nfo** and **suf** (East Anglia and Lincolnshire); for all other codes it is 25p. **NextBuses** incurs standard internet usage charges.

Information about next departures is available on mobile internet on phones and PDAs using the SMS code - go to www.mytraveline.mobi. Only normal browsing charges apply.

NOTE: SMS codes are different in each direction. Make sure you choose the right direction from these lists.

SMS Code	Stop Name	Street	ATCO Code
waragdja	Stratford-upon-Avon, NatWest Bank (adj)	Wood Street	4200F067200
warajdam	Stratford-upon-Avon, British Home Stores (adj)	Bridge Street	4200F065201
warapdjm	Stratford-upon-Avon, Bridgetown Road (nr)	Banbury Road	4200F106002
warampdg	Stratford-upon-Avon, Manor Road (adj)	Banbury Road	4200F011301
wardapdw	Stratford-upon-Avon, Dale Avenue (nr)	Banbury Road	4200F065002
waragdpm	Tiddington, Oak Road (opp)	Knights Lane	4200F104701
wardatad	Tiddington, NFU (adj)	Knights Lane	4200F069702
wardapwm	Tiddington, Dark Lane (adj)	Tiddington Road	4200F069601
warajmtm	Tiddington, Carters Lane (adj)	Main Street	4200F162701
wardgwgm	Alveston, Youth Hostel (adj)	Wellesbourne Road	4200F001600
wardgwgj	Alveston, Church (opp)	Church Road	4200F001501
waratpgd	Alveston, Malt House (opp)	The Rookery	4200F131141
warajmtg	Alveston, Avonfields Close (adj)	Kissing Tree Lane	4200F162501
waradmgw	Alveston, Alveston Turn (adj)	Wellesbourne Road	4200F128392
waragmwp	Wellesbourne, Elliot Drive (opp)	Stratford Road	4200F162201
wardgtmp	Wellesbourne, Grange Gardens (opp)	Bridge Street	4200F196102
wardgtmj	Wellesbourne, Fish Bar (opp)	Warwick Road	4200F196001
waramwpj	Compton Verney, Compton Verney House (adj)	Sprng Hill	4200F016900
warapjaw	Kineton, Church (adj)	Warwick Road	4200F032900
waratdtj	Radway, Green (adj)	Main Road	4200F054401
waratdtm	Ratley, Bus Shelter (adj)	Old Road	4200F054500
warapawj	Edge Hill, Edgehill Tower Turn (opp)	Sugarwells Lane	4200F021200
oxfaptmw	Shutford, High Street Pub (opp)	High Street	340000666OPP
oxfatadm	North Newington, The Blinking Owl (SE-bound)	Main Street	340000578PLC
oxfatmdm	Poets Corner, Broughton Road (NE-bound)	Broughton Road	340003150CNR
oxfgpjmg	Neithrop, Hornbeam Close (adj)	Broughton Road	340001440CNR
oxfagtgj	Neithrop, Kingsway (nr)	West Bar Street	340001455OPP
oxfgagaj	Shenington, Green (opp)	Rattlecoombe Road	340000654OV
oxfgajmp	Alkerton, War Memorial (adj)	Rattlecombe Road	340000044OG
oxfgapgw	Wroxton, White Horse (opp)	Stratford Road	340000847WO
oxfajpam	Drayton, Metcalfe Close (adj)	Stratford Road	340000263V
oxfatdga	Ruscote, Powys Grove (opp)	Warwick Road	340000886OBM
oxfgmpmw	Ruscote, Ferndale Road (adj)	Warwick Road	340003324CNR
oxfgmpmp	Ruscote, Cromwell Road (opp)	Warwick Road	340003323OPP
oxfatmpt	Ruscote, Parklands (S-bound)	Ruscote Avenue	340003135OPP
oxfatmtd	Neithrop, Union Street (opp)	Warwick Road	340003134OPP
oxfagtma	Banbury Town Centre, Boxhedge Road (adj)	Warwick Road	340001446CNR
oxfagtmd	Banbury Town Centre, Banbury Cross (S-bound)	Horse Fair	340001458HOR
oxfagwgm	Banbury Town Centre, High Street (NE-bound)	High Street	340001460PO
oxfagwda	Banbury Town Centre, George Street (E-bound)	George Street	340001457CCC
oxfamjpd	Banbury Town Centre, Bus Station (Bay 8)	Bus Station	3400000728

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Johnsons Coach and Bus Travel

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NOTE: SMS codes are different in each direction. Make sure you choose the right direction from these lists.

SMS Code	Stop Name	Street	ATCO Code
oxfamjpd	Banbury Town Centre, Bus Station (Bay 8)	Bus Station	3400000728
oxfagtgm	Neithrop, Kingsway (opp)	West Bar Street	340001455CNR
oxfgptmg	Neithrop, Hornbeam Close (opp)	Broughton Road	340001440OPP
oxfatjgt	Poets Corner, Broughton Road (SW-bound)	Broughton Road	340003150OPP
oxfatadp	North Newington, The Blinking Owl (NW-bound)	Main Street	340000578OPL
oxfaptmt	Shutford, High Street Pub (o/s)	High Street	340000666PUB
oxfatatw	Banbury Town Centre, Bolton Road (adj)	Castle Street	340003069BRC
oxfagwgp	Banbury Town Centre, Police Station (opp)	Warwick Road	340001459OPP
oxfagtpw	Banbury Town Centre, Boxhedge Road (opp)	Warwick Road	340001446OPP
oxfatmta	Neithrop, Union Street (adj)	Warwick Road	340003134CNR
oxfatmpw	Ruscote, Cromwell Road East (adj)	Warwick Road	340003135CNR
oxfgmpmt	Ruscote, Cromwell Road West (adj)	Warwick Road	340003323CNR
oxfgmpta	Ruscote, Ferndale Road (opp)	Warwick Road	340003324OPP
oxfapdmp	Ruscote, Powys Grove (adj)	Stratford Road	340000886WR
oxfgapgt	Drayton, Mill Lane (adj)	Stratford Road	340000263CNR
oxfgapja	Wroxton, White Horse (o/s)	Stratford Road	340000847W
oxfamdta	Alkerton, War Memorial (opp)	Rattlecombe Road	340000044G
oxfgagaj	Shenington, Green (opp)	Rattlecoombe Road	340000654OV
warapawj	Edge Hill, Edgehill Tower Turn (opp)	Sugarwells Lane	4200F021200
waratdtm	Ratley, Bus Shelter (adj)	Old Road	4200F054500
waratdtg	Radway, Bus Shelter (adj)	Main Road	4200F054400
warapjda	Kineton, Church (opp)	Warwick Road	4200F033000
waramwpj	Compton Verney, Compton Verney House (adj)	Sprng Hill	4200F016900
wardgtmj	Wellesbourne, Fish Bar (opp)	Warwick Road	4200F196001
wardgtpm	Wellesbourne, Chapel Street (adj)	Bridge Street	4200F076200
waragmwt	Wellesbourne, Elliot Drive (adj)	Stratford Road	4200F162202
waradmgt	Alveston, Alveston Turn (opp)	Wellesbourne Road	4200F128391
waratpjw	Alveston, Malt House (adj)	The Rookery	4200F13142
wardgwga	Alveston, Shelter (opp)	Kissing Tree Lane	4200F001400
wardgwgd	Alveston, Church (adj)	Church Lane	4200F001500
wardgwgp	Alveston, Youth Hostel (opp)	Wellesbourne Road	4200F001601
wardapwg	Tiddington, New Street (adj)	Main Street	4200F069500
wardapwj	Tiddington, Dark Lane (opp)	Main Street	4200F069600
wardapwt	Tiddington, NFU (opp)	Knights Lane	4200F069701
wardapwp	Tiddington, Oak Road (adj)	Knights Lane	4200F069700
waragdpt	Tiddington, Alveston Primary School (opp)	Knights Lane	4200F104801
waragdpw	Tiddington, Townsend Road (adj)	Knights Lane	4200F104901
wardapdw	Stratford-upon-Avon, Dale Avenue (nr)	Banbury Road	4200F065002
warampdj	Stratford-upon-Avon, Manor Road (opp)	Banbury Road	4200F011302
warampdt	Stratford-upon-Avon, Bridgetown Road (nr)	Banbury Road	4200F011500
warajdag	Stratford-upon-Avon, Shell Garage (adj)	Banbury Road	4200F065100
warajdaj	Stratford-upon-Avon, McDonalds (adj)	Bridge Street	4200F065200
waragdjm	Stratford-upon-Avon, Oxfam (adj)	Wood Street	4200F067203
warajpwm	Stratford-upon-Avon, Stratford College (adj)	Alcester Road	4200F122851
warajawd	Stratford-upon-Avon, Stratford High School (adj)	Alcester Road	4200F100013
waragdap	Stratford-upon-Avon, Bell (adj)	Bell Lane	4200F066500

269 Stratford upon Avon - Banbury

Johnsons Coach and Bus Travel

Important information at 11:40:59 on 30 September 2011

Banbury Michaelmas Fair, 18-22 Oct.
Affected stops:
Banbury Town Centre, Bridge Street
Banbury Town Centre, Bus Station
Some roads in central Banbury will be closed for the Michaelmas Fair (18th-22nd October).

Bus services normally using the Bridge Street stops will be relocated to within the Bus Station for the duration.

Timetables

Select a timetable using the bookmarks (on the left of this page). Choose the direction and day of travel you require.
Timetables can be viewed in the summary "main stops only" format or in the detailed "all stops" version.
Stop and Street Names and SMS codes are also available.

270 Banbury - Stratford upon Avon

Johnsons Coach and Bus Travel

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Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops.

Mondays to Fridays

Notes	COLL	HOL						
Banbury Town Centre, Bus Station (Bay 8)	**0715**	**0715**	—	**1200**	**1440**	**1750**	**1920**
§ *Banbury Town Centre, Bolton Road (adj)*	*0716*	*0716*	—	*1201*	*1441*	*1751*	*1921*
§ *Banbury Town Centre, Police Station (opp)*	*0717*	*0717*	—	*1202*	*1442*	*1752*	*1922*
§ *Banbury Town Centre, Boxhedge Road (opp)*	*0717*	*0717*	—	*1202*	*1442*	*1752*	*1922*
§ *Neithrop, Union Street (adj)*	*0718*	*0718*	—	*1203*	*1443*	*1753*	*1923*
§ *Ruscote, Cromwell Road East (adj)*	*0719*	*0719*	—	*1204*	*1444*	*1754*	*1924*
§ *Ruscote, Cromwell Road West (adj)*	*0720*	*0720*	—	*1205*	*1445*	*1755*	*1925*
§ *Ruscote, Ferndale Road (opp)*	*0720*	*0720*	—	*1205*	*1445*	*1755*	*1925*
§ *Ruscote, Powys Grove (adj)*	*0721*	*0721*	—	*1206*	*1446*	*1756*	*1926*
Drayton, Mill Lane (adj)	**0723**	**0723**	—	**1208**	**1448**	**1758**	**1928**
Wroxton, White Horse (o/s)	**0725**	**0725**	—	**1210**	**1450**	**1800**	**1930**
§ *Wroxton, The Firs (opp)*	*0725*	*0725*	—	*1210*	*1450*	*1800*	*1930*
Balscote, Church (opp)	**0731**	**0731**	—	**1216**	**1456**	**1806**		
§ *Alkerton, War Memorial (opp)*	*0735*	*0735*	—	*1220*	*1500*	*1810*	*1935*
Shenington, Green (opp)	**0737**	**0737**	—	**1222**	**1502**	**1812**	**1937**
§ *Edge Hill, Upton House (adj)*	*0740*	*0740*	—	*1225*	*1505*	*1815*	*1940*
§ *Lower Tysoe, Badgers Farm Lane (opp)*	*0743*	*0743*	—	*1228*	*1508*	*1818*	*1943*
Middle Tysoe, Peacock (adj)	**0745**	**0745**	**0920**	**1230**	**1510**	**1820**	**1945**
§ *Middle Tysoe, Old Fire Station (adj)*	*0745*	*0745*	*0920*	*1230*	*1510*	*1820*	*1945*
§ *Oxhill, Peacock (adj)*	*0749*	*0749*	*0924*	*1234*	*1514*	*1824*	*1949*
Oxhill, Village Hall (adj)	**0750**	**0750**	**0925**	**1235**	**1515**	**1825**	**1950**
§ *Kineton, Tysoe Road (adj)*	*0758*	*0758*	*0933*	*1243*	*1523*	*1833*		
Kineton, Church (adj)	**0800**	**0800**	**0935**	**1245**	**1525**	**1835**		
§ *Kineton, Library (nr)*	*0800*	*0800*	*0935*	*1245*	*1525*	*1835*		
Butlers Marston, Memorial (adj)	**0803**	**0803**	**0938**	**1248**	**1528**	**1838**		
Pillerton Hersey, Telephone Box (opp)	**0806**	**0806**	**0941**	**1251**	**1531**	**1841**		
Pillerton Priors, Walton Lane (adj)	**0809**	**0809**	**0944**	**1254**	**1534**	**1844**	**1957**
Ettington, Village Hall (adj)	**0812**	**0812**	**0947**	**1257**	**1537**	**1847**	**2000**
§ *Ettington, Church (adj)*	*0812*	*0812*	*0947*	*1257*	*1537*	*1847*	*2000*
Loxley, Fox (adj)		**0819**	**0954**	**1304**			
§ *Stratford-upon-Avon, Arden Heath Farm (nr)*		*0824*	*0959*	*1309*			
§ *Stratford-upon-Avon, Loxley Road (adj)*		*0825*	*1000*	*1310*			
§ *Stratford-upon-Avon, Avon Crescent (adj)*		*0826*	*1001*	*1311*			
§ *Stratford-upon-Avon, Loxley Road (S-bound)*		*0827*	*1002*	*1312*			
§ *Stratford-upon-Avon, Banbury Road (S-bound)*		*0828*	*1003*	*1313*			
§ *Stratford-upon-Avon, Waterloo Drive (opp)*		*0829*	*1004*	*1314*			
Stratford-upon-Avon, Oxfam (adj)		**0831**	**1006**	**1316**			
§ *Stratford-upon-Avon, Dale Avenue (nr)*	*0820*	—	—	—	*1545*	*1855*	*2006*
§ *Stratford-upon-Avon, Manor Road (opp)*	*0822*	—	—	—	*1546*	*1856*	*2007*
§ *Stratford-upon-Avon, Bridgetown Road (nr)*	*0824*	—	—	—	*1547*	*1857*	*2008*
§ *Stratford-upon-Avon, Shell Garage (adj)*	*0826*	—	—	—	*1548*	*1858*	*2009*
§ *Stratford-upon-Avon, McDonalds (adj)*	*0828*	—	—	—	*1549*	*1859*	*2010*
Stratford-upon-Avon, Oxfam (adj)		—	—	—	**1551**	**1901**	**2012**
Stratford-upon-Avon, Bell (adj)	**0831**	—	—	—	—	—	—
Stratford-upon-Avon, Stratford College (adj)	**0836**	—	—	—	—	—	—
Stratford-upon-Avon, Stratford High School (adj)	**0840**	—	—	—	—	—	—

Notes: **COLL**- Operates on Stratford College Days Only
HOL - Operates During Stratford College Holidays Only
§ - Time at this stop is indicative. You are advised to be at any stop several minutes before the times shown

270 Banbury - Stratford upon Avon

Johnsons Coach and Bus Travel

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Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops.

Saturdays

Banbury Town Centre, Bus Station (Bay 8)	—	—	**1200**	**1440**	**1750**	**1920**
§ *Banbury Town Centre, Bolton Road (adj)*	—	—	*1201*	*1441*	*1751*	*1921*
§ *Banbury Town Centre, Police Station (opp)*	—	—	*1202*	*1442*	*1752*	*1922*
§ *Banbury Town Centre, Boxhedge Road (opp)*	—	—	*1202*	*1442*	*1752*	*1922*
§ *Neithrop, Union Street (adj)*	—	—	*1203*	*1443*	*1753*	*1923*
§ *Ruscote, Cromwell Road East (adj)*	—	—	*1204*	*1444*	*1754*	*1924*
§ *Ruscote, Cromwell Road West (adj)*	—	—	*1205*	*1445*	*1755*	*1925*
§ *Ruscote, Ferndale Road (opp)*	—	—	*1205*	*1445*	*1755*	*1925*
§ *Ruscote, Powys Grove (adj)*	—	—	*1206*	*1446*	*1756*	*1926*
Drayton, Mill Lane (adj)	—	—	**1208**	**1448**	**1758**	**1928**
Wroxton, White Horse (o/s)	—	—	**1210**	**1450**	**1800**	**1930**
§ *Wroxton, The Firs (opp)*	—	—	*1210*	*1450*	*1800*	*1930*
Balscote, Church (opp)	—	—	**1216**	**1456**	**1806**		
§ *Alkerton, War Memorial (opp)*	—	—	*1220*	*1500*	*1810*	*1935*
Shenington, Green (opp)	—	—	**1222**	**1502**	**1812**	**1937**
§ *Edge Hill, Upton House (adj)*	—	—	*1225*	*1505*	*1815*	*1940*
§ *Lower Tysoe, Badgers Farm Lane (opp)*	—	—	*1228*	*1508*	*1818*	*1943*
Middle Tysoe, Peacock (adj)	**0745**	**0920**	**1230**	**1510**	**1820**	**1945**
§ *Middle Tysoe, Old Fire Station (adj)*	*0745*	*0920*	*1230*	*1510*	*1820*	*1945*
§ *Oxhill, Peacock (adj)*	*0749*	*0924*	*1234*	*1514*	*1824*	*1949*
Oxhill, Village Hall (adj)	**0750**	**0925**	**1235**	**1515**	**1825**	**1950**
§ *Kineton, Tysoe Road (adj)*	*0758*	*0933*	*1243*	*1523*	*1833*	
Kineton, Church (adj)	**0800**	**0935**	**1245**	**1525**	**1835**	
§ *Kineton, Library (nr)*	*0800*	*0935*	*1245*	*1525*	*1835*	
Butlers Marston, Memorial (adj)	**0803**	**0938**	**1248**	**1528**	**1838**	
Pillerton Hersey, Telephone Box (opp)	**0806**	**0941**	**1251**	**1531**	**1841**	
Pillerton Priors, Walton Lane (adj)	**0809**	**0944**	**1254**	**1534**	**1844**	**1957**
Ettington, Village Hall (adj)	**0812**	**0947**	**1257**	**1537**	**1847**	**2000**
§ *Ettington, Church (adj)*	*0812*	*0947*	*1257*	*1537*	*1847*	*2000*
Loxley, Fox (adj)	**0819**	**0954**	**1304**			
§ *Stratford-upon-Avon, Arden Heath Farm (nr)*	*0824*	*0959*	*1309*			
§ *Stratford-upon-Avon, Loxley Road (adj)*	*0825*	*1000*	*1310*			
§ *Stratford-upon-Avon, Avon Crescent (adj)*	*0826*	*1001*	*1311*			
§ *Stratford-upon-Avon, Loxley Road (S-bound)*	*0827*	*1002*	*1312*			
§ *Stratford-upon-Avon, Banbury Road (S-bound)*	*0828*	*1003*	*1313*			
§ *Stratford-upon-Avon, Waterloo Drive (opp)*	*0829*	*1004*	*1314*			
Stratford-upon-Avon, Oxfam (adj)	**0831**	**1006**	**1316**			
§ *Stratford-upon-Avon, Dale Avenue (nr)*	—	—	—	*1545*	*1855*	*2006*
§ *Stratford-upon-Avon, Manor Road (opp)*	—	—	—	*1546*	*1856*	*2007*
§ *Stratford-upon-Avon, Bridgetown Road (nr)*	—	—	—	*1547*	*1857*	*2008*
§ *Stratford-upon-Avon, Shell Garage (adj)*	—	—	—	*1548*	*1858*	*2009*
§ *Stratford-upon-Avon, McDonalds (adj)*	—	—	—	*1549*	*1859*	*2010*
Stratford-upon-Avon, Oxfam (adj)	—	—	—	**1551**	**1901**	**2012**

Notes: **§** - Time at this stop is indicative. You are advised to be at any stop several minutes before the times shown

Sundays

No service

270 Stratford upon Avon - Banbury

Johnsons Coach and Bus Travel

The information on this timetable is expected to be valid until at least 26th October 2011. Where we know of variations, before or after this date, then we show these at the top of each affected column in the table.

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops.

Mondays to Fridays

Notes			COLL	HOL	
Stratford-upon-Avon, Stratford High School (opp)	—	—	**1615**	—	—
Stratford-upon-Avon, NatWest Bank (adj)	**0900**	**1225**	**1620**	**1620**	**1800**
Stratford-upon-Avon, British Home Stores (adj)	**0902**	**1227**	**1622**	**1622**	**1802**
§ *Stratford-upon-Avon, Bridgetown Road (nr)*	*0905*		*1626*		
§ *Stratford-upon-Avon, Manor Road (adj)*	*0906*		*1628*		
Stratford-upon-Avon, Dale Avenue (nr)	**0907**		**1630**		
§ *Stratford-upon-Avon, Waterloo Drive (adj)*		*1228*		*1624*	*1804*
§ *Stratford-upon-Avon, Banbury Road (N-bound)*		*1229*		*1625*	*1805*
§ *Stratford-upon-Avon, Loxley Road (N-bound)*		*1229*		*1625*	*1805*
§ *Stratford-upon-Avon, Avon Crescent (opp)*		*1230*		*1625*	*1805*
§ *Stratford-upon-Avon, Loxley Road (adj)*		*1230*		*1626*	*1806*
§ *Stratford-upon-Avon, Arden Heath Farm (nr)*		*1231*		*1626*	*1806*
Loxley, Fox (adj)		**1237**		**1632**	**1812**
§ *Ettington, Church (opp)*	*0914*	*1244*	*1639*	*1639*	*1819*
Ettington, Rogers Lane (opp)	**0915**	**1245**	**1640**	**1640**	**1820**
Pillerton Priors, Walton Lane (adj)	**0918**	**1248**	**1643**	**1643**	**1823**
Pillerton Hersey, Telephone Box (opp)	**0921**	**1251**	**1646**	**1646**	**1826**
Butlers Marston, Memorial (adj)	**0924**	**1254**	**1649**	**1649**	**1829**
§ *Kineton, Library (nr)*	*0927*	*1257*	*1653*	*1653*	*1833*
Kineton, Church (adj)	**0928**	**1258**	**1654**	**1654**	**1834**
§ *Kineton, Tysoe Road (adj)*	*0928*	*1258*	*1654*	*1654*	*1834*
Oxhill, Village Hall (adj)	**0935**	**1305**	**1700**	**1700**	**1840**
§ *Oxhill, Peacock (adj)*	*0935*	*1305*	*1700*	*1700*	*1840*
§ *Middle Tysoe, Old Fire Station (adj)*	*0939*	*1309*	*1704*	*1704*	*1844*
Middle Tysoe, Peacock (adj)	**0940**	**1310**	**1705**	**1705**	**1845**
§ *Lower Tysoe, Badgers Farm Lane (opp)*	*0941*	*1311*	*1706*	*1706*	*1846*
§ *Edge Hill, Upton House (adj)*	*0944*	*1314*	*1709*	*1709*	*1849*
Shenington, Green (o/s)	**0948**	**1318**	**1713**	**1713**	**1853**
§ *Alkerton, War Memorial (adj)*	*0949*	*1319*	*1714*	*1714*	*1854*
Balscote, Church (o/s)	**0954**	**1324**	**1719**	**1719**	**1856**
§ *Wroxton, The Firs (adj)*	*0959*	*1329*	*1724*	*1724*	*1859*
Wroxton, White Horse (opp)	**1000**	**1330**	**1725**	**1725**	**1900**
Drayton, Metcalfe Close (adj)	**1002**	**1332**	**1727**	**1727**	**1902**
§ *Ruscote, Powys Grove (opp)*	*1004*	*1334*	*1729*	*1729*	*1904*
§ *Ruscote, Ferndale Road (adj)*	*1005*	*1335*	*1730*	*1730*	*1905*
§ *Ruscote, Cromwell Road (opp)*	*1006*	*1336*	*1731*	*1731*	*1906*
§ *Ruscote, Parklands (S-bound)*	*1007*	*1337*	*1732*	*1732*	*1907*
§ *Neithrop, Union Street (opp)*	*1008*	*1338*	*1733*	*1733*	*1908*
§ *Banbury Town Centre, Boxhedge Road (adj)*	*1009*	*1339*	*1734*	*1734*	*1909*
Banbury Town Centre, Banbury Cross (S-bound)	**1010**	**1340**	**1735**	**1735**	**1910**
§ *Banbury Town Centre, High Street (NE-bound)*	*1011*	*1341*	*1736*	*1736*	*1911*
§ *Banbury Town Centre, George Street (E-bound)*	*1012*	*1342*	*1737*	*1737*	*1912*
Banbury Town Centre, Bus Station (Bay 8)	**1013**	**1343**	**1738**	**1738**	**1913**

Notes: **COLL**- Operates on Stratford College Days Only
HOL - Operates During Stratford College Holidays Only
§ - Time at this stop is indicative. You are advised to be at any stop several minutes before the times shown

270 Stratford upon Avon - Banbury

Johnsons Coach and Bus Travel

The information on this timetable is expected to be valid until at least 26th October 2011. Where we know of variations, before or after this date, then we show these at the top of each affected column in the table.

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops.

Saturdays

Stratford-upon-Avon, NatWest Bank (adj)	**0900**	**1225**	**1620**	**1800**
Stratford-upon-Avon, British Home Stores (adj)	**0902**	**1227**	**1622**	**1802**
§ *Stratford-upon-Avon, Bridgetown Road (nr)*	*0905*			
§ *Stratford-upon-Avon, Manor Road (adj)*	*0906*			
Stratford-upon-Avon, Dale Avenue (nr)	**0907**			
§ *Stratford-upon-Avon, Waterloo Drive (adj)*		*1228*	*1624*	*1804*
§ *Stratford-upon-Avon, Banbury Road (N-bound)*		*1229*	*1625*	*1805*
§ *Stratford-upon-Avon, Loxley Road (N-bound)*		*1229*	*1625*	*1805*
§ *Stratford-upon-Avon, Avon Crescent (opp)*		*1230*	*1625*	*1805*
§ *Stratford-upon-Avon, Loxley Road (adj)*		*1230*	*1626*	*1806*
§ *Stratford-upon-Avon, Arden Heath Farm (nr)*		*1231*	*1626*	*1806*
Loxley, Fox (adj)		**1237**	**1632**	**1812**
§ *Ettington, Church (opp)*	*0914*	*1244*	*1639*	*1819*
Ettington, Rogers Lane (opp)	**0915**	**1245**	**1640**	**1820**
Pillerton Priors, Walton Lane (adj)	**0918**	**1248**	**1643**	**1823**
Pillerton Hersey, Telephone Box (opp)	**0921**	**1251**	**1646**	**1826**
Butlers Marston, Memorial (adj)	**0924**	**1254**	**1649**	**1829**
§ *Kineton, Library (nr)*	*0927*	*1257*	*1653*	*1833*
Kineton, Church (adj)	**0928**	**1258**	**1654**	**1834**
§ *Kineton, Tysoe Road (adj)*	*0928*	*1258*	*1654*	*1834*
Oxhill, Village Hall (adj)	**0935**	**1305**	**1700**	**1840**
§ *Oxhill, Peacock (adj)*	*0935*	*1305*	*1700*	*1840*
§ *Middle Tysoe, Old Fire Station (adj)*	*0939*	*1309*	*1704*	*1844*
Middle Tysoe, Peacock (adj)	**0940**	**1310**	**1705**	**1845**
§ *Lower Tysoe, Badgers Farm Lane (opp)*	*0941*	*1311*	*1706*	*1846*
§ *Edge Hill, Upton House (adj)*	*0944*	*1314*	*1709*	*1849*
Shenington, Green (o/s)	**0948**	**1318**	**1713**	**1853**
§ *Alkerton, War Memorial (adj)*	*0949*	*1319*	*1714*	*1854*
Balscote, Church (o/s)	**0954**	**1324**	**1719**	**1856**
§ *Wroxton, The Firs (adj)*	*0959*	*1329*	*1724*	*1859*
Wroxton, White Horse (opp)	**1000**	**1330**	**1725**	**1900**
Drayton, Metcalfe Close (adj)	**1002**	**1332**	**1727**	**1902**
§ *Ruscote, Powys Grove (opp)*	*1004*	*1334*	*1729*	*1904*
§ *Ruscote, Ferndale Road (adj)*	*1005*	*1335*	*1730*	*1905*
§ *Ruscote, Cromwell Road (opp)*	*1006*	*1336*	*1731*	*1906*
§ *Ruscote, Parklands (S-bound)*	*1007*	*1337*	*1732*	*1907*
§ *Neithrop, Union Street (opp)*	*1008*	*1338*	*1733*	*1908*
§ *Banbury Town Centre, Boxhedge Road (adj)*	*1009*	*1339*	*1734*	*1909*
Banbury Town Centre, Banbury Cross (S-bound)	**1010**	**1340**	**1735**	**1910**
§ *Banbury Town Centre, High Street (NE-bound)*	*1011*	*1341*	*1736*	*1911*
§ *Banbury Town Centre, George Street (E-bound)*	*1012*	*1342*	*1737*	*1912*
Banbury Town Centre, Bus Station (Bay 8)	**1013**	**1343**	**1738**	**1913**

Notes: § - Time at this stop is indicative. You are advised to be at any stop several minutes before the times shown

Sundays

No service

270 Banbury - Stratford upon Avon

Johnsons Coach and Bus Travel

For next departures from a particular stop you can use **traveline-txt** - by sending the SMS code (followed by a space and the service number if you want a specific service - eg: **buctdgtd 60**) to **84268**. Or you can use the mobile internet by using the code to locate the stop on **NextBuses**. For details of both these services see www.traveline.info/onmove.htm. The return message from **traveline-txt** is free for codes prefixed **cmb, lin, nfo** and **suf** (East Anglia and Lincolnshire); for all other codes it is 25p. **NextBuses** incurs standard internet usage charges.

Information about next departures is available on mobile internet on phones and PDAs using the SMS code - go to www.mytraveline.mobi. Only normal browsing charges apply.

NOTE: SMS codes are different in each direction. Make sure you choose the right direction from these lists.

SMS Code	Stop Name	Street	ATCO Code
oxfamjpd	Banbury Town Centre, Bus Station (Bay 8)	Bus Station	3400000728
oxfatatw	Banbury Town Centre, Bolton Road (adj)	Castle Street	340003069BRC
oxfagwgp	Banbury Town Centre, Police Station (opp)	Warwick Road	340001459OPP
oxfagtpw	Banbury Town Centre, Boxhedge Road (opp)	Warwick Road	340001446OPP
oxfatmta	Neithrop, Union Street (adj)	Warwick Road	340003134CNR
oxfatmpw	Ruscote, Cromwell Road East (adj)	Warwick Road	340003135CNR
oxfgmpmt	Ruscote, Cromwell Road West (adj)	Warwick Road	340003323CNR
oxfgmpta	Ruscote, Ferndale Road (opp)	Warwick Road	340003324OPP
oxfapdmp	Ruscote, Powys Grove (adj)	Stratford Road	340000886WR
oxfgapgt	Drayton, Mill Lane (adj)	Stratford Road	340000263CNR
oxfgapja	Wroxton, White Horse (o/s)	Stratford Road	340000847W
oxfapjag	Wroxton, The Firs (opp)	Stratford Road	340000847V
oxfgapjg	Balscote, Church (opp)	Village Road	340000070BAO
oxfamdta	Alkerton, War Memorial (opp)	Rattlecombe Road	340000044G
oxfgagaj	Shenington, Green (opp)	Rattlecoombe Road	340000654OV
warapawm	Edge Hill, Upton House (adj)	Stratford Road	4200F021300
waratjma	Lower Tysoe, Badgers Farm Lane (opp)	Lower Tysoe Road	4200F041500
waragmjm	Middle Tysoe, Peacock (adj)	Main Street	4200F070700
waragmjg	Middle Tysoe, Old Fire Station (adj)	Main Street	4200F070600
warawapa	Oxhill, Peacock (adj)	Main Street	4200F051800
warawapd	Oxhill, Village Hall (adj)	Main Street	4200F051900
wardamta	Kineton, Tysoe Road (adj)	Bridge Street	4200F039100
warapjaw	Kineton, Church (adj)	Warwick Road	4200F032900
waratmgd	Kineton, Library (nr)	Bridge Street	4200F085400
waramptp	Butlers Marston, Memorial (adj)	Bridge Road	4200F014200
warawatd	Pillerton Hersey, Telephone Box (opp)	Kineton Road	4200F052500
warawatg	Pillerton Priors, Walton Lane (adj)	Kineton Road	4200F052600
warapdad	Ettington, Village Hall (adj)	Banbury Road	4200F021500
warajapg	Ettington, Church (adj)	Banbury Road	4200F157202
waratjmg	Loxley, Fox (adj)	Goldicote Road	4200F041700
waragdtd	Stratford-upon-Avon, Arden Heath Farm (nr)	Loxley Road	4200F105002
waragdtg	Stratford-upon-Avon, Loxley Road (adj)	Loxley Road	4200F105101
warampdp	Stratford-upon-Avon, Avon Crescent (adj)	Loxley Road	4200F011400
waragdtw	Stratford-upon-Avon, Loxley Road (S-bound)	Manor Road	4200F105302
warampdw	Stratford-upon-Avon, Banbury Road (S-bound)	Manor Road	4200F011501
warapdjd	Stratford-upon-Avon, Waterloo Drive (opp)	Banbury Road	4200F105901
waragdjm	Stratford-upon-Avon, Oxfam (adj)	Wood Street	4200F067203
wardapdw	Stratford-upon-Avon, Dale Avenue (nr)	Banbury Road	4200F065002
warampdj	Stratford-upon-Avon, Manor Road (opp)	Banbury Road	4200F011302
warampdt	Stratford-upon-Avon, Bridgetown Road (nr)	Banbury Road	4200F011500
warapdjm	Stratford-upon-Avon, Bridgetown Road (nr)	Banbury Road	4200F106002
warajdag	Stratford-upon-Avon, Shell Garage (adj)	Banbury Road	4200F065100
warajdaj	Stratford-upon-Avon, McDonalds (adj)	Bridge Street	4200F065200
waragdjm	Stratford-upon-Avon, Oxfam (adj)	Wood Street	4200F067203
waragdap	Stratford-upon-Avon, Bell (adj)	Bell Lane	4200F066500
warajpwm	Stratford-upon-Avon, Stratford College (adj)	Alcester Road	4200F122851
warajawd	Stratford-upon-Avon, Stratford High School (adj)	Alcester Road	4200F100013

270 Stratford upon Avon - Banbury

Johnsons Coach and Bus Travel

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NOTE: SMS codes are different in each direction. Make sure you choose the right direction from these lists.

SMS Code	Stop Name	Street	ATCO Code
warajatw	Stratford-upon-Avon, Stratford High School (opp)	Alcester Road	4200F100011
waragdja	Stratford-upon-Avon, NatWest Bank (adj)	Wood Street	4200F067200
warajdam	Stratford-upon-Avon, British Home Stores (adj)	Bridge Street	4200F065201
warapdjm	Stratford-upon-Avon, Bridgetown Road (nr)	Banbury Road	4200F106002
warampdg	Stratford-upon-Avon, Manor Road (adj)	Banbury Road	4200F011301
wardapdw	Stratford-upon-Avon, Dale Avenue (nr)	Banbury Road	4200F065002
warapdjg	Stratford-upon-Avon, Waterloo Drive (adj)	Banbury Road	4200F105902
warajtjt	Stratford-upon-Avon, Banbury Road (N-bound)	Manor Road	4200F011502
waragdtp	Stratford-upon-Avon, Loxley Road (N-bound)	Manor Road	4200F105301
waragdtm	Stratford-upon-Avon, Avon Crescent (opp)	Loxley Road	4200F105201
waragdtj	Stratford-upon-Avon, Loxley Road (adj)	Loxley Road	4200F105102
waragdta	Stratford-upon-Avon, Arden Heath Farm (nr)	Loxley Road	4200F105001
waratjmg	Loxley, Fox (adj)	Goldicote Road	4200F041700
warajapd	Ettington, Church (opp)	Banbury Road	4200F157201
warapawt	Ettington, Rogers Lane (opp)	Banbury Road	4200F021401
warawatg	Pillerton Priors, Walton Lane (adj)	Kineton Road	4200F052600
warawatd	Pillerton Hersey, Telephone Box (opp)	Kineton Road	4200F052500
waramptp	Butlers Marston, Memorial (adj)	Bridge Road	4200F014200
waratmgd	Kineton, Library (nr)	Bridge Street	4200F085400
warapjaw	Kineton, Church (adj)	Warwick Road	4200F032900
wardamta	Kineton, Tysoe Road (adj)	Bridge Street	4200F039100
warawapd	Oxhill, Village Hall (adj)	Main Street	4200F051900
warawapa	Oxhill, Peacock (adj)	Main Street	4200F051800
waragmjg	Middle Tysoe, Old Fire Station (adj)	Main Street	4200F070600
waragmjm	Middle Tysoe, Peacock (adj)	Main Street	4200F070700
waratjma	Lower Tysoe, Badgers Farm Lane (opp)	Lower Tysoe Road	4200F041500
warapawm	Edge Hill, Upton House (adj)	Stratford Road	4200F021300
oxfaptmd	Shenington, Green (o/s)	Rattlecoombe Road	340000654V
oxfgajmp	Alkerton, War Memorial (adj)	Rattlecombe Road	340000044OG
oxfamgaw	Balscote, Church (o/s)	Village Road	340000070BA
oxfgapjd	Wroxton, The Firs (adj)	Stratford Road	340000847CNR
oxfgapgw	Wroxton, White Horse (opp)	Stratford Road	340000847WO
oxfajpam	Drayton, Metcalfe Close (adj)	Stratford Road	340000263V
oxfatdga	Ruscote, Powys Grove (opp)	Warwick Road	340000886OBM
oxfgmpmw	Ruscote, Ferndale Road (adj)	Warwick Road	340003324CNR
oxfgmpmp	Ruscote, Cromwell Road (opp)	Warwick Road	340003323OPP
oxfatmpt	Ruscote, Parklands (S-bound)	Ruscote Avenue	340003135OPP
oxfatmtd	Neithrop, Union Street (opp)	Warwick Road	340003134OPP
oxfagtma	Banbury Town Centre, Boxhedge Road (adj)	Warwick Road	340001446CNR
oxfagtmd	Banbury Town Centre, Banbury Cross (S-bound)	Horse Fair	340001458HOR
oxfagwgm	Banbury Town Centre, High Street (NE-bound)	High Street	340001460PO
oxfagwda	Banbury Town Centre, George Street (E-bound)	George Street	340001457CCC
oxfamjpd	Banbury Town Centre, Bus Station (Bay 8)	Bus Station	3400000728

270 Banbury - Stratford upon Avon

Johnsons Coach and Bus Travel

Important information at 11:41:43 on 30 September 2011

Banbury Michaelmas Fair, 18-22 Oct.
Affected stops:
Banbury Town Centre, Bridge Street
Banbury Town Centre, Bus Station
Some roads in central Banbury will be closed for the Michaelmas Fair (18th-22nd October).

Bus services normally using the Bridge Street stops will be relocated to within the Bus Station for the duration.

Timetables

Select a timetable using the bookmarks (on the left of this page). Choose the direction and day of travel you require.
Timetables can be viewed in the summary "main stops only" format or in the detailed "all stops" version.
Stop and Street Names and SMS codes are also available.

277 Lighthorne Heath - Banbury

Stagecoach in Warwickshire

The information on this timetable is expected to be valid until at least 26th October 2011. Where we know of variations, before or after this date, then we show these at the top of each affected column in the table.

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops.

Mondays to Fridays

Lighthorne, Mallory Road (opp)	**0925**	—
§ *Lighthorne, Winyates Road (opp)*	*0925*	—
§ *Gaydon, Heritage Motor Centre (opp)*	*0926*	—
Gaydon, Village Hall (adj)	**0929**	—
Temple Herdewyke, Stuart Gardens (adj)	**0934**	—
§ *North End, Peartrees (adj)*	*0938*	—
§ *North End, Village Hall (adj)*	*0938*	—
North End, The Prebend (opp)	**0939**	—
§ *Fenny Compton, Dassett Primary School (adj)*	*0943*	—
Fenny Compton, Bus Shelter (adj)	**0944**	—
§ *Fenny Compton, Memorial Road (nr)*	*0944*	—
§ *Fenny Compton, Co-op (adj)*	*0944*	—
§ *Fenny Compton, Fieldgate Lane (opp)*	*0945*	—
§ *Fenny Compton, George & Dragon (opp)*	*0947*	—
Farnborough, Inn (adj)	**0952**	**1220**
§ *Mollington, Mollington Turn (opp)*	|	*1224*
Mollington, Main Street (W-bound)	**0957**	|
§ *Mollington, Mollington Turn (o/s)*	*0957*	|
Claydon, Mollington Road (NE-bound)	**1002**	|
Cropredy, Brasenose Arms (opp)	**1007**	**1230**
§ *Cropredy, Station Road (S-bound)*	*1007*	*1230*
§ *Cropredy, Primary School (o/s)*	*1007*	*1230*
Great Bourton, Bell Inn (opp)	**1010**	**1233**
Little Bourton, The Plough (o/s)	**1012**	**1235**
§ *Hardwick, Banbury Cemetery (opp)*	*1013*	*1236*
§ *Banbury, Marley Way (adj)*	*1016*	*1239*
§ *Banbury, Cemetery (opp)*	*1017*	*1240*
§ *Banbury, Coopers Gate (opp)*	*1017*	*1240*
§ *Banbury Town Centre, Banbury Cross (S-bound)*	*1018*	*1241*
Banbury Town Centre, High Street (NE-bound)	**1019**	**1242**
§ *Banbury Town Centre, George Street (E-bound)*	*1020*	*1243*
Banbury Town Centre, Bus Station (Bay 2)	**1023**	**1246**

Notes: § - Time at this stop is indicative. You are advised to be at any stop several minutes before the times shown

Saturdays

Lighthorne, Mallory Road (opp)	**0925**	—
§ *Lighthorne, Winyates Road (opp)*	*0925*	—
§ *Gaydon, Heritage Motor Centre (opp)*	*0926*	—
Gaydon, Village Hall (adj)	**0929**	—
Temple Herdewyke, Stuart Gardens (adj)	**0934**	—
§ *North End, Peartrees (adj)*	*0938*	—
§ *North End, Village Hall (adj)*	*0938*	—
North End, The Prebend (opp)	**0939**	—
§ *Fenny Compton, Dassett Primary School (adj)*	*0943*	—
Fenny Compton, Bus Shelter (adj)	**0944**	—
§ *Fenny Compton, Memorial Road (nr)*	*0944*	—
§ *Fenny Compton, Co-op (adj)*	*0944*	—
§ *Fenny Compton, Fieldgate Lane (opp)*	*0945*	—
§ *Fenny Compton, George & Dragon (opp)*	*0947*	—
Farnborough, Inn (adj)	**0952**	**1220**
§ *Mollington, Mollington Turn (opp)*	|	*1224*
Mollington, Main Street (W-bound)	**0957**	|
§ *Mollington, Mollington Turn (o/s)*	*0957*	|
Claydon, Mollington Road (NE-bound)	**1002**	|
Cropredy, Brasenose Arms (opp)	**1007**	**1230**
§ *Cropredy, Station Road (S-bound)*	*1007*	*1230*
§ *Cropredy, Primary School (o/s)*	*1007*	*1230*
Great Bourton, Bell Inn (opp)	**1010**	**1233**
Little Bourton, The Plough (o/s)	**1012**	**1235**
§ *Hardwick, Banbury Cemetery (opp)*	*1013*	*1236*
§ *Banbury, Marley Way (adj)*	*1016*	*1239*
§ *Banbury, Cemetery (opp)*	*1017*	*1240*
§ *Banbury, Coopers Gate (opp)*	*1017*	*1240*
§ *Banbury Town Centre, Banbury Cross (S-bound)*	*1018*	*1241*
Banbury Town Centre, High Street (NE-bound)	**1019**	**1242**
§ *Banbury Town Centre, George Street (E-bound)*	*1020*	*1243*
Banbury Town Centre, Bus Station (Bay 2)	**1023**	**1246**

Notes: § - Time at this stop is indicative. You are advised to be at any stop several minutes before the times shown

Sundays

No service

277 Banbury - Temple Herdewycke

Stagecoach in Warwickshire

The information on this timetable is expected to be valid until at least 26th October 2011. Where we know of variations, before or after this date, then we show these at the top of each affected column in the table.

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops.

Mondays to Fridays

Banbury Town Centre, Bus Station (Bay 2)	**1150**	**1400**
§ *Hardwick, Banbury Cemetery (o/s)*	*1157*	*1407*
Little Bourton, The Plough (opp)	**1159**	**1409**
Great Bourton, The Bell Inn (o/s)	**1201**	**1411**
§ *Cropredy, Primary School (opp)*	*1203*	*1413*
§ *Cropredy, Station Road (N-bound)*	*1203*	*1413*
Cropredy, Brasenose Arms (o/s)	**1204**	**1414**
Mollington, Main Street (W-bound)	**1209**	**1423**
§ *Mollington, Mollington Turn (o/s)*	*1209*	*1424*
Farnborough, Haypool (opp)	**1214**	**1430**
§ *Fenny Compton, George & Dragon (adj)*	—	*1434*
§ *Fenny Compton, Dassett Primary School (adj)*	—	*1437*
Fenny Compton, Bus Shelter (adj)	—	**1438**
§ *Fenny Compton, Memorial Road (nr)*	—	*1438*
North End, Red Lion (adj)	—	**1443**
Temple Herdewyke, Stuart Gardens (adj)	—	**1448**

Notes: **§** - Time at this stop is indicative. You are advised to be at any stop several minutes before the times shown

Saturdays

Banbury Town Centre, Bus Station (Bay 2)	**1150**	**1400**
§ *Hardwick, Banbury Cemetery (o/s)*	*1157*	*1407*
Little Bourton, The Plough (opp)	**1159**	**1409**
Great Bourton, The Bell Inn (o/s)	**1201**	**1411**
§ *Cropredy, Primary School (opp)*	*1203*	*1413*
§ *Cropredy, Station Road (N-bound)*	*1203*	*1413*
Cropredy, Brasenose Arms (o/s)	**1204**	**1414**
Mollington, Main Street (W-bound)	**1209**	**1423**
§ *Mollington, Mollington Turn (o/s)*	*1209*	*1424*
Farnborough, Haypool (opp)	**1214**	**1430**
§ *Fenny Compton, George & Dragon (adj)*	—	*1434*
§ *Fenny Compton, Dassett Primary School (adj)*	—	*1437*
Fenny Compton, Bus Shelter (adj)	—	**1438**
§ *Fenny Compton, Memorial Road (nr)*	—	*1438*
North End, Red Lion (adj)	—	**1443**
Temple Herdewyke, Stuart Gardens (adj)	—	**1448**

Notes: **§** - Time at this stop is indicative. You are advised to be at any stop several minutes before the times shown

Sundays

No service

277 Lighthorne Heath - Banbury

Stagecoach in Warwickshire

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NOTE: SMS codes are different in each direction. Make sure you choose the right direction from these lists.

SMS Code	Stop Name	Street	ATCO Code
wardamjp	Lighthorne, Mallory Road (opp)	Leam Road	4200F037100
wardamjw	Lighthorne, Winyates Road (opp)	Banbury Road	4200F037102
wardjgjm	Gaydon, Heritage Motor Centre (opp)	Banbury Road	4200F149961
wardgjta	Gaydon, Village Hall (adj)	Church Road	4200F023800
wardgmgt	Temple Herdewyke, Stuart Gardens (adj)	Stuart Gardens	4200F883400
waramadp	North End, Peartrees (adj)	Top Street	4200F045900
warawdgm	North End, Village Hall (adj)	Top Street	4200F046200
waramadw	North End, The Prebend (opp)	Top Street	4200F046000
wardgdtd	Fenny Compton, Dassett Primary School (adj)	High Street	4200F022400
wardgdpw	Fenny Compton, Bus Shelter (adj)	Memorial Road	4200F022200
warapdgd	Fenny Compton, Memorial Road (nr)	Bridge Street	4200F022100
wardgdta	Fenny Compton, Co-op (adj)	High Street	4200F022300
warapdaw	Fenny Compton, Fieldgate Lane (opp)	Station Road	4200F022000
wardmjwj	Fenny Compton, George & Dragon (opp)	Banbury Road	4200F022501
warapdat	Farnborough, Inn (adj)	Main Road	4200F021900
oxfagwaj	Mollington, Mollington Turn (opp)	Southam Road	340001469OX
oxfapmdg	Mollington, Main Street (W-bound)	Main Street	340000551GRN
oxfagwam	Mollington, Mollington Turn (o/s)	Southam Road	340001469HOL
oxfgpgjm	Claydon, Mollington Road (NE-bound)	Mollington Road	340000217MOL
oxfagwag	Cropredy, Brasenose Arms (opp)	Station Road	340001470OPP
oxfgpjga	Cropredy, Station Road (S-bound)	Station Road	340001472STA
oxfagwap	Cropredy, Primary School (o/s)	Station Road	340001468PLN
oxfgajam	Great Bourton, Bell Inn (opp)	The Close	340000354OBE
oxfapjga	Little Bourton, The Plough (o/s)	Southam Road	340000467PLO
oxfgajap	Hardwick, Banbury Cemetery (opp)	Southam Road	340003167OPP
oxfgpjaw	Banbury, Marley Way (adj)	Southam Road	340001890MAR
oxfgpjdj	Banbury, Cemetery (opp)	Southam Road	340001891OPP
oxfgpjdp	Banbury, Coopers Gate (opp)	Southam Road	340001892OPP
oxfagtmd	Banbury Town Centre, Banbury Cross (S-bound)	Horse Fair	340001458HOR
oxfagwgm	Banbury Town Centre, High Street (NE-bound)	High Street	340001460PO
oxfagwda	Banbury Town Centre, George Street (E-bound)	George Street	340001457CCC
oxfamgag	Banbury Town Centre, Bus Station (Bay 2)	Bus Station	3400000722

277 Banbury - Temple Herdewycke

Stagecoach in Warwickshire

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NOTE: SMS codes are different in each direction. Make sure you choose the right direction from these lists.

SMS Code	Stop Name	Street	ATCO Code
oxfamgag	Banbury Town Centre, Bus Station (Bay 2)	Bus Station	3400000722
oxfgajat	Hardwick, Banbury Cemetery (o/s)	Southam Road	340003167OUT
oxfaptdp	Little Bourton, The Plough (opp)	Southam Road	340000850V
oxfajwmj	Great Bourton, The Bell Inn (o/s)	The Close	340000354BEL
oxfagwgw	Cropredy, Primary School (opp)	Station Road	340001468OUT
oxfgpjgd	Cropredy, Station Road (N-bound)	Station Road	340001472OPS
oxfagwad	Cropredy, Brasenose Arms (o/s)	Station Road	340001470OUT
oxfapmdg	Mollington, Main Street (W-bound)	Main Street	340000551GRN
oxfagwam	Mollington, Mollington Turn (o/s)	Southam Road	340001469HOL
waragmwa	Farnborough, Haypool (opp)	Main Road	4200F161301
wardgdtg	Fenny Compton, George & Dragon (adj)	Banbury Road	4200F022500
wardgdtd	Fenny Compton, Dassett Primary School (adj)	High Street	4200F022400
wardgdpw	Fenny Compton, Bus Shelter (adj)	Memorial Road	4200F022200
warapdgd	Fenny Compton, Memorial Road (nr)	Bridge Street	4200F022100
warawdgj	North End, Red Lion (adj)	Bottom Street	4200F046100
wardgmgt	Temple Herdewyke, Stuart Gardens (adj)	Stuart Gardens	4200F883400

277 Lighthorne Heath - Banbury

Stagecoach in Warwickshire

Important information at 10:57:25 on 30 September 2011

Banbury Michaelmas Fair, 18-22 Oct.
Affected stops:
Banbury Town Centre, Bridge Street
Banbury Town Centre, Bus Station
Some roads in central Banbury will be closed for the Michaelmas Fair (18th-22nd October).

Bus services normally using the Bridge Street stops will be relocated to within the Bus Station for the duration.

Timetables

Select a timetable using the bookmarks (on the left of this page). Choose the direction and day of travel you require.
Timetables can be viewed in the summary "main stops only" format or in the detailed "all stops" version.
Stop and Street Names and SMS codes are also available.

503 Long Itchington - Southam - Banbury

Catteralls Coaches

The information on this timetable is expected to be valid until at least 26th October 2011. Where we know of variations, before or after this date, then we show these at the top of each affected column in the table.

Mondays to Fridays

Service Restrictions	Th
Long Itchington, Model Village (adj)	**0910**
Long Itchington, Odingsell Drive (opp)	**0913**
§ *Long Itchington, Green Man (opp)*	*0913*
Long Itchington, Church Road (adj)	**0915**
§ *Long Itchington, Collingham Lane (adj)*	*0915*
§ *Long Itchington, Wulfstan Drive (adj)*	*0915*
§ *Stockton, Turn (opp)*	*0918*
Stockton, Square (adj)	**0919**
§ *Stockton, George Street (adj)*	*0919*
§ *Napton on the Hill, Kings Head (adj)*	*0923*
Napton on the Hill, Crown (adj)	**0925**
§ *Southam, St. Marys RC Primary School (adj)*	*0934*
§ *Southam, Crown Inn (adj)*	*0934*
Southam, Bowling Green (adj)	**0935**
§ *Southam, HSBC (adj)*	*0935*
§ *Southam, Stoneythorpe Hotel (adj)*	*0936*
§ *Bishop's Itchington, Greaves Club (adj)*	*0944*
Bishop's Itchington, Church (adj)	**0945**
Knightcote, Poplar Close (adj)	**0950**
North End, The Prebend (opp)	**0955**
§ *Fenny Compton, Memorial Road (nr)*	*0959*
Fenny Compton, Bus Shelter (adj)	**1000**
§ *Fenny Compton, Nursery House (adj)*	*1005*
Avon Dassett, Lower End Cottages (opp)	**1010**
§ *Warmington, Plough (adj)*	*1012*
§ *Shotteswell, Middle Lane (adj)*	*1014*
§ *Hanwell, Turn (adj)*	*1016*
Hanwell, Church Lane (opp)	**1017**
Hanwell, Park Close (opp)	**1018**
§ *Little Bourton, The Plough (o/s)*	*1019*
§ *Hardwick, Banbury Cemetery (opp)*	*1020*
Banbury, Tesco Store (Entrance)	**1022**
Banbury Town Centre, Bus Station (Bay 7)	**1025**

Service Restrictions: **Th** - Operates only on Thursdays

Notes: **§** - Time at this stop is indicative. You are advised to be at any stop several minutes before the times shown

Saturdays

No service

Sundays

No service

503 Banbury - Southam - Long Itchington

Catteralls Coaches

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Mondays to Fridays

Service Restrictions	Th
Banbury Town Centre, Bus Station (Bay 7)	**1330**
Banbury, Tesco Store (Entrance)	**1335**
§ *Hardwick, Banbury Cemetery (o/s)*	*1336*
Hanwell, Park Close (adj)	**1337**
§ *Hanwell, Church Lane (adj)*	*1337*
§ *Hanwell, Turn (opp)*	*1338*
§ *Shotteswell, Middle Lane (adj)*	*1340*
§ *Warmington, Plough (adj)*	*1342*
Avon Dassett, Memorial (opp)	**1345**
§ *Fenny Compton, Nursery House (adj)*	*1347*
Fenny Compton, Bus Shelter (adj)	**1350**
§ *Fenny Compton, Memorial Road (nr)*	*1352*
North End, The Prebend (opp)	**1355**
Knightcote, Poplar Close (adj)	**1357**
Bishop's Itchington, Church (opp)	**1400**
§ *Bishop's Itchington, Greaves Club (adj)*	*1401*
§ *Southam, Stoneythorpe Hotel (adj)*	*1406*
Southam, Bowling Green (opp)	**1410**
§ *Southam, Crown Inn (adj)*	*1411*
§ *Southam, St. Marys RC Primary School (adj)*	*1411*
§ *Napton on the Hill, Crown (adj)*	*1420*
§ *Napton on the Hill, Kings Head (adj)*	*1421*
§ *Stockton, George Street (adj)*	*1425*
Stockton, Square (adj)	**1426**
§ *Stockton, Turn (opp)*	*1426*
§ *Long Itchington, Wulfstan Drive (adj)*	*1429*
§ *Long Itchington, Collingham Lane (adj)*	*1429*
Long Itchington, Church Road (adj)	**1430**
§ *Long Itchington, Harvester (adj)*	*1430*
§ *Long Itchington, Green Man (adj)*	*1431*
§ *Long Itchington, Odingsell Drive (opp)*	*1432*
Long Itchington, Model Village (adj)	**1435**

Service Restrictions: **Th** - Operates only on Thursdays

Notes: **§** - Time at this stop is indicative. You are advised to be at any stop several minutes before the times shown

Saturdays

No service

Sundays

No service

503 Long Itchington - Southam - Banbury

Catteralls Coaches

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NOTE: SMS codes are different in each direction. Make sure you choose the right direction from these lists.

SMS Code	Stop Name	Street	ATCO Code
waratjwa	Long Itchington, Model Village (adj)	Southam Road	4200F043600
warapmwj	Long Itchington, Odingsell Drive (opp)	Short Lane	4200F040200
waramwam	Long Itchington, Green Man (opp)	Church Road	4200F197301
warapmwp	Long Itchington, Church Road (adj)	Leamington Road	4200F040313
warapmwm	Long Itchington, Collingham Lane (adj)	Southam Road	4200F040202
waramwad	Long Itchington, Wulfstan Drive (adj)	Stockton Road	4200F197101
waragtwa	Stockton, Turn (opp)	Rugby Road	4200F064101
waragtpw	Stockton, Square (adj)	High Street	4200F064100
waradmwd	Stockton, George Street (adj)	Napton Road	4200F086400
waramtmw	Napton on the Hill, Kings Head (adj)	Butt Hill	4200F165201
waratpaj	Napton on the Hill, Crown (adj)	High Street	4200F044300
warajamg	Southam, St. Marys RC Primary School (adj)	Daventry Road	4200F156502
wardgtjg	Southam, Crown Inn (adj)	Daventry Road	4200F195201
waradmwp	Southam, Bowling Green (adj)	Coventry Street	4200F086900
warajadj	Southam, HSBC (adj)	Market Hill	4200F063700
wardgtgw	Southam, Stoneythorpe Hotel (adj)	Warwick Road	4200F195002
waramjwd	Bishop's Itchington, Greaves Club (adj)	Ladbroke Road	4200F010300
waramjwa	Bishop's Itchington, Church (adj)	Station Road	4200F010200
warapjgd	Knightcote, Poplar Close (adj)	Main Road	4200F033700
waramadw	North End, The Prebend (opp)	Top Street	4200F046000
warapdga	Fenny Compton, Memorial Road (nr)	Bridge Street	4200F022001
wardgdpw	Fenny Compton, Bus Shelter (adj)	Memorial Road	4200F022200
waragmtw	Fenny Compton, Nursery House (adj)	Avon Dassett Road	4200F161201
waradjmg	Avon Dassett, Lower End Cottages (opp)	Church Hill	4200F004500
waragpdw	Warmington, Plough (adj)	Church Hill	4200F072000
waragwpw	Shotteswell, Middle Lane (adj)	Corornation Lane	4200F062600
oxfajwdm	Hanwell, Turn (adj)	Warwick Road	340000379T
oxfgmtgw	Hanwell, Church Lane (opp)	Main Street	340000379OPP
oxfgmtjd	Hanwell, Park Close (opp)	Main Street	340000379PCO
oxfapjga	Little Bourton, The Plough (o/s)	Southam Road	340000467PLO
oxfgajap	Hardwick, Banbury Cemetery (opp)	Southam Road	340003167OPP
oxfapdmj	Banbury, Tesco Store (Entrance)	Lockheed Close	340000889TES
oxfamtdw	Banbury Town Centre, Bus Station (Bay 7)	Bus Station	340000072BS

503 Banbury - Southam - Long Itchington

Catteralls Coaches

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SMS Code	Stop Name	Street	ATCO Code
oxfamtdw	Banbury Town Centre, Bus Station (Bay 7)	Bus Station	340000072BS
oxfapdmj	Banbury, Tesco Store (Entrance)	Lockheed Close	340000889TES
oxfgajat	Hardwick, Banbury Cemetery (o/s)	Southam Road	340003167OUT
oxfgmtja	Hanwell, Park Close (adj)	Main Street	340000379PCC
oxfajwdj	Hanwell, Church Lane (adj)	Main Street	340000379VH
oxfgagda	Hanwell, Turn (opp)	Warwick Road	340000379OT
waragwpw	Shotteswell, Middle Lane (adj)	Corornation Lane	4200F062600
waragpdw	Warmington, Plough (adj)	Church Hill	4200F072000
waradjmd	Avon Dassett, Memorial (opp)	Church Hill	4200F004400
waragmtw	Fenny Compton, Nursery House (adj)	Avon Dassett Road	4200F161201
wardgdpw	Fenny Compton, Bus Shelter (adj)	Memorial Road	4200F022200
warapdgd	Fenny Compton, Memorial Road (nr)	Bridge Street	4200F022100
waramadw	North End, The Prebend (opp)	Top Street	4200F046000
warapjgd	Knightcote, Poplar Close (adj)	Main Road	4200F033700
waramjtw	Bishop's Itchington, Church (opp)	Station Road	4200F010100
waramjwd	Bishop's Itchington, Greaves Club (adj)	Ladbroke Road	4200F010300
wardgtgw	Southam, Stoneythorpe Hotel (adj)	Warwick Road	4200F195002
wardatwt	Southam, Bowling Green (opp)	Coventry Street	4200F225301
wardgtjg	Southam, Crown Inn (adj)	Daventry Road	4200F195201
warajamg	Southam, St. Marys RC Primary School (adj)	Daventry Road	4200F156502
waratpaj	Napton on the Hill, Crown (adj)	High Street	4200F044300
waramtmw	Napton on the Hill, Kings Head (adj)	Butt Hill	4200F165201
waradmwd	Stockton, George Street (adj)	Napton Road	4200F086400
waragtpw	Stockton, Square (adj)	High Street	4200F064100
waragtwa	Stockton, Turn (opp)	Rugby Road	4200F064101
waramwad	Long Itchington, Wulfstan Drive (adj)	Stockton Road	4200F197101
warapmwm	Long Itchington, Collingham Lane (adj)	Southam Road	4200F040202
warapmwp	Long Itchington, Church Road (adj)	Leamington Road	4200F040313
waramwag	Long Itchington, Harvester (adj)	Church Road	4200F197201
waramwap	Long Itchington, Green Man (adj)	Church Road	4200F197302
warapmwj	Long Itchington, Odingsell Drive (opp)	Short Lane	4200F040200
waratjwa	Long Itchington, Model Village (adj)	Southam Road	4200F043600

503 Long Itchington - Southam - Banbury

Catteralls Coaches

Important information at 11:56:57 on 30 September 2011

Main Street, Hanwell (Oxon.) closed 3-7 Oct.
Main Street in Hanwell will be closed for works from 3rd to 7th October.

A&M Group service **498** and **Catteralls Coaches** service **503** will be diverted during this period - please see local notices.

Banbury Michaelmas Fair, 18-22 Oct.
Affected stops:
Banbury Town Centre, Bridge Street
Banbury Town Centre, Bus Station
Some roads in central Banbury will be closed for the Michaelmas Fair (18th-22nd October).

Bus services normally using the Bridge Street stops will be relocated to within the Bus Station for the duration.

Timetables

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Stop and Street Names and SMS codes are also available.

B8 Banbury - Hardwick - Neithrop - Banbury (Circular)

Stagecoach in Oxfordshire

The information on this timetable is expected to be valid until at least 26th October 2011. Where we know of variations, before or after this date, then we show these at the top of each affected column in the table.

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops.

Mondays to Fridays

Banbury Town Centre, Bridge Street (Stop 1)	**0640**	**0640**	**0700**	**0700**	**0720**	**0720**	**0740**		**40**	**40**	**00**	**00**	**20**	**20**		**1740**	**1800**	**1800**
§ *Banbury Town Centre, Bolton Road (adj)*	*0642*	*0643*	*0702*	*0703*	*0722*	*0723*	*0742*		*42*	*43*	*02*	*03*	*22*	*23*		*1743*	*1802*	*1803*
§ *Banbury Town Centre, Police Station (opp)*	*0643*	*0644*	*0703*	*0704*	*0723*	*0724*	*0743*		*43*	*44*	*03*	*04*	*23*	*24*		*1744*	*1803*	*1804*
§ *Banbury Town Centre, Boxhedge Road (adj)*	*0644*	*0645*	*0704*	*0705*	*0724*	*0725*	*0744*		*44*	*45*	*04*	*05*	*24*	*25*		*1745*	*1804*	*1805*
§ *Neithrop, Union Street (adj)*	*0645*	*0646*	*0705*	*0706*	*0725*	*0726*	*0745*		*45*	*46*	*05*	*06*	*25*	*26*		*1746*	*1805*	*1806*
§ *Ruscote, Ruscote Avenue (adj)*	*0645*	*0647*	*0705*	*0707*	*0725*	*0727*	*0745*		*45*	*47*	*05*	*07*	*25*	*27*		*1747*	*1805*	*1807*
§ *Ruscote, Hill View Crescent (opp)*	*0646*	*0648*	*0706*	*0708*	*0726*	*0728*	*0746*		*46*	*48*	*06*	*08*	*26*	*28*		*1748*	*1806*	*1808*
Ruscote, Austin Drive (adj)	**0648**	**0650**	**0708**	**0710**	**0728**	**0730**	**0748**		**48**	**50**	**08**	**10**	**28**	**30**		**1750**	**1808**	**1810**
§ *Ruscote, Morris Drive (opp)*	*0648*	*0650*	*0708*	*0710*	*0728*	*0730*	*0748*		*48*	*50*	*08*	*10*	*28*	*30*		*1750*	*1808*	*1810*
§ *Ruscote, Morgan Close (opp)*	*0649*	*0650*	*0709*	*0710*	*0729*	*0730*	*0749*		*49*	*50*	*09*	*10*	*29*	*30*		*1750*	*1809*	*1810*
§ *Ruscote, Talbot Close (opp)*	*0649*	*0651*	*0709*	*0711*	*0729*	*0731*	*0749*		*49*	*51*	*09*	*11*	*29*	*31*		*1751*	*1809*	*1811*
§ *Ruscote, Bedford Close (opp)*	*0650*	*0651*	*0710*	*0711*	*0730*	*0731*	*0750*		*50*	*51*	*10*	*11*	*30*	*31*		*1751*	*1810*	*1811*
§ *Ruscote, Longelandes Close (adj)*	*0650*	*0652*	*0710*	*0712*	*0730*	*0732*	*0750*	then	*50*	*52*	*10*	*12*	*30*	*32*		*1752*	*1810*	*1812*
§ *Ruscote, Ironstones (adj)*	*0651*	*0652*	*0711*	*0712*	*0731*	*0732*	*0751*	at	*51*	*52*	*11*	*12*	*31*	*32*		*1752*	*1811*	*1812*
§ *Hardwick, Forge Way (adj)*	*0653*	*0653*	*0713*	*0713*	*0733*	*0733*	*0753*	these	*53*	*53*	*13*	*13*	*33*	*33*		*1753*	*1813*	*1813*
§ *Hardwick, Ferriston (adj)*	*0653*	*0654*	*0713*	*0714*	*0733*	*0734*	*0753*	mins	*53*	*54*	*13*	*14*	*33*	*34*	until	*1754*	*1813*	*1814*
§ *Hardwick, Hereford Way (opp)*	*0654*	*0655*	*0714*	*0715*	*0734*	*0735*	*0754*	past	*54*	*55*	*14*	*15*	*34*	*35*		*1755*	*1814*	*1815*
§ *Hardwick, Rother Road (opp)*	*0655*	*0655*	*0715*	*0715*	*0735*	*0735*	*0755*	each	*55*	*55*	*15*	*15*	*35*	*35*		*1755*	*1815*	*1815*
Hardwick, Cheviot Way (adj)	**0656**	**0656**	**0716**	**0716**	**0736**	**0736**	**0756**	hour	**56**	**56**	**16**	**16**	**36**	**36**		**1756**	**1816**	**1816**
§ *Hardwick, Red Poll Close (opp)*	*0657*	*0657*	*0717*	*0717*	*0737*	*0737*	*0757*		*57*	*57*	*17*	*17*	*37*	*37*		*1757*	*1817*	*1817*
§ *Hardwick, Ferriston (opp)*	*0658*	*0658*	*0718*	*0718*	*0738*	*0738*	*0758*		*58*	*58*	*18*	*18*	*38*	*38*		*1758*	*1818*	*1818*
§ *Hardwick, Forge Way (opp)*	*0659*	*0659*	*0719*	*0719*	*0739*	*0739*	*0759*		*59*	*59*	*19*	*19*	*39*	*39*		*1759*	*1819*	*1819*
§ *Ruscote, High Furlong (opp)*	*0700*	*0700*	*0720*	*0720*	*0740*	*0740*	*0800*		*00*	*00*	*20*	*20*	*40*	*40*		*1800*	*1820*	*1820*
§ *Ruscote, Beaumont Industrial Estate (o/s)*	*0700*	*0700*	*0720*	*0720*	*0740*	*0740*	*0800*		*00*	*00*	*20*	*20*	*40*	*40*		*1800*	*1820*	*1820*
Ruscote, Longelandes Way Post Office (opp)	**0702**	**0702**	**0722**	**0722**	**0742**	**0742**	**0802**		**02**	**02**	**22**	**22**	**42**	**42**		**1802**	**1822**	**1822**
§ *Ruscote, Parklands (S-bound)*	*0703*	*0703*	*0723*	*0723*	*0743*	*0743*	*0803*		*03*	*03*	*23*	*23*	*43*	*43*		*1803*	*1823*	*1823*
§ *Neithrop, Union Street (opp)*	*0705*	*0705*	*0725*	*0725*	*0745*	*0745*	*0805*		*05*	*05*	*25*	*25*	*45*	*45*		*1805*	*1825*	*1825*
§ *Banbury Town Centre, Boxhedge Road (opp)*	*0706*	*0706*	*0726*	*0726*	*0746*	*0746*	*0806*		*06*	*06*	*26*	*26*	*46*	*46*		*1806*	*1826*	*1826*
Banbury Town Centre, Banbury Cross (S-bound)	**0708**	**0708**	**0728**	**0728**	**0748**	**0748**	**0808**		**08**	**08**	**28**	**28**	**48**	**48**		**1808**	**1828**	**1828**
§ *Banbury Town Centre, High Street (NE-bound)*	*0709*	*0709*	*0729*	*0729*	*0750*	*0750*	*0810*		*10*	*10*	*30*	*30*	*50*	*50*		*1810*	*1830*	*1830*
§ *Banbury Town Centre, George Street (E-bound)*	*0710*	*0710*	*0730*	*0730*	*0752*	*0752*	*0812*		*12*	*12*	*32*	*32*	*52*	*52*		*1812*	*1832*	*1832*
Banbury Town Centre, Bridge Street (Stop 5)	**0712**	**0712**	**0732**	**0732**	**0756**	**0756**	**0816**		**16**	**16**	**36**	**36**	**56**	**56**		**1816**	**1836**	**1836**

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Mondays to Fridays

Banbury Town Centre, Bridge Street (Stop 1)	**1840**	**1840**	**1915**	**1920**	**2005**	**2005**
§ *Banbury Town Centre, Bolton Road (adj)*	*1842*	*1843*	*1918*	*1922*	*2007*	*2008*
§ *Banbury Town Centre, Police Station (opp)*	*1843*	*1844*	*1919*	*1923*	*2008*	*2009*
§ *Banbury Town Centre, Boxhedge Road (adj)*	*1844*	*1845*	*1920*	*1924*	*2009*	*2010*
§ *Neithrop, Union Street (adj)*	*1845*	*1846*	*1921*	*1925*	*2010*	*2011*
§ *Ruscote, Ruscote Avenue (adj)*	*1845*	*1847*	*1922*	*1925*	*2010*	*2012*
§ *Ruscote, Hill View Crescent (opp)*	*1846*	*1848*	*1923*	*1926*	*2011*	*2013*
Ruscote, Austin Drive (adj)	**1848**	**1850**	**1925**	**1928**	**2013**	**2015**
§ *Ruscote, Morris Drive (opp)*	*1848*	*1850*	*1925*	*1928*	*2013*	*2015*
§ *Ruscote, Morgan Close (opp)*	*1849*	*1850*	*1925*	*1929*	*2014*	*2015*
§ *Ruscote, Talbot Close (opp)*	*1849*	*1851*	*1926*	*1929*	*2014*	*2016*
§ *Ruscote, Bedford Close (opp)*	*1850*	*1851*	*1926*	*1930*	*2015*	*2016*
§ *Ruscote, Longelandes Close (adj)*	*1850*	*1852*	*1927*	*1930*	*2015*	*2017*
§ *Ruscote, Ironstones (adj)*	*1851*	*1852*	*1927*	*1931*	*2016*	*2017*
§ *Hardwick, Forge Way (adj)*	*1853*	*1853*	*1928*	*1933*	*2018*	*2018*
§ *Hardwick, Ferriston (adj)*	*1853*	*1854*	*1929*	*1933*	*2018*	*2019*
§ *Hardwick, Hereford Way (opp)*	*1854*	*1855*	*1930*	*1934*	*2019*	*2020*
§ *Hardwick, Rother Road (opp)*	*1855*	*1855*	*1930*	*1935*	*2020*	*2020*
Hardwick, Cheviot Way (adj)	**1856**	**1856**	**1931**	**1936**	**2021**	**2021**
§ *Hardwick, Red Poll Close (opp)*	*1857*	*1857*	*1932*	*1937*	*2022*	*2022*
§ *Hardwick, Ferriston (opp)*	*1858*	*1858*	*1933*	*1938*	*2023*	*2023*
§ *Hardwick, Forge Way (opp)*	*1859*	*1859*	*1934*	*1939*	*2024*	*2024*
§ *Ruscote, High Furlong (opp)*	*1900*	*1900*	*1935*	*1940*	*2025*	*2025*
§ *Ruscote, Beaumont Industrial Estate (o/s)*	*1900*	*1900*	*1935*	*1940*	*2025*	*2025*
Ruscote, Longelandes Way Post Office (opp)	**1902**	**1902**	**1937**	**1942**	**2027**	**2027**
§ *Ruscote, Parklands (S-bound)*	*1903*	*1903*	*1938*	*1943*	*2028*	*2028*
§ *Neithrop, Union Street (opp)*	*1904*	*1904*	*1939*	*1944*	*2029*	*2029*
§ *Banbury Town Centre, Boxhedge Road (opp)*	*1905*	*1905*	*1940*	*1945*	*2030*	*2030*
Banbury Town Centre, Banbury Cross (S-bound)	**1907**	**1907**	**1942**	**1947**	**2032**	**2032**
§ *Banbury Town Centre, High Street (NE-bound)*	*1908*	*1908*	*1943*	*1948*	*2033*	*2033*
§ *Banbury Town Centre, George Street (E-bound)*	*1909*	*1909*	*1944*	*1949*	*2034*	*2034*
Banbury Town Centre, Bridge Street (Stop 5)	**1912**	**1912**	**1947**	**1952**	**2037**	**2037**

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B8 Banbury - Hardwick - Neithrop - Banbury (Circular)

Stagecoach in Oxfordshire

The information on this timetable is expected to be valid until at least 26th October 2011. Where we know of variations, before or after this date, then we show these at the top of each affected column in the table.

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops.

Saturdays

Banbury Town Centre, Bridge Street (Stop 1)	**0730**	**0730**	**0805**	**0805**	**0820**	**0820**	**0840**		**40**	**40**	**00**	**00**	**20**	**20**		**1740**	**1800**	**1800**
§ *Banbury Town Centre, Bolton Road (adj)*	*0732*	*0733*	*0807*	*0808*	*0822*	*0823*	*0842*		*42*	*43*	*02*	*03*	*22*	*23*		*1743*	*1802*	*1803*
§ *Banbury Town Centre, Police Station (opp)*	*0733*	*0734*	*0808*	*0809*	*0823*	*0824*	*0843*		*43*	*44*	*03*	*04*	*23*	*24*		*1744*	*1803*	*1804*
§ *Banbury Town Centre, Boxhedge Road (adj)*	*0734*	*0734*	*0809*	*0809*	*0824*	*0825*	*0844*		*44*	*45*	*04*	*05*	*24*	*25*		*1745*	*1804*	*1805*
§ *Neithrop, Union Street (adj)*	*0735*	*0735*	*0810*	*0810*	*0825*	*0826*	*0845*		*45*	*46*	*05*	*06*	*25*	*26*		*1746*	*1805*	*1806*
§ *Ruscote, Ruscote Avenue (adj)*	*0735*	*0736*	*0810*	*0811*	*0825*	*0827*	*0845*		*45*	*47*	*05*	*07*	*25*	*27*		*1747*	*1805*	*1807*
§ *Ruscote, Hill View Crescent (opp)*	*0736*	*0737*	*0811*	*0812*	*0826*	*0828*	*0846*		*46*	*48*	*06*	*08*	*26*	*28*		*1748*	*1806*	*1808*
Ruscote, Austin Drive (adj)	**0738**	**0739**	**0813**	**0814**	**0828**	**0830**	**0848**		**48**	**50**	**08**	**10**	**28**	**30**		**1750**	**1808**	**1810**
§ *Ruscote, Morris Drive (opp)*	*0738*	*0739*	*0813*	*0814*	*0828*	*0830*	*0848*		*48*	*50*	*08*	*10*	*28*	*30*		*1750*	*1808*	*1810*
§ *Ruscote, Morgan Close (opp)*	*0738*	*0739*	*0813*	*0814*	*0829*	*0830*	*0849*		*49*	*50*	*09*	*10*	*29*	*30*		*1750*	*1809*	*1810*
§ *Ruscote, Talbot Close (opp)*	*0739*	*0740*	*0814*	*0815*	*0829*	*0831*	*0849*		*49*	*51*	*09*	*11*	*29*	*31*		*1751*	*1809*	*1811*
§ *Ruscote, Bedford Close (opp)*	*0739*	*0740*	*0814*	*0815*	*0830*	*0831*	*0850*		*50*	*51*	*10*	*11*	*30*	*31*		*1751*	*1810*	*1811*
§ *Ruscote, Longelandes Close (adj)*	*0740*	*0740*	*0815*	*0815*	*0830*	*0832*	*0850*	then	*50*	*52*	*10*	*12*	*30*	*32*		*1752*	*1810*	*1812*
§ *Ruscote, Ironstones (adj)*	*0740*	*0741*	*0815*	*0816*	*0831*	*0832*	*0851*	at	*51*	*52*	*11*	*12*	*31*	*32*		*1752*	*1811*	*1812*
§ *Hardwick, Forge Way (adj)*	*0741*	*0742*	*0816*	*0817*	*0833*	*0833*	*0853*	these	*53*	*53*	*13*	*13*	*33*	*33*		*1753*	*1813*	*1813*
§ *Hardwick, Ferriston (adj)*	*0742*	*0742*	*0817*	*0817*	*0833*	*0834*	*0853*	mins	*53*	*54*	*13*	*14*	*33*	*34*	until	*1754*	*1813*	*1814*
§ *Hardwick, Hereford Way (opp)*	*0743*	*0743*	*0818*	*0818*	*0834*	*0835*	*0854*	past	*54*	*55*	*14*	*15*	*34*	*35*		*1755*	*1814*	*1815*
§ *Hardwick, Rother Road (opp)*	*0743*	*0743*	*0818*	*0818*	*0835*	*0835*	*0855*	each	*55*	*55*	*15*	*15*	*35*	*35*		*1755*	*1815*	*1815*
Hardwick, Cheviot Way (adj)	**0744**	**0744**	**0819**	**0819**	**0836**	**0836**	**0856**	hour	**56**	**56**	**16**	**16**	**36**	**36**		**1756**	**1816**	**1816**
§ *Hardwick, Red Poll Close (opp)*	*0745*	*0745*	*0820*	*0820*	*0837*	*0837*	*0857*		*57*	*57*	*17*	*17*	*37*	*37*		*1757*	*1817*	*1817*
§ *Hardwick, Ferriston (opp)*	*0746*	*0746*	*0821*	*0821*	*0838*	*0838*	*0858*		*58*	*58*	*18*	*18*	*38*	*38*		*1758*	*1818*	*1818*
§ *Hardwick, Forge Way (opp)*	*0747*	*0747*	*0822*	*0822*	*0839*	*0839*	*0859*		*59*	*59*	*19*	*19*	*39*	*39*		*1759*	*1819*	*1819*
§ *Ruscote, High Furlong (opp)*	*0748*	*0748*	*0823*	*0823*	*0840*	*0840*	*0900*		*00*	*00*	*20*	*20*	*40*	*40*		*1800*	*1820*	*1820*
§ *Ruscote, Beaumont Industrial Estate (o/s)*	*0748*	*0748*	*0823*	*0823*	*0840*	*0840*	*0900*		*00*	*00*	*20*	*20*	*40*	*40*		*1800*	*1820*	*1820*
Ruscote, Longelandes Way Post Office (opp)	**0750**	**0750**	**0825**	**0825**	**0842**	**0842**	**0902**		**02**	**02**	**22**	**22**	**42**	**42**		**1802**	**1822**	**1822**
§ *Ruscote, Parklands (S-bound)*	*0751*	*0751*	*0826*	*0826*	*0843*	*0843*	*0903*		*03*	*03*	*23*	*23*	*43*	*43*		*1803*	*1823*	*1823*
§ *Neithrop, Union Street (opp)*	*0752*	*0752*	*0827*	*0827*	*0845*	*0845*	*0905*		*05*	*05*	*25*	*25*	*45*	*45*		*1805*	*1825*	*1825*
§ *Banbury Town Centre, Boxhedge Road (opp)*	*0753*	*0753*	*0828*	*0828*	*0846*	*0846*	*0906*		*06*	*06*	*26*	*26*	*46*	*46*		*1806*	*1826*	*1826*
Banbury Town Centre, Banbury Cross (S-bound)	**0755**	**0755**	**0830**	**0830**	**0848**	**0848**	**0908**		**08**	**08**	**28**	**28**	**48**	**48**		**1808**	**1828**	**1828**
§ *Banbury Town Centre, High Street (NE-bound)*	*0756*	*0756*	*0831*	*0831*	*0850*	*0850*	*0910*		*10*	*10*	*30*	*30*	*50*	*50*		*1810*	*1830*	*1830*
§ *Banbury Town Centre, George Street (E-bound)*	*0758*	*0758*	*0833*	*0833*	*0852*	*0852*	*0912*		*12*	*12*	*32*	*32*	*52*	*52*		*1812*	*1832*	*1832*
Banbury Town Centre, Bridge Street (Stop 5)	**0802**	**0802**	**0837**	**0837**	**0856**	**0856**	**0916**		**16**	**16**	**36**	**36**	**56**	**56**		**1816**	**1836**	**1836**

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Saturdays

Banbury Town Centre, Bridge Street (Stop 1)	**1840**	**1840**	**1915**	**1920**	**2005**	**2005**
§ *Banbury Town Centre, Bolton Road (adj)*	*1842*	*1843*	*1918*	*1922*	*2007*	*2008*
§ *Banbury Town Centre, Police Station (opp)*	*1843*	*1844*	*1919*	*1923*	*2008*	*2009*
§ *Banbury Town Centre, Boxhedge Road (adj)*	*1844*	*1845*	*1920*	*1924*	*2009*	*2010*
§ *Neithrop, Union Street (adj)*	*1845*	*1846*	*1921*	*1925*	*2010*	*2011*
§ *Ruscote, Ruscote Avenue (adj)*	*1845*	*1847*	*1922*	*1925*	*2010*	*2012*
§ *Ruscote, Hill View Crescent (opp)*	*1846*	*1848*	*1923*	*1926*	*2011*	*2013*
Ruscote, Austin Drive (adj)	**1848**	**1850**	**1925**	**1928**	**2013**	**2015**
§ *Ruscote, Morris Drive (opp)*	*1848*	*1850*	*1925*	*1928*	*2013*	*2015*
§ *Ruscote, Morgan Close (opp)*	*1849*	*1850*	*1925*	*1929*	*2014*	*2015*
§ *Ruscote, Talbot Close (opp)*	*1849*	*1851*	*1926*	*1929*	*2014*	*2016*
§ *Ruscote, Bedford Close (opp)*	*1850*	*1851*	*1926*	*1930*	*2015*	*2016*
§ *Ruscote, Longelandes Close (adj)*	*1850*	*1852*	*1927*	*1930*	*2015*	*2017*
§ *Ruscote, Ironstones (adj)*	*1851*	*1852*	*1927*	*1931*	*2016*	*2017*
§ *Hardwick, Forge Way (adj)*	*1853*	*1853*	*1928*	*1933*	*2018*	*2018*
§ *Hardwick, Ferriston (adj)*	*1853*	*1854*	*1929*	*1933*	*2018*	*2019*
§ *Hardwick, Hereford Way (opp)*	*1854*	*1855*	*1930*	*1934*	*2019*	*2020*
§ *Hardwick, Rother Road (opp)*	*1855*	*1855*	*1930*	*1935*	*2020*	*2020*
Hardwick, Cheviot Way (adj)	**1856**	**1856**	**1931**	**1936**	**2021**	**2021**
§ *Hardwick, Red Poll Close (opp)*	*1857*	*1857*	*1932*	*1937*	*2022*	*2022*
§ *Hardwick, Ferriston (opp)*	*1858*	*1858*	*1933*	*1938*	*2023*	*2023*
§ *Hardwick, Forge Way (opp)*	*1859*	*1859*	*1934*	*1939*	*2024*	*2024*
§ *Ruscote, High Furlong (opp)*	*1900*	*1900*	*1935*	*1940*	*2025*	*2025*
§ *Ruscote, Beaumont Industrial Estate (o/s)*	*1900*	*1900*	*1935*	*1940*	*2025*	*2025*
Ruscote, Longelandes Way Post Office (opp)	**1902**	**1902**	**1937**	**1942**	**2027**	**2027**
§ *Ruscote, Parklands (S-bound)*	*1903*	*1903*	*1938*	*1943*	*2028*	*2028*
§ *Neithrop, Union Street (opp)*	*1904*	*1904*	*1939*	*1944*	*2029*	*2029*
§ *Banbury Town Centre, Boxhedge Road (opp)*	*1905*	*1905*	*1940*	*1945*	*2030*	*2030*
Banbury Town Centre, Banbury Cross (S-bound)	**1907**	**1907**	**1942**	**1947**	**2032**	**2032**
§ *Banbury Town Centre, High Street (NE-bound)*	*1908*	*1908*	*1943*	*1948*	*2033*	*2033*
§ *Banbury Town Centre, George Street (E-bound)*	*1909*	*1909*	*1944*	*1949*	*2034*	*2034*
Banbury Town Centre, Bridge Street (Stop 5)	**1912**	**1912**	**1947**	**1952**	**2037**	**2037**

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B8 Banbury - Hardwick - Neithrop - Banbury (Circular)

Stagecoach in Oxfordshire

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Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops.

	Sundays											
Banbury Town Centre, Bridge Street (Stop 1)	**0900**	**0930**	**1000**		**00**	**00**		**1700**	**1800**	**1800**	**1830**	**1830**
§ *Banbury Town Centre, Bolton Road (adj)*	*0902*	*0933*	*1002*		*02*	*03*		*1703*	*1802*	*1803*	*1832*	*1833*
§ *Banbury Town Centre, Police Station (opp)*	*0903*	*0934*	*1003*		*03*	*04*		*1704*	*1803*	*1804*	*1833*	*1834*
§ *Banbury Town Centre, Boxhedge Road (adj)*	*0904*	*0935*	*1004*		*04*	*05*		*1705*	*1804*	*1805*	*1834*	*1835*
§ *Neithrop, Union Street (adj)*	*0905*	*0936*	*1005*		*05*	*06*		*1706*	*1805*	*1806*	*1835*	*1836*
§ *Ruscote, Ruscote Avenue (adj)*	*0905*	*0937*	*1005*		*05*	*07*		*1707*	*1805*	*1807*	*1835*	*1837*
§ *Ruscote, Hill View Crescent (opp)*	*0906*	*0938*	*1006*		*06*	*08*		*1708*	*1806*	*1808*	*1836*	*1838*
Ruscote, Austin Drive (adj)	**0908**	**0940**	**1008**		**08**	**10**		**1710**	**1808**	**1810**	**1838**	**1840**
§ *Ruscote, Morris Drive (opp)*	*0908*	*0940*	*1008*		*08*	*10*		*1710*	*1808*	*1810*	*1838*	*1840*
§ *Ruscote, Morgan Close (opp)*	*0909*	*0940*	*1009*		*09*	*10*		*1710*	*1809*	*1810*	*1839*	*1840*
§ *Ruscote, Talbot Close (opp)*	*0909*	*0941*	*1009*		*09*	*11*		*1711*	*1809*	*1811*	*1839*	*1841*
§ *Ruscote, Bedford Close (opp)*	*0910*	*0941*	*1010*		*10*	*11*		*1711*	*1810*	*1811*	*1840*	*1841*
§ *Ruscote, Longelandes Close (adj)*	*0910*	*0942*	*1010*	then	*10*	*12*		*1712*	*1810*	*1812*	*1840*	*1842*
§ *Ruscote, Ironstones (adj)*	*0911*	*0942*	*1011*	at	*11*	*12*		*1712*	*1811*	*1812*	*1841*	*1842*
§ *Hardwick, Forge Way (adj)*	*0913*	*0943*	*1013*	these	*13*	*13*		*1713*	*1813*	*1813*	*1843*	*1843*
§ *Hardwick, Ferriston (adj)*	*0913*	*0944*	*1013*	mins	*13*	*14*	until	*1714*	*1813*	*1814*	*1843*	*1844*
§ *Hardwick, Hereford Way (opp)*	*0914*	*0945*	*1014*	past	*14*	*15*		*1715*	*1814*	*1815*	*1844*	*1845*
§ *Hardwick, Rother Road (opp)*	*0915*	*0945*	*1015*	each	*15*	*15*		*1715*	*1815*	*1815*	*1845*	*1845*
Hardwick, Cheviot Way (adj)	**0916**	**0946**	**1016**	hour	**16**	**16**		**1716**	**1816**	**1816**	**1846**	**1846**
§ *Hardwick, Red Poll Close (opp)*	*0917*	*0947*	*1017*		*17*	*17*		*1717*	*1817*	*1817*	*1847*	*1847*
§ *Hardwick, Ferriston (opp)*	*0918*	*0948*	*1018*		*18*	*18*		*1718*	*1818*	*1818*	*1848*	*1848*
§ *Hardwick, Forge Way (opp)*	*0919*	*0949*	*1019*		*19*	*19*		*1719*	*1819*	*1819*	*1849*	*1849*
§ *Ruscote, High Furlong (opp)*	*0920*	*0950*	*1020*		*20*	*20*		*1720*	*1820*	*1820*	*1850*	*1850*
§ *Ruscote, Beaumont Industrial Estate (o/s)*	*0920*	*0950*	*1020*		*20*	*20*		*1720*	*1820*	*1820*	*1850*	*1850*
Ruscote, Longelandes Way Post Office (opp)	**0922**	**0952**	**1022**		**22**	**22**		**1722**	**1822**	**1822**	**1852**	**1852**
§ *Ruscote, Parklands (S-bound)*	*0923*	*0953*	*1023*		*23*	*23*		*1723*	*1823*	*1823*	*1853*	*1853*
§ *Neithrop, Union Street (opp)*	*0925*	*0954*	*1025*		*25*	*24*		*1724*	*1825*	*1824*	*1854*	*1854*
§ *Banbury Town Centre, Boxhedge Road (opp)*	*0926*	*0955*	*1026*		*26*	*25*		*1725*	*1826*	*1825*	*1855*	*1855*
Banbury Town Centre, Banbury Cross (S-bound)	**0928**	**0957**	**1028**		**28**	**27**		**1727**	**1828**	**1827**	**1857**	**1857**
§ *Banbury Town Centre, High Street (NE-bound)*	*0929*	*0957*	*1029*		*29*	*27*		*1727*	*1829*	*1827*	*1857*	*1857*
§ *Banbury Town Centre, George Street (E-bound)*	*0930*	*0958*	*1030*		*30*	*28*		*1728*	*1830*	*1828*	*1858*	*1858*
Banbury Town Centre, Bridge Street (Stop 5)	**0933**	**1000**	**1033**		**33**	**30**		**1730**	**1833**	**1830**	**1900**	**1900**

Notes: § - Time at this stop is indicative. You are advised to be at any stop several minutes before the times shown

B8 Banbury - Hardwick - Neithrop - Banbury (Circular)

Stagecoach in Oxfordshire

For next departures from a particular stop you can use **traveline-txt** - by sending the SMS code (followed by a space and the service number if you want a specific service - eg: **buctdgtd 60**) to **84268**. Or you can use the mobile internet by using the code to locate the stop on **NextBuses**. For details of both these services see www.traveline.info/onmove.htm. The return message from **traveline-txt** is free for codes prefixed **cmb, lin, nfo** and **suf** (East Anglia and Lincolnshire); for all other codes it is 25p. **NextBuses** incurs standard internet usage charges.

Information about next departures is available on mobile internet on phones and PDAs using the SMS code - go to www.mytraveline.mobi. Only normal browsing charges apply.

NOTE: SMS codes are different in each direction. Make sure you choose the right direction from these lists.

SMS Code	Stop Name	Street	ATCO Code
oxfapdjm	Banbury Town Centre, Bridge Street (Stop 1)	Bridge Street	340000879A
oxfatatw	Banbury Town Centre, Bolton Road (adj)	Castle Street	340003069BRC
oxfagwgp	Banbury Town Centre, Police Station (opp)	Warwick Road	340001459OPP
oxfagtma	Banbury Town Centre, Boxhedge Road (adj)	Warwick Road	340001446CNR
oxfatmta	Neithrop, Union Street (adj)	Warwick Road	340003134CNR
oxfagtjg	Ruscote, Ruscote Avenue (adj)	Sinclair Avenue	340001449CSA
oxfagtgt	Ruscote, Hill View Crescent (opp)	Sinclair Avenue	340001453HVC
oxfagtjd	Ruscote, Austin Drive (adj)	Sinclair Avenue	340001450SAJ
oxfatmpm	Ruscote, Morris Drive (opp)	Austin Drive	340003136OPP
oxfatpgj	Ruscote, Morgan Close (opp)	Riley Drive	340003137OPP
oxfatpgd	Ruscote, Talbot Close (opp)	Daimler Avenue	340003138OPP
oxfatpga	Ruscote, Bedford Close (opp)	Daimler Avenue	340003139OPP
oxfagtja	Ruscote, Longelandes Close (adj)	Longelandes Way	340001451CNR
oxfgmwpa	Ruscote, Ironstones (adj)	Longelandes Way	340004134OPP
oxfagjpm	Hardwick, Forge Way (adj)	Highlands	340001424CNR
oxfagjpw	Hardwick, Ferriston (adj)	Highlands	340001423CNR
oxfagjpg	Hardwick, Hereford Way (opp)	Highlands	340001425OPP
oxfatpdt	Hardwick, Rother Road (opp)	Highlands	340003141OPP
oxfagjpd	Hardwick, Cheviot Way (adj)	Sussex Drive	340001426CHW
oxfatpdp	Hardwick, Red Poll Close (opp)	Sussex Drive	340003142OPP
oxfagjpt	Hardwick, Ferriston (opp)	Highlands	340001423OPP
oxfagjpj	Hardwick, Forge Way (opp)	Highlands	340001424OPP
oxfatpdw	Ruscote, High Furlong (opp)	Longelandes Way	340003140OPP
oxfagtgp	Ruscote, Beaumont Industrial Estate (o/s)	Longelandes Way	340001454OPP
oxfagtgw	Ruscote, Longelandes Way Post Office (opp)	Longelandes Way	340001452OPP
oxfatmpt	Ruscote, Parklands (S-bound)	Ruscote Avenue	340003135OPP
oxfatmtd	Neithrop, Union Street (opp)	Warwick Road	340003134OPP
oxfagtpw	Banbury Town Centre, Boxhedge Road (opp)	Warwick Road	340001446OPP
oxfagtmd	Banbury Town Centre, Banbury Cross (S-bound)	Horse Fair	340001458HOR
oxfagwgm	Banbury Town Centre, High Street (NE-bound)	High Street	340001460PO
oxfagwda	Banbury Town Centre, George Street (E-bound)	George Street	340001457CCC
oxfapdpd	Banbury Town Centre, Bridge Street (Stop 5)	Bridge Street	340000879E

Important information at 11:07:44 on 30 September 2011

Banbury roadworks affecting route B8
It is expected that roadworks will take place from 19th - 21st October at the junction of Daimler Avenue, Longelands Way and Nuffield Drive, affecting **Stagecoach** route **B8**.

The 'Longelands Close' bus stop will need to be closed; it is hoped that a temporary stop will be provided to the east of the junction with Chetwode.

Resurfacing work in Banbury affecting service B8, 18-20 Oct.
Resurfacing work in north-west Banbury may affect the operation of **Stagecoach** service **B8** between 18th and 20th October. Please see local operator publicity.

It is likely that Nuffield Drive north of Riley Drive will be closed on 18th October, and that parts of Longlandes Way and Daimler Avenue will be closed on 19th and 20th October.

Banbury Michaelmas Fair, 18-22 Oct.
Affected stops:
Banbury Town Centre, Bridge Street
Banbury Town Centre, Bus Station
Some roads in central Banbury will be closed for the Michaelmas Fair (18th-22nd October).

Bus services normally using the Bridge Street stops will be relocated to within the Bus Station for the duration.

Timetables

Select a timetable using the bookmarks (on the left of this page). Choose the direction and day of travel you require.
Timetables can be viewed in the summary "main stops only" format or in the detailed "all stops" version.
Stop and Street Names and SMS codes are also available.

B10 Banbury : Town Centre - Hardwick - Tesco - Town Centre (Circular)

Heyfordian Travel

The information on this timetable is expected to be valid until at least 26th October 2011. Where we know of variations, before or after this date, then we show these at the top of each affected column in the table.

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops.

Mondays to Fridays

Banbury Town Centre, Bridge Street (Stop 1)	—	**0805**	**0915**	**1015**	**1115**	**1215**	**1315**	**1415**	**1515**	**1600**	**1645**	**1735**	
§ *Banbury Town Centre, Bolton Road (adj)*	—	*0806*	*0916*	*1016*	*1116*	*1216*	*1316*	*1416*	*1516*	*1601*	*1645*	*1736*	
§ *Banbury Town Centre, Police Station (opp)*	—	*0807*										*1738*	
§ *Banbury Town Centre, Boxhedge Road (adj)*	—	*0808*										*1740*	
§ *Banbury, Coopers Gate (adj)*	—		*0918*	*1018*	*1118*	*1218*	*1318*	*1418*	*1518*	*1603*	*1646*		
§ *Banbury, Cemetery (adj)*	—		*0919*	*1019*	*1119*	*1219*	*1319*	*1419*	*1519*	*1604*	*1647*		
§ *Banbury, Marley Way (opp)*	—		*0920*	*1020*	*1120*	*1220*	*1320*	*1420*	*1520*	*1605*	*1647*		
Banbury, Tesco Store (Entrance)	—		**0923**	**1023**	**1123**	**1223**	**1323**	**1423**	**1523**	**1608**	**1648**		
§ *Ruscote, Parklands (S-bound)*	—		*0926*	*1026*	*1126*	*1226*	*1326*	*1426*	*1526*	*1611*	*1652*		
Ruscote, Cromwell Road East (adj)	—		**0928**	**1028**	**1128**	**1228**	**1328**	**1428**	**1528**	**1613**	**1655**		
§ *Ruscote, Cromwell Road West (adj)*	—		*0928*	*1028*	*1128*	*1228*	*1328*	*1428*	*1528*	*1613*	*1655*		
§ *Ruscote, Ferndale Road (adj)*	—		*0929*	*1029*	*1129*	*1229*	*1329*	*1429*	*1529*	*1614*	*1656*		
§ *Hardwick, Barley Mow (opp)*	—		*0930*	*1030*	*1130*	*1230*	*1330*	*1430*	*1530*	*1615*	*1657*		
§ *Hardwick, Hardwick Park (adj)*	—		*0931*	*1031*	*1131*	*1231*	*1331*	*1431*	*1531*	*1616*	*1658*		
§ *Hardwick, Winchelsea Close (opp)*	—		*0932*	*1032*	*1132*	*1232*	*1332*	*1432*	*1532*	*1617*	*1659*		
Hardwick, Usher Drive Park (o/s)	**0740**		**0933**	**1033**	**1133**	**1233**	**1333**	**1433**	**1533**	**1618**	**1700**		
§ *Banbury, Sir Henry Jake Close (opp)*	*0741*		*0934*	*1034*	*1134*	*1234*	*1334*	*1434*	*1534*	*1619*	*1702*		
§ *Banbury, Griffith Road Play Area (o/s)*	*0742*		*0935*	*1035*	*1135*	*1235*	*1335*	*1435*	*1535*	*1620*	*1703*		
Banbury, Hanwell Arms (o/s)	**0742**		**0935**	**1035**	**1135**	**1235**	**1335**	**1435**	**1535**	**1620**	**1703**		
§ *Banbury, Chamomile Place (opp)*	*0744*		*0937*	*1037*	*1137*	*1237*	*1337*	*1437*	*1537*	*1622*	*1704*		
Banbury, Meadowsweet Way Hail & Ride (W-bound)	**0745**		**0938**	**1038**	**1138**	**1238**	**1338**	**1438**	**1538**	**1623**	**1705**		
§ *Banbury, Parsley Place (opp)*	*0745*		*0938*	*1038*	*1138*	*1238*	*1338*	*1438*	*1538*	*1623*	*1705*		
§ *Hardwick, Warwick Road (W-bound)*	*0746*		*0939*	*1039*	*1139*	*1239*	*1339*	*1439*	*1539*	*1624*	*1706*		
§ *Hardwick, Fir Tree Close (adj)*	*0747*		*0940*	*1040*	*1140*	*1240*	*1340*	*1440*	*1540*	*1625*	*1707*		
§ *Ruscote, Powys Grove (opp)*	*0748*		*0941*	*1041*	*1141*	*1241*	*1341*	*1441*	*1541*	*1626*	*1708*		
§ *Ruscote, Ferndale Road (opp)*	*0749*		*0942*	*1042*	*1142*	*1242*	*1342*	*1442*	*1542*	*1627*	*1709*		
Ruscote, Cromwell Road (opp)	**0750**		**0943**	**1043**	**1143**	**1243**	**1343**	**1443**	**1543**	**1628**	**1710**		
§ *Neithrop, Union Street (adj)*	*0753*	*0809*									*1713*	*1742*	
Ruscote, Cromwell Road East (adj)		**0810**										**1745**	
§ *Ruscote, Cromwell Road West (adj)*		*0810*										*1745*	
§ *Ruscote, Ferndale Road (adj)*		*0811*										*1746*	
§ *Hardwick, Barley Mow (opp)*		*0812*										*1747*	
§ *Hardwick, Hardwick Park (adj)*		*0813*										*1748*	
§ *Hardwick, Winchelsea Close (opp)*		*0814*										*1749*	
Hardwick, Usher Drive Park (o/s)		**0815**										**1750**	
§ *Banbury, Sir Henry Jake Close (opp)*		*0816*										*1752*	
Banbury, Hanwell Arms (o/s)		**0817**										**1753**	
Banbury, Meadowsweet Way Hail & Ride (W-bound)		**0823**										**1755**	
§ *Hardwick, Warwick Road (W-bound)*		*0823*										*1756*	
§ *Hardwick, Fir Tree Close (adj)*		*0824*										*1757*	
§ *Ruscote, Powys Grove (opp)*		*0824*										*1758*	
§ *Ruscote, Ferndale Road (opp)*		*0825*										*1759*	
Ruscote, Cromwell Road (opp)		**0826**										**1800**	
§ *Neithrop, Union Street (opp)*		*0828*										*1803*	
§ *Banbury Town Centre, Boxhedge Road (opp)*	*0755*	*0828*									*1716*	*1806*	
Banbury, Tesco Store (Entrance)		**0832**	**0945**	**1045**	**1145**	**1245**	**1345**	**1445**	**1545**	**1630**			
§ *Banbury, Marley Way (adj)*			*0946*	*1046*	*1146*	*1246*	*1346*	*1446*	*1546*	*1631*			
§ *Banbury, Cemetery (opp)*			*0947*	*1047*	*1147*	*1247*	*1347*	*1447*	*1547*	*1632*			
§ *Banbury, Coopers Gate (opp)*			*0948*	*1048*	*1148*	*1248*	*1348*	*1448*	*1548*	*1633*			
Banbury Town Centre, Banbury Cross (S-bound)	**0756**	**0838**	**0950**	**1050**	**1150**	**1250**	**1350**	**1450**	**1550**	**1635**	**1718**	**1808**	
§ *Banbury Town Centre, High Street (NE-bound)*	*0757*	*0839*	*0951*	*1051*	*1151*	*1251*	*1351*	*1451*	*1551*	*1637*	*1720*	*1810*	
§ *Banbury Town Centre, George Street (E-bound)*	*0758*	*0840*	*0952*	*1052*	*1152*	*1252*	*1352*	*1452*	*1552*	*1638*	*1721*	*1811*	
Banbury Town Centre, Bridge Street (Stop 5)	**0800**	**0842**	**0954**	**1054**	**1154**	**1254**	**1354**	**1454**	**1554**	**1640**	**1723**	**1813**	

Notes: § - Time at this stop is indicative. You are advised to be at any stop several minutes before the times shown

B10 Banbury : Town Centre - Hardwick - Tesco - Town Centre (Circular)

Heyfordian Travel

The information on this timetable is expected to be valid until at least 26th October 2011. Where we know of variations, before or after this date, then we show these at the top of each affected column in the table.

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops.

Saturdays

Banbury Town Centre, Bridge Street (Stop 1)	—	**0805**	**0915**	**1015**	**1115**	**1215**	**1315**	**1415**	**1515**	**1600**	**1645**	**1735**
§ *Banbury Town Centre, Bolton Road (adj)*	—	*0806*	*0916*	*1016*	*1116*	*1216*	*1316*	*1416*	*1516*	*1601*	*1645*	*1736*
§ *Banbury Town Centre, Police Station (opp)*	—	*0807*										*1738*
§ *Banbury Town Centre, Boxhedge Road (adj)*	—	*0808*										*1740*
§ *Banbury, Coopers Gate (adj)*	—		*0918*	*1018*	*1118*	*1218*	*1318*	*1418*	*1518*	*1603*	*1646*	
§ *Banbury, Cemetery (adj)*	—		*0919*	*1019*	*1119*	*1219*	*1319*	*1419*	*1519*	*1604*	*1647*	
§ *Banbury, Marley Way (opp)*	—		*0920*	*1020*	*1120*	*1220*	*1320*	*1420*	*1520*	*1605*	*1647*	
Banbury, Tesco Store (Entrance)	—		**0923**	**1023**	**1123**	**1223**	**1323**	**1423**	**1523**	**1608**	**1648**	
§ *Ruscote, Parklands (S-bound)*	—		*0926*	*1026*	*1126*	*1226*	*1326*	*1426*	*1526*	*1611*	*1652*	
Ruscote, Cromwell Road East (adj)	—		**0928**	**1028**	**1128**	**1228**	**1328**	**1428**	**1528**	**1613**	**1655**	
§ *Ruscote, Cromwell Road West (adj)*	—		*0928*	*1028*	*1128*	*1228*	*1328*	*1428*	*1528*	*1613*	*1655*	
§ *Ruscote, Ferndale Road (adj)*	—		*0929*	*1029*	*1129*	*1229*	*1329*	*1429*	*1529*	*1614*	*1656*	
§ *Hardwick, Barley Mow (opp)*	—		*0930*	*1030*	*1130*	*1230*	*1330*	*1430*	*1530*	*1615*	*1657*	
§ *Hardwick, Hardwick Park (adj)*	—		*0931*	*1031*	*1131*	*1231*	*1331*	*1431*	*1531*	*1616*	*1658*	
§ *Hardwick, Winchelsea Close (opp)*	—		*0932*	*1032*	*1132*	*1232*	*1332*	*1432*	*1532*	*1617*	*1659*	
Hardwick, Usher Drive Park (o/s)	**0740**		**0933**	**1033**	**1133**	**1233**	**1333**	**1433**	**1533**	**1618**	**1700**	
§ *Banbury, Sir Henry Jake Close (opp)*	*0741*		*0934*	*1034*	*1134*	*1234*	*1334*	*1434*	*1534*	*1619*	*1702*	
§ *Banbury, Griffith Road Play Area (o/s)*	*0742*		*0935*	*1035*	*1135*	*1235*	*1335*	*1435*	*1535*	*1620*	*1703*	
Banbury, Hanwell Arms (o/s)	**0742**		**0935**	**1035**	**1135**	**1235**	**1335**	**1435**	**1535**	**1620**	**1703**	
§ *Banbury, Chamomile Place (opp)*	*0744*		*0937*	*1037*	*1137*	*1237*	*1337*	*1437*	*1537*	*1622*	*1704*	
Banbury, Meadowsweet Way Hail & Ride (W-bound)	**0745**		**0938**	**1038**	**1138**	**1238**	**1338**	**1438**	**1538**	**1623**	**1705**	
§ *Banbury, Parsley Place (opp)*	*0745*		*0938*	*1038*	*1138*	*1238*	*1338*	*1438*	*1538*	*1623*	*1705*	
§ *Hardwick, Warwick Road (W-bound)*	*0746*		*0939*	*1039*	*1139*	*1239*	*1339*	*1439*	*1539*	*1624*	*1706*	
§ *Hardwick, Fir Tree Close (adj)*	*0747*		*0940*	*1040*	*1140*	*1240*	*1340*	*1440*	*1540*	*1625*	*1707*	
§ *Ruscote, Powys Grove (opp)*	*0748*		*0941*	*1041*	*1141*	*1241*	*1341*	*1441*	*1541*	*1626*	*1708*	
§ *Ruscote, Ferndale Road (opp)*	*0749*		*0942*	*1042*	*1142*	*1242*	*1342*	*1442*	*1542*	*1627*	*1709*	
Ruscote, Cromwell Road (opp)	**0750**		**0943**	**1043**	**1143**	**1243**	**1343**	**1443**	**1543**	**1628**	**1710**	
§ *Neithrop, Union Street (adj)*	*0753*	*0809*									*1713*	*1742*
Ruscote, Cromwell Road East (adj)		**0810**										**1745**
§ *Ruscote, Cromwell Road West (adj)*		*0810*										*1745*
§ *Ruscote, Ferndale Road (adj)*		*0811*										*1746*
§ *Hardwick, Barley Mow (opp)*		*0812*										*1747*
§ *Hardwick, Hardwick Park (adj)*		*0813*										*1748*
§ *Hardwick, Winchelsea Close (opp)*		*0814*										*1749*
Hardwick, Usher Drive Park (o/s)		**0815**										**1750**
§ *Banbury, Sir Henry Jake Close (opp)*		*0816*										*1752*
Banbury, Hanwell Arms (o/s)		**0817**										**1753**
Banbury, Meadowsweet Way Hail & Ride (W-bound)		**0823**										**1755**
§ *Hardwick, Warwick Road (W-bound)*		*0823*										*1756*
§ *Hardwick, Fir Tree Close (adj)*		*0824*										*1757*
§ *Ruscote, Powys Grove (opp)*		*0824*										*1758*
§ *Ruscote, Ferndale Road (opp)*		*0825*										*1759*
Ruscote, Cromwell Road (opp)		**0826**										**1800**
§ *Neithrop, Union Street (opp)*		*0828*										*1803*
§ *Banbury Town Centre, Boxhedge Road (opp)*	*0755*	*0828*									*1716*	*1806*
Banbury, Tesco Store (Entrance)		**0832**	**0945**	**1045**	**1145**	**1245**	**1345**	**1445**	**1545**	**1630**		
§ *Banbury, Marley Way (adj)*			*0946*	*1046*	*1146*	*1246*	*1346*	*1446*	*1546*	*1631*		
§ *Banbury, Cemetery (opp)*			*0947*	*1047*	*1147*	*1247*	*1347*	*1447*	*1547*	*1632*		
§ *Banbury, Coopers Gate (opp)*			*0948*	*1048*	*1148*	*1248*	*1348*	*1448*	*1548*	*1633*		
Banbury Town Centre, Banbury Cross (S-bound)	**0756**	**0838**	**0950**	**1050**	**1150**	**1250**	**1350**	**1450**	**1550**	**1635**	**1718**	**1808**
§ *Banbury Town Centre, High Street (NE-bound)*	*0757*	*0839*	*0951*	*1051*	*1151*	*1251*	*1351*	*1451*	*1551*	*1637*	*1720*	*1810*
§ *Banbury Town Centre, George Street (E-bound)*	*0758*	*0840*	*0952*	*1052*	*1152*	*1252*	*1352*	*1452*	*1552*	*1638*	*1721*	*1811*
Banbury Town Centre, Bridge Street (Stop 5)	**0800**	**0842**	**0954**	**1054**	**1154**	**1254**	**1354**	**1454**	**1554**	**1640**	**1723**	**1813**

Notes: § - Time at this stop is indicative. You are advised to be at any stop several minutes before the times shown

Sundays

No service

B10 Banbury : Town Centre - Hardwick - Tesco - Town Centre (Circular)

Heyfordian Travel

For next departures from a particular stop you can use **traveline-txt** - by sending the SMS code (followed by a space and the service number if you want a specific service - eg: **buctdgtd 60**) to **84268**. Or you can use the mobile internet by using the code to locate the stop on **NextBuses**. For details of both these services see www.traveline.info/onmove.htm. The return message from **traveline-txt** is free for codes prefixed **cmb, lin, nfo** and **suf** (East Anglia and Lincolnshire); for all other codes it is 25p. **NextBuses** incurs standard internet usage charges.

Information about next departures is available on mobile internet on phones and PDAs using the SMS code - go to www.mytraveline.mobi. Only normal browsing charges apply.

NOTE: SMS codes are different in each direction. Make sure you choose the right direction from these lists.

SMS Code	Stop Name	Street	ATCO Code
oxfapdjm	Banbury Town Centre, Bridge Street (Stop 1)	Bridge Street	340000879A
oxfatatw	Banbury Town Centre, Bolton Road (adj)	Castle Street	340003069BRC
oxfagwgp	Banbury Town Centre, Police Station (opp)	Warwick Road	340001459OPP
oxfagtma	Banbury Town Centre, Boxhedge Road (adj)	Warwick Road	340001446CNR
oxfgpjdm	Banbury, Coopers Gate (adj)	Southam Road	340001892COO
oxfgpjdg	Banbury, Cemetery (adj)	Southam Road	340001891CEM
oxfgpjda	Banbury, Marley Way (opp)	Southam Road	340001890OPP
oxfapdmj	Banbury, Tesco Store (Entrance)	Lockheed Close	340000889TES
oxfatmpt	Ruscote, Parklands (S-bound)	Ruscote Avenue	340003135OPP
oxfatmpw	Ruscote, Cromwell Road East (adj)	Warwick Road	340003135CNR
oxfgmpmt	Ruscote, Cromwell Road West (adj)	Warwick Road	340003323CNR
oxfgmpmw	Ruscote, Ferndale Road (adj)	Warwick Road	340003324CNR
oxfatdgt	Hardwick, Barley Mow (opp)	Warwick Road	340003064HAR
oxfatdgd	Hardwick, Hardwick Park (adj)	Highlands Road	340003068HAR
oxfatdgp	Hardwick, Winchelsea Close (opp)	Rother Road	340003065HAR
oxfatdgm	Hardwick, Usher Drive Park (o/s)	Usher Drive	340003066HAR
oxfgpata	Banbury, Sir Henry Jake Close (opp)	Lapsley Drive	340004138LAP
oxfgpdjm	Banbury, Griffith Road Play Area (o/s)	Lapsley Drive	340004141GRP
oxfgpmtm	Banbury, Hanwell Arms (o/s)	Lapsley Drive	340004142PUB
oxfgpmwd	Banbury, Chamomile Place (opp)	Winter Gardens Way	340004144OPP
oxfgpatj	Banbury, Meadowsweet Way Hail & Ride (W-bound)	Meadowsweet Way	340004139OPP
oxfgpdpg	Banbury, Parsley Place (opp)	Winter Gardens Way	340004143OPP
oxfgmtjg	Hardwick, Warwick Road (W-bound)	Rotary Way	340003329WES
oxfatdgw	Hardwick, Fir Tree Close (adj)	Warwick Road	340003063HAR
oxfatdga	Ruscote, Powys Grove (opp)	Warwick Road	340000886OBM
oxfgmpta	Ruscote, Ferndale Road (opp)	Warwick Road	340003324OPP
oxfgmpmp	Ruscote, Cromwell Road (opp)	Warwick Road	340003323OPP
oxfatmta	Neithrop, Union Street (adj)	Warwick Road	340003134CNR
oxfatmpw	Ruscote, Cromwell Road East (adj)	Warwick Road	340003135CNR
oxfgmpmt	Ruscote, Cromwell Road West (adj)	Warwick Road	340003323CNR
oxfgmpmw	Ruscote, Ferndale Road (adj)	Warwick Road	340003324CNR
oxfatdgt	Hardwick, Barley Mow (opp)	Warwick Road	340003064HAR
oxfatdgd	Hardwick, Hardwick Park (adj)	Highlands Road	340003068HAR
oxfatdgp	Hardwick, Winchelsea Close (opp)	Rother Road	340003065HAR
oxfatdgm	Hardwick, Usher Drive Park (o/s)	Usher Drive	340003066HAR
oxfgpata	Banbury, Sir Henry Jake Close (opp)	Lapsley Drive	340004138LAP
oxfgpmtm	Banbury, Hanwell Arms (o/s)	Lapsley Drive	340004142PUB
oxfgpatj	Banbury, Meadowsweet Way Hail & Ride (W-bound)	Meadowsweet Way	340004139OPP
oxfgmtjg	Hardwick, Warwick Road (W-bound)	Rotary Way	340003329WES
oxfatdgw	Hardwick, Fir Tree Close (adj)	Warwick Road	340003063HAR
oxfatdga	Ruscote, Powys Grove (opp)	Warwick Road	340000886OBM
oxfgmpta	Ruscote, Ferndale Road (opp)	Warwick Road	340003324OPP
oxfgmpmp	Ruscote, Cromwell Road (opp)	Warwick Road	340003323OPP
oxfatmtd	Neithrop, Union Street (opp)	Warwick Road	340003134OPP
oxfagtpw	Banbury Town Centre, Boxhedge Road (opp)	Warwick Road	340001446OPP
oxfapdmj	Banbury, Tesco Store (Entrance)	Lockheed Close	340000889TES
oxfgpjaw	Banbury, Marley Way (adj)	Southam Road	340001890MAR
oxfgpjdj	Banbury, Cemetery (opp)	Southam Road	340001891OPP
oxfgpjdp	Banbury, Coopers Gate (opp)	Southam Road	340001892OPP
oxfagtmd	Banbury Town Centre, Banbury Cross (S-bound)	Horse Fair	340001458HOR
oxfagwgm	Banbury Town Centre, High Street (NE-bound)	High Street	340001460PO
oxfagwda	Banbury Town Centre, George Street (E-bound)	George Street	340001457CCC
oxfapdpd	Banbury Town Centre, Bridge Street (Stop 5)	Bridge Street	340000879E

B10 Banbury : Town Centre - Hardwick - Tesco - Town Centre (Circular)

Heyfordian Travel

Important information at 10:38:21 on 30 September 2011

Service B10 diverted in Banbury
The Rother Road bus gate is being repaired. The end date for these works is not yet known.

Heyfordian Travel service **B10** will proceed outwards via Warwick Road to the northern perimeter road at Hanwell Fields, then Hanwell East estate (Hanwell Arms) and Central estate (Winter Gardens Way), then along Usher Drive as far as the north side of the bus gate, reversing there before returning via Usher Drive to perimeter road and Warwick Road back into Banbury.

Banbury Michaelmas Fair, 18-22 Oct.
Affected stops:
Banbury Town Centre, Bridge Street
Banbury Town Centre, Bus Station
Some roads in central Banbury will be closed for the Michaelmas Fair (18th-22nd October).

Bus services normally using the Bridge Street stops will be relocated to within the Bus Station for the duration.

Timetables

Select a timetable using the bookmarks (on the left of this page). Choose the direction and day of travel you require.
Timetables can be viewed in the summary "main stops only" format or in the detailed "all stops" version.
Stop and Street Names and SMS codes are also available.

Timetable

11 December 2011 to 13 May 2012



- Kidderminster
- Birmingham
  - Stratford-upon-Avon
- Leamington Spa
- Banbury
  - Aylesbury
- Princes Risborough
- High Wycombe
- London Marylebone

See you on-board

Chiltern Railways

Mainline Nice&fast

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Kidderminster and Birmingham to London

Mondays to Fridays

Kidderminster and Birmingham to London via High Wycombe	**17**
London to Birmingham and Kidderminster via High Wycombe	**35**

Saturdays

Kidderminster and Birmingham to London via High Wycombe	**52**
London to Birmingham and Kidderminster via High Wycombe	**64**

Sundays

Kidderminster and Birmingham to London via High Wycombe	**75**
London to Birmingham and Kidderminster via High Wycombe	**83**

Aylesbury to London

Mondays to Fridays

Aylesbury to London via Amersham	**92**
London to Aylesbury via Amersham	**94**

Saturdays

Aylesbury to London via Amersham	**96**
London to Aylesbury via Amersham	**98**

Sundays

Aylesbury to London via Amersham	**100**
London to Aylesbury via Amersham	**102**

Oxford to Bicester Town

Mondays to Fridays, Saturdays and Sundays

Oxford to Islip and Bicester Town	**104**

Rail Bus Links

Mondays to Fridays

Princes Risborough to Bledlow and Chinnor Rail Bus Link	**105**

Welcome

This timetable

In this booklet you'll find full details of all Chiltern Railways trains, including our Mainline services. There are other trains between Kidderminster, Birmingham and Leamington Spa run by London Midland, between Birmingham, Banbury and Oxford run by CrossCountry, between Banbury and Oxford run by First Great Western and between Amersham and London run by London Underground. Call National Rail Enquiries for full details.

From the Managing Director

Hello, and welcome to Chiltern Railways.

Winter timetable
Following the major changes to the Chiltern Railways timetable in September, there are fewer alterations in the December 2011 update.

The majority of these alterations are designed either to improve punctuality or to provide more seats on specific trains – in most cases in response to your comments on the September timetable. On the Aylesbury via Amersham line we have made changes to several peak time trains at London Underground's request. This is because of major changes to the timetable on the Metropolitan Line with which we share the tracks.

We have also listened to your comments and reverted back to a single timetable booklet containing all our services, including Mainline trains.

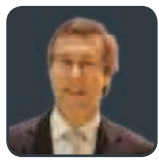
We're open at weekends
Following the completion of our route upgrade we are now once again running trains regularly at weekends. While routine maintenance work means late Saturday night and Sunday morning closures on part of the route (primarily between Leamington Spa, Banbury and Bicester North), we are open all day Saturday and on Sunday afternoons and evenings throughout most of the network.

With a maximum return fare of just £25 for many weekend journeys on our network, a great day out can be great value. We also offer a fantastic GroupSave deal for off-peak travel – 3 or 4 people can travel for the price of 2. As a Chiltern Railways passenger you can save even more money with our 2 for 1 entry deals to over 150 great attractions the full length of the line. And don't forget there are also lots of things to do for free, especially in London. Pick up a copy of our Days Out Guide or visit chilternrailways.co.uk/daysout for inspiration on things to do.

Now our trains are so much faster, you'll have more time to enjoy your day out!

Thank you for travelling with us.

Rob Brighouse
Managing Director



Contacts

Chiltern Railways Information and Alerts

Timetable enquiries and journey planning
Call National Rail Enquiries 24 hour service. See below for details.

Other enquiries
Phone: 08456 005 165 (0830 – 1730 Mondays to Fridays)
Website: www.chilternrailways.co.uk
Mobile website: m.chilternrailways.co.uk

Transport Direct
Plan your entire journey online at:
Website: www.transportdirect.info

Travel Alerts
Receive **free** text or e-mail alerts to warn you of unplanned disruption.
Website: www.chilternrailways.co.uk/alerts

Follow us
Facebook: www.facebook.com/chilternrailways
Twitter: www.twitter.com/chilternrailway

Timetable and train running information via your Java-enabled mobile phone.
Website: www.chilternrailways.co.uk/nomad

Late night, weekend or public holiday travel
Before travelling check latest information
Website: www.chilternrailways.co.uk/changes

Large Print Timetable
If you need a large print version of this timetable
Phone: 08456 005 165 (0830 – 1730 Mondays to Fridays)

Other information sources

National Rail

Website:
www.nationalrail.co.uk

Call National Rail Enquiries on:
08457 48 49 50
For train times, fares and rail information.
All calls are charged at local call rate and may be recorded.

Call TrainTracker™ on:
0871 200 49 50
For up-to-the-minute journey planning for today and beyond.
Calls to TrainTracker cost 10p a minute from a BT fixed phone.
Charges from other operators may vary.

Text station name to TrainTracker™ on:
8 49 50
For live departure and arrival times direct to your mobile. TrainTracker texts cost 25p for each successful response (plus usual text costs).

Textphone:
0845 60 50 600

Our trains and stations

Mainline services

Mainline Trains
Most of our West Midlands – London trains are Mainline services, shown in timetables with an M symbol. Mainline trains are designed to offer a relaxing and productive travel environment with:

- Free wifi in every carriage
- Plug sockets at every seat
- Table seating for 50% of seats with tray tables at all others
- At-seat catering service on trains shown with a symbol.
- Quiet zone

Silver Trains
Some Mainline services are run by our Silver trains, shown in timetables with an S symbol. As well as all the facilities on other Mainline trains, they also offer:

- A Business Zone carriage with wider seats, large tables for every seat, single seats for privacy and reservations available. A dedicated host is available to serve tea and coffee (at no charge) and sell any item from the on-board Espresso Bar. A supplement is payable to use the Business Zone.[1]
- Table seating for 80% of seats with tray tables at all others
- On-board Espresso Bar serving drinks, freshly cooked bacon rolls and pastries on morning trains and freshly toasted panini on evening trains

[1] The 1055 departure from Birmingham Moor Street and the 1337 departure from London Marylebone do not offer a dedicated host or reservations. On these trains the Business Zone area may be used without payment of a supplement.

Bikes on trains

Subject to space being available, and at the discretion of our staff, you can take your bike (except tandems) on any Chiltern Railways train on Saturdays, Sundays or Public Holidays. On Mondays to Fridays you can also use most of our trains. The only exceptions are our busiest peak hour services. For the safety and comfort of all our passengers bikes are not allowed at any point during the journey on any train:

- Arriving London Marylebone or Birmingham Moor Street from 0745 to 1000
- Leaving London Marylebone or Birmingham Moor Street from 1630 to 1930

On trains shown in this timetable with an S symbol you must put your bike in the special storage area at one end of the train. We are sorry, but bikes can not be taken on rail replacement buses at any time. There are no restrictions on folding bikes at any time, provided they are fully folded.

For information about cycle storage facilities at our stations see our website. Cycles can be hired from just outside London Marylebone station. For information visit www.tf .gov.uk/barclayscyclehire.

Closing doors

Train doors are closed up to 30 seconds before the train leaves the station to ensure punctual departures.

Parking

You can park at most of our stations – Check our website for prices.

3 for free*
Turn up with at least 3 adults in your car, all making an onward rail journey, and you can park for free if you arrive between 0600 and 0900 inclusive. Available on Mondays to Fridays (except Public Holidays) at all our stations.

*Ask your car park attendant for more details. Not valid for overnight parking. Only at stations managed by Chiltern Railways. See page 14 for station details.

No smoking

Smoking is not allowed on any of our stations or trains. No smoking areas are clearly signed. Please respect the law and do not smoke where the ban applies.

Mobility impaired travel

If you're disabled or in need of a bit of help, give us 24 hours notice of your needs and we can make special arrangements for travel from any of our staffed stations.

Phone: 08456 005 165 (0800 – 2200)
Textphone: 08457 078 051

Lost property

If we find any item of lost property, we'll always do our best to contact the owner if they can be identified. Items can be collected from London Marylebone up to three months after they've been handed in – we charge a collection fee to cover our administration costs. If you lose something on one of our trains or stations you can report it by:

- Using the online form on our website
- Using a Lost Property form available at any Chiltern Railways ticket office, and returning it to a member of Chiltern Railways Staff
- By phone, fax or post using the contact details below;

Phone: 08456 005 165
Fax: 020 7333 3002
Write to: Chiltern Railways Lost Property,
Marylebone Station,
London, NW1 6JJ

Lost Property Office Operating Hours: Mondays to Fridays 1200 – 2000. Please allow up to two weeks for processing lost items. If you do not hear from us in that period, you should assume the item has not been found.

Passenger's Charter

The Passenger's Charter is a statement of our commitment to provide high quality service. It spells out the standards against which we can be measured.

- 93.75% of all trains during peak times to arrive at destinations within 5 minutes of scheduled times.
- 99% of all weekday trains to run.

Posters showing our performance are displayed at our major stations. If we fall short, we'll give discounts on renewal of monthly or longer period season tickets. We'll also compensate you if you're delayed for 30 minutes or more on any leg of your journey with us. Our compensation policy is explained fully in our Passenger's Charter, although we'll consider each claim on its merits. You can download a copy from our website or pick up a printed version at any of our staffed stations.

Pocket timetables

You can pick up pocket timetables for many journeys from the appropriate staffed stations. You can even create your own timetable that's tailor made for the journeys you make, which you can download, save to your computer and print off. Visit the 'Create Your Own Timetable' section of our website.

Buying tickets

Online

Tickets will be sent by first class post, or you can collect them from the FastTicket machines at most of our stations. For many journeys our great value 'Advance' tickets can also be printed at home or sent as a bar-code to your mobile phone.

Web: www.chilternrailways.co.uk

By phone

Tickets will be sent by first class post or you can collect them from the FastTicket machines at most of our stations. Alternatively, download our free App to buy tickets and check times direct from your mobile.

Phone: 08456 005 165 (0800 – 2200)

In person

Buy tickets for any UK rail journey at all our staffed stations. At most stations you can also book seats for those National Rail services which offer reservations.

Business accounts

If you're buying train tickets on behalf of a company, large or small, our free Business Travel Service may be able to help. Simply tell us your requirements and our team will arrange your tickets for you.

Phone: 01494 420 177 (0915 – 1700 Monday to Friday)

Getting the right tickets

We have a wide range of great value tickets to suit everybody's needs – commuters, business travellers, students, senior citizens, families and small and large groups. Check our website for the latest information. Full price 'Anytime' tickets are generally valid on any train. Cheaper tickets, such as Off-Peak Day Returns and Off-Peak Day Travelcards, are generally valid on trains arriving in London after 1000. Our best value bargain 'Advance' tickets may have further restrictions. To avoid being liable for a Penalty Fare please make sure before you travel that your ticket is valid.

Penalty fares

When travelling with Chiltern Railways you must carry a valid ticket for your entire journey. If a station doesn't have a ticket office, or the ticket office is closed, buy a ticket from the self-service ticket machine on the station. If the ticket you require isn't available from the self-service ticket machine, then you must buy a 'Permit to Travel' from the machine on the station. Where these are not available, you must buy a ticket at the first opportunity during the journey.

Failure to buy a valid ticket for your entire journey may leave you liable to pay a Penalty Fare. This will be £20 or twice the appropriate full single fare to the next station stop, whichever is the greater.

Onward travel

Connections

Where a connecting train is shown in this timetable, we've allowed sufficient time for you to change trains. You should allow a minimum of 5 minutes if making connections with other train operators' services. Trains will not normally be held for late running connections.

Leamington Spa and Banbury connections
CrossCountry runs an extensive network from Leamington Spa and Banbury to hundreds of places across Britain, including Southampton, Bournemouth, Manchester, Sheffield, York, Glasgow and Edinburgh.

Birmingham New Street connections
It's an easy 10-minute walk from Moor Street and trains run to most parts of the UK.

Travelling between Princes Risborough and Aylesbury
For much of the day, a shuttle train operates the service between Princes Risborough and Aylesbury. It will normally wait up to 10 minutes for late running trains from London and High Wycombe, unless this will cause knock-on delays to other trains on the single line between Princes Risborough and Aylesbury. If we are unable to hold the shuttle, please go to the ticket office, where we will arrange alternative transport. If the office is closed, passenger help points are on platforms 2 and 3.

Unfortunately, we cannot delay London-bound trains at Princes Risborough if the shuttle from Aylesbury is running late. However, should your journey be delayed by 30 minutes or more as a result, you are entitled to compensation as per our Passenger's Charter, copies of which are available at all our staffed stations.

Other operators

Metro & Underground
London Underground and Midland Metro connections are shown in the map on page 54, and there is a central London Underground map on the back cover.

West Midlands public transport information

Phone: 0871 200 22 33
Website: www.networkwestmidlands.com

London Underground & bus info

Phone: 0843 222 12 34
Website: www.tf .gov.uk

TrainTaxi

Gives you information about how to bridge 'those final few miles' between the station and your destination. TrainTaxi is the unique database of phone numbers for cab firms at all National Rail stations in Great Britain.

Website: www.traintaxi.co.uk

Buses



Add PLUSBUS to your train ticket for unlimited bus travel around town, at the start, finish, or both ends of your train journey. Each town with a PLUSBUS ticket has one zone covering the whole urban area – you can travel as much as you like on participating bus operators' services within this zone. PLUSBUS costs a set amount each day, in addition to your train fare and can be added to most train tickets. Prices start from just £2 a day. Children (aged 5 to 15 years) pay half-fare. Railcard holders benefit from one-third off PLUSBUS prices. Ask for PLUSBUS when buying your train ticket.

See page 14 for details of stations where PlusBus is available.

Website: www.plusbus.info

Traveline – local bus times

Phone: 0871 200 22 33 (0800-2000)
Website: www.traveline.org.uk

Feedback

Customer comments

Phone: 08456 005 165 (0830 – 1730 Mon-Fri)
Fax: 01926 729 914
Write to: Chiltern Railways,
Customer Services,
Banbury ICC,
Merton Street, Banbury,
Oxfordshire,
OX16 4RN
Website: www.chilternrailways.co.uk/comments

Passenger Comments forms are available at any of our staffed stations. In the case of a claim please include any relevant tickets.

We'll do our best to resolve any problems but, if you're unhappy with our response, you can contact your local rail users committee.

Passengerfocus

Contact Passenger Focus about any issue, except those that are wholly to do with stations Bicester North or Aylesbury Vale Parkway to London Marylebone inclusive.

Phone: 0300 123 2350
Fax: 0845 850 1392
Write to: Passenger Focus
FREEPOST (RRRE-ETTC-LEET)
PO BOX 4257
Manchester
M60 3AR
Email: info@passengerfocus.org.uk
Website: www.passengerfocus.org.uk

LondonTravelWatch

Contact London TravelWatch about any issue to do with stations Bicester North or Aylesbury Vale Parkway to London Marylebone inclusive.

Phone: 020 7505 9000
Fax: 020 7505 9003
Write to: London TravelWatch
6 Middle Street
London
EC1A 7JA
Email: enquiries@londontravelwatch.org.uk
Website: www.londontravelwatch.org.uk

Rail User groups

If you'd like to get more involved in the development of your rail services, why not join your local rail user group? Whenever we plan changes to our trains, services or stations, we consult the rail user groups to make sure we have passenger input before making decisions.

Stourbridge Line Users Group
Kidderminster to Birmingham Snow Hill

Write to: 46 Sandringham Road,
Wordsley, Stourbridge,
DY8 5HL
Website: www.stourbridgelineusergroup.info

Solihull & Leamington Rail Users Association
Birmingham Snow Hill to Leamington Spa (Frank Shaw)

Phone: 01926 429855
Write to: 102 Villiers Street,
Leamington Spa, CV32 5YE
Email: fhshaw@btinternet.com

Shakespeare Line Promotion Group
Stratford-upon-Avon, Wilmcote, Bearley and Claverdon (Alan Bevan)

Phone: 0121 745 6001
Write to: 12 Morris Field Croft,
Hall Green,
Birmingham, B28 0RN
Email: bevan@alan286.orangehome.co.uk
Website: www.shakespeareline.com

Cherwell Rail Users Group
Banbury to Bicester North (Sheila Gover)

Write to: 131 Main Road,
Middleton Cheney,
Banbury,
Oxfordshire, OX17 2PW

Oxford – Bicester Rail Action Group
Oxford, Islip and Bicester Town (Ian East)

Email: chairman@obrag.org.uk

North Chiltern Rail Users Group
Haddenham & Thame Parkway and Princes Risborough (David Palmer)

Email: ncrug@infognosis.co.uk

Saunderton Rail Users Group
Saunderton (Martin Howard)

Phone: 01494 566 134
Email: saundertonrug@googlemail.com

Marlow & Maidenhead Passenger Association
High Wycombe (Mike Cooper)

Email: mwcoop@gmail.com

Marylebone Travellers Association
Beaconsfield to Denham (Reg Whittome)

Write to: 7 Cheyne Close,
Gerrards Cross,
Bucks,
SL9 7LG

West Ruislip Commuters Association
West Ruislip and South Ruislip (Susan Sweeting)

Phone: 01895 639 251

Ealing Passenger Transport Group
Northolt Park to Sudbury & Harrow Road (John Beeston)

Write to: 312 High Street,
Harlington,
Hayes - Middlesex,
UB3 5BT

Aylesbury Vale Transport Users Group
Aylesbury, Stoke Mandeville, Haddenham & Thame Parkway (Secretary)

Write to: 2 Chiltern Street,
Aylesbury,
Bucks,
HP21 8BT

Chiltern Line Association
Aylesbury to Monks Risborough (John Elvin)

Write to: 22 Beamish Way,
Winslow,
Bucks,
MK18 3EU
Email: chiltlineassn@live.co.uk

Metropolitan Line Users Group
Wendover to Rickmansworth (Richard Thompson)

Email: chiltern@tomo.me.uk

Harrow Public Transport Users Association
Harrow-on-the-Hill (Anthony Wood)

Write to: 25 Glover Road,
Pinner,
Middlesex,
HA5 1LQ

Safety information

In almost all emergency situations it is safest to stay on the train and then listen for instructions from a member of staff.

If you are in immediate danger and have to leave the train, avoid walking on the track. Remember that other trains may still be running.

If possible, exit directly onto a walkway or embankment.



Whenever you travel with us, please make sure that you familiarise yourself with the safety instruction posters carried on every train. These can normally be found by the doors.

These instructions may vary slightly depending on the type of train. Please check each time you travel.

Fire extinguishers are carried on every train. Please acquaint yourself with their locations.

Station facilities

	Mon – Fri	Saturday	Sunday
Amersham ⊖	0700-1230 & 1545-1815	0845-1430	0845-1130
Aylesbury	0600-1910	0600-1910	0810-1740
Aylesbury Vale Parkway	0510-1140	0640-1310	closed
Banbury	0545-2015	0635-1915	0810-1740
Beaconsfield	0605-2000	0640-1810	0805-1735
Bearley LM	-	unstaffed	-
Bicester North	0550-1915	0635-1800	0840-1610
Bicester Town	-	unstaffed	-
Birmingham Moor Street	0540-0010	0555-2355	0850-0010
Birmingham Snow Hill LM	0540-2335	0610-2340	0900-2215
Blakedown LM	-	unstaffed	-
Chalfont & Latimer ⊖	0700-1000	1000-1100	1000-1100
Chorleywood ⊖	0700-1000	1100-1200	1030-1130
Claverdon LM	-	unstaffed	-
Cradley Heath LM	0555-2350	0550-2350	1015-1730
Denham	0600-1240	0750-1330	closed
Denham Golf Club	-	unstaffed	-
Dorridge	0535-0005	0620-0005	0920-2350
Gerrards Cross	0600-2010	0650-1820	0810-1740
Great Missenden	0635-1910	0625-1250	0830-1600
Haddenham & Thame Pkwy	0620-1920	0635-1305	0840-1610
Hagley LM	0700-1200	0800-1600	closed
Harrow-on-the-Hill ⊖	0615-2030	0815-2015	0845-2000
Hatton	-	unstaffed	-
High Wycombe	0545-2040	0640-1940	0710-2040
Islip	-	unstaffed	-
Jewellery Quarter LM	0615-2330	0605-2330	1015-1755
Kidderminster LM	0630-1900	0620-1800	0900-1700
Kings Sutton	-	unstaffed	-
Lapworth	-	unstaffed	-
Leamington Spa	0525-2020	0625-1920	0910-2040
Little Kimble	-	unstaffed	-
London Marylebone	0630-2210	0630-2210	0730-2140
Monks Risborough	-	unstaffed	-
Northolt Park	0625-1300	closed	closed
Oxford GW	0545-2000	0645-2000	0700-2000
Princes Risborough	0600-1850	0625-1255	0855-1625
Rickmansworth ⊖	0715-1000	1000-1300	1100-1200
Rowley Regis LM	0605-2345	0605-2345	1015-1730
Saunderton	-	unstaffed	-
Seer Green & Jordans	0610-1250	closed	closed
Smethwick Galton Bdg LM	0600-2335	0625-2340	0905-2340
Solihull	0535-0000	0615-0000	0910-2350
South Ruislip ⊖	0715-0915	1015-1215	closed
Stoke Mandeville	0625-1255	0615-1245	closed
Stourbridge Junction LM	0545-0000	0545-0000	0945-2325
Stratford-upon-Avon LM	0620-2020	0620-2020	0945-1830
Sudbury & Harrow Road	-	unstaffed	-
Sudbury Hill Harrow	-	unstaffed	-
The Hawthorns LM	0615-2335	0600-2335	1010-1755
Warwick	0625-1305	0715-1255	closed
Warwick Parkway	0525-1845	0630-1705	0840-1610
Wembley Stadium	-	unstaffed	-
Wendover	0630-1905	0630-1250	0830-1600
West Ruislip ⊖	0700-0900	1045-1300	closed
Widney Manor LM	0555-0000	0555-0000	0945-2355
Wilmcote LM	-	unstaffed	-

⊖ Facilities operated by London Underground. In South and West Ruislip the ticket office is operated by London Underground

† Car Park is for Annual Season Ticket holders only

❊ Full access only available Mondays to Saturdays 0600 to 2300, Sundays until 1600

CRS code	PLUSBUS	Car park	Cycle storage	Taxi rank	Disabled access	Newsagents	Refreshments	Baby changing	Toilets
AMR		✓	✓	✓		✓			✓
AYS	✓	✓	✓	✓	✓	✓	✓	✓	✓
AVP		✓	✓		✓	✓	✓	✓	✓
BAN	✓	✓	✓	✓	✓	✓	✓	✓	✓
BCF		✓	✓	✓	✓	✓	✓		✓
BER					✓				
BCS		✓	✓	✓	✓❊	✓	✓		✓
BIT		✓	✓						
BMO	✓		✓	✓	✓	✓	✓	✓	✓
BSW	✓	✓		✓	✓	✓	✓	✓	✓
BKD					✓				
CFO		✓	✓	✓	✓				✓
CLW		✓	✓	✓	✓				✓
CLV					✓				
CRA	✓	✓	✓						✓
DNM		✓	✓	✓	✓	✓	✓		✓
DGC			✓		✓				
DDG	✓	✓	✓		✓	✓	✓	✓	✓
GER		✓	✓	✓	✓❊	✓	✓	✓	✓
GMN		✓	✓	✓	✓	✓	✓	✓	✓
HDM		✓	✓	✓	✓	✓	✓		✓
HAG		✓	✓						✓
HOH		✓†	✓	✓		✓	✓		✓
HTN		✓	✓						
HWY	✓	✓	✓	✓	✓	✓	✓		✓
ISP		✓	✓						
JEQ	✓		✓		✓				✓
KID	✓	✓	✓	✓	✓	✓			✓
KGS		✓	✓						
LPW		✓	✓						
LMS	✓	✓	✓	✓	✓	✓	✓	✓	✓
LTK		✓	✓		✓				
MYB			✓	✓	✓	✓	✓	✓	✓
MRS					✓				
NLT			✓		✓				✓
OXF	✓	✓	✓	✓	✓	✓	✓		✓
PRR		✓	✓	✓	✓❊	✓	✓	✓	✓
RIC		✓	✓	✓		✓	✓		✓
ROW	✓	✓			✓				
SDR		✓	✓						
SRG		✓	✓		✓				✓
SGB	✓	✓			✓				✓
SOL	✓	✓	✓		✓	✓	✓	✓	✓
SRU		✓	✓	✓		✓			
SKM		✓	✓		✓		✓	✓	✓
SBJ	✓	✓	✓		✓	✓			✓
SAV		✓	✓	✓			✓		✓
SUD			✓						
SDH									
THW	✓	✓	✓		✓	✓			✓
WRW	✓	✓	✓	✓					✓
WRP	✓	✓	✓	✓	✓	✓	✓	✓	✓
WCX			✓		✓				
WND		✓	✓	✓		✓	✓	✓	✓
WRU		✓	✓			✓	✓		✓
WMR	✓	✓	✓		✓				✓
WMC									

GW Facilities operated by First Great Western
LM Facilities operated by London Midland
PLUSBUS through ticketing available, see page 9 for more details

CRS Three letter station codes can be used with National Rail Journey Planner and Train Tracker™ Text, see page 3 for more details

Kidderminster – Birmingham – Stratford-upon-Avon – London Aylesbury – High Wycombe – London

See page 92 for trains from Aylesbury to London via Amersham

Mondays to Fridays

Kidderminster	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Blakedown	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Hagley	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Stourbridge Junction	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Cradley Heath	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Rowley Regis	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Smethwick Gn Bdg	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
The Hawthorns	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Jewellery Quarter	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Birmingham Snow Hill	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Birmingham Moor St	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Small Heath	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Tyseley	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Acocks Green	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Olton	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Solihull	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Widney Manor	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Dorridge	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Lapworth	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Stratford-upon-Avon	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Wilmcote	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Bearley	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Claverdon	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Hatton	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Warwick Parkway	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	0540	⌄	⌄
Warwick	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Leamington Spa	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	0545	⌄	⌄
Banbury	d	⌄	⌄	⌄	⌄	0524	⌄	0542	0603	⌄	⌄
Kings Sutton	d	⌄	⌄	⌄	⌄	0529	⌄	⌄	⌄	⌄	⌄
Bicester North	d	⌄	⌄	⌄	⌄	0541	⌄	0557	0615	⌄	⌄
Haddenham & Thame	d	⌄	⌄	⌄	⌄	0553	⌄	0609	0626	⌄	⌄
Aylesbury	d	0505	0515	⌄	0525	⌄	0548	⌄	⌄	⌄	0620
Little Kimble	d	0513	⌄	⌄	⌄	⌄	0556	⌄	⌄	⌄	0628
Monks Risborough	d	0517	⌄	⌄	⌄	⌄	0600	⌄	⌄	⌄	0632
Princes Risborough	d	0520	0528	⌄	0538	0600	0604	0616	0633	⌄	0637
Saunderton	d	0525	⌄	⌄	⌄	⌄	0609	⌄	⌄	⌄	⌄
High Wycombe	d	0532	0538	⌄	0554c	0610	0616	0626	⌄	⌄	0647
Beaconsfield	d	0538	0544	⌄	0601	0616	0622	0632	⌄	⌄	0653
Seer Green & Jordans	d	0541	⌄	⌄	0604	⌄	⌄	0635	⌄	⌄	0656
Gerrards Cross	d	0545	0550	⌄	0609	0621	0628	0640	⌄	0652	0700
Denham Golf Club	d	0548	⌄	⌄	⌄	⌄	⌄	⌄	⌄	0655	⌄
Denham	d	0551	0555	⟷	0614	⌄	0633	⌄	⌄	⌄	0705
West Ruislip	d	0600b	⌄	0600b	⌄	⌄	0637	⌄	⌄	⌄	0709
South Ruislip	d	⟷	⌄	0603	0620	⌄	⌄	⌄	⌄	0702	⌄
London Paddington	a	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Northolt Park	d	⌄	⌄	0607	⌄	⌄	0642	⌄	⌄	0705	⌄
Sudbury Hill Harrow	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	0708	⌄
Sudbury & Harrow Rd	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	0710	⌄
Wembley Stadium	d	⌄	⌄	0612	0627	⌄	0647	⌄	⌄	⌄	0717
London Marylebone	a	⌄	0618	0628	0642	0646	0700	0703	0709	0725	0730

For explanation of notes and symbols see pages 106 & 107

Kidderminster – Birmingham – Stratford-upon-Avon – London Aylesbury – High Wycombe – London

See page 92 for trains from Aylesbury to London via Amersham

Mondays to Fridays

									LM		
			M 🛏				B			M S 🛏	
Kidderminster	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Blakedown	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Hagley	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Stourbridge Junction	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Cradley Heath	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Rowley Regis	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Smethwick Gn Bdg	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
The Hawthorns	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Jewellery Quarter	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Birmingham Snow Hill	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	0555	⌄	⌄
Birmingham Moor St	d	⌄	0546	⌄	⌄	⌄	⌄	⌄	0558	0619	⌄
Small Heath	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	0602	⌄	⌄
Tyseley	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	0604	⌄	⌄
Acocks Green	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	0607	⌄	⌄
Olton	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	0610	⌄	⌄
Solihull	d	⌄	0554	⌄	⌄	⌄	⌄	⌄	0613	0629	⌄
Widney Manor	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	0617	⌄	⌄
Dorridge	d	⌄	0559	⌄	⌄	⌄	⌄	⌄	0621	0635	⌄
Lapworth	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	0625	⌄	⌄
Stratford-upon-Avon	d	⌄	⌄	⌄	⌄	⌄	⌄	0610	0648	⌄	⌄
Wilmcote	d	⌄	⌄	⌄	⌄	⌄	⌄	0616	⌄	⌄	⌄
Bearley	d	⌄	⌄	⌄	⌄	⌄	⌄	0620	⌄	⌄	⌄
Claverdon	d	⌄	⌄	⌄	⌄	⌄	⌄	0626	⌄	⌄	⌄
Hatton	d	⌄	⌄	⌄	⌄	⌄	⌄	0631	⌄	⌄	⌄
Warwick Parkway	d	⌄	0609	⌄	⌄	⌄	⌄	⌄	⌄	0645	⌄
Warwick	d	⌄	0612	⌄	⌄	⌄	⌄	0639	⌄	⌄	⌄
Leamington Spa	d	⌄	0617	⌄	⌄	⌄	⌄	0645	⌄	0652	⌄
Banbury	d	0612	0636	⌄	⌄	⌄	0653	⌄	⌄	0711	⌄
Kings Sutton	d	0616	⌄	⌄	⌄	⌄	⌄	⌄	⌄	0656e	⌄
Bicester North	d	0627	0648	⌄	⌄	0654	0707	⌄	⌄	⌄	⌄
Haddenham & Thame	d	0639	⌄	⌄	⌄	0706	0719	⌄	⌄	⌄	⌄
Aylesbury	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Little Kimble	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Monks Risborough	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Princes Risborough	d	0646	⌄	⌄	⌄	0714	0728	⌄	⌄	⌄	⌄
Saunderton	d	0651	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
High Wycombe	d	0658	⌄	⌄	0710	0725	⌄	⌄	⌄	⌄	⌄
Beaconsfield	d	0704	⌄	⌄	0717	0732	⌄	⌄	⌄	⌄	⌄
Seer Green & Jordans	d	⌄	⌄	⌄	0720	⌄	⌄	⌄	⌄	⌄	⌄
Gerrards Cross	d	0710	⌄	0719	0725	0738	⌄	⌄	⌄	⌄	0750
Denham Golf Club	d	⌄	⌄	⌄	0728	⌄	⌄	⌄	⌄	⌄	⌄
Denham	d	⌄	⌄	⌄	0731	⌄	⌄	⌄	⌄	⌄	0754
West Ruislip	d	⌄	⌄	⌄	0736	⌄	⌄	⌄	⌄	⌄	⌄
South Ruislip	d	⌄	⌄	0727	⌄	⌄	⌄	⌄	⌄	⌄	⌄
London Paddington	a	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Northolt Park	d	⌄	⌄	0730	⌄	⌄	⌄	⌄	⌄	⌄	0801
Sudbury Hill Harrow	d	⌄	⌄	0733	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Sudbury & Harrow Rd	d	⌄	⌄	0735	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Wembley Stadium	d	⌄	⌄	⌄	0744	⌄	⌄	⌄	⌄	⌄	0806
London Marylebone	a	0733	0738	0751	0757	0802	0804	⌄	⌄	0806	0818

For explanation of notes and symbols see pages 106 & 107

Kidderminster – Birmingham – Stratford-upon-Avon – London
Aylesbury – High Wycombe – London

See page 92 for trains from Aylesbury to London via Amersham

Mondays to Fridays

						MS	LP				
Kidderminster	d	⌵	⌵	⌵	⌵	0610g	⌵	⌵	⌵	⌵	⌵
Blakedown	d	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵
Hagley	d	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵
Stourbridge Junction	d	⌵	⌵	⌵	⌵	0618g	⌵	⌵	⌵	⌵	⌵
Cradley Heath	d	⌵	⌵	⌵	⌵	0623g	⌵	⌵	⌵	⌵	⌵
Rowley Regis	d	⌵	⌵	⌵	⌵	0629g	⌵	⌵	⌵	⌵	⌵
Smethwick Gn Bdg	d	⌵	⌵	⌵	⌵	0634g	⌵	⌵	⌵	⌵	⌵
The Hawthorns	d	⌵	⌵	⌵	⌵	0637g	⌵	⌵	⌵	⌵	⌵
Jewellery Quarter	d	⌵	⌵	⌵	⌵	0625g	⌵	⌵	⌵	⌵	⌵
Birmingham Snow Hill	d	⌵	⌵	⌵	⌵	0646g	⌵	⌵	⌵	⌵	⌵
Birmingham Moor St	d	⌵	⌵	⌵	⌵	**0655**	⌵	⌵	⌵	⌵	⌵
Small Heath	d	⌵	⌵	⌵	⌵	0642h	⌵	⌵	⌵	⌵	⌵
Tyseley	d	⌵	⌵	⌵	⌵	0645h	⌵	⌵	⌵	⌵	⌵
Acocks Green	d	⌵	⌵	⌵	⌵	0648h	⌵	⌵	⌵	⌵	⌵
Olton	d	⌵	⌵	⌵	⌵	0650h	⌵	⌵	⌵	⌵	⌵
Solihull	d	⌵	⌵	⌵	⌵	**0703**	⌵	⌵	⌵	⌵	⌵
Widney Manor	d	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵
Dorridge	d	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵
Lapworth	d	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵
Stratford-upon-Avon	d	⌵	⌵	⌵	**0647**	⌵	⌵	⌵	⌵	⌵	⌵
Wilmcote	d	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵
Bearley	d	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵
Claverdon	d	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵
Hatton	d	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵
Warwick Parkway	d	⌵	⌵	⌵	**0707**	**0715**	⌵	⌵	⌵	⌵	⌵
Warwick	d	⌵	⌵	⌵	**0711**	⌵	⌵	⌵	⌵	⌵	⌵
Leamington Spa	d	⌵	⌵	⌵	**0722**	⌵	⌵	⌵	⌵	⌵	⌵
Banbury	d	⌵	⌵	**0717**	**0740**	⌵	⌵	⌵	⌵	⌵	⌵
Kings Sutton	d	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵
Bicester North	d	⌵	⌵	**0729**	**0752**	⌵	⌵	⌵	⟝	⌵	⌵
Haddenham & Thame	d	⌵	⌵	**0739**	**0802**	⌵	⌵	⌵	**0802**	⌵	⌵
Aylesbury	d	⌵	**0720**	⌵	⟝	⌵	⌵	**0740**	⌵	⌵	⌵
Little Kimble	d	⌵	**0728**	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵
Monks Risborough	d	⌵	**0732**	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵
Princes Risborough	d	⌵	**0737**	**0746**	⌵	⌵	⌵	**0758**	⌵	⌵	⌵
Saunderton	d	⌵	**0742**	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵
High Wycombe	d	**0742**	**0748**	**0755**	⌵	⌵	⌵	**0808**	⌵	⌵	**0818**
Beaconsfield	d	**0748**	**0754**	**0801**	⌵	⌵	⌵	**0815**	⌵	⌵	⌵
Seer Green & Jordans	d	**0751**	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	**0825**
Gerrards Cross	d	**0756**	**0800**	⌵	⌵	⌵	**0813**	⌵	⌵	⌵	**0829**
Denham Golf Club	d	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	**0832**
Denham	d	⌵	⌵	⌵	⌵	⌵	**0818**	⌵	⌵	⟝	**0835**
West Ruislip	d	⌵	**0829f**	⌵	⌵	⌵	⌵	⌵	⌵	**0829f**	⌵
South Ruislip	d	**0804**	⟝	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵
London Paddington	a	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵
Northolt Park	d	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	**0834**	⌵
Sudbury Hill Harrow	d	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	**0836**	⌵
Sudbury & Harrow Rd	d	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	**0839**	⌵
Wembley Stadium	d	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	**0846**
London Marylebone	a	**0821**	⌵	**0824**	⌵	**0825**	**0838**	**0842**	**0848**	**0854**	**0900**

For explanation of notes and symbols see pages 106 & 107

Kidderminster – Birmingham – Stratford-upon-Avon – London
Aylesbury – High Wycombe – London

See page 92 for trains from Aylesbury to London via Amersham

Mondays to Fridays

						LM A					
Kidderminster	d	⌄	⌄	⌄	0610	⌄	0636g	⌄	⌄	⌄	⌄
Blakedown	d	⌄	⌄	⌄	⌄	⌄	0641g	⌄	⌄	⌄	⌄
Hagley	d	⌄	⌄	⌄	⌄	⌄	0644g	⌄	⌄	⌄	⌄
Stourbridge Junction	d	⌄	⌄	⌄	0618	0624	0649g	⌄	⌄	⌄	⌄
Cradley Heath	d	⌄	⌄	⌄	0623	0631	0656g	⌄	⌄	⌄	⌄
Rowley Regis	d	⌄	⌄	⌄	0629	0639	0704g	⌄	⌄	⌄	⌄
Smethwick Gn Bdg	d	⌄	⌄	⌄	0634	0646	0711g	⌄	⌄	⌄	⌄
The Hawthorns	d	⌄	⌄	⌄	0637	0648	0713g	⌄	⌄	⌄	⌄
Jewellery Quarter	d	⌄	⌄	⌄	⌄	0652	0717g	⌄	⌄	⌄	⌄
Birmingham Snow Hill	d	⌄	⌄	⌄	0646	0702	0723g	⌄	⌄	⌄	⌄
Birmingham Moor St	d	⌄	⌄	⌄	0659p	0705	0733	⌄	⌄	⌄	⌄
Small Heath	d	⌄	⌄	⌄	⌄	0709	⌄	⌄	⌄	⌄	⌄
Tyseley	d	⌄	⌄	⌄	⌄	0711	⌄	⌄	⌄	⌄	⌄
Acocks Green	d	⌄	⌄	⌄	⌄	0714	0727h	⌄	⌄	⌄	⌄
Olton	d	⌄	⌄	⌄	⌄	0717	0730h	⌄	⌄	⌄	⌄
Solihull	d	⌄	⌄	⌄	0708	0720	0741	⌄	⌄	⌄	⌄
Widney Manor	d	⌄	⌄	⌄	⌄	0724	⌄	⌄	⌄	⌄	⌄
Dorridge	d	⌄	⌄	⌄	0713	0728	⌄	⌄	⌄	⌄	⌄
Lapworth	d	⌄	⌄	⌄	⌄	0732	⌄	⌄	⌄	⌄	⌄
Stratford-upon-Avon	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Wilmcote	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Bearley	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Claverdon	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Hatton	d	⌄	⌄	⌄	0720	0738	⌄	⌄	⌄	⌄	⌄
Warwick Parkway	d	⌄	⌄	⌄	0725	0742	0752	⌄	⌄	⌄	⌄
Warwick	d	⌄	⌄	⌄	0729	0745	⌄	⌄	⌄	⌄	⌄
Leamington Spa	d	⌄	⌄	⌄	0733	0751	0758	⌄	⌄	⌄	⌄
Banbury	d	⌄	⌄	⌄	0751	⌄	0816	⌄	0800	⌄	⌄
Kings Sutton	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	0805	⌄	⌄
Bicester North	d	⌄	⌄	⌄	0806	⌄	⌄	⌄	0817	⌄	⌄
Haddenham & Thame	d	⌄	⌄	⌄	0818	⌄	⌄	⌄	⌄	⌄	⌄
Aylesbury	d	0750	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Little Kimble	d	0758	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Monks Risborough	d	0802	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌐
Princes Risborough	d	0808	0812	⌄	0825	⌄	⌄	⌄	0842k	⌄	0842k
Saunderton	d	⌄	0817	⌄	⌄	⌄	⌄	⌄	⌙	⌄	0847
High Wycombe	d	⌄	0823	⌄	0835	⌄	⌄	⌄	⌄	0848	0853
Beaconsfield	d	⌄	0829	⌄	0841	⌄	⌄	⌄	⌄	0854	0900
Seer Green & Jordans	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	0903
Gerrards Cross	d	⌄	0835	0840	0846	⌄	⌄	⌄	⌄	0859	0908
Denham Golf Club	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	0902	⌄
Denham	d	⌄	⌄	0844	⌄	⌄	⌄	⌐	⌄	0905	⌄
West Ruislip	d	⌄	⌄	0858j	⌄	⌄	⌄	0858j	⌄	⌄	0914
South Ruislip	d	⌄	0844	⌙	⌄	⌄	⌄	⌄	⌄	0911	⌄
London Paddington	a	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Northolt Park	d	⌄	⌄	⌄	⌄	⌄	⌄	0903	⌄	⌄	⌄
Sudbury Hill Harrow	d	⌄	⌄	⌄	⌄	⌄	⌄	0905	⌄	⌄	⌄
Sudbury & Harrow Rd	d	⌄	⌄	⌄	⌄	⌄	⌄	0908	⌄	⌄	⌄
Wembley Stadium	d	⌄	⌄	⌄	⌄	⌄	⌄	0911	⌄	⌄	0922
London Marylebone	a	⌄	0903	⌄	0906	⌄	0907	0925	⌄	0928	0936

For explanation of notes and symbols see pages 106 & 107

Kidderminster – Birmingham – Stratford-upon-Avon – London
Aylesbury – High Wycombe – London

See page 92 for trains from Aylesbury to London via Amersham

Mondays to Fridays

						B	M ⊏P				
Kidderminster	d	⌄	⌄	⌄	⌄	0659	0730	⌄	⌄	⌄	⌄
Blakedown	d	⌄	⌄	⌄	⌄	⌄	0724m	⌄	⌄	⌄	⌄
Hagley	d	⌄	⌄	⌄	⌄	⌄	0728m	⌄	⌄	⌄	⌄
Stourbridge Junction	d	⌄	⌄	⌄	⌄	0707	0740	⌄	⌄	⌄	⌄
Cradley Heath	d	⌄	⌄	⌄	⌄	0714	0745	⌄	⌄	⌄	⌄
Rowley Regis	d	⌄	⌄	⌄	⌄	0722	0753	⌄	⌄	⌄	⌄
Smethwick Gn Bdg	d	⌄	⌄	⌄	⌄	0729	0759	⌄	⌄	⌄	⌄
The Hawthorns	d	⌄	⌄	⌄	⌄	0732	0802	⌄	⌄	⌄	⌄
Jewellery Quarter	d	⌄	⌄	⌄	⌄	0736	0806	⌄	⌄	⌄	⌄
Birmingham Snow Hill	d	⌄	⌄	⌄	⌄	0744	0812	⌄	⌄	⌄	⌄
Birmingham Moor St	d	⌄	⌄	⌄	⌄	0747	0815	⌄	⌄	⌄	⌄
Small Heath	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Tyseley	d	⌄	⌄	⌄	⌄	⌄	0757h	⌄	⌄	⌄	⌄
Acocks Green	d	⌄	⌄	⌄	⌄	⌄	0800h	⌄	⌄	⌄	⌄
Olton	d	⌄	⌄	⌄	⌄	⌄	0803h	⌄	⌄	⌄	⌄
Solihull	d	⌄	⌄	⌄	⌄	0755	0824	⌄	⌄	⌄	⌄
Widney Manor	d	⌄	⌄	⌄	⌄	⌄	0810n	⌄	⌄	⌄	⌄
Dorridge	d	⌄	⌄	⌄	⌄	0800	0829	⌄	⌄	⌄	⌄
Lapworth	d	⌄	⌄	⌄	⌄	0804	⌄	⌄	⌄	⌄	⌄
Stratford-upon-Avon	d	0735	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Wilmcote	d	0741	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Bearley	d	0745	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Claverdon	d	0751	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Hatton	d	0800	⌄	⌄	⌄	0810	⌄	⌄	⌄	⌄	⌄
Warwick Parkway	d	0806	⌄	⌄	⌄	0816	0839	⌄	⌄	⌄	⌄
Warwick	d	⌄	⌄	⌄	⌄	0819	0843	⌄	⌄	⌄	⌄
Leamington Spa	d	0812	⌄	⌄	⌄	0824	0847	⌄	⌄	⌄	⌄
Banbury	d	0831	⌄	⌄	⌄	0843	0906	⌄	⌄	⌄	⌄
Kings Sutton	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Bicester North	d	0843	⌄	⌄	⌄	0856	0918	⌄	⌄	⌄	0924
Haddenham & Thame	d	0855	⌄	⌄	⌄	0906	⌄	⌄	⌄	⌄	0936
Aylesbury	d	⌄	⌄	⌄	0850	⌄	⌄	⌄	⌄	⌄	⌄
Little Kimble	d	⌄	⌄	⌄	0858	⌄	⌄	⌄	⌄	⌄	⌄
Monks Risborough	d	⌄	⌄	⌄	0902	⌄	⌄	⌄	⌄	⌄	⌄
Princes Risborough	d	⌄	⌄	⌄	0908	0913	⌄	⌄	⌄	⌄	0943
Saunderton	d	⌄	⌄	⌄	⌄	0918	⌄	⌄	⌄	⌄	0948
High Wycombe	d	⌄	⌄	0912	⌄	0925	⌄	⌄	⌄	0941	0955
Beaconsfield	d	⌄	⌄	0918	⌄	0932	⌄	⌄	⌄	0947	⌄
Seer Green & Jordans	d	⌄	⌄	0921	⌄	⌄	⌄	⌄	⌄	0950	⌄
Gerrards Cross	d	⌄	0921	0926	⌄	0938	⌄	⌄	0948	0955	⌄
Denham Golf Club	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	0951	⌄	⌄
Denham	d	⌄	⌄	0931	⌄	⌄	⌄	⌄	0954	⌄	⌄
West Ruislip	d	⌄	⌄	0935	⌄	⌄	⌄	0949	⌄	⌄	⌄
South Ruislip	d	⌄	0929	⌄	⌄	⌄	⌄	⌄	⌄	1003	⌄
London Paddington	a	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Northolt Park	d	⌄	0932	⌄	⌄	⌄	⌄	0954	⌄	⌄	⌄
Sudbury Hill Harrow	d	⌄	⌄	⌄	⌄	⌄	⌄	0957	⌄	⌄	⌄
Sudbury & Harrow Rd	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Wembley Stadium	d	⌄	0937	0943	⌄	⌄	⌄	⌄	1004	⌄	⌄
London Marylebone	a	0940	0950	0955	⌄	0958	0959	1015	1018	1025	1027

For explanation of notes and symbols see pages 106 & 107

Kidderminster – Birmingham – Stratford-upon-Avon – London
Aylesbury – High Wycombe – London

See page 92 for trains from Aylesbury to London via Amersham

Mondays to Fridays

		M	⊏P	M	⊏P					M	⊏P		
Kidderminster	d	0736g	**0809**	⌄	⌄	⌄	⌄	⌄		0823g	⌄	⌄	
Blakedown	d	0741g	**0814**	⌄	⌄	⌄	⌄	⌄		0828g	⌄	⌄	
Hagley	d	0745g	**0819**	⌄	⌄	⌄	⌄	⌄		0832g	⌄	⌄	
Stourbridge Junction	d	0749g	**0823**	⌄	⌄	⌄	⌄	⌄		0836g	⌄	⌄	
Cradley Heath	d	0755g	**0828**	⌄	⌄	⌄	⌄	⌄		0843g	⌄	⌄	
Rowley Regis	d	0800g	**0834**	⌄	⌄	⌄	⌄	⌄		0851g	⌄	⌄	
Smethwick Gn Bdg	d	0806g	**0840**	⌄	⌄	⌄	⌄	⌄		0857g	⌄	⌄	
The Hawthorns	d	0808g	**0842**	⌄	⌄	⌄	⌄	⌄		0859g	⌄	⌄	
Jewellery Quarter	d	0812g	**0847**	⌄	⌄	⌄	⌄	⌄		0903g	⌄	⌄	
Birmingham Snow Hill	d	**0822**	**0852**	⌄	⌄	⌄	⌄	⌄		**0912**	⌄	⌄	
Birmingham Moor St	d	**0825**	**0855**	⌄	⌄	⌄	⌄	⌄		**0915**	⌄	⌄	
Small Heath	d	⌄	0844h	⌄	⌄	⌄	⌄	⌄		⌄	⌄	⌄	
Tyseley	d	⌄	0847h	⌄	⌄	⌄	⌄	⌄		⌄	⌄	⌄	
Acocks Green	d	0825h	0850h	⌄	⌄	⌄	⌄	⌄		0905h	⌄	⌄	
Olton	d	0828h	0853h	⌄	⌄	⌄	⌄	⌄		0908h	⌄	⌄	
Solihull	d	**0837**	**0903**	⌄	⌄	⌄	⌄	⌄		**0923**	⌄	⌄	
Widney Manor	d	0835n	⌄	⌄	⌄	⌄	⌄	⌄		0915n	⌄	⌄	
Dorridge	d	**0850**	⌄	⌄	⌄	⌄	⌄	⌄		**0928**	⌄	⌄	
Lapworth	d	**0854**	⌄	⌄	⌄	⌄	⌄	⌄		**0932**	⌄	⌄	
Stratford-upon-Avon	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄		⌄	⌄	⌄	
Wilmcote	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄		⌄	⌄	⌄	
Bearley	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄		⌄	⌄	⌄	
Claverdon	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄		⌄	⌄	⌄	
Hatton	d	**0900**	⌄	⌄	⌄	⌄	⌄	⌄		⌄	⌄	⌄	
Warwick Parkway	d	⌄	**0915**	⌄	⌄	⌄	⌄	⌄		**0940**	⌄	⌄	
Warwick	d	**0906**	⌄	⌄	⌄	⌄	⌄	⌄		**0944**	⌄	⌄	
Leamington Spa	d	**0910**	⌄	⌄	⌄	⌄	⌄	⌄		**0949**	⌄	⌄	
Banbury	d	**0929**	⌄	⌄	⌄	⌄	⌄	**0945**		**1007**	⌄	⌄	
Kings Sutton	d	⌄	⌄	⌄	⌄	⌄	⌄	**0951**		⌄	⌄	⌄	
Bicester North	d	**0941**	⌄	⌄	⌄	⌄	⌄	**1002**		**1021**	⌄	**1028**	
Haddenham & Thame	d	⌄	⌄	⌄	⌄	⌄	⌄	**1014**		⌄	⌄	**1040**	
Aylesbury	d	⌄	⌄	⌄	**0950**	⌄	⌄	⌄		⌄	⌄	⌄	
Little Kimble	d	⌄	⌄	⌄	**0958**	⌄	⌄	⌄		⌄	⌄	⌄	
Monks Risborough	d	⌄	⌄	⌄	**1002**	⌄	⌄	⌄		⌄	⌄	⌄	
Princes Risborough	d	⌄	⌄	⌄	**1008**	**1010**	⌄	**1021**		⌄	⌄	**1047**	
Saunderton	d	⌄	⌄	⌄	⌄	**1015**	⌄	⌄		⌄	⌄	⌄	
High Wycombe	d	⌄	⌄	**1010**	⌄	**1021**	⌄	**1031**		**1041**	**1046**	**1057**	
Beaconsfield	d	⌄	⌄	**1016**	⌄	**1027**	⌄	⌄		⌄	**1052**	**1103**	
Seer Green & Jordans	d	⌄	⌄	⌄	⌄	**1030**	⌄	⌄		⌄	**1055**	⌄	
Gerrards Cross	d	⌄	⌄	**1021**	⌄	**1035**	**1044**	⌄		⌄	**1059**	**1109**	
Denham Golf Club	d	⌄	⌄	⌄	⌄	⌄	**1047**	⌄		⌄	⌄	⌄	
Denham	d	⌄	⌄	**1026**	⌄	⌄	**1049**	⌄		⌄	⌄	⌄	
West Ruislip	d	⌄	⌄	⌄	⌄	⌄	**1059**	⌄		⌄	**1106**	⌄	
South Ruislip	d	⌄	⌄	**1032**	⌄	⌄	⌄	⌄		⌄	⌄	⌄	
London Paddington	a	⌄	⌄	⌄	⌄	⌄	**1132**	⌄		⌄	⌄	⌄	
Northolt Park	d	⌄	⌄	**1035**	⌄	⌄	⌄	⌄		⌄	**1111**	⌄	
Sudbury Hill Harrow	d	⌄	⌄	**1038**	⌄	⌄	⌄	⌄		⌄	⌄	⌄	
Sudbury & Harrow Rd	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄		⌄	⌄	⌄	
Wembley Stadium	d	⌄	⌄	**1042**	⌄	⌄	⌄	⌄		⌄	**1116**	⌄	
London Marylebone	a	**1028**	**1029**	**1058**	⌄	**1059**	⌄	**1100**		**1114**	**1130**	**1131**	

For explanation of notes and symbols see pages 106 & 107

Kidderminster – Birmingham – Stratford-upon-Avon – London Aylesbury – High Wycombe – London

See page 92 for trains from Aylesbury to London via Amersham

Mondays to Fridays

		M 🅱				M 🅱			MS 🅱	
Kidderminster	d	0906g	⌄	⌄	⌄	0926g	⌄	⌄	1006g	⌄
Blakedown	d	0911g	⌄	⌄	⌄	0931g	⌄	⌄	1011g	⌄
Hagley	d	0915g	⌄	⌄	⌄	0935g	⌄	⌄	1015g	⌄
Stourbridge Junction	d	0919g	⌄	⌄	⌄	0939g	⌄	⌄	1019g	⌄
Cradley Heath	d	0924g	⌄	⌄	⌄	0944g	⌄	⌄	1024g	⌄
Rowley Regis	d	0930g	⌄	⌄	⌄	0950g	⌄	⌄	1030g	⌄
Smethwick Gn Bdg	d	0936g	⌄	⌄	⌄	0956g	⌄	⌄	1036g	⌄
The Hawthorns	d	0938g	⌄	⌄	⌄	0958g	⌄	⌄	1038g	⌄
Jewellery Quarter	d	0942g	⌄	⌄	⌄	1002g	⌄	⌄	1042g	⌄
Birmingham Snow Hill	d	0947g	⌄	⌄	⌄	**1012**	⌄	⌄	1047g	⌄
Birmingham Moor St	d	**0955**	⌄	⌄	⌄	**1015**	⌄	⌄	**1055**	⌄
Small Heath	d	0944h	⌄	⌄	⌄	⌄	⌄	⌄	1044h	⌄
Tyseley	d	0946h	⌄	⌄	⌄	⌄	⌄	⌄	1046h	⌄
Acocks Green	d	0949h	⌄	⌄	⌄	1005h	⌄	⌄	1049h	⌄
Olton	d	0952h	⌄	⌄	⌄	1008h	⌄	⌄	1052h	⌄
Solihull	d	**1003**	⌄	⌄	⌄	**1023**	⌄	⌄	**1103**	⌄
Widney Manor	d	⌄	⌄	⌄	⌄	1015n	⌄	⌄	⌄	⌄
Dorridge	d	⌄	⌄	⌄	⌄	**1028**	⌄	⌄	⌄	⌄
Lapworth	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Stratford-upon-Avon	d	⌄	⌄	⌄	**0955**	⌄	⌄	⌄	⌄	⌄
Wilmcote	d	⌄	⌄	⌄	**1000**	⌄	⌄	⌄	⌄	⌄
Bearley	d	⌄	⌄	⌄	**1004**	⌄	⌄	⌄	⌄	⌄
Claverdon	d	⌄	⌄	⌄	**1009**	⌄	⌄	⌄	⌄	⌄
Hatton	d	⌄	⌄	⌄	**1016**	⌄	⌄	⌄	⌄	⌄
Warwick Parkway	d	**1014**	⌄	⌄	⌄	**1039**	⌄	⌄	**1114**	⌄
Warwick	d	⌄	⌄	⌄	**1023**	**1042**	⌄	⌄	⌄	⌄
Leamington Spa	d	**1021**	⌄	⌄	**1027**	**1046**	⌄	⌄	**1121**	⌄
Banbury	d	**1038**	⌄	⌄	**1048**	**1104**	⌄	⌄	**1138**	⌄
Kings Sutton	d	0950av	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Bicester North	d	⌄	⌄	**1054**	⌄	**1102**	**1116**	⌄	**1126**	⌄
Haddenham & Thame	d	⌄	⌄	**1106**	⌄	**1114**	⌄	⌄	**1138**	⌄
Aylesbury	d	⌄	⌄	⌄	**1059**	⌄	⌄	⌄	⌄	⌄
Little Kimble	d	⌄	⌄	⌄	**1107**	⌄	⌄	⌄	⌄	⌄
Monks Risborough	d	⌄	⌄	⌄	**1111**	⌄	⌄	⌄	⌄	⌄
Princes Risborough	d	⌄	⌄	**1113**	**1117**	**1121**	⌄	⌄	**1145**	⌄
Saunderton	d	⌄	⌄	**1118**	⌄	⌄	⌄	⌄	⌄	⌄
High Wycombe	d	⌄	**1110**	**1124**	⌄	**1131**	**1136**	**1140**	**1155**	⌄
Beaconsfield	d	⌄	**1116**	**1130**	⌄	⌄	⌄	**1146**	**1201**	⌄
Seer Green & Jordans	d	⌄	**1119**	⌄	⌄	⌄	⌄	**1149**	⌄	⌄
Gerrards Cross	d	⌄	**1123**	**1136**	⌄	⌄	⌄	**1153**	**1206**	⌄
Denham Golf Club	d	⌄	⌄	⌄	⌄	⌄	⌄	**1156**	⌄	⌄
Denham	d	⌄	**1128**	⌄	⌄	⌄	⌄	**1159**	⌄	⌄
West Ruislip	d	⌄	⌄	⌄	⌄	⌄	⌄	**1203**	⌄	⌄
South Ruislip	d	⌄	**1134**	⌄	⌄	⌄	⌄	⌄	⌄	⌄
London Paddington	a	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Northolt Park	d	⌄	**1137**	⌄	⌄	⌄	⌄	**1208**	⌄	⌄
Sudbury Hill Harrow	d	⌄	⌄	⌄	⌄	⌄	⌄	**1211**	⌄	⌄
Sudbury & Harrow Rd	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Wembley Stadium	d	⌄	**1142**	⌄	⌄	⌄	⌄	**1215**	⌄	⌄
London Marylebone	a	**1132**	**1158**	**1159**	⌄	**1200**	**1209**	**1230**	**1231**	**1232**

For explanation of notes and symbols see pages 106 & 107

Kidderminster – Birmingham – Stratford-upon-Avon – London
Aylesbury – High Wycombe – London

See page 92 for trains from Aylesbury to London via Amersham

Mondays to Fridays

					🅜 🅟				🅜 🅟		
Kidderminster	d	⌄	⌄	⌄	1026g	⌄	⌄	1036g	1106g	⌄	⌄
Blakedown	d	⌄	⌄	⌄	⌄	⌄	⌄	1041g	1111g	⌄	⌄
Hagley	d	⌄	⌄	⌄	⌄	⌄	⌄	1045g	1114g	⌄	⌄
Stourbridge Junction	d	⌄	⌄	⌄	1039g	⌄	⌄	1049g	1119g	⌄	⌄
Cradley Heath	d	⌄	⌄	⌄	1044g	⌄	⌄	1054g	1124g	⌄	⌄
Rowley Regis	d	⌄	⌄	⌄	1050g	⌄	⌄	1100g	1130g	⌄	⌄
Smethwick Gn Bdg	d	⌄	⌄	⌄	1056g	⌄	⌄	1106g	1136g	⌄	⌄
The Hawthorns	d	⌄	⌄	⌄	1058g	⌄	⌄	1108g	1138g	⌄	⌄
Jewellery Quarter	d	⌄	⌄	⌄	1102g	⌄	⌄	1112g	1142g	⌄	⌄
Birmingham Snow Hill	d	⌄	⌄	⌄	**1112**	⌄	⌄	1117g	1147g	⌄	⌄
Birmingham Moor St	d	⌄	⌄	⌄	**1115**	⌄	⌄	**1133**	**1155**	⌄	⌄
Small Heath	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	1144h	⌄	⌄
Tyseley	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	1146h	⌄	⌄
Acocks Green	d	⌄	⌄	⌄	1105h	⌄	⌄	1125h	1149h	⌄	⌄
Olton	d	⌄	⌄	⌄	1108h	⌄	⌄	1128h	1152h	⌄	⌄
Solihull	d	⌄	⌄	⌄	**1123**	⌄	⌄	**1142**	**1203**	⌄	⌄
Widney Manor	d	⌄	⌄	⌄	1115n	⌄	⌄	1135n	⌄	⌄	⌄
Dorridge	d	⌄	⌄	⌄	**1128**	⌄	⌄	**1150**	⌄	⌄	⌄
Lapworth	d	⌄	⌄	⌄	⌄	⌄	⌄	**1154**	⌄	⌄	⌄
Stratford-upon-Avon	d	⌄	⌄	⌄	⌄	⌄	**1120**	⌄	⌄	⌄	⌄
Wilmcote	d	⌄	⌄	⌄	⌄	⌄	**1125**	⌄	⌄	⌄	⌄
Bearley	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Claverdon	d	⌄	⌄	⌄	⌄	⌄	**1132**	⌄	⌄	⌄	⌄
Hatton	d	⌄	⌄	⌄	⌄	⌄	**1139**	**1200**	⌄	⌄	⌄
Warwick Parkway	d	⌄	⌄	⌄	**1139**	⌄	⌄	**1205**	**1214**	⌄	⌄
Warwick	d	⌄	⌄	⌄	**1142**	⌄	**1146**	**1208**	⌄	⌄	⌄
Leamington Spa	d	⌄	⌄	⌄	**1146**	⌄	**1150**	**1215**	**1220**	⌄	⌄
Banbury	d	⌄	⌄	**1145**	**1204**	⌄	**1210**	⌄	**1238**	⌄	⌄
Kings Sutton	d	⌄	⌄	**1151**	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Bicester North	d	⌄	⌄	**1202**	**1216**	⌄	**1226**	⌄	⌄	⌄	⌄
Haddenham & Thame	d	⌄	⌄	**1214**	⌄	⌄	**1238**	⌄	⌄	⌄	⌄
Aylesbury	d	**1154**	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	**1250**
Little Kimble	d	**1202**	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	**1258**
Monks Risborough	d	**1206**	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	**1302**
Princes Risborough	d	**1210**	**1212**	**1221**	⌄	⌄	**1245**	⌄	⌄	⌄	**1308**
Saunderton	d	⌄	**1217**	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
High Wycombe	d	⌄	**1223**	**1231**	**1236**	**1240**	**1255**	⌄	⌄	**1310**	⌄
Beaconsfield	d	⌄	**1229**	⌄	⌄	**1246**	**1301**	⌄	⌄	**1316**	⌄
Seer Green & Jordans	d	⌄	⌄	⌄	⌄	**1249**	⌄	⌄	⌄	**1319**	⌄
Gerrards Cross	d	⌄	**1235**	⌄	⌄	**1253**	**1306**	⌄	⌄	**1323**	⌄
Denham Golf Club	d	⌄	⌄	⌄	⌄	**1256**	⌄	⌄	⌄	⌄	⌄
Denham	d	⌄	⌄	⌄	⌄	**1259**	⌄	⌄	⌄	**1328**	⌄
West Ruislip	d	⌄	⌄	⌄	⌄	**1303**	⌄	⌄	⌄	⌄	⌄
South Ruislip	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	**1334**	⌄
London Paddington	a	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Northolt Park	d	⌄	⌄	⌄	⌄	**1308**	⌄	⌄	⌄	**1337**	⌄
Sudbury Hill Harrow	d	⌄	⌄	⌄	⌄	**1311**	⌄	⌄	⌄	⌄	⌄
Sudbury & Harrow Rd	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Wembley Stadium	d	⌄	⌄	⌄	⌄	**1315**	⌄	⌄	⌄	**1342**	⌄
London Marylebone	a	⌄	**1259**	**1300**	**1307**	**1330**	**1331**	⌄	**1332**	**1358**	⌄

For explanation of notes and symbols see pages 106 & 107

Kidderminster – Birmingham – Stratford-upon-Avon – London
Aylesbury – High Wycombe – London

See page 92 for trains from Aylesbury to London via Amersham

Mondays to Fridays

				M			M				
Kidderminster	d	⌄	⌄	1126g	⌄	⌄	1206g	⌄	⌄	⌄	⌄
Blakedown	d	⌄	⌄	⌄	⌄	⌄	1211g	⌄	⌄	⌄	⌄
Hagley	d	⌄	⌄	⌄	⌄	⌄	1214g	⌄	⌄	⌄	⌄
Stourbridge Junction	d	⌄	⌄	1139g	⌄	⌄	1219g	⌄	⌄	⌄	⌄
Cradley Heath	d	⌄	⌄	1144g	⌄	⌄	1224g	⌄	⌄	⌄	⌄
Rowley Regis	d	⌄	⌄	1150g	⌄	⌄	1230g	⌄	⌄	⌄	⌄
Smethwick Gn Bdg	d	⌄	⌄	1156g	⌄	⌄	1236g	⌄	⌄	⌄	⌄
The Hawthorns	d	⌄	⌄	1158g	⌄	⌄	1238g	⌄	⌄	⌄	⌄
Jewellery Quarter	d	⌄	⌄	1202g	⌄	⌄	1242g	⌄	⌄	⌄	⌄
Birmingham Snow Hill	d	⌄	⌄	**1212**	⌄	⌄	1247g	⌄	⌄	⌄	⌄
Birmingham Moor St	d	⌄	⌄	**1215**	⌄	⌄	**1255**	⌄	⌄	⌄	⌄
Small Heath	d	⌄	⌄	⌄	⌄	⌄	1244h	⌄	⌄	⌄	⌄
Tyseley	d	⌄	⌄	⌄	⌄	⌄	1246h	⌄	⌄	⌄	⌄
Acocks Green	d	⌄	⌄	1205h	⌄	⌄	1249h	⌄	⌄	⌄	⌄
Olton	d	⌄	⌄	1208h	⌄	⌄	1252h	⌄	⌄	⌄	⌄
Solihull	d	⌄	⌄	**1223**	⌄	⌄	**1303**	⌄	⌄	⌄	⌄
Widney Manor	d	⌄	⌄	1215n	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Dorridge	d	⌄	⌄	**1228**	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Lapworth	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Stratford-upon-Avon	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Wilmcote	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Bearley	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Claverdon	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Hatton	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Warwick Parkway	d	⌄	⌄	**1239**	⌄	⌄	**1314**	⌄	⌄	⌄	⌄
Warwick	d	⌄	⌄	**1242**	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Leamington Spa	d	⌄	⌄	**1246**	⌄	⌄	**1320**	⌄	⌄	⌄	⌄
Banbury	d	⌄	**1247**	**1304**	⌄	⌄	**1338**	⌄	⌄	⌄	**1345**
Kings Sutton	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	**1351**
Bicester North	d	⌄	**1302**	**1316**	⌄	**1326**	⌄	⌄	⌄	⌄	**1402**
Haddenham & Thame	d	⌄	**1314**	⌄	⌄	**1338**	⌄	⌄	⌄	⌄	**1414**
Aylesbury	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	**1350**	⌄	⌄
Little Kimble	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	**1358**	⌄	⌄
Monks Risborough	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	**1402**	⌄	⌄
Princes Risborough	d	**1312**	**1321**	⌄	⌄	**1345**	⌄	⌄	**1408**	**1412**	**1421**
Saunderton	d	**1317**	⌄	⌄	⌄	⌄	⌄	⌄	⌄	**1417**	⌄
High Wycombe	d	**1323**	**1331**	**1336**	**1340**	**1355**	⌄	**1410**	⌄	**1423**	**1431**
Beaconsfield	d	**1329**	⌄	⌄	**1346**	**1401**	⌄	**1416**	⌄	**1429**	⌄
Seer Green & Jordans	d	⌄	⌄	⌄	**1349**	⌄	⌄	**1419**	⌄	⌄	⌄
Gerrards Cross	d	**1335**	⌄	⌄	**1353**	**1406**	⌄	**1423**	⌄	**1435**	⌄
Denham Golf Club	d	⌄	⌄	⌄	**1356**	⌄	⌄	⌄	⌄	⌄	⌄
Denham	d	⌄	⌄	⌄	**1359**	⌄	⌄	**1428**	⌄	⌄	⌄
West Ruislip	d	⌄	⌄	⌄	**1403**	⌄	⌄	⌄	⌄	⌄	⌄
South Ruislip	d	⌄	⌄	⌄	⌄	⌄	⌄	**1434**	⌄	⌄	⌄
London Paddington	a	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Northolt Park	d	⌄	⌄	⌄	**1408**	⌄	⌄	**1437**	⌄	⌄	⌄
Sudbury Hill Harrow	d	⌄	⌄	⌄	**1411**	⌄	⌄	⌄	⌄	⌄	⌄
Sudbury & Harrow Rd	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Wembley Stadium	d	⌄	⌄	⌄	**1415**	⌄	⌄	**1442**	⌄	⌄	⌄
London Marylebone	a	**1359**	**1400**	**1409**	**1430**	**1431**	**1432**	**1458**	⌄	**1459**	**1500**

For explanation of notes and symbols see pages 106 & 107

Kidderminster – Birmingham – Stratford-upon-Avon – London
Aylesbury – High Wycombe – London

See page 92 for trains from Aylesbury to London via Amersham

Mondays to Fridays

			M				M				
Kidderminster	d	⌄	1226g	1236g	⌄	⌄	1306g	⌄	⌄	⌄	⌄
Blakedown	d	⌄	⌄	1241g	⌄	⌄	1311g	⌄	⌄	⌄	⌄
Hagley	d	⌄	⌄	1244g	⌄	⌄	1314g	⌄	⌄	⌄	⌄
Stourbridge Junction	d	⌄	1239g	1249g	⌄	⌄	1319g	⌄	⌄	⌄	⌄
Cradley Heath	d	⌄	1244g	1254g	⌄	⌄	1324g	⌄	⌄	⌄	⌄
Rowley Regis	d	⌄	1250g	1300g	⌄	⌄	1330g	⌄	⌄	⌄	⌄
Smethwick Gn Bdg	d	⌄	1256g	1306g	⌄	⌄	1336g	⌄	⌄	⌄	⌄
The Hawthorns	d	⌄	1258g	1308g	⌄	⌄	1338g	⌄	⌄	⌄	⌄
Jewellery Quarter	d	⌄	1302g	1312g	⌄	⌄	1342g	⌄	⌄	⌄	⌄
Birmingham Snow Hill	d	⌄	**1312**	1317g	⌄	⌄	1347g	⌄	⌄	⌄	⌄
Birmingham Moor St	d	⌄	**1315**	**1333**	⌄	⌄	**1355**	⌄	⌄	⌄	⌄
Small Heath	d	⌄	⌄	⌄	⌄	⌄	1344h	⌄	⌄	⌄	⌄
Tyseley	d	⌄	⌄	⌄	⌄	⌄	1346h	⌄	⌄	⌄	⌄
Acocks Green	d	⌄	1305h	1325h	⌄	⌄	1349h	⌄	⌄	⌄	⌄
Olton	d	⌄	1308h	1328h	⌄	⌄	1352h	⌄	⌄	⌄	⌄
Solihull	d	⌄	**1323**	**1342**	⌄	⌄	**1403**	⌄	⌄	⌄	⌄
Widney Manor	d	⌄	1315n	1335n	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Dorridge	d	⌄	**1328**	**1350**	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Lapworth	d	⌄	⌄	**1354**	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Stratford-upon-Avon	d	**1306**	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Wilmcote	d	**1311**	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Bearley	d	**1315**	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Claverdon	d	**1320**	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Hatton	d	**1328**	⌄	**1400**	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Warwick Parkway	d	⌄	**1339**	**1405**	⌄	⌄	**1414**	⌄	⌄	⌄	⌄
Warwick	d	**1336**	**1342**	**1408**	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Leamington Spa	d	**1341**	**1346**	**1416**	⌄	⌄	**1421**	⌄	⌄	⌄	⌄
Banbury	d	⌄	**1404**	⌄	⌄	⌄	**1438**	⌄	⌄	⌄	**1447**
Kings Sutton	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Bicester North	d	⌄	**1416**	⌄	⌄	**1426**	⌄	⌄	⌄	⌄	**1502**
Haddenham & Thame	d	⌄	⌄	⌄	⌄	**1438**	⌄	⌄	⌄	⌄	**1514**
Aylesbury	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	**1450**	⌄	⌄
Little Kimble	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	**1458**	⌄	⌄
Monks Risborough	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	**1502**	⌄	⌄
Princes Risborough	d	⌄	⌄	⌄	⌄	**1445**	⌄	⌄	**1508**	**1512**	**1521**
Saunderton	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	**1517**	⌄
High Wycombe	d	⌄	**1436**	⌄	**1440**	**1455**	⌄	**1510**	⌄	**1523**	**1531**
Beaconsfield	d	⌄	⌄	⌄	**1446**	**1501**	⌄	**1516**	⌄	**1529**	⌄
Seer Green & Jordans	d	⌄	⌄	⌄	**1449**	⌄	⌄	**1519**	⌄	⌄	⌄
Gerrards Cross	d	⌄	⌄	⌄	**1453**	**1506**	⌄	**1523**	⌄	**1535**	⌄
Denham Golf Club	d	⌄	⌄	⌄	**1456**	⌄	⌄	⌄	⌄	⌄	⌄
Denham	d	⌄	⌄	⌄	**1459**	⌄	⌄	**1528**	⌄	⌄	⌄
West Ruislip	d	⌄	⌄	⌄	**1503**	⌄	⌄	⌄	⌄	⌄	⌄
South Ruislip	d	⌄	⌄	⌄	⌄	⌄	⌄	**1534**	⌄	⌄	⌄
London Paddington	a	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Northolt Park	d	⌄	⌄	⌄	**1508**	⌄	⌄	**1537**	⌄	⌄	⌄
Sudbury Hill Harrow	d	⌄	⌄	⌄	**1511**	⌄	⌄	⌄	⌄	⌄	⌄
Sudbury & Harrow Rd	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Wembley Stadium	d	⌄	⌄	⌄	**1515**	⌄	⌄	**1542**	⌄	⌄	⌄
London Marylebone	a	⌄	**1507**	⌄	**1530**	**1531**	**1532**	**1558**	⌄	**1559**	**1600**

For explanation of notes and symbols see pages 106 & 107

Kidderminster – Birmingham – Stratford-upon-Avon – London
Aylesbury – High Wycombe – London

See page 92 for trains from Aylesbury to London via Amersham

Mondays to Fridays

		M			M					M	
Kidderminster	d	⌄	⌄	⌄	1406g	⌄	⌄	⌄	⌄	1426g	⌄
Blakedown	d	⌄	⌄	⌄	1411g	⌄	⌄	⌄	⌄	⌄	⌄
Hagley	d	⌄	⌄	⌄	1414g	⌄	⌄	⌄	⌄	⌄	⌄
Stourbridge Junction	d	1339g	⌄	⌄	1419g	⌄	⌄	⌄	⌄	1439g	⌄
Cradley Heath	d	1344g	⌄	⌄	1424g	⌄	⌄	⌄	⌄	1444g	⌄
Rowley Regis	d	1350g	⌄	⌄	1430g	⌄	⌄	⌄	⌄	1450g	⌄
Smethwick Gn Bdg	d	1356g	⌄	⌄	1436g	⌄	⌄	⌄	⌄	1456g	⌄
The Hawthorns	d	1358g	⌄	⌄	1438g	⌄	⌄	⌄	⌄	1458g	⌄
Jewellery Quarter	d	1402g	⌄	⌄	1442g	⌄	⌄	⌄	⌄	1502g	⌄
Birmingham Snow Hill	d	**1412**	⌄	⌄	1447g	⌄	⌄	⌄	⌄	**1512**	⌄
Birmingham Moor St	d	**1415**	⌄	⌄	**1455**	⌄	⌄	⌄	⌄	**1515**	⌄
Small Heath	d	⌄	⌄	⌄	1444h	⌄	⌄	⌄	⌄	⌄	⌄
Tyseley	d	⌄	⌄	⌄	1446h	⌄	⌄	⌄	⌄	⌄	⌄
Acocks Green	d	1405h	⌄	⌄	1449h	⌄	⌄	⌄	⌄	1505h	⌄
Olton	d	1408h	⌄	⌄	1452h	⌄	⌄	⌄	⌄	1508h	⌄
Solihull	d	**1423**	⌄	⌄	**1503**	⌄	⌄	⌄	⌄	**1523**	⌄
Widney Manor	d	1415n	⌄	⌄	⌄	⌄	⌄	⌄	⌄	1515n	⌄
Dorridge	d	**1428**	⌄	⌄	⌄	⌄	⌄	⌄	⌄	**1528**	⌄
Lapworth	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Stratford-upon-Avon	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	**1537**
Wilmcote	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	**1542**
Bearley	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	**1546**
Claverdon	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	**1551**
Hatton	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	**1557**
Warwick Parkway	d	**1439**	⌄	⌄	**1514**	⌄	⌄	⌄	⌄	**1539**	⌄
Warwick	d	**1442**	⌄	⌄	⌄	⌄	⌄	⌄	⌄	**1542**	**1604**
Leamington Spa	d	**1446**	⌄	⌄	**1520**	⌄	⌄	⌄	⌄	**1546**	**1612**
Banbury	d	**1504**	⌄	⌄	**1538**	⌄	⌄	⌄	**1545**	**1604**	⌄
Kings Sutton	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	**1551**	⌄	⌄
Bicester North	d	**1516**	⌄	**1526**	⌄	⌄	⌄	⌄	**1602**	**1616**	⌄
Haddenham & Thame	d	⌄	⌄	**1538**	⌄	⌄	⌄	⌄	**1614**	⌄	⌄
Aylesbury	d	⌄	⌄	⌄	⌄	⌄	**1550**	⌄	⌄	⌄	⌄
Little Kimble	d	⌄	⌄	⌄	⌄	⌄	**1558**	⌄	⌄	⌄	⌄
Monks Risborough	d	⌄	⌄	⌄	⌄	⌄	**1602**	⌄	⌄	⌄	⌄
Princes Risborough	d	⌄	⌄	**1545**	⌄	⌄	**1608**	**1610**	**1621**	⌄	⌄
Saunderton	d	⌄	⌄	⌄	⌄	⌄	⌄	**1615**	⌄	⌄	⌄
High Wycombe	d	**1536**	**1540**	**1555**	⌄	**1610**	⌄	**1621**	**1631**	**1636**	⌄
Beaconsfield	d	⌄	**1546**	**1601**	⌄	**1616**	⌄	**1627**	⌄	⌄	⌄
Seer Green & Jordans	d	⌄	**1549**	⌄	⌄	⌄	⌄	**1630**	⌄	⌄	⌄
Gerrards Cross	d	⌄	**1553**	**1606**	⌄	**1621**	⌄	**1635**	⌄	⌄	⌄
Denham Golf Club	d	⌄	**1556**	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Denham	d	⌄	**1559**	⌄	⌄	**1626**	⌄	⌄	⌄	⌄	⌄
West Ruislip	d	⌄	**1603**	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
South Ruislip	d	⌄	⌄	⌄	⌄	**1632**	⌄	⌄	⌄	⌄	⌄
London Paddington	a	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Northolt Park	d	⌄	**1608**	⌄	⌄	**1635**	⌄	⌄	⌄	⌄	⌄
Sudbury Hill Harrow	d	⌄	**1611**	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Sudbury & Harrow Rd	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Wembley Stadium	d	⌄	**1615**	⌄	⌄	**1640**	⌄	⌄	⌄	⌄	⌄
London Marylebone	a	**1611**	**1630**	**1631**	**1632**	**1657**	⌄	**1659**	**1700**	**1711**	⌄

For explanation of notes and symbols see pages 106 & 107

Kidderminster – Birmingham – Stratford-upon-Avon – London
Aylesbury – High Wycombe – London

See page 92 for trains from Aylesbury to London via Amersham

Mondays to Fridays

						MS	LP				
Kidderminster	d	1436g	⌄	⌄	⌄	1506g	⌄	⌄	⌄	⌄	⌄
Blakedown	d	1441g	⌄	⌄	⌄	1511g	⌄	⌄	⌄	⌄	⌄
Hagley	d	1444g	⌄	⌄	⌄	1514g	⌄	⌄	⌄	⌄	⌄
Stourbridge Junction	d	1455g	⌄	⌄	⌄	1519g	⌄	⌄	⌄	⌄	⌄
Cradley Heath	d	1502g	⌄	⌄	⌄	1524g	⌄	⌄	⌄	⌄	⌄
Rowley Regis	d	1510g	⌄	⌄	⌄	1530g	⌄	⌄	⌄	⌄	⌄
Smethwick Gn Bdg	d	1516g	⌄	⌄	⌄	1536g	⌄	⌄	⌄	⌄	⌄
The Hawthorns	d	1518g	⌄	⌄	⌄	1538g	⌄	⌄	⌄	⌄	⌄
Jewellery Quarter	d	1522g	⌄	⌄	⌄	1542g	⌄	⌄	⌄	⌄	⌄
Birmingham Snow Hill	d	1526g	⌄	⌄	⌄	1547g	⌄	⌄	⌄	⌄	⌄
Birmingham Moor St	d	**1533**	⌄	⌄	⌄	**1555**	⌄	⌄	⌄	⌄	⌄
Small Heath	d	⌄	⌄	⌄	⌄	1544h	⌄	⌄	⌄	⌄	⌄
Tyseley	d	⌄	⌄	⌄	⌄	1546h	⌄	⌄	⌄	⌄	⌄
Acocks Green	d	1525h	⌄	⌄	⌄	1549h	⌄	⌄	⌄	⌄	⌄
Olton	d	1528h	⌄	⌄	⌄	1552h	⌄	⌄	⌄	⌄	⌄
Solihull	d	**1542**	⌄	⌄	⌄	**1603**	⌄	⌄	⌄	⌄	⌄
Widney Manor	d	1535n	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Dorridge	d	**1550**	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Lapworth	d	**1554**	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Stratford-upon-Avon	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Wilmcote	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Bearley	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Claverdon	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Hatton	d	**1600**	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Warwick Parkway	d	**1605**	⌄	⌄	⌄	**1615**	⌄	⌄	⌄	⌄	⌄
Warwick	d	**1608**	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Leamington Spa	d	**1617**	⌄	⌄	⌄	**1622**	⌄	⌄	⌄	⌄	⌄
Banbury	d	⌄	⌄	⌄	⌄	**1640**	⌄	⌄	⌄	⌄	⌄
Kings Sutton	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Bicester North	d	⌄	⌄	**1624**	⌄	**1652**	⌄	⌄	⌄	**1657**	**1703**
Haddenham & Thame	d	⌄	⌄	**1636**	⌄	⌄	⌄	⌄	⌄	**1709**	**1715**
Aylesbury	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	**1653**	⌄	⌄
Little Kimble	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	**1701**	⌄	⌄
Monks Risborough	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	**1705**	⌄	⌄
Princes Risborough	d	⌄	⌄	**1643**	⌄	⌄	⌄	⌄	**1711**	**1716**	**1722**
Saunderton	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	**1727**
High Wycombe	d	⌄	**1640**	**1653**	**1701**	**1712**	⌄	**1719**	⌄	**1726**	**1733**
Beaconsfield	d	⌄	**1646**	**1659**	**1707**	⌄	⌄	⌄	⌄	**1732**	⌄
Seer Green & Jordans	d	⌄	**1649**	⌄	**1710**	⌄	⌄	⌄	⌄	⌄	⌄
Gerrards Cross	d	⌄	**1653**	**1704**	**1714**	⌄	⌄	**1729**	⌄	**1738**	⌄
Denham Golf Club	d	⌄	**1656**	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Denham	d	⌄	**1659**	⌄	**1719**	⌄	⟵	**1734**	⌄	⌄	⌄
West Ruislip	d	⌄	**1703**	⌄	**1728q**	⌄	**1728q**	⌄	⌄	⌄	⌄
South Ruislip	d	⌄	⌄	**1712**	⟵	⌄	⌄	**1740**	⌄	⌄	⌄
London Paddington	a	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Northolt Park	d	⌄	**1708**	⌄	⌄	⌄	⌄	**1743**	⌄	⌄	⌄
Sudbury Hill Harrow	d	⌄	**1711**	⌄	⌄	⌄	**1735**	⌄	⌄	⌄	⌄
Sudbury & Harrow Rd	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Wembley Stadium	d	⌄	**1715**	⌄	⌄	⌄	**1739**	⌄	⌄	**1751**	⌄
London Marylebone	a	⌄	**1730**	**1733**	⌄	**1746**	**1755**	**1804**	⌄	**1812**	**1815**

For explanation of notes and symbols see pages 106 & 107

Kidderminster – Birmingham – Stratford-upon-Avon – London Aylesbury – High Wycombe – London

See page 92 for trains from Aylesbury to London via Amersham

Mondays to Fridays

		M							M		
Kidderminster	d	1526g	1536g	⌄	⌄	⌄	⌄	⌄	1606g	⌄	⌄
Blakedown	d	1531g	1541g	⌄	⌄	⌄	⌄	⌄	1611g	⌄	⌄
Hagley	d	1534g	1544g	⌄	⌄	⌄	⌄	⌄	1614g	⌄	⌄
Stourbridge Junction	d	1539g	1555g	⌄	⌄	⌄	⌄	⌄	1619g	⌄	⌄
Cradley Heath	d	1544g	1602g	⌄	⌄	⌄	⌄	⌄	1624g	⌄	⌄
Rowley Regis	d	1550g	1610g	⌄	⌄	⌄	⌄	⌄	1630g	⌄	⌄
Smethwick Gn Bdg	d	1556g	1616g	⌄	⌄	⌄	⌄	⌄	1636g	⌄	⌄
The Hawthorns	d	1558g	1618g	⌄	⌄	⌄	⌄	⌄	1638g	⌄	⌄
Jewellery Quarter	d	1602g	1622g	⌄	⌄	⌄	⌄	⌄	1642g	⌄	⌄
Birmingham Snow Hill	d	**1612**	1627g	⌄	⌄	⌄	⌄	⌄	**1652**	⌄	⌄
Birmingham Moor St	d	**1615**	**1633**	⌄	⌄	⌄	⌄	⌄	**1655**	⌄	⌄
Small Heath	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	1644h	⌄	⌄
Tyseley	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	1646h	⌄	⌄
Acocks Green	d	1605h	1625h	⌄	⌄	⌄	⌄	⌄	1649h	⌄	⌄
Olton	d	1608h	1628h	⌄	⌄	⌄	⌄	⌄	1652h	⌄	⌄
Solihull	d	**1623**	**1642**	⌄	⌄	⌄	⌄	⌄	**1703**	⌄	⌄
Widney Manor	d	1615n	1635n	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Dorridge	d	**1628**	**1650**	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Lapworth	d	⌄	**1654**	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Stratford-upon-Avon	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Wilmcote	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Bearley	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Claverdon	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Hatton	d	⌄	**1700**	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Warwick Parkway	d	**1639**	**1705**	⌄	⌄	⌄	⌄	⌄	**1714**	⌄	⌄
Warwick	d	**1642**	**1708**	⌄	⌄	⌄	⌄	⌄	**1718**	⌄	⌄
Leamington Spa	d	**1646**	**1718**	⌄	⌄	⌄	⌄	⌄	**1723**	⌄	⌄
Banbury	d	**1705**	⌄	⌄	⌄	⌄	⌄	⌄	**1741**	⌄	⌄
Kings Sutton	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Bicester North	d	**1718**	⌄	⌄	⌄	⌄	**1724**	⌄	**1753**	⌄	**1758**
Haddenham & Thame	d	⌄	⌄	⌄	⌄	⌄	**1736**	⌄	⌄	⌄	**1810**
Aylesbury	d	⌄	⌄	⌄	⌄	⌄	⌄	**1734**	⌄	⌄	⌄
Little Kimble	d	⌄	⌄	⌄	⌄	⌄	⌄	**1742**	⌄	⌄	⌄
Monks Risborough	d	⌄	⌄	⌄	⌄	⌄	⌄	**1746**	⌄	⌄	⌄
Princes Risborough	d	⌄	⌄	⌄	⌄	⌄	**1743**	**1749**	⌄	⌄	**1817**
Saunderton	d	⌄	⌄	⌄	⌄	⌄	**1748**	⌄	⌄	⌄	⌄
High Wycombe	d	**1739**	⌄	⌄	**1746**	⌄	**1755**	**1800**	⌄	**1815**	**1827**
Beaconsfield	d	⌄	⌄	⌄	**1752**	⌄	⌄	**1806**	⌄	**1821**	**1833**
Seer Green & Jordans	d	⌄	⌄	⌄	**1755**	⌄	⌄	⌄	⌄	**1824**	⌄
Gerrards Cross	d	⌄	⌄	**1751**	**1800**	⌄	**1806**	⌄	⌄	**1829**	**1838**
Denham Golf Club	d	⌄	⌄	**1754**	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Denham	d	⌄	⌄	**1757**	⌄	⌄	⌄	⌄	⌄	**1833**	⌄
West Ruislip	d	⌄	⌄	⌄	⌄	**1808**	⌄	⌄	⌄	**1838**	⌄
South Ruislip	d	⌄	⌄	**1803**	⌄	⌄	⌄	**1818**	⌄	⌄	⌄
London Paddington	a	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Northolt Park	d	⌄	⌄	⌄	⌄	⌄	**1816**	⌄	⌄	⌄	⌄
Sudbury Hill Harrow	d	⌄	⌄	⌄	⌄	**1814**	⌄	⌄	⌄	⌄	⌄
Sudbury & Harrow Rd	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Wembley Stadium	d	⌄	⌄	**1809**	⌄	⌄	⌄	**1825**	⌄	**1846**	⌄
London Marylebone	a	**1819**	⌄	**1827**	**1830**	**1834**	**1838**	**1845**	**1847**	**1903**	**1904**

For explanation of notes and symbols see pages 106 & 107

Kidderminster – Birmingham – Stratford-upon-Avon – London Aylesbury – High Wycombe – London

See page 92 for trains from Aylesbury to London via Amersham

Mondays to Fridays

								LM			
		M								M	
Kidderminster	d	1623g	⌄	⌄	⌄	⌄	⌄	**1653**	⌄	1706g	⌄
Blakedown	d	1628g	⌄	⌄	⌄	⌄	⌄	1643m	⌄	1711g	⌄
Hagley	d	1631g	⌄	⌄	⌄	⌄	⌄	1647m	⌄	1715g	⌄
Stourbridge Junction	d	1635g	⌄	⌄	⌄	⌄	⌄	**1706**	⌄	1719g	⌄
Cradley Heath	d	1641g	⌄	⌄	⌄	⌄	⌄	**1712**	⌄	1724g	⌄
Rowley Regis	d	1647g	⌄	⌄	⌄	⌄	⌄	**1717**	⌄	1730g	⌄
Smethwick Gn Bdg	d	1652g	⌄	⌄	⌄	⌄	⌄	**1723**	⌄	1736g	⌄
The Hawthorns	d	1655g	⌄	⌄	⌄	⌄	⌄	**1725**	⌄	1738g	⌄
Jewellery Quarter	d	1659g	⌄	⌄	⌄	⌄	⌄	**1729**	⌄	1742g	⌄
Birmingham Snow Hill	d	1703g	⌄	⌄	⌄	**1710**	⌄	**1735**	⌄	**1752**	⌄
Birmingham Moor St	d	**1710**	⌄	⌄	⌄	**1713**	⌄	**1738**	⌄	**1755**	⌄
Small Heath	d	⌄	⌄	⌄	⌄	⌄	⌄	**1742**	⌄	⌄	⌄
Tyseley	d	1704h	⌄	⌄	⌄	⌄	⌄	**1745**	⌄	⌄	⌄
Acocks Green	d	1707h	⌄	⌄	⌄	⌄	⌄	**1748**	⌄	⌄	⌄
Olton	d	1710h	⌄	⌄	⌄	⌄	⌄	**1750**	⌄	⌄	⌄
Solihull	d	**1718**	⌄	⌄	⌄	**1723**	⌄	**1754**	⌄	**1804**	⌄
Widney Manor	d	1659n	⌄	⌄	⌄	**1726**	⌄	**1758**	⌄	⌄	⌄
Dorridge	d	**1726**	⌄	⌄	⌄	**1730**	⌄	**1802**	⌄	**1811**	⌄
Lapworth	d	⌄	⌄	⌄	⌄	**1734**	⌄	**1806**	⌄	⌄	⌄
Stratford-upon-Avon	d	⌄	⌄	⌄	⌄	⌄	**1740**	⌄	⌄	⌄	⌄
Wilmcote	d	⌄	⌄	⌄	⌄	⌄	**1746**	⌄	⌄	⌄	⌄
Bearley	d	⌄	⌄	⌄	⌄	⌄	**1750**	⌄	⌄	⌄	⌄
Claverdon	d	⌄	⌄	⌄	⌄	⌄	**1756**	⌄	⌄	⌄	⌄
Hatton	d	⌄	⌄	⌄	⌄	**1739**	**1801**	**1812**	⌄	⌄	⌄
Warwick Parkway	d	**1735**	⌄	⌄	⌄	**1744**	⌄	**1816**	⌄	**1821**	⌄
Warwick	d	**1739**	⌄	⌄	⌄	**1747**	**1808**	**1819**	⌄	⌄	⌄
Leamington Spa	d	**1743**	⌄	⌄	⌄	**1751**	**1812**	**1824**	⌄	**1828**	⌄
Banbury	d	**1800**	⌄	⌄	⌄	**1812**	**1830**	⌄	⌄	**1845**	⌄
Kings Sutton	d	⌄	⌄	⌄	⌄	**1817**	⌄	⌄	⌄	⌄	⌄
Bicester North	d	**1813**	⌄	⌄	⌄	**1830**	**1843**	⌄	⌄	**1857**	⌄
Haddenham & Thame	d	**1824**	⌄	⌄	⌄	**1842**	⌄	⌄	⌄	⌄	⌄
Aylesbury	d	⌄	⌄	**1820**	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Little Kimble	d	⌄	⌄	**1828**	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Monks Risborough	d	⌄	⌄	**1832**	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Princes Risborough	d	⌄	⌄	**1838**	**1843**	**1852**	⌄	⌄	⌄	⌄	⌄
Saunderton	d	⌄	⌄	⌄	⌄	**1857**	⌄	⌄	⌄	⌄	⌄
High Wycombe	d	**1837**	**1842**	⌄	**1853**	**1905**	⌄	⌄	**1911**	**1920**	⌄
Beaconsfield	d	⌄	**1848**	⌄	**1859**	⌄	⌄	⌄	**1917**	⌄	⌄
Seer Green & Jordans	d	⌄	⌄	⌄	**1902**	⌄	⌄	⌄	⌄	⌄	⌄
Gerrards Cross	d	⌄	**1853**	⌄	**1906**	⌄	⌄	⌄	**1922**	⌄	⌄
Denham Golf Club	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	**1925**	⌄	⌄
Denham	d	⌄	**1858**	⌄	⌄	⌄	⌄	⌄	**1928**	⌄	⌐
West Ruislip	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	**1939r**	⌄	**1939r**
South Ruislip	d	⌄	**1904**	⌄	⌄	⌄	⌄	⌄	⌙	⌄	⌄
London Paddington	a	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Northolt Park	d	⌄	**1907**	⌄	⌄	⌄	⌄	⌄	⌄	⌄	**1944**
Sudbury Hill Harrow	d	⌄	**1910**	⌄	⌄	⌄	⌄	⌄	⌄	⌄	**1946**
Sudbury & Harrow Rd	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Wembley Stadium	d	⌄	**1914**	⌄	⌄	⌄	⌄	⌄	⌄	⌄	**1950**
London Marylebone	a	**1909**	**1930**	⌄	**1935**	**1938**	**1939**	⌄	⌄	**1956**	**2006**

For explanation of notes and symbols see pages 106 & 107

Kidderminster – Birmingham – Stratford-upon-Avon – London
Aylesbury – High Wycombe – London

See page 92 for trains from Aylesbury to London via Amersham

Mondays to Fridays

		LM C					M		M	LM		
Kidderminster	d	⌄	⌄	⌄	⌄	1727g	⌄	1738g	**1800**	⌄	⌄
Blakedown	d	⌄	⌄	⌄	⌄	1732g	⌄	1743g	**1805**	⌄	⌄
Hagley	d	⌄	⌄	⌄	⌄	1735g	⌄	1746g	**1809**	⌄	⌄
Stourbridge Junction	d	**1725**	⌄	⌄	⌄	1739g	⌄	1755g	**1813**	⌄	⌄
Cradley Heath	d	**1732**	⌄	⌄	⌄	1745g	⌄	1802g	**1819**	⌄	⌄
Rowley Regis	d	**1740**	⌄	⌄	⌄	1751g	⌄	1810g	**1825**	⌄	⌄
Smethwick Gn Bdg	d	**1746**	⌄	⌄	⌄	1756g	⌄	1816g	**1830**	⌄	⌄
The Hawthorns	d	**1748**	⌄	⌄	⌄	1758g	⌄	1819g	**1833**	⌄	⌄
Jewellery Quarter	d	**1752**	⌄	⌄	⌄	1802g	⌄	1823g	**1837**	⌄	⌄
Birmingham Snow Hill	d	**1757**	⌄	⌄	⌄	**1812**	⌄	**1840**	**1845**	⌄	⌄
Birmingham Moor St	d	**1800**	⌄	⌄	⌄	**1815**	⌄	**1843**	**1848**	⌄	⌄
Small Heath	d	**1804**	⌄	⌄	⌄	⌄	⌄	⌄	**1852**	⌄	⌄
Tyseley	d	**1806**	⌄	⌄	⌄	⌄	⌄	⌄	**1854**	⌄	⌄
Acocks Green	d	**1809**	⌄	⌄	⌄	⌄	⌄	1830h	**1857**	⌄	⌄
Olton	d	**1812**	⌄	⌄	⌄	⌄	⌄	1833h	**1900**	⌄	⌄
Solihull	d	**1816**	⌄	⌄	⌄	**1824**	⌄	**1851**	**1904**	⌄	⌄
Widney Manor	d	**1819**	⌄	⌄	⌄	⌄	⌄	1840n	**1907**	⌄	⌄
Dorridge	d	**1823**	⌄	⌄	⌄	**1829**	⌄	**1856**	**1911**	⌄	⌄
Lapworth	d	**1827**	⌄	⌄	⌄	**1833**	⌄	⌄	**1915**	⌄	⌄
Stratford-upon-Avon	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Wilmcote	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Bearley	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Claverdon	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Hatton	d	**1833**	⌄	⌄	⌄	**1839**	⌄	⌄	**1921**	⌄	⌄
Warwick Parkway	d	**1838**	⌄	⌄	⌄	**1844**	⌄	**1906**	⌄	⌄	⌄
Warwick	d	**1841**	⌄	⌄	⌄	**1847**	⌄	⌄	**1927**	⌄	⌄
Leamington Spa	d	**1847**	⌄	⌄	⌄	**1852**	⌄	**1911**	**1932**	⌄	⌄
Banbury	d	⌄	⌄	⌄	⌄	**1912**	⌄	**1930**	⌄	⌄	⌄
Kings Sutton	d	⌄	⌄	⌄	⌄	**1916**	⌄	⌄	⌄	⌄	⌄
Bicester North	d	⌄	⌄	**1904**	⌄	**1927**	⌄	**1942**	⌄	**1948**	⌄
Haddenham & Thame	d	⌄	⌄	**1916**	⌄	**1939**	⌄	**1952**	⌄	**2000**	⌄
Aylesbury	d	⌄	⌄	⌄	**1920**	⌄	⌄	⌄	⌄	⌄	⌄
Little Kimble	d	⌄	⌄	⌄	**1928**	⌄	⌄	⌄	⌄	⌄	⌄
Monks Risborough	d	⌄	⌄	⌄	**1932**	⌄	⌄	⌄	⌄	⌄	⌄
Princes Risborough	d	⌄	⌄	**1923**	**1935**	**1947**	⌄	**1959**	⌄	⌄	⌄
Saunderton	d	⌄	⌄	**1928**	⌄	⌄	⌄	⌄	⌄	⌄	⌄
High Wycombe	d	⌄	**1928**	**1934**	**1945**	**1957**	⌄	**2008**	⌄	**2014**	**2019**
Beaconsfield	d	⌄	**1934**	**1940**	⌄	⌄	⌄	⌄	⌄	**2020**	**2025**
Seer Green & Jordans	d	⌄	**1937**	**1943**	⌄	⌄	⌄	⌄	⌄	⌄	**2028**
Gerrards Cross	d	⌄	**1941**	**1948**	**1956**	⌄	⌄	⌄	⌄	**2025**	**2032**
Denham Golf Club	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	**2035**
Denham	d	⌄	⌄	**1952**	⌄	⌄	⌐¬	⌄	⌄	⌄	**2038**
West Ruislip	d	⌄	⌄	⌄	**2011t**	⌄	**2011t**	⌄	⌄	⌄	**2042**
South Ruislip	d	⌄	⌄	**1958**	└─	⌄	⌄	⌄	⌄	⌄	⌄
London Paddington	a	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Northolt Park	d	⌄	⌄	⌄	⌄	⌄	**2016**	⌄	⌄	⌄	**2047**
Sudbury Hill Harrow	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	**2050**
Sudbury & Harrow Rd	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Wembley Stadium	d	⌄	**1955**	⌄	⌄	⌄	**2021**	⌄	⌄	⌄	**2054**
London Marylebone	a	⌄	**2010**	**2019**	⌄	**2027**	**2037**	**2043**	⌄	**2053**	**2111**

For explanation of notes and symbols see pages 106 & 107

Kidderminster – Birmingham – Stratford-upon-Avon – London Aylesbury – High Wycombe – London

See page 92 for trains from Aylesbury to London via Amersham

Mondays to Fridays

						M					
Kidderminster	d	⌄	⌄	⌄	1816g	1855g	⌄	⌄	⌄	⌄	⌄
Blakedown	d	⌄	⌄	⌄	⌄	1900g	⌄	⌄	⌄	⌄	⌄
Hagley	d	⌄	⌄	⌄	⌄	1904g	⌄	⌄	⌄	⌄	⌄
Stourbridge Junction	d	⌄	⌄	⌄	1825g	1909g	⌄	⌄	⌄	⌄	⌄
Cradley Heath	d	⌄	⌄	⌄	1832g	1914g	⌄	⌄	⌄	⌄	⌄
Rowley Regis	d	⌄	⌄	⌄	1840g	1920g	⌄	⌄	⌄	⌄	⌄
Smethwick Gn Bdg	d	⌄	⌄	⌄	1846g	1926g	⌄	⌄	⌄	⌄	⌄
The Hawthorns	d	⌄	⌄	⌄	1848g	1928g	⌄	⌄	⌄	⌄	⌄
Jewellery Quarter	d	⌄	⌄	⌄	1852g	1932g	⌄	⌄	⌄	⌄	⌄
Birmingham Snow Hill	d	⌄	⌄	⌄	1857g	**1948**	⌄	⌄	⌄	⌄	⌄
Birmingham Moor St	d	⌄	⌄	⌄	**1916**	**1951**	⌄	⌄	⌄	⌄	⌄
Small Heath	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Tyseley	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Acocks Green	d	⌄	⌄	⌄	⌄	1930h	⌄	⌄	⌄	⌄	⌄
Olton	d	⌄	⌄	⌄	⌄	1933h	⌄	⌄	⌄	⌄	⌄
Solihull	d	⌄	⌄	⌄	**1925**	**1959**	⌄	⌄	⌄	⌄	⌄
Widney Manor	d	⌄	⌄	⌄	⌄	1940n	⌄	⌄	⌄	⌄	⌄
Dorridge	d	⌄	⌄	⌄	**1930**	**2004**	⌄	⌄	⌄	⌄	⌄
Lapworth	d	⌄	⌄	⌄	**1934**	⌄	⌄	⌄	⌄	⌄	⌄
Stratford-upon-Avon	d	⌄	⌄	**1920**	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Wilmcote	d	⌄	⌄	**1925**	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Bearley	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Claverdon	d	⌄	⌄	**1932**	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Hatton	d	⌄	⌄	**1937**	**1941**	⌄	⌄	⌄	⌄	⌄	⌄
Warwick Parkway	d	⌄	⌄	⌄	**1946**	**2014**	⌄	⌄	⌄	⌄	⌄
Warwick	d	⌄	⌄	**1944**	**1949**	**2017**	⌄	⌄	⌄	⌄	⌄
Leamington Spa	d	⌄	⌄	**1948**	**1957**	**2021**	⌄	⌄	⌄	⌄	⌄
Banbury	d	⌄	⌄	**2007**	⌄	**2041**	⌄	⌄	⌄	⌄	⌄
Kings Sutton	d	⌄	⌄	**2011**	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Bicester North	d	**2004**	⌄	**2021**	⌄	**2054**	⌄	**2104**	⌄	⌄	⌄
Haddenham & Thame	d	⌄	⌄	**2032**	⌄	**2106**	⌄	**2116**	⌄	⌄	⌄
Aylesbury	d	⌄	**2016**	⌄	⌄	⌄	⌄	⌄	⌄	**2125**	⌄
Little Kimble	d	⌄	**2024**	⌄	⌄	⌄	⌄	⌄	⌄	**2133**	⌄
Monks Risborough	d	⌄	**2028**	⌄	⌄	⌄	⌄	⌄	⌄	**2137**	⌄
Princes Risborough	d	⌄	**2031**	**2040**	⌄	⌄	⌄	**2123**	⌄	**2143**	**2148**
Saunderton	d	⌄	**2036**	⌄	⌄	⌄	⌄	⌄	⌄	⌄	**2153**
High Wycombe	d	**2028**	**2043**	**2049**	⌄	**2119**	**2125**	**2133**	⌄	⌄	**2159**
Beaconsfield	d	⌄	**2049**	**2055**	⌄	⌄	**2131**	**2139**	⌄	⌄	**2205**
Seer Green & Jordans	d	⌄	⌄	**2058**	⌄	⌄	**2134**	⌄	⌄	⌄	**2208**
Gerrards Cross	d	⌄	**2054**	**2103**	⌄	⌄	**2138**	**2144**	⌄	⌄	**2213**
Denham Golf Club	d	⌄	⌄	⌄	⌄	⌄	**2141**	⌄	⌄	⌄	**2216**
Denham	d	⌄	⌄	⌄	⌄	⌄	**2144**	⌄	⌐	⌄	**2218**
West Ruislip	d	⌄	⌄	⌄	⌄	⌄	**2154v**	⌄	**2154v**	⌄	**2223**
South Ruislip	d	⌄	**2102**	⌄	⌄	⌄	⌙	⌄	**2157**	⌄	**2226**
London Paddington	a	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Northolt Park	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	**2201**	⌄	**2230**
Sudbury Hill Harrow	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Sudbury & Harrow Rd	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Wembley Stadium	d	⌄	⌄	**2112**	⌄	**2134**	⌄	**2158**	**2206**	⌄	**2235**
London Marylebone	a	**2115**	**2123**	**2128**	⌄	**2151**	⌄	**2215**	**2222**	⌄	**2251**

For explanation of notes and symbols see pages 106 & 107

Kidderminster – Birmingham – Stratford-upon-Avon – London
Aylesbury – High Wycombe – London

See page 92 for trains from Aylesbury to London via Amersham

Mondays to Fridays

										GW	
		M			M						
Kidderminster	d	1910g	2010g	⌄	⌄	⌄	⌄	⌄	2110g	⌄	⌄
Blakedown	d	1915g	2015g	⌄	⌄	⌄	⌄	⌄	2115g	⌄	⌄
Hagley	d	1919g	2019g	⌄	⌄	⌄	⌄	⌄	2119g	⌄	⌄
Stourbridge Junction	d	1955g	2025g	⌄	2055g	⌄	⌄	⌄	2125g	⌄	⌄
Cradley Heath	d	2002g	2032g	⌄	2102g	⌄	⌄	⌄	2132g	⌄	⌄
Rowley Regis	d	2010g	2040g	⌄	2110g	⌄	⌄	⌄	2140g	⌄	⌄
Smethwick Gn Bdg	d	2016g	2046g	⌄	2116g	⌄	⌄	⌄	2146g	⌄	⌄
The Hawthorns	d	2018g	2048g	⌄	2118g	⌄	⌄	⌄	2148g	⌄	⌄
Jewellery Quarter	d	2022g	2052g	⌄	2122g	⌄	⌄	⌄	2152g	⌄	⌄
Birmingham Snow Hill	d	**2042**	2057g	⌄	**2142**	⌄	⌄	⌄	**2215**	⌄	⌄
Birmingham Moor St	d	**2045**	**2117**	⌄	**2145**	⌄	⌄	⌄	**2218**	⌄	⌄
Small Heath	d	2004h	2104h	⌄	⌄	⌄	⌄	⌄	2204h	⌄	⌄
Tyseley	d	2006h	2106h	⌄	⌄	⌄	⌄	⌄	**2223**	⌄	⌄
Acocks Green	d	2009h	2109h	⌄	⌄	⌄	⌄	⌄	**2226**	⌄	⌄
Olton	d	2012h	2112h	⌄	⌄	⌄	⌄	⌄	**2229**	⌄	⌄
Solihull	d	**2053**	**2126**	⌄	**2153**	⌄	⌄	⌄	**2233**	⌄	⌄
Widney Manor	d	2019n	2119n	⌄	⌄	⌄	⌄	⌄	**2236**	⌄	⌄
Dorridge	d	**2058**	**2131**	⌄	**2158**	⌄	⌄	⌄	**2240**	⌄	⌄
Lapworth	d	⌄	**2135**	⌄	⌄	⌄	⌄	⌄	**2244**	⌄	⌄
Stratford-upon-Avon	d	⌄	⌄	⌄	⌄	**2200**	⌄	⌄	⌄	⌄	**2315**
Wilmcote	d	⌄	⌄	⌄	⌄	**2205**	⌄	⌄	⌄	⌄	⌄
Bearley	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Claverdon	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Hatton	d	⌄	**2141**	⌄	⌄	**2217**	⌄	⌄	**2249**	⌄	⌄
Warwick Parkway	d	**2108**	**2146**	⌄	**2208**	⌄	⌄	⌄	**2254**	⌄	⌄
Warwick	d	**2111**	**2149**	⌄	**2211**	**2224**	⌄	⌄	**2257**	⌄	**2334**
Leamington Spa	d	**2116**	**2159**	⌄	**2216**	**2230**	⌄	⌄	**2301**	⌄	**2338**
Banbury	d	**2134**	⌄	**2202**	**2234**	⌄	⌄	⌄	**2323**	**2345**	**2357**
Kings Sutton	d	⌄	⌄	⌄	**2238**	⌄	⌄	⌄	⌄	**2350**	⌄
Oxford	a	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⟝	**0022**
Bicester North	d	**2146**	⌄	**2219**	**2249**	⌄	⌄	⌄	⌄	⌄	⌄
Haddenham & Thame	d	**2156**	⌄	**2231**	**2301**	⌄	⌄	⌄	⌄	⌄	⌄
Aylesbury	d	⌄	⌄	⌄	⌄	⌄	⌄	**2301**	⌄	⌄	⌄
Little Kimble	d	⌄	⌄	⌄	⌄	⌄	⌄	**2309**	⌄	⌄	⌄
Monks Risborough	d	⌄	⌄	⌄	⌄	⌄	⌄	**2313**	⌄	⌄	⌄
Princes Risborough	d	**2203**	⌄	**2239**	**2308**	⌄	⌄	**2317**	⌄	⌄	⌄
Saunderton	d	⌄	⌄	**2244**	⌄	⌄	⌄	**2322**	⌄	⌄	⌄
High Wycombe	d	**2212**	⌄	**2251**	**2318**	⌄	**2325**	**2330**	⌄	⌄	⌄
Beaconsfield	d	**2218**	⌄	**2257**	⌄	⌄	**2331**	**2336**	⌄	⌄	⌄
Seer Green & Jordans	d	⌄	⌄	**2300**	⌄	⌄	⌄	**2339**	⌄	⌄	⌄
Gerrards Cross	d	**2224**	⌄	**2305**	⌄	⌄	**2336**	**2343**	⌄	⌄	⌄
Denham Golf Club	d	⌄	⌄	**2308**	⌄	⌄	⌄	**2346**	⌄	⌄	⌄
Denham	d	⌄	⌄	**2311**	⌄	⌄	⌄	**2349**	⌄	⌄	⌄
West Ruislip	d	⌄	⌄	**2316**	⌄	⌄	⌄	**2353**	⌄	⌄	⌄
South Ruislip	d	⌄	⌄	**2320**	⌄	⌄	⌄	**2357**	⌄	⌄	⌄
London Paddington	a	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Northolt Park	d	⌄	⌄	**2324**	⌄	⌄	⌄	**2359**	⌄	⌄	⌄
Sudbury Hill Harrow	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Sudbury & Harrow Rd	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Wembley Stadium	d	⌄	⌄	**2329**	**2334**	⌄	**2348**	**0005**	⌄	⌄	⌄
London Marylebone	a	**2252**	⌄	**2345**	**2350**	⌄	**0006**	**0020**	⌄	⌄	⌄

For explanation of notes and symbols see pages 106 & 107

Late night and weekend train times may be subject to alteration because of engineering work. Check www.chilternrailways.co.uk/changes before travelling.

Kidderminster – Birmingham – Stratford-upon-Avon – London
Aylesbury – High Wycombe – London

See page 92 for trains from Aylesbury to London via Amersham

Mondays to Fridays

		LM E	GW									
Kidderminster	d	**2210**	⌵	2245g								
Blakedown	d	**2215**	⌵	⌵								
Hagley	d	**2219**	⌵	⌵								
Stourbridge Junction	d	**2225**	⌵	2255g								
Cradley Heath	d	**2232**	⌵	2302g								
Rowley Regis	d	**2240**	⌵	2310g								
Smethwick Gn Bdg	d	**2246**	⌵	2316g								
The Hawthorns	d	**2248**	⌵	2318g								
Jewellery Quarter	d	**2252**	⌵	2322g								
Birmingham Snow Hill	d	**2257**	⌵	**2330**								
Birmingham Moor St	d	**2300**	⌵	**2333**								
Small Heath	d	**2304**	⌵	⌵								
Tyseley	d	**2306**	⌵	**2338**								
Acocks Green	d	**2309**	⌵	**2341**								
Olton	d	**2312**	⌵	**2344**								
Solihull	d	**2316**	⌵	**2348**								
Widney Manor	d	**2319**	⌵	**2351**								
Dorridge	d	**2323**	⌵	**2355**								
Lapworth	d	**2327**	⌵	**2359**								
Stratford-upon-Avon	d	⌵	⌵	⌵								
Wilmcote	d	⌵	⌵	⌵								
Bearley	d	⌵	⌵	⌵								
Claverdon	d	⌵	⌵	⌵								
Hatton	d	**2333**	⌵	**0005**								
Warwick Parkway	d	**2338**	⌵	**0010**								
Warwick	d	**2341**	⌵	**0013**								
Leamington Spa	d	**2346**	⌵	**0017**								
Banbury	d	⌵	⟝	**0038**								
Kings Sutton	d	⌵	**2350**	⌵								
Oxford	a	⌵	**0027**	⌵								
Bicester North	d	⌵	⌵	⌵								
Haddenham & Thame	d	⌵	⌵	⌵								
Aylesbury	d	⌵	⌵	⌵								
Little Kimble	d	⌵	⌵	⌵								
Monks Risborough	d	⌵	⌵	⌵								
Princes Risborough	d	⌵	⌵	⌵								
Saunderton	d	⌵	⌵	⌵								
High Wycombe	d	⌵	⌵	⌵								
Beaconsfield	d	⌵	⌵	⌵								
Seer Green & Jordans	d	⌵	⌵	⌵								
Gerrards Cross	d	⌵	⌵	⌵								
Denham Golf Club	d	⌵	⌵	⌵								
Denham	d	⌵	⌵	⌵								
West Ruislip	d	⌵	⌵	⌵								
South Ruislip	d	⌵	⌵	⌵								
London Paddington	a	⌵	**0201**	⌵								
Northolt Park	d	⌵	⌵	⌵								
Sudbury Hill Harrow	d	⌵	⌵	⌵								
Sudbury & Harrow Rd	d	⌵	⌵	⌵								
Wembley Stadium	d	⌵	⌵	⌵								
London Marylebone	a	⌵	⌵	⌵								

For explanation of notes and symbols see pages 106 & 107

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London – Stratford-upon-Avon – Birmingham – Kidderminster
London – High Wycombe – Aylesbury

See page 94 for trains from London to Aylesbury via Amersham

Mondays to Fridays

		LM	LM F		LM G		LM H		LM		
London Marylebone	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	0600	0612
Wembley Stadium	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	0608	⌄
Sudbury & Harrow Rd	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Sudbury Hill Harrow	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Northolt Park	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	0613	⌄
London Paddington	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
South Ruislip	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	0617	⌄
West Ruislip	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	0626
Denham	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	0622	0630
Denham Golf Club	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Gerrards Cross	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	0627	0635
Seer Green & Jordans	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	0631	⌄
Beaconsfield	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	0634	0642
High Wycombe	d	⌄	⌄	⌄	⌄	⌄	⌄	0610	⌄	0640	0648
Saunderton	d	⌄	⌄	⌄	⌄	⌄	⌄	0617	⌄	0647	⌄
Princes Risborough	d	⌄	⌄	⌄	⌄	⌄	⌄	0622	⌄	0652	0658
Monks Risborough	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	0655	⌄
Little Kimble	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	0659	⌄
Aylesbury	a	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	0712	⌄
Haddenham & Thame	d	⌄	⌄	⌄	⌄	⌄	⌄	0630	⌄	⌄	0704
Bicester North	d	⌄	⌄	⌄	⌄	⌄	⌄	0645	⌄	⌄	0717
Kings Sutton	d	⌄	⌄	⌄	⌄	⌄	⌄	0656	⌄	⌄	0728
Banbury	d	⌄	⌄	0607	⌄	⌄	⌄	0702	⌄	⌄	0741
Leamington Spa	d	0547	⌄	0625	0629	0652	0708	0722	0746	⌄	⌄
Warwick	d	0551	⌄	0629	0633	0656	0712	0726	0750	⌄	⌄
Warwick Parkway	d	0555	⌄	0632	0637	0659	0716	0729	0754	⌄	⌄
Hatton	d	0600	⌄	⌄	0642	0704	0721	0734	0759	⌄	⌄
Claverdon	d	⌄	0634	⌄	⌄	0710	⌄	⌄	⌄	⌄	⌄
Bearley	d	⌄	0638	⌄	⌄	0715	⌄	⌄	⌄	⌄	⌄
Wilmcote	d	⌄	0642	⌄	⌄	0720	⌄	⌄	⌄	⌄	⌄
Stratford-upon-Avon	a	⌄	0648	⌄	⌄	0727	⌄	⌄	⌄	⌄	⌄
Lapworth	d	0606	⌄	⌄	0648	⌄	0728	⌄	0805	⌄	⌄
Dorridge	d	0611	⌄	0644	0653	⌄	0734	0742	0810	⌄	⌄
Widney Manor	d	0614	⌄	⌄	0656	⌄	0737	0746	0814	⌄	⌄
Solihull	d	0618	⌄	0649	0700	⌄	0741	0750	0817	⌄	⌄
Olton	d	0621	⌄	⌄	0703	⌄	0744	0754	0821	⌄	⌄
Acocks Green	d	0624	⌄	⌄	0706	⌄	0747	0811h	0824	⌄	⌄
Tyseley	d	0627	⌄	⌄	0709	⌄	0750	0814h	0827	⌄	⌄
Small Heath	d	0629	⌄	⌄	0711	⌄	0753	⌄	0829	⌄	⌄
Birmingham Moor St	a	0633	⌄	0703	0716	⌄	0756	0801	0833	⌄	⌄
Birmingham Snow Hill	a	0637	⌄	0712g	0719	⌄	0759	0810	0837	⌄	⌄
Jewellery Quarter	a	0655g	⌄	0715g	0725	⌄	0805	0825g	0845g	⌄	⌄
The Hawthorns	a	0700g	⌄	0720g	0730	⌄	0810	0830g	0850g	⌄	⌄
Smethwick Gn Bdg	a	0702g	⌄	0722g	0732	⌄	0812	0832g	0852g	⌄	⌄
Rowley Regis	a	0709g	⌄	0728g	0739	⌄	0819	0838g	0858g	⌄	⌄
Cradley Heath	a	0715g	⌄	0733g	0745	⌄	0825	0843g	0903g	⌄	⌄
Stourbridge Junction	a	0722g	⌄	0739g	0752	⌄	0832	0849g	0908g	⌄	⌄
Hagley	a	0726g	⌄	⌄	0756	⌄	0836	⌄	0912g	⌄	⌄
Blakedown	a	0729g	⌄	⌄	0759	⌄	0839	⌄	0915g	⌄	⌄
Kidderminster	a	0734g	⌄	⌄	0804	⌄	0845	0912g	0920g	⌄	⌄

For explanation of notes and symbols see pages 106 & 107

London – Stratford-upon-Avon – Birmingham – Kidderminster
London – High Wycombe – Aylesbury

See page 94 for trains from London to Aylesbury via Amersham

Mondays to Fridays

		LM									
					M	LP					
London Marylebone	d	0620	0640	⌄	0700	0708	0712	0733	⌄	0743	0746
Wembley Stadium	d	0628	0648	⌄	⌄	⌄	0720	⌄	⌄	⌄	0754
Sudbury & Harrow Rd	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Sudbury Hill Harrow	d	⌄	⌄	⌄	⌄	⌄	0724	⌄	⌄	⌄	⌄
Northolt Park	d	0633	⌄	⌄	⌄	⌄	0727	⌄	⌄	0754	⌄
London Paddington	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
South Ruislip	d	0637	⌄	⌄	⌄	⌄	0730	⌄	⌄	⌄	0801
West Ruislip	d	⌄	0656	⌄	⌄	⌄	⌄	⌄	⌄	0759	⌄
Denham	d	0642	0701	⌄	⌄	⌄	0736	⌄	⌄	⌄	0806
Denham Golf Club	d	⌄	0703	⌄	⌄	⌄	⌄	⌄	⌄	⌄	0809
Gerrards Cross	d	0647	0707	⌄	⌄	0727	0740	⌄	⌄	0806	0812
Seer Green & Jordans	d	⌄	0711	⌄	⌄	0731	⌄	⌄	⌄	⌄	0817
Beaconsfield	d	0653	0714	⌄	⌄	0735	0746	⌄	⌄	0812	0820
High Wycombe	d	0705	0724	⌄	0725	0741	0752	0757	⌄	0818	0828
Saunderton	d	⌄	⌄	⌄	⌄	0747	⌄	⌄	⌄	⌄	⌄
Princes Risborough	d	⌄	⌄	⌄	0734	0753	0805	0806	0816	0827	⌄
Monks Risborough	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	0819	⌄	⌄
Little Kimble	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	0823	⌄	⌄
Aylesbury	a	⌄	⌄	⌄	⌄	⌄	⌄	⌄	0834	⌄	⌄
Haddenham & Thame	d	⌄	⌄	⌄	0740	0800	⌄	0812	⌄	0833	⌄
Bicester North	d	⌄	⌄	⌄	0751	0813	⌄	0823	⌄	0846	⌄
Kings Sutton	d	⌄	⌄	⌄	⌄	0825	⌄	⌄	⌄	⌄	⌄
Banbury	d	⌄	⌄	⌄	0804	0832	⌄	0838	⌄	0904	⌄
Leamington Spa	d	⌄	⌄	0800	0826	0851	⌄	0857	⌄	⌄	⌄
Warwick	d	⌄	⌄	0804	0830	0855	⌄	0901	⌄	⌄	⌄
Warwick Parkway	d	⌄	⌄	0808	0833	⌄	⌄	0904	⌄	⌄	⌄
Hatton	d	⌄	⌄	0813	⌄	0902	⌄	0909	⌄	⌄	⌄
Claverdon	d	⌄	⌄	⌄	⌄	0909	⌄	⌄	⌄	⌄	⌄
Bearley	d	⌄	⌄	⌄	⌄	0914	⌄	⌄	⌄	⌄	⌄
Wilmcote	d	⌄	⌄	⌄	⌄	0919	⌄	⌄	⌄	⌄	⌄
Stratford-upon-Avon	a	⌄	⌄	⌄	⌄	0931	⌄	⌄	⌄	⌄	⌄
Lapworth	d	⌄	⌄	0819	⌄	⌄	⌄	0914	⌄	⌄	⌄
Dorridge	d	⌄	⌄	0825	0843	⌄	⌄	0920	⌄	⌄	⌄
Widney Manor	d	⌄	⌄	0828	⌄	⌄	⌄	0932n	⌄	⌄	⌄
Solihull	d	⌄	⌄	0832	0849	⌄	⌄	0925	⌄	⌄	⌄
Olton	d	⌄	⌄	0836	0857h	⌄	⌄	0939h	⌄	⌄	⌄
Acocks Green	d	⌄	⌄	0838	0900h	⌄	⌄	0942h	⌄	⌄	⌄
Tyseley	d	⌄	⌄	0842	0903h	⌄	⌄	⌄	⌄	⌄	⌄
Small Heath	d	⌄	⌄	0845	0905h	⌄	⌄	⌄	⌄	⌄	⌄
Birmingham Moor St	a	⌄	⌄	0848	0859	⌄	⌄	0938	⌄	⌄	⌄
Birmingham Snow Hill	a	⌄	⌄	0851	0907	⌄	⌄	0951g	⌄	⌄	⌄
Jewellery Quarter	a	⌄	⌄	0855	0915g	⌄	⌄	0955g	⌄	⌄	⌄
The Hawthorns	a	⌄	⌄	0900	0920g	⌄	⌄	1000g	⌄	⌄	⌄
Smethwick Gn Bdg	a	⌄	⌄	0902	0922g	⌄	⌄	1002g	⌄	⌄	⌄
Rowley Regis	a	⌄	⌄	0908	0928g	⌄	⌄	1008g	⌄	⌄	⌄
Cradley Heath	a	⌄	⌄	0913	0933g	⌄	⌄	1013g	⌄	⌄	⌄
Stourbridge Junction	a	⌄	⌄	0919	0938g	⌄	⌄	1019g	⌄	⌄	⌄
Hagley	a	⌄	⌄	⌄	0942g	⌄	⌄	⌄	⌄	⌄	⌄
Blakedown	a	⌄	⌄	⌄	0945g	⌄	⌄	⌄	⌄	⌄	⌄
Kidderminster	a	⌄	⌄	0942m	0950g	⌄	⌄	1043g	⌄	⌄	⌄

For explanation of notes and symbols see pages 106 & 107

London – Stratford-upon-Avon – Birmingham – Kidderminster
London – High Wycombe – Aylesbury

See page 94 for trains from London to Aylesbury via Amersham

Mondays to Fridays

			M				MS LP				
London Marylebone	d	0800	0803	0806	0810	0830	0837	⌄	0841	⌄	0845
Wembley Stadium	d	⌄	⌄	⌄	0819	0838	⌄	⌄	⌄	⌄	0853
Sudbury & Harrow Rd	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Sudbury Hill Harrow	d	0810	⌄	⌄	⌄	0842	⌄	⌄	⌄	⌄	⌄
Northolt Park	d	⌄	⌄	⌄	0824	⌄	⌄	⌄	⌄	⌄	0858
London Paddington	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
South Ruislip	d	0819	⌄	⌄	0828	0854w	⌄	⌄	⌄	⌄	⌄
West Ruislip	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	0903
Denham	d	⌄	⌄	⌄	0834	0900	⌄	⌄	⌄	⌄	0908
Denham Golf Club	d	⌄	⌄	⌄	⌄	0902	⌄	⌄	⌄	⌄	⌄
Gerrards Cross	d	⌄	⌄	0826	0839	0908	⌄	⌄	⌄	⌄	0913
Seer Green & Jordans	d	⌄	⌄	⌄	0843	⌄	⌄	⌄	⌄	⌄	0918
Beaconsfield	d	⌄	⌄	0832	0847	⌄	⌄	⌄	⌄	⌄	0921
High Wycombe	d	⌄	0829	0838	0859	⌄	⌄	⌄	0907	⌄	0930
Saunderton	d	⌄	⌄	0844	⌄	⌄	⌄	⌄	0914	⌄	⌄
Princes Risborough	d	⌄	0838	0849	⌄	⌄	⌄	⌄	0919	0924	⌄
Monks Risborough	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	0927	⌄
Little Kimble	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	0931	⌄
Aylesbury	a	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	0942	⌄
Haddenham & Thame	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	0925	⌄	⌄
Bicester North	d	⌄	0852	0913	⌄	⌄	⌄	⌄	0939	⌄	⌄
Kings Sutton	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	0950	⌄	⌄
Banbury	d	⌄	0905	⌄	⌄	⌄	0930	⌄	1004	⌄	⌄
Leamington Spa	d	⌄	0923	⌄	⌄	⌄	0947	0955	⌄	⌄	⌄
Warwick	d	⌄	0927	⌄	⌄	⌄	⌄	0959	⌄	⌄	⌄
Warwick Parkway	d	⌄	0930	⌄	⌄	⌄	0953	1002	⌄	⌄	⌄
Hatton	d	⌄	⌄	⌄	⌄	⌄	⌄	1007	⌄	⌄	⌄
Claverdon	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Bearley	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Wilmcote	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Stratford-upon-Avon	a	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Lapworth	d	⌄	⌄	⌄	⌄	⌄	⌄	1013	⌄	⌄	⌄
Dorridge	d	⌄	0940	⌄	⌄	⌄	⌄	1017	⌄	⌄	⌄
Widney Manor	d	⌄	0950n	⌄	⌄	⌄	⌄	1032n	⌄	⌄	⌄
Solihull	d	⌄	0946	⌄	⌄	⌄	1005	1023	⌄	⌄	⌄
Olton	d	⌄	0957h	⌄	⌄	⌄	1020h	1039h	⌄	⌄	⌄
Acocks Green	d	⌄	1000h	⌄	⌄	⌄	1023h	1042h	⌄	⌄	⌄
Tyseley	d	⌄	1003h	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Small Heath	d	⌄	1005h	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Birmingham Moor St	a	⌄	0954	⌄	⌄	⌄	1017	1037	⌄	⌄	⌄
Birmingham Snow Hill	a	⌄	1005	⌄	⌄	⌄	1032g	1051g	⌄	⌄	⌄
Jewellery Quarter	a	⌄	1015g	⌄	⌄	⌄	1035g	1055g	⌄	⌄	⌄
The Hawthorns	a	⌄	1020g	⌄	⌄	⌄	1040g	1100g	⌄	⌄	⌄
Smethwick Gn Bdg	a	⌄	1022g	⌄	⌄	⌄	1042g	1102g	⌄	⌄	⌄
Rowley Regis	a	⌄	1028g	⌄	⌄	⌄	1049g	1108g	⌄	⌄	⌄
Cradley Heath	a	⌄	1033g	⌄	⌄	⌄	1055g	1113g	⌄	⌄	⌄
Stourbridge Junction	a	⌄	1038g	⌄	⌄	⌄	1102g	1119g	⌄	⌄	⌄
Hagley	a	⌄	1042g	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Blakedown	a	⌄	1045g	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Kidderminster	a	⌄	1050g	⌄	⌄	⌄	1113g	⌄	⌄	⌄	⌄

For explanation of notes and symbols see pages 106 & 107

London – Stratford-upon-Avon – Birmingham – Kidderminster
London – High Wycombe – Aylesbury

See page 94 for trains from London to Aylesbury via Amersham

Mondays to Fridays

		M	☐P			M	☐P			M	☐P	
London Marylebone	d	0907	0910	0914	0917	0937	0940	⌄	0943	1007	1010	
Wembley Stadium	d	⌄	⌄	⌄	0925	⌄	⌄	⌄	0951	⌄	⌄	
Sudbury & Harrow Rd	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	
Sudbury Hill Harrow	d	⌄	⌄	⌄	0929	⌄	⌄	⌄	0955	⌄	⌄	
Northolt Park	d	⌄	⌄	0925	⌄	⌄	⌄	⌄	0958	⌄	⌄	
London Paddington	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	
South Ruislip	d	⌄	⌄	⌄	0934	⌄	⌄	⌄	⌄	⌄	⌄	
West Ruislip	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	1003	⌄	⌄	
Denham	d	⌄	⌄	⌄	0940	⌄	⌄	⌄	1007	⌄	⌄	
Denham Golf Club	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	1010	⌄	⌄	
Gerrards Cross	d	⌄	⌄	0936	0944	⌄	0958	⌄	1013	⌄	⌄	
Seer Green & Jordans	d	⌄	⌄	0941	⌄	⌄	⌄	⌄	1018	⌄	⌄	
Beaconsfield	d	⌄	⌄	0944	0950	⌄	1004	⌄	1021	⌄	⌄	
High Wycombe	d	0931	0935	0950	1002	⌄	1010	⌄	1030	1031	1036	
Saunderton	d	⌄	⌄	0956	⌄	⌄	⌄	⌄	⌄	⌄	⌄	
Princes Risborough	d	⌄	0944	1008	⌄	⌄	1019	1024	⌄	⌄	1045	
Monks Risborough	d	⌄	⌄	⌄	⌄	⌄	⌄	1027	⌄	⌄	⌄	
Little Kimble	d	⌄	⌄	⌄	⌄	⌄	⌄	1031	⌄	⌄	⌄	
Aylesbury	a	⌄	⌄	⌄	⌄	⌄	⌄	1042	⌄	⌄	⌄	
Haddenham & Thame	d	⌄	0950	⌄	⌄	⌄	1026	⌄	⌄	⌄	1052	
Bicester North	d	0952	1001	⌄	⌄	⌄	1048	⌄	⌄	1052	1111	
Kings Sutton	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	
Banbury	d	1005	1016	⌄	⌄	1030	⌄	⌄	⌄	1105	⌄	
Leamington Spa	d	1023	1033	⌄	⌄	1048	⌄	⌄	⌄	1123	⌄	
Warwick	d	1027	1037	⌄	⌄	⌄	⌄	⌄	⌄	1127	⌄	
Warwick Parkway	d	1031	⌄	⌄	⌄	1054	⌄	⌄	⌄	1131	⌄	
Hatton	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	
Claverdon	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	
Bearley	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	
Wilmcote	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	
Stratford-upon-Avon	a	⌄	1109	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	
Lapworth	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	
Dorridge	d	1041	⌄	⌄	⌄	⌄	⌄	⌄	⌄	1141	⌄	
Widney Manor	d	1050n	⌄	⌄	⌄	⌄	⌄	⌄	⌄	1150n	⌄	
Solihull	d	1046	⌄	⌄	⌄	1106	⌄	⌄	⌄	1146	⌄	
Olton	d	1057h	⌄	⌄	⌄	1120h	⌄	⌄	⌄	1157h	⌄	
Acocks Green	d	1100h	⌄	⌄	⌄	1123h	⌄	⌄	⌄	1200h	⌄	
Tyseley	d	1103h	⌄	⌄	⌄	⌄	⌄	⌄	⌄	1203h	⌄	
Small Heath	d	1105h	⌄	⌄	⌄	⌄	⌄	⌄	⌄	1205h	⌄	
Birmingham Moor St	a	1054	⌄	⌄	⌄	1119	⌄	⌄	⌄	1154	⌄	
Birmingham Snow Hill	a	1104	⌄	⌄	⌄	1132g	⌄	⌄	⌄	1204	⌄	
Jewellery Quarter	a	1105g	⌄	⌄	⌄	1135g	⌄	⌄	⌄	1205g	⌄	
The Hawthorns	a	1110g	⌄	⌄	⌄	1140g	⌄	⌄	⌄	1210g	⌄	
Smethwick Gn Bdg	a	1112g	⌄	⌄	⌄	1142g	⌄	⌄	⌄	1212g	⌄	
Rowley Regis	a	1119g	⌄	⌄	⌄	1149g	⌄	⌄	⌄	1219g	⌄	
Cradley Heath	a	1125g	⌄	⌄	⌄	1155g	⌄	⌄	⌄	1225g	⌄	
Stourbridge Junction	a	1132g	⌄	⌄	⌄	1202g	⌄	⌄	⌄	1232g	⌄	
Hagley	a	⌄	⌄	⌄	⌄	1212g	⌄	⌄	⌄	1242g	⌄	
Blakedown	a	⌄	⌄	⌄	⌄	1215g	⌄	⌄	⌄	1245g	⌄	
Kidderminster	a	1143g	⌄	⌄	⌄	1213g	⌄	⌄	⌄	1243g	⌄	

For explanation of notes and symbols see pages 106 & 107

London – Stratford-upon-Avon – Birmingham – Kidderminster
London – High Wycombe – Aylesbury

See page 94 for trains from London to Aylesbury via Amersham

Mondays to Fridays

				🅜 🅟						🅜 🅟		
London Marylebone	d	1013	1016	1037	⌄	1040	⌄	1043	1107	1110	1113
Wembley Stadium	d	⌄	1024	⌄	⌄	⌄	⌄	1051	⌄	⌄	⌄
Sudbury & Harrow Rd	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Sudbury Hill Harrow	d	⌄	⌄	⌄	⌄	⌄	⌄	1055	⌄	⌄	⌄
Northolt Park	d	⌄	1029	⌄	⌄	⌄	⌄	1058	⌄	⌄	⌄
London Paddington	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
South Ruislip	d	⌄	1033	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
West Ruislip	d	⌄	⌄	⌄	⌄	⌄	⌄	1103	⌄	⌄	⌄
Denham	d	⌄	1038	⌄	⌄	⌄	⌄	1107	⌄	⌄	⌄
Denham Golf Club	d	⌄	⌄	⌄	⌄	⌄	⌄	1110	⌄	⌄	⌄
Gerrards Cross	d	1031	1043	⌄	⌄	1058	⌄	1113	⌄	⌄	1134
Seer Green & Jordans	d	⌄	1047	⌄	⌄	⌄	⌄	1118	⌄	⌄	⌄
Beaconsfield	d	1037	1050	⌄	⌄	1104	⌄	1121	⌄	⌄	1140
High Wycombe	d	1043	1102	⌄	⌄	1110	⌄	1130	1131	1135	1146
Saunderton	d	1050	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	1152
Princes Risborough	d	1055	⌄	⌄	⌄	1119	1124	⌄	⌄	1144	1207
Monks Risborough	d	⌄	⌄	⌄	⌄	⌄	1127	⌄	⌄	⌄	⌄
Little Kimble	d	⌄	⌄	⌄	⌄	⌄	1131	⌄	⌄	⌄	⌄
Aylesbury	a	⌄	⌄	⌄	⌄	⌄	1143	⌄	⌄	⌄	⌄
Haddenham & Thame	d	1101	⌄	⌄	⌄	1126	⌄	⌄	⌄	1150	⌄
Bicester North	d	1114	⌄	⌄	⌄	1140	⌄	⌄	1152	1201	⌄
Kings Sutton	d	⌄	⌄	⌄	⌄	1154	⌄	⌄	⌄	⌄	⌄
Banbury	d	1132y	⌄	1133	⌄	1159	⌄	⌄	1206	1221	⌄
Leamington Spa	d	⌄	⌄	1150	1155	1218	⌄	⌄	1223	⌄	⌄
Warwick	d	⌄	⌄	⌄	1159	1222	⌄	⌄	1227	⌄	⌄
Warwick Parkway	d	⌄	⌄	1156	1202	⌄	⌄	⌄	1231	⌄	⌄
Hatton	d	⌄	⌄	⌄	1207	1229	⌄	⌄	⌄	⌄	⌄
Claverdon	d	⌄	⌄	⌄	⌄	1234	⌄	⌄	⌄	⌄	⌄
Bearley	d	⌄	⌄	⌄	⌄	1239	⌄	⌄	⌄	⌄	⌄
Wilmcote	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Stratford-upon-Avon	a	⌄	⌄	⌄	⌄	1252	⌄	⌄	⌄	⌄	⌄
Lapworth	d	⌄	⌄	⌄	1212	⌄	⌄	⌄	⌄	⌄	⌄
Dorridge	d	⌄	⌄	⌄	1217	⌄	⌄	⌄	1241	⌄	⌄
Widney Manor	d	⌄	⌄	⌄	1232n	⌄	⌄	⌄	1250n	⌄	⌄
Solihull	d	⌄	⌄	1208	1222	⌄	⌄	⌄	1246	⌄	⌄
Olton	d	⌄	⌄	1220h	1239h	⌄	⌄	⌄	1257h	⌄	⌄
Acocks Green	d	⌄	⌄	1223h	1242h	⌄	⌄	⌄	1300h	⌄	⌄
Tyseley	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	1303h	⌄	⌄
Small Heath	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	1305h	⌄	⌄
Birmingham Moor St	a	⌄	⌄	1225	1239	⌄	⌄	⌄	1254	⌄	⌄
Birmingham Snow Hill	a	⌄	⌄	1232g	1251g	⌄	⌄	⌄	1304	⌄	⌄
Jewellery Quarter	a	⌄	⌄	1235g	1255g	⌄	⌄	⌄	1315g	⌄	⌄
The Hawthorns	a	⌄	⌄	1240g	1300g	⌄	⌄	⌄	1320g	⌄	⌄
Smethwick Gn Bdg	a	⌄	⌄	1242g	1302g	⌄	⌄	⌄	1322g	⌄	⌄
Rowley Regis	a	⌄	⌄	1249g	1308g	⌄	⌄	⌄	1327g	⌄	⌄
Cradley Heath	a	⌄	⌄	1255g	1313g	⌄	⌄	⌄	1332g	⌄	⌄
Stourbridge Junction	a	⌄	⌄	1302g	1319g	⌄	⌄	⌄	1343g	⌄	⌄
Hagley	a	⌄	⌄	1312g	⌄	⌄	⌄	⌄	1347g	⌄	⌄
Blakedown	a	⌄	⌄	1315g	⌄	⌄	⌄	⌄	1350g	⌄	⌄
Kidderminster	a	⌄	⌄	1313g	⌄	⌄	⌄	⌄	1355g	⌄	⌄

For explanation of notes and symbols see pages 106 & 107

London – Stratford-upon-Avon – Birmingham – Kidderminster
London – High Wycombe – Aylesbury

See page 94 for trains from London to Aylesbury via Amersham

Mondays to Fridays

			M 🛏					M 🛏			
London Marylebone	d	1116	1137	⌄	1140	⌄	1143	1207	1210	1213	1216
Wembley Stadium	d	1125	⌄	⌄	⌄	⌄	1151	⌄	⌄	⌄	1224
Sudbury & Harrow Rd	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Sudbury Hill Harrow	d	⌄	⌄	⌄	⌄	⌄	1155	⌄	⌄	⌄	⌄
Northolt Park	d	1130	⌄	⌄	⌄	⌄	1158	⌄	⌄	⌄	1229
London Paddington	d	⌄	⌄	⌄	⌄	1136	⌄	⌄	⌄	⌄	⌄
South Ruislip	d	1133	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	1233
West Ruislip	d	⌄	⌄	⌄	⌄	⌄	1204	⌄	⌄	⌄	⌄
Denham	d	1139	⌄	⌄	⌄	⌄	1209	⌄	⌄	⌄	1238
Denham Golf Club	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Gerrards Cross	d	1143	⌄	⌄	1158	1208	1213	⌄	⌄	1231	1243
Seer Green & Jordans	d	1148	⌄	⌄	⌄	⌄	1218	⌄	⌄	⌄	1247
Beaconsfield	d	1151	⌄	⌄	1204	⌄	1221	⌄	⌄	1237	1250
High Wycombe	d	1203	⌄	⌄	1210	⌄	1230	1231	1235	1244	1302
Saunderton	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	1250	⌄
Princes Risborough	d	⌄	⌄	1217	1219	⌄	⌄	⌄	1244	1302	⌄
Monks Risborough	d	⌄	⌄	1220	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Little Kimble	d	⌄	⌄	1224	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Aylesbury	a	⌄	⌄	1238	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Haddenham & Thame	d	⌄	⌄	⌄	1226	⌄	⌄	⌄	1250	⌄	⌄
Bicester North	d	⌄	⌄	⌄	1245	⌄	⌄	1252	1301	⌄	⌄
Kings Sutton	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	1312	⌄	⌄
Banbury	d	⌄	1229	⌄	⌄	⌄	⌄	1306	1324	⌄	⌄
Leamington Spa	d	⌄	1247	⌄	⌄	⌄	⌄	1323	⌄	⌄	⌄
Warwick	d	⌄	⌄	⌄	⌄	⌄	⌄	1327	⌄	⌄	⌄
Warwick Parkway	d	⌄	1252	⌄	⌄	⌄	⌄	1331	⌄	⌄	⌄
Hatton	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Claverdon	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Bearley	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Wilmcote	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Stratford-upon-Avon	a	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Lapworth	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Dorridge	d	⌄	⌄	⌄	⌄	⌄	⌄	1341	⌄	⌄	⌄
Widney Manor	d	⌄	⌄	⌄	⌄	⌄	⌄	1350n	⌄	⌄	⌄
Solihull	d	⌄	1305	⌄	⌄	⌄	⌄	1346	⌄	⌄	⌄
Olton	d	⌄	1320h	⌄	⌄	⌄	⌄	1357h	⌄	⌄	⌄
Acocks Green	d	⌄	1323h	⌄	⌄	⌄	⌄	1400h	⌄	⌄	⌄
Tyseley	d	⌄	⌄	⌄	⌄	⌄	⌄	1403h	⌄	⌄	⌄
Small Heath	d	⌄	⌄	⌄	⌄	⌄	⌄	1405h	⌄	⌄	⌄
Birmingham Moor St	a	⌄	1319	⌄	⌄	⌄	⌄	1354	⌄	⌄	⌄
Birmingham Snow Hill	a	⌄	1332g	⌄	⌄	⌄	⌄	1404	⌄	⌄	⌄
Jewellery Quarter	a	⌄	1335g	⌄	⌄	⌄	⌄	1415g	⌄	⌄	⌄
The Hawthorns	a	⌄	1340g	⌄	⌄	⌄	⌄	1420g	⌄	⌄	⌄
Smethwick Gn Bdg	a	⌄	1342g	⌄	⌄	⌄	⌄	1422g	⌄	⌄	⌄
Rowley Regis	a	⌄	1349g	⌄	⌄	⌄	⌄	1428g	⌄	⌄	⌄
Cradley Heath	a	⌄	1355g	⌄	⌄	⌄	⌄	1433g	⌄	⌄	⌄
Stourbridge Junction	a	⌄	1402g	⌄	⌄	⌄	⌄	1438g	⌄	⌄	⌄
Hagley	a	⌄	1412g	⌄	⌄	⌄	⌄	1442g	⌄	⌄	⌄
Blakedown	a	⌄	1415g	⌄	⌄	⌄	⌄	1445g	⌄	⌄	⌄
Kidderminster	a	⌄	1413g	⌄	⌄	⌄	⌄	1450g	⌄	⌄	⌄

For explanation of notes and symbols see pages 106 & 107

London – Stratford-upon-Avon – Birmingham – Kidderminster
London – High Wycombe – Aylesbury

See page 94 for trains from London to Aylesbury via Amersham

Mondays to Fridays

		M	☕				M	☕			
London Marylebone	d	1237	1240	⌄	1243	⌄	1307	1310	1313	1316	⌄
Wembley Stadium	d	⌄	⌄	⌄	1251	⌄	⌄	⌄	⌄	1324	⌄
Sudbury & Harrow Rd	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Sudbury Hill Harrow	d	⌄	⌄	⌄	1255	⌄	⌄	⌄	⌄	⌄	⌄
Northolt Park	d	⌄	⌄	⌄	1258	⌄	⌄	⌄	⌄	1329	⌄
London Paddington	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
South Ruislip	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	1333	⌄
West Ruislip	d	⌄	⌄	⌄	1303	⌄	⌄	⌄	⌄	⌄	⌄
Denham	d	⌄	⌄	⌄	1307	⌄	⌄	⌄	⌄	1338	⌄
Denham Golf Club	d	⌄	⌄	⌄	1310	⌄	⌄	⌄	⌄	⌄	⌄
Gerrards Cross	d	⌄	1258	⌄	1313	⌄	⌄	⌄	1331	1343	⌄
Seer Green & Jordans	d	⌄	⌄	⌄	1318	⌄	⌄	⌄	⌄	1347	⌄
Beaconsfield	d	⌄	1304	⌄	1321	⌄	⌄	⌄	1337	1350	⌄
High Wycombe	d	⌄	1310	⌄	1330	⌄	1331	1336	1344	1402	⌄
Saunderton	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	1350	⌄	⌄
Princes Risborough	d	⌄	1319	1324	⌄	⌄	⌄	1345	1402	⌄	⌄
Monks Risborough	d	⌄	⌄	1327	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Little Kimble	d	⌄	⌄	1331	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Aylesbury	a	⌄	⌄	1342	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Haddenham & Thame	d	⌄	1326	⌄	⌄	⌄	⌄	1352	⌄	⌄	⌄
Bicester North	d	⌄	1345	⌄	⌄	⌄	1352	1405	⌄	⌄	⌄
Kings Sutton	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Banbury	d	1329	⌄	⌄	⌄	⌄	1406	1425	⌄	⌄	⌄
Leamington Spa	d	1347	⌄	⌄	⌄	1352	1423	⌄	⌄	⌄	1434
Warwick	d	⌄	⌄	⌄	⌄	1357	1427	⌄	⌄	⌄	1438
Warwick Parkway	d	1352	⌄	⌄	⌄	1400	1431	⌄	⌄	⌄	⌄
Hatton	d	⌄	⌄	⌄	⌄	1405	⌄	⌄	⌄	⌄	1445
Claverdon	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	1451
Bearley	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	1456
Wilmcote	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	1501
Stratford-upon-Avon	a	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	1509
Lapworth	d	⌄	⌄	⌄	⌄	1410	⌄	⌄	⌄	⌄	⌄
Dorridge	d	⌄	⌄	⌄	⌄	1417	1441	⌄	⌄	⌄	⌄
Widney Manor	d	⌄	⌄	⌄	⌄	1432n	1450n	⌄	⌄	⌄	⌄
Solihull	d	1405	⌄	⌄	⌄	1422	1446	⌄	⌄	⌄	⌄
Olton	d	1420h	⌄	⌄	⌄	1439h	1457h	⌄	⌄	⌄	⌄
Acocks Green	d	1423h	⌄	⌄	⌄	1442h	1500h	⌄	⌄	⌄	⌄
Tyseley	d	⌄	⌄	⌄	⌄	⌄	1503h	⌄	⌄	⌄	⌄
Small Heath	d	⌄	⌄	⌄	⌄	⌄	1505h	⌄	⌄	⌄	⌄
Birmingham Moor St	a	1418	⌄	⌄	⌄	1438	1454	⌄	⌄	⌄	⌄
Birmingham Snow Hill	a	1432g	⌄	⌄	⌄	1451g	1504	⌄	⌄	⌄	⌄
Jewellery Quarter	a	1435g	⌄	⌄	⌄	1455g	1505g	⌄	⌄	⌄	⌄
The Hawthorns	a	1440g	⌄	⌄	⌄	1500g	1510g	⌄	⌄	⌄	⌄
Smethwick Gn Bdg	a	1442g	⌄	⌄	⌄	1502g	1512g	⌄	⌄	⌄	⌄
Rowley Regis	a	1449g	⌄	⌄	⌄	1508g	1519g	⌄	⌄	⌄	⌄
Cradley Heath	a	1455g	⌄	⌄	⌄	1513g	1525g	⌄	⌄	⌄	⌄
Stourbridge Junction	a	1502g	⌄	⌄	⌄	1519g	1532g	⌄	⌄	⌄	⌄
Hagley	a	1512g	⌄	⌄	⌄	⌄	1537g	⌄	⌄	⌄	⌄
Blakedown	a	1515g	⌄	⌄	⌄	⌄	1546g	⌄	⌄	⌄	⌄
Kidderminster	a	1513g	⌄	⌄	⌄	⌄	1544g	⌄	⌄	⌄	⌄

For explanation of notes and symbols see pages 106 & 107

London – Stratford-upon-Avon – Birmingham – Kidderminster
London – High Wycombe – Aylesbury

See page 94 for trains from London to Aylesbury via Amersham

Mondays to Fridays

		Ⓜ Ⓢ 🅿					Ⓜ 🅿				Ⓜ 🅿
London Marylebone	d	1337	1340	⌄	1343	⌄	1407	1410	1413	1416	1437
Wembley Stadium	d	⌄	⌄	⌄	1351	⌄	⌄	⌄	⌄	1424	⌄
Sudbury & Harrow Rd	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Sudbury Hill Harrow	d	⌄	⌄	⌄	1355	⌄	⌄	⌄	⌄	⌄	⌄
Northolt Park	d	⌄	⌄	⌄	1358	⌄	⌄	⌄	⌄	1429	⌄
London Paddington	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
South Ruislip	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	1433	⌄
West Ruislip	d	⌄	⌄	⌄	1403	⌄	⌄	⌄	⌄	⌄	⌄
Denham	d	⌄	⌄	⌄	1407	⌄	⌄	⌄	⌄	1438	⌄
Denham Golf Club	d	⌄	⌄	⌄	1410	⌄	⌄	⌄	⌄	⌄	⌄
Gerrards Cross	d	⌄	1358	⌄	1413	⌄	⌄	⌄	1431	1443	⌄
Seer Green & Jordans	d	⌄	⌄	⌄	1418	⌄	⌄	⌄	⌄	1447	⌄
Beaconsfield	d	⌄	1404	⌄	1421	⌄	⌄	⌄	1437	1450	⌄
High Wycombe	d	⌄	1410	⌄	1430	⌄	1431	1436	1444	1502	⌄
Saunderton	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	1450	⌄	⌄
Princes Risborough	d	⌄	1419	1424	⌄	⌄	⌄	1445	1502	⌄	⌄
Monks Risborough	d	⌄	⌄	1427	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Little Kimble	d	⌄	⌄	1431	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Aylesbury	a	⌄	⌄	1442	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Haddenham & Thame	d	⌄	1426	⌄	⌄	⌄	⌄	1452	⌄	⌄	⌄
Bicester North	d	⌄	1445	⌄	⌄	⌄	1452	1505	⌄	⌄	⌄
Kings Sutton	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Banbury	d	1430	⌄	⌄	⌄	⌄	1506	1524	⌄	⌄	1529
Leamington Spa	d	1447	⌄	⌄	⌄	1452	1523	⌄	⌄	⌄	1547
Warwick	d	⌄	⌄	⌄	⌄	1457	1527	⌄	⌄	⌄	⌄
Warwick Parkway	d	1453	⌄	⌄	⌄	1500	1531	⌄	⌄	⌄	1552
Hatton	d	⌄	⌄	⌄	⌄	1505	⌄	⌄	⌄	⌄	⌄
Claverdon	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Bearley	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Wilmcote	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Stratford-upon-Avon	a	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Lapworth	d	⌄	⌄	⌄	⌄	1510	⌄	⌄	⌄	⌄	⌄
Dorridge	d	⌄	⌄	⌄	⌄	1515	1541	⌄	⌄	⌄	⌄
Widney Manor	d	⌄	⌄	⌄	⌄	1532n	1550n	⌄	⌄	⌄	⌄
Solihull	d	1505	⌄	⌄	⌄	1522	1546	⌄	⌄	⌄	1605
Olton	d	1520h	⌄	⌄	⌄	1539h	1557h	⌄	⌄	⌄	1620h
Acocks Green	d	1523h	⌄	⌄	⌄	1542h	1600h	⌄	⌄	⌄	1623h
Tyseley	d	⌄	⌄	⌄	⌄	⌄	1603h	⌄	⌄	⌄	⌄
Small Heath	d	⌄	⌄	⌄	⌄	⌄	1605h	⌄	⌄	⌄	⌄
Birmingham Moor St	a	1519	⌄	⌄	⌄	1541	1554	⌄	⌄	⌄	1613
Birmingham Snow Hill	a	1532g	⌄	⌄	⌄	1551g	1604	⌄	⌄	⌄	1621
Jewellery Quarter	a	1535g	⌄	⌄	⌄	1555g	1605g	⌄	⌄	⌄	1635g
The Hawthorns	a	1540g	⌄	⌄	⌄	1600g	1610g	⌄	⌄	⌄	1640g
Smethwick Gn Bdg	a	1542g	⌄	⌄	⌄	1602g	1612g	⌄	⌄	⌄	1642g
Rowley Regis	a	1549g	⌄	⌄	⌄	1608g	1619g	⌄	⌄	⌄	1649g
Cradley Heath	a	1555g	⌄	⌄	⌄	1613g	1625g	⌄	⌄	⌄	1655g
Stourbridge Junction	a	1602g	⌄	⌄	⌄	1619g	1632g	⌄	⌄	⌄	1702g
Hagley	a	1606g	⌄	⌄	⌄	⌄	1642g	⌄	⌄	⌄	1706g
Blakedown	a	1615g	⌄	⌄	⌄	⌄	1645g	⌄	⌄	⌄	1709g
Kidderminster	a	1614g	⌄	⌄	⌄	⌄	1643g	⌄	⌄	⌄	1715g

For explanation of notes and symbols see pages 106 & 107

London – Stratford-upon-Avon – Birmingham – Kidderminster
London – High Wycombe – Aylesbury

See page 94 for trains from London to Aylesbury via Amersham

Mondays to Fridays

					M				M		
London Marylebone	d	1440	⌄	1443	1507	1510	1513	1516	1537	1540	⌄
Wembley Stadium	d	⌄	⌄	1451	⌄	⌄	⌄	1524	⌄	⌄	⌄
Sudbury & Harrow Rd	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Sudbury Hill Harrow	d	⌄	⌄	1455	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Northolt Park	d	⌄	⌄	1458	⌄	⌄	⌄	1529	⌄	⌄	⌄
London Paddington	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
South Ruislip	d	⌄	⌄	⌄	⌄	⌄	⌄	1533	⌄	⌄	⌄
West Ruislip	d	⌄	⌄	1503	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Denham	d	⌄	⌄	1507	⌄	⌄	⌄	1538	⌄	⌄	⌄
Denham Golf Club	d	⌄	⌄	1510	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Gerrards Cross	d	1458	⌄	1513	⌄	⌄	1531	1543	⌄	1558	⌄
Seer Green & Jordans	d	⌄	⌄	1518	⌄	⌄	⌄	1547	⌄	⌄	⌄
Beaconsfield	d	1504	⌄	1521	⌄	⌄	1537	1550	⌄	1604	⌄
High Wycombe	d	1510	⌄	1530	1531	1535	1544	1602	⌄	1610	⌄
Saunderton	d	⌄	⌄	⌄	⌄	⌄	1550	⌄	⌄	⌄	⌄
Princes Risborough	d	1519	1524	⌄	⌄	1544	1602	⌄	⌄	1619	1624
Monks Risborough	d	⌄	1527	⌄	⌄	⌄	⌄	⌄	⌄	⌄	1627
Little Kimble	d	⌄	1531	⌄	⌄	⌄	⌄	⌄	⌄	⌄	1631
Aylesbury	a	⌄	1542	⌄	⌄	⌄	⌄	⌄	⌄	⌄	1642
Haddenham & Thame	d	1526	⌄	⌄	⌄	1550	⌄	⌄	⌄	1626	⌄
Bicester North	d	1547	⌄	⌄	1552	1601	⌄	⌄	⌄	1645	⌄
Kings Sutton	d	⌄	⌄	⌄	⌄	1612	⌄	⌄	⌄	⌄	⌄
Banbury	d	⌄	⌄	⌄	1606	1617	⌄	⌄	1630	⌄	⌄
Leamington Spa	d	⌄	⌄	⌄	1624	1635	⌄	⌄	1647	⌄	⌄
Warwick	d	⌄	⌄	⌄	1628	1639	⌄	⌄	⌄	⌄	⌄
Warwick Parkway	d	⌄	⌄	⌄	1631	⌄	⌄	⌄	1653	⌄	⌄
Hatton	d	⌄	⌄	⌄	⌄	1646	⌄	⌄	⌄	⌄	⌄
Claverdon	d	⌄	⌄	⌄	⌄	1653	⌄	⌄	⌄	⌄	⌄
Bearley	d	⌄	⌄	⌄	⌄	1658	⌄	⌄	⌄	⌄	⌄
Wilmcote	d	⌄	⌄	⌄	⌄	1702	⌄	⌄	⌄	⌄	⌄
Stratford-upon-Avon	a	⌄	⌄	⌄	⌄	1714	⌄	⌄	⌄	⌄	⌄
Lapworth	d	⌄	⌄	⌄	1654ay	⌄	⌄	⌄	⌄	⌄	⌄
Dorridge	d	⌄	⌄	⌄	1641	⌄	⌄	⌄	⌄	⌄	⌄
Widney Manor	d	⌄	⌄	⌄	1650n	⌄	⌄	⌄	⌄	⌄	⌄
Solihull	d	⌄	⌄	⌄	1647	⌄	⌄	⌄	1705	⌄	⌄
Olton	d	⌄	⌄	⌄	1657h	⌄	⌄	⌄	1720h	⌄	⌄
Acocks Green	d	⌄	⌄	⌄	1700h	⌄	⌄	⌄	1723h	⌄	⌄
Tyseley	d	⌄	⌄	⌄	1703h	⌄	⌄	⌄	⌄	⌄	⌄
Small Heath	d	⌄	⌄	⌄	1705h	⌄	⌄	⌄	⌄	⌄	⌄
Birmingham Moor St	a	⌄	⌄	⌄	1701	⌄	⌄	⌄	1713	⌄	⌄
Birmingham Snow Hill	a	⌄	⌄	⌄	1712g	⌄	⌄	⌄	1721	⌄	⌄
Jewellery Quarter	a	⌄	⌄	⌄	1716g	⌄	⌄	⌄	1736g	⌄	⌄
The Hawthorns	a	⌄	⌄	⌄	1721g	⌄	⌄	⌄	1741g	⌄	⌄
Smethwick Gn Bdg	a	⌄	⌄	⌄	1724g	⌄	⌄	⌄	1744g	⌄	⌄
Rowley Regis	a	⌄	⌄	⌄	1729g	⌄	⌄	⌄	1749g	⌄	⌄
Cradley Heath	a	⌄	⌄	⌄	1735g	⌄	⌄	⌄	1755g	⌄	⌄
Stourbridge Junction	a	⌄	⌄	⌄	1740g	⌄	⌄	⌄	1800g	⌄	⌄
Hagley	a	⌄	⌄	⌄	1745g	⌄	⌄	⌄	1804g	⌄	⌄
Blakedown	a	⌄	⌄	⌄	1749g	⌄	⌄	⌄	1808g	⌄	⌄
Kidderminster	a	⌄	⌄	⌄	1754g	⌄	⌄	⌄	1813g	⌄	⌄

For explanation of notes and symbols see pages 106 & 107

London – Stratford-upon-Avon – Birmingham – Kidderminster
London – High Wycombe – Aylesbury

See page 94 for trains from London to Aylesbury via Amersham

Mondays to Fridays

				M				M			
London Marylebone	d	1543	1600	1607	1610	1613	⌄	1630	1633	⌄	1636
Wembley Stadium	d	1551	1608	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Sudbury & Harrow Rd	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Sudbury Hill Harrow	d	1555	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Northolt Park	d	1558	1613	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
London Paddington	d	⌄	⌄	⌄	⌄	⌄	⟝	⌄	⌄	⌄	⌄
South Ruislip	d	⌄	1626z	⌄	⌄	⌄	1626z	⌄	⌄	⌄	⌄
West Ruislip	d	1603	⟝	⌄	⌄	⌄	1631	⌄	⌄	⌄	⌄
Denham	d	1607	⌄	⌄	⌄	1629	1635	⌄	⌄	⌄	⌄
Denham Golf Club	d	1610	⌄	⌄	⌄	1631	⌄	⌄	⌄	⌄	⌄
Gerrards Cross	d	1613	⌄	⌄	⌄	1635	1646	⌄	⌄	⌄	1654
Seer Green & Jordans	d	1618	⌄	⌄	⌄	1639	⌄	⌄	⌄	⌄	1659
Beaconsfield	d	1621	⌄	⌄	1630	1642	⌄	⌄	⌄	⌄	1702
High Wycombe	d	1632	⌄	⌄	1636	1654	⌄	⌄	1659	⌄	1714
Saunderton	d	⌄	⌄	⌄	1642	⌄	⌄	⌄	⌄	⌄	⌄
Princes Risborough	d	⌄	⌄	⌄	1647	⌄	⌄	⌄	1708	1716	⌄
Monks Risborough	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	1719	⌄
Little Kimble	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	1723	⌄
Aylesbury	a	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	1737	⌄
Haddenham & Thame	d	⌄	⌄	⌄	1653	⌄	⌄	⌄	1715	⌄	⌄
Bicester North	d	⌄	⌄	1649	1712	⌄	⌄	⌄	1731	⌄	⌄
Kings Sutton	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Banbury	d	⌄	⌄	1703	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Leamington Spa	d	⌄	⌄	1721	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Warwick	d	⌄	⌄	1725	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Warwick Parkway	d	⌄	⌄	1729	⌄	⌄	⌄	1739	⌄	⌄	⌄
Hatton	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Claverdon	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Bearley	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Wilmcote	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Stratford-upon-Avon	a	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Lapworth	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Dorridge	d	⌄	⌄	1739	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Widney Manor	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Solihull	d	⌄	⌄	1744	⌄	⌄	⌄	1751	⌄	⌄	⌄
Olton	d	⌄	⌄	⌄	⌄	⌄	⌄	1815h	⌄	⌄	⌄
Acocks Green	d	⌄	⌄	⌄	⌄	⌄	⌄	1817h	⌄	⌄	⌄
Tyseley	d	⌄	⌄	⌄	⌄	⌄	⌄	1820h	⌄	⌄	⌄
Small Heath	d	⌄	⌄	⌄	⌄	⌄	⌄	1823h	⌄	⌄	⌄
Birmingham Moor St	a	⌄	⌄	1755	⌄	⌄	⌄	1800	⌄	⌄	⌄
Birmingham Snow Hill	a	⌄	⌄	1803	⌄	⌄	⌄	1812	⌄	⌄	⌄
Jewellery Quarter	a	⌄	⌄	⌄	⌄	⌄	⌄	1825g	⌄	⌄	⌄
The Hawthorns	a	⌄	⌄	⌄	⌄	⌄	⌄	1830g	⌄	⌄	⌄
Smethwick Gn Bdg	a	⌄	⌄	⌄	⌄	⌄	⌄	1832g	⌄	⌄	⌄
Rowley Regis	a	⌄	⌄	⌄	⌄	⌄	⌄	1838g	⌄	⌄	⌄
Cradley Heath	a	⌄	⌄	⌄	⌄	⌄	⌄	1843g	⌄	⌄	⌄
Stourbridge Junction	a	⌄	⌄	⌄	⌄	⌄	⌄	1848g	⌄	⌄	⌄
Hagley	a	⌄	⌄	⌄	⌄	⌄	⌄	1853g	⌄	⌄	⌄
Blakedown	a	⌄	⌄	⌄	⌄	⌄	⌄	1857g	⌄	⌄	⌄
Kidderminster	a	⌄	⌄	⌄	⌄	⌄	⌄	1902g	⌄	⌄	⌄

For explanation of notes and symbols see pages 106 & 107

London – Stratford-upon-Avon – Birmingham – Kidderminster
London – High Wycombe – Aylesbury

See page 94 for trains from London to Aylesbury via Amersham

Mondays to Fridays

			MS					M			
London Marylebone	d	1640	1646	⌄	1649	1656	⌄	1707	1710	1713	1719
Wembley Stadium	d	1648	⌄	⌄	1659	⌄	⌄	⌄	⌄	1721	⌄
Sudbury & Harrow Rd	d	1651	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Sudbury Hill Harrow	d	1654	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Northolt Park	d	1656	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	1730
London Paddington	d	⌄	⌄	⌄	⌄	⌄	⟝	⌄	⌄	⌄	⌄
South Ruislip	d	1709aa	⌄	⌄	⌄	⌄	1709aa	⌄	⌄	⌄	⌄
West Ruislip	d	⟝	⌄	⌄	⌄	⌄	1713	⌄	⌄	⌄	1736
Denham	d	⌄	⌄	⌄	⌄	1712	⌄	⌄	⌄	⌄	1741
Denham Golf Club	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	1733	⌄
Gerrards Cross	d	⌄	⌄	⌄	⌄	1717	1726	⌄	⌄	1736	⌄
Seer Green & Jordans	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	1741	⌄
Beaconsfield	d	⌄	⌄	⌄	⌄	1723	⌄	⌄	⌄	1744	1750
High Wycombe	d	⌄	⌄	⌄	1716	1734	⌄	⌄	1736	1750	1801
Saunderton	d	⌄	⌄	⌄	1722	⌄	⌄	⌄	⌄	1756	⌄
Princes Risborough	d	⌄	⌄	⌄	1727	⌄	⌄	⌄	1745	1801	⌄
Monks Risborough	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	1805	⌄
Little Kimble	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	1808	⌄
Aylesbury	a	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	1823	⌄
Haddenham & Thame	d	⌄	⌄	⌄	1733	⌄	⌄	⌄	1751	⌄	⌄
Bicester North	d	⌄	⌄	⌄	1745	⌄	⌄	⌄	1803	⌄	⌄
Kings Sutton	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	1813	⌄	⌄
Banbury	d	⌄	1743	⌄	1802ab	⌄	⌄	1804	1819	⌄	⌄
Leamington Spa	d	⌄	1801	1808	⌄	⌄	⌄	1821	1836	⌄	⌄
Warwick	d	⌄	⌄	1813	⌄	⌄	⌄	⌄	1840	⌄	⌄
Warwick Parkway	d	⌄	1807	1816	⌄	⌄	⌄	1827	⌄	⌄	⌄
Hatton	d	⌄	⌄	1821	⌄	⌄	⌄	⌄	1847	⌄	⌄
Claverdon	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	1853	⌄	⌄
Bearley	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Wilmcote	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	1900	⌄	⌄
Stratford-upon-Avon	a	⌄	⌄	⌄	⌄	⌄	⌄	⌄	1912	⌄	⌄
Lapworth	d	⌄	⌄	1826	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Dorridge	d	⌄	1817	1831	⌄	⌄	⌄	1839	⌄	⌄	⌄
Widney Manor	d	⌄	1827n	⌄	⌄	⌄	⌄	1903n	⌄	⌄	⌄
Solihull	d	⌄	1823	1836	⌄	⌄	⌄	1845	⌄	⌄	⌄
Olton	d	⌄	1834h	⌄	⌄	⌄	⌄	1910h	⌄	⌄	⌄
Acocks Green	d	⌄	1837h	⌄	⌄	⌄	⌄	1913h	⌄	⌄	⌄
Tyseley	d	⌄	1840h	⌄	⌄	⌄	⌄	1916h	⌄	⌄	⌄
Small Heath	d	⌄	1842h	⌄	⌄	⌄	⌄	1918h	⌄	⌄	⌄
Birmingham Moor St	a	⌄	1835	1855	⌄	⌄	⌄	1901	⌄	⌄	⌄
Birmingham Snow Hill	a	⌄	1857g	⌄	⌄	⌄	⌄	1904ac	⌄	⌄	⌄
Jewellery Quarter	a	⌄	1901g	⌄	⌄	⌄	⌄	1929g	⌄	⌄	⌄
The Hawthorns	a	⌄	1906g	⌄	⌄	⌄	⌄	1916	⌄	⌄	⌄
Smethwick Gn Bdg	a	⌄	1908g	⌄	⌄	⌄	⌄	1918	⌄	⌄	⌄
Rowley Regis	a	⌄	1915g	⌄	⌄	⌄	⌄	1924	⌄	⌄	⌄
Cradley Heath	a	⌄	1921g	⌄	⌄	⌄	⌄	1929	⌄	⌄	⌄
Stourbridge Junction	a	⌄	1929g	⌄	⌄	⌄	⌄	1935	⌄	⌄	⌄
Hagley	a	⌄	⌄	⌄	⌄	⌄	⌄	2000g	⌄	⌄	⌄
Blakedown	a	⌄	⌄	⌄	⌄	⌄	⌄	2003g	⌄	⌄	⌄
Kidderminster	a	⌄	⌄	⌄	⌄	⌄	⌄	1948	⌄	⌄	⌄

For explanation of notes and symbols see pages 106 & 107

London – Stratford-upon-Avon – Birmingham – Kidderminster
London – High Wycombe – Aylesbury

See page 94 for trains from London to Aylesbury via Amersham

Mondays to Fridays

			M					MSFP	M	B	
London Marylebone	d	1723	1737	1740	1743	1750	1756	1807	1810	1813	⌵
Wembley Stadium	d	1732	⌵	⌵	1752	⌵	⌵	⌵	⌵	⌵	⌵
Sudbury & Harrow Rd	d	1735	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵
Sudbury Hill Harrow	d	1738	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵
Northolt Park	d	1741	⌵	⌵	⌵	⌵	1807	⌵	⌵	⌵	⌵
London Paddington	d	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵
South Ruislip	d	1751ad	⌵	⌵	⌵	⌵	1811	⌵	⌵	⌵	⌵
West Ruislip	d	1759	⌵	⌵	⌵	1804	⌵	⌵	⌵	⌵	⌵
Denham	d	⌵	⌵	⌵	⌵	1809	⌵	⌵	⌵	⌵	⌵
Denham Golf Club	d	⌵	⌵	⌵	⌵	1811	⌵	⌵	⌵	⌵	⌵
Gerrards Cross	d	⌵	⌵	⌵	1806	1815	1823	⌵	⌵	⌵	⌵
Seer Green & Jordans	d	⌵	⌵	⌵	1811	⌵	⌵	⌵	⌵	⌵	⌵
Beaconsfield	d	⌵	⌵	⌵	1814	1821	⌵	⌵	⌵	⌵	⌵
High Wycombe	d	⌵	⌵	1803	1821	1833	⌵	⌵	⌵	⌵	⌵
Saunderton	d	⌵	⌵	⌵	1827	⌵	⌵	⌵	⌵	⌵	⌵
Princes Risborough	d	⌵	⌵	1812	1838	⌵	⌵	⌵	⌵	1848	1850
Monks Risborough	d	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	1853
Little Kimble	d	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	1857
Aylesbury	a	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	1908
Haddenham & Thame	d	⌵	⌵	1819	⌵	⌵	⌵	⌵	⌵	1856	⌵
Bicester North	d	⌵	1822	1839	⌵	⌵	⌵	⌵	⌵	1910	⌵
Kings Sutton	d	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵
Banbury	d	⌵	1835	⌵	⌵	⌵	⌵	⌵	1905	1930	⌵
Leamington Spa	d	⌵	1854	⌵	⌵	⌵	⌵	⌵	1923	⌵	⌵
Warwick	d	⌵	1858	⌵	⌵	⌵	⌵	⌵	1927	⌵	⌵
Warwick Parkway	d	⌵	1901	⌵	⌵	⌵	⌵	1920	1931	⌵	⌵
Hatton	d	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵
Claverdon	d	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵
Bearley	d	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵
Wilmcote	d	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵
Stratford-upon-Avon	a	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵
Lapworth	d	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵
Dorridge	d	⌵	1911	⌵	⌵	⌵	⌵	⌵	1941	⌵	⌵
Widney Manor	d	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵
Solihull	d	⌵	1917	⌵	⌵	⌵	⌵	1932	1946	⌵	⌵
Olton	d	⌵	⌵	⌵	⌵	⌵	⌵	1941h	⌵	⌵	⌵
Acocks Green	d	⌵	⌵	⌵	⌵	⌵	⌵	1944h	⌵	⌵	⌵
Tyseley	d	⌵	⌵	⌵	⌵	⌵	⌵	1947h	⌵	⌵	⌵
Small Heath	d	⌵	⌵	⌵	⌵	⌵	⌵	1949h	⌵	⌵	⌵
Birmingham Moor St	a	⌵	1925	⌵	⌵	⌵	⌵	1940	1957	⌵	⌵
Birmingham Snow Hill	a	⌵	1936	⌵	⌵	⌵	⌵	1943ae	2000af	⌵	⌵
Jewellery Quarter	a	⌵	1942g	⌵	⌵	⌵	⌵	2000g	2022g	⌵	⌵
The Hawthorns	a	⌵	1947g	⌵	⌵	⌵	⌵	2005g	2016	⌵	⌵
Smethwick Gn Bdg	a	⌵	1949g	⌵	⌵	⌵	⌵	2007g	2018	⌵	⌵
Rowley Regis	a	⌵	1955g	⌵	⌵	⌵	⌵	2001	2024	⌵	⌵
Cradley Heath	a	⌵	2000g	⌵	⌵	⌵	⌵	2020g	2029	⌵	⌵
Stourbridge Junction	a	⌵	2006g	⌵	⌵	⌵	⌵	2012	2040	⌵	⌵
Hagley	a	⌵	⌵	⌵	⌵	⌵	⌵	2031g	⌵	⌵	⌵
Blakedown	a	⌵	⌵	⌵	⌵	⌵	⌵	2034g	⌵	⌵	⌵
Kidderminster	a	⌵	⌵	⌵	⌵	⌵	⌵	2030	⌵	⌵	⌵

For explanation of notes and symbols see pages 106 & 107

London – Stratford-upon-Avon – Birmingham – Kidderminster
London – High Wycombe – Aylesbury

See page 94 for trains from London to Aylesbury via Amersham

Mondays to Fridays

						M					
London Marylebone	d	1816	1822	1825	1829	1840	⌄	1844	1847	1853	1856
Wembley Stadium	d	1824	⌄	⌄	1837	⌄	⌄	⌄	⌄	⌄	⌄
Sudbury & Harrow Rd	d	⌄	⌄	⌄	1840	⌄	⌄	⌄	⌄	⌄	⌄
Sudbury Hill Harrow	d	⌄	⌄	⌄	1843	⌄	⌄	⌄	⌄	⌄	⌄
Northolt Park	d	⌄	⌄	⌄	1845	⌄	⌄	⌄	⌄	⌄	1907
London Paddington	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
South Ruislip	d	⌄	⌄	⌄	1900ag	⌄	⌄	⌄	⌄	⌄	⌄
West Ruislip	d	⌄	⌄	1839	1907	⌄	⌄	⌄	⌄	⌄	1912
Denham	d	⌄	⌄	1843	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Denham Golf Club	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Gerrards Cross	d	⌄	1840	1848	⌄	⌄	⌄	⌄	1906	⌄	1919
Seer Green & Jordans	d	⌄	⌄	1852	⌄	⌄	⌄	⌄	⌄	⌄	1923
Beaconsfield	d	1841	1847	1855	⌄	⌄	⌄	⌄	1912	⌄	1926
High Wycombe	d	1847	1853	1906	⌄	⌄	⌄	1910	1921	1922	1933
Saunderton	d	⌄	1900	⌄	⌄	⌄	⌄	⌄	⌄	1928	⌄
Princes Risborough	d	1856	1905	⌄	⌄	⌄	⌄	1920	⌄	1933	1942
Monks Risborough	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	1945
Little Kimble	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	1949
Aylesbury	a	⌄	1923	⌄	⌄	⌄	⌄	⌄	⌄	⌄	2002
Haddenham & Thame	d	1902	⌄	⌄	⌄	⌄	⌄	1926	⌄	1940	⌄
Bicester North	d	1921	⌄	⌄	⌄	1924	⌄	1941	⌄	1956	⌄
Kings Sutton	d	⌄	⌄	⌄	⌄	⌄	⌄	1955	⌄	⌄	⌄
Banbury	d	⌄	⌄	⌄	⌄	1937	⌄	2000	⌄	⌄	⌄
Leamington Spa	d	⌄	⌄	⌄	⌄	1955	2005	2024	⌄	⌄	⌄
Warwick	d	⌄	⌄	⌄	⌄	1959	2009	⌄	⌄	⌄	⌄
Warwick Parkway	d	⌄	⌄	⌄	⌄	2002	2012	⌄	⌄	⌄	⌄
Hatton	d	⌄	⌄	⌄	⌄	⌄	2017	⌄	⌄	⌄	⌄
Claverdon	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Bearley	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Wilmcote	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Stratford-upon-Avon	a	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Lapworth	d	⌄	⌄	⌄	⌄	⌄	2022	⌄	⌄	⌄	⌄
Dorridge	d	⌄	⌄	⌄	⌄	2013	2027	⌄	⌄	⌄	⌄
Widney Manor	d	⌄	⌄	⌄	⌄	2033n	⌄	⌄	⌄	⌄	⌄
Solihull	d	⌄	⌄	⌄	⌄	2019	2032	⌄	⌄	⌄	⌄
Olton	d	⌄	⌄	⌄	⌄	2040h	⌄	⌄	⌄	⌄	⌄
Acocks Green	d	⌄	⌄	⌄	⌄	2042h	⌄	⌄	⌄	⌄	⌄
Tyseley	d	⌄	⌄	⌄	⌄	2045h	⌄	⌄	⌄	⌄	⌄
Small Heath	d	⌄	⌄	⌄	⌄	2048h	⌄	⌄	⌄	⌄	⌄
Birmingham Moor St	a	⌄	⌄	⌄	⌄	2027	2046	⌄	⌄	⌄	⌄
Birmingham Snow Hill	a	⌄	⌄	⌄	⌄	2037	2054g	⌄	⌄	⌄	⌄
Jewellery Quarter	a	⌄	⌄	⌄	⌄	⌄	2058g	⌄	⌄	⌄	⌄
The Hawthorns	a	⌄	⌄	⌄	⌄	⌄	2102g	⌄	⌄	⌄	⌄
Smethwick Gn Bdg	a	⌄	⌄	⌄	⌄	⌄	2105g	⌄	⌄	⌄	⌄
Rowley Regis	a	⌄	⌄	⌄	⌄	⌄	2111g	⌄	⌄	⌄	⌄
Cradley Heath	a	⌄	⌄	⌄	⌄	⌄	2117g	⌄	⌄	⌄	⌄
Stourbridge Junction	a	⌄	⌄	⌄	⌄	⌄	2124g	⌄	⌄	⌄	⌄
Hagley	a	⌄	⌄	⌄	⌄	⌄	2128g	⌄	⌄	⌄	⌄
Blakedown	a	⌄	⌄	⌄	⌄	⌄	2131g	⌄	⌄	⌄	⌄
Kidderminster	a	⌄	⌄	⌄	⌄	⌄	2135g	⌄	⌄	⌄	⌄

For explanation of notes and symbols see pages 106 & 107

London – Stratford-upon-Avon – Birmingham – Kidderminster
London – High Wycombe – Aylesbury

See page 94 for trains from London to Aylesbury via Amersham

Mondays to Fridays

			M			M				M	
London Marylebone	d	1859	1915	1918	1921	1937	1940	1943	1946	2010	2015
Wembley Stadium	d	1907	⌄	⌄	1929	⌄	⌄	⌄	1954	⌄	⌄
Sudbury & Harrow Rd	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	1957	⌄	⌄
Sudbury Hill Harrow	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	2000	⌄	⌄
Northolt Park	d	⌄	⌄	⌄	1934	⌄	⌄	⌄	2002	⌄	⌄
London Paddington	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
South Ruislip	d	1914	⌄	⌄	1938	⌄	⌄	⌄	2006	⌄	⌄
West Ruislip	d	⌄	⌄	⌄	⌄	⌄	⌄	1957	⌄	⌄	⌄
Denham	d	1919	⌄	⌄	1943	⌄	⌄	2002	⌄	⌄	⌄
Denham Golf Club	d	1922	⌄	⌄	⌄	⌄	⌄	2005	⌄	⌄	⌄
Gerrards Cross	d	1925	⌄	1937	1948	⌄	⌄	2009	2014	⌄	2034
Seer Green & Jordans	d	⌄	⌄	1941	⌄	⌄	⌄	⌄	2018	⌄	⌄
Beaconsfield	d	⌄	⌄	1944	⌄	⌄	⌄	2016	2022	⌄	2040
High Wycombe	d	1942	⌄	1950	2004	⌄	2006	2024	2034	⌄	2046
Saunderton	d	⌄	⌄	⌄	⌄	⌄	⌄	2030	⌄	⌄	⌄
Princes Risborough	d	⌄	⌄	1959	⌄	⌄	2016	2036	⌄	⌄	2056
Monks Risborough	d	⌄	⌄	⌄	⌄	⌄	⌄	2039	⌄	⌄	⌄
Little Kimble	d	⌄	⌄	⌄	⌄	⌄	⌄	2043	⌄	⌄	⌄
Aylesbury	a	⌄	⌄	⌄	⌄	⌄	⌄	2056	⌄	⌄	⌄
Haddenham & Thame	d	⌄	⌄	2006	⌄	2013	2024	⌄	⌄	⌄	2103
Bicester North	d	⌄	2000	2019	⌄	2025	2039	⌄	⌄	2052	2117
Kings Sutton	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	2128
Banbury	d	⌄	2013	2039	⌄	2040	2057	⌄	⌄	2106	2140
Leamington Spa	d	⌄	2031	⌄	⌄	2057	2117	⌄	⌄	2124	⌄
Warwick	d	⌄	⌄	⌄	⌄	2101	2121	⌄	⌄	⌄	⌄
Warwick Parkway	d	⌄	2036	⌄	⌄	2105	⌄	⌄	⌄	2130	⌄
Hatton	d	⌄	⌄	⌄	⌄	⌄	2128	⌄	⌄	⌄	⌄
Claverdon	d	⌄	⌄	⌄	⌄	⌄	2134	⌄	⌄	⌄	⌄
Bearley	d	⌄	⌄	⌄	⌄	⌄	2139	⌄	⌄	⌄	⌄
Wilmcote	d	⌄	⌄	⌄	⌄	⌄	2143	⌄	⌄	⌄	⌄
Stratford-upon-Avon	a	⌄	⌄	⌄	⌄	⌄	2154	⌄	⌄	⌄	⌄
Lapworth	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Dorridge	d	⌄	2046	⌄	⌄	2115	⌄	⌄	⌄	2140	⌄
Widney Manor	d	⌄	⌄	⌄	⌄	2135n	⌄	⌄	⌄	⌄	⌄
Solihull	d	⌄	2052	⌄	⌄	2120	⌄	⌄	⌄	2145	⌄
Olton	d	⌄	⌄	⌄	⌄	2142h	⌄	⌄	⌄	⌄	⌄
Acocks Green	d	⌄	⌄	⌄	⌄	2144h	⌄	⌄	⌄	⌄	⌄
Tyseley	d	⌄	⌄	⌄	⌄	2147h	⌄	⌄	⌄	⌄	⌄
Small Heath	d	⌄	⌄	⌄	⌄	2150h	⌄	⌄	⌄	⌄	⌄
Birmingham Moor St	a	⌄	2100	⌄	⌄	2128	⌄	⌄	⌄	2157	⌄
Birmingham Snow Hill	a	⌄	2104	⌄	⌄	2137	⌄	⌄	⌄	2200ah	⌄
Jewellery Quarter	a	⌄	2122g	⌄	⌄	2200g	⌄	⌄	⌄	2222g	⌄
The Hawthorns	a	⌄	2111	⌄	⌄	2204g	⌄	⌄	⌄	2216	⌄
Smethwick Gn Bdg	a	⌄	2113	⌄	⌄	2207g	⌄	⌄	⌄	2218	⌄
Rowley Regis	a	⌄	2119	⌄	⌄	2213g	⌄	⌄	⌄	2224	⌄
Cradley Heath	a	⌄	2125	⌄	⌄	2219g	⌄	⌄	⌄	2229	⌄
Stourbridge Junction	a	⌄	2132	⌄	⌄	2226g	⌄	⌄	⌄	2235	⌄
Hagley	a	⌄	⌄	⌄	⌄	2230g	⌄	⌄	⌄	⌄	⌄
Blakedown	a	⌄	⌄	⌄	⌄	2233g	⌄	⌄	⌄	⌄	⌄
Kidderminster	a	⌄	2149	⌄	⌄	2237g	⌄	⌄	⌄	2250	⌄

For explanation of notes and symbols see pages 106 & 107

London – Stratford-upon-Avon – Birmingham – Kidderminster
London – High Wycombe – Aylesbury

See page 94 for trains from London to Aylesbury via Amersham

Mondays to Fridays

			M			M J			M		
London Marylebone	d	2018	2037	2040	⌄	2107	2113	⌄	2137	2140	2143
Wembley Stadium	d	2026	⌄	2048	⌄	⌄	2121	⌄	⌄	⌄	2151
Sudbury & Harrow Rd	d	⌄	⌄	2051	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Sudbury Hill Harrow	d	⌄	⌄	2054	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Northolt Park	d	2031	⌄	2056	⌄	⌄	2126	⌄	⌄	⌄	2156
London Paddington	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
South Ruislip	d	⌄	⌄	2100	⌄	⌄	⌄	⌄	⌄	⌄	2200
West Ruislip	d	2036	⌄	⌄	⌄	⌄	2131	⌄	⌄	⌄	⌄
Denham	d	2041	⌄	2105	⌄	⌄	2136	⌄	⌄	⌄	2205
Denham Golf Club	d	⌄	⌄	2108	⌄	⌄	2138	⌄	⌄	⌄	⌄
Gerrards Cross	d	2045	⌄	2111	⌄	⌄	2142	⌄	⌄	2159	2210
Seer Green & Jordans	d	2050	⌄	2116	⌄	⌄	2146	⌄	⌄	⌄	2214
Beaconsfield	d	2053	⌄	2119	⌄	⌄	2149	⌄	⌄	2205	2217
High Wycombe	d	2059	2103	2125	⌄	2131	2155	⌄	2201	2211	2223
Saunderton	d	⌄	⌄	2131	⌄	⌄	2202	⌄	⌄	⌄	2230
Princes Risborough	d	2108	2112	2140	⌄	2142	2210	⌄	⌄	2220	2235
Monks Risborough	d	2111	⌄	⌄	⌄	⌄	2213	⌄	⌄	⌄	2238
Little Kimble	d	2115	⌄	⌄	⌄	⌄	2217	⌄	⌄	⌄	2242
Aylesbury	a	2128	⌄	⌄	⌄	⌄	2230	⌄	⌄	⌄	2255
Haddenham & Thame	d	⌄	2118	⌄	⌄	2148	⌄	⌄	2217	2226	⌄
Bicester North	d	⌄	2129	⌄	⌄	2159	⌄	⌄	2228	2245	⌄
Kings Sutton	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Banbury	d	⌄	2145	⌄	⌄	2214	⌄	⌄	2243	⌄	⌄
Leamington Spa	d	⌄	2204	⌄	2218	2232	⌄	2240	2300	⌄	⌄
Warwick	d	⌄	2208	⌄	2223	2236	⌄	2244	2304	⌄	⌄
Warwick Parkway	d	⌄	2212	⌄	2226	2240	⌄	⌄	2308	⌄	⌄
Hatton	d	⌄	⌄	⌄	2231	⌄	⌄	⌄	⌄	⌄	⌄
Claverdon	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Bearley	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Wilmcote	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Stratford-upon-Avon	a	⌄	⌄	⌄	⌄	⌄	⌄	2311	⌄	⌄	⌄
Lapworth	d	⌄	⌄	⌄	2236	⌄	⌄	⌄	⌄	⌄	⌄
Dorridge	d	⌄	2222	⌄	2241	2250	⌄	⌄	2319	⌄	⌄
Widney Manor	d	⌄	2237n	⌄	2244	⌄	⌄	⌄	⌄	⌄	⌄
Solihull	d	⌄	2227	⌄	2248	2255	⌄	⌄	2324	⌄	⌄
Olton	d	⌄	2244h	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Acocks Green	d	⌄	2247h	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Tyseley	d	⌄	2250h	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Small Heath	d	⌄	2252h	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Birmingham Moor St	a	⌄	2242	⌄	2259	2304	⌄	⌄	2337	⌄	⌄
Birmingham Snow Hill	a	⌄	2259g	⌄	2307	2311aj	⌄	⌄	⌄	⌄	⌄
Jewellery Quarter	a	⌄	2302g	⌄	⌄	2324	⌄	⌄	⌄	⌄	⌄
The Hawthorns	a	⌄	2307g	⌄	⌄	2329	⌄	⌄	⌄	⌄	⌄
Smethwick Gn Bdg	a	⌄	2309g	⌄	⌄	2331	⌄	⌄	⌄	⌄	⌄
Rowley Regis	a	⌄	2316g	⌄	⌄	2338	⌄	⌄	⌄	⌄	⌄
Cradley Heath	a	⌄	2322g	⌄	⌄	2344	⌄	⌄	⌄	⌄	⌄
Stourbridge Junction	a	⌄	2329g	⌄	⌄	2352	⌄	⌄	⌄	⌄	⌄
Hagley	a	⌄	2333g	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Blakedown	a	⌄	2336g	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Kidderminster	a	⌄	2341g	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄

For explanation of notes and symbols see pages 106 & 107

London – Stratford-upon-Avon – Birmingham – Kidderminster
London – High Wycombe – Aylesbury

See page 94 for trains from London to Aylesbury via Amersham

Mondays to Fridays

		M			M				M K		
London Marylebone	d	2207	2210	2213	2237	2240	2243	2300	2307	⌄	2320
Wembley Stadium	d	⌄	⌄	2221	⌄	⌄	2251	2308	⌄	⌄	2328
Sudbury & Harrow Rd	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Sudbury Hill Harrow	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Northolt Park	d	⌄	⌄	2226	⌄	⌄	2256	⌄	⌄	⌄	⌄
London Paddington	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⟝	⌄
South Ruislip	d	⌄	⌄	⌄	⌄	⌄	2300	2320ak	⌄	2320ak	⌄
West Ruislip	d	⌄	⌄	2231	⌄	⌄	⌄	⟝	⌄	⌄	⌄
Denham	d	⌄	⌄	2236	⌄	⌄	2305	⌄	⌄	2325	⌄
Denham Golf Club	d	⌄	⌄	2238	⌄	⌄	2308	⌄	⌄	⌄	⌄
Gerrards Cross	d	⌄	2228	2242	⌄	2258	2311	⌄	⌄	2330	2342
Seer Green & Jordans	d	⌄	⌄	2246	⌄	⌄	⌄	⌄	⌄	2334	⌄
Beaconsfield	d	⌄	2234	2249	⌄	2304	2317	⌄	⌄	2337	2348
High Wycombe	d	⌄	2240	2301	⌄	2310	2323	⌄	⌄	2343	2354
Saunderton	d	⌄	⌄	⌄	⌄	⌄	2330	⌄	⌄	⌄	⌄
Princes Risborough	d	⌄	2249	⌄	⌄	2319	2335	⌄	⌄	2352	0003
Monks Risborough	d	⌄	⌄	⌄	⌄	⌄	2338	⌄	⌄	⌄	⌄
Little Kimble	d	⌄	⌄	⌄	⌄	⌄	2342	⌄	⌄	⌄	⌄
Aylesbury	a	⌄	⌄	⌄	⌄	⌄	2356	⌄	⌄	⌄	⌄
Haddenham & Thame	d	⌄	2256	⌄	⌄	2326	⌄	⌄	⌄	2359	0009
Bicester North	d	2250	2315	⌄	2320	2345	⌄	⌄	2350	0012	0023
Kings Sutton	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	0032
Banbury	d	2304	⌄	⌄	2339	⌄	⌄	⌄	0004	0033	0045
Leamington Spa	d	2322	⌄	⌄	2356	⌄	⌄	⌄	0022	⌄	⌄
Warwick	d	2326	⌄	⌄	0001	⌄	⌄	⌄	0026	⌄	⌄
Warwick Parkway	d	2330	⌄	⌄	0004	⌄	⌄	⌄	0029	⌄	⌄
Hatton	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Claverdon	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Bearley	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Wilmcote	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Stratford-upon-Avon	a	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Lapworth	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Dorridge	d	2340	⌄	⌄	0014	⌄	⌄	⌄	⌄	⌄	⌄
Widney Manor	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Solihull	d	2345	⌄	⌄	0019	⌄	⌄	⌄	0041	⌄	⌄
Olton	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Acocks Green	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Tyseley	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Small Heath	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Birmingham Moor St	a	2359	⌄	⌄	0032	⌄	⌄	⌄	0055	⌄	⌄
Birmingham Snow Hill	a	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Jewellery Quarter	a	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
The Hawthorns	a	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Smethwick Gn Bdg	a	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Rowley Regis	a	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Cradley Heath	a	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Stourbridge Junction	a	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Hagley	a	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Blakedown	a	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Kidderminster	a	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄

For explanation of notes and symbols see pages 106 & 107

Kidderminster – Birmingham – Stratford-upon-Avon – London
Aylesbury – High Wycombe – London

See page 94 for trains from London to Aylesbury via Amersham

Mondays to Fridays

			L	SX	SO						
London Marylebone	d	2330	⌵	0005	0005	0010					
Wembley Stadium	d	2339	⌵	⌵	⌵	0018					
Sudbury & Harrow Rd	d	⌵	⌵	⌵	⌵	⌵					
Sudbury Hill Harrow	d	⌵	⌵	⌵	⌵	⌵					
Northolt Park	d	2344	⌵	⌵	⌵	0023					
London Paddington	d	⌵	⌵	⌵	⌵	⌵					
South Ruislip	d	2347	⌵	⌵	⌵	0027					
West Ruislip	d	2351	⌵	⌵	⌵	0030					
Denham	d	2355	⌵	⌵	⌵	0035					
Denham Golf Club	d	2358	⌵	⌵	⌵	0037					
Gerrards Cross	d	0001	⌵	0023	0023	0041					
Seer Green & Jordans	d	0006	⌵	⌵	⌵	0045					
Beaconsfield	d	0009	⌵	0029	0029	0048					
High Wycombe	d	0015	⌵	0035	0035	0054					
Saunderton	d	0021	⌵	⌵	⌵	0101					
Princes Risborough	d	0026	⌵	0044	0044	0106					
Monks Risborough	d	0030	⌵	⌵	⌵	0109					
Little Kimble	d	0033	⌵	⌵	⌵	0113					
Aylesbury	a	0047	⌵	⌵	⌵	0126					
Haddenham & Thame	d	⌵	⌵	0051	0051	⌵					
Bicester North	d	⌵	⌵	0103	0103	⌵					
Oxford	d	⌵	0038	⌵	⌵	⌵					
Kings Sutton	d	⌵	0101	⌵	⌵	⌵					
Banbury	d	⌵	0110	0124	0119	⌵					
Leamington Spa	d	⌵	⌵	⌵	0150	⌵					
Warwick	d	⌵	⌵	⌵	⌵	⌵					
Warwick Parkway	d	⌵	⌵	⌵	⌵	⌵					
Hatton	d	⌵	⌵	⌵	⌵	⌵					
Claverdon	d	⌵	⌵	⌵	⌵	⌵					
Bearley	d	⌵	⌵	⌵	⌵	⌵					
Wilmcote	d	⌵	⌵	⌵	⌵	⌵					
Stratford-upon-Avon	a	⌵	⌵	⌵	⌵	⌵					
Lapworth	d	⌵	⌵	⌵	⌵	⌵					
Dorridge	d	⌵	⌵	⌵	⌵	⌵					
Widney Manor	d	⌵	⌵	⌵	⌵	⌵					
Solihull	d	⌵	⌵	⌵	⌵	⌵					
Olton	d	⌵	⌵	⌵	⌵	⌵					
Acocks Green	d	⌵	⌵	⌵	⌵	⌵					
Tyseley	d	⌵	⌵	⌵	⌵	⌵					
Small Heath	d	⌵	⌵	⌵	⌵	⌵					
Birmingham Moor St	a	⌵	⌵	⌵	⌵	⌵					
Birmingham Snow Hill	a	⌵	⌵	⌵	⌵	⌵					
Jewellery Quarter	a	⌵	⌵	⌵	⌵	⌵					
The Hawthorns	a	⌵	⌵	⌵	⌵	⌵					
Smethwick Gn Bdg	a	⌵	⌵	⌵	⌵	⌵					
Rowley Regis	a	⌵	⌵	⌵	⌵	⌵					
Cradley Heath	a	⌵	⌵	⌵	⌵	⌵					
Stourbridge Junction	a	⌵	⌵	⌵	⌵	⌵					
Hagley	a	⌵	⌵	⌵	⌵	⌵					
Blakedown	a	⌵	⌵	⌵	⌵	⌵					
Kidderminster	a	⌵	⌵	⌵	⌵	⌵					

For explanation of notes and symbols see pages 106 & 107

Late night and weekend train times may be subject to alteration because of engineering work. Check www.chilternrailways.co.uk/changes before travelling.

Kidderminster – Birmingham – Stratford-upon-Avon – London
Aylesbury – High Wycombe – London

See page 96 for trains from Aylesbury to London via Amersham

Saturdays

									M			M
Kidderminster	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	**0637**
Blakedown	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	0607g
Hagley	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	0611g
Stourbridge Junction	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	**0645**
Cradley Heath	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	**0650**
Rowley Regis	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	**0656**
Smethwick Gn Bdg	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	**0702**
The Hawthorns	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	**0704**
Jewellery Quarter	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	0642g
Birmingham Snow Hill	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	**0712**
Birmingham Moor St	d	⌄	⌄	⌄	⌄	⌄	**0615**	**0644**	⌄	⌄	**0715**
Small Heath	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	0658h
Tyseley	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	0700h
Acocks Green	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	0703h
Olton	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	0706h
Solihull	d	⌄	⌄	⌄	⌄	⌄	**0624**	**0652**	⌄	⌄	**0724**
Widney Manor	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	0713n
Dorridge	d	⌄	⌄	⌄	⌄	⌄	**0629**	**0657**	⌄	⌄	**0729**
Lapworth	d	⌄	⌄	⌄	⌄	⌄	**0633**	⌄	⌄	⌄	⌄
Stratford-upon-Avon	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Wilmcote	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Bearley	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Claverdon	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Hatton	d	⌄	⌄	⌄	⌄	⌄	**0639**	⌄	⌄	⌄	⌄
Warwick Parkway	d	⌄	⌄	⌄	⌄	⌄	**0644**	**0707**	⌄	⌄	**0739**
Warwick	d	⌄	⌄	⌄	⌄	⌄	**0647**	⌄	⌄	⌄	**0743**
Leamington Spa	d	⌄	⌄	⌄	⌄	⌄	**0652**	**0713**	⌄	⌄	**0747**
Banbury	d	⌄	⌄	**0605**	**0629**	⌄	**0709**	**0731**	⌄	⌄	**0805**
Kings Sutton	d	⌄	⌄	⌄	**0633**	⌄	⌄	⌄	⌄	⌄	⌄
Bicester North	d	⌄	⌄	**0617**	**0644**	⌄	**0722**	**0744**	⌄	⌄	**0817**
Haddenham & Thame	d	⌄	⌄	**0629**	**0656**	⌄	**0733**	**0754**	⌄	⌄	**0828**
Aylesbury	d	**0515**	**0557**	⌄	⌄	**0656**	⌄	⌄	**0753**	**0810**	⌄
Little Kimble	d	**0523**	**0605**	⌄	⌄	**0704**	⌄	⌄	**0801**	⌄	⌄
Monks Risborough	d	**0527**	**0609**	⌄	⌄	**0708**	⌄	⌄	**0805**	⌄	⌄
Princes Risborough	d	**0530**	**0612**	**0637**	⌄	**0711**	**0741**	⌄	**0808**	**0823**	**0836**
Saunderton	d	**0535**	**0617**	⌄	⌄	**0716**	⌄	⌄	**0813**	**0828**	⌄
High Wycombe	d	**0542**	**0624**	**0646**	**0711**	**0723**	**0750**	⌄	**0820**	0848al	**0845**
Beaconsfield	d	**0548**	**0630**	**0652**	⌄	**0729**	**0756**	⌄	**0826**	⟵	⌄
Seer Green & Jordans	d	**0551**	**0633**	⌄	⌄	**0732**	⌄	⌄	**0829**	⌄	⌄
Gerrards Cross	d	**0555**	**0637**	**0657**	⌄	**0736**	**0801**	⌄	**0833**	⌄	⌄
Denham Golf Club	d	**0558**	**0640**	⌄	⌄	**0739**	⌄	⌄	**0836**	⌄	⌄
Denham	d	**0601**	**0643**	⌄	⌄	**0742**	⌄	⌄	**0839**	⌄	⌄
West Ruislip	d	**0605**	**0647**	⌄	⌄	**0746**	⌄	⌄	**0843**	⌄	⌄
South Ruislip	d	**0609**	**0651**	⌄	⌄	**0750**	⌄	⌄	**0847**	⌄	⌄
London Paddington	a	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Northolt Park	d	**0612**	**0654**	⌄	⌄	**0753**	⌄	⌄	**0850**	⌄	⌄
Sudbury Hill Harrow	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Sudbury & Harrow Rd	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Wembley Stadium	d	**0617**	**0659**	⌄	⌄	**0758**	⌄	⌄	**0855**	⌄	⌄
London Marylebone	a	**0630**	**0712**	**0718**	**0740**	**0811**	**0821**	**0831**	**0908**	⌄	**0911**

For explanation of notes and symbols see pages 106 & 107

Kidderminster – Birmingham – Stratford-upon-Avon – London
Aylesbury – High Wycombe – London

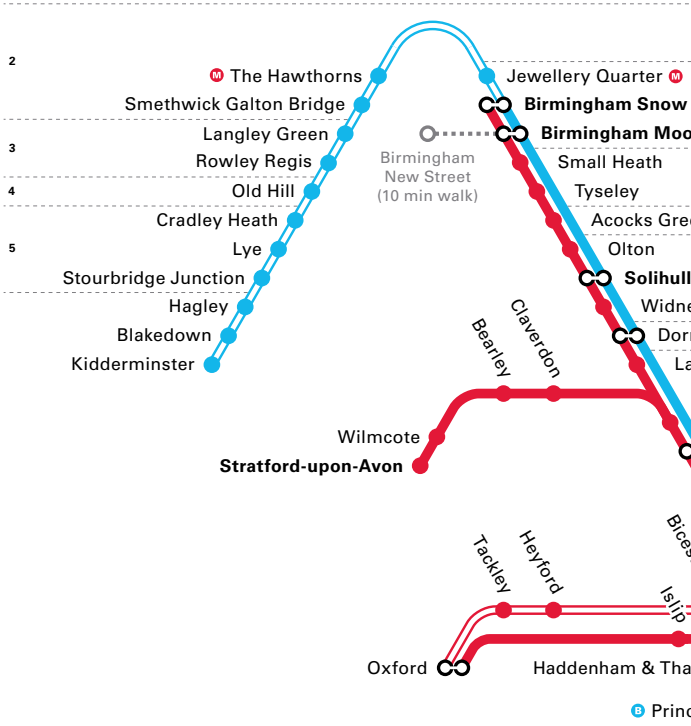
See page 96 for trains from Aylesbury to London via Amersham

Saturdays

				Ⓜ				Ⓜ			Ⓜ
Kidderminster	d			**0714**				0722g			**0813**
Blakedown	d			0651g				0727g			0811g
Hagley	d			0654g				0730g			0814g
Stourbridge Junction	d			**0722**				0735g			**0826**
Cradley Heath	d			**0727**				0742g			**0832**
Rowley Regis	d			**0733**				0750g			**0837**
Smethwick Gn Bdg	d			**0739**				0756g			**0843**
The Hawthorns	d			**0741**				0758g			**0845**
Jewellery Quarter	d			0729g				0802g			0842g
Birmingham Snow Hill	d			**0752**				**0812**			**0852**
Birmingham Moor St	d		**0733**	**0755**				**0815**			**0855**
Small Heath	d										0844h
Tyseley	d										0846h
Acocks Green	d			0745h							0849h
Olton	d			0748h							0852h
Solihull	d		**0742**	**0804**				**0825**			**0905**
Widney Manor	d										
Dorridge	d		**0750**					**0830**			
Lapworth	d		**0754**								
Stratford-upon-Avon	d					**0800**					
Wilmcote	d										
Bearley	d										
Claverdon	d					**0810**					
Hatton	d		**0800**			**0817**					
Warwick Parkway	d		**0805**	**0818**				**0839**			**0919**
Warwick	d		**0808**			**0824**		**0843**			
Leamington Spa	d		**0817**	**0823**		**0828**		**0847**			**0924**
Banbury	d			**0844**		**0848**		**0910**		**0925**	**0944**
Kings Sutton	d					**0852**				**0929**	
Bicester North	d					**0903**		**0921**		**0940**	
Haddenham & Thame	d					**0915**		**0932**		**0953**	
Aylesbury	d				**0853**		**0910**				
Little Kimble	d				**0901**		**0918**				
Monks Risborough	d				**0905**		**0922**				
Princes Risborough	d				**0909**	**0923**	**0929**	**0939**		**1001**	
Saunderton	d	⟵				**0928**				**1006**	
High Wycombe	d	0848al			**0919**	**0935**		**0948**	**0953**	1018an	
Beaconsfield	d	**0854**			**0925**	**0941**			**0959**	⟶	
Seer Green & Jordans	d	**0857**			**0928**				**1002**		
Gerrards Cross	d	**0901**			**0932**	**0946**			**1006**		
Denham Golf Club	d				**0935**						
Denham	d	**0906**			**0938**				**1011**		
West Ruislip	d				**0942**						
South Ruislip	d	**0912**							**1017**		
London Paddington	a										
Northolt Park	d	**0915**			**0947**				**1020**		
Sudbury Hill Harrow	d										
Sudbury & Harrow Rd	d										
Wembley Stadium	d	**0920**			**0952**				**1025**		
London Marylebone	a	**0931**		**0937**	**1006**	**1009**		**1014**	**1038**		**1041**

For explanation of notes and symbols see pages 106 & 107

Late night and weekend train times may be subject to alteration because of engineering work. Check www.chilternrailways.co.uk/changes before travelling.



Chiltern Railways

If you think our way, travel our way.

Chiltern Railways Mainline
Occasional Mainline service
Chiltern Railways
Occasional Chiltern Railways service
Proposed service

NETWORK WEST MIDLANDS FARE ZONES

2

Hill Ⓜ

or Street

1

2

en

3

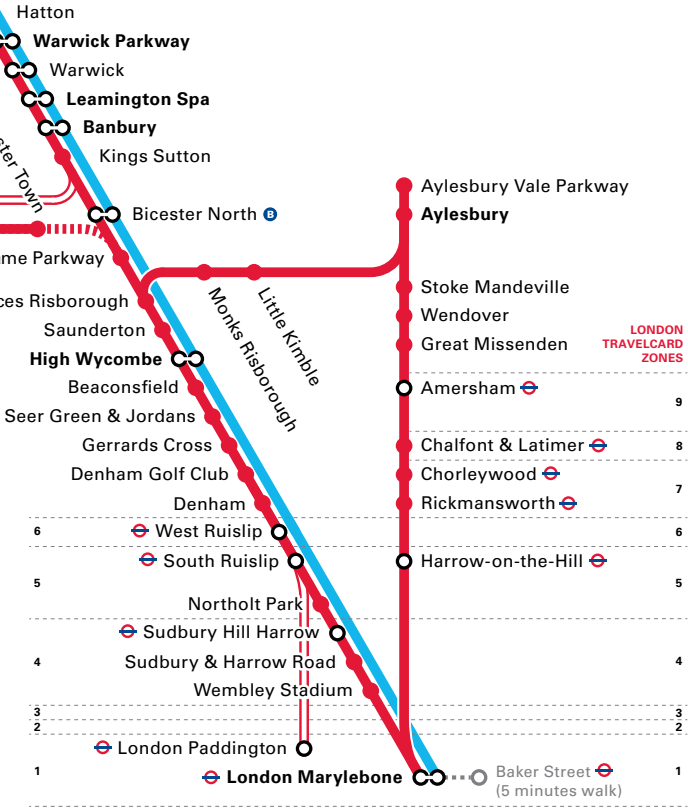
4

ey Manor

ridge

5

apworth



Ⓜ Midland Metro interchange

London Underground interchange

Please Note: Oyster Pay As You Go is only valid within London Travelcard Zones 1 to 9

Ⓑ Princes Risborough to Chinnor Bus Link

Ⓑ Bicester Village Shuttle Bus

For details of bus links to and from all our stations, see **chilternrailways.co.uk**

Kidderminster – Birmingham – Stratford-upon-Avon – London
Aylesbury – High Wycombe – London

See page 96 for trains from Aylesbury to London via Amersham

Saturdays

					M				M		
Kidderminster	d							0836g	**0903**		
Blakedown	d							0841g	**0908**		
Hagley	d							0844g	**0912**		
Stourbridge Junction	d				0835g			0849g	**0916**		
Cradley Heath	d				0842g			0854g	**0921**		
Rowley Regis	d				0850g			0900g	**0927**		
Smethwick Gn Bdg	d				0856g			0906g	**0933**		
The Hawthorns	d				0858g			0908g	**0935**		
Jewellery Quarter	d				0902g			0912g	0932g		
Birmingham Snow Hill	d				**0912**			0917g	**0952**		
Birmingham Moor St	d				**0915**			**0933**	**0955**		
Small Heath	d								0944h		
Tyseley	d								0946h		
Acocks Green	d				0905h			0925h	0949h		
Olton	d				0908h			0928h	0952h		
Solihull	d				**0923**			**0942**	**1005**		
Widney Manor	d				0915n			0935n			
Dorridge	d				**0928**			**0950**			
Lapworth	d							**0954**			
Stratford-upon-Avon	d						**0937**				
Wilmcote	d						**0943**				
Bearley	d						**0947**				
Claverdon	d						**0953**				
Hatton	d						**0958**	**1000**			
Warwick Parkway	d				**0938**			**1005**	**1019**		
Warwick	d				**0941**		**1004**	**1008**			
Leamington Spa	d				**0946**		**1008**	**1018**	**1025**		
Banbury	d				**1005**		**1026**		**1046**		
Kings Sutton	d										
Bicester North	d				**1018**		**1039**		**1058**		
Haddenham & Thame	d				**1028**		**1049**				
Aylesbury	d			**1010**							**1110**
Little Kimble	d			**1018**							**1118**
Monks Risborough	d			**1022**							**1122**
Princes Risborough	d		**1012**	**1028**	**1036**		**1058**			**1115**	**1130**
Saunderton	d	⟵					**1103**				
High Wycombe	d	1018an	**1022**		**1045**	**1053**	**1110**			**1125**	
Beaconsfield	d	**1024**	**1028**			**1059**	**1116**			**1131**	
Seer Green & Jordans	d		**1031**			**1102**				**1134**	
Gerrards Cross	d	**1029**	**1035**			**1106**	**1122**			**1138**	
Denham Golf Club	d		**1038**							**1141**	
Denham	d		**1041**			**1111**				**1144**	
West Ruislip	d		**1046**							**1148**	
South Ruislip	d					**1117**					
London Paddington	a										
Northolt Park	d		**1051**			**1120**				**1153**	
Sudbury Hill Harrow	d										
Sudbury & Harrow Rd	d										
Wembley Stadium	d		**1056**			**1125**				**1158**	
London Marylebone	a	**1051**	**1108**		**1111**	**1137**	**1141**		**1145**	**1210**	

For explanation of notes and symbols see pages 106 & 107

Kidderminster – Birmingham – Stratford-upon-Avon – London
Aylesbury – High Wycombe – London

See page 96 for trains from Aylesbury to London via Amersham

Saturdays

		M			M			M			M
Kidderminster	d	0926g	⌄	⌄	1006g	⌄	⌄	1026g	⌄	1036g	1106g
Blakedown	d	0931g	⌄	⌄	1011g	⌄	⌄	⌄	⌄	1041g	1111g
Hagley	d	0934g	⌄	⌄	1014g	⌄	⌄	⌄	⌄	1044g	1114g
Stourbridge Junction	d	0939g	⌄	⌄	1019g	⌄	⌄	1039g	⌄	1049g	1119g
Cradley Heath	d	0944g	⌄	⌄	1024g	⌄	⌄	1044g	⌄	1054g	1124g
Rowley Regis	d	0950g	⌄	⌄	1030g	⌄	⌄	1050g	⌄	1100g	1130g
Smethwick Gn Bdg	d	0956g	⌄	⌄	1036g	⌄	⌄	1056g	⌄	1106g	1136g
The Hawthorns	d	0958g	⌄	⌄	1038g	⌄	⌄	1058g	⌄	1108g	1138g
Jewellery Quarter	d	1002g	⌄	⌄	1042g	⌄	⌄	1102g	⌄	1112g	1142g
Birmingham Snow Hill	d	**1012**	⌄	⌄	1047g	⌄	⌄	**1112**	⌄	1117g	1147g
Birmingham Moor St	d	**1015**	⌄	⌄	**1055**	⌄	⌄	**1115**	⌄	**1133**	**1155**
Small Heath	d	⌄	⌄	⌄	1044h	⌄	⌄	⌄	⌄	⌄	1144h
Tyseley	d	⌄	⌄	⌄	1046h	⌄	⌄	⌄	⌄	⌄	1146h
Acocks Green	d	1005h	⌄	⌄	1049h	⌄	⌄	1105h	⌄	1125h	1149h
Olton	d	1008h	⌄	⌄	1052h	⌄	⌄	1108h	⌄	1128h	1152h
Solihull	d	**1024**	⌄	⌄	**1103**	⌄	⌄	**1123**	⌄	**1142**	**1204**
Widney Manor	d	1015n	⌄	⌄	⌄	⌄	⌄	1115n	⌄	1135n	⌄
Dorridge	d	**1030**	⌄	⌄	⌄	⌄	⌄	**1128**	⌄	**1150**	⌄
Lapworth	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	**1154**	⌄
Stratford-upon-Avon	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	**1134**	⌄	⌄
Wilmcote	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	**1140**	⌄	⌄
Bearley	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	**1144**	⌄	⌄
Claverdon	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	**1150**	⌄	⌄
Hatton	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	**1156**	**1200**	⌄
Warwick Parkway	d	**1039**	⌄	⌄	**1114**	⌄	⌄	**1138**	⌄	**1205**	**1220**
Warwick	d	**1043**	⌄	⌄	⌄	⌄	⌄	**1141**	**1203**	**1208**	⌄
Leamington Spa	d	**1048**	⌄	⌄	**1120**	⌄	⌄	**1146**	**1207**	**1217**	**1226**
Banbury	d	**1109**	⌄	**1113**	**1139**	⌄	⌄	**1204**	**1225**	⌄	**1248**
Kings Sutton	d	⌄	⌄	**1118**	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Bicester North	d	**1122**	⌄	**1134**	**1153**	⌄	⌄	**1221**	**1238**	⌄	**1300**
Haddenham & Thame	d	**1133**	⌄	**1146**	⌄	⌄	⌄	**1232**	**1248**	⌄	⌄
Aylesbury	d	⌄	⌄	⌄	⌄	⌄	**1210**	⌄	⌄	⌄	⌄
Little Kimble	d	⌄	⌄	⌄	⌄	⌄	**1218**	⌄	⌄	⌄	⌄
Monks Risborough	d	⌄	⌄	⌄	⌄	⌄	**1222**	⌄	⌄	⌄	⌄
Princes Risborough	d	**1140**	⌄	**1154**	⌄	**1214**	**1228**	**1238**	**1256**	⌄	⌄
Saunderton	d	⌄	⌄	**1159**	⌄	⌄	⌄	⌄	**1301**	⌄	⌄
High Wycombe	d	**1149**	**1153**	**1205**	⌄	**1224**	⌄	**1249**	**1308**	⌄	⌄
Beaconsfield	d	⌄	**1159**	**1211**	⌄	**1230**	⌄	⌄	**1314**	⌄	⌄
Seer Green & Jordans	d	⌄	**1202**	⌄	⌄	**1233**	⌄	⌄	⌄	⌄	⌄
Gerrards Cross	d	⌄	**1206**	**1217**	⌄	**1237**	⌄	⌄	**1320**	⌄	⌄
Denham Golf Club	d	⌄	⌄	⌄	⌄	**1240**	⌄	⌄	⌄	⌄	⌄
Denham	d	⌄	**1211**	⌄	⌄	**1243**	⌄	⌄	⌄	⌄	⌄
West Ruislip	d	⌄	⌄	⌄	⌄	**1247**	⌄	⌄	⌄	⌄	⌄
South Ruislip	d	⌄	**1217**	⌄	⌄	**1251**	⌄	⌄	⌄	⌄	⌄
London Paddington	a	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Northolt Park	d	⌄	**1220**	⌄	⌄	**1254**	⌄	⌄	⌄	⌄	⌄
Sudbury Hill Harrow	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Sudbury & Harrow Rd	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Wembley Stadium	d	⌄	**1225**	⌄	⌄	**1259**	⌄	⌄	**1329**	⌄	⌄
London Marylebone	a	**1214**	**1237**	**1241**	**1244**	**1311**	⌄	**1314**	**1341**	⌄	**1345**

For explanation of notes and symbols see pages 106 & 107

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Kidderminster – Birmingham – Stratford-upon-Avon – London
Aylesbury – High Wycombe – London

See page 96 for trains from Aylesbury to London via Amersham

Saturdays

				M		M			M		
Kidderminster	d	⌄	⌄	1126g	⌄	1206g	⌄	⌄	1226g	⌄	1236g
Blakedown	d	⌄	⌄	⌄	⌄	1211g	⌄	⌄	⌄	⌄	1241g
Hagley	d	⌄	⌄	⌄	⌄	1214g	⌄	⌄	⌄	⌄	1244g
Stourbridge Junction	d	⌄	⌄	1139g	⌄	1219g	⌄	⌄	1239g	⌄	1249g
Cradley Heath	d	⌄	⌄	1144g	⌄	1224g	⌄	⌄	1244g	⌄	1254g
Rowley Regis	d	⌄	⌄	1150g	⌄	1230g	⌄	⌄	1250g	⌄	1300g
Smethwick Gn Bdg	d	⌄	⌄	1156g	⌄	1236g	⌄	⌄	1256g	⌄	1306g
The Hawthorns	d	⌄	⌄	1158g	⌄	1238g	⌄	⌄	1258g	⌄	1308g
Jewellery Quarter	d	⌄	⌄	1202g	⌄	1242g	⌄	⌄	1302g	⌄	1312g
Birmingham Snow Hill	d	⌄	⌄	**1212**	⌄	1247g	⌄	⌄	**1312**	⌄	1317g
Birmingham Moor St	d	⌄	⌄	**1215**	⌄	**1255**	⌄	⌄	**1315**	⌄	**1333**
Small Heath	d	⌄	⌄	⌄	⌄	1244h	⌄	⌄	⌄	⌄	⌄
Tyseley	d	⌄	⌄	⌄	⌄	1246h	⌄	⌄	⌄	⌄	⌄
Acocks Green	d	⌄	⌄	1205h	⌄	1249h	⌄	⌄	1305h	⌄	1325h
Olton	d	⌄	⌄	1208h	⌄	1252h	⌄	⌄	1308h	⌄	1328h
Solihull	d	⌄	⌄	**1223**	⌄	**1305**	⌄	⌄	**1323**	⌄	**1342**
Widney Manor	d	⌄	⌄	1215n	⌄	⌄	⌄	⌄	1315n	⌄	1335n
Dorridge	d	⌄	⌄	**1228**	⌄	⌄	⌄	⌄	**1328**	⌄	**1350**
Lapworth	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	**1354**
Stratford-upon-Avon	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	**1318**	⌄
Wilmcote	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	**1323**	⌄
Bearley	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	**1327**	⌄
Claverdon	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	**1332**	⌄
Hatton	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	**1342**	**1400**
Warwick Parkway	d	⌄	⌄	**1238**	⌄	**1318**	⌄	⌄	**1338**	⌄	**1405**
Warwick	d	⌄	⌄	**1241**	⌄	⌄	⌄	⌄	**1341**	**1350**	**1408**
Leamington Spa	d	⌄	⌄	**1246**	⌄	**1324**	⌄	⌄	**1346**	**1355**	**1416**
Banbury	d	⌄	⌄	**1308**	**1313**	**1344**	⌄	⌄	**1408**	**1414**	⌄
Kings Sutton	d	⌄	⌄	⌄	**1318**	⌄	⌄	⌄	⌄	⌄	⌄
Bicester North	d	⌄	⌄	**1321**	**1329**	**1356**	⌄	⌄	**1421**	**1429**	⌄
Haddenham & Thame	d	⌄	⌄	**1332**	**1341**	⌄	⌄	⌄	**1432**	**1441**	⌄
Aylesbury	d	⌄	**1310**	⌄	⌄	⌄	⌄	**1410**	⌄	⌄	⌄
Little Kimble	d	⌄	**1318**	⌄	⌄	⌄	⌄	**1418**	⌄	⌄	⌄
Monks Risborough	d	⌄	**1322**	⌄	⌄	⌄	⌄	**1422**	⌄	⌄	⌄
Princes Risborough	d	⌄	**1328**	**1338**	**1349**	⌄	⌄	**1428**	**1438**	**1449**	⌄
Saunderton	d	⌄	⌄	⌄	**1354**	⌄	⌄	⌄	⌄	**1454**	⌄
High Wycombe	d	**1324**	⌄	**1349**	**1401**	⌄	**1424**	⌄	**1449**	**1501**	⌄
Beaconsfield	d	**1330**	⌄	⌄	**1407**	⌄	**1430**	⌄	⌄	**1507**	⌄
Seer Green & Jordans	d	**1333**	⌄	⌄	⌄	⌄	**1433**	⌄	⌄	⌄	⌄
Gerrards Cross	d	**1337**	⌄	⌄	**1412**	⌄	**1437**	⌄	⌄	**1512**	⌄
Denham Golf Club	d	**1340**	⌄	⌄	⌄	⌄	**1440**	⌄	⌄	⌄	⌄
Denham	d	**1343**	⌄	⌄	⌄	⌄	**1443**	⌄	⌄	⌄	⌄
West Ruislip	d	**1347**	⌄	⌄	⌄	⌄	**1447**	⌄	⌄	⌄	⌄
South Ruislip	d	**1351**	⌄	⌄	⌄	⌄	**1451**	⌄	⌄	⌄	⌄
London Paddington	a	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Northolt Park	d	**1354**	⌄	⌄	⌄	⌄	**1454**	⌄	⌄	⌄	⌄
Sudbury Hill Harrow	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Sudbury & Harrow Rd	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Wembley Stadium	d	**1359**	⌄	⌄	**1424**	⌄	**1459**	⌄	⌄	**1524**	⌄
London Marylebone	a	**1411**	⌄	**1414**	**1436**	**1441**	**1511**	⌄	**1515**	**1536**	⌄

For explanation of notes and symbols see pages 106 & 107

Kidderminster – Birmingham – Stratford-upon-Avon – London
Aylesbury – High Wycombe – London

See page 96 for trains from Aylesbury to London via Amersham

Saturdays

		M			M			M			M
Kidderminster	d	1306g	⌄	⌄	1326g	⌄	⌄	1406g	⌄	⌄	1426g
Blakedown	d	1311g	⌄	⌄	⌄	⌄	⌄	1411g	⌄	⌄	⌄
Hagley	d	1314g	⌄	⌄	⌄	⌄	⌄	1414g	⌄	⌄	⌄
Stourbridge Junction	d	1319g	⌄	⌄	1339g	⌄	⌄	1419g	⌄	⌄	1439g
Cradley Heath	d	1324g	⌄	⌄	1344g	⌄	⌄	1424g	⌄	⌄	1444g
Rowley Regis	d	1330g	⌄	⌄	1350g	⌄	⌄	1430g	⌄	⌄	1450g
Smethwick Gn Bdg	d	1336g	⌄	⌄	1356g	⌄	⌄	1436g	⌄	⌄	1456g
The Hawthorns	d	1338g	⌄	⌄	1358g	⌄	⌄	1438g	⌄	⌄	1458g
Jewellery Quarter	d	1342g	⌄	⌄	1402g	⌄	⌄	1442g	⌄	⌄	1502g
Birmingham Snow Hill	d	1347g	⌄	⌄	**1412**	⌄	⌄	1447g	⌄	⌄	**1512**
Birmingham Moor St	d	**1355**	⌄	⌄	**1415**	⌄	⌄	**1455**	⌄	⌄	**1515**
Small Heath	d	1344h	⌄	⌄	⌄	⌄	⌄	1444h	⌄	⌄	⌄
Tyseley	d	1346h	⌄	⌄	⌄	⌄	⌄	1446h	⌄	⌄	⌄
Acocks Green	d	1349h	⌄	⌄	1405h	⌄	⌄	1449h	⌄	⌄	1505h
Olton	d	1352h	⌄	⌄	1408h	⌄	⌄	1452h	⌄	⌄	1508h
Solihull	d	**1403**	⌄	⌄	**1423**	⌄	⌄	**1503**	⌄	⌄	**1523**
Widney Manor	d	⌄	⌄	⌄	1415n	⌄	⌄	⌄	⌄	⌄	1515n
Dorridge	d	⌄	⌄	⌄	**1428**	⌄	⌄	⌄	⌄	⌄	**1528**
Lapworth	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Stratford-upon-Avon	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Wilmcote	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Bearley	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Claverdon	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Hatton	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Warwick Parkway	d	**1414**	⌄	⌄	**1438**	⌄	⌄	**1514**	⌄	⌄	**1538**
Warwick	d	⌄	⌄	⌄	**1441**	⌄	⌄	⌄	⌄	⌄	**1541**
Leamington Spa	d	**1421**	⌄	⌄	**1446**	⌄	⌄	**1521**	⌄	⌄	**1546**
Banbury	d	**1444**	⌄	⌄	**1508**	⌄	**1513**	**1545**	⌄	⌄	**1608**
Kings Sutton	d	⌄	⌄	⌄	⌄	⌄	**1518**	⌄	⌄	⌄	⌄
Bicester North	d	**1457**	⌄	⌄	**1522**	⌄	**1534**	**1558**	⌄	⌄	**1621**
Haddenham & Thame	d	⌄	⌄	⌄	**1533**	⌄	**1546**	⌄	⌄	⌄	**1632**
Aylesbury	d	⌄	⌄	**1510**	⌄	⌄	⌄	⌄	⌄	**1610**	⌄
Little Kimble	d	⌄	⌄	**1518**	⌄	⌄	⌄	⌄	⌄	**1618**	⌄
Monks Risborough	d	⌄	⌄	**1522**	⌄	⌄	⌄	⌄	⌄	**1622**	⌄
Princes Risborough	d	⌄	**1514**	**1528**	**1538**	⌄	**1553**	⌄	**1615**	**1628**	**1638**
Saunderton	d	⌄	⌄	⌄	⌄	⌄	**1559**	⌄	⌄	⌄	⌄
High Wycombe	d	⌄	**1524**	⌄	**1549**	**1553**	**1605**	⌄	**1625**	⌄	**1649**
Beaconsfield	d	⌄	**1530**	⌄	⌄	**1559**	**1611**	⌄	**1631**	⌄	⌄
Seer Green & Jordans	d	⌄	**1533**	⌄	⌄	**1602**	⌄	⌄	**1634**	⌄	⌄
Gerrards Cross	d	⌄	**1537**	⌄	⌄	**1606**	**1617**	⌄	**1638**	⌄	⌄
Denham Golf Club	d	⌄	**1540**	⌄	⌄	⌄	⌄	⌄	**1641**	⌄	⌄
Denham	d	⌄	**1543**	⌄	⌄	**1611**	⌄	⌄	**1644**	⌄	⌄
West Ruislip	d	⌄	**1547**	⌄	⌄	⌄	⌄	⌄	**1648**	⌄	⌄
South Ruislip	d	⌄	**1551**	⌄	⌄	**1617**	⌄	⌄	⌄	⌄	⌄
London Paddington	a	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Northolt Park	d	⌄	**1554**	⌄	⌄	**1620**	⌄	⌄	**1653**	⌄	⌄
Sudbury Hill Harrow	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Sudbury & Harrow Rd	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Wembley Stadium	d	⌄	**1559**	⌄	⌄	**1625**	⌄	⌄	**1658**	⌄	⌄
London Marylebone	a	**1541**	**1611**	⌄	**1614**	**1637**	**1640**	**1644**	**1710**	⌄	**1714**

For explanation of notes and symbols see pages 106 & 107

Late night and weekend train times may be subject to alteration because of engineering work. Check www.chilternrailways.co.uk/changes before travelling.

Kidderminster – Birmingham – Stratford-upon-Avon – London Aylesbury – High Wycombe – London

See page 96 for trains from Aylesbury to London via Amersham

Saturdays

					M			M			M
Kidderminster	d	⌄	⌄	1436g	1506g	⌄	⌄	1526g	⌄	⌄	1606g
Blakedown	d	⌄	⌄	1441g	1511g	⌄	⌄	1531g	⌄	⌄	1611g
Hagley	d	⌄	⌄	1444g	1514g	⌄	⌄	1534g	⌄	⌄	1614g
Stourbridge Junction	d	⌄	⌄	1449g	1519g	⌄	⌄	1539g	⌄	⌄	1619g
Cradley Heath	d	⌄	⌄	1454g	1524g	⌄	⌄	1544g	⌄	⌄	1624g
Rowley Regis	d	⌄	⌄	1500g	1530g	⌄	⌄	1550g	⌄	⌄	1630g
Smethwick Gn Bdg	d	⌄	⌄	1506g	1536g	⌄	⌄	1556g	⌄	⌄	1636g
The Hawthorns	d	⌄	⌄	1508g	1538g	⌄	⌄	1558g	⌄	⌄	1638g
Jewellery Quarter	d	⌄	⌄	1512g	1542g	⌄	⌄	1602g	⌄	⌄	1642g
Birmingham Snow Hill	d	⌄	⌄	1517g	1547g	⌄	⌄	**1612**	⌄	⌄	1647g
Birmingham Moor St	d	⌄	⌄	**1533**	**1555**	⌄	⌄	**1615**	⌄	⌄	**1655**
Small Heath	d	⌄	⌄	⌄	1544h	⌄	⌄	⌄	⌄	⌄	1644h
Tyseley	d	⌄	⌄	⌄	1546h	⌄	⌄	⌄	⌄	⌄	1646h
Acocks Green	d	⌄	⌄	1525h	1549h	⌄	⌄	1605h	⌄	⌄	1649h
Olton	d	⌄	⌄	1528h	1552h	⌄	⌄	1608h	⌄	⌄	1652h
Solihull	d	⌄	⌄	**1542**	**1603**	⌄	⌄	**1623**	⌄	⌄	**1702**
Widney Manor	d	⌄	⌄	1535n	⌄	⌄	⌄	1615n	⌄	⌄	⌄
Dorridge	d	⌄	⌄	**1550**	⌄	⌄	⌄	**1628**	⌄	⌄	⌄
Lapworth	d	⌄	⌄	**1554**	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Stratford-upon-Avon	d	⌄	**1519**	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Wilmcote	d	⌄	**1524**	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Bearley	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Claverdon	d	⌄	**1531**	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Hatton	d	⌄	**1544**	**1600**	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Warwick Parkway	d	⌄	⌄	**1605**	**1614**	⌄	⌄	**1638**	⌄	⌄	**1714**
Warwick	d	⌄	**1551**	**1608**	⌄	⌄	⌄	**1641**	⌄	⌄	⌄
Leamington Spa	d	⌄	**1556**	**1616**	**1621**	⌄	⌄	**1646**	⌄	⌄	**1721**
Banbury	d	⌄	**1615**	⌄	**1645**	⌄	⌄	**1708**	⌄	**1713**	**1744**
Kings Sutton	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	**1718**	⌄
Bicester North	d	⌄	**1634**	⌄	**1658**	⌄	⌄	**1721**	⌄	**1734**	**1757**
Haddenham & Thame	d	⌄	**1646**	⌄	⌄	⌄	⌄	**1732**	⌄	**1746**	⌄
Aylesbury	d	⌄	⌄	⌄	⌄	⌄	**1710**	⌄	⌄	⌄	⌄
Little Kimble	d	⌄	⌄	⌄	⌄	⌄	**1718**	⌄	⌄	⌄	⌄
Monks Risborough	d	⌄	⌄	⌄	⌄	⌄	**1722**	⌄	⌄	⌄	⌄
Princes Risborough	d	⌄	**1653**	⌄	⌄	**1715**	**1728**	**1738**	⌄	**1753**	⌄
Saunderton	d	⌄	**1659**	⌄	⌄	⌄	⌄	⌄	⌄	**1759**	⌄
High Wycombe	d	**1653**	**1705**	⌄	⌄	**1725**	⌄	**1749**	**1753**	**1805**	⌄
Beaconsfield	d	**1659**	**1711**	⌄	⌄	**1731**	⌄	⌄	**1759**	**1811**	⌄
Seer Green & Jordans	d	**1702**	⌄	⌄	⌄	**1734**	⌄	⌄	**1802**	⌄	⌄
Gerrards Cross	d	**1706**	**1717**	⌄	⌄	**1738**	⌄	⌄	**1806**	**1817**	⌄
Denham Golf Club	d	⌄	⌄	⌄	⌄	**1741**	⌄	⌄	⌄	⌄	⌄
Denham	d	**1711**	⌄	⌄	⌄	**1744**	⌄	⌄	**1811**	⌄	⌄
West Ruislip	d	⌄	⌄	⌄	⌄	**1749**	⌄	⌄	⌄	⌄	⌄
South Ruislip	d	**1717**	⌄	⌄	⌄	⌄	⌄	⌄	**1817**	⌄	⌄
London Paddington	a	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Northolt Park	d	**1720**	⌄	⌄	⌄	**1754**	⌄	⌄	**1820**	⌄	⌄
Sudbury Hill Harrow	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Sudbury & Harrow Rd	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Wembley Stadium	d	**1725**	⌄	⌄	⌄	**1759**	⌄	⌄	**1825**	⌄	⌄
London Marylebone	a	**1737**	**1740**	⌄	**1744**	**1811**	⌄	**1814**	**1837**	**1841**	**1844**

For explanation of notes and symbols see pages 106 & 107

Kidderminster – Birmingham – Stratford-upon-Avon – London
Aylesbury – High Wycombe – London

See page 96 for trains from Aylesbury to London via Amersham

Saturdays

				M					M		
Kidderminster	d	⌄	⌄	1626g	⌄	1637g	⌄	⌄	1706g	⌄	⌄
Blakedown	d	⌄	⌄	1631g	⌄	1642g	⌄	⌄	1711g	⌄	⌄
Hagley	d	⌄	⌄	1634g	⌄	1645g	⌄	⌄	1714g	⌄	⌄
Stourbridge Junction	d	⌄	⌄	1639g	⌄	1655g	⌄	⌄	1719g	⌄	⌄
Cradley Heath	d	⌄	⌄	1644g	⌄	1702g	⌄	⌄	1724g	⌄	⌄
Rowley Regis	d	⌄	⌄	1650g	⌄	1710g	⌄	⌄	1730g	⌄	⌄
Smethwick Gn Bdg	d	⌄	⌄	1656g	⌄	1716g	⌄	⌄	1736g	⌄	⌄
The Hawthorns	d	⌄	⌄	1658g	⌄	1718g	⌄	⌄	1738g	⌄	⌄
Jewellery Quarter	d	⌄	⌄	1702g	⌄	1722g	⌄	⌄	1742g	⌄	⌄
Birmingham Snow Hill	d	⌄	⌄	**1712**	⌄	1727g	⌄	⌄	1747g	⌄	⌄
Birmingham Moor St	d	⌄	⌄	**1715**	⌄	**1733**	⌄	⌄	**1755**	⌄	⌄
Small Heath	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	1744h	⌄	⌄
Tyseley	d	⌄	⌄	1704h	⌄	⌄	⌄	⌄	1746h	⌄	⌄
Acocks Green	d	⌄	⌄	1707h	⌄	1725h	⌄	⌄	1749h	⌄	⌄
Olton	d	⌄	⌄	1710h	⌄	1728h	⌄	⌄	1752h	⌄	⌄
Solihull	d	⌄	⌄	**1723**	⌄	**1742**	⌄	⌄	**1803**	⌄	⌄
Widney Manor	d	⌄	⌄	1717n	⌄	1735n	⌄	⌄	⌄	⌄	⌄
Dorridge	d	⌄	⌄	**1728**	⌄	**1750**	⌄	⌄	⌄	⌄	⌄
Lapworth	d	⌄	⌄	⌄	⌄	**1754**	⌄	⌄	⌄	⌄	⌄
Stratford-upon-Avon	d	⌄	⌄	⌄	**1740**	⌄	⌄	⌄	⌄	⌄	⌄
Wilmcote	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Bearley	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Claverdon	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Hatton	d	⌄	⌄	⌄	⌄	**1800**	⌄	⌄	⌄	⌄	⌄
Warwick Parkway	d	⌄	⌄	**1738**	⌄	**1805**	⌄	⌄	**1814**	⌄	⌄
Warwick	d	⌄	⌄	**1741**	**1801**	**1808**	⌄	⌄	**1818**	⌄	⌄
Leamington Spa	d	⌄	⌄	**1746**	**1806**	**1817**	⌄	⌄	**1823**	⌄	⌄
Banbury	d	⌄	⌄	**1806**	**1823**	⌄	⌄	⌄	**1845**	⌄	⌄
Kings Sutton	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Bicester North	d	⌄	⌄	**1818**	⌄	⌄	⌄	**1841**	**1858**	⌄	⌄
Haddenham & Thame	d	⌄	⌄	**1829**	⌄	⌄	⌄	**1851**	⌄	⌄	⌄
Aylesbury	d	⌄	**1810**	⌄	⌄	⌄	⌄	⌄	⌄	⌄	**1910**
Little Kimble	d	⌄	**1818**	⌄	⌄	⌄	⌄	⌄	⌄	⌄	**1918**
Monks Risborough	d	⌄	**1822**	⌄	⌄	⌄	⌄	⌄	⌄	⌄	**1922**
Princes Risborough	d	**1813**	**1830**	**1837**	⌄	⌄	⌄	**1858**	⌄	⌄	**1925**
Saunderton	d	⌄	⌄	⌄	⌄	⌄	⌄	**1903**	⌄	⌄	**1930**
High Wycombe	d	**1823**	⌄	**1846**	⌄	⌄	**1855**	**1910**	⌄	**1925**	**1948ao**
Beaconsfield	d	**1829**	⌄	⌄	⌄	⌄	**1901**	**1916**	⌄	**1931**	**1954**
Seer Green & Jordans	d	**1832**	⌄	⌄	⌄	⌄	**1904**	⌄	⌄	**1934**	**1957**
Gerrards Cross	d	**1836**	⌄	⌄	⌄	⌄	**1908**	**1922**	⌄	**1938**	**2001**
Denham Golf Club	d	**1839**	⌄	⌄	⌄	⌄	⌄	⌄	⌄	**1941**	⌄
Denham	d	**1842**	⌄	⌄	⌄	⌄	**1913**	⌄	⌄	**1944**	**2006**
West Ruislip	d	**1846**	⌄	⌄	⌄	⌄	⌄	⌄	⌄	**1948**	⌄
South Ruislip	d	⌄	⌄	⌄	⌄	⌄	**1919**	⌄	⌄	⌄	**2012**
London Paddington	a	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Northolt Park	d	**1851**	⌄	⌄	⌄	⌄	**1922**	⌄	⌄	**1953**	**2015**
Sudbury Hill Harrow	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Sudbury & Harrow Rd	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Wembley Stadium	d	**1856**	⌄	⌄	⌄	⌄	**1927**	⌄	⌄	**1958**	**2020**
London Marylebone	a	**1908**	⌄	**1911**	**1917**	⌄	**1939**	**1942**	**1945**	**2011**	**2033**

For explanation of notes and symbols see pages 106 & 107

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Kidderminster – Birmingham – Stratford-upon-Avon – London
Aylesbury – High Wycombe – London

See page 96 for trains from Aylesbury to London via Amersham

Saturdays until 10 March 2012 (see below)

		M									
Kidderminster	d	1736g	1807g	⌄	⌄	1836g	⌄	1940g	⌄	⌄	⌄
Blakedown	d	1741g	1812g	⌄	⌄	1841g	⌄	1945g	⌄	⌄	⌄
Hagley	d	1744g	1816g	⌄	⌄	1844g	⌄	1949g	⌄	⌄	⌄
Stourbridge Junction	d	1755g	1827g	⌄	⌄	1855g	⌄	1955g	⌄	⌄	⌄
Cradley Heath	d	1802g	1833g	⌄	⌄	1902g	⌄	2002g	⌄	⌄	⌄
Rowley Regis	d	1810g	1841g	⌄	⌄	1910g	⌄	2010g	⌄	⌄	⌄
Smethwick Gn Bdg	d	1816g	1847g	⌄	⌄	1916g	⌄	2016g	⌄	⌄	⌄
The Hawthorns	d	1818g	1850g	⌄	⌄	1918g	⌄	2018g	⌄	⌄	⌄
Jewellery Quarter	d	1822g	1853g	⌄	⌄	1922g	⌄	2022g	⌄	⌄	⌄
Birmingham Snow Hill	d	**1842**	1857g	⌄	⌄	**1942**	⌄	**2042**	⌄	⌄	⌄
Birmingham Moor St	d	**1845**	**1909**	⌄	⌄	**1945**	⌄	**2045**	⌄	⌄	⌄
Small Heath	d	1824h	1854h	⌄	⌄	1924h	⌄	2004h	⌄	⌄	⌄
Tyseley	d	1826h	1856h	⌄	⌄	1926h	⌄	2006h	⌄	⌄	⌄
Acocks Green	d	1829h	1859h	⌄	⌄	1929h	⌄	2009h	⌄	⌄	⌄
Olton	d	1832h	1902h	⌄	⌄	1932h	⌄	2012h	⌄	⌄	⌄
Solihull	d	**1853**	**1919**	⌄	⌄	**1953**	⌄	**2053**	⌄	⌄	⌄
Widney Manor	d	1839n	1909n	⌄	⌄	1939n	⌄	2019n	⌄	⌄	⌄
Dorridge	d	**1858**	**1924**	⌄	⌄	**1958**	⌄	**2058**	⌄	⌄	⌄
Lapworth	d	⌄	**1928**	⌄	⌄	⌄	⌄	**2102**	⌄	⌄	⌄
Stratford-upon-Avon	d	⌄	⌄	⌄	**1916**	⌄	⌄	⌄	⌄	⌄	⌄
Wilmcote	d	⌄	⌄	⌄	**1922**	⌄	⌄	⌄	⌄	⌄	⌄
Bearley	d	⌄	⌄	⌄	**1926**	⌄	⌄	⌄	⌄	⌄	⌄
Claverdon	d	⌄	⌄	⌄	**1932**	⌄	⌄	⌄	⌄	⌄	⌄
Hatton	d	⌄	**1933**	⌄	**1937**	⌄	⌄	**2108**	⌄	⌄	⌄
Warwick Parkway	d	**1908**	**1938**	⌄	⌄	**2008**	⌄	**2113**	⌄	⌄	⌄
Warwick	d	**1911**	**1941**	⌄	**1945**	**2011**	⌄	**2116**	⌄	⌄	⌄
Leamington Spa	d	**1916**	**1946**	⌄	**1951**	**2016**	⌄	**2121**	⌄	**2130**	⌄
Banbury	d	**1934**	⌄	⌄	**2010**	**2034**	⌄	**2139**	⌄	**2210**	⌄
Kings Sutton	d	⌄	⌄	⌄	**2014**	⌄	⌄	⌄	⌄	⌄	⌄
Bicester North	d	**1947**	⌄	⌄	**2025**	**2049**	⌄	**2152**	⌄	**2235**	**2245**
Haddenham & Thame	d	**1957**	⌄	⌄	**2037**	**2059**	⌄	**2202**	⌄	⌄	**2256**
Aylesbury	d	⌄	⌄	⌄	⌄	⌄	**2116**	⌄	**2216**	⌄	⌄
Little Kimble	d	⌄	⌄	⌄	⌄	⌄	**2124**	⌄	**2224**	⌄	⌄
Monks Risborough	d	⌄	⌄	⌄	⌄	⌄	**2128**	⌄	**2228**	⌄	⌄
Princes Risborough	d	**2005**	⌄	⌄	**2044**	**2107**	**2131**	**2210**	**2231**	⌄	**2303**
Saunderton	d	⌄	⌄	⌄	**2050**	⌄	**2136**	⌄	**2236**	⌄	⌄
High Wycombe	d	**2014**	⌄	**2025**	**2057**	**2116**	**2143**	**2219**	**2243**	⌄	**2312**
Beaconsfield	d	⌄	⌄	**2031**	**2103**	**2122**	**2149**	**2225**	**2249**	⌄	⌄
Seer Green & Jordans	d	⌄	⌄	**2034**	**2106**	⌄	**2152**	⌄	**2252**	⌄	⌄
Gerrards Cross	d	⌄	⌄	**2038**	**2110**	**2128**	**2156**	**2230**	**2256**	⌄	⌄
Denham Golf Club	d	⌄	⌄	**2041**	**2113**	⌄	**2159**	⌄	**2259**	⌄	⌄
Denham	d	⌄	⌄	**2044**	**2116**	⌄	**2202**	⌄	**2302**	⌄	⌄
West Ruislip	d	⌄	⌄	**2048**	**2120**	⌄	**2206**	⌄	**2306**	⌄	⌄
South Ruislip	d	⌄	⌄	⌄	**2124**	⌄	**2210**	⌄	**2310**	⌄	⌄
London Paddington	a	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Northolt Park	d	⌄	⌄	**2053**	**2127**	⌄	**2213**	⌄	**2313**	⌄	⌄
Sudbury Hill Harrow	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Sudbury & Harrow Rd	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Wembley Stadium	d	⌄	⌄	**2058**	**2132**	⌄	**2218**	⌄	**2318**	⌄	**2327**
London Marylebone	a	**2040**	⌄	**2113**	**2144**	**2147**	**2231**	**2258**	**2330**	⌄	**2339**

For explanation of notes and symbols see pages 106 & 107

Due to planned engineering works, this timetable shows rail replacement buses running every weekend until Saturday 10 March 2012. For services from Saturday 17 March, check chilternrailways.co.uk before travelling

Kidderminster – Birmingham – Stratford-upon-Avon – London
Aylesbury – High Wycombe – London

See page 96 for trains from Aylesbury to London via Amersham

Saturdays until 10 March 2012 (see below)

									LM M	
Kidderminster	d	⌄	⌄	2010g	⌄	⌄	2110g	⌄	**2305**	
Blakedown	d	⌄	⌄	2015g	⌄	⌄	2115g	⌄	**2310**	
Hagley	d	⌄	⌄	2019g	⌄	⌄	2119g	⌄	**2314**	
Stourbridge Junction	d	⌄	⌄	2025g	⌄	⌄	2125g	⌄	**2318**	
Cradley Heath	d	⌄	⌄	2032g	⌄	⌄	2132g	⌄	2302g	
Rowley Regis	d	⌄	⌄	2040g	⌄	⌄	2140g	⌄	2310g	
Smethwick Gn Bdg	d	⌄	⌄	2046g	⌄	⌄	2146g	⌄	2316g	
The Hawthorns	d	⌄	⌄	2048g	⌄	⌄	2148g	⌄	2318g	
Jewellery Quarter	d	⌄	⌄	2052g	⌄	⌄	2152g	⌄	2322g	
Birmingham Snow Hill	d	⌄	⌄	**2120**	⌄	⌄	**2215**	⌄	**2337**	
Birmingham Moor St	d	⌄	⌄	**2123**	⌄	⌄	**2218**	⌄	**2340**	
Small Heath	d	⌄	⌄	2104h	⌄	⌄	2204h	⌄	**2344**	
Tyseley	d	⌄	⌄	2106h	⌄	⌄	**2223**	⌄	**2346**	
Acocks Green	d	⌄	⌄	2109h	⌄	⌄	**2226**	⌄	**2349**	
Olton	d	⌄	⌄	2112h	⌄	⌄	**2229**	⌄	**2352**	
Solihull	d	⌄	⌄	**2131**	⌄	⌄	**2233**	⌄	**2356**	
Widney Manor	d	⌄	⌄	**2134**	⌄	⌄	**2236**	⌄	**2359**	
Dorridge	d	⌄	⌄	**2138**	⌄	⌄	**2240**	⌄	**0003**	
Lapworth	d	⌄	⌄	**2142**	⌄	⌄	**2244**	⌄	**0007**	
Stratford-upon-Avon	d	**2115**	⌄	⌄	⌄	⌄	⌄	⌄	⌄	
Wilmcote	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	
Bearley	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	
Claverdon	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	
Hatton	d	⌄	⌄	**2148**	⌄	⌄	**2249**	⌄	**0013**	
Warwick Parkway	d	⌄	⌄	**2153**	⌄	⌄	**2254**	⌄	**0018**	
Warwick	d	**2135**	⌄	**2156**	⌄	⌄	**2257**	⌄	**0021**	
Leamington Spa	d	**2145**	⌄	**2202**	**2210**	**2210**	**2304**	**2315**	**0026**	
Banbury	d	⌄	⌄	⌄	**2240**	**2240**	⌄	**2345**	⌄	
Kings Sutton	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	
Bicester North	d	⌄	⌄	⌄	⌄	**2310s**	⌄	⌄	⌄	
Haddenham & Thame	d	⌄	⌄	⌄	⌄	**2340s**	⌄	⌄	⌄	
Aylesbury	d	⌄	**2248**	⌄	⌄	⌄	⌄	⌄	⌄	
Little Kimble	d	⌄	**2256**	⌄	⌄	⌄	⌄	⌄	⌄	
Monks Risborough	d	⌄	**2300**	⌄	⌄	⌄	⌄	⌄	⌄	
Princes Risborough	d	⌄	**2306**	⌄	⌄	**2355s**	⌄	⌄	⌄	
Saunderton	d	⌄	**2311**	⌄	⌄	**2359s**	⌄	⌄	⌄	
High Wycombe	d	⌄	**2318**	⌄	⌄	**0020s**	⌄	⌄	⌄	
Beaconsfield	d	⌄	**2324**	⌄	⌄	**0040s**	⌄	⌄	⌄	
Seer Green & Jordans	d	⌄	**2327**	⌄	⌄	⌄	⌄	⌄	⌄	
Gerrards Cross	d	⌄	**2331**	⌄	⌄	**0055s**	⌄	⌄	⌄	
Denham Golf Club	d	⌄	**2334**	⌄	⌄	⌄	⌄	⌄	⌄	
Denham	d	⌄	**2337**	⌄	⌄	**0115s**	⌄	⌄	⌄	
West Ruislip	d	⌄	**2341**	⌄	⌄	**0130s**	⌄	⌄	⌄	
South Ruislip	d	⌄	**2345**	⌄	⌄	⌄	⌄	⌄	⌄	
London Paddington	a	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	
Northolt Park	d	⌄	**2348**	⌄	⌄	⌄	⌄	⌄	⌄	
Sudbury Hill Harrow	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	
Sudbury & Harrow Rd	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	
Wembley Stadium	d	⌄	**2353**	⌄	⌄	⌄	⌄	⌄	⌄	
London Marylebone	a	⌄	**0005**	⌄	**0010**	**0155**	⌄	⌄	⌄	

For explanation of notes and symbols see pages 106 & 107

Due to planned engineering works, this timetable shows rail replacement buses running every weekend until Saturday 10 March 2012. For services from Saturday 17 March, check chilternrailways.co.uk before travelling

London – Stratford-upon-Avon – Birmingham – Kidderminster
London – High Wycombe – Aylesbury

See page 98 for trains from London to Aylesbury via Amersham

Saturdays

		LM		LM N							
										Ⓜ	
London Marylebone	d	⌄	⌄	⌄	0630	0700	⌄	⌄	0730	0800	0820
Wembley Stadium	d	⌄	⌄	⌄	0638	⌄	⌄	⌄	0738	⌄	⌄
Sudbury & Harrow Rd	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Sudbury Hill Harrow	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Northolt Park	d	⌄	⌄	⌄	0643	⌄	⌄	⌄	0743	⌄	⌄
London Paddington	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
South Ruislip	d	⌄	⌄	⌄	0647	⌄	⌄	⌄	0747	⌄	⌄
West Ruislip	d	⌄	⌄	⌄	0650	⌄	⌄	⌄	0750	⌄	⌄
Denham	d	⌄	⌄	⌄	0655	⌄	⌄	⌄	0755	⌄	⌄
Denham Golf Club	d	⌄	⌄	⌄	0657	⌄	⌄	⌄	0757	⌄	⌄
Gerrards Cross	d	⌄	⌄	⌄	0701	⌄	⌄	⌄	0801	⌄	0837
Seer Green & Jordans	d	⌄	⌄	⌄	0705	⌄	⌄	⌄	0805	⌄	⌄
Beaconsfield	d	⌄	⌄	⌄	0708	⌄	⌄	⌄	0808	⌄	0843
High Wycombe	d	⌄	0618	⌄	0714	0723	⌄	⌄	0814	0823	0852
Saunderton	d	⌄	0624	⌄	0721	⌄	⌄	⌄	0821	⌄	0858
Princes Risborough	d	⌄	0630	⌄	0726	0733	⌄	⌄	0827	0833	0904
Monks Risborough	d	⌄	⌄	⌄	0729	⌄	⌄	⌄	0830	⌄	⌄
Little Kimble	d	⌄	⌄	⌄	0733	⌄	⌄	⌄	0834	⌄	⌄
Aylesbury	a	⌄	⌄	⌄	0746	⌄	⌄	⌄	0847	⌄	⌄
Haddenham & Thame	d	⌄	0636	⌄	⌄	0739	⌄	⌄	⌄	0839	0910
Bicester North	d	⌄	0648	⌄	⌄	0750	⌄	⌄	⌄	0850	0922
Kings Sutton	d	⌄	0700	⌄	⌄	⌄	⌄	⌄	⌄	0902	⌄
Banbury	d	⌄	0707	⌄	⌄	0804	⌄	0836	⌄	0908	0936
Leamington Spa	d	0626	0726	0756	⌄	0822	0831	0854	⌄	0926	0955
Warwick	d	0630	0730	0800	⌄	0826	0835	⌄	⌄	0930	0959
Warwick Parkway	d	0634	0733	0804	⌄	0829	0838	0900	⌄	0934	1002
Hatton	d	0639	⌄	0809	⌄	0834	0844	⌄	⌄	⌄	1007
Claverdon	d	⌄	⌄	⌄	⌄	⌄	0850	⌄	⌄	⌄	⌄
Bearley	d	⌄	⌄	⌄	⌄	⌄	0855	⌄	⌄	⌄	⌄
Wilmcote	d	⌄	⌄	⌄	⌄	⌄	0900	⌄	⌄	⌄	⌄
Stratford-upon-Avon	a	⌄	⌄	⌄	⌄	⌄	0911	⌄	⌄	⌄	⌄
Lapworth	d	0645	⌄	0815	⌄	0839	⌄	⌄	⌄	⌄	1012
Dorridge	d	0650	0744	0821	⌄	0844	⌄	⌄	⌄	0944	1017
Widney Manor	d	0653	0809n	0824	⌄	0850n	⌄	⌄	⌄	0950n	1032n
Solihull	d	0657	0750	0828	⌄	0850	⌄	0912	⌄	0949	1023
Olton	d	0700	0816h	0831	⌄	0857h	⌄	0920h	⌄	0957h	1039h
Acocks Green	d	0703	0819h	0834	⌄	0900h	⌄	0923h	⌄	1000h	1042h
Tyseley	d	0706	0822h	0837	⌄	0903h	⌄	⌄	⌄	1003h	⌄
Small Heath	d	0708	⌄	0839	⌄	0905h	⌄	⌄	⌄	1005h	⌄
Birmingham Moor St	a	0712	0759	0843	⌄	0859	⌄	0924	⌄	1001	1035
Birmingham Snow Hill	a	0715	0807	0847	⌄	0907	⌄	0932g	⌄	1009	1101g
Jewellery Quarter	a	0730g	0833g	0855	⌄	0915g	⌄	0935g	⌄	1015g	1105g
The Hawthorns	a	0735g	0837g	0900	⌄	0920g	⌄	0940g	⌄	1020g	1110g
Smethwick Gn Bdg	a	0737g	0840g	0902	⌄	0922g	⌄	0942g	⌄	1022g	1112g
Rowley Regis	a	0744g	0846g	0908	⌄	0928g	⌄	0949g	⌄	1028g	1119g
Cradley Heath	a	0750g	0853g	0913	⌄	0933g	⌄	0955g	⌄	1033g	1125g
Stourbridge Junction	a	0758g	0900g	0918	⌄	0938g	⌄	1002g	⌄	1038g	1132g
Hagley	a	0821g	⌄	0922	⌄	0942g	⌄	1012g	⌄	1042g	⌄
Blakedown	a	0824g	⌄	0925	⌄	0945g	⌄	1015g	⌄	1045g	⌄
Kidderminster	a	0829g	⌄	0930	⌄	0950g	⌄	1012g	⌄	1050g	1142g

For explanation of notes and symbols see pages 106 & 107

London – Stratford-upon-Avon – Birmingham – Kidderminster
London – High Wycombe – Aylesbury

See page 98 for trains from London to Aylesbury via Amersham

Saturdays

				M			M				M
London Marylebone	d	0830	0854	0900	⌄	0903	0930	⌄	0933	0936	1000
Wembley Stadium	d	0838	⌄	⌄	⌄	0911	⌄	⌄	⌄	0944	⌄
Sudbury & Harrow Rd	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Sudbury Hill Harrow	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Northolt Park	d	0843	⌄	⌄	⌄	0916	⌄	⌄	⌄	0949	⌄
London Paddington	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
South Ruislip	d	0847	⌄	⌄	⌄	0920	⌄	⌄	⌄	⌄	⌄
West Ruislip	d	0850	⌄	⌄	⌄	⌄	⌄	⌄	⌄	0954	⌄
Denham	d	0855	⌄	⌄	⌄	0925	⌄	⌄	⌄	0959	⌄
Denham Golf Club	d	0857	⌄	⌄	⌄	⌄	⌄	⌄	⌄	1001	⌄
Gerrards Cross	d	0901	⌄	⌄	⌄	0930	⌄	⌄	0951	1005	⌄
Seer Green & Jordans	d	0905	⌄	⌄	⌄	0934	⌄	⌄	⌄	1009	⌄
Beaconsfield	d	0908	⌄	⌄	⌄	0937	⌄	⌄	0957	1012	⌄
High Wycombe	d	0917	⌄	0923	⌄	0943	⌄	⌄	1004	1023	1024
Saunderton	d	⌄	⌄	⌄	⌄	0950	⌄	⌄	1011	⌄	⌄
Princes Risborough	d	⌄	⌄	0933	0938	0958	⌄	⌄	1016	⌄	1034
Monks Risborough	d	⌄	⌄	⌄	0941	⌄	⌄	⌄	⌄	⌄	⌄
Little Kimble	d	⌄	⌄	⌄	0945	⌄	⌄	⌄	⌄	⌄	⌄
Aylesbury	a	⌄	⌄	⌄	0955	⌄	⌄	⌄	⌄	⌄	⌄
Haddenham & Thame	d	⌄	⌄	0939	⌄	⌄	⌄	⌄	1022	⌄	1040
Bicester North	d	⌄	0938	0950	⌄	⌄	1012	⌄	1040	⌄	1051
Kings Sutton	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	1051	⌄	⌄
Banbury	d	⌄	0951	1005	⌄	⌄	1028	⌄	1102ap	⌄	1105
Leamington Spa	d	⌄	1009	1023	⌄	⌄	1046	1055	⌄	⌄	1122
Warwick	d	⌄	1014	1027	⌄	⌄	⌄	1059	⌄	⌄	1127
Warwick Parkway	d	⌄	⌄	1031	⌄	⌄	1051	1102	⌄	⌄	1131
Hatton	d	⌄	⌄	⌄	⌄	⌄	⌄	1107	⌄	⌄	⌄
Claverdon	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Bearley	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Wilmcote	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Stratford-upon-Avon	a	⌄	1040	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Lapworth	d	⌄	⌄	⌄	⌄	⌄	⌄	1112	⌄	⌄	⌄
Dorridge	d	⌄	⌄	1041	⌄	⌄	⌄	1117	⌄	⌄	1141
Widney Manor	d	⌄	⌄	1050n	⌄	⌄	⌄	1132n	⌄	⌄	1150n
Solihull	d	⌄	⌄	1046	⌄	⌄	1104	1122	⌄	⌄	1146
Olton	d	⌄	⌄	1057h	⌄	⌄	1120h	1139h	⌄	⌄	1157h
Acocks Green	d	⌄	⌄	1100h	⌄	⌄	1123h	1142h	⌄	⌄	1200h
Tyseley	d	⌄	⌄	1103h	⌄	⌄	⌄	⌄	⌄	⌄	1203h
Small Heath	d	⌄	⌄	1105h	⌄	⌄	⌄	⌄	⌄	⌄	1205h
Birmingham Moor St	a	⌄	⌄	1054	⌄	⌄	1117	1137	⌄	⌄	1154
Birmingham Snow Hill	a	⌄	⌄	1102	⌄	⌄	1132g	1201g	⌄	⌄	1202
Jewellery Quarter	a	⌄	⌄	1115g	⌄	⌄	1135g	1205g	⌄	⌄	1215g
The Hawthorns	a	⌄	⌄	1120g	⌄	⌄	1140g	1210g	⌄	⌄	1220g
Smethwick Gn Bdg	a	⌄	⌄	1122g	⌄	⌄	1142g	1212g	⌄	⌄	1222g
Rowley Regis	a	⌄	⌄	1128g	⌄	⌄	1149g	1219g	⌄	⌄	1228g
Cradley Heath	a	⌄	⌄	1133g	⌄	⌄	1155g	1225g	⌄	⌄	1233g
Stourbridge Junction	a	⌄	⌄	1139g	⌄	⌄	1202g	1232g	⌄	⌄	1238g
Hagley	a	⌄	⌄	1142g	⌄	⌄	1212g	⌄	⌄	⌄	1242g
Blakedown	a	⌄	⌄	1145g	⌄	⌄	1215g	⌄	⌄	⌄	1245g
Kidderminster	a	⌄	⌄	1150g	⌄	⌄	1212g	1242g	⌄	⌄	1250g

For explanation of notes and symbols see pages 106 & 107

Late night and weekend train times may be subject to alteration because of engineering work. Check www.chilternrailways.co.uk/changes before travelling.

London – Stratford-upon-Avon – Birmingham – Kidderminster
London – High Wycombe – Aylesbury

See page 98 for trains from London to Aylesbury via Amersham

Saturdays

				M			M			M	
London Marylebone	d	⌄	1003	1030	1033	1036	1100	⌄	1103	1130	⌄
Wembley Stadium	d	⌄	1011	⌄	⌄	1044	⌄	⌄	1111	⌄	⌄
Sudbury & Harrow Rd	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Sudbury Hill Harrow	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Northolt Park	d	⌄	1016	⌄	⌄	1049	⌄	⌄	1116	⌄	⌄
London Paddington	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
South Ruislip	d	⌄	1020	⌄	⌄	⌄	⌄	⌄	1120	⌄	⌄
West Ruislip	d	⌄	⌄	⌄	⌄	1054	⌄	⌄	1123	⌄	⌄
Denham	d	⌄	1025	⌄	⌄	1059	⌄	⌄	1128	⌄	⌄
Denham Golf Club	d	⌄	⌄	⌄	⌄	1101	⌄	⌄	1130	⌄	⌄
Gerrards Cross	d	⌄	1030	⌄	1052	1105	⌄	⌄	1134	⌄	⌄
Seer Green & Jordans	d	⌄	1034	⌄	⌄	1109	⌄	⌄	1138	⌄	⌄
Beaconsfield	d	⌄	1037	⌄	1058	1112	⌄	⌄	1141	⌄	⌄
High Wycombe	d	⌄	1043	⌄	1104	1121	1123	⌄	1147	⌄	⌄
Saunderton	d	⌄	⌄	⌄	1110	⌄	⌄	⌄	⌄	⌄	⌄
Princes Risborough	d	1038	1055	⌄	1116	⌄	1133	1138	1159	⌄	⌄
Monks Risborough	d	1041	⌄	⌄	⌄	⌄	⌄	1141	⌄	⌄	⌄
Little Kimble	d	1045	⌄	⌄	⌄	⌄	⌄	1145	⌄	⌄	⌄
Aylesbury	a	1100	⌄	⌄	⌄	⌄	⌄	1159	⌄	⌄	⌄
Haddenham & Thame	d	⌄	⌄	⌄	1123	⌄	1139	⌄	⌄	⌄	⌄
Bicester North	d	⌄	⌄	1112	1140	⌄	1150	⌄	⌄	1213	⌄
Kings Sutton	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Banbury	d	⌄	⌄	1129	1158	⌄	1204	⌄	⌄	1228	⌄
Leamington Spa	d	⌄	⌄	1147	1217	⌄	1222	⌄	⌄	1247	1255
Warwick	d	⌄	⌄	⌄	1221	⌄	1226	⌄	⌄	⌄	1259
Warwick Parkway	d	⌄	⌄	1153	⌄	⌄	1230	⌄	⌄	1252	1302
Hatton	d	⌄	⌄	⌄	1227	⌄	⌄	⌄	⌄	⌄	1307
Claverdon	d	⌄	⌄	⌄	1233	⌄	⌄	⌄	⌄	⌄	⌄
Bearley	d	⌄	⌄	⌄	1238	⌄	⌄	⌄	⌄	⌄	⌄
Wilmcote	d	⌄	⌄	⌄	1242	⌄	⌄	⌄	⌄	⌄	⌄
Stratford-upon-Avon	a	⌄	⌄	⌄	1252	⌄	⌄	⌄	⌄	⌄	⌄
Lapworth	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	1313
Dorridge	d	⌄	⌄	⌄	⌄	⌄	1240	⌄	⌄	⌄	1317
Widney Manor	d	⌄	⌄	⌄	⌄	⌄	1250n	⌄	⌄	⌄	1332n
Solihull	d	⌄	⌄	1205	⌄	⌄	1245	⌄	⌄	1304	1323
Olton	d	⌄	⌄	1220h	⌄	⌄	1257h	⌄	⌄	1320h	1339h
Acocks Green	d	⌄	⌄	1223h	⌄	⌄	1300h	⌄	⌄	1323h	1342h
Tyseley	d	⌄	⌄	⌄	⌄	⌄	1303h	⌄	⌄	⌄	⌄
Small Heath	d	⌄	⌄	⌄	⌄	⌄	1305h	⌄	⌄	⌄	⌄
Birmingham Moor St	a	⌄	⌄	1217	⌄	⌄	1254	⌄	⌄	1317	1337
Birmingham Snow Hill	a	⌄	⌄	1232g	⌄	⌄	1302	⌄	⌄	1332g	1351g
Jewellery Quarter	a	⌄	⌄	1235g	⌄	⌄	1315g	⌄	⌄	1335g	1355g
The Hawthorns	a	⌄	⌄	1240g	⌄	⌄	1320g	⌄	⌄	1340g	1400g
Smethwick Gn Bdg	a	⌄	⌄	1242g	⌄	⌄	1322g	⌄	⌄	1342g	1402g
Rowley Regis	a	⌄	⌄	1249g	⌄	⌄	1328g	⌄	⌄	1349g	1408g
Cradley Heath	a	⌄	⌄	1255g	⌄	⌄	1333g	⌄	⌄	1355g	1413g
Stourbridge Junction	a	⌄	⌄	1302g	⌄	⌄	1338g	⌄	⌄	1402g	1419g
Hagley	a	⌄	⌄	1312g	⌄	⌄	1342g	⌄	⌄	⌄	⌄
Blakedown	a	⌄	⌄	1315g	⌄	⌄	1345g	⌄	⌄	⌄	⌄
Kidderminster	a	⌄	⌄	1312g	⌄	⌄	1350g	⌄	⌄	1412g	1442g

For explanation of notes and symbols see pages 106 & 107

London – Stratford-upon-Avon – Birmingham – Kidderminster
London – High Wycombe – Aylesbury

See page 98 for trains from London to Aylesbury via Amersham

Saturdays

			M			M		M			M
London Marylebone	d	1137	1200	⌄	1203	1230	1237	1300	⌄	1303	1330
Wembley Stadium	d	1145	⌄	⌄	1211	⌄	1245	⌄	⌄	1311	⌄
Sudbury & Harrow Rd	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Sudbury Hill Harrow	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Northolt Park	d	⌄	⌄	⌄	1216	⌄	⌄	⌄	⌄	1316	⌄
London Paddington	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
South Ruislip	d	⌄	⌄	⌄	1220	⌄	⌄	⌄	⌄	1320	⌄
West Ruislip	d	⌄	⌄	⌄	1223	⌄	⌄	⌄	⌄	1323	⌄
Denham	d	⌄	⌄	⌄	1228	⌄	⌄	⌄	⌄	1328	⌄
Denham Golf Club	d	⌄	⌄	⌄	1230	⌄	⌄	⌄	⌄	1330	⌄
Gerrards Cross	d	1158	⌄	⌄	1234	⌄	1258	⌄	⌄	1334	⌄
Seer Green & Jordans	d	⌄	⌄	⌄	1238	⌄	⌄	⌄	⌄	1338	⌄
Beaconsfield	d	1204	⌄	⌄	1241	⌄	1304	⌄	⌄	1341	⌄
High Wycombe	d	1210	1223	⌄	1250	⌄	1310	1323	⌄	1350	⌄
Saunderton	d	1216	⌄	⌄	⌄	⌄	1316	⌄	⌄	⌄	⌄
Princes Risborough	d	1222	1233	1238	⌄	⌄	1322	1333	1338	⌄	⌄
Monks Risborough	d	⌄	⌄	1241	⌄	⌄	⌄	⌄	1341	⌄	⌄
Little Kimble	d	⌄	⌄	1245	⌄	⌄	⌄	⌄	1345	⌄	⌄
Aylesbury	a	⌄	⌄	1255	⌄	⌄	⌄	⌄	1355	⌄	⌄
Haddenham & Thame	d	1229	1239	⌄	⌄	⌄	1329	1339	⌄	⌄	⌄
Bicester North	d	1242	1250	⌄	⌄	1312	1342	1350	⌄	⌄	1412
Kings Sutton	d	1254	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Banbury	d	1301aq	1305	⌄	⌄	1329	1358	1405	⌄	⌄	1429
Leamington Spa	d	⌄	1322	⌄	⌄	1347	1417	1423	⌄	⌄	1447
Warwick	d	⌄	1326	⌄	⌄	⌄	1421	1427	⌄	⌄	⌄
Warwick Parkway	d	⌄	1330	⌄	⌄	1353	⌄	1431	⌄	⌄	1453
Hatton	d	⌄	⌄	⌄	⌄	⌄	1428	⌄	⌄	⌄	⌄
Claverdon	d	⌄	⌄	⌄	⌄	⌄	1433	⌄	⌄	⌄	⌄
Bearley	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Wilmcote	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Stratford-upon-Avon	a	⌄	⌄	⌄	⌄	⌄	1449	⌄	⌄	⌄	⌄
Lapworth	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Dorridge	d	⌄	1340	⌄	⌄	⌄	⌄	1441	⌄	⌄	⌄
Widney Manor	d	⌄	1350n	⌄	⌄	⌄	⌄	1450n	⌄	⌄	⌄
Solihull	d	⌄	1345	⌄	⌄	1405	⌄	1446	⌄	⌄	1505
Olton	d	⌄	1357h	⌄	⌄	1420h	⌄	1457h	⌄	⌄	1520h
Acocks Green	d	⌄	1400h	⌄	⌄	1423h	⌄	1500h	⌄	⌄	1523h
Tyseley	d	⌄	1403h	⌄	⌄	⌄	⌄	1503h	⌄	⌄	⌄
Small Heath	d	⌄	1405h	⌄	⌄	⌄	⌄	1505h	⌄	⌄	⌄
Birmingham Moor St	a	⌄	1353	⌄	⌄	1417	⌄	1454	⌄	⌄	1517
Birmingham Snow Hill	a	⌄	1402	⌄	⌄	1432g	⌄	1502	⌄	⌄	1532g
Jewellery Quarter	a	⌄	1415g	⌄	⌄	1435g	⌄	1515g	⌄	⌄	1535g
The Hawthorns	a	⌄	1420g	⌄	⌄	1440g	⌄	1520g	⌄	⌄	1540g
Smethwick Gn Bdg	a	⌄	1422g	⌄	⌄	1442g	⌄	1522g	⌄	⌄	1542g
Rowley Regis	a	⌄	1428g	⌄	⌄	1449g	⌄	1528g	⌄	⌄	1549g
Cradley Heath	a	⌄	1433g	⌄	⌄	1455g	⌄	1533g	⌄	⌄	1555g
Stourbridge Junction	a	⌄	1438g	⌄	⌄	1502g	⌄	1538g	⌄	⌄	1602g
Hagley	a	⌄	1442g	⌄	⌄	1512g	⌄	1542g	⌄	⌄	1612g
Blakedown	a	⌄	1445g	⌄	⌄	1515g	⌄	1545g	⌄	⌄	1615g
Kidderminster	a	⌄	1450g	⌄	⌄	1512g	⌄	1550g	⌄	⌄	1612g

For explanation of notes and symbols see pages 106 & 107

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London – Stratford-upon-Avon – Birmingham – Kidderminster
London – High Wycombe – Aylesbury

See page 98 for trains from London to Aylesbury via Amersham

Saturdays

				M			M			M	
London Marylebone	d	⌄	1337	1400	⌄	1403	1430	⌄	1436	1500	⌄
Wembley Stadium	d	⌄	1345	⌄	⌄	1411	⌄	⌄	1444	⌄	⌄
Sudbury & Harrow Rd	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Sudbury Hill Harrow	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Northolt Park	d	⌄	⌄	⌄	⌄	1416	⌄	⌄	1449	⌄	⌄
London Paddington	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
South Ruislip	d	⌄	⌄	⌄	⌄	1420	⌄	⌄	⌄	⌄	⌄
West Ruislip	d	⌄	⌄	⌄	⌄	1423	⌄	⌄	1454	⌄	⌄
Denham	d	⌄	⌄	⌄	⌄	1428	⌄	⌄	1459	⌄	⌄
Denham Golf Club	d	⌄	⌄	⌄	⌄	1430	⌄	⌄	⌄	⌄	⌄
Gerrards Cross	d	⌄	1358	⌄	⌄	1434	⌄	1450	1503	⌄	⌄
Seer Green & Jordans	d	⌄	⌄	⌄	⌄	1438	⌄	⌄	1508	⌄	⌄
Beaconsfield	d	⌄	1404	⌄	⌄	1441	⌄	1456	1511	⌄	⌄
High Wycombe	d	⌄	1410	1423	⌄	1447	⌄	1502	1519	1523	⌄
Saunderton	d	⌄	1416	⌄	⌄	⌄	⌄	1508	⌄	⌄	⌄
Princes Risborough	d	⌄	1422	1433	1438	1459	⌄	1514	⌄	1533	1538
Monks Risborough	d	⌄	⌄	⌄	1441	⌄	⌄	⌄	⌄	⌄	1541
Little Kimble	d	⌄	⌄	⌄	1445	⌄	⌄	⌄	⌄	⌄	1545
Aylesbury	a	⌄	⌄	⌄	1455	⌄	⌄	⌄	⌄	⌄	1555
Haddenham & Thame	d	⌄	1429	1439	⌄	⌄	⌄	1520	⌄	1539	⌄
Bicester North	d	⌄	1442	1450	⌄	⌄	1513	1532	⌄	1550	⌄
Kings Sutton	d	⌄	1454	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Banbury	d	⌄	1502ar	1505	⌄	⌄	1528	1546	⌄	1605	⌄
Leamington Spa	d	1455	⌄	1523	⌄	⌄	1547	1605	⌄	1623	⌄
Warwick	d	1459	⌄	1527	⌄	⌄	⌄	1609	⌄	1627	⌄
Warwick Parkway	d	1502	⌄	1531	⌄	⌄	1552	⌄	⌄	1631	⌄
Hatton	d	1507	⌄	⌄	⌄	⌄	⌄	1616	⌄	⌄	⌄
Claverdon	d	⌄	⌄	⌄	⌄	⌄	⌄	1622	⌄	⌄	⌄
Bearley	d	⌄	⌄	⌄	⌄	⌄	⌄	1627	⌄	⌄	⌄
Wilmcote	d	⌄	⌄	⌄	⌄	⌄	⌄	1631	⌄	⌄	⌄
Stratford-upon-Avon	a	⌄	⌄	⌄	⌄	⌄	⌄	1642	⌄	⌄	⌄
Lapworth	d	1513	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Dorridge	d	1517	⌄	1541	⌄	⌄	⌄	⌄	⌄	1641	⌄
Widney Manor	d	1532n	⌄	1550n	⌄	⌄	⌄	⌄	⌄	1650n	⌄
Solihull	d	1523	⌄	1546	⌄	⌄	1604	⌄	⌄	1646	⌄
Olton	d	1539h	⌄	1557h	⌄	⌄	1620h	⌄	⌄	1657h	⌄
Acocks Green	d	1542h	⌄	1600h	⌄	⌄	1623h	⌄	⌄	1700h	⌄
Tyseley	d	⌄	⌄	1603h	⌄	⌄	⌄	⌄	⌄	1703h	⌄
Small Heath	d	⌄	⌄	1605h	⌄	⌄	⌄	⌄	⌄	1705h	⌄
Birmingham Moor St	a	1537	⌄	1554	⌄	⌄	1617	⌄	⌄	1654	⌄
Birmingham Snow Hill	a	1551g	⌄	1602	⌄	⌄	1632g	⌄	⌄	1702	⌄
Jewellery Quarter	a	1555g	⌄	1615g	⌄	⌄	1635g	⌄	⌄	1715g	⌄
The Hawthorns	a	1600g	⌄	1620g	⌄	⌄	1640g	⌄	⌄	1720g	⌄
Smethwick Gn Bdg	a	1602g	⌄	1622g	⌄	⌄	1642g	⌄	⌄	1722g	⌄
Rowley Regis	a	1608g	⌄	1628g	⌄	⌄	1649g	⌄	⌄	1728g	⌄
Cradley Heath	a	1613g	⌄	1633g	⌄	⌄	1655g	⌄	⌄	1733g	⌄
Stourbridge Junction	a	1619g	⌄	1638g	⌄	⌄	1702g	⌄	⌄	1738g	⌄
Hagley	a	⌄	⌄	1642g	⌄	⌄	1706g	⌄	⌄	1742g	⌄
Blakedown	a	⌄	⌄	1645g	⌄	⌄	1709g	⌄	⌄	1745g	⌄
Kidderminster	a	1642g	⌄	1650g	⌄	⌄	1715g	⌄	⌄	1750g	⌄

For explanation of notes and symbols see pages 106 & 107

London – Stratford-upon-Avon – Birmingham – Kidderminster
London – High Wycombe – Aylesbury

See page 98 for trains from London to Aylesbury via Amersham

Saturdays

			M				M			M	
London Marylebone	d	1503	1530	⌄	1533	1536	1600	⌄	1603	1630	1633
Wembley Stadium	d	1511	⌄	⌄	⌄	1544	⌄	⌄	1611	⌄	⌄
Sudbury & Harrow Rd	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Sudbury Hill Harrow	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Northolt Park	d	1516	⌄	⌄	⌄	1549	⌄	⌄	1616	⌄	⌄
London Paddington	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
South Ruislip	d	1520	⌄	⌄	⌄	⌄	⌄	⌄	1620	⌄	⌄
West Ruislip	d	⌄	⌄	⌄	⌄	1554	⌄	⌄	⌄	⌄	⌄
Denham	d	1525	⌄	⌄	⌄	1559	⌄	⌄	1625	⌄	⌄
Denham Golf Club	d	1528	⌄	⌄	⌄	⌄	⌄	⌄	1628	⌄	⌄
Gerrards Cross	d	1531	⌄	⌄	1552	1603	⌄	⌄	1631	⌄	1651
Seer Green & Jordans	d	1536	⌄	⌄	⌄	1608	⌄	⌄	1636	⌄	⌄
Beaconsfield	d	1539	⌄	⌄	1558	1611	⌄	⌄	1639	⌄	1657
High Wycombe	d	1545	⌄	⌄	1604	1619	1623	⌄	1645	⌄	1703
Saunderton	d	⌄	⌄	⌄	1610	⌄	⌄	⌄	⌄	⌄	1710
Princes Risborough	d	1558	⌄	⌄	1616	⌄	1633	1638	1658	⌄	1716
Monks Risborough	d	⌄	⌄	⌄	⌄	⌄	⌄	1641	⌄	⌄	⌄
Little Kimble	d	⌄	⌄	⌄	⌄	⌄	⌄	1645	⌄	⌄	⌄
Aylesbury	a	⌄	⌄	⌄	⌄	⌄	⌄	1655	⌄	⌄	⌄
Haddenham & Thame	d	⌄	⌄	⌄	1623	⌄	1639	⌄	⌄	⌄	1722
Bicester North	d	⌄	1612	⌄	1640	⌄	1650	⌄	⌄	1712	1740
Kings Sutton	d	⌄	⌄	⌄	1651	⌄	⌄	⌄	⌄	⌄	1751
Banbury	d	⌄	1628	⌄	1702as	⌄	1705	⌄	⌄	1728	1759
Leamington Spa	d	⌄	1647	1655	⌄	⌄	1723	⌄	⌄	1747	1819
Warwick	d	⌄	⌄	1659	⌄	⌄	1727	⌄	⌄	⌄	1823
Warwick Parkway	d	⌄	1652	1702	⌄	⌄	1731	⌄	⌄	1752	⌄
Hatton	d	⌄	⌄	1707	⌄	⌄	⌄	⌄	⌄	⌄	1830
Claverdon	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	1836
Bearley	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	1841
Wilmcote	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	1845
Stratford-upon-Avon	a	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	1859
Lapworth	d	⌄	⌄	1713	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Dorridge	d	⌄	⌄	1717	⌄	⌄	1741	⌄	⌄	⌄	⌄
Widney Manor	d	⌄	⌄	1731n	⌄	⌄	1750n	⌄	⌄	⌄	⌄
Solihull	d	⌄	1705	1723	⌄	⌄	1746	⌄	⌄	1806	⌄
Olton	d	⌄	1720h	1738h	⌄	⌄	1757h	⌄	⌄	1820h	⌄
Acocks Green	d	⌄	1723h	1741h	⌄	⌄	1800h	⌄	⌄	1823h	⌄
Tyseley	d	⌄	⌄	1744h	⌄	⌄	1803h	⌄	⌄	⌄	⌄
Small Heath	d	⌄	⌄	⌄	⌄	⌄	1805h	⌄	⌄	⌄	⌄
Birmingham Moor St	a	⌄	1717	1737	⌄	⌄	1754	⌄	⌄	1817	⌄
Birmingham Snow Hill	a	⌄	1732g	1751g	⌄	⌄	1802	⌄	⌄	1832g	⌄
Jewellery Quarter	a	⌄	1735g	1755g	⌄	⌄	1815g	⌄	⌄	1835g	⌄
The Hawthorns	a	⌄	1740g	1800g	⌄	⌄	1820g	⌄	⌄	1840g	⌄
Smethwick Gn Bdg	a	⌄	1742g	1802g	⌄	⌄	1822g	⌄	⌄	1842g	⌄
Rowley Regis	a	⌄	1749g	1809g	⌄	⌄	1829g	⌄	⌄	1849g	⌄
Cradley Heath	a	⌄	1755g	1815g	⌄	⌄	1835g	⌄	⌄	1855g	⌄
Stourbridge Junction	a	⌄	1802g	1823g	⌄	⌄	1843g	⌄	⌄	1902g	⌄
Hagley	a	⌄	1806g	⌄	⌄	⌄	1852g	⌄	⌄	1906g	⌄
Blakedown	a	⌄	1809g	⌄	⌄	⌄	1855g	⌄	⌄	1909g	⌄
Kidderminster	a	⌄	1815g	⌄	⌄	⌄	1900g	⌄	⌄	1915g	⌄

For explanation of notes and symbols see pages 106 & 107

Late night and weekend train times may be subject to alteration because of engineering work. Check www.chilternrailways.co.uk/changes before travelling.

London – Stratford-upon-Avon – Birmingham – Kidderminster
London – High Wycombe – Aylesbury

See page 98 for trains from London to Aylesbury via Amersham

Saturdays

			M			M				M	
London Marylebone	d	1636	1700	⌄	1703	1730	1733	1736	⌄	1800	⌄
Wembley Stadium	d	1644	⌄	⌄	1711	⌄	⌄	1744	⌄	⌄	⌄
Sudbury & Harrow Rd	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Sudbury Hill Harrow	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Northolt Park	d	1649	⌄	⌄	1716	⌄	⌄	1749	⌄	⌄	⌄
London Paddington	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
South Ruislip	d	⌄	⌄	⌄	1720	⌄	⌄	⌄	⌄	⌄	⌄
West Ruislip	d	1654	⌄	⌄	⌄	⌄	⌄	1754	⌄	⌄	⌄
Denham	d	1659	⌄	⌄	1725	⌄	⌄	1759	⌄	⌄	⌄
Denham Golf Club	d	⌄	⌄	⌄	1728	⌄	⌄	⌄	⌄	⌄	⌄
Gerrards Cross	d	1703	⌄	⌄	1731	⌄	1750	1803	⌄	⌄	⌄
Seer Green & Jordans	d	1708	⌄	⌄	1736	⌄	⌄	1808	⌄	⌄	⌄
Beaconsfield	d	1711	⌄	⌄	1739	⌄	1756	1811	⌄	⌄	⌄
High Wycombe	d	1719	1723	⌄	1745	⌄	1802	1819	⌄	1822	⌄
Saunderton	d	⌄	⌄	⌄	⌄	⌄	1808	⌄	⌄	⌄	⌄
Princes Risborough	d	⌄	1733	1738	1758	⌄	1814	⌄	⌄	1833	1838
Monks Risborough	d	⌄	⌄	1741	⌄	⌄	⌄	⌄	⌄	⌄	1841
Little Kimble	d	⌄	⌄	1745	⌄	⌄	⌄	⌄	⌄	⌄	1845
Aylesbury	a	⌄	⌄	1755	⌄	⌄	⌄	⌄	⌄	⌄	1855
Haddenham & Thame	d	⌄	1739	⌄	⌄	⌄	1820	⌄	⌄	1839	⌄
Bicester North	d	⌄	1750	⌄	⌄	1812	1833	⌄	⌄	1850	⌄
Kings Sutton	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Banbury	d	⌄	1805	⌄	⌄	1828	⌄	⌄	⌄	1905	⌄
Leamington Spa	d	⌄	1823	⌄	⌄	1846	⌄	⌄	1855	1923	⌄
Warwick	d	⌄	1827	⌄	⌄	⌄	⌄	⌄	1859	1927	⌄
Warwick Parkway	d	⌄	1831	⌄	⌄	1851	⌄	⌄	1902	1931	⌄
Hatton	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	1907	⌄	⌄
Claverdon	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Bearley	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Wilmcote	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Stratford-upon-Avon	a	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Lapworth	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	1913	⌄	⌄
Dorridge	d	⌄	1841	⌄	⌄	⌄	⌄	⌄	1917	1942	⌄
Widney Manor	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	1932n	⌄	⌄
Solihull	d	⌄	1846	⌄	⌄	1905	⌄	⌄	1923	1947	⌄
Olton	d	⌄	⌄	⌄	⌄	1912h	⌄	⌄	1939h	⌄	⌄
Acocks Green	d	⌄	⌄	⌄	⌄	1915h	⌄	⌄	1942h	⌄	⌄
Tyseley	d	⌄	⌄	⌄	⌄	1918h	⌄	⌄	1945h	⌄	⌄
Small Heath	d	⌄	⌄	⌄	⌄	1920h	⌄	⌄	1947h	⌄	⌄
Birmingham Moor St	a	⌄	1855	⌄	⌄	1917	⌄	⌄	1938	1955	⌄
Birmingham Snow Hill	a	⌄	1903	⌄	⌄	1927g	⌄	⌄	1954g	2003	⌄
Jewellery Quarter	a	⌄	⌄	⌄	⌄	1930g	⌄	⌄	1957g	2022g	⌄
The Hawthorns	a	⌄	⌄	⌄	⌄	1935g	⌄	⌄	2002g	2027g	⌄
Smethwick Gn Bdg	a	⌄	⌄	⌄	⌄	1937g	⌄	⌄	2004g	2029g	⌄
Rowley Regis	a	⌄	⌄	⌄	⌄	1944g	⌄	⌄	2011g	2036g	⌄
Cradley Heath	a	⌄	⌄	⌄	⌄	1950g	⌄	⌄	2017g	2042g	⌄
Stourbridge Junction	a	⌄	⌄	⌄	⌄	1957g	⌄	⌄	2024g	2050g	⌄
Hagley	a	⌄	⌄	⌄	⌄	2001g	⌄	⌄	2028g	⌄	⌄
Blakedown	a	⌄	⌄	⌄	⌄	2004g	⌄	⌄	2031g	⌄	⌄
Kidderminster	a	⌄	⌄	⌄	⌄	2009g	⌄	⌄	2036g	⌄	⌄

For explanation of notes and symbols see pages 106 & 107

London – Stratford-upon-Avon – Birmingham – Kidderminster
London – High Wycombe – Aylesbury

See page 98 for trains from London to Aylesbury via Amersham

Saturdays

			M				M			M	
London Marylebone	d	1803	1830	⌄	1833	1836	1900	⌄	1903	1930	1933
Wembley Stadium	d	1811	⌄	⌄	⌄	1844	⌄	⌄	1911	⌄	⌄
Sudbury & Harrow Rd	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Sudbury Hill Harrow	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Northolt Park	d	1816	⌄	⌄	⌄	1849	⌄	⌄	1916	⌄	⌄
London Paddington	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
South Ruislip	d	1820	⌄	⌄	⌄	⌄	⌄	⌄	1920	⌄	⌄
West Ruislip	d	⌄	⌄	⌄	⌄	1854	⌄	⌄	⌄	⌄	⌄
Denham	d	1825	⌄	⌄	⌄	1859	⌄	⌄	1925	⌄	⌄
Denham Golf Club	d	1828	⌄	⌄	⌄	⌄	⌄	⌄	1928	⌄	⌄
Gerrards Cross	d	1831	⌄	⌄	1851	1903	⌄	⌄	1931	⌄	1952
Seer Green & Jordans	d	1836	⌄	⌄	⌄	1908	⌄	⌄	1936	⌄	⌄
Beaconsfield	d	1839	⌄	⌄	1857	1911	⌄	⌄	1939	⌄	1958
High Wycombe	d	1849	⌄	⌄	1903	1917	1923	⌄	1945	⌄	2004
Saunderton	d	⌄	⌄	⌄	1910	⌄	⌄	⌄	⌄	⌄	2011
Princes Risborough	d	⌄	⌄	⌄	1916	1929	1933	⌄	1954	⌄	2017
Monks Risborough	d	⌄	⌄	⌄	⌄	1932	⌄	⌄	1957	⌄	⌄
Little Kimble	d	⌄	⌄	⌄	⌄	1936	⌄	⌄	2001	⌄	⌄
Aylesbury	a	⌄	⌄	⌄	⌄	1948	⌄	⌄	2014	⌄	⌄
Haddenham & Thame	d	⌄	⌄	⌄	1922	⌄	1939	⌄	⌄	⌄	2023
Bicester North	d	⌄	1912	⌄	1940	⌄	1950	⌄	⌄	2013	2039
Kings Sutton	d	⌄	⌄	⌄	1951	⌄	⌄	⟝	⌄	⌄	⌄
Banbury	d	⌄	1928	⌄	2008at	⌄	2005	2008at	⌄	2033	⌄
Leamington Spa	d	⌄	1947	1955	⟝	⌄	2023	2029	⌄	2052	⌄
Warwick	d	⌄	⌄	1959	⌄	⌄	2027	2033	⌄	⌄	⌄
Warwick Parkway	d	⌄	1952	2002	⌄	⌄	2031	⌄	⌄	2057	⌄
Hatton	d	⌄	⌄	2007	⌄	⌄	⌄	2039	⌄	⌄	⌄
Claverdon	d	⌄	⌄	⌄	⌄	⌄	⌄	2045	⌄	⌄	⌄
Bearley	d	⌄	⌄	⌄	⌄	⌄	⌄	2050	⌄	⌄	⌄
Wilmcote	d	⌄	⌄	⌄	⌄	⌄	⌄	2055	⌄	⌄	⌄
Stratford-upon-Avon	a	⌄	⌄	⌄	⌄	⌄	⌄	2105	⌄	⌄	⌄
Lapworth	d	⌄	⌄	2013	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Dorridge	d	⌄	⌄	2017	⌄	⌄	2041	⌄	⌄	⌄	⌄
Widney Manor	d	⌄	⌄	2032n	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Solihull	d	⌄	2004	2023	⌄	⌄	2046	⌄	⌄	2109	⌄
Olton	d	⌄	⌄	2039h	⌄	⌄	⌄	⌄	⌄	2139h	⌄
Acocks Green	d	⌄	⌄	2042h	⌄	⌄	⌄	⌄	⌄	2142h	⌄
Tyseley	d	⌄	⌄	2045h	⌄	⌄	⌄	⌄	⌄	2145h	⌄
Small Heath	d	⌄	⌄	2047h	⌄	⌄	⌄	⌄	⌄	2147h	⌄
Birmingham Moor St	a	⌄	2017	2037	⌄	⌄	2055	⌄	⌄	2122	⌄
Birmingham Snow Hill	a	⌄	⌄	2054g	⌄	⌄	2103	⌄	⌄	2154g	⌄
Jewellery Quarter	a	⌄	⌄	2057g	⌄	⌄	2122g	⌄	⌄	2157g	⌄
The Hawthorns	a	⌄	⌄	2102g	⌄	⌄	2127g	⌄	⌄	2202g	⌄
Smethwick Gn Bdg	a	⌄	⌄	2104g	⌄	⌄	2129g	⌄	⌄	2204g	⌄
Rowley Regis	a	⌄	⌄	2111g	⌄	⌄	2136g	⌄	⌄	2211g	⌄
Cradley Heath	a	⌄	⌄	2117g	⌄	⌄	2142g	⌄	⌄	2217g	⌄
Stourbridge Junction	a	⌄	⌄	2124g	⌄	⌄	2150g	⌄	⌄	2224g	⌄
Hagley	a	⌄	⌄	2128g	⌄	⌄	⌄	⌄	⌄	2228g	⌄
Blakedown	a	⌄	⌄	2131g	⌄	⌄	⌄	⌄	⌄	2231g	⌄
Kidderminster	a	⌄	⌄	2136g	⌄	⌄	⌄	⌄	⌄	2236g	⌄

For explanation of notes and symbols see pages 106 & 107

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London – Stratford-upon-Avon – Birmingham – Kidderminster
London – High Wycombe – Aylesbury

See page 98 for trains from London to Aylesbury via Amersham

Saturdays until 10 March 2012 (see below)

			M					M			
London Marylebone	d	1936	2000	2005	⌄	2035	⌄	2100	⌄	⌄	2103
Wembley Stadium	d	1945	⌄	2013	⌄	⌄	⌄	⌄	⌄	⌄	2111
Sudbury & Harrow Rd	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Sudbury Hill Harrow	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Northolt Park	d	1950	⌄	2018	⌄	⌄	⌄	⌄	⌄	⌄	2116
London Paddington	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
South Ruislip	d	⌄	⌄	2022	⌄	⌄	⌄	⌄	⌄	⌄	2120
West Ruislip	d	1955	⌄	2025	⌄	⌄	⌄	⌄	⌄	⌄	2123
Denham	d	2000	⌄	2030	⌄	⌄	⌄	⌄	⌄	⌄	2128
Denham Golf Club	d	⌄	⌄	2032	⌄	⌄	⌄	⌄	⌄	⌄	2130
Gerrards Cross	d	2004	⌄	2036	⌄	2053	⌄	⌄	⌄	⌄	2134
Seer Green & Jordans	d	2009	⌄	2040	⌄	⌄	⌄	⌄	⌄	⌄	2138
Beaconsfield	d	2012	⌄	2043	⌄	2059	⌄	⌄	⌄	⌄	2141
High Wycombe	d	2020	2023	2049	⌄	2105	⌄	2123	⌄	⌄	2147
Saunderton	d	⌄	⌄	⌄	⌄	2112	⌄	⌄	⌄	⌄	2154
Princes Risborough	d	⌄	2033	2058	⌄	2118	⌄	2133	⌄	⌄	2159
Monks Risborough	d	⌄	⌄	2102	⌄	⌄	⌄	⌄	⌄	⌄	2202
Little Kimble	d	⌄	⌄	2105	⌄	⌄	⌄	⌄	⌄	⌄	2206
Aylesbury	a	⌄	⌄	2119	⌄	⌄	⌄	⌄	⌄	⌄	2219
Haddenham & Thame	d	⌄	2039	⌄	⌄	2124	⌄	2139	⌄	⌄	⌄
Bicester North	d	⌄	2051	⌄	⌄	2140	⌄	2150	⌄	⌄	⌄
Kings Sutton	d	⌄	⌄	⌄	⌄	2151	⌄	⌄	⌄	⌄	⌄
Banbury	d	⌄	2104	⌄	⌄	2202	⌄	2207	2225	⌄	⌄
Leamington Spa	d	⌄	2123	⌄	2155	⌄	2221	⌄	2305	2325	⌄
Warwick	d	⌄	2127	⌄	2159	⌄	2227	⌄	⌄	2329	⌄
Warwick Parkway	d	⌄	2130	⌄	2202	⌄	2231	⌄	⌄	2332	⌄
Hatton	d	⌄	⌄	⌄	2207	⌄	⌄	⌄	⌄	⌄	⌄
Claverdon	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Bearley	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Wilmcote	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Stratford-upon-Avon	a	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Lapworth	d	⌄	⌄	⌄	2213	⌄	⌄	⌄	⌄	⌄	⌄
Dorridge	d	⌄	2140	⌄	2217	⌄	2241	⌄	⌄	2342	⌄
Widney Manor	d	⌄	⌄	⌄	2237n	⌄	⌄	⌄	⌄	2346	⌄
Solihull	d	⌄	2146	⌄	2223	⌄	2246	⌄	⌄	2349	⌄
Olton	d	⌄	⌄	⌄	2244h	⌄	⌄	⌄	⌄	⌄	⌄
Acocks Green	d	⌄	⌄	⌄	2247h	⌄	⌄	⌄	⌄	⌄	⌄
Tyseley	d	⌄	⌄	⌄	2250h	⌄	⌄	⌄	⌄	⌄	⌄
Small Heath	d	⌄	⌄	⌄	2252h	⌄	⌄	⌄	⌄	⌄	⌄
Birmingham Moor St	a	⌄	2155	⌄	2237	⌄	2301	⌄	⌄	0001	⌄
Birmingham Snow Hill	a	⌄	2203	⌄	2259g	⌄	2309	⌄	⌄	⌄	⌄
Jewellery Quarter	a	⌄	2222g	⌄	2302g	⌄	2325g	⌄	⌄	⌄	⌄
The Hawthorns	a	⌄	2227g	⌄	2307g	⌄	2330g	⌄	⌄	⌄	⌄
Smethwick Gn Bdg	a	⌄	2229g	⌄	2309g	⌄	2332g	⌄	⌄	⌄	⌄
Rowley Regis	a	⌄	2236g	⌄	2316g	⌄	2339g	⌄	⌄	⌄	⌄
Cradley Heath	a	⌄	2242g	⌄	2322g	⌄	2345g	⌄	⌄	⌄	⌄
Stourbridge Junction	a	⌄	2250g	⌄	2329g	⌄	2352g	⌄	⌄	⌄	⌄
Hagley	a	⌄	⌄	⌄	2333g	⌄	⌄	⌄	⌄	⌄	⌄
Blakedown	a	⌄	⌄	⌄	2336g	⌄	⌄	⌄	⌄	⌄	⌄
Kidderminster	a	⌄	⌄	⌄	2341g	⌄	⌄	⌄	⌄	⌄	⌄

For explanation of notes and symbols see pages 106 & 107

Due to planned engineering works, this timetable shows rail replacement buses running every weekend until Saturday 10 March 2012. For services from Saturday 17 March, check chilternrailways.co.uk before travelling

London – Stratford-upon-Avon – Birmingham – Kidderminster
London – High Wycombe – Aylesbury

See page 98 for trains from London to Aylesbury via Amersham

Saturdays until 10 March 2012 (see below)

			M								
London Marylebone	d	2135	2210	⌵	2213	2240	⌵	2310	⌵	2313	2345
Wembley Stadium	d	⌵	⌵	⌵	2221	2248	⌵	2318	⌵	2321	2353
Sudbury & Harrow Rd	d	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵
Sudbury Hill Harrow	d	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵
Northolt Park	d	⌵	⌵	⌵	2226	⌵	⌵	⌵	⌵	2326	⌵
London Paddington	d	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵
South Ruislip	d	⌵	⌵	⌵	2230	⌵	⌵	⌵	⌵	2330	⌵
West Ruislip	d	⌵	⌵	⌵	2233	⌵	⌵	⌵	⌵	2333	⌵
Denham	d	⌵	⌵	⌵	2238	⌵	⌵	⌵	⌵	2338	⌵
Denham Golf Club	d	⌵	⌵	⌵	2240	⌵	⌵	⌵	⌵	2340	⌵
Gerrards Cross	d	2153	⌵	⌵	2244	2301	⌵	2331	⌵	2343	0006
Seer Green & Jordans	d	⌵	⌵	⌵	2248	⌵	⌵	⌵	⌵	2348	⌵
Beaconsfield	d	2159	⌵	⌵	2251	2307	⌵	2337	⌵	2351	0012
High Wycombe	d	2205	⌵	⌵	2257	2313	⌵	2342	⌵	2359	0018
Saunderton	d	⌵	⌵	⌵	2304	⌵	⌵	⌵	⌵	0006	⌵
Princes Risborough	d	2215	⌵	⌵	2310	2324	⌵	2353	⌵	0010	0029
Monks Risborough	d	⌵	⌵	⌵	2313	⌵	⌵	⌵	⌵	0015	⌵
Little Kimble	d	⌵	⌵	⌵	2317	⌵	⌵	⌵	⌵	0017	⌵
Aylesbury	a	⌵	⌵	⌵	2330	⌵	⌵	⌵	⌵	0033	⌵
Haddenham & Thame	d	2222	⌵	⌵	⌵	2329	⌵	0002	⌵	⌵	0035
Bicester North	d	2240	2258	2310	⌵	2346	2355	0017	0025	⌵	0051
Kings Sutton	d	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵
Banbury	d	⌵	⌵	2335s	⌵	⌵	0020	⌵	0055	⌵	⌵
Leamington Spa	d	⌵	⌵	0015s	⌵	⌵	⌵	⌵	⌵	⌵	⌵
Warwick	d	⌵	⌵	0025s	⌵	⌵	⌵	⌵	⌵	⌵	⌵
Warwick Parkway	d	⌵	⌵	0035s	⌵	⌵	⌵	⌵	⌵	⌵	⌵
Hatton	d	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵
Claverdon	d	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵
Bearley	d	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵
Wilmcote	d	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵
Stratford-upon-Avon	a	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵
Lapworth	d	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵
Dorridge	d	⌵	⌵	0100s	⌵	⌵	⌵	⌵	⌵	⌵	⌵
Widney Manor	d	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵
Solihull	d	⌵	⌵	0120s	⌵	⌵	⌵	⌵	⌵	⌵	⌵
Olton	d	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵
Acocks Green	d	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵
Tyseley	d	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵
Small Heath	d	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵
Birmingham Moor St	a	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵
Birmingham Snow Hill	a	⌵	⌵	0145	⌵	⌵	⌵	⌵	⌵	⌵	⌵
Jewellery Quarter	a	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵
The Hawthorns	a	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵
Smethwick Gn Bdg	a	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵
Rowley Regis	a	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵
Cradley Heath	a	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵
Stourbridge Junction	a	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵
Hagley	a	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵
Blakedown	a	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵
Kidderminster	a	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵

For explanation of notes and symbols see pages 106 & 107

Due to planned engineering works, this timetable shows rail replacement buses running every weekend until Saturday 10 March 2012. For services from Saturday 17 March, check chilternrailways.co.uk before travelling

London – Stratford-upon-Avon – Birmingham – Kidderminster
London – High Wycombe – Aylesbury

See page 98 for trains from London to Aylesbury via Amersham

Saturdays until 10 March 2012 (see below)

London Marylebone	d	⌄	0010									
Wembley Stadium	d	⌄	0018									
Sudbury & Harrow Rd	d	⌄	⌄									
Sudbury Hill Harrow	d	⌄	⌄									
Northolt Park	d	⌄	0023									
London Paddington	d	⌄	⌄									
South Ruislip	d	⌄	0027									
West Ruislip	d	⌄	0030									
Denham	d	⌄	0035									
Denham Golf Club	d	⌄	0037									
Gerrards Cross	d	⌄	0041									
Seer Green & Jordans	d	⌄	0045									
Beaconsfield	d	⌄	0048									
High Wycombe	d	⌄	0054									
Saunderton	d	⌄	0101									
Princes Risborough	d	⌄	0106									
Monks Risborough	d	⌄	0109									
Little Kimble	d	⌄	0113									
Aylesbury	a	⌄	0126									
Haddenham & Thame	d	⌄	⌄									
Bicester North	d	0100	⌄									
Kings Sutton	d	⌄	⌄									
Banbury	d	0130	⌄									
Leamington Spa	d	⌄	⌄									
Warwick	d	⌄	⌄									
Warwick Parkway	d	⌄	⌄									
Hatton	d	⌄	⌄									
Claverdon	d	⌄	⌄									
Bearley	d	⌄	⌄									
Wilmcote	d	⌄	⌄									
Stratford-upon-Avon	a	⌄	⌄									
Lapworth	d	⌄	⌄									
Dorridge	d	⌄	⌄									
Widney Manor	d	⌄	⌄									
Solihull	d	⌄	⌄									
Olton	d	⌄	⌄									
Acocks Green	d	⌄	⌄									
Tyseley	d	⌄	⌄									
Small Heath	d	⌄	⌄									
Birmingham Moor St	a	⌄	⌄									
Birmingham Snow Hill	a	⌄	⌄									
Jewellery Quarter	a	⌄	⌄									
The Hawthorns	a	⌄	⌄									
Smethwick Gn Bdg	a	⌄	⌄									
Rowley Regis	a	⌄	⌄									
Cradley Heath	a	⌄	⌄									
Stourbridge Junction	a	⌄	⌄									
Hagley	a	⌄	⌄									
Blakedown	a	⌄	⌄									
Kidderminster	a	⌄	⌄									

For explanation of notes and symbols see pages 106 & 107

Due to planned engineering works, this timetable shows rail replacement buses running every weekend until Saturday 10 March 2012. For services from Saturday 17 March, check chilternrailways.co.uk before travelling

Kidderminster – Birmingham – Stratford-upon-Avon – London
Aylesbury – High Wycombe – London

See page 100 for trains from Aylesbury to London via Amersham

Sundays until 11 March 2012 (see below)

										M	
Kidderminster	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Blakedown	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Hagley	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Stourbridge Junction	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Cradley Heath	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Rowley Regis	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Smethwick Gn Bdg	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
The Hawthorns	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Jewellery Quarter	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Birmingham Snow Hill	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Birmingham Moor St	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	0843	⌄
Small Heath	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Tyseley	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Acocks Green	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Olton	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Solihull	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	0851	⌄
Widney Manor	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Dorridge	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	0856	⌄
Lapworth	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Stratford-upon-Avon	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Wilmcote	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Bearley	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Claverdon	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Hatton	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Warwick Parkway	d	⌄	⌄	⌄	⌄	⌄	⌄	0810	⌄	0906	⌄
Warwick	d	⌄	⌄	⌄	⌄	⌄	⌄	0820	⌄	0909	⌄
Leamington Spa	d	⌄	⌄	⌄	⌄	⌄	⌄	0830	⌄	0915	0920
Banbury	d	⌄	⌄	⌄	0835	⌄	⌄	0905	⌄	⌄	⌄
Kings Sutton	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Bicester North	d	⌄	⌄	0824	0905	0915	⌄	0935	0945	⌄	1005
Haddenham & Thame	d	⌄	⌄	0836	⌄	0927	⌄	⌄	0957	⌄	⌄
Aylesbury	d	0726	0820	⌄	⌄	⌄	0930	⌄	⌄	⌄	⌄
Little Kimble	d	0734	0828	⌄	⌄	⌄	0938	⌄	⌄	⌄	⌄
Monks Risborough	d	0738	0832	⌄	⌄	⌄	0942	⌄	⌄	⌄	⌄
Princes Risborough	d	0741	0835	0843	⌄	0934	0945	⌄	1004	⌄	⌄
Saunderton	d	0746	⌄	0848	⌄	⌄	0950	⌄	⌄	⌄	⌄
High Wycombe	d	0753	0845	0854	⌄	0944	0957	⌄	1014	⌄	⌄
Beaconsfield	d	0759	0851	0900	⌄	0950	1003	⌄	1020	⌄	⌄
Seer Green & Jordans	d	0802	⌄	0903	⌄	⌄	1006	⌄	⌄	⌄	⌄
Gerrards Cross	d	0806	0857	0908	⌄	0955	1010	⌄	1025	⌄	⌄
Denham Golf Club	d	0809	⌄	⌄	⌄	⌄	1013	⌄	⌄	⌄	⌄
Denham	d	0812	⌄	0912	⌄	⌄	1016	⌄	⌄	⌄	⌄
West Ruislip	d	0817	⌄	0917	⌄	⌄	1020	⌄	⌄	⌄	⌄
South Ruislip	d	0820	⌄	0920	⌄	⌄	1024	⌄	⌄	⌄	⌄
London Paddington	a	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Northolt Park	d	0824	⌄	0924	⌄	⌄	1027	⌄	⌄	⌄	⌄
Sudbury Hill Harrow	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Sudbury & Harrow Rd	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Wembley Stadium	d	0829	⌄	0929	⌄	⌄	1032	⌄	⌄	⌄	⌄
London Marylebone	a	0842	0920	0942	⌄	1019	1044	⌄	1048	⌄	⌄

For explanation of notes and symbols see pages 106 & 107

Due to planned engineering works, this timetable shows rail replacement buses running every weekend until Sunday 11 March 2012. For services from Sunday 18 March, check chilternrailways.co.uk before travelling

Kidderminster – Birmingham – Stratford-upon-Avon – London
Aylesbury – High Wycombe – London

See page 100 for trains from Aylesbury to London via Amersham

Sundays until 11 March 2012 (see below)

						M					
Kidderminster	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Blakedown	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Hagley	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Stourbridge Junction	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Cradley Heath	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Rowley Regis	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Smethwick Gn Bdg	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
The Hawthorns	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Jewellery Quarter	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Birmingham Snow Hill	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	0940
Birmingham Moor St	d	⌄	⌄	⌄	⌄	0913	⌄	⌄	⌄	⌄	0943
Small Heath	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Tyseley	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Acocks Green	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Olton	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Solihull	d	⌄	⌄	⌄	⌄	0921	⌄	⌄	⌄	⌄	0951
Widney Manor	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Dorridge	d	⌄	⌄	⌄	⌄	0926	⌄	⌄	⌄	⌄	0956
Lapworth	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Stratford-upon-Avon	d	⌄	⌄	⌄	⌄	⌄	⌄	1000	⌄	⌄	⌄
Wilmcote	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Bearley	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Claverdon	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Hatton	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Warwick Parkway	d	⌄	⌄	⌄	⌄	0936	⌄	⌄	⌄	⌄	1006
Warwick	d	⌄	⌄	⌄	⌄	0939	⌄	⌄	⌄	⌄	⌄
Leamington Spa	d	⌄	⌄	0930	⌄	0946	0955	⌄	⌄	⌄	1017
Banbury	d	⌄	⌄	1005	⌄	⌄	1030	1040	⌄	⌄	⌄
Kings Sutton	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Bicester North	d	1015	⌄	1035	1045	⌄	1100	1110	1115	⌄	⌄
Haddenham & Thame	d	1027	⌄	⌄	1057	⌄	⌄	⌄	1127	⌄	⌄
Aylesbury	d	⌄	1025	⌄	⌄	⌄	⌄	⌄	⌄	1125	⌄
Little Kimble	d	⌄	1033	⌄	⌄	⌄	⌄	⌄	⌄	1133	⌄
Monks Risborough	d	⌄	1037	⌄	⌄	⌄	⌄	⌄	⌄	1137	⌄
Princes Risborough	d	1034	1040	⌄	1104	⌄	⌄	⌄	1134	1140	⌄
Saunderton	d	⌄	1045	⌄	⌄	⌄	⌄	⌄	⌄	1145	⌄
High Wycombe	d	1044	1052	⌄	1114	⌄	⌄	⌄	1144	1152	⌄
Beaconsfield	d	1050	1058	⌄	1120	⌄	⌄	⌄	1150	1158	⌄
Seer Green & Jordans	d	⌄	1101	⌄	⌄	⌄	⌄	⌄	⌄	1201	⌄
Gerrards Cross	d	1055	1105	⌄	1125	⌄	⌄	⌄	1155	1205	⌄
Denham Golf Club	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	1208	⌄
Denham	d	⌄	1110	⌄	⌄	⌄	⌄	⌄	⌄	1211	⌄
West Ruislip	d	⌄	1114	⌄	⌄	⌄	⌄	⌄	⌄	1215	⌄
South Ruislip	d	⌄	1118	⌄	⌄	⌄	⌄	⌄	⌄	1219	⌄
London Paddington	a	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Northolt Park	d	⌄	1121	⌄	⌄	⌄	⌄	⌄	⌄	1222	⌄
Sudbury Hill Harrow	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Sudbury & Harrow Rd	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Wembley Stadium	d	⌄	1126	⌄	⌄	⌄	⌄	⌄	⌄	1227	⌄
London Marylebone	a	1118	1138	⌄	1148	⌄	⌄	⌄	1218	1239	⌄

For explanation of notes and symbols see pages 106 & 107

Due to planned engineering works, this timetable shows rail replacement buses running every weekend until Sunday 11 March 2012. For services from Sunday 18 March, check chilternrailways.co.uk before travelling

Kidderminster – Birmingham – Stratford-upon-Avon – London
Aylesbury – High Wycombe – London

See page 100 for trains from Aylesbury to London via Amersham

Sundays until 11 March 2012 (see below)

					M						
Kidderminster	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	0942g	⌄	⌄
Blakedown	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	0947g	⌄	⌄
Hagley	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	0951g	⌄	⌄
Stourbridge Junction	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	0955g	⌄	⌄
Cradley Heath	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	1001g	⌄	⌄
Rowley Regis	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	1006g	⌄	⌄
Smethwick Gn Bdg	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	1012g	⌄	⌄
The Hawthorns	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	1015g	⌄	⌄
Jewellery Quarter	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	1018g	⌄	⌄
Birmingham Snow Hill	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	**1040**	⌄	⌄
Birmingham Moor St	d	⌄	⌄	⌄	**1013**	⌄	⌄	⌄	**1043**	⌄	⌄
Small Heath	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Tyseley	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Acocks Green	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Olton	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Solihull	d	⌄	⌄	⌄	**1021**	⌄	⌄	⌄	**1051**	⌄	⌄
Widney Manor	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Dorridge	d	⌄	⌄	⌄	**1026**	⌄	⌄	⌄	**1056**	⌄	⌄
Lapworth	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	**1100**	⌄	⌄
Stratford-upon-Avon	d	⌄	⌄	**1000**	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Wilmcote	d	⌄	⌄	**1004**	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Bearley	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Claverdon	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Hatton	d	⌄	⌄	**1015**	⌄	⌄	⌄	⌄	**1106**	⌄	⌄
Warwick Parkway	d	⌄	⌄	⌄	**1036**	⌄	⌄	⌄	**1111**	⌄	⌄
Warwick	d	⌄	⌄	**1023**	**1039**	⌄	⌄	⌄	⌄	⌄	⌄
Leamington Spa	d	**1025**	⌄	**1029**	**1046**	**1055**	⌄	⌄	**1120**	**1130**	⌄
Banbury	d	**1100**	⌄	⌄	⌄	**1130**	⌄	⌄	⌄	**1205**	⌄
Kings Sutton	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Bicester North	d	**1130**	**1145**	⌄	⌄	**1200**	**1215**	⌄	⌄	**1235**	**1245**
Haddenham & Thame	d	⌄	**1157**	⌄	⌄	⌄	**1227**	⌄	⌄	⌄	**1257**
Aylesbury	d	⌄	⌄	⌄	⌄	⌄	⌄	**1225**	⌄	⌄	⌄
Little Kimble	d	⌄	⌄	⌄	⌄	⌄	⌄	**1233**	⌄	⌄	⌄
Monks Risborough	d	⌄	⌄	⌄	⌄	⌄	⌄	**1237**	⌄	⌄	⌄
Princes Risborough	d	⌄	**1204**	⌄	⌄	⌄	**1234**	**1240**	⌄	⌄	**1304**
Saunderton	d	⌄	⌄	⌄	⌄	⌄	⌄	**1245**	⌄	⌄	⌄
High Wycombe	d	⌄	**1214**	⌄	⌄	⌄	**1244**	**1252**	⌄	⌄	**1314**
Beaconsfield	d	⌄	**1220**	⌄	⌄	⌄	**1250**	**1258**	⌄	⌄	**1320**
Seer Green & Jordans	d	⌄	⌄	⌄	⌄	⌄	⌄	**1301**	⌄	⌄	⌄
Gerrards Cross	d	⌄	**1225**	⌄	⌄	⌄	**1255**	**1305**	⌄	⌄	**1325**
Denham Golf Club	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Denham	d	⌄	⌄	⌄	⌄	⌄	⌄	**1310**	⌄	⌄	⌄
West Ruislip	d	⌄	⌄	⌄	⌄	⌄	⌄	**1314**	⌄	⌄	⌄
South Ruislip	d	⌄	⌄	⌄	⌄	⌄	⌄	**1318**	⌄	⌄	⌄
London Paddington	a	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Northolt Park	d	⌄	⌄	⌄	⌄	⌄	⌄	**1321**	⌄	⌄	⌄
Sudbury Hill Harrow	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Sudbury & Harrow Rd	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Wembley Stadium	d	⌄	⌄	⌄	⌄	⌄	⌄	**1326**	⌄	⌄	⌄
London Marylebone	a	⌄	**1248**	⌄	⌄	⌄	**1318**	**1338**	⌄	⌄	**1348**

For explanation of notes and symbols see pages 106 & 107

Due to planned engineering works, this timetable shows rail replacement buses running every weekend until Sunday 11 March 2012. For services from Sunday 18 March, check chilternrailways.co.uk before travelling

Kidderminster – Birmingham – Stratford-upon-Avon – London
Aylesbury – High Wycombe – London

See page 100 for trains from Aylesbury to London via Amersham

Sundays until 11 March 2012 (see below)

		M										M
Kidderminster	d	1008g	⌵	⌵	⌵	⌵	1040g	⌵	⌵	⌵	⌵
Blakedown	d	1013g	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵
Hagley	d	1017g	⌵	⌵	⌵	⌵	1047g	⌵	⌵	⌵	⌵
Stourbridge Junction	d	1022g	⌵	⌵	⌵	⌵	1052g	⌵	⌵	⌵	1122g
Cradley Heath	d	1029g	⌵	⌵	⌵	⌵	1058g	⌵	⌵	⌵	1129g
Rowley Regis	d	1036g	⌵	⌵	⌵	⌵	1103g	⌵	⌵	⌵	1136g
Smethwick Gn Bdg	d	1043g	⌵	⌵	⌵	⌵	1109g	⌵	⌵	⌵	1143g
The Hawthorns	d	1045g	⌵	⌵	⌵	⌵	1112g	⌵	⌵	⌵	1145g
Jewellery Quarter	d	1049g	⌵	⌵	⌵	⌵	1115g	⌵	⌵	⌵	1149g
Birmingham Snow Hill	d	1053g	⌵	⌵	⌵	⌵	**1140**	⌵	⌵	⌵	1153g
Birmingham Moor St	d	**1113**	⌵	⌵	⌵	⌵	**1143**	⌵	⌵	⌵	**1213**
Small Heath	d	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵
Tyseley	d	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵
Acocks Green	d	1102h	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	1202h
Olton	d	1104h	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	1204h
Solihull	d	**1121**	⌵	⌵	⌵	⌵	**1151**	⌵	⌵	⌵	**1221**
Widney Manor	d	1111n	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	1211n
Dorridge	d	**1126**	⌵	⌵	⌵	⌵	**1156**	⌵	⌵	⌵	**1226**
Lapworth	d	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵
Stratford-upon-Avon	d	⌵	⌵	**1200**	⌵	⌵	⌵	⌵	⌵	**1200**	⌵
Wilmcote	d	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	**1204**	⌵
Bearley	d	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵
Claverdon	d	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵
Hatton	d	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	**1215**	⌵
Warwick Parkway	d	**1136**	⌵	⌵	⌵	⌵	**1206**	⌵	⌵	⌵	**1237**
Warwick	d	**1139**	⌵	⌵	⌵	⌵	⌵	⌵	⌵	**1222**	**1240**
Leamington Spa	d	**1146**	**1155**	⌵	⌵	⌵	**1217**	**1225**	⌵	**1228**	**1246**
Banbury	d	⌵	**1230**	**1240**	⌵	⌵	⌵	**1300**	⌵	⌵	⌵
Kings Sutton	d	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵
Bicester North	d	⌵	**1300**	**1310**	**1315**	⌵	⌵	**1330**	**1345**	⌵	⌵
Haddenham & Thame	d	⌵	⌵	⌵	**1327**	⌵	⌵	⌵	**1357**	⌵	⌵
Aylesbury	d	⌵	⌵	⌵	⌵	**1325**	⌵	⌵	⌵	⌵	⌵
Little Kimble	d	⌵	⌵	⌵	⌵	**1333**	⌵	⌵	⌵	⌵	⌵
Monks Risborough	d	⌵	⌵	⌵	⌵	**1337**	⌵	⌵	⌵	⌵	⌵
Princes Risborough	d	⌵	⌵	⌵	**1334**	**1340**	⌵	⌵	**1404**	⌵	⌵
Saunderton	d	⌵	⌵	⌵	⌵	**1345**	⌵	⌵	⌵	⌵	⌵
High Wycombe	d	⌵	⌵	⌵	**1344**	**1352**	⌵	⌵	**1414**	⌵	⌵
Beaconsfield	d	⌵	⌵	⌵	**1350**	**1358**	⌵	⌵	**1420**	⌵	⌵
Seer Green & Jordans	d	⌵	⌵	⌵	⌵	**1401**	⌵	⌵	⌵	⌵	⌵
Gerrards Cross	d	⌵	⌵	⌵	**1355**	**1405**	⌵	⌵	**1425**	⌵	⌵
Denham Golf Club	d	⌵	⌵	⌵	⌵	**1408**	⌵	⌵	⌵	⌵	⌵
Denham	d	⌵	⌵	⌵	⌵	**1411**	⌵	⌵	⌵	⌵	⌵
West Ruislip	d	⌵	⌵	⌵	⌵	**1415**	⌵	⌵	⌵	⌵	⌵
South Ruislip	d	⌵	⌵	⌵	⌵	**1419**	⌵	⌵	⌵	⌵	⌵
London Paddington	a	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵
Northolt Park	d	⌵	⌵	⌵	⌵	**1422**	⌵	⌵	⌵	⌵	⌵
Sudbury Hill Harrow	d	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵
Sudbury & Harrow Rd	d	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵	⌵
Wembley Stadium	d	⌵	⌵	⌵	⌵	**1427**	⌵	⌵	⌵	⌵	⌵
London Marylebone	a	⌵	⌵	⌵	**1418**	**1439**	⌵	⌵	**1448**	⌵	⌵

For explanation of notes and symbols see pages 106 & 107

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Kidderminster – Birmingham – Stratford-upon-Avon – London
Aylesbury – High Wycombe – London

See page 100 for trains from Aylesbury to London via Amersham

Sundays until 11 March 2012 (see below)

								Ⓜ			Ⓜ
Kidderminster	d	⌄	1139g	⌄	⌄	⌄	⌄	⌄	1242g	⌄	⌄
Blakedown	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	1247g	⌄	⌄
Hagley	d	⌄	1146g	⌄	⌄	⌄	⌄	⌄	1251g	⌄	⌄
Stourbridge Junction	d	⌄	1152g	⌄	⌄	⌄	⌄	1222g	1255g	⌄	1322g
Cradley Heath	d	⌄	1158g	⌄	⌄	⌄	⌄	1229g	1301g	⌄	1329g
Rowley Regis	d	⌄	1203g	⌄	⌄	⌄	⌄	1236g	1306g	⌄	1336g
Smethwick Gn Bdg	d	⌄	1208g	⌄	⌄	⌄	⌄	1243g	1311g	⌄	1343g
The Hawthorns	d	⌄	1211g	⌄	⌄	⌄	⌄	1245g	1314g	⌄	1345g
Jewellery Quarter	d	⌄	1214g	⌄	⌄	⌄	⌄	1249g	1317g	⌄	1349g
Birmingham Snow Hill	d	⌄	**1240**	⌄	⌄	⌄	⌄	1253g	**1340**	⌄	1353g
Birmingham Moor St	d	⌄	**1243**	⌄	⌄	⌄	⌄	**1313**	**1343**	⌄	**1413**
Small Heath	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Tyseley	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Acocks Green	d	⌄	⌄	⌄	⌄	⌄	⌄	1302h	⌄	⌄	1402h
Olton	d	⌄	⌄	⌄	⌄	⌄	⌄	1304h	⌄	⌄	1404h
Solihull	d	⌄	**1251**	⌄	⌄	⌄	⌄	**1321**	**1351**	⌄	**1421**
Widney Manor	d	⌄	⌄	⌄	⌄	⌄	⌄	1311n	⌄	⌄	1411n
Dorridge	d	⌄	**1256**	⌄	⌄	⌄	⌄	**1326**	**1356**	⌄	**1426**
Lapworth	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	**1400**	⌄	⌄
Stratford-upon-Avon	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	**1400**	⌄
Wilmcote	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	**1404**	⌄
Bearley	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Claverdon	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Hatton	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	**1406**	**1415**	⌄
Warwick Parkway	d	⌄	**1306**	⌄	⌄	⌄	⌄	**1336**	**1411**	⌄	**1437**
Warwick	d	⌄	⌄	⌄	⌄	⌄	⌄	**1339**	⌄	**1422**	**1439**
Leamington Spa	d	**1255**	**1315**	**1320**	**1320**	⌄	⌄	**1346**	**1417**	**1426**	**1444**
Banbury	d	**1330**	⌄	**1355**	⌄	⌄	⌄	⌄	**1435**	**1445**	**1504**
Kings Sutton	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	**1450**	⌄
Bicester North	d	**1400**	⌄	⌄	**1405**	**1415**	⌄	⌄	**1447**	**1502**	**1519**
Haddenham & Thame	d	⌄	⌄	⌄	⌄	**1427**	⌄	⌄	**1458**	**1514**	⌄
Aylesbury	d	⌄	⌄	⌄	⌄	⌄	**1425**	⌄	⌄	⌄	⌄
Little Kimble	d	⌄	⌄	⌄	⌄	⌄	**1433**	⌄	⌄	⌄	⌄
Monks Risborough	d	⌄	⌄	⌄	⌄	⌄	**1437**	⌄	⌄	⌄	⌄
Princes Risborough	d	⌄	⌄	⌄	⌄	**1434**	**1440**	⌄	**1505**	**1522**	⌄
Saunderton	d	⌄	⌄	⌄	⌄	⌄	**1445**	⌄	⌄	⌄	⌄
High Wycombe	d	⌄	⌄	⌄	⌄	**1444**	**1452**	⌄	**1514**	**1532**	⌄
Beaconsfield	d	⌄	⌄	⌄	⌄	**1450**	**1458**	⌄	**1520**	**1538**	⌄
Seer Green & Jordans	d	⌄	⌄	⌄	⌄	⌄	**1501**	⌄	⌄	⌄	⌄
Gerrards Cross	d	⌄	⌄	⌄	⌄	**1455**	**1505**	⌄	**1526**	**1543**	⌄
Denham Golf Club	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Denham	d	⌄	⌄	⌄	⌄	⌄	**1510**	⌄	⌄	⌄	⌄
West Ruislip	d	⌄	⌄	⌄	⌄	⌄	**1514**	⌄	⌄	⌄	⌄
South Ruislip	d	⌄	⌄	⌄	⌄	⌄	**1518**	⌄	⌄	⌄	⌄
London Paddington	a	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Northolt Park	d	⌄	⌄	⌄	⌄	⌄	**1521**	⌄	⌄	⌄	⌄
Sudbury Hill Harrow	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Sudbury & Harrow Rd	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Wembley Stadium	d	⌄	⌄	⌄	⌄	⌄	**1526**	⌄	⌄	**1555**	⌄
London Marylebone	a	⌄	⌄	⌄	⌄	**1518**	**1539**	⌄	**1546**	**1608**	**1612**

For explanation of notes and symbols see pages 106 & 107

Due to planned engineering works, this timetable shows rail replacement buses running every weekend until Sunday 11 March 2012. For services from Sunday 18 March, check chilternrailways.co.uk before travelling

Kidderminster – Birmingham – Stratford-upon-Avon – London
Aylesbury – High Wycombe – London

See page 100 for trains from Aylesbury to London via Amersham

Sundays

					M				M		
Kidderminster	d	⌄	1339g	⌄	⌄	⌄	1439g	⌄	⌄	⌄	1540g
Blakedown	d	⌄	⌄	⌄	⌄	⌄	1444g	⌄	⌄	⌄	⌄
Hagley	d	⌄	1346g	⌄	⌄	⌄	1448g	⌄	⌄	⌄	1547g
Stourbridge Junction	d	⌄	1352g	⌄	1422g	⌄	1452g	⌄	1522g	⌄	1552g
Cradley Heath	d	⌄	1358g	⌄	1429g	⌄	1458g	⌄	1529g	⌄	1558g
Rowley Regis	d	⌄	1403g	⌄	1436g	⌄	1503g	⌄	1536g	⌄	1603g
Smethwick Gn Bdg	d	⌄	1408g	⌄	1443g	⌄	1508g	⌄	1543g	⌄	1608g
The Hawthorns	d	⌄	1411g	⌄	1445g	⌄	1511g	⌄	1545g	⌄	1611g
Jewellery Quarter	d	⌄	1414g	⌄	1449g	⌄	1514g	⌄	1549g	⌄	1614g
Birmingham Snow Hill	d	⌄	**1440**	⌄	1453g	⌄	**1540**	⌄	1553g	⌄	**1640**
Birmingham Moor St	d	⌄	**1443**	⌄	**1513**	⌄	**1543**	⌄	**1613**	⌄	**1643**
Small Heath	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Tyseley	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Acocks Green	d	⌄	⌄	⌄	1502h	⌄	⌄	⌄	1602h	⌄	⌄
Olton	d	⌄	⌄	⌄	1504h	⌄	⌄	⌄	1604h	⌄	⌄
Solihull	d	⌄	**1451**	⌄	**1521**	⌄	**1551**	⌄	**1621**	⌄	**1651**
Widney Manor	d	⌄	⌄	⌄	1511n	⌄	⌄	⌄	1611n	⌄	⌄
Dorridge	d	⌄	**1456**	⌄	**1526**	⌄	**1556**	⌄	**1626**	⌄	**1656**
Lapworth	d	⌄	⌄	⌄	⌄	⌄	**1600**	⌄	⌄	⌄	⌄
Stratford-upon-Avon	d	⌄	⌄	⌄	⌄	⌄	⌄	**1600**	⌄	⌄	⌄
Wilmcote	d	⌄	⌄	⌄	⌄	⌄	⌄	**1604**	⌄	⌄	⌄
Bearley	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Claverdon	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Hatton	d	⌄	⌄	⌄	⌄	⌄	**1606**	**1614**	⌄	⌄	⌄
Warwick Parkway	d	⌄	**1505**	⌄	**1537**	⌄	**1611**	⌄	**1637**	⌄	**1705**
Warwick	d	⌄	⌄	⌄	**1540**	⌄	⌄	**1623**	**1640**	⌄	⌄
Leamington Spa	d	⌄	**1511**	⌄	**1545**	⌄	**1617**	**1627**	**1645**	⌄	**1712**
Banbury	d	⌄	**1530**	⌄	**1605**	⌄	**1635**	**1646**	**1705**	⌄	**1730**
Kings Sutton	d	⌄	⌄	⌄	⌄	⌄	⌄	**1650**	⌄	⌄	⌄
Bicester North	d	⌄	**1543**	**1556**	**1619**	⌄	**1647**	**1701**	**1719**	⌄	**1747**
Haddenham & Thame	d	⌄	**1553**	**1608**	⌄	⌄	**1657**	**1713**	⌄	⌄	**1757**
Aylesbury	d	**1525**	⌄	⌄	⌄	**1625**	⌄	⌄	⌄	**1725**	⌄
Little Kimble	d	**1533**	⌄	⌄	⌄	**1633**	⌄	⌄	⌄	**1733**	⌄
Monks Risborough	d	**1537**	⌄	⌄	⌄	**1637**	⌄	⌄	⌄	**1737**	⌄
Princes Risborough	d	**1540**	**1602**	**1615**	⌄	**1640**	**1706**	**1720**	⌄	**1740**	**1805**
Saunderton	d	**1545**	⌄	⌄	⌄	**1645**	⌄	⌄	⌄	**1745**	⌄
High Wycombe	d	**1552**	**1611**	**1625**	⌄	**1652**	**1715**	**1730**	⌄	**1752**	**1814**
Beaconsfield	d	**1558**	**1617**	**1631**	⌄	**1658**	**1721**	**1736**	⌄	**1758**	**1820**
Seer Green & Jordans	d	**1601**	⌄	⌄	⌄	**1701**	⌄	⌄	⌄	**1801**	⌄
Gerrards Cross	d	**1605**	**1622**	**1635**	⌄	**1705**	**1726**	**1742**	⌄	**1805**	**1826**
Denham Golf Club	d	**1608**	⌄	⌄	⌄	⌄	⌄	⌄	⌄	**1808**	⌄
Denham	d	**1611**	⌄	⌄	⌄	**1710**	⌄	⌄	⌄	**1811**	⌄
West Ruislip	d	**1615**	⌄	⌄	⌄	**1714**	⌄	⌄	⌄	**1815**	⌄
South Ruislip	d	**1619**	⌄	⌄	⌄	**1718**	⌄	⌄	⌄	**1819**	⌄
London Paddington	a	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Northolt Park	d	**1622**	⌄	⌄	⌄	**1721**	⌄	⌄	⌄	**1822**	⌄
Sudbury Hill Harrow	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Sudbury & Harrow Rd	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Wembley Stadium	d	**1627**	⌄	**1649**	⌄	**1726**	⌄	⌄	⌄	**1827**	⌄
London Marylebone	a	**1639**	**1645**	**1701**	**1713**	**1739**	**1746**	**1808**	**1812**	**1841**	**1845**

For explanation of notes and symbols see pages 106 & 107

Kidderminster – Birmingham – Stratford-upon-Avon – London
Aylesbury – High Wycombe – London

See page 100 for trains from Aylesbury to London via Amersham

Sundays

			M				M				
Kidderminster	d	⌄	1604g	⌄	1639g	⌄	⌄	⌄	1739g	⌄	⌄
Blakedown	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	1744g	⌄	⌄
Hagley	d	⌄	1611g	⌄	1646g	⌄	⌄	⌄	1748g	⌄	⌄
Stourbridge Junction	d	⌄	1616g	⌄	1652g	⌄	1722g	⌄	1752g	⌄	⌄
Cradley Heath	d	⌄	1629g	⌄	1658g	⌄	1729g	⌄	1758g	⌄	⌄
Rowley Regis	d	⌄	1636g	⌄	1703g	⌄	1736g	⌄	1803g	⌄	⌄
Smethwick Gn Bdg	d	⌄	1629g	⌄	1708g	⌄	1743g	⌄	1808g	⌄	⌄
The Hawthorns	d	⌄	1645g	⌄	1711g	⌄	1745g	⌄	1811g	⌄	⌄
Jewellery Quarter	d	⌄	1649g	⌄	1714g	⌄	1749g	⌄	1814g	⌄	⌄
Birmingham Snow Hill	d	⌄	1645g	⌄	**1740**	⌄	1753g	⌄	**1840**	**1915**	⌄
Birmingham Moor St	d	⌄	**1713**	⌄	**1743**	⌄	**1813**	⌄	**1843**	**1918**	⌄
Small Heath	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Tyseley	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Acocks Green	d	⌄	1702h	⌄	⌄	⌄	1802h	⌄	⌄	⌄	⌄
Olton	d	⌄	1704h	⌄	⌄	⌄	1804h	⌄	⌄	⌄	⌄
Solihull	d	⌄	**1721**	⌄	**1751**	⌄	**1821**	⌄	**1851**	**1926**	⌄
Widney Manor	d	⌄	1711n	⌄	⌄	⌄	1811n	⌄	⌄	**1929**	⌄
Dorridge	d	⌄	**1726**	⌄	**1756**	⌄	**1826**	⌄	**1856**	**1933**	⌄
Lapworth	d	⌄	⌄	⌄	**1800**	⌄	⌄	⌄	⌄	**1937**	⌄
Stratford-upon-Avon	d	⌄	⌄	⌄	⌄	**1800**	⌄	⌄	⌄	⌄	**1957**
Wilmcote	d	⌄	⌄	⌄	⌄	**1804**	⌄	⌄	⌄	⌄	**2002**
Bearley	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Claverdon	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Hatton	d	⌄	⌄	⌄	**1806**	**1814**	⌄	⌄	⌄	**1943**	**2015**
Warwick Parkway	d	⌄	**1736**	⌄	**1811**	⌄	**1836**	⌄	**1905**	**1947**	⌄
Warwick	d	⌄	**1740**	⌄	⌄	**1822**	**1840**	⌄	⌄	**1951**	**2021**
Leamington Spa	d	⌄	**1745**	⌄	**1817**	**1826**	**1845**	⌄	**1911**	**1956**	**2026**
Banbury	d	⌄	**1805**	⌄	**1835**	**1845**	**1905**	⌄	**1929**	**2014**	**2046**
Kings Sutton	d	⌄	⌄	⌄	⌄	**1850**	⌄	⌄	⌄	**2018**	⌄
Bicester North	d	**1800**	**1820**	⌄	**1846**	**1901**	**1920**	⌄	**1945**	**2029**	**2101**
Haddenham & Thame	d	**1812**	⌄	⌄	**1856**	**1913**	⌄	⌄	**1955**	**2040**	⌄
Aylesbury	d	⌄	⌄	**1825**	⌄	⌄	⌄	**1925**	⌄	⌄	⌄
Little Kimble	d	⌄	⌄	**1833**	⌄	⌄	⌄	**1933**	⌄	⌄	⌄
Monks Risborough	d	⌄	⌄	**1837**	⌄	⌄	⌄	**1937**	⌄	⌄	⌄
Princes Risborough	d	**1819**	⌄	**1840**	**1905**	**1920**	⌄	**1940**	**2003**	**2047**	⌄
Saunderton	d	⌄	⌄	**1845**	⌄	⌄	⌄	**1945**	⌄	**2052**	⌄
High Wycombe	d	**1829**	⌄	**1852**	**1914**	**1930**	⌄	**1952**	**2012**	**2059**	⌄
Beaconsfield	d	**1835**	⌄	**1858**	**1920**	**1936**	⌄	**1958**	**2018**	**2105**	⌄
Seer Green & Jordans	d	⌄	⌄	**1901**	⌄	⌄	⌄	**2001**	⌄	**2108**	⌄
Gerrards Cross	d	**1840**	⌄	**1905**	**1925**	**1941**	⌄	**2005**	**2024**	**2112**	⌄
Denham Golf Club	d	⌄	⌄	⌄	⌄	⌄	⌄	**2008**	⌄	⌄	⌄
Denham	d	⌄	⌄	**1910**	⌄	⌄	⌄	**2011**	⌄	**2117**	⌄
West Ruislip	d	⌄	⌄	**1914**	⌄	⌄	⌄	**2015**	⌄	**2121**	⌄
South Ruislip	d	⌄	⌄	**1918**	⌄	⌄	⌄	**2019**	⌄	**2125**	⌄
London Paddington	a	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Northolt Park	d	⌄	⌄	**1921**	⌄	⌄	⌄	**2022**	⌄	**2128**	⌄
Sudbury Hill Harrow	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Sudbury & Harrow Rd	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Wembley Stadium	d	**1852**	⌄	**1926**	⌄	**1953**	⌄	**2027**	⌄	**2133**	⌄
London Marylebone	a	**1906**	**1913**	**1939**	**1945**	**2008**	**2012**	**2039**	**2045**	**2146**	**2154**

For explanation of notes and symbols see pages 106 & 107

Late night and weekend train times may be subject to alteration because of engineering work. Check www.chilternrailways.co.uk/changes before travelling.

Kidderminster – Birmingham – Stratford-upon-Avon – London
Aylesbury – High Wycombe – London

See page 100 for trains from Aylesbury to London via Amersham

Sundays

Kidderminster	d	1839g	⌄	1956g								
Blakedown	d	⌄	⌄	⌄								
Hagley	d	1846g	⌄	2003g								
Stourbridge Junction	d	1852g	⌄	2007g								
Cradley Heath	d	1858g	⌄	2013g								
Rowley Regis	d	1903g	⌄	2019g								
Smethwick Gn Bdg	d	1908g	⌄	2024g								
The Hawthorns	d	1911g	⌄	2026g								
Jewellery Quarter	d	1914g	⌄	2030g								
Birmingham Snow Hill	d	**2015**	⌄	**2115**								
Birmingham Moor St	d	**2018**	⌄	**2118**								
Small Heath	d	⌄	⌄	⌄								
Tyseley	d	⌄	⌄	⌄								
Acocks Green	d	⌄	⌄	⌄								
Olton	d	⌄	⌄	⌄								
Solihull	d	**2028**	⌄	**2128**								
Widney Manor	d	**2031**	⌄	**2131**								
Dorridge	d	**2035**	⌄	**2135**								
Lapworth	d	⌄	⌄	⌄								
Stratford-upon-Avon	d	⌄	⌄	⌄								
Wilmcote	d	⌄	⌄	⌄								
Bearley	d	⌄	⌄	⌄								
Claverdon	d	⌄	⌄	⌄								
Hatton	d	⌄	⌄	⌄								
Warwick Parkway	d	**2045**	⌄	**2145**								
Warwick	d	**2048**	⌄	**2148**								
Leamington Spa	d	**2053**	⌄	**2153**								
Banbury	d	**2112**	⌄	**2215**								
Kings Sutton	d	⌄	⌄	**2219**								
Bicester North	d	**2128**	⌄	**2231**								
Haddenham & Thame	d	**2141**	⌄	**2243**								
Aylesbury	d	⌄	**2228**	⌄								
Little Kimble	d	⌄	**2236**	⌄								
Monks Risborough	d	⌄	**2240**	⌄								
Princes Risborough	d	**2149**	**2246**	**2251**								
Saunderton	d	**2154**	⌄	**2256**								
High Wycombe	d	**2202**	⌄	**2303**								
Beaconsfield	d	**2208**	⌄	**2309**								
Seer Green & Jordans	d	**2211**	⌄	**2312**								
Gerrards Cross	d	**2215**	⌄	**2316**								
Denham Golf Club	d	**2218**	⌄	⌄								
Denham	d	**2221**	⌄	**2321**								
West Ruislip	d	**2225**	⌄	**2325**								
South Ruislip	d	**2229**	⌄	**2329**								
London Paddington	a	⌄	⌄	⌄								
Northolt Park	d	**2232**	⌄	**2332**								
Sudbury Hill Harrow	d	⌄	⌄	⌄								
Sudbury & Harrow Rd	d	⌄	⌄	⌄								
Wembley Stadium	d	**2236**	⌄	**2337**								
London Marylebone	a	**2250**	⌄	**2350**								

For explanation of notes and symbols see pages 106 & 107

London – Stratford-upon-Avon – Birmingham – Kidderminster
London – High Wycombe – Aylesbury

See page 102 for trains from London to Aylesbury via Amersham

Sundays until 11 March 2012 (see below)

London Marylebone	d	0735	⌄	⌄	⌄	0800	0833	⌄	⌄	⌄	0900
Wembley Stadium	d	0743	⌄	⌄	⌄	0808	⌄	⌄	⌄	⌄	0908
Sudbury & Harrow Rd	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Sudbury Hill Harrow	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Northolt Park	d	⌄	⌄	⌄	⌄	0813	⌄	⌄	⌄	⌄	0913
London Paddington	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
South Ruislip	d	0750	⌄	⌄	⌄	0817	⌄	⌄	⌄	⌄	0917
West Ruislip	d	⌄	⌄	⌄	⌄	0820	⌄	⌄	⌄	⌄	0920
Denham	d	0755	⌄	⌄	⌄	0825	⌄	⌄	⌄	⌄	0925
Denham Golf Club	d	⌄	⌄	⌄	⌄	0827	⌄	⌄	⌄	⌄	0927
Gerrards Cross	d	0800	⌄	⌄	⌄	0831	0851	⌄	⌄	⌄	0930
Seer Green & Jordans	d	⌄	⌄	⌄	⌄	0835	⌄	⌄	⌄	⌄	0935
Beaconsfield	d	0806	⌄	⌄	⌄	0838	0857	⌄	⌄	⌄	0937
High Wycombe	d	0812	⌄	⌄	⌄	0844	0903	⌄	⌄	⌄	0943
Saunderton	d	⌄	⌄	⌄	⌄	0851	⌄	⌄	⌄	⌄	0950
Princes Risborough	d	0822	⌄	⌄	⌄	0856	0912	⌄	⌄	⌄	0955
Monks Risborough	d	⌄	⌄	⌄	⌄	0859	⌄	⌄	⌄	⌄	0958
Little Kimble	d	⌄	⌄	⌄	⌄	0903	⌄	⌄	⌄	⌄	1002
Aylesbury	a	⌄	⌄	⌄	⌄	0916	⌄	⌄	⌄	⌄	1016
Haddenham & Thame	d	0828	⌄	⌄	⌄	⌄	0919	⌄	⌄	⌄	⌄
Bicester North	d	0844	0850	⌄	0850	⌄	0935	0940	⌄	⌄	⌄
Kings Sutton	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Banbury	d	⌄	⌄	⌄	0920	⌄	⌄	1010	⌄	⌄	⌄
Leamington Spa	d	⌄	0940	0950	0955	⌄	⌄	1045	1056	1120	⌄
Warwick	d	⌄	⌄	0955	⌄	⌄	⌄	⌄	1100	1124	⌄
Warwick Parkway	d	⌄	⌄	0958	⌄	⌄	⌄	⌄	1104	⌄	⌄
Hatton	d	⌄	⌄	1003	⌄	⌄	⌄	⌄	⌄	1131	⌄
Claverdon	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Bearley	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Wilmcote	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	1142	⌄
Stratford-upon-Avon	a	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	1154	⌄
Lapworth	d	⌄	⌄	1008	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Dorridge	d	⌄	⌄	1013	⌄	⌄	⌄	⌄	1115	⌄	⌄
Widney Manor	d	⌄	⌄	1029n	⌄	⌄	⌄	⌄	1129n	⌄	⌄
Solihull	d	⌄	⌄	1019	⌄	⌄	⌄	⌄	1122	⌄	⌄
Olton	d	⌄	⌄	1036h	⌄	⌄	⌄	⌄	1136h	⌄	⌄
Acocks Green	d	⌄	⌄	1038h	⌄	⌄	⌄	⌄	1138h	⌄	⌄
Tyseley	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Small Heath	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Birmingham Moor St	a	⌄	⌄	1027	⌄	⌄	⌄	⌄	1131	⌄	⌄
Birmingham Snow Hill	a	⌄	⌄	1036	⌄	⌄	⌄	⌄	1140	⌄	⌄
Jewellery Quarter	a	⌄	⌄	1051g	⌄	⌄	⌄	⌄	1151g	⌄	⌄
The Hawthorns	a	⌄	⌄	1055g	⌄	⌄	⌄	⌄	1155g	⌄	⌄
Smethwick Gn Bdg	a	⌄	⌄	1058g	⌄	⌄	⌄	⌄	1158g	⌄	⌄
Rowley Regis	a	⌄	⌄	1104g	⌄	⌄	⌄	⌄	1204g	⌄	⌄
Cradley Heath	a	⌄	⌄	1110g	⌄	⌄	⌄	⌄	1210g	⌄	⌄
Stourbridge Junction	a	⌄	⌄	1117g	⌄	⌄	⌄	⌄	1217g	⌄	⌄
Hagley	a	⌄	⌄	1149g	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Blakedown	a	⌄	⌄	1152g	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Kidderminster	a	⌄	⌄	1156g	⌄	⌄	⌄	⌄	⌄	⌄	⌄

For explanation of notes and symbols see pages 106 & 107

Due to planned engineering works, this timetable shows rail replacement buses running every weekend until Sunday 11 March 2012. For services from Sunday 18 March, check chilternrailways.co.uk before travelling

London – Stratford-upon-Avon – Birmingham – Kidderminster
London – High Wycombe – Aylesbury

See page 102 for trains from London to Aylesbury via Amersham

Sundays until 11 March 2012 (see below)

										M	
London Marylebone	d	0938	⌄	⌄	⌄	0950	1008	⌄	⌄	1038	⌄
Wembley Stadium	d	⌄	⌄	⌄	⌄	0958	⌄	⌄	⌄	⌄	⌄
Sudbury & Harrow Rd	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Sudbury Hill Harrow	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Northolt Park	d	⌄	⌄	⌄	⌄	1003	⌄	⌄	⌄	⌄	⌄
London Paddington	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
South Ruislip	d	⌄	⌄	⌄	⌄	1007	⌄	⌄	⌄	⌄	⌄
West Ruislip	d	⌄	⌄	⌄	⌄	1010	⌄	⌄	⌄	⌄	⌄
Denham	d	⌄	⌄	⌄	⌄	1015	⌄	⌄	⌄	⌄	⌄
Denham Golf Club	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Gerrards Cross	d	0956	⌄	⌄	⌄	1019	1026	⌄	⌄	1056	⌄
Seer Green & Jordans	d	⌄	⌄	⌄	⌄	1024	⌄	⌄	⌄	⌄	⌄
Beaconsfield	d	1002	⌄	⌄	⌄	1027	1032	⌄	⌄	1102	⌄
High Wycombe	d	1008	⌄	⌄	⌄	1033	1038	⌄	⌄	1108	⌄
Saunderton	d	⌄	⌄	⌄	⌄	1039	⌄	⌄	⌄	⌄	⌄
Princes Risborough	d	1017	⌄	⌄	⌄	1045	1048	⌄	⌄	1117	⌄
Monks Risborough	d	⌄	⌄	⌄	⌄	1048	⌄	⌄	⌄	⌄	⌄
Little Kimble	d	⌄	⌄	⌄	⌄	1052	⌄	⌄	⌄	⌄	⌄
Aylesbury	a	⌄	⌄	⌄	⌄	1105	⌄	⌄	⌄	⌄	⌄
Haddenham & Thame	d	1024	⌄	⌄	⌄	⌄	1055	⌄	⌄	1124	⌄
Bicester North	d	1040	1045	1045	⌄	⌄	1110	1115	⌄	1140	1145
Kings Sutton	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Banbury	d	⌄	1115	1115	⌄	⌄	⌄	1145	⌄	⌄	1215
Leamington Spa	d	⌄	⌄	1150	1158	⌄	⌄	1220	1230	⌄	1250
Warwick	d	⌄	⌄	⌄	1203	⌄	⌄	⌄	⌄	⌄	⌄
Warwick Parkway	d	⌄	⌄	⌄	1206	⌄	⌄	⌄	1235	⌄	⌄
Hatton	d	⌄	⌄	⌄	1211	⌄	⌄	⌄	⌄	⌄	⌄
Claverdon	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Bearley	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Wilmcote	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Stratford-upon-Avon	a	⌄	1155	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Lapworth	d	⌄	⌄	⌄	1216	⌄	⌄	⌄	⌄	⌄	⌄
Dorridge	d	⌄	⌄	⌄	1221	⌄	⌄	⌄	1245	⌄	⌄
Widney Manor	d	⌄	⌄	⌄	1229n	⌄	⌄	⌄	⌄	⌄	⌄
Solihull	d	⌄	⌄	⌄	1226	⌄	⌄	⌄	1251	⌄	⌄
Olton	d	⌄	⌄	⌄	1236h	⌄	⌄	⌄	⌄	⌄	⌄
Acocks Green	d	⌄	⌄	⌄	1238h	⌄	⌄	⌄	⌄	⌄	⌄
Tyseley	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Small Heath	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Birmingham Moor St	a	⌄	⌄	⌄	1235	⌄	⌄	⌄	1302	⌄	⌄
Birmingham Snow Hill	a	⌄	⌄	⌄	1243	⌄	⌄	⌄	1318g	⌄	⌄
Jewellery Quarter	a	⌄	⌄	⌄	1251g	⌄	⌄	⌄	1322g	⌄	⌄
The Hawthorns	a	⌄	⌄	⌄	1255g	⌄	⌄	⌄	1327g	⌄	⌄
Smethwick Gn Bdg	a	⌄	⌄	⌄	1258g	⌄	⌄	⌄	1329g	⌄	⌄
Rowley Regis	a	⌄	⌄	⌄	1304g	⌄	⌄	⌄	1334g	⌄	⌄
Cradley Heath	a	⌄	⌄	⌄	1310g	⌄	⌄	⌄	1339g	⌄	⌄
Stourbridge Junction	a	⌄	⌄	⌄	1317g	⌄	⌄	⌄	1345g	⌄	⌄
Hagley	a	⌄	⌄	⌄	⌄	⌄	⌄	⌄	1349g	⌄	⌄
Blakedown	a	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Kidderminster	a	⌄	⌄	⌄	⌄	⌄	⌄	⌄	1355g	⌄	⌄

For explanation of notes and symbols see pages 106 & 107

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London – Stratford-upon-Avon – Birmingham – Kidderminster
London – High Wycombe – Aylesbury

See page 102 for trains from London to Aylesbury via Amersham

Sundays until 11 March 2012 (see below)

									M			
London Marylebone	d	⌄	⌄	1050	1108	⌄	⌄	1138	⌄	⌄	⌄
Wembley Stadium	d	⌄	⌄	1058	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Sudbury & Harrow Rd	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Sudbury Hill Harrow	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Northolt Park	d	⌄	⌄	1103	⌄	⌄	⌄	⌄	⌄	⌄	⌄
London Paddington	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
South Ruislip	d	⌄	⌄	1107	⌄	⌄	⌄	⌄	⌄	⌄	⌄
West Ruislip	d	⌄	⌄	1110	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Denham	d	⌄	⌄	1115	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Denham Golf Club	d	⌄	⌄	1117	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Gerrards Cross	d	⌄	⌄	1121	1126	⌄	⌄	1156	⌄	⌄	⌄
Seer Green & Jordans	d	⌄	⌄	1125	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Beaconsfield	d	⌄	⌄	1128	1132	⌄	⌄	1202	⌄	⌄	⌄
High Wycombe	d	⌄	⌄	1134	1138	⌄	⌄	1208	⌄	⌄	⌄
Saunderton	d	⌄	⌄	1141	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Princes Risborough	d	⌄	⌄	1146	1149	⌄	⌄	1217	⌄	⌄	⌄
Monks Risborough	d	⌄	⌄	1149	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Little Kimble	d	⌄	⌄	1153	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Aylesbury	a	⌄	⌄	1206	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Haddenham & Thame	d	⌄	⌄	⌄	1155	⌄	⌄	1224	⌄	⌄	⌄
Bicester North	d	⌄	⌄	⌄	1210	1215	⌄	1240	1245	1245	⌄
Kings Sutton	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Banbury	d	⌄	⌄	⌄	⌄	1245	⌄	⌄	1315	1315	⌄
Leamington Spa	d	1301	1320	⌄	⌄	1320	1330	⌄	⌄	1350	1400
Warwick	d	1305	1324	⌄	⌄	⌄	⌄	⌄	⌄	⌄	1404
Warwick Parkway	d	1309	⌄	⌄	⌄	⌄	1335	⌄	⌄	⌄	1407
Hatton	d	⌄	1331	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Claverdon	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Bearley	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Wilmcote	d	⌄	1342	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Stratford-upon-Avon	a	⌄	1354	⌄	⌄	⌄	⌄	⌄	1355	⌄	⌄
Lapworth	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	1415
Dorridge	d	1319	⌄	⌄	⌄	⌄	1344	⌄	⌄	⌄	1419
Widney Manor	d	1329n	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	1429n
Solihull	d	1325	⌄	⌄	⌄	⌄	1350	⌄	⌄	⌄	1425
Olton	d	1336h	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	1436h
Acocks Green	d	1338h	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	1438h
Tyseley	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Small Heath	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Birmingham Moor St	a	1335	⌄	⌄	⌄	⌄	1403	⌄	⌄	⌄	1434
Birmingham Snow Hill	a	1344	⌄	⌄	⌄	⌄	1419g	⌄	⌄	⌄	1443
Jewellery Quarter	a	1351g	⌄	⌄	⌄	⌄	1422g	⌄	⌄	⌄	1451g
The Hawthorns	a	1355g	⌄	⌄	⌄	⌄	1427g	⌄	⌄	⌄	1455g
Smethwick Gn Bdg	a	1358g	⌄	⌄	⌄	⌄	1429g	⌄	⌄	⌄	1458g
Rowley Regis	a	1404g	⌄	⌄	⌄	⌄	1434g	⌄	⌄	⌄	1504g
Cradley Heath	a	1410g	⌄	⌄	⌄	⌄	1439g	⌄	⌄	⌄	1510g
Stourbridge Junction	a	1418g	⌄	⌄	⌄	⌄	1444g	⌄	⌄	⌄	1517g
Hagley	a	⌄	⌄	⌄	⌄	⌄	1448g	⌄	⌄	⌄	⌄
Blakedown	a	⌄	⌄	⌄	⌄	⌄	1451g	⌄	⌄	⌄	⌄
Kidderminster	a	⌄	⌄	⌄	⌄	⌄	1456g	⌄	⌄	⌄	⌄

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London – Stratford-upon-Avon – Birmingham – Kidderminster
London – High Wycombe – Aylesbury

See page 102 for trains from London to Aylesbury via Amersham

Sundays until 11 March 2012 (see below)

							M			M		
London Marylebone	d	1150	1208	⌄	⌄	1238	1250	1308	1333	1336	1400
Wembley Stadium	d	1158	⌄	⌄	⌄	⌄	1258	⌄	⌄	1344	⌄
Sudbury & Harrow Rd	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Sudbury Hill Harrow	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Northolt Park	d	1203	⌄	⌄	⌄	⌄	1303	⌄	⌄	⌄	⌄
London Paddington	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
South Ruislip	d	1207	⌄	⌄	⌄	⌄	1307	⌄	⌄	⌄	⌄
West Ruislip	d	1210	⌄	⌄	⌄	⌄	1310	⌄	⌄	⌄	⌄
Denham	d	1215	⌄	⌄	⌄	⌄	1315	⌄	⌄	⌄	⌄
Denham Golf Club	d	⌄	⌄	⌄	⌄	⌄	1317	⌄	⌄	⌄	⌄
Gerrards Cross	d	1219	1226	⌄	⌄	1256	1321	1326	⌄	1357	1417
Seer Green & Jordans	d	1224	⌄	⌄	⌄	⌄	1325	⌄	⌄	⌄	⌄
Beaconsfield	d	1227	1232	⌄	⌄	1302	1328	1332	⌄	1403	1423
High Wycombe	d	1233	1238	⌄	⌄	1308	1334	1338	⌄	1409	1429
Saunderton	d	1239	⌄	⌄	⌄	⌄	1341	⌄	⌄	⌄	⌄
Princes Risborough	d	1245	1248	⌄	⌄	1318	1346	1349	⌄	1418	1439
Monks Risborough	d	1248	⌄	⌄	⌄	⌄	1349	⌄	⌄	⌄	⌄
Little Kimble	d	1252	⌄	⌄	⌄	⌄	1353	⌄	⌄	⌄	⌄
Aylesbury	a	1305	⌄	⌄	⌄	⌄	1406	⌄	⌄	⌄	⌄
Haddenham & Thame	d	⌄	1255	⌄	⌄	1325	⌄	1355	⌄	1424	1445
Bicester North	d	⌄	1310	1315	⌄	1340	⌄	1410	1415	1438	1456
Kings Sutton	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	1453	⌄
Banbury	d	⌄	⌄	1345	⌄	⌄	⌄	⌄	1435	1500	1510
Leamington Spa	d	⌄	⌄	1420	1430	⌄	⌄	⌄	1452	1520	1528
Warwick	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	1524	1531
Warwick Parkway	d	⌄	⌄	⌄	1436	⌄	⌄	⌄	1459	⌄	1535
Hatton	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	1531	1539
Claverdon	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Bearley	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Wilmcote	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	1542	⌄
Stratford-upon-Avon	a	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	1554	⌄
Lapworth	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	1545
Dorridge	d	⌄	⌄	⌄	1446	⌄	⌄	⌄	1508	⌄	1549
Widney Manor	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	1529n	⌄	⌄
Solihull	d	⌄	⌄	⌄	1452	⌄	⌄	⌄	1514	⌄	1555
Olton	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	1536h	⌄	⌄
Acocks Green	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	1538h	⌄	⌄
Tyseley	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Small Heath	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Birmingham Moor St	a	⌄	⌄	⌄	1503	⌄	⌄	⌄	1528	⌄	1604
Birmingham Snow Hill	a	⌄	⌄	⌄	1519g	⌄	⌄	⌄	1548g	⌄	1612
Jewellery Quarter	a	⌄	⌄	⌄	1522g	⌄	⌄	⌄	1551g	⌄	1622g
The Hawthorns	a	⌄	⌄	⌄	1527g	⌄	⌄	⌄	1555g	⌄	1627g
Smethwick Gn Bdg	a	⌄	⌄	⌄	1529g	⌄	⌄	⌄	1558g	⌄	1629g
Rowley Regis	a	⌄	⌄	⌄	1534g	⌄	⌄	⌄	1604g	⌄	1634g
Cradley Heath	a	⌄	⌄	⌄	1538g	⌄	⌄	⌄	1610g	⌄	1638g
Stourbridge Junction	a	⌄	⌄	⌄	1544g	⌄	⌄	⌄	1618g	⌄	1644g
Hagley	a	⌄	⌄	⌄	1548g	⌄	⌄	⌄	⌄	⌄	1648g
Blakedown	a	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Kidderminster	a	⌄	⌄	⌄	1554g	⌄	⌄	⌄	⌄	⌄	1654g

For explanation of notes and symbols see pages 106 & 107

Due to planned engineering works, this timetable shows rail replacement buses running every weekend until Sunday 11 March 2012. For services from Sunday 18 March, check chilternrailways.co.uk before travelling

London – Stratford-upon-Avon – Birmingham – Kidderminster
London – High Wycombe – Aylesbury

See page 102 for trains from London to Aylesbury via Amersham

Sundays

			M				M				M
London Marylebone	d	1403	1433	1436	1500	1503	1533	1536	1600	1603	1633
Wembley Stadium	d	1411	⌄	1444	⌄	1511	⌄	1544	⌄	1611	⌄
Sudbury & Harrow Rd	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Sudbury Hill Harrow	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Northolt Park	d	1416	⌄	⌄	⌄	1516	⌄	⌄	⌄	1616	⌄
London Paddington	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
South Ruislip	d	1420	⌄	⌄	⌄	1520	⌄	⌄	⌄	1620	⌄
West Ruislip	d	1423	⌄	⌄	⌄	1523	⌄	⌄	⌄	1623	⌄
Denham	d	1428	⌄	⌄	⌄	1528	⌄	⌄	⌄	1628	⌄
Denham Golf Club	d	⌄	⌄	⌄	⌄	1530	⌄	⌄	⌄	⌄	⌄
Gerrards Cross	d	1432	⌄	1457	1517	1534	⌄	1557	1617	1632	⌄
Seer Green & Jordans	d	1437	⌄	⌄	⌄	1538	⌄	⌄	⌄	1637	⌄
Beaconsfield	d	1440	⌄	1503	1523	1541	⌄	1603	1623	1640	⌄
High Wycombe	d	1446	⌄	1509	1529	1547	⌄	1609	1629	1646	⌄
Saunderton	d	1452	⌄	⌄	⌄	1554	⌄	⌄	⌄	1652	⌄
Princes Risborough	d	1457	⌄	1518	1539	1559	⌄	1618	1639	1657	⌄
Monks Risborough	d	1501	⌄	⌄	⌄	1602	⌄	⌄	⌄	1701	⌄
Little Kimble	d	1504	⌄	⌄	⌄	1606	⌄	⌄	⌄	1704	⌄
Aylesbury	a	1518	⌄	⌄	⌄	1619	⌄	⌄	⌄	1718	⌄
Haddenham & Thame	d	⌄	⌄	1524	1545	⌄	⌄	1624	1645	⌄	⌄
Bicester North	d	⌄	1517	1540	1556	⌄	1616	1639	1657	⌄	1716
Kings Sutton	d	⌄	⌄	⌄	⌄	⌄	⌄	1653	⌄	⌄	⌄
Banbury	d	⌄	1531	⌄	1610	⌄	1630	1700	1711	⌄	1730
Leamington Spa	d	⌄	1549	⌄	1628	⌄	1649	1720	1728	⌄	1747
Warwick	d	⌄	⌄	⌄	1632	⌄	⌄	1724	1733	⌄	⌄
Warwick Parkway	d	⌄	1554	⌄	1636	⌄	1654	⌄	1736	⌄	1753
Hatton	d	⌄	⌄	⌄	⌄	⌄	⌄	1731	⌄	⌄	1757
Claverdon	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Bearley	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Wilmcote	d	⌄	⌄	⌄	⌄	⌄	⌄	1742	⌄	⌄	⌄
Stratford-upon-Avon	a	⌄	⌄	⌄	⌄	⌄	⌄	1754	⌄	⌄	⌄
Lapworth	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	1803
Dorridge	d	⌄	1604	⌄	1650	⌄	1704	⌄	1746	⌄	1808
Widney Manor	d	⌄	1629n	⌄	⌄	⌄	1729n	⌄	⌄	⌄	1811
Solihull	d	⌄	1609	⌄	1656	⌄	1711	⌄	1752	⌄	1816
Olton	d	⌄	1636h	⌄	⌄	⌄	1736h	⌄	⌄	⌄	⌄
Acocks Green	d	⌄	1638h	⌄	⌄	⌄	1738h	⌄	⌄	⌄	⌄
Tyseley	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Small Heath	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Birmingham Moor St	a	⌄	1626	⌄	1704	⌄	1726	⌄	1758	⌄	1830
Birmingham Snow Hill	a	⌄	1648g	⌄	1714	⌄	1748g	⌄	1808	⌄	⌄
Jewellery Quarter	a	⌄	1651g	⌄	1724g	⌄	1751g	⌄	1822g	⌄	⌄
The Hawthorns	a	⌄	1655g	⌄	1728g	⌄	1755g	⌄	1827g	⌄	⌄
Smethwick Gn Bdg	a	⌄	1658g	⌄	1731g	⌄	1758g	⌄	1829g	⌄	⌄
Rowley Regis	a	⌄	1704g	⌄	1735g	⌄	1804g	⌄	1834g	⌄	⌄
Cradley Heath	a	⌄	1710g	⌄	1740g	⌄	1810g	⌄	1839g	⌄	⌄
Stourbridge Junction	a	⌄	1718g	⌄	1745g	⌄	1819g	⌄	1845g	⌄	⌄
Hagley	a	⌄	1730g	⌄	1750g	⌄	⌄	⌄	1849g	⌄	⌄
Blakedown	a	⌄	⌄	⌄	⌄	⌄	⌄	⌄	1852g	⌄	⌄
Kidderminster	a	⌄	1736g	⌄	1755g	⌄	⌄	⌄	1856g	⌄	⌄

For explanation of notes and symbols see pages 106 & 107

Late night and weekend train times may be subject to alteration because of engineering work. Check www.chilternrailways.co.uk/changes before travelling.

London – Stratford-upon-Avon – Birmingham – Kidderminster
London – High Wycombe – Aylesbury

See page 102 for trains from London to Aylesbury via Amersham

Sundays

					M				M		
London Marylebone	d	1636	1700	1703	1733	1736	1800	1803	1833	1836	1900
Wembley Stadium	d	1644	⌄	1711	⌄	1744	⌄	1811	⌄	1844	⌄
Sudbury & Harrow Rd	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Sudbury Hill Harrow	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Northolt Park	d	⌄	⌄	1716	⌄	⌄	⌄	1816	⌄	⌄	⌄
London Paddington	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
South Ruislip	d	⌄	⌄	1720	⌄	⌄	⌄	1820	⌄	⌄	⌄
West Ruislip	d	⌄	⌄	1723	⌄	⌄	⌄	1823	⌄	⌄	⌄
Denham	d	⌄	⌄	1728	⌄	⌄	⌄	1828	⌄	⌄	⌄
Denham Golf Club	d	⌄	⌄	1730	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Gerrards Cross	d	1657	1717	1734	⌄	1757	1817	1832	⌄	1857	1918
Seer Green & Jordans	d	⌄	⌄	1738	⌄	⌄	⌄	1837	⌄	⌄	⌄
Beaconsfield	d	1703	1723	1741	⌄	1803	1823	1840	⌄	1903	1924
High Wycombe	d	1709	1729	1747	⌄	1810	1829	1846	⌄	1909	1930
Saunderton	d	⌄	⌄	1754	⌄	⌄	⌄	1852	⌄	⌄	⌄
Princes Risborough	d	1718	1739	1759	⌄	1819	1839	1857	⌄	1918	1939
Monks Risborough	d	⌄	⌄	1802	⌄	⌄	⌄	1901	⌄	⌄	⌄
Little Kimble	d	⌄	⌄	1806	⌄	⌄	⌄	1904	⌄	⌄	⌄
Aylesbury	a	⌄	⌄	1819	⌄	⌄	⌄	1918	⌄	⌄	⌄
Haddenham & Thame	d	1724	1745	⌄	⌄	1825	1845	⌄	⌄	1924	1945
Bicester North	d	1740	1756	⌄	1816	1839	1856	⌄	1915	1937	1956
Kings Sutton	d	⌄	⌄	⌄	⌄	1853	⌄	⌄	⌄	⌄	⌄
Banbury	d	⌄	1811	⌄	1830	1900	1911	⌄	1929	2000	2010
Leamington Spa	d	⌄	1829	⌄	1849	1920	1930	⌄	1946	⌄	2027
Warwick	d	⌄	1833	⌄	⌄	1924	1934	⌄	⌄	⌄	2032
Warwick Parkway	d	⌄	1836	⌄	1854	⌄	1937	⌄	1951	⌄	2036
Hatton	d	⌄	⌄	⌄	⌄	1930	⌄	⌄	⌄	⌄	⌄
Claverdon	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Bearley	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Wilmcote	d	⌄	⌄	⌄	⌄	1942	⌄	⌄	⌄	⌄	⌄
Stratford-upon-Avon	a	⌄	⌄	⌄	⌄	1954	⌄	⌄	⌄	⌄	⌄
Lapworth	d	⌄	⌄	⌄	⌄	⌄	1945	⌄	⌄	⌄	⌄
Dorridge	d	⌄	1846	⌄	1904	⌄	1950	⌄	2001	⌄	2046
Widney Manor	d	⌄	1850	⌄	⌄	⌄	1954	⌄	⌄	⌄	2049
Solihull	d	⌄	1854	⌄	1910	⌄	1958	⌄	2006	⌄	2054
Olton	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Acocks Green	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Tyseley	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Small Heath	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Birmingham Moor St	a	⌄	1903	⌄	1923	⌄	2006	⌄	2023	⌄	2101
Birmingham Snow Hill	a	⌄	1913	⌄	⌄	⌄	2015	⌄	⌄	⌄	2111
Jewellery Quarter	a	⌄	1922g	⌄	⌄	⌄	2022g	⌄	⌄	⌄	⌄
The Hawthorns	a	⌄	1927g	⌄	⌄	⌄	2027g	⌄	⌄	⌄	⌄
Smethwick Gn Bdg	a	⌄	1929g	⌄	⌄	⌄	2029g	⌄	⌄	⌄	⌄
Rowley Regis	a	⌄	1934g	⌄	⌄	⌄	2034g	⌄	⌄	⌄	⌄
Cradley Heath	a	⌄	1938g	⌄	⌄	⌄	2039g	⌄	⌄	⌄	⌄
Stourbridge Junction	a	⌄	1944g	⌄	⌄	⌄	2044g	⌄	⌄	⌄	⌄
Hagley	a	⌄	1948g	⌄	⌄	⌄	2049g	⌄	⌄	⌄	⌄
Blakedown	a	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Kidderminster	a	⌄	1954g	⌄	⌄	⌄	2055g	⌄	⌄	⌄	⌄

For explanation of notes and symbols see pages 106 & 107

London – Stratford-upon-Avon – Birmingham – Kidderminster
London – High Wycombe – Aylesbury

See page 102 for trains from London to Aylesbury via Amersham

Sundays

			M								
London Marylebone	d	1903	1933	1936	2000	2003	2033	2100	2103	2133	2200
Wembley Stadium	d	1911	⌄	1944	⌄	2011	⌄	⌄	2111	⌄	⌄
Sudbury & Harrow Rd	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Sudbury Hill Harrow	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Northolt Park	d	1916	⌄	⌄	⌄	2016	⌄	⌄	2116	⌄	⌄
London Paddington	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
South Ruislip	d	1920	⌄	⌄	⌄	2020	⌄	⌄	2120	⌄	⌄
West Ruislip	d	1923	⌄	⌄	⌄	2023	⌄	⌄	2123	⌄	⌄
Denham	d	1928	⌄	⌄	⌄	2028	⌄	⌄	2128	⌄	⌄
Denham Golf Club	d	1930	⌄	⌄	⌄	⌄	⌄	⌄	2130	⌄	⌄
Gerrards Cross	d	1934	⌄	1957	2017	2032	2050	2117	2134	2151	⌄
Seer Green & Jordans	d	1938	⌄	⌄	⌄	2037	⌄	⌄	2138	⌄	⌄
Beaconsfield	d	1941	⌄	2003	2023	2040	2056	2123	2141	2157	⌄
High Wycombe	d	1947	⌄	2009	2029	2046	2102	2129	2147	2203	⌄
Saunderton	d	1954	⌄	⌄	⌄	2052	⌄	⌄	2154	⌄	⌄
Princes Risborough	d	1959	⌄	2018	2039	2057	2112	2139	2159	2212	⌄
Monks Risborough	d	2002	⌄	⌄	⌄	2101	⌄	⌄	2202	⌄	⌄
Little Kimble	d	2006	⌄	⌄	⌄	2104	⌄	⌄	2206	⌄	⌄
Aylesbury	a	2019	⌄	⌄	⌄	2118	⌄	⌄	2219	⌄	⌄
Haddenham & Thame	d	⌄	⌄	2024	2045	⌄	2118	2145	⌄	2219	⌄
Bicester North	d	⌄	2017	2038	2057	⌄	2129	2156	⌄	2235	2241
Kings Sutton	d	⌄	⌄	2052	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Banbury	d	⌄	2031	2101	2111	⌄	2144	2210	⌄	⌄	2255
Leamington Spa	d	⌄	2047	⌄	2130	⌄	2201	2228	⌄	⌄	2313
Warwick	d	⌄	⌄	⌄	2134	⌄	⌄	2232	⌄	⌄	2317
Warwick Parkway	d	⌄	2054	⌄	2137	⌄	2207	2236	⌄	⌄	2321
Hatton	d	⌄	⌄	⌄	⌄	⌄	⌄	2240	⌄	⌄	⌄
Claverdon	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Bearley	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Wilmcote	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Stratford-upon-Avon	a	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Lapworth	d	⌄	⌄	⌄	⌄	⌄	⌄	2246	⌄	⌄	⌄
Dorridge	d	⌄	2104	⌄	2147	⌄	2217	2251	⌄	⌄	2331
Widney Manor	d	⌄	⌄	⌄	⌄	⌄	⌄	2254	⌄	⌄	⌄
Solihull	d	⌄	2109	⌄	2153	⌄	2222	2258	⌄	⌄	2336
Olton	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Acocks Green	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Tyseley	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Small Heath	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Birmingham Moor St	a	⌄	2123	⌄	2201	⌄	2236	2306	⌄	⌄	2344
Birmingham Snow Hill	a	⌄	2137g	⌄	2210	⌄	2254g	2315	⌄	⌄	2353
Jewellery Quarter	a	⌄	2147g	⌄	⌄	⌄	2257g	⌄	⌄	⌄	⌄
The Hawthorns	a	⌄	2152g	⌄	⌄	⌄	2302g	⌄	⌄	⌄	⌄
Smethwick Gn Bdg	a	⌄	2154g	⌄	⌄	⌄	2304g	⌄	⌄	⌄	⌄
Rowley Regis	a	⌄	2159g	⌄	⌄	⌄	2309g	⌄	⌄	⌄	⌄
Cradley Heath	a	⌄	2203g	⌄	⌄	⌄	2314g	⌄	⌄	⌄	⌄
Stourbridge Junction	a	⌄	2208g	⌄	⌄	⌄	2319g	⌄	⌄	⌄	⌄
Hagley	a	⌄	2212g	⌄	⌄	⌄	2323g	⌄	⌄	⌄	⌄
Blakedown	a	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Kidderminster	a	⌄	2218g	⌄	⌄	⌄	2328g	⌄	⌄	⌄	⌄

For explanation of notes and symbols see pages 106 & 107

Late night and weekend train times may be subject to alteration because of engineering work. Check www.chilternrailways.co.uk/changes before travelling.

London – Stratford-upon-Avon – Birmingham – Kidderminster
London – High Wycombe – Aylesbury

See page 102 for trains from London to Aylesbury via Amersham

Sundays

London Marylebone	d	2203	2245	⌄	2345	⌄	⌄					
Wembley Stadium	d	2211	2253	⌄	2353	⌄	⌄					
Sudbury & Harrow Rd	d	⌄	⌄	⌄	⌄	⌄	⌄					
Sudbury Hill Harrow	d	⌄	⌄	⌄	⌄	⌄	⌄					
Northolt Park	d	2216	2258	⌄	2358	⌄	⌄					
London Paddington	d	⌄	⌄	⌄	⌄	⌄	⌄					
South Ruislip	d	2220	2302	⌄	0003	⌄	⌄					
West Ruislip	d	2223	2305	⌄	0006	⌄	⌄					
Denham	d	2228	2310	⌄	0011	⌄	⌄					
Denham Golf Club	d	⌄	⌄	⌄	0013	⌄	⌄					
Gerrards Cross	d	2232	2314	⌄	0017	⌄	⌄					
Seer Green & Jordans	d	2237	2319	⌄	0021	⌄	⌄					
Beaconsfield	d	2240	2322	⌄	0024	⌄	⌄					
High Wycombe	d	2246	2328	⌄	0030	⌄	⌄					
Saunderton	d	2252	2334	⌄	0037	⌄	⌄					
Princes Risborough	d	2257	2339	2348	0044	0048	0050					
Monks Risborough	d	2301	⌄	2351	⌄	0051	⌄					
Little Kimble	d	2304	⌄	2355	⌄	0055	⌄					
Aylesbury	a	2318	⌄	0006	⌄	0106	⌄					
Haddenham & Thame	d	⌄	2346	⌄	⌄	⌄	0105					
Bicester North	d	⌄	2359	⌄	⌄	⌄	0135					
Kings Sutton	d	⌄	0009	⌄	⌄	⌄	⌄					
Banbury	d	⌄	0019	⌄	⌄	⌄	0205					
Leamington Spa	d	⌄	⌄	⌄	⌄	⌄	⌄					
Warwick	d	⌄	⌄	⌄	⌄	⌄	⌄					
Warwick Parkway	d	⌄	⌄	⌄	⌄	⌄	⌄					
Hatton	d	⌄	⌄	⌄	⌄	⌄	⌄					
Claverdon	d	⌄	⌄	⌄	⌄	⌄	⌄					
Bearley	d	⌄	⌄	⌄	⌄	⌄	⌄					
Wilmcote	d	⌄	⌄	⌄	⌄	⌄	⌄					
Stratford-upon-Avon	a	⌄	⌄	⌄	⌄	⌄	⌄					
Lapworth	d	⌄	⌄	⌄	⌄	⌄	⌄					
Dorridge	d	⌄	⌄	⌄	⌄	⌄	⌄					
Widney Manor	d	⌄	⌄	⌄	⌄	⌄	⌄					
Solihull	d	⌄	⌄	⌄	⌄	⌄	⌄					
Olton	d	⌄	⌄	⌄	⌄	⌄	⌄					
Acocks Green	d	⌄	⌄	⌄	⌄	⌄	⌄					
Tyseley	d	⌄	⌄	⌄	⌄	⌄	⌄					
Small Heath	d	⌄	⌄	⌄	⌄	⌄	⌄					
Birmingham Moor St	a	⌄	⌄	⌄	⌄	⌄	⌄					
Birmingham Snow Hill	a	⌄	⌄	⌄	⌄	⌄	⌄					
Jewellery Quarter	a	⌄	⌄	⌄	⌄	⌄	⌄					
The Hawthorns	a	⌄	⌄	⌄	⌄	⌄	⌄					
Smethwick Gn Bdg	a	⌄	⌄	⌄	⌄	⌄	⌄					
Rowley Regis	a	⌄	⌄	⌄	⌄	⌄	⌄					
Cradley Heath	a	⌄	⌄	⌄	⌄	⌄	⌄					
Stourbridge Junction	a	⌄	⌄	⌄	⌄	⌄	⌄					
Hagley	a	⌄	⌄	⌄	⌄	⌄	⌄					
Blakedown	a	⌄	⌄	⌄	⌄	⌄	⌄					
Kidderminster	a	⌄	⌄	⌄	⌄	⌄	⌄					

For explanation of notes and symbols see pages 106 & 107

Aylesbury – Amersham – London

See page 17 for the full service from Aylesbury to London via High Wycombe

Mondays to Fridays

Aylesbury Vale Parkway	d	⌄	0530	⌄	0600	⌄	0634	⌄	0706	⌄	⌄
Aylesbury	a	⌄	0534	⌄	0604	⌄	0638	⌄	0710	⌄	⌄
Aylesbury	d	0515	0535	0548	0605	0623	0639	0655	0711	0720	0727
Stoke Mandeville	d	⌄	0539	⌄	0609	0627	0643	0659	0715	⌄	0731
Wendover	d	⌄	0543	⌄	0613	0631	0647	0703	0719	⌄	0735
Great Missenden	d	⌄	0549	⌄	0619	0637	0653	0709	0725	⌄	0741
Amersham	d	⌄	0556	⌄	0626	0644	0700	0716	0732	⌄	0748
Chalfont & Latimer	d	H/W	⌄	H/W	0630	0648	⌄	0720	⌄	H/Wp	0752
Chorleywood	d	⌄	⌄	⌄	0633	0651	⌄	0723	⌄	⌄	0755
Rickmansworth	d	⌄	⌄	⌄	⌄	0656	⌄	⌄	⌄	⌄	0800
Harrow-on-the-Hill	d	⌄	0618	⌄	0648	0707	⌄	0739	⌄	⌄	0811
London Baker Street	a	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
London Marylebone	a	0618	0632	0700	0705	0723	0739	0755	0811	0824	0830

Aylesbury Vale Parkway	d	⌄	0739	⌄	0809	⌄	⌄	0900	0930	⌄	⌄
Aylesbury	a	⌄	0743	⌄	0813	⌄	⌄	0904	0934	⌄	⌄
Aylesbury	d	0740	0744	0758	0814	0830	0850	0905	0935	0950	1005
Stoke Mandeville	d	⌄	0748	0802	0818	0834	⌄	0909	0939	⌄	1009
Wendover	d	⌄	0752	0806	0822	0838	⌄	0913	0943	⌄	1013
Great Missenden	d	⌄	0758	0812	0828	0844	⌄	0919	0949	⌄	1019
Amersham	d	⌄	0805	0819	0835	0851	⌄	0926	0956	⌄	1026
Chalfont & Latimer	d	H/W	⌄	0823	⌄	0855	H/Wp	0930	1000	H/Wp	1030
Chorleywood	d	⌄	⌄	0827	⌄	0858	⌄	0933	1003	⌄	1033
Rickmansworth	d	⌄	⌄	0831	⌄	0903	⌄	0938	1008	⌄	1038
Harrow-on-the-Hill	d	⌄	⌄	0842	⌄	0914	⌄	0949	1019	⌄	1049
London Baker Street	a	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
London Marylebone	a	0842	0844	0858	0914	0930	0958	1005	1035	1059	1105

Aylesbury Vale Parkway	d	1030	⌄	⌄	1130	⌄	⌄	1230	⌄	⌄	1330
Aylesbury	a	1034	⌄	⌄	1134	⌄	⌄	1234	⌄	⌄	1334
Aylesbury	d	1035	1059	1105	1135	1154	1205	1235	1250	1305	1335
Stoke Mandeville	d	1039	⌄	1109	1139	⌄	1209	1239	⌄	1309	1339
Wendover	d	1043	⌄	1113	1143	⌄	1213	1243	⌄	1313	1343
Great Missenden	d	1049	⌄	1119	1149	⌄	1219	1249	⌄	1319	1349
Amersham	d	1056	⌄	1126	1156	⌄	1226	1256	⌄	1326	1356
Chalfont & Latimer	d	1100	H/Wp	1130	1200	H/Wp	1230	1300	H/Wp	1330	1400
Chorleywood	d	1103	⌄	1133	1203	⌄	1233	1303	⌄	1333	1403
Rickmansworth	d	1108	⌄	1138	1208	⌄	1238	1308	⌄	1338	1408
Harrow-on-the-Hill	d	1119	⌄	1149	1219	⌄	1249	1319	⌄	1349	1419
London Baker Street	a	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
London Marylebone	a	1135	1200	1205	1235	1259	1305	1335	1359	1405	1435

For explanation of notes and symbols see page 107

Aylesbury – Amersham – London

See page 17 for the full service from Aylesbury to London via High Wycombe

Mondays to Fridays

Aylesbury Vale Parkway	d	⌄	⌄	1430	⌄	⌄	1530	⌄	⌄	1630	⌄
Aylesbury	a	⌄	⌄	1434	⌄	⌄	1534	⌄	⌄	1634	⌄
Aylesbury	d	1350	1405	1435	1450	1505	1535	1550	1605	1635	1703
Stoke Mandeville	d	⌄	1409	1439	⌄	1509	1539	⌄	1609	1639	1707
Wendover	d	⌄	1413	1443	⌄	1513	1543	⌄	1613	1643	1711
Great Missenden	d	⌄	1419	1449	⌄	1519	1549	⌄	1619	1649	1717
Amersham	d	⌄	1426	1456	⌄	1526	1556	⌄	1626	1656	1724
Chalfont & Latimer	d	H/Wp	1430	1500	H/Wp	1530	1600	H/Wp	1630	1700	1728
Chorleywood	d	⌄	1433	1503	⌄	1533	1603	⌄	1633	1703	1731
Rickmansworth	d	⌄	1438	1508	⌄	1538	1608	⌄	1638	1708	1736
Harrow-on-the-Hill	d	⌄	1449	1519	⌄	1549	1619	⌄	1649	1719	1749
London Baker Street	a	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
London Marylebone	a	1459	1505	1535	1559	1605	1635	1659	1705	1735	1805

Aylesbury Vale Parkway	d	1727	⌄	1818	⌄	⌄	⌄	1930	⌄	⌄	2030
Aylesbury	a	1731	⌄	1822	⌄	⌄	⌄	1934	⌄	⌄	2034
Aylesbury	d	1732	1752	1823	1852	1911	1920	1935	2005	2016	2035
Stoke Mandeville	d	1736	1756	1827	1856	1915	⌄	1939	2009	⌄	2039
Wendover	d	1740	1800	1831	1900	1919	⌄	1943	2013	⌄	2043
Great Missenden	d	1746	1806	1837	1906	1925	⌄	1949	2019	⌄	2049
Amersham	d	1753	1813	1844	1913	1932	⌄	1956	2026	⌄	2056
Chalfont & Latimer	d	1757	1817	1848	1917	1936	H/Wp	2000	2030	H/W	2100
Chorleywood	d	1800	1820	1852	1920	1940	⌄	2003	2033	⌄	2103
Rickmansworth	d	1805	1825	1856	1925	1944	⌄	2008	2038	⌄	2108
Harrow-on-the-Hill	d	1817	1836	1908	1936	1956	⌄	2019	2049	⌄	2119
London Baker Street	a	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
London Marylebone	a	1839	1853	1923	1952	2011	2027	2035	2105	2123	2135

Aylesbury Vale Parkway	d	⌄	2130	2230	⌄						
Aylesbury	a	⌄	2134	2234	⌄						
Aylesbury	d	2105	2135	2235	2301						
Stoke Mandeville	d	2109	2139	2239	⌄						
Wendover	d	2113	2143	2243	⌄						
Great Missenden	d	2119	2149	2249	⌄						
Amersham	d	2126	2156	2256	⌄						
Chalfont & Latimer	d	2130	2200	2300	H/W						
Chorleywood	d	2133	2203	2303	⌄						
Rickmansworth	d	2138	2208	2308	⌄						
Harrow-on-the-Hill	d	2149	2219	2319	⌄						
London Baker Street	a	⌄	⌄	⌄	⌄						
London Marylebone	a	2205	2235	2335	0020						

For explanation of notes and symbols see page 107

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London – Amersham – Aylesbury

See page 35 for the full service from London to Aylesbury via High Wycombe

Mondays to Fridays

London Marylebone	d	0600	0632	0703	0724	0733	0757	0827	0841	0857	0927
London Baker Street	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Harrow-on-the-Hill	d	⌄	0645	0715	0736	⌄	0809	0839	⌄	0909	0939
Rickmansworth	d	⌄	0655	0725	0746	⌄	0819	0849	⌄	0919	0949
Chorleywood	d	⌄	0700	0730	0751	⌄	0824	0854	⌄	0924	0954
Chalfont & Latimer	d	H/W	0704	0734	0755	H/Wp	0828	0858	H/Wp	0928	0958
Amersham	d	⌄	0708	0738	0759	⌄	0832	0902	⌄	0932	1002
Great Missenden	d	⌄	0714	0744	0805	⌄	0838	0908	⌄	0938	1008
Wendover	d	⌄	0720	0750	0811	⌄	0844	0914	⌄	0944	1014
Stoke Mandeville	d	⌄	0724	0754	0815	⌄	0848	0918	⌄	0948	1018
Aylesbury	a	0712	0731	0802	0820	0834	0853	0926	0942	0953	1026
Aylesbury	d	⌄	0744	⌄	0820	⌄	0905	⌄	⌄	0959	⌄
Aylesbury Vale Parkway	a	⌄	0753	⌄	0829	⌄	0915	⌄	⌄	1007	⌄

London Marylebone	d	0940	0957	1027	1040	1057	1127	1157	1227	1240	1257
London Baker Street	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Harrow-on-the-Hill	d	⌄	1009	1039	⌄	1109	1139	1209	1239	⌄	1309
Rickmansworth	d	⌄	1019	1049	⌄	1119	1149	1219	1249	⌄	1319
Chorleywood	d	⌄	1024	1054	⌄	1124	1154	1224	1254	⌄	1324
Chalfont & Latimer	d	H/Wp	1028	1058	H/Wp	1128	1158	1228	1258	H/Wp	1328
Amersham	d	⌄	1032	1102	⌄	1132	1202	1232	1302	⌄	1332
Great Missenden	d	⌄	1038	1108	⌄	1138	1208	1238	1308	⌄	1338
Wendover	d	⌄	1044	1114	⌄	1144	1214	1244	1314	⌄	1344
Stoke Mandeville	d	⌄	1048	1118	⌄	1148	1218	1248	1318	⌄	1348
Aylesbury	a	1042	1053	1126	1143	1153	1226	1253	1326	1342	1353
Aylesbury	d	⌄	1053	⌄	⌄	1153	⌄	1253	⌄	⌄	1353
Aylesbury Vale Parkway	a	⌄	1101	⌄	⌄	1204	⌄	1304	⌄	⌄	1401

London Marylebone	d	1327	1340	1357	1427	1440	1457	1527	1540	1556	1626
London Baker Street	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Harrow-on-the-Hill	d	1339	⌄	1409	1439	⌄	1509	1539	⌄	1609	1639
Rickmansworth	d	1349	⌄	1419	1449	⌄	1519	1549	⌄	1619	1649
Chorleywood	d	1354	⌄	1424	1454	⌄	1524	1554	⌄	1624	1654
Chalfont & Latimer	d	1358	H/Wp	1428	1458	H/Wp	1528	1558	H/Wp	1628	1658
Amersham	d	1402	⌄	1432	1502	⌄	1532	1602	⌄	1632	1702
Great Missenden	d	1408	⌄	1438	1508	⌄	1538	1608	⌄	1638	1708
Wendover	d	1414	⌄	1444	1514	⌄	1544	1614	⌄	1644	1714
Stoke Mandeville	d	1418	⌄	1448	1518	⌄	1548	1618	⌄	1648	1718
Aylesbury	a	1426	1442	1453	1526	1542	1553	1626	1642	1653	1725
Aylesbury	d	⌄	⌄	1453	⌄	⌄	1553	⌄	⌄	1653	⌄
Aylesbury Vale Parkway	a	⌄	⌄	1501	⌄	⌄	1601	⌄	⌄	1704	⌄

For explanation of notes and symbols see page 107

London – Amersham – Aylesbury

See page 35 for the full service from London to Aylesbury via High Wycombe

Mondays to Fridays

London Marylebone	d	1643	1653	1716	1727	1747	1759	1813	1819	1822	1833
London Baker Street	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Harrow-on-the-Hill	d	⌄	1707	⌄	1740	⌄	1813	⌄	⌄	⌄	1845
Rickmansworth	d	⌄	1717	⌄	1750	⌄	⌄	⌄	⌄	⌄	⌄
Chorleywood	d	⌄	1722	⌄	1755	⌄	1827	⌄	⌄	⌄	1859
Chalfont & Latimer	d	⌄	1726	⌄	1759	⌄	1831	H/Wp	⌄	H/W	1903
Amersham	d	1715	1730	⌄	1803	1818	1835	⌄	⌄	⌄	1907
Great Missenden	d	1722	1736	1751	1809	1825	1841	⌄	1857	⌄	1913
Wendover	d	1728	1742	1757	1815	1831	1847	⌄	1903	⌄	1919
Stoke Mandeville	d	1732	1746	1801	1819	1835	1851	⌄	1907	⌄	1923
Aylesbury	a	1736	1752	1805	1826	1839	1858	1908	1911	1923	1932
Aylesbury	d	1737	⌄	1806	⌄	1840	⌄	⌄	1912	⌄	⌄
Aylesbury Vale Parkway	a	1745	⌄	1815	⌄	1848	⌄	⌄	1920	⌄	⌄

London Marylebone	d	1850	1856	1904	1927	1957	2027	2057	2127	2157	2227
London Baker Street	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Harrow-on-the-Hill	d	1903	⌄	⌄	1939	2009	2039	2109	2139	2209	2239
Rickmansworth	d	⌄	⌄	⌄	1949	2019	2049	2119	2149	2219	2249
Chorleywood	d	1917	⌄	⌄	1954	2024	2054	2124	2154	2224	2254
Chalfont & Latimer	d	1921	H/W	⌄	1958	2028	2058	2128	2158	2228	2258
Amersham	d	1925	⌄	⌄	2002	2032	2102	2132	2202	2232	2302
Great Missenden	d	1931	⌄	1944	2008	2038	2108	2138	2208	2238	2308
Wendover	d	1937	⌄	1951	2014	2044	2114	2144	2214	2244	2314
Stoke Mandeville	d	1941	⌄	1955	2018	2048	2118	2148	2218	2248	2318
Aylesbury	a	1949	2002	2008	2026	2053	2126	2153	2226	2253	2326
Aylesbury	d	⌄	⌄	2009	⌄	2053	⌄	2153	⌄	2253	⌄
Aylesbury Vale Parkway	a	⌄	⌄	2017	⌄	2101	⌄	2201	⌄	2301	⌄

London Marylebone	d	2257	2327	2330	2357	0010					
London Baker Street	d	⌄	⌄	⌄	⌄	⌄					
Harrow-on-the-Hill	d	2309	2339	⌄	0009	⌄					
Rickmansworth	d	2319	2349	⌄	0019	⌄					
Chorleywood	d	2324	2354	⌄	0024	⌄					
Chalfont & Latimer	d	2328	2358	H/W	0028	H/W					
Amersham	d	2332	0002	⌄	0032	⌄					
Great Missenden	d	2338	0008	⌄	0038	⌄					
Wendover	d	2344	0014	⌄	0044	⌄					
Stoke Mandeville	d	2348	0018	⌄	0048	⌄					
Aylesbury	a	2353	0026	0047	0056	0126					
Aylesbury	d	2353	⌄	⌄	⌄	⌄					
Aylesbury Vale Parkway	a	0001	⌄	⌄	⌄	⌄					

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Aylesbury – Amersham – London

See page 52 for the full service from Aylesbury to London via High Wycombe

Saturdays

Aylesbury Vale Parkway	d	⌄	⌄	⌄	0700	0730	⌄	⌄	0830	⌄	⌄
Aylesbury	a	⌄	⌄	⌄	0704	0734	⌄	⌄	0834	⌄	⌄
Aylesbury	d	0515	0605	0635	0705	0735	0805	0810	0835	0905	0910
Stoke Mandeville	d	⌄	0609	0639	0709	0739	0809	⌄	0839	0909	⌄
Wendover	d	⌄	0613	0643	0713	0743	0813	⌄	0843	0913	⌄
Great Missenden	d	⌄	0619	0649	0719	0749	0819	⌄	0849	0919	⌄
Amersham	d	⌄	0626	0658	0726	0756	0826	⌄	0856	0926	⌄
Chalfont & Latimer	d	H/W	0630	⌄	0730	0800	0830	H/Wp	0900	0930	H/Wp
Chorleywood	d	⌄	0633	⌄	0733	0803	0833	⌄	0903	0933	⌄
Rickmansworth	d	⌄	0638	⌄	0738	0808	0838	⌄	0908	0938	⌄
Harrow-on-the-Hill	d	⌄	0649	⌄	0749	0819	0849	⌄	0919	0949	⌄
London Baker Street	a	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
London Marylebone	a	0630	0705	⌄	0804	0835	0905	0911	0934	1003	1014

Aylesbury Vale Parkway	d	0930	⌄	⌄	1030	⌄	⌄	1130	⌄	⌄	1230
Aylesbury	a	0934	⌄	⌄	1034	⌄	⌄	1134	⌄	⌄	1234
Aylesbury	d	0935	1005	1010	1035	1105	1110	1135	1205	1210	1235
Stoke Mandeville	d	0939	1009	⌄	1039	1109	⌄	1139	1209	⌄	1239
Wendover	d	0943	1013	⌄	1043	1113	⌄	1143	1213	⌄	1243
Great Missenden	d	0949	1019	⌄	1049	1119	⌄	1149	1219	⌄	1249
Amersham	d	0956	1026	⌄	1056	1126	⌄	1156	1226	⌄	1256
Chalfont & Latimer	d	1000	1030	H/Wp	1100	1130	H/Wp	1200	1230	H/Wp	1300
Chorleywood	d	1003	1033	⌄	1103	1133	⌄	1203	1233	⌄	1303
Rickmansworth	d	1008	1038	⌄	1108	1138	⌄	1208	1238	⌄	1308
Harrow-on-the-Hill	d	1019	1049	⌄	1119	1149	⌄	1219	1249	⌄	1319
London Baker Street	a	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
London Marylebone	a	1033	1104	1111	1133	1203	1214	1233	1303	1314	1333

Aylesbury Vale Parkway	d	⌄	⌄	1330	⌄	⌄	1430	⌄	⌄	1530	⌄
Aylesbury	a	⌄	⌄	1334	⌄	⌄	1434	⌄	⌄	1534	⌄
Aylesbury	d	1305	1310	1335	1405	1410	1435	1505	1510	1535	1605
Stoke Mandeville	d	1309	⌄	1339	1409	⌄	1439	1509	⌄	1539	1609
Wendover	d	1313	⌄	1343	1413	⌄	1443	1513	⌄	1543	1613
Great Missenden	d	1319	⌄	1349	1419	⌄	1449	1519	⌄	1549	1619
Amersham	d	1326	⌄	1356	1426	⌄	1456	1526	⌄	1556	1626
Chalfont & Latimer	d	1330	H/Wp	1400	1430	H/Wp	1500	1530	H/Wp	1600	1630
Chorleywood	d	1333	⌄	1403	1433	⌄	1503	1533	⌄	1603	1633
Rickmansworth	d	1338	⌄	1408	1438	⌄	1508	1538	⌄	1608	1638
Harrow-on-the-Hill	d	1349	⌄	1419	1449	⌄	1519	1549	⌄	1619	1649
London Baker Street	a	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
London Marylebone	a	1403	1414	1433	1504	1515	1533	1604	1614	1633	1704

For explanation of notes and symbols see page 107

Aylesbury – Amersham – London

See page 52 for the full service from Aylesbury to London via High Wycombe

Saturdays

Aylesbury Vale Parkway	d	⌄	1630	⌄	⌄	1730	⌄	⌄	1830	⌄	⌄
Aylesbury	a	⌄	1634	⌄	⌄	1734	⌄	⌄	1834	⌄	⌄
Aylesbury	d	1610	1635	1705	1710	1735	1805	1810	1835	1905	1910
Stoke Mandeville	d	⌄	1639	1709	⌄	1739	1809	⌄	1839	1909	⌄
Wendover	d	⌄	1643	1713	⌄	1743	1813	⌄	1843	1913	⌄
Great Missenden	d	⌄	1649	1719	⌄	1749	1819	⌄	1849	1919	⌄
Amersham	d	⌄	1656	1726	⌄	1756	1826	⌄	1856	1926	⌄
Chalfont & Latimer	d	H/Wp	1700	1730	H/Wp	1800	1830	H/Wp	1900	1930	H/W
Chorleywood	d	⌄	1703	1733	⌄	1803	1833	⌄	1903	1933	⌄
Rickmansworth	d	⌄	1708	1738	⌄	1808	1838	⌄	1908	1938	⌄
Harrow-on-the-Hill	d	⌄	1719	1749	⌄	1819	1849	⌄	1919	1949	⌄
London Baker Street	a	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
London Marylebone	a	1714	1733	1804	1814	1833	1903	1911	1933	2004	2033

Aylesbury Vale Parkway	d	1946	2046	⌄	2146	⌄	⌄	⌄			
Aylesbury	a	1950	2050	⌄	2150	⌄	⌄	⌄			
Aylesbury	d	2005	2105	2116	2205	2216	2248	2320			
Stoke Mandeville	d	2009	2109	⌄	2209	⌄	⌄	2324			
Wendover	d	2013	2113	⌄	2213	⌄	⌄	2328			
Great Missenden	d	2019	2119	⌄	2219	⌄	⌄	2334			
Amersham	d	2026	2126	⌄	2226	⌄	⌄	2343			
Chalfont & Latimer	d	2030	2130	H/W	2230	H/W	H/W	2351			
Chorleywood	d	2033	2133	⌄	2233	⌄	⌄	2355			
Rickmansworth	d	2038	2138	⌄	2238	⌄	⌄	2359			
Harrow-on-the-Hill	d	2049	2149	⌄	2249	⌄	⌄	0019			
London Baker Street	a	⌄	⌄	⌄	⌄	⌄	⌄	0039			
London Marylebone	a	2104	2203	2231	2303	2330	0005	⌄			

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London – Amersham – Aylesbury

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Saturdays

London Marylebone	d	⌄	0630	0727	0730	0757	0827	0857	0900	0927	0957
London Baker Street	d	0559	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Harrow-on-the-Hill	d	0621	⌄	0739	⌄	0809	0839	0909	⌄	0939	1009
Rickmansworth	d	0639	⌄	0749	⌄	0819	0849	0919	⌄	0949	1019
Chorleywood	d	0644	⌄	0754	⌄	0824	0854	0924	⌄	0954	1024
Chalfont & Latimer	d	0648	H/W	0758	H/W	0828	0858	0928	H/Wp	0958	1028
Amersham	d	0705	⌄	0802	⌄	0832	0902	0932	⌄	1002	1032
Great Missenden	d	0711	⌄	0808	⌄	0838	0908	0938	⌄	1008	1038
Wendover	d	0717	⌄	0814	⌄	0844	0914	0944	⌄	1014	1044
Stoke Mandeville	d	0721	⌄	0818	⌄	0848	0918	0948	⌄	1018	1048
Aylesbury	a	0729	0746	0826	0847	0853	0926	0953	0955	1026	1053
Aylesbury	d	⌄	⌄	⌄	⌄	0853	⌄	0953	⌄	⌄	1053
Aylesbury Vale Parkway	a	⌄	⌄	⌄	⌄	0901	⌄	1001	⌄	⌄	1101

London Marylebone	d	1000	1027	1057	1100	1127	1157	1200	1227	1257	1300
London Baker Street	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Harrow-on-the-Hill	d	⌄	1039	1109	⌄	1139	1209	⌄	1239	1309	⌄
Rickmansworth	d	⌄	1049	1119	⌄	1149	1219	⌄	1249	1319	⌄
Chorleywood	d	⌄	1054	1124	⌄	1154	1224	⌄	1254	1324	⌄
Chalfont & Latimer	d	H/Wp	1058	1128	H/Wp	1158	1228	H/Wp	1258	1328	H/Wp
Amersham	d	⌄	1102	1132	⌄	1202	1232	⌄	1302	1332	⌄
Great Missenden	d	⌄	1108	1138	⌄	1208	1238	⌄	1308	1338	⌄
Wendover	d	⌄	1114	1144	⌄	1214	1244	⌄	1314	1344	⌄
Stoke Mandeville	d	⌄	1118	1148	⌄	1218	1248	⌄	1318	1348	⌄
Aylesbury	a	1100	1126	1153	1159	1226	1253	1255	1326	1353	1355
Aylesbury	d	⌄	⌄	1153	⌄	⌄	1253	⌄	⌄	1353	⌄
Aylesbury Vale Parkway	a	⌄	⌄	1201	⌄	⌄	1301	⌄	⌄	1401	⌄

London Marylebone	d	1327	1357	1400	1427	1457	1500	1527	1557	1600	1627
London Baker Street	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Harrow-on-the-Hill	d	1339	1409	⌄	1439	1509	⌄	1539	1609	⌄	1639
Rickmansworth	d	1349	1419	⌄	1449	1519	⌄	1549	1619	⌄	1649
Chorleywood	d	1354	1424	⌄	1454	1524	⌄	1554	1624	⌄	1654
Chalfont & Latimer	d	1358	1428	H/Wp	1458	1528	H/Wp	1558	1628	H/Wp	1658
Amersham	d	1402	1432	⌄	1502	1532	⌄	1602	1632	⌄	1702
Great Missenden	d	1408	1438	⌄	1508	1538	⌄	1608	1638	⌄	1708
Wendover	d	1414	1444	⌄	1514	1544	⌄	1614	1644	⌄	1714
Stoke Mandeville	d	1418	1448	⌄	1518	1548	⌄	1618	1648	⌄	1718
Aylesbury	a	1426	1453	1455	1526	1553	1555	1626	1653	1655	1726
Aylesbury	d	⌄	1453	⌄	⌄	1553	⌄	⌄	1653	⌄	⌄
Aylesbury Vale Parkway	a	⌄	1501	⌄	⌄	1601	⌄	⌄	1701	⌄	⌄

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London – Amersham – Aylesbury

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Saturdays

London Marylebone	d	1657	1700	1727	1757	1800	1827	1836	1857	1903	1927
London Baker Street	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Harrow-on-the-Hill	d	1709	⌄	1739	1809	⌄	1839	⌄	1909	⌄	1939
Rickmansworth	d	1719	⌄	1749	1819	⌄	1849	⌄	1919	⌄	1949
Chorleywood	d	1724	⌄	1754	1824	⌄	1854	⌄	1924	⌄	1954
Chalfont & Latimer	d	1728	H/Wp	1758	1828	H/Wp	1858	H/W	1928	H/W	1958
Amersham	d	1732	⌄	1802	1832	⌄	1902	⌄	1932	⌄	2002
Great Missenden	d	1738	⌄	1808	1838	⌄	1908	⌄	1938	⌄	2008
Wendover	d	1744	⌄	1814	1844	⌄	1914	⌄	1944	⌄	2014
Stoke Mandeville	d	1748	⌄	1818	1848	⌄	1918	⌄	1948	⌄	2018
Aylesbury	a	1753	1755	1826	1853	1855	1926	1948	1953	2014	2026
Aylesbury	d	1753	⌄	⌄	1853	⌄	⌄	⌄	1953	⌄	⌄
Aylesbury Vale Parkway	a	1801	⌄	⌄	1901	⌄	⌄	⌄	2001	⌄	⌄

London Marylebone	d	1957	2005	2057	2103	2157	2213	2257	⌄	2313	2357
London Baker Street	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	2300	⌄	⌄
Harrow-on-the-Hill	d	2009	⌄	2109	⌄	2209	⌄	2309	2321	⌄	0009
Rickmansworth	d	2019	⌄	2119	⌄	2219	⌄	2319	2339	⌄	0019
Chorleywood	d	2024	⌄	2124	⌄	2224	⌄	2324	2344	⌄	0024
Chalfont & Latimer	d	2028	H/W	2128	H/W	2228	H/W	2328	2348	H/W	0028
Amersham	d	2032	⌄	2132	⌄	2232	⌄	2332	0002	⌄	0032
Great Missenden	d	2038	⌄	2138	⌄	2238	⌄	2338	0008	⌄	0038
Wendover	d	2044	⌄	2144	⌄	2244	⌄	2344	0014	⌄	0044
Stoke Mandeville	d	2048	⌄	2148	⌄	2248	⌄	2348	0018	⌄	0048
Aylesbury	a	2053	2119	2153	2219	2253	2330	2353	0026	0033	0056
Aylesbury	d	2053	⌄	2153	⌄	2253	⌄	2353	⌄	⌄	⌄
Aylesbury Vale Parkway	a	2101	⌄	2201	⌄	2301	⌄	0001	⌄	⌄	⌄

London Marylebone	d	0010									
London Baker Street	d	⌄									
Harrow-on-the-Hill	d	⌄									
Rickmansworth	d	⌄									
Chorleywood	d	⌄									
Chalfont & Latimer	d	H/W									
Amersham	d	⌄									
Great Missenden	d	⌄									
Wendover	d	⌄									
Stoke Mandeville	d	⌄									
Aylesbury	a	0126									
Aylesbury	d	⌄									
Aylesbury Vale Parkway	a	⌄									

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Aylesbury – Amersham – London

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Sundays

Aylesbury Vale Parkway	d	0730	⌄	0830	0900	⌄	1000	⌄	1100	⌄	1200
Aylesbury	a	0734	⌄	0834	0904	⌄	1004	⌄	1104	⌄	1204
Aylesbury	d	0735	0820	0835	0905	0930	1005	1025	1105	1125	1205
Stoke Mandeville	d	0739	⌄	0839	0909	⌄	1009	⌄	1109	⌄	1209
Wendover	d	0743	⌄	0843	0913	⌄	1013	⌄	1113	⌄	1213
Great Missenden	d	0749	⌄	0849	0919	⌄	1019	⌄	1119	⌄	1219
Amersham	d	0756	⌄	0856	0926	⌄	1026	⌄	1126	⌄	1226
Chalfont & Latimer	d	0800	H/W	0900	0930	H/W	1030	H/W	1130	H/W	1230
Chorleywood	d	0803	⌄	0903	0933	⌄	1033	⌄	1133	⌄	1233
Rickmansworth	d	0808	⌄	0908	0938	⌄	1038	⌄	1138	⌄	1238
Harrow-on-the-Hill	d	0819	⌄	0919	0949	⌄	1049	⌄	1149	⌄	1249
London Baker Street	a	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
London Marylebone	a	0833	0920	0933	1003	1044	1103	1138	1203	1239	1303

Aylesbury Vale Parkway	d	⌄	1300	⌄	1400	⌄	1500	⌄	⌄	1600	⌄
Aylesbury	a	⌄	1304	⌄	1404	⌄	1504	⌄	⌄	1604	⌄
Aylesbury	d	1225	1305	1325	1405	1425	1505	1525	1535	1605	1625
Stoke Mandeville	d	⌄	1309	⌄	1409	⌄	1509	⌄	1539	1609	⌄
Wendover	d	⌄	1313	⌄	1413	⌄	1513	⌄	1543	1613	⌄
Great Missenden	d	⌄	1319	⌄	1419	⌄	1519	⌄	1549	1619	⌄
Amersham	d	⌄	1326	⌄	1426	⌄	1526	⌄	1558	1626	⌄
Chalfont & Latimer	d	H/W	1330	H/W	1430	H/W	1530	H/W	⌄	1630	H/W
Chorleywood	d	⌄	1333	⌄	1433	⌄	1533	⌄	⌄	1633	⌄
Rickmansworth	d	⌄	1338	⌄	1438	⌄	1538	⌄	⌄	1638	⌄
Harrow-on-the-Hill	d	⌄	1349	⌄	1449	⌄	1549	⌄	⌄	1649	⌄
London Baker Street	a	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
London Marylebone	a	1338	1403	1439	1503	1539	1604	1639	⌄	1704	1739

Aylesbury Vale Parkway	d	⌄	1700	⌄	⌄	1800	⌄	⌄	1900	⌄	⌄
Aylesbury	a	⌄	1704	⌄	⌄	1804	⌄	⌄	1904	⌄	⌄
Aylesbury	d	1635	1705	1725	1735	1805	1825	1835	1905	1925	1935
Stoke Mandeville	d	1639	1709	⌄	1739	1809	⌄	1839	1909	⌄	1939
Wendover	d	1643	1713	⌄	1743	1813	⌄	1843	1913	⌄	1943
Great Missenden	d	1649	1719	⌄	1749	1819	⌄	1849	1919	⌄	1949
Amersham	d	1658	1726	⌄	1758	1826	⌄	1858	1926	⌄	1958
Chalfont & Latimer	d	⌄	1730	H/W	⌄	1830	H/W	⌄	1930	H/W	⌄
Chorleywood	d	⌄	1733	⌄	⌄	1833	⌄	⌄	1933	⌄	⌄
Rickmansworth	d	⌄	1738	⌄	⌄	1838	⌄	⌄	1938	⌄	⌄
Harrow-on-the-Hill	d	⌄	1749	⌄	⌄	1849	⌄	⌄	1949	⌄	⌄
London Baker Street	a	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
London Marylebone	a	⌄	1804	1841	⌄	1903	1939	⌄	2004	2039	⌄

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Aylesbury – Amersham – London

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Sundays

Aylesbury Vale Parkway	d	2000	⌄	2100	⌄	2200	⌄				
Aylesbury	a	2004	⌄	2104	⌄	2204	⌄				
Aylesbury	d	2005	2035	2105	2135	2205	2235				
Stoke Mandeville	d	2009	2039	2109	2139	2209	2239				
Wendover	d	2013	2043	2113	2143	2213	2243				
Great Missenden	d	2019	2049	2119	2149	2219	2249				
Amersham	d	2026	2058	2126	2158	2228	2256				
Chalfont & Latimer	d	2030	⌄	2130	⌄	⌄	2300				
Chorleywood	d	2033	⌄	2133	⌄	⌄	2303				
Rickmansworth	d	2038	⌄	2138	⌄	⌄	2308				
Harrow-on-the-Hill	d	2049	⌄	2149	⌄	⌄	2319				
London Baker Street	a	⌄	⌄	⌄	⌄	⌄	⌄				
London Marylebone	a	2103	⌄	2203	⌄	⌄	2334				

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London – Amersham – Aylesbury

See page 83 for the full service from London to Aylesbury via High Wycombe

Sundays

London Marylebone	d	⌄	0800	0827	0900	0927	0950	1027	1050	1127	1150
London Baker Street	d	0730	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Harrow-on-the-Hill	d	0751	⌄	0839	⌄	0939	⌄	1039	⌄	1139	⌄
Rickmansworth	d	0809	⌄	0849	⌄	0949	⌄	1049	⌄	1149	⌄
Chorleywood	d	0814	⌄	0854	⌄	0954	⌄	1054	⌄	1154	⌄
Chalfont & Latimer	d	0818	H/W	0858	H/W	0958	H/W	1058	H/W	1158	H/W
Amersham	d	0832	⌄	0902	⌄	1002	⌄	1102	⌄	1202	⌄
Great Missenden	d	0838	⌄	0908	⌄	1008	⌄	1108	⌄	1208	⌄
Wendover	d	0844	⌄	0914	⌄	1014	⌄	1114	⌄	1214	⌄
Stoke Mandeville	d	0848	⌄	0918	⌄	1018	⌄	1118	⌄	1218	⌄
Aylesbury	a	0856	0916	0923	1016	1023	1105	1123	1206	1223	1305
Aylesbury	d	⌄	⌄	0923	⌄	1023	⌄	1123	⌄	1223	⌄
Aylesbury Vale Parkway	a	⌄	⌄	0931	⌄	1031	⌄	1131	⌄	1231	⌄

London Marylebone	d	1227	1250	1327	1403	1427	⌄	1503	1527	⌄	1603
London Baker Street	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Harrow-on-the-Hill	d	1239	⌄	1339	⌄	1439	⌄	⌄	1539	⌄	⌄
Rickmansworth	d	1249	⌄	1349	⌄	1449	⌄	⌄	1549	⌄	⌄
Chorleywood	d	1254	⌄	1354	⌄	1454	⌄	⌄	1554	⌄	⌄
Chalfont & Latimer	d	1258	H/W	1358	H/W	1458	⌄	H/W	1558	⌄	H/W
Amersham	d	1302	⌄	1402	⌄	1502	1532	⌄	1602	1632	⌄
Great Missenden	d	1308	⌄	1408	⌄	1508	1538	⌄	1608	1638	⌄
Wendover	d	1314	⌄	1414	⌄	1514	1544	⌄	1614	1644	⌄
Stoke Mandeville	d	1318	⌄	1418	⌄	1518	1548	⌄	1618	1648	⌄
Aylesbury	a	1323	1406	1423	1518	1523	1556	1619	1623	1656	1718
Aylesbury	d	1323	⌄	1423	⌄	1523	⌄	⌄	1623	⌄	⌄
Aylesbury Vale Parkway	a	1331	⌄	1431	⌄	1531	⌄	⌄	1631	⌄	⌄

London Marylebone	d	1627	⌄	1703	1727	⌄	1803	1827	⌄	1903	1927
London Baker Street	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Harrow-on-the-Hill	d	1639	⌄	⌄	1739	⌄	⌄	1839	⌄	⌄	1939
Rickmansworth	d	1649	⌄	⌄	1749	⌄	⌄	1849	⌄	⌄	1949
Chorleywood	d	1654	⌄	⌄	1754	⌄	⌄	1854	⌄	⌄	1954
Chalfont & Latimer	d	1658	⌄	H/W	1758	⌄	H/W	1858	⌄	H/W	1958
Amersham	d	1702	1732	⌄	1802	1832	⌄	1902	1932	⌄	2002
Great Missenden	d	1708	1738	⌄	1808	1838	⌄	1908	1938	⌄	2008
Wendover	d	1714	1744	⌄	1814	1844	⌄	1914	1944	⌄	2014
Stoke Mandeville	d	1718	1748	⌄	1818	1848	⌄	1918	1948	⌄	2018
Aylesbury	a	1723	1756	1819	1823	1856	1918	1923	1956	2019	2023
Aylesbury	d	1723	⌄	⌄	1823	⌄	⌄	1923	⌄	⌄	2023
Aylesbury Vale Parkway	a	1731	⌄	⌄	1831	⌄	⌄	1931	⌄	⌄	2031

For explanation of notes and symbols see page 107

London – Amersham – Aylesbury

See page 83 for the full service from London to Aylesbury via High Wycombe

Sundays

London Marylebone	d	⌄	2003	2027	⌄	2103	2127	2203	2227	2245	2327
London Baker Street	d	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄	⌄
Harrow-on-the-Hill	d	⌄	⌄	2039	⌄	⌄	2139	⌄	2239	⌄	2339
Rickmansworth	d	⌄	⌄	2049	⌄	⌄	2149	⌄	2249	⌄	2349
Chorleywood	d	⌄	⌄	2054	⌄	⌄	2154	⌄	2254	⌄	2354
Chalfont & Latimer	d	⌄	H/W	2058	⌄	H/W	2158	H/W	2258	H/Wp	2358
Amersham	d	2032	⌄	2102	2132	⌄	2202	⌄	2302	⌄	0002
Great Missenden	d	2038	⌄	2108	2138	⌄	2208	⌄	2308	⌄	0008
Wendover	d	2044	⌄	2114	2144	⌄	2214	⌄	2314	⌄	0014
Stoke Mandeville	d	2048	⌄	2118	2148	⌄	2218	⌄	2318	⌄	0018
Aylesbury	a	2056	2118	2123	2156	2219	2223	2318	2323	0006	0026
Aylesbury	d	⌄	⌄	2123	⌄	⌄	2223	⌄	2323	⌄	⌄
Aylesbury Vale Parkway	a	⌄	⌄	2131	⌄	⌄	2231	⌄	2331	⌄	⌄

London Marylebone	d	2345
London Baker Street	d	⌄
Harrow-on-the-Hill	d	⌄
Rickmansworth	d	⌄
Chorleywood	d	⌄
Chalfont & Latimer	d	H/Wp
Amersham	d	⌄
Great Missenden	d	⌄
Wendover	d	⌄
Stoke Mandeville	d	⌄
Aylesbury	a	0106
Aylesbury	d	⌄
Aylesbury Vale Parkway	a	⌄

For explanation of notes and symbols see page 107

Late night and weekend train times may be subject to alteration because of engineering work. Check www.chilternrailways.co.uk/changes before travelling.

Oxford - Islip - Bicester Town

Mondays to Fridays

Oxford	d	0551	0727	0835	1000	1100	1330	1500	1626	1745	1930
Islip	d	0604	0740	0848	1013	1113	1343	1513	1639	1758	1943
Bicester Town	a	0616	0753	0901	1025	1125	1355	1525	1651	1810	1955

FO

Oxford	d	2100	2312								
Islip	d	2113	2325								
Bicester Town	a	2125	2337								

Saturdays

Oxford	d	0700	0807	0928	1100	1230	1341	1457	1600	1710	1841
Islip	d	0713	0820	0941	1113	1243	1354	1510	1613	1723	1854
Bicester Town	a	0725	0832	0953	1125	1255	1406	1522	1625	1735	1906

Oxford	d	1948	2100	2225							
Islip	d	2001	2113	2238							
Bicester Town	a	2013	2125	2250							

Sundays

Oxford	d	0936	1056	1233	1356	1533	1656	1837	1956	2133	
Islip	d	0949	1109	1246	1409	1546	1709	1850	2009	2146	
Bicester Town	a	1001	1121	1258	1421	1558	1721	1902	2021	2158	

Bicester Town - Islip - Oxford

Mondays to Fridays

Bicester Town	d	0621	0757	0907	1030	1130	1400	1530	1657	1818	2000
Islip	d	0632	0808	0918	1041	1141	1411	1541	1708	1829	2011
Oxford	a	0647	0823	0932	1056	1156	1428	1556	1723	1844	2026

FO

Bicester Town	d	2130	2342								
Islip	d	2141	2353								
Oxford	a	2156	0008								

Saturdays

Bicester Town	d	0736	0845	0957	1130	1300	1418	1528	1630	1804	1917
Islip	d	0747	0856	1008	1141	1311	1429	1539	1641	1815	1928
Oxford	a	0802	0911	1023	1156	1326	1444	1554	1656	1830	1943

Bicester Town	d	2028	2137	2255							
Islip	d	2039	2148	2306							
Oxford	a	2054	2203	2321							

Sundays

Bicester Town	d	1005	1133	1303	1433	1603	1733	1907	2033	2203	
Islip	d	1016	1144	1314	1444	1614	1744	1918	2044	2214	
Oxford	a	1032	1200	1330	1500	1630	1800	1934	2100	2230	

For explanation of notes and symbols see page 107

Princes Risborough – Bledlow and Chinnor Rail Bus Link

Mondays to Fridays

Chinnor, Springfield Gdns	d	**0608**	⌄	**0648**	**0722**	**0756**	**0916**	**0942**	⌄	**1728**	
Chinnor, Estover Way	d	**0610**	⌄	**0650**	**0724**	**0758**	**0918**	**0944**	⌄	**1732**	
Chinnor, The Wheatsheaf	d	**0611**	⌄	**0651**	**0725**	**0759**	**0919**	**0945**	⌄	**1733**	
Chinnor, The Red Lion	d	**0614**	⌄	**0654**	**0728**	**0802**	**0922**	**0948**	⌄	**1736**	
Bledlow, Village Hall	d	**0617**	⌄	**0657**	**0731**	**0805**	**0925**	**0951**	⌄	**1738**	
Princes Risborough	a	**0624**	⌄	**0704**	**0738**	**0812**	**0932**	**0958**	⌄	**1750b**	
Princes Risborough	d	0633	0637	0714	0746	0825	0943	1010	⌄	1817	
High Wycombe	a	⌄	0646	0725	0755	0835	0954	1021	⌄	1826	
London Marylebone	a	0709	⌄	0802	0824	0906	1027	1059	⌄	1904	
Princes Risbro. High St	a	⌄	⌄	⌄	**0743**	**0817**	⌄	**1003**	⌄	**1746**	

The Bus Link does not run on Saturdays, Sundays or on Public Holidays

Princes Risbro. High St	d	**0743**	**0817**	⌄	**1643**	⌄	**1746**	⌄	⌄	⌄	⌄	
London Marylebone	d	0700	0733	⌄	1610	1633	⌄	1713	⌄	1813	1844	
High Wycombe	d	0725	0757	⌄	1636	1659	⌄	1750	1821	⌄	1910	
Princes Risborough	a	0734	0806	⌄	1647	1708	⌄	1801	1838	1845	1919	
Princes Risborough	d	**0738b**	**0812b**	⌄	**1651**	**1718**	**1750a**	**1810**	⌄	**1854**	**1927**	
Bledlow, Village Hall	d	**0752**	**0827**	⌄	**1658**	**1725**	⌄	**1817**	⌄	**1901**	**1934**	
Chinnor, Springfield Gdns	d	**0756**	**0830**	⌄	**1701**	**1728**	⌄	**1820**	⌄	**1904**	**1937**	
Chinnor, Estover Way	d	**0758**	**0832**	⌄	**1703**	**1732**	⌄	**1822**	⌄	**1906**	**1939**	
Chinnor, The Wheatsheaf	d	**0759**	**0833**	⌄	**1704**	**1733**	⌄	**1823**	⌄	**1907**	**1940**	
Chinnor, The Red Lion	a	**0802**	**0836**	⌄	**1707**	**1736**	⌄	**1826**	⌄	**1910**	**1943**	

Princes Risbro. High St	d	⌄	⌄								
London Marylebone	d	1918	2015								
High Wycombe	d	1950	2046								
Princes Risborough	a	1959	2055								
Princes Risborough	d	**2004**	**2102**								
Bledlow, Village Hall	d	**2011**	**2109**								
Chinnor, Springfield Gdns	d	**2014**	**2112**								
Chinnor, Estover Way	d	**2016**	**2114**								
Chinnor, The Wheatsheaf	d	**2017**	**2115**								
Chinnor, The Red Lion	a	**2020**	**2117**								

The Bus Link does not run on Saturdays, Sundays or on Public Holidays

For explanation of notes and symbols see page 108

Notes & Symbols

Kidderminster and Birmingham to London via High Wycombe (pages 17 to 90)

1234 Train times in bold are direct services operated by Chiltern Railways unless otherwise shown

1234 Train times in light are connecting services and may be run by another operator. Please check your ticket is valid before travelling

Bus service

B Chiltern Railways train formed of carriages which may carry different branding

M Mainline train – see page 4 for details

MS Mainline Silver train – see page 4 for details

At-seat catering service available between Birmingham Moor Street and London Marylebone, or vice versa. On the 0546 departure from Birmingham Moor Street catering is only available until Banbury. On the 0700 departure from London Marylebone catering is only available after Banbury.

⟶ Continued in later column

⟵ Continued from earlier column

⌄ Train does not call at this station

a Arrival Time
b Arrives 0555
c Arrives 0549
d Departure Time
e Departure time only. Change at Banbury for the connecting service departing at 0711
f Arrives 0808
g Change at Birmingham Moor Street
h Change at Solihull
j Arrives 0851
k Arrives 0834
m Change at Stourbridge Junction
n Change at Dorridge
p Arrives 0648
q Arrives 1723
r Arrives 1933
s Stops to set down only
t Arrives 2002
v Arrives 2147
w Arrives 0847
y Connection available into 1133 Banbury to Birmingham Moor Street service
z Arrives 1617
aa Arrives 1700
ab Connection available into 1804 Banbury to Kidderminster service
ac Depart 1910
ad Arrives 1747
ae Depart 1950
af Depart 2010
ag Arrives 1849
ah Depart 2210
aj Depart 2322
ak Arrives 2315
al Arrives 0835
an Arrives 1012
ao Arrives 1935

Kidderminster and Birmingham to London via High Wycombe Continued (pages 17 to 90)

ap	Connection available into 1105 Banbury to Birmingham Snow Hill service
aq	Connection available into 1305 Banbury to Birmingham Snow Hill service
ar	Connection available into 1505 Banbury to Birmingham Snow Hill service
as	Connection available into 1705 Banbury to Birmingham Snow Hill service
at	Arrives 2000
av	For Super Off-Peak Ticket Holders. Departure time only. Change at Banbury for the connecting service departing at 1038
ay	Arrival time only. Change at Dorridge for the connecting service departing at 1650

A	Also calls at Lye 0628, Old Hill 0635, Langley Green 0642
B	Also calls at Lye 0711, Old Hill 0718, Langley Green 0725
C	Also calls at Lye 1729, Old Hill 1736, Langley Green 1743
E	From Worcester Shrub Hill. Also calls at Lye 2229, Old Hill 2236, Langley Green 2243
F	From Birmingham Snow Hill (Depart 0555)
G	To Worcester Foregate Street. Also calls at Langley Green 0736, Old Hill 0742, Lye 0749
H	Also calls at Langley Green 0816, Old Hill 0822, Lye 0829
J	Also calls at Langley Green 2335, Old Hill 2341, Lye 2348
K	On Monday to Thursday nights this train will frequently be affected by planned engineering works and replaced by a bus between Leamington Spa and Birmingham Moor Street. Please check www.chilternrailways.co.uk/changes before you travel.
L	Also calls at Tackley (0048) and Heyford (0053)
M	From Worcester Shrub Hill
N	To Worcester Shrub Hill
P	To Birmingham Snow Hill

SO	Service operates Friday night / Saturday morning only
SX	Service operates Monday to Thursday nights / Tuesday to Friday mornings only

GW	First Great Western
LM	London Midland

Aylesbury to London (pages 92 to 103)

Train times in light type are London Underground connections

a	Arrival Time
d	Departure Time

H/W	Via High Wycombe
H/Wp	Change at Princes Risborough

Oxford to Bicester Town (page 104)

a	Arrival Time
d	Departure Time

FO	Service operates Fridays only

Princes Risborough to Bledlow and Chinnor Rail Bus Link (page 105)

Bus service

a Arrival Time
b Via Princes Risborough High Street
d Departure Time

Appendix E – Traffic Survey Data

Southam Road Retail Park, Banbury

Transport Assessment

Banbury - Manual Traffic Survey, Thursday 6th October 2011

Junction: (32) Southam Road / Castle Street / North Bar Street / Warwick Road

Approach: Southam Road

	Left to Castle Street								Ahead to North Bar Street								Right to Warwick Road							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	1	0	0	0	0	**1**	1	0	39	8	1	4	0	**53**	0	0	2	2	1	0	0	**5**
0715 - 0730	0	0	2	1	0	0	0	**3**	0	2	37	10	0	2	1	**52**	0	0	2	0	2	0	0	**4**
0730 - 0745	0	0	3	3	0	0	0	**6**	1	1	77	12	2	0	2	**95**	0	0	2	2	1	0	0	**5**
0745 - 0800	0	0	1	1	0	0	0	**2**	0	0	100	20	1	3	1	**125**	0	0	4	1	0	0	0	**5**
Hourly Total	**0**	**0**	**7**	**5**	**0**	**0**	**0**	**12**	**2**	**3**	**253**	**50**	**4**	**9**	**4**	**325**	**0**	**0**	**10**	**5**	**4**	**0**	**0**	**19**
0800 - 0815	0	0	3	4	0	0	0	**7**	0	0	103	22	2	2	0	**129**	0	0	3	0	1	0	0	**4**
0815 - 0830	0	0	10	1	0	0	0	**11**	0	1	98	15	5	1	0	**120**	0	0	0	0	0	0	0	**0**
0830 - 0845	1	0	8	2	1	0	0	**12**	1	0	76	14	1	1	1	**94**	0	0	3	1	1	0	0	**5**
0845 - 0900	0	0	15	1	1	0	0	**17**	0	0	82	17	3	3	0	**105**	0	0	10	0	0	0	0	**10**
Hourly Total	**1**	**0**	**36**	**8**	**2**	**0**	**0**	**47**	**1**	**1**	**359**	**68**	**11**	**7**	**1**	**448**	**0**	**0**	**16**	**1**	**2**	**0**	**0**	**19**
0900 - 0915	0	0	16	1	0	0	0	**17**	0	0	87	19	6	2	0	**114**	0	0	3	0	0	0	0	**3**
0915 - 0930	0	0	17	1	0	0	0	**18**	0	1	73	16	2	3	0	**95**	0	0	7	2	0	0	0	**9**
0930 - 0945	0	0	18	2	0	0	0	**20**	0	0	63	18	1	7	1	**90**	0	0	3	0	0	0	0	**3**
0945 - 1000	0	0	26	1	0	0	0	**27**	0	0	72	12	1	3	1	**89**	0	0	4	2	0	0	0	**6**
Hourly Total	**0**	**0**	**77**	**5**	**0**	**0**	**0**	**82**	**0**	**1**	**295**	**65**	**10**	**15**	**2**	**388**	**0**	**0**	**17**	**4**	**0**	**0**	**0**	**21**
1000 - 1015	0	1	23	3	0	0	0	**27**	0	0	62	14	1	2	0	**79**	0	0	4	1	0	0	0	**5**
1015 - 1030	0	0	29	4	1	0	0	**34**	0	0	75	14	3	1	1	**94**	0	0	4	2	0	0	0	**6**
1030 - 1045	0	0	22	2	0	0	0	**24**	0	0	84	23	0	3	0	**110**	0	0	3	0	0	0	0	**3**
1045 - 1100	0	0	16	2	0	0	1	**19**	0	0	78	12	2	2	1	**95**	0	0	4	1	0	0	0	**5**
Hourly Total	**0**	**1**	**90**	**11**	**1**	**0**	**1**	**104**	**0**	**0**	**299**	**63**	**6**	**8**	**2**	**378**	**0**	**0**	**15**	**4**	**0**	**0**	**0**	**19**
1100 - 1115	0	0	24	1	0	0	0	**25**	0	0	88	17	4	2	0	**111**	0	0	2	0	0	0	0	**2**
1115 - 1130	0	0	26	0	0	0	0	**26**	0	1	72	15	3	1	0	**92**	0	0	0	0	0	0	0	**0**
1130 - 1145	0	0	21	2	0	0	0	**23**	0	0	71	14	4	2	0	**91**	0	0	7	2	0	0	0	**9**
1145 - 1200	0	0	21	0	0	0	0	**21**	0	0	81	16	2	2	1	**102**	0	0	2	1	1	0	0	**4**
Hourly Total	**0**	**0**	**92**	**3**	**0**	**0**	**0**	**95**	**0**	**1**	**312**	**62**	**13**	**7**	**1**	**396**	**0**	**0**	**11**	**3**	**1**	**0**	**0**	**15**
1200 - 1215	0	3	18	0	0	0	0	**21**	0	0	84	19	2	2	1	**108**	0	0	5	2	2	1	0	**10**
1215 - 1230	0	0	19	1	0	0	0	**20**	0	1	87	17	4	2	0	**111**	0	0	4	2	0	0	0	**6**
1230 - 1245	0	0	23	0	0	0	0	**23**	0	1	78	18	3	3	1	**104**	0	0	4	1	0	0	0	**5**
1245 - 1300	0	0	10	1	0	0	0	**11**	1	4	101	16	2	2	1	**127**	0	0	0	1	0	0	0	**1**
Hourly Total	**0**	**3**	**70**	**2**	**0**	**0**	**0**	**75**	**1**	**6**	**350**	**70**	**11**	**9**	**3**	**450**	**0**	**0**	**13**	**6**	**2**	**1**	**0**	**22**
1300 - 1315	1	0	17	0	0	0	0	**18**	1	0	85	17	3	1	0	**107**	0	0	1	0	0	0	0	**1**
1315 - 1330	0	0	19	2	0	0	0	**21**	0	0	77	13	5	2	1	**98**	0	0	8	3	2	0	0	**13**
1330 - 1345	1	0	14	2	0	0	0	**17**	0	0	84	22	1	1	0	**108**	0	0	2	1	0	0	0	**3**
1345 - 1400	1	0	22	3	0	0	0	**26**	0	1	82	23	2	4	0	**112**	0	0	2	0	0	0	0	**2**
Hourly Total	**3**	**0**	**72**	**7**	**0**	**0**	**0**	**82**	**1**	**1**	**328**	**75**	**11**	**8**	**1**	**425**	**0**	**0**	**13**	**4**	**2**	**0**	**0**	**19**
1400 - 1415	0	0	11	0	0	1	0	**12**	0	2	106	15	1	1	0	**125**	0	0	4	1	0	0	0	**5**
1415 - 1430	0	0	17	2	0	0	0	**19**	0	2	72	14	2	3	0	**93**	0	0	4	1	2	0	0	**7**
1430 - 1445	0	0	20	0	0	0	0	**20**	0	1	82	26	1	2	0	**112**	0	0	3	4	0	0	0	**7**
1445 - 1500	0	0	19	2	0	0	0	**21**	0	0	87	22	2	3	1	**115**	0	0	3	2	0	0	0	**5**
Hourly Total	**0**	**0**	**67**	**4**	**0**	**1**	**0**	**72**	**0**	**5**	**347**	**77**	**6**	**9**	**1**	**445**	**0**	**0**	**14**	**8**	**2**	**0**	**0**	**24**
1500 - 1515	0	0	18	0	0	0	0	**18**	0	0	85	16	4	1	0	**106**	0	0	5	0	0	0	0	**5**
1515 - 1530	0	0	13	3	0	0	0	**16**	0	0	95	17	0	2	0	**114**	0	0	5	0	0	0	0	**5**
1530 - 1545	0	0	19	1	1	0	0	**21**	0	0	78	16	1	2	1	**98**	0	0	5	1	0	0	0	**6**
1545 - 1600	0	1	12	2	0	0	0	**15**	0	1	73	14	3	0	1	**92**	0	0	4	0	0	0	0	**4**
Hourly Total	**0**	**1**	**62**	**6**	**1**	**0**	**0**	**70**	**0**	**1**	**331**	**63**	**8**	**5**	**2**	**410**	**0**	**0**	**19**	**1**	**0**	**0**	**0**	**20**
1600 - 1615	0	0	10	1	0	0	0	**11**	0	1	80	19	2	2	1	**105**	0	0	6	1	0	0	0	**7**
1615 - 1630	0	0	10	4	0	0	0	**14**	1	1	98	11	3	1	0	**115**	0	0	3	0	0	0	1	**4**
1630 - 1645	0	0	10	3	0	0	0	**13**	2	1	92	26	2	5	0	**128**	0	0	3	1	0	0	0	**4**
1645 - 1700	0	2	9	2	0	0	0	**13**	0	1	75	13	4	4	0	**97**	0	0	1	1	0	0	0	**2**
Hourly Total	**0**	**2**	**39**	**10**	**0**	**0**	**0**	**51**	**3**	**4**	**345**	**69**	**11**	**12**	**1**	**445**	**0**	**0**	**13**	**3**	**0**	**0**	**1**	**17**
1700 - 1715	0	0	10	1	0	0	0	**11**	3	0	110	14	1	2	0	**130**	0	0	6	2	0	0	0	**8**
1715 - 1730	0	0	11	0	0	0	0	**11**	2	0	112	23	2	2	2	**143**	0	0	4	0	0	0	0	**4**
1730 - 1745	1	0	6	0	0	0	0	**7**	1	1	120	16	0	0	0	**138**	0	0	6	0	0	0	0	**6**
1745 - 1800	0	0	7	1	0	0	0	**8**	1	1	123	20	0	1	0	**146**	0	0	5	0	0	0	0	**5**
Hourly Total	**1**	**0**	**34**	**2**	**0**	**0**	**0**	**37**	**7**	**2**	**465**	**73**	**3**	**5**	**2**	**557**	**0**	**0**	**21**	**2**	**0**	**0**	**0**	**23**
1800 - 1815	0	0	9	0	0	0	0	**9**	0	0	107	23	3	2	1	**136**	0	0	1	0	0	0	0	**1**
1815 - 1830	0	0	16	0	0	0	0	**16**	0	1	87	15	2	1	0	**106**	0	0	8	0	0	0	0	**8**
1830 - 1845	0	0	7	1	0	0	0	**8**	0	1	87	11	2	0	0	**101**	0	0	2	0	0	0	0	**2**
1845 - 1900	0	0	5	0	0	0	0	**5**	1	0	73	9	0	1	0	**84**	0	0	5	1	0	0	0	**6**
Hourly Total	**0**	**0**	**37**	**1**	**0**	**0**	**0**	**38**	**1**	**2**	**354**	**58**	**7**	**4**	**1**	**427**	**0**	**0**	**16**	**1**	**0**	**0**	**0**	**17**
TOTAL	**5**	**7**	**683**	**64**	**4**	**1**	**1**	**765**	**16**	**27**	**4038**	**793**	**101**	**98**	**21**	**5094**	**0**	**0**	**178**	**42**	**13**	**1**	**1**	**235**

Banbury - Manual Traffic Survey, Thursday 6th October 2011

Junction: (32) Southam Road / Castle Street / North Bar Street / Warwick Road

Approach: Castle Street

	Left to North Bar Street								Ahead to Warwick Road								Right to Southam Road							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	6	1	0	0	1	**8**	0	0	5	4	0	0	3	**12**	0	0	2	1	1	0	0	**4**
0715 - 0730	0	0	12	3	0	2	1	**18**	0	0	17	4	0	0	3	**24**	0	0	3	0	0	0	0	**3**
0730 - 0745	0	0	10	3	0	0	1	**14**	0	0	10	2	0	0	0	**12**	0	0	0	1	0	0	0	**1**
0745 - 0800	0	0	21	4	0	0	1	**26**	0	0	31	3	0	0	1	**35**	0	0	4	0	0	0	0	**4**
Hourly Total	**0**	**0**	**49**	**11**	**0**	**2**	**4**	**66**	**0**	**0**	**63**	**13**	**0**	**0**	**7**	**83**	**0**	**0**	**9**	**2**	**1**	**0**	**0**	**12**
0800 - 0815	0	0	28	4	0	0	1	**33**	0	1	24	3	0	0	2	**30**	0	0	6	2	1	0	0	**9**
0815 - 0830	0	1	32	1	2	0	2	**38**	1	0	29	5	0	0	1	**36**	0	0	5	1	0	0	0	**6**
0830 - 0845	0	0	45	3	2	1	1	**52**	0	0	33	0	0	0	1	**34**	0	0	10	0	0	0	0	**10**
0845 - 0900	1	0	42	3	2	1	1	**50**	0	1	42	6	0	0	1	**50**	0	0	6	1	0	0	0	**7**
Hourly Total	**1**	**1**	**147**	**11**	**6**	**2**	**5**	**173**	**1**	**2**	**128**	**14**	**0**	**0**	**5**	**150**	**0**	**0**	**27**	**4**	**1**	**0**	**0**	**32**
0900 - 0915	0	0	34	6	1	0	1	**42**	0	0	31	3	0	0	1	**35**	0	0	11	0	0	0	0	**11**
0915 - 0930	0	0	30	5	2	0	2	**39**	0	0	29	3	0	0	1	**33**	0	0	15	2	1	0	1	**19**
0930 - 0945	0	3	16	2	2	0	0	**23**	0	0	15	1	0	0	0	**16**	0	0	14	0	1	0	0	**15**
0945 - 1000	0	0	23	3	1	0	2	**29**	0	0	18	3	0	0	2	**23**	0	0	14	2	0	0	0	**16**
Hourly Total	**0**	**3**	**103**	**16**	**6**	**0**	**5**	**133**	**0**	**0**	**93**	**10**	**0**	**0**	**4**	**107**	**0**	**0**	**54**	**4**	**2**	**0**	**1**	**61**
1000 - 1015	0	0	27	3	1	0	0	**31**	0	0	19	3	0	0	1	**23**	0	0	18	0	0	0	0	**18**
1015 - 1030	0	0	25	1	0	0	1	**27**	0	0	22	4	0	1	2	**29**	0	0	12	0	0	0	1	**13**
1030 - 1045	0	0	19	1	1	0	2	**23**	0	0	19	1	0	0	2	**22**	0	0	16	3	0	0	0	**19**
1045 - 1100	0	0	30	2	1	0	1	**34**	0	0	30	3	0	0	2	**35**	0	0	15	2	0	0	0	**17**
Hourly Total	**0**	**0**	**101**	**7**	**3**	**0**	**4**	**115**	**0**	**0**	**90**	**11**	**0**	**1**	**7**	**109**	**0**	**0**	**61**	**5**	**0**	**0**	**1**	**67**
1100 - 1115	0	0	35	1	0	1	1	**38**	0	0	31	3	0	0	1	**35**	0	0	20	1	0	0	0	**21**
1115 - 1130	0	0	23	3	0	1	1	**28**	0	0	44	6	1	0	1	**52**	0	0	20	1	1	0	2	**24**
1130 - 1145	0	0	31	1	0	0	1	**33**	0	0	41	2	0	0	1	**44**	0	1	25	1	0	0	0	**27**
1145 - 1200	0	0	31	2	0	0	1	**34**	0	0	41	2	0	0	0	**43**	0	0	29	1	0	0	0	**30**
Hourly Total	**0**	**0**	**120**	**7**	**0**	**2**	**4**	**133**	**0**	**0**	**157**	**13**	**1**	**0**	**3**	**174**	**0**	**1**	**94**	**4**	**1**	**0**	**2**	**102**
1200 - 1215	0	0	44	5	1	0	2	**52**	0	1	42	1	0	0	3	**47**	0	0	28	0	0	0	0	**28**
1215 - 1230	0	0	35	1	0	0	2	**38**	0	2	47	2	0	0	1	**52**	0	0	26	2	0	0	1	**29**
1230 - 1245	0	0	34	1	0	0	2	**37**	1	0	58	1	0	0	1	**61**	0	0	31	3	2	0	0	**36**
1245 - 1300	0	0	40	1	0	0	0	**41**	0	0	50	1	0	1	0	**52**	0	0	29	1	0	0	0	**30**
Hourly Total	**0**	**0**	**153**	**8**	**1**	**0**	**6**	**168**	**1**	**3**	**197**	**5**	**0**	**1**	**5**	**212**	**0**	**0**	**114**	**6**	**2**	**0**	**1**	**123**
1300 - 1315	0	0	39	2	1	0	1	**43**	2	0	40	2	0	0	1	**45**	0	0	21	1	0	0	0	**22**
1315 - 1330	0	0	39	2	0	0	3	**44**	0	1	49	1	1	0	0	**52**	0	0	25	0	0	0	1	**26**
1330 - 1345	0	0	41	1	1	0	2	**45**	0	0	45	0	0	0	3	**48**	0	1	31	0	0	0	0	**32**
1345 - 1400	0	1	32	1	1	0	1	**36**	0	1	34	4	0	0	2	**41**	0	0	37	1	0	0	0	**38**
Hourly Total	**0**	**1**	**151**	**6**	**3**	**0**	**7**	**168**	**2**	**2**	**168**	**7**	**1**	**0**	**6**	**186**	**0**	**1**	**114**	**2**	**0**	**0**	**1**	**118**
1400 - 1415	0	0	26	1	0	0	1	**28**	1	1	51	6	0	1	1	**61**	0	0	30	3	0	1	0	**34**
1415 - 1430	0	0	26	4	0	0	3	**33**	0	0	44	3	0	0	1	**48**	0	0	23	2	0	0	0	**25**
1430 - 1445	0	0	38	1	1	0	1	**41**	0	0	41	2	0	0	3	**46**	0	0	28	0	0	0	0	**28**
1445 - 1500	0	0	33	3	0	0	2	**38**	1	0	57	1	0	0	3	**62**	0	0	33	2	0	0	0	**35**
Hourly Total	**0**	**0**	**123**	**9**	**1**	**0**	**7**	**140**	**2**	**1**	**193**	**12**	**0**	**1**	**8**	**217**	**0**	**0**	**114**	**7**	**0**	**1**	**0**	**122**
1500 - 1515	0	0	42	2	0	0	3	**47**	0	2	49	0	0	0	1	**52**	0	0	24	2	0	0	0	**26**
1515 - 1530	1	0	37	3	1	0	4	**46**	1	0	60	1	0	0	3	**65**	0	0	24	1	0	0	1	**26**
1530 - 1545	0	0	27	3	1	0	1	**32**	2	0	65	3	0	0	1	**71**	0	1	31	0	0	0	0	**32**
1545 - 1600	0	1	49	4	1	0	3	**58**	0	2	51	2	0	0	1	**56**	0	0	28	0	0	0	0	**28**
Hourly Total	**1**	**1**	**155**	**12**	**3**	**0**	**11**	**183**	**3**	**4**	**225**	**6**	**0**	**0**	**6**	**244**	**0**	**1**	**107**	**3**	**0**	**0**	**1**	**112**
1600 - 1615	0	0	36	4	1	1	1	**43**	0	0	53	3	0	0	1	**57**	0	0	15	4	1	0	1	**21**
1615 - 1630	0	0	42	3	0	0	1	**46**	0	0	45	7	0	0	2	**54**	0	0	32	0	0	0	0	**32**
1630 - 1645	0	0	43	5	0	0	2	**50**	1	1	56	3	0	0	1	**62**	0	1	19	0	0	0	0	**20**
1645 - 1700	0	0	40	1	0	0	1	**42**	0	3	54	4	0	0	1	**62**	0	0	19	2	0	0	0	**21**
Hourly Total	**0**	**0**	**161**	**13**	**1**	**1**	**5**	**181**	**1**	**4**	**208**	**17**	**0**	**0**	**5**	**235**	**0**	**1**	**85**	**6**	**1**	**0**	**1**	**94**
1700 - 1715	0	0	51	2	0	0	1	**54**	2	1	70	5	0	0	1	**79**	0	0	11	0	0	0	0	**11**
1715 - 1730	0	1	74	3	0	0	3	**81**	0	2	90	3	0	0	3	**98**	0	0	27	0	0	0	0	**27**
1730 - 1745	0	0	51	2	1	0	0	**54**	0	1	68	4	0	0	2	**75**	0	0	25	0	0	0	0	**25**
1745 - 1800	0	1	50	3	0	0	1	**55**	0	0	65	3	0	0	2	**70**	0	1	28	0	0	0	0	**29**
Hourly Total	**0**	**2**	**226**	**10**	**1**	**0**	**5**	**244**	**2**	**4**	**293**	**15**	**0**	**0**	**8**	**322**	**0**	**1**	**91**	**0**	**0**	**0**	**0**	**92**
1800 - 1815	0	0	30	3	0	1	1	**35**	0	1	53	1	0	0	1	**56**	0	0	19	0	0	0	0	**19**
1815 - 1830	1	1	31	1	0	0	0	**34**	0	0	44	3	0	0	1	**48**	0	0	5	0	0	0	0	**5**
1830 - 1845	0	0	19	2	0	0	1	**22**	3	1	47	0	0	0	1	**52**	0	0	7	0	0	0	0	**7**
1845 - 1900	0	1	19	0	0	0	0	**20**	0	0	45	0	0	0	0	**45**	0	0	4	0	0	0	0	**4**
Hourly Total	**1**	**2**	**99**	**6**	**0**	**1**	**2**	**111**	**3**	**2**	**189**	**4**	**0**	**0**	**3**	**201**	**0**	**0**	**35**	**0**	**0**	**0**	**0**	**35**
TOTAL	**3**	**10**	**1588**	**116**	**25**	**8**	**65**	**1815**	**15**	**22**	**2004**	**127**	**2**	**3**	**67**	**2240**	**0**	**5**	**905**	**43**	**8**	**1**	**8**	**970**

Banbury - Manual Traffic Survey, Thursday 6th October 2011

Junction: (32) Southam Road / Castle Street / North Bar Street / Warwick Road

Approach: North Bar Street

	Left to Warwick Road								Ahead to Southam Road								Right to Castle Street							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	18	6	0	0	0	**24**	1	0	54	7	1	3	1	**67**	0	0	8	2	1	0	0	**11**
0715 - 0730	2	1	15	4	0	0	1	**23**	0	0	72	14	2	2	0	**90**	2	1	10	3	0	0	0	**16**
0730 - 0745	1	0	16	4	0	0	3	**24**	0	0	65	11	2	3	0	**81**	1	0	10	3	0	1	0	**15**
0745 - 0800	1	0	39	5	1	0	0	**46**	0	0	99	15	1	2	1	**118**	0	0	15	2	0	0	0	**17**
Hourly Total	**4**	**1**	**88**	**19**	**1**	**0**	**4**	**117**	**1**	**0**	**290**	**47**	**6**	**10**	**2**	**356**	**3**	**1**	**43**	**10**	**1**	**1**	**0**	**59**
0800 - 0815	0	1	27	12	0	0	0	**40**	0	0	101	18	5	5	0	**129**	0	0	14	1	0	1	0	**16**
0815 - 0830	2	0	28	10	3	1	0	**44**	0	2	104	12	2	2	0	**122**	1	0	27	1	0	0	0	**29**
0830 - 0845	0	0	36	9	0	0	1	**46**	2	0	76	14	1	5	1	**99**	0	0	37	0	0	0	0	**37**
0845 - 0900	2	1	30	2	0	0	0	**35**	0	1	88	17	3	4	0	**113**	0	0	28	2	2	0	1	**33**
Hourly Total	**4**	**2**	**121**	**33**	**3**	**1**	**1**	**165**	**2**	**3**	**369**	**61**	**11**	**16**	**1**	**463**	**1**	**0**	**106**	**4**	**2**	**1**	**1**	**115**
0900 - 0915	1	1	35	4	2	0	1	**44**	0	1	89	23	4	5	0	**122**	1	0	39	1	0	2	2	**45**
0915 - 0930	2	0	28	5	0	0	1	**36**	0	0	67	16	3	6	0	**92**	0	0	46	5	1	0	1	**53**
0930 - 0945	1	0	31	2	1	0	0	**35**	0	0	54	16	3	4	1	**78**	0	0	35	1	0	0	0	**36**
0945 - 1000	0	0	43	4	3	0	2	**52**	0	0	71	11	4	9	0	**95**	0	0	37	0	0	1	0	**38**
Hourly Total	**4**	**1**	**137**	**15**	**6**	**0**	**4**	**167**	**0**	**1**	**281**	**66**	**14**	**24**	**1**	**387**	**1**	**0**	**157**	**7**	**1**	**3**	**3**	**172**
1000 - 1015	0	0	28	5	1	0	0	**34**	0	0	74	17	5	3	0	**99**	0	0	34	1	0	1	0	**36**
1015 - 1030	0	0	42	2	1	0	0	**45**	0	0	87	20	4	4	0	**115**	0	0	38	1	1	0	0	**40**
1030 - 1045	0	2	33	5	1	0	0	**41**	0	4	95	15	6	6	0	**126**	0	0	40	1	2	0	0	**43**
1045 - 1100	0	0	38	6	1	0	0	**45**	0	0	103	11	3	3	1	**121**	0	0	36	3	0	0	0	**39**
Hourly Total	**0**	**2**	**141**	**18**	**4**	**0**	**0**	**165**	**0**	**4**	**359**	**63**	**18**	**16**	**1**	**461**	**0**	**0**	**148**	**6**	**3**	**1**	**0**	**158**
1100 - 1115	0	1	43	7	0	0	1	**52**	0	0	73	19	3	7	0	**102**	0	2	34	1	0	0	0	**37**
1115 - 1130	0	0	33	4	1	0	0	**38**	0	0	89	19	3	7	1	**119**	0	0	39	3	0	0	0	**42**
1130 - 1145	0	0	50	7	2	0	0	**59**	0	0	77	21	4	3	0	**105**	0	0	43	1	0	1	0	**45**
1145 - 1200	0	0	44	6	1	0	1	**52**	0	0	73	16	3	4	0	**96**	1	0	33	2	0	0	0	**36**
Hourly Total	**0**	**1**	**170**	**24**	**4**	**0**	**2**	**201**	**0**	**0**	**312**	**75**	**13**	**21**	**1**	**422**	**1**	**2**	**149**	**7**	**0**	**1**	**0**	**160**
1200 - 1215	0	1	51	5	1	0	0	**58**	0	0	80	20	6	6	0	**112**	0	0	36	2	0	0	0	**38**
1215 - 1230	0	0	58	3	0	0	0	**61**	0	1	87	19	4	7	0	**118**	0	0	28	3	1	1	0	**33**
1230 - 1245	0	0	44	2	1	0	0	**47**	0	2	74	8	3	3	0	**90**	0	0	42	3	0	0	0	**45**
1245 - 1300	1	0	40	1	0	0	0	**42**	0	0	90	17	5	6	1	**119**	0	1	35	0	0	0	0	**36**
Hourly Total	**1**	**1**	**193**	**11**	**2**	**0**	**0**	**208**	**0**	**3**	**331**	**64**	**18**	**22**	**1**	**439**	**0**	**1**	**141**	**8**	**1**	**1**	**0**	**152**
1300 - 1315	0	0	31	4	0	0	0	**35**	0	0	93	18	8	11	1	**131**	0	0	44	5	1	0	0	**50**
1315 - 1330	1	0	47	4	0	0	0	**52**	0	0	99	18	6	11	0	**134**	0	0	37	2	0	0	0	**39**
1330 - 1345	0	0	49	5	2	0	0	**56**	0	0	100	21	3	8	0	**132**	1	2	47	3	1	0	1	**55**
1345 - 1400	1	0	34	6	1	0	2	**44**	0	1	71	18	3	6	1	**100**	0	0	28	3	0	0	0	**31**
Hourly Total	**2**	**0**	**161**	**19**	**3**	**0**	**2**	**187**	**0**	**1**	**363**	**75**	**20**	**36**	**2**	**497**	**1**	**2**	**156**	**13**	**2**	**0**	**1**	**175**
1400 - 1415	1	0	48	9	1	0	4	**63**	0	0	91	15	2	11	0	**119**	2	0	24	1	0	0	0	**27**
1415 - 1430	0	0	35	8	0	0	0	**43**	0	0	106	15	5	11	0	**137**	1	0	29	1	1	0	0	**32**
1430 - 1445	1	0	53	5	1	0	0	**60**	0	0	93	21	5	12	1	**132**	0	0	25	3	0	0	0	**28**
1445 - 1500	0	0	58	7	1	0	0	**66**	0	1	81	13	4	10	0	**109**	0	0	26	1	0	0	1	**28**
Hourly Total	**2**	**0**	**194**	**29**	**3**	**0**	**4**	**232**	**0**	**1**	**371**	**64**	**16**	**44**	**1**	**497**	**3**	**0**	**104**	**6**	**1**	**0**	**1**	**115**
1500 - 1515	1	0	49	7	0	0	2	**59**	1	1	98	25	2	6	0	**133**	0	0	27	1	0	0	0	**28**
1515 - 1530	1	0	43	7	0	0	1	**52**	0	1	98	26	4	5	0	**134**	0	0	40	0	0	0	0	**40**
1530 - 1545	0	0	79	5	0	0	0	**84**	0	3	87	25	5	7	2	**129**	1	0	28	1	0	0	0	**30**
1545 - 1600	0	0	53	5	0	0	1	**59**	0	0	93	15	5	5	1	**119**	0	0	33	1	0	0	1	**35**
Hourly Total	**2**	**0**	**224**	**24**	**0**	**0**	**4**	**254**	**1**	**5**	**376**	**91**	**16**	**23**	**3**	**515**	**1**	**0**	**128**	**3**	**0**	**0**	**1**	**133**
1600 - 1615	1	0	56	8	0	0	1	**66**	0	1	102	15	6	1	0	**125**	0	0	30	5	0	0	0	**35**
1615 - 1630	0	0	45	6	1	0	0	**52**	0	0	104	14	3	6	1	**128**	0	0	22	5	0	0	0	**27**
1630 - 1645	1	0	55	8	0	0	0	**64**	0	1	103	12	4	7	0	**127**	0	0	30	4	1	0	0	**35**
1645 - 1700	1	0	50	11	2	1	0	**65**	0	0	102	13	4	10	0	**129**	0	0	25	3	0	1	0	**29**
Hourly Total	**3**	**0**	**206**	**33**	**3**	**1**	**1**	**247**	**0**	**2**	**411**	**54**	**17**	**24**	**1**	**509**	**0**	**0**	**107**	**17**	**1**	**1**	**0**	**126**
1700 - 1715	0	0	60	6	0	1	0	**67**	0	0	105	14	2	5	2	**128**	0	0	33	4	0	0	0	**37**
1715 - 1730	0	1	65	9	0	0	0	**75**	0	0	88	13	4	5	0	**110**	0	0	30	2	0	0	0	**32**
1730 - 1745	0	0	76	5	0	0	0	**81**	0	1	107	10	0	4	0	**122**	0	1	34	3	2	0	0	**40**
1745 - 1800	0	0	60	10	0	0	0	**70**	0	1	92	11	2	7	0	**113**	0	0	27	2	0	0	0	**29**
Hourly Total	**0**	**1**	**261**	**30**	**0**	**1**	**0**	**293**	**0**	**2**	**392**	**48**	**8**	**21**	**2**	**473**	**0**	**1**	**124**	**11**	**2**	**0**	**0**	**138**
1800 - 1815	0	1	68	3	0	0	0	**72**	0	0	116	16	1	7	1	**141**	0	0	23	0	0	0	0	**23**
1815 - 1830	0	0	73	2	0	0	0	**75**	0	1	116	15	1	8	0	**141**	0	1	29	0	0	0	0	**30**
1830 - 1845	2	1	64	4	0	0	1	**72**	0	0	98	16	2	2	0	**118**	0	0	17	0	0	0	0	**17**
1845 - 1900	0	0	74	1	0	0	0	**75**	0	0	99	11	0	2	0	**112**	1	0	10	0	0	0	0	**11**
Hourly Total	**2**	**2**	**279**	**10**	**0**	**0**	**1**	**294**	**0**	**1**	**429**	**58**	**4**	**19**	**1**	**512**	**1**	**1**	**79**	**0**	**0**	**0**	**0**	**81**
TOTAL	**24**	**11**	**2175**	**265**	**29**	**3**	**23**	**2530**	**4**	**23**	**4284**	**766**	**161**	**276**	**17**	**5531**	**12**	**8**	**1442**	**92**	**14**	**9**	**7**	**1584**

Banbury - Manual Traffic Survey, Thursday 6th October 2011

Junction: (32) Southam Road / Castle Street / North Bar Street / Warwick Road

Approach: Warwick Road

	Left to Southam Road								Ahead to Castle Street								Right to North Bar Street							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	4	5	0	0	0	**9**	1	0	25	4	1	0	1	**32**	0	0	26	6	0	0	2	**34**
0715 - 0730	1	0	5	2	0	0	0	**8**	1	1	39	4	0	0	0	**45**	0	1	37	2	0	1	1	**42**
0730 - 0745	0	0	5	2	0	0	0	**7**	1	0	40	9	0	0	0	**50**	0	0	44	8	0	0	0	**52**
0745 - 0800	1	0	3	0	0	0	0	**4**	2	0	43	4	0	0	0	**49**	0	3	55	9	0	0	1	**68**
Hourly Total	**2**	**0**	**17**	**9**	**0**	**0**	**0**	**28**	**5**	**1**	**147**	**21**	**1**	**0**	**1**	**176**	**0**	**4**	**162**	**25**	**0**	**1**	**4**	**196**
0800 - 0815	0	1	7	0	0	0	0	**8**	1	2	34	1	0	0	0	**38**	0	0	73	4	0	0	2	**79**
0815 - 0830	2	0	7	2	0	0	0	**11**	1	0	55	2	0	0	0	**58**	0	1	89	10	0	0	4	**104**
0830 - 0845	0	0	7	0	0	0	0	**7**	0	1	68	6	0	0	0	**75**	0	0	79	4	0	0	2	**85**
0845 - 0900	0	1	8	0	0	0	0	**9**	0	1	67	1	0	0	1	**70**	1	0	66	7	0	0	2	**76**
Hourly Total	**2**	**2**	**29**	**2**	**0**	**0**	**0**	**35**	**2**	**4**	**224**	**10**	**0**	**0**	**1**	**241**	**1**	**1**	**307**	**25**	**0**	**0**	**10**	**344**
0900 - 0915	1	0	4	0	0	0	0	**5**	2	0	56	1	0	1	0	**60**	0	0	62	3	0	0	3	**68**
0915 - 0930	0	0	3	1	1	0	0	**5**	0	0	54	0	1	0	1	**56**	0	0	42	5	2	0	1	**50**
0930 - 0945	0	0	6	1	0	0	0	**7**	2	0	48	1	2	0	0	**53**	0	0	51	5	0	0	1	**57**
0945 - 1000	0	0	9	0	0	0	0	**9**	1	0	40	5	1	0	0	**47**	0	0	42	2	0	1	2	**47**
Hourly Total	**1**	**0**	**22**	**2**	**1**	**0**	**0**	**26**	**5**	**0**	**198**	**7**	**4**	**1**	**1**	**216**	**0**	**0**	**197**	**15**	**2**	**1**	**7**	**222**
1000 - 1015	0	0	2	0	0	0	0	**2**	4	0	42	0	1	0	1	**48**	0	0	48	7	0	1	0	**56**
1015 - 1030	0	0	2	0	0	0	0	**2**	0	2	56	1	0	0	0	**59**	0	0	42	3	0	0	0	**45**
1030 - 1045	0	0	3	1	0	0	0	**4**	0	0	44	3	0	0	1	**48**	0	2	38	7	2	0	0	**49**
1045 - 1100	1	0	2	0	0	0	0	**3**	0	0	49	1	0	0	1	**51**	0	0	48	8	0	0	1	**57**
Hourly Total	**1**	**0**	**9**	**1**	**0**	**0**	**0**	**11**	**4**	**2**	**191**	**5**	**1**	**0**	**3**	**206**	**0**	**2**	**176**	**25**	**2**	**1**	**1**	**207**
1100 - 1115	0	0	6	1	0	0	0	**7**	0	0	64	3	0	0	0	**67**	0	0	51	4	0	0	1	**56**
1115 - 1130	0	0	8	0	0	0	0	**8**	0	0	39	3	0	0	0	**42**	0	0	30	3	1	1	2	**37**
1130 - 1145	0	0	6	1	0	0	0	**7**	0	0	41	1	0	0	0	**42**	0	2	33	5	1	0	0	**41**
1145 - 1200	1	0	7	2	0	0	0	**10**	3	0	40	2	1	0	0	**46**	0	0	43	4	0	0	1	**48**
Hourly Total	**1**	**0**	**27**	**4**	**0**	**0**	**0**	**32**	**3**	**0**	**184**	**9**	**1**	**0**	**0**	**197**	**0**	**2**	**157**	**16**	**2**	**1**	**4**	**182**
1200 - 1215	2	0	7	2	0	0	0	**11**	1	0	42	3	1	0	0	**47**	2	0	43	3	1	0	1	**50**
1215 - 1230	0	0	12	2	0	0	0	**14**	1	0	42	4	0	0	0	**47**	0	0	35	6	0	1	0	**42**
1230 - 1245	0	0	5	4	0	0	0	**9**	2	0	50	2	0	0	0	**54**	0	0	39	4	1	0	1	**45**
1245 - 1300	0	0	11	1	0	0	0	**12**	1	0	47	7	0	0	0	**55**	1	0	49	0	1	0	1	**52**
Hourly Total	**2**	**0**	**35**	**9**	**0**	**0**	**0**	**46**	**5**	**0**	**181**	**16**	**1**	**0**	**0**	**203**	**3**	**0**	**166**	**13**	**3**	**1**	**3**	**189**
1300 - 1315	0	0	6	0	0	0	0	**6**	1	0	36	2	0	0	0	**39**	0	0	41	4	0	0	1	**46**
1315 - 1330	0	0	6	2	0	0	0	**8**	0	2	41	4	2	0	1	**50**	0	1	44	5	1	0	1	**52**
1330 - 1345	0	0	4	0	1	0	0	**5**	1	1	48	4	0	0	0	**54**	0	0	37	4	1	0	1	**43**
1345 - 1400	1	0	7	0	1	0	0	**9**	1	0	41	2	0	0	1	**45**	0	1	45	7	0	0	2	**55**
Hourly Total	**1**	**0**	**23**	**2**	**2**	**0**	**0**	**28**	**3**	**3**	**166**	**12**	**2**	**0**	**2**	**188**	**0**	**2**	**167**	**20**	**2**	**0**	**5**	**196**
1400 - 1415	2	0	11	1	0	0	0	**14**	0	0	30	9	0	0	0	**39**	0	2	48	4	0	0	2	**56**
1415 - 1430	1	0	7	1	0	0	0	**9**	2	0	28	4	1	0	0	**35**	0	0	38	7	0	0	4	**49**
1430 - 1445	0	0	8	1	0	0	0	**9**	0	0	34	2	0	0	0	**36**	0	2	47	7	2	0	0	**58**
1445 - 1500	0	0	7	1	0	0	0	**8**	0	0	36	1	0	0	0	**37**	1	2	57	6	0	0	1	**67**
Hourly Total	**3**	**0**	**33**	**4**	**0**	**0**	**0**	**40**	**2**	**0**	**128**	**16**	**1**	**0**	**0**	**147**	**1**	**6**	**190**	**24**	**2**	**0**	**7**	**230**
1500 - 1515	0	0	4	0	0	0	0	**4**	0	0	50	1	1	0	0	**52**	0	0	47	6	1	3	1	**58**
1515 - 1530	0	0	3	3	0	0	0	**6**	1	1	39	1	0	0	1	**43**	0	1	58	3	0	0	1	**63**
1530 - 1545	1	0	6	1	0	0	0	**8**	2	1	39	4	0	0	0	**46**	0	0	47	1	1	0	0	**49**
1545 - 1600	0	0	4	1	0	0	0	**5**	1	0	50	1	0	0	0	**52**	0	0	40	5	0	1	1	**47**
Hourly Total	**1**	**0**	**17**	**5**	**0**	**0**	**0**	**23**	**4**	**2**	**178**	**7**	**1**	**0**	**1**	**193**	**0**	**1**	**192**	**15**	**2**	**4**	**3**	**217**
1600 - 1615	0	0	7	3	1	0	1	**12**	2	0	50	4	0	0	1	**57**	0	0	55	12	1	0	1	**69**
1615 - 1630	0	0	5	0	0	0	0	**5**	1	3	39	6	0	0	1	**50**	0	0	62	8	0	0	2	**72**
1630 - 1645	0	0	6	0	0	0	0	**6**	0	1	40	7	0	0	0	**48**	0	0	47	5	0	0	0	**52**
1645 - 1700	0	0	9	4	0	0	0	**13**	2	0	40	6	0	0	0	**48**	1	1	55	7	0	0	1	**65**
Hourly Total	**0**	**0**	**27**	**7**	**1**	**0**	**1**	**36**	**5**	**4**	**169**	**23**	**0**	**0**	**2**	**203**	**1**	**1**	**219**	**32**	**1**	**0**	**4**	**258**
1700 - 1715	0	0	12	0	0	0	0	**12**	2	0	52	5	0	0	1	**60**	1	0	66	1	0	0	2	**70**
1715 - 1730	0	0	6	0	0	0	0	**6**	3	0	39	3	0	0	0	**45**	0	0	53	0	1	0	2	**56**
1730 - 1745	1	0	7	0	0	0	0	**8**	1	0	38	2	0	0	0	**41**	0	0	62	3	0	0	1	**66**
1745 - 1800	0	0	9	1	0	0	0	**10**	0	0	46	2	0	0	1	**49**	0	1	55	3	0	0	1	**60**
Hourly Total	**1**	**0**	**34**	**1**	**0**	**0**	**0**	**36**	**6**	**0**	**175**	**12**	**0**	**0**	**2**	**195**	**1**	**1**	**236**	**7**	**1**	**0**	**6**	**252**
1800 - 1815	0	0	8	1	0	0	0	**9**	1	0	39	4	0	0	0	**44**	0	0	58	5	0	0	1	**64**
1815 - 1830	0	0	7	0	0	0	0	**7**	0	0	48	2	0	0	0	**50**	1	0	45	3	0	0	1	**50**
1830 - 1845	0	0	6	0	0	0	0	**6**	0	0	38	1	0	0	0	**39**	0	0	54	2	0	0	0	**56**
1845 - 1900	0	0	4	3	0	0	0	**7**	0	0	28	0	0	0	0	**28**	0	1	55	4	0	0	0	**60**
Hourly Total	**0**	**0**	**25**	**4**	**0**	**0**	**0**	**29**	**1**	**0**	**153**	**7**	**0**	**0**	**0**	**161**	**1**	**1**	**212**	**14**	**0**	**0**	**2**	**230**
TOTAL	**15**	**2**	**298**	**50**	**4**	**0**	**1**	**370**	**45**	**16**	**2094**	**145**	**12**	**1**	**13**	**2326**	**8**	**21**	**2381**	**231**	**17**	**9**	**56**	**2723**

Banbury - Manual Traffic Survey, Thursday 6th October 2011

Junction: (8) A423 Southam Road / A422 Hennef Way / A361 Southam Road / A422 Ruscote Avenue

Approach: A423 Southam Road

	Left to A422 Hennef Way								Ahead to A361 Southam Road								Right to A422 Ruscote Avenue							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	78	12	1	2	0	**93**	0	1	21	1	0	0	0	**23**	0	0	35	4	0	0	0	**39**
0715 - 0730	0	0	67	8	0	3	0	**78**	0	0	17	2	0	0	0	**19**	0	0	46	4	0	0	1	**51**
0730 - 0745	2	3	76	8	1	5	1	**96**	0	0	21	6	0	0	0	**27**	0	0	34	9	0	0	0	**43**
0745 - 0800	4	0	111	10	4	4	0	**133**	0	0	30	6	1	0	0	**37**	0	0	55	16	1	0	0	**72**
Hourly Total	**6**	**3**	**332**	**38**	**6**	**14**	**1**	**400**	**0**	**1**	**89**	**15**	**1**	**0**	**0**	**106**	**0**	**0**	**170**	**33**	**1**	**0**	**1**	**205**
0800 - 0815	2	0	122	14	2	1	1	**142**	0	1	51	6	0	0	0	**58**	0	1	48	5	4	2	0	**60**
0815 - 0830	2	0	141	16	1	2	1	**163**	0	0	35	3	1	0	0	**39**	0	0	78	8	4	1	0	**91**
0830 - 0845	0	0	112	12	1	6	2	**133**	0	0	29	6	1	0	1	**37**	0	0	66	10	0	1	2	**79**
0845 - 0900	2	0	112	10	4	2	1	**131**	0	0	22	7	0	0	0	**29**	0	0	48	4	0	0	0	**52**
Hourly Total	**6**	**0**	**487**	**52**	**8**	**11**	**5**	**569**	**0**	**1**	**137**	**22**	**2**	**0**	**1**	**163**	**0**	**1**	**240**	**27**	**8**	**4**	**2**	**282**
0900 - 0915	2	0	79	18	4	1	0	**104**	0	0	27	4	2	0	0	**33**	0	0	50	6	2	0	0	**58**
0915 - 0930	2	0	67	13	3	4	0	**89**	0	0	22	8	0	0	0	**30**	0	0	48	8	3	0	1	**60**
0930 - 0945	1	0	54	9	3	2	0	**69**	0	0	17	2	1	0	0	**20**	0	0	36	4	1	0	0	**41**
0945 - 1000	1	0	47	10	6	4	0	**68**	0	0	25	2	0	0	0	**27**	0	1	47	2	1	2	0	**53**
Hourly Total	**6**	**0**	**247**	**50**	**16**	**11**	**0**	**330**	**0**	**0**	**91**	**16**	**3**	**0**	**0**	**110**	**0**	**1**	**181**	**20**	**7**	**2**	**1**	**212**
1000 - 1015	0	0	55	9	4	4	1	**73**	0	0	24	6	1	0	0	**31**	0	0	31	6	0	0	0	**37**
1015 - 1030	1	1	54	11	2	0	1	**70**	0	0	20	5	0	1	1	**27**	0	0	27	7	0	1	1	**36**
1030 - 1045	0	0	34	5	5	5	0	**49**	0	0	22	3	0	0	0	**25**	0	0	32	3	2	0	0	**37**
1045 - 1100	0	0	40	7	4	9	2	**62**	0	0	24	2	0	0	0	**26**	0	0	39	2	1	2	0	**44**
Hourly Total	**1**	**1**	**183**	**32**	**15**	**18**	**4**	**254**	**0**	**0**	**90**	**16**	**1**	**1**	**1**	**109**	**0**	**0**	**129**	**18**	**3**	**3**	**1**	**154**
1100 - 1115	0	0	44	17	6	4	1	**72**	0	0	41	8	0	0	0	**49**	0	0	30	9	0	1	0	**40**
1115 - 1130	2	1	46	12	6	4	0	**71**	0	0	32	1	0	0	0	**33**	0	1	35	10	0	1	0	**47**
1130 - 1145	0	1	50	13	6	6	1	**77**	0	0	23	4	0	0	0	**27**	0	0	34	7	1	0	0	**42**
1145 - 1200	0	0	52	11	3	1	0	**67**	0	0	19	5	0	0	0	**24**	0	2	65	2	0	0	0	**69**
Hourly Total	**2**	**2**	**192**	**53**	**21**	**15**	**2**	**287**	**0**	**0**	**115**	**18**	**0**	**0**	**0**	**133**	**0**	**3**	**164**	**28**	**1**	**2**	**0**	**198**
1200 - 1215	1	0	54	10	3	5	1	**74**	0	0	16	2	0	0	1	**19**	0	0	48	2	0	0	0	**50**
1215 - 1230	1	1	59	11	2	4	1	**79**	0	0	15	2	0	0	0	**17**	0	0	45	2	0	0	0	**47**
1230 - 1245	0	1	50	12	5	7	1	**76**	0	0	12	7	0	1	1	**21**	0	1	61	3	0	0	0	**65**
1245 - 1300	0	1	54	14	5	4	0	**78**	0	0	14	7	0	0	0	**21**	0	2	60	1	1	0	0	**64**
Hourly Total	**2**	**3**	**217**	**47**	**15**	**20**	**3**	**307**	**0**	**0**	**57**	**18**	**0**	**1**	**2**	**78**	**0**	**3**	**214**	**8**	**1**	**0**	**0**	**226**
1300 - 1315	0	1	48	11	5	3	1	**69**	0	0	10	6	2	0	0	**18**	0	0	66	2	2	0	0	**70**
1315 - 1330	1	0	48	19	5	3	1	**77**	0	0	13	1	0	0	0	**14**	0	0	65	1	0	0	0	**66**
1330 - 1345	1	2	47	8	4	3	0	**65**	0	0	11	5	0	0	0	**16**	0	0	42	3	1	2	0	**48**
1345 - 1400	1	0	55	6	1	4	0	**67**	0	0	16	3	0	0	0	**19**	0	0	39	3	2	1	0	**45**
Hourly Total	**3**	**3**	**198**	**44**	**15**	**13**	**2**	**278**	**0**	**0**	**50**	**15**	**2**	**0**	**0**	**67**	**0**	**0**	**212**	**9**	**5**	**3**	**0**	**229**
1400 - 1415	2	0	50	16	2	4	1	**75**	0	2	18	3	0	0	0	**23**	0	0	61	5	0	0	0	**66**
1415 - 1430	0	0	34	11	4	4	0	**53**	0	0	23	4	0	2	0	**29**	0	0	57	2	0	0	0	**59**
1430 - 1445	3	0	51	12	3	2	1	**72**	0	0	30	7	0	0	0	**37**	0	0	59	2	0	0	0	**61**
1445 - 1500	0	0	55	9	1	2	0	**67**	0	0	22	7	0	0	0	**29**	0	0	40	2	1	0	0	**43**
Hourly Total	**5**	**0**	**190**	**48**	**10**	**12**	**2**	**267**	**0**	**2**	**93**	**21**	**0**	**2**	**0**	**118**	**0**	**0**	**217**	**11**	**1**	**0**	**0**	**229**
1500 - 1515	2	0	66	17	5	3	1	**94**	0	1	21	4	0	0	0	**26**	0	1	50	4	1	2	2	**60**
1515 - 1530	0	0	56	9	2	1	0	**68**	0	0	20	3	0	0	0	**23**	0	0	40	3	0	0	1	**44**
1530 - 1545	1	1	57	15	6	1	0	**81**	0	0	15	4	0	0	0	**19**	0	0	45	5	2	1	1	**54**
1545 - 1600	0	0	55	10	5	2	0	**72**	0	0	12	8	2	0	0	**22**	0	0	49	5	1	0	0	**55**
Hourly Total	**3**	**1**	**234**	**51**	**18**	**7**	**1**	**315**	**0**	**1**	**68**	**19**	**2**	**0**	**0**	**90**	**0**	**1**	**184**	**17**	**4**	**3**	**4**	**213**
1600 - 1615	0	0	55	15	0	4	1	**75**	0	0	16	8	1	0	0	**25**	0	2	61	5	0	0	0	**68**
1615 - 1630	0	0	48	12	4	1	1	**66**	1	0	14	4	0	0	0	**19**	0	0	47	3	1	0	1	**52**
1630 - 1645	0	0	89	10	2	1	0	**102**	0	0	16	6	1	0	0	**23**	0	0	63	7	0	0	0	**70**
1645 - 1700	1	0	78	18	1	0	0	**98**	1	0	12	5	2	1	0	**21**	0	0	69	4	0	1	0	**74**
Hourly Total	**1**	**0**	**270**	**55**	**7**	**6**	**2**	**341**	**2**	**0**	**58**	**23**	**4**	**1**	**0**	**88**	**0**	**2**	**240**	**19**	**1**	**1**	**1**	**264**
1700 - 1715	0	2	112	15	2	2	1	**134**	0	0	10	3	3	0	0	**16**	0	1	64	5	0	2	0	**72**
1715 - 1730	1	0	89	9	1	0	0	**100**	0	0	20	4	0	0	1	**25**	0	1	55	6	0	1	0	**63**
1730 - 1745	1	1	93	7	3	4	0	**109**	2	0	23	1	0	0	0	**26**	0	1	62	1	0	0	0	**64**
1745 - 1800	0	1	83	4	2	1	0	**91**	0	0	17	1	0	0	0	**18**	0	0	56	1	0	1	0	**58**
Hourly Total	**2**	**4**	**377**	**35**	**8**	**7**	**1**	**434**	**2**	**0**	**70**	**9**	**3**	**0**	**1**	**85**	**0**	**3**	**237**	**13**	**0**	**4**	**0**	**257**
1800 - 1815	0	1	61	2	1	1	0	**66**	0	0	10	3	0	1	0	**14**	0	0	57	2	0	1	0	**60**
1815 - 1830	1	1	43	4	0	2	2	**53**	0	0	5	1	0	0	0	**6**	0	1	53	1	0	1	0	**56**
1830 - 1845	1	0	52	6	0	0	0	**59**	0	0	9	2	0	0	0	**11**	0	1	56	1	0	0	0	**58**
1845 - 1900	0	0	49	5	0	1	0	**55**	0	0	7	0	0	0	0	**7**	0	0	60	0	1	0	0	**61**
Hourly Total	**2**	**2**	**205**	**17**	**1**	**4**	**2**	**233**	**0**	**0**	**31**	**6**	**0**	**1**	**0**	**38**	**0**	**2**	**226**	**4**	**1**	**2**	**0**	**235**
TOTAL	**39**	**19**	**3132**	**522**	**140**	**138**	**25**	**4015**	**4**	**5**	**949**	**198**	**18**	**6**	**5**	**1185**	**0**	**16**	**2414**	**207**	**33**	**24**	**10**	**2704**

Banbury - Manual Traffic Survey, Thursday 6th October 2011

Junction: (8) A423 Southam Road / A422 Hennef Way / A361 Southam Road / A422 Ruscote Avenue

Approach: A422 Hennef Way

	Left to A361 Southam Road								Ahead to A422 Ruscote Avenue								Right to A423 Southam Road							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	1	0	23	7	2	3	0	**36**	0	0	60	11	6	6	0	**83**	0	0	34	8	1	4	0	**47**
0715 - 0730	0	1	24	4	2	2	1	**34**	0	0	69	16	2	3	2	**92**	0	0	50	22	1	1	0	**74**
0730 - 0745	0	2	27	11	3	2	2	**47**	0	0	85	16	6	1	1	**109**	0	0	68	26	2	4	0	**100**
0745 - 0800	0	0	31	15	0	4	0	**50**	0	0	118	32	4	1	0	**155**	0	0	88	24	1	1	2	**116**
Hourly Total	**1**	**3**	**105**	**37**	**7**	**11**	**3**	**167**	**0**	**0**	**332**	**75**	**18**	**11**	**3**	**439**	**0**	**0**	**240**	**80**	**5**	**10**	**2**	**337**
0800 - 0815	0	0	61	10	7	2	0	**80**	0	2	127	26	2	3	0	**160**	0	0	101	17	2	4	0	**124**
0815 - 0830	0	1	49	14	1	1	0	**66**	0	0	128	26	1	7	2	**164**	1	1	111	13	0	1	2	**129**
0830 - 0845	0	1	65	9	3	2	0	**80**	0	0	89	24	4	8	0	**125**	0	0	98	11	1	2	0	**112**
0845 - 0900	0	1	49	7	5	1	0	**63**	0	0	128	21	0	5	0	**154**	0	0	100	17	2	2	0	**121**
Hourly Total	**0**	**3**	**224**	**40**	**16**	**6**	**0**	**289**	**0**	**2**	**472**	**97**	**7**	**23**	**2**	**603**	**1**	**1**	**410**	**58**	**5**	**9**	**2**	**486**
0900 - 0915	0	0	40	6	4	4	0	**54**	0	0	104	11	4	2	0	**121**	0	0	74	14	1	2	1	**92**
0915 - 0930	0	0	45	13	4	2	0	**64**	0	0	104	11	3	4	1	**123**	0	0	63	11	4	2	1	**81**
0930 - 0945	0	0	36	15	4	3	0	**58**	0	0	67	11	3	5	0	**86**	0	0	49	12	1	4	0	**66**
0945 - 1000	0	1	41	11	1	2	0	**56**	0	1	76	10	6	2	0	**95**	0	0	39	10	3	8	0	**60**
Hourly Total	**0**	**1**	**162**	**45**	**13**	**11**	**0**	**232**	**0**	**1**	**351**	**43**	**16**	**13**	**1**	**425**	**0**	**0**	**225**	**47**	**9**	**16**	**2**	**299**
1000 - 1015	0	0	38	8	1	3	0	**50**	0	0	78	18	1	2	0	**99**	0	0	45	16	3	6	0	**70**
1015 - 1030	0	0	36	11	5	1	0	**53**	0	1	90	20	4	4	0	**119**	0	0	32	9	4	7	0	**52**
1030 - 1045	0	0	46	11	0	0	1	**58**	0	3	73	16	5	2	0	**99**	0	0	59	16	0	2	0	**77**
1045 - 1100	0	2	37	9	3	3	0	**54**	0	0	83	18	3	5	0	**109**	0	0	40	10	3	4	1	**58**
Hourly Total	**0**	**2**	**157**	**39**	**9**	**7**	**1**	**215**	**0**	**4**	**324**	**72**	**13**	**13**	**0**	**426**	**0**	**0**	**176**	**51**	**10**	**19**	**1**	**257**
1100 - 1115	0	0	39	10	4	0	1	**54**	0	2	82	22	2	3	0	**111**	0	0	51	10	3	6	3	**73**
1115 - 1130	0	0	39	9	2	1	0	**51**	0	2	86	12	7	6	0	**113**	0	0	33	21	2	2	0	**58**
1130 - 1145	0	0	41	9	1	1	1	**53**	0	0	90	19	3	7	1	**120**	0	0	50	11	3	2	0	**66**
1145 - 1200	0	1	36	7	4	2	0	**50**	0	1	102	22	3	2	1	**131**	0	0	51	8	2	7	1	**69**
Hourly Total	**0**	**1**	**155**	**35**	**11**	**4**	**2**	**208**	**0**	**5**	**360**	**75**	**15**	**18**	**2**	**475**	**0**	**0**	**185**	**50**	**10**	**17**	**4**	**266**
1200 - 1215	0	1	38	9	3	4	0	**55**	0	1	106	12	3	4	1	**127**	0	1	51	15	3	6	0	**76**
1215 - 1230	0	0	40	13	3	1	0	**57**	0	0	92	18	2	6	1	**119**	0	0	40	13	4	3	0	**60**
1230 - 1245	0	1	38	11	2	3	0	**55**	0	5	122	16	1	7	0	**151**	0	0	48	16	6	3	0	**73**
1245 - 1300	0	0	33	12	5	2	0	**52**	0	3	118	15	7	3	1	**147**	0	0	48	21	1	4	1	**75**
Hourly Total	**0**	**2**	**149**	**45**	**13**	**10**	**0**	**219**	**0**	**9**	**438**	**61**	**13**	**20**	**3**	**544**	**0**	**1**	**187**	**65**	**14**	**16**	**1**	**284**
1300 - 1315	0	0	37	8	1	1	0	**47**	0	0	118	22	2	5	0	**147**	0	0	50	11	4	5	0	**70**
1315 - 1330	0	1	41	10	5	3	1	**61**	0	0	111	28	2	3	3	**147**	0	0	51	9	2	5	0	**67**
1330 - 1345	0	1	45	6	2	3	0	**57**	0	0	123	19	2	3	2	**149**	0	2	45	9	4	5	0	**65**
1345 - 1400	0	0	38	9	3	2	0	**52**	0	0	118	22	2	2	0	**144**	0	0	52	9	1	3	0	**65**
Hourly Total	**0**	**2**	**161**	**33**	**11**	**9**	**1**	**217**	**0**	**0**	**470**	**91**	**8**	**13**	**5**	**587**	**0**	**2**	**198**	**38**	**11**	**18**	**0**	**267**
1400 - 1415	0	0	38	10	3	0	0	**51**	0	0	130	22	3	0	0	**155**	0	0	53	11	5	6	4	**79**
1415 - 1430	0	4	40	7	1	1	0	**53**	0	0	87	16	3	5	0	**111**	0	0	59	18	1	7	0	**85**
1430 - 1445	0	4	42	7	4	1	0	**58**	0	0	98	14	2	4	0	**118**	0	0	59	14	3	4	0	**80**
1445 - 1500	0	1	47	9	0	2	0	**59**	0	1	92	10	2	4	2	**111**	0	1	41	13	3	7	0	**65**
Hourly Total	**0**	**9**	**167**	**33**	**8**	**4**	**0**	**221**	**0**	**1**	**407**	**62**	**10**	**13**	**2**	**495**	**0**	**1**	**212**	**56**	**12**	**24**	**4**	**309**
1500 - 1515	0	0	44	11	1	0	0	**56**	0	1	109	28	1	4	4	**147**	0	0	57	18	3	4	0	**82**
1515 - 1530	0	2	46	14	1	1	0	**64**	0	2	132	22	1	3	3	**163**	0	0	73	15	4	7	0	**99**
1530 - 1545	1	0	51	9	2	2	1	**66**	0	0	108	21	2	6	1	**138**	0	0	47	12	2	6	0	**67**
1545 - 1600	0	0	55	10	2	2	1	**70**	0	1	96	17	4	2	0	**120**	0	0	65	13	4	8	2	**92**
Hourly Total	**1**	**2**	**196**	**44**	**6**	**5**	**2**	**256**	**0**	**4**	**445**	**88**	**8**	**15**	**8**	**568**	**0**	**0**	**242**	**58**	**13**	**25**	**2**	**340**
1600 - 1615	0	1	49	7	0	2	0	**59**	0	0	115	18	2	8	0	**143**	0	1	62	18	5	2	0	**88**
1615 - 1630	0	0	56	7	3	4	0	**70**	0	2	120	24	2	2	0	**150**	0	0	77	11	2	4	0	**94**
1630 - 1645	0	0	61	9	1	1	0	**72**	0	2	114	25	6	4	0	**151**	0	0	87	13	2	2	1	**105**
1645 - 1700	0	0	55	6	2	0	0	**63**	0	3	133	28	6	4	0	**174**	0	0	98	16	6	4	0	**124**
Hourly Total	**0**	**1**	**221**	**29**	**6**	**7**	**0**	**264**	**0**	**7**	**482**	**95**	**16**	**18**	**0**	**618**	**0**	**1**	**324**	**58**	**15**	**12**	**1**	**411**
1700 - 1715	0	0	48	10	1	1	0	**60**	0	2	154	19	3	6	0	**184**	0	0	116	15	5	2	2	**140**
1715 - 1730	0	0	58	7	0	1	1	**67**	0	2	155	26	0	4	0	**187**	0	0	126	9	5	2	0	**142**
1730 - 1745	0	0	49	8	1	0	0	**58**	0	2	155	19	0	2	0	**178**	0	0	136	3	0	8	0	**147**
1745 - 1800	0	1	60	11	1	1	0	**74**	0	3	161	18	0	11	1	**194**	0	0	107	8	3	3	0	**121**
Hourly Total	**0**	**1**	**215**	**36**	**3**	**3**	**1**	**259**	**0**	**9**	**625**	**82**	**3**	**23**	**1**	**743**	**0**	**0**	**485**	**35**	**13**	**15**	**2**	**550**
1800 - 1815	0	0	57	6	3	0	0	**66**	0	2	140	21	1	5	2	**171**	0	0	86	5	1	2	0	**94**
1815 - 1830	0	0	37	7	1	2	1	**48**	0	1	126	8	0	6	0	**141**	0	0	89	4	0	1	0	**94**
1830 - 1845	0	0	40	5	2	1	0	**48**	0	3	130	7	1	3	0	**144**	0	0	69	5	1	3	1	**79**
1845 - 1900	0	0	33	4	1	0	0	**38**	0	0	115	7	0	4	0	**126**	0	0	62	3	0	0	0	**65**
Hourly Total	**0**	**0**	**167**	**22**	**7**	**3**	**1**	**200**	**0**	**6**	**511**	**43**	**2**	**18**	**2**	**582**	**0**	**0**	**306**	**17**	**2**	**6**	**1**	**332**
TOTAL	**2**	**27**	**2079**	**438**	**110**	**80**	**11**	**2747**	**0**	**48**	**5217**	**884**	**129**	**198**	**29**	**6505**	**1**	**6**	**3190**	**613**	**119**	**187**	**22**	**4138**

Banbury - Manual Traffic Survey, Thursday 6th October 2011

Junction: (8) A423 Southam Road / A422 Hennef Way / A361 Southam Road / A422 Ruscote Avenue

Approach: A361 Southam Road

	Left to A422 Ruscote Avenue								Ahead to A423 Southam Road								Right to A422 Hennef Way							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	13	1	0	0	0	**14**	0	0	6	6	1	1	0	**14**	0	0	29	8	1	2	1	**41**
0715 - 0730	0	0	15	1	0	0	0	**16**	0	0	17	3	2	1	0	**23**	0	0	45	15	1	2	0	**63**
0730 - 0745	0	0	22	7	2	0	0	**31**	0	0	15	4	0	0	0	**19**	0	0	42	13	0	2	1	**58**
0745 - 0800	0	0	27	5	0	0	0	**32**	0	0	21	6	0	0	0	**27**	0	0	54	19	0	1	0	**74**
Hourly Total	**0**	**0**	**77**	**14**	**2**	**0**	**0**	**93**	**0**	**0**	**59**	**19**	**3**	**2**	**0**	**83**	**0**	**0**	**170**	**55**	**2**	**7**	**2**	**236**
0800 - 0815	0	0	26	6	0	0	0	**32**	0	0	19	3	2	1	0	**25**	0	0	64	14	2	9	0	**89**
0815 - 0830	0	0	28	6	0	0	0	**34**	0	0	25	5	0	0	0	**30**	0	0	50	8	1	2	0	**61**
0830 - 0845	0	1	27	4	1	0	1	**34**	0	0	27	3	0	0	0	**30**	0	0	49	9	1	2	0	**61**
0845 - 0900	0	0	22	9	2	0	0	**33**	0	0	25	3	1	1	0	**30**	0	6	50	16	2	5	0	**79**
Hourly Total	**0**	**1**	**103**	**25**	**3**	**0**	**1**	**133**	**0**	**0**	**96**	**14**	**3**	**2**	**0**	**115**	**0**	**6**	**213**	**47**	**6**	**18**	**0**	**290**
0900 - 0915	0	0	26	8	0	0	0	**34**	0	0	20	2	1	1	0	**24**	0	2	54	6	3	5	1	**71**
0915 - 0930	0	0	24	6	4	0	0	**34**	0	0	19	5	3	1	0	**28**	0	0	40	9	1	6	0	**56**
0930 - 0945	0	0	31	7	2	0	0	**40**	0	0	19	4	2	1	0	**26**	0	0	33	10	1	7	0	**51**
0945 - 1000	0	0	44	4	0	0	0	**48**	0	0	15	3	2	1	0	**21**	0	0	42	5	4	4	0	**55**
Hourly Total	**0**	**0**	**125**	**25**	**6**	**0**	**0**	**156**	**0**	**0**	**73**	**14**	**8**	**4**	**0**	**99**	**0**	**2**	**169**	**30**	**9**	**22**	**1**	**233**
1000 - 1015	0	0	44	6	0	0	0	**50**	0	0	24	5	3	0	0	**32**	0	0	51	12	3	4	0	**70**
1015 - 1030	0	0	44	10	1	0	0	**55**	0	0	15	9	1	0	0	**25**	0	0	48	17	4	3	0	**72**
1030 - 1045	1	0	47	5	2	0	0	**55**	0	0	27	4	0	1	0	**32**	0	2	42	9	0	8	0	**61**
1045 - 1100	0	0	62	4	1	0	0	**67**	0	1	25	4	1	1	0	**32**	0	3	43	10	1	3	0	**60**
Hourly Total	**1**	**0**	**197**	**25**	**4**	**0**	**0**	**227**	**0**	**1**	**91**	**22**	**5**	**2**	**0**	**121**	**0**	**5**	**184**	**48**	**8**	**18**	**0**	**263**
1100 - 1115	0	0	51	6	0	0	0	**57**	0	0	17	4	0	2	0	**23**	0	0	38	15	0	8	0	**61**
1115 - 1130	0	0	55	6	1	1	2	**65**	0	0	17	2	5	0	0	**24**	0	0	46	16	1	6	0	**69**
1130 - 1145	0	0	60	4	1	0	0	**65**	0	0	19	4	1	4	0	**28**	0	0	42	14	1	1	0	**58**
1145 - 1200	0	0	53	7	0	0	0	**60**	0	0	36	2	1	0	0	**39**	0	0	46	14	1	3	0	**64**
Hourly Total	**0**	**0**	**219**	**23**	**2**	**1**	**2**	**247**	**0**	**0**	**89**	**12**	**7**	**6**	**0**	**114**	**0**	**0**	**172**	**59**	**3**	**18**	**0**	**252**
1200 - 1215	0	0	44	11	1	0	0	**56**	0	0	44	6	3	1	0	**54**	0	0	38	9	3	7	1	**58**
1215 - 1230	0	0	71	4	1	0	0	**76**	0	0	26	3	0	0	0	**29**	0	0	47	6	0	4	0	**57**
1230 - 1245	0	0	68	7	1	0	0	**76**	0	0	41	3	3	0	0	**47**	0	0	24	12	0	5	0	**41**
1245 - 1300	0	0	57	7	1	0	0	**65**	0	0	34	1	0	1	0	**36**	0	1	40	13	2	7	0	**63**
Hourly Total	**0**	**0**	**240**	**29**	**4**	**0**	**0**	**273**	**0**	**0**	**145**	**13**	**6**	**2**	**0**	**166**	**0**	**1**	**149**	**40**	**5**	**23**	**1**	**219**
1300 - 1315	0	0	77	2	3	0	0	**82**	0	0	39	5	2	1	0	**47**	0	0	32	11	2	11	0	**56**
1315 - 1330	0	0	59	6	0	0	1	**66**	0	1	50	4	0	2	0	**57**	0	0	32	11	5	9	0	**57**
1330 - 1345	0	1	48	6	2	0	0	**57**	0	0	65	3	0	3	0	**71**	0	0	32	16	2	5	0	**55**
1345 - 1400	0	0	54	13	1	0	0	**68**	0	1	36	4	2	1	0	**44**	0	1	37	19	1	7	0	**65**
Hourly Total	**0**	**1**	**238**	**27**	**6**	**0**	**1**	**273**	**0**	**2**	**190**	**16**	**4**	**7**	**0**	**219**	**0**	**1**	**133**	**57**	**10**	**32**	**0**	**233**
1400 - 1415	0	0	53	10	1	0	0	**64**	0	0	46	3	1	1	0	**51**	0	0	43	15	1	6	0	**65**
1415 - 1430	0	0	58	5	1	0	1	**65**	0	0	40	3	5	0	0	**48**	0	0	56	16	1	11	0	**84**
1430 - 1445	0	0	58	3	0	0	0	**61**	0	0	36	3	1	1	0	**41**	0	0	50	19	3	11	0	**83**
1445 - 1500	0	0	52	5	0	0	0	**57**	0	0	27	6	1	0	0	**34**	0	0	55	13	4	7	0	**79**
Hourly Total	**0**	**0**	**221**	**23**	**2**	**0**	**1**	**247**	**0**	**0**	**149**	**15**	**8**	**2**	**0**	**174**	**0**	**0**	**204**	**63**	**9**	**35**	**0**	**311**
1500 - 1515	0	0	47	3	1	0	0	**51**	0	0	44	8	1	1	0	**54**	0	1	56	9	0	6	0	**72**
1515 - 1530	0	0	54	7	1	0	2	**64**	0	0	26	2	2	0	0	**30**	0	0	53	9	2	7	0	**71**
1530 - 1545	1	1	63	8	1	0	0	**74**	0	0	31	6	1	1	0	**39**	0	2	42	13	3	5	1	**66**
1545 - 1600	0	0	52	3	0	0	0	**55**	0	0	33	4	1	1	0	**39**	0	0	48	11	1	4	0	**64**
Hourly Total	**1**	**1**	**216**	**21**	**3**	**0**	**2**	**244**	**0**	**0**	**134**	**20**	**5**	**3**	**0**	**162**	**0**	**3**	**199**	**42**	**6**	**22**	**1**	**273**
1600 - 1615	0	1	45	7	2	0	1	**56**	0	0	35	4	0	0	0	**39**	0	2	58	18	5	2	0	**85**
1615 - 1630	0	0	74	6	0	0	0	**80**	0	0	46	4	2	1	0	**53**	0	2	52	20	3	5	1	**83**
1630 - 1645	1	1	48	7	0	0	0	**57**	0	0	53	5	0	2	0	**60**	0	2	53	27	3	4	0	**89**
1645 - 1700	0	0	41	3	1	0	0	**45**	0	0	59	7	2	2	0	**70**	0	1	45	20	3	9	0	**78**
Hourly Total	**1**	**2**	**208**	**23**	**3**	**0**	**1**	**238**	**0**	**0**	**193**	**20**	**4**	**5**	**0**	**222**	**0**	**7**	**208**	**85**	**14**	**20**	**1**	**335**
1700 - 1715	0	0	51	7	0	0	0	**58**	0	0	65	3	0	0	0	**68**	0	0	46	12	2	5	2	**67**
1715 - 1730	0	0	42	7	0	0	0	**49**	0	0	55	4	2	2	0	**63**	0	0	51	16	3	5	2	**77**
1730 - 1745	0	2	49	6	0	0	1	**58**	0	0	54	2	0	0	0	**56**	0	1	47	13	0	1	0	**62**
1745 - 1800	0	1	70	5	0	0	0	**76**	1	0	48	2	0	2	0	**53**	0	1	47	5	1	6	0	**60**
Hourly Total	**0**	**3**	**212**	**25**	**0**	**0**	**1**	**241**	**1**	**0**	**222**	**11**	**2**	**4**	**0**	**240**	**0**	**2**	**191**	**46**	**6**	**17**	**4**	**266**
1800 - 1815	0	1	54	2	1	0	0	**58**	0	0	70	3	0	3	0	**76**	0	0	46	9	0	5	2	**62**
1815 - 1830	0	1	45	3	0	0	0	**49**	0	0	58	1	0	1	0	**60**	0	0	32	5	0	6	3	**46**
1830 - 1845	1	0	47	5	0	0	0	**53**	0	0	52	2	0	1	1	**56**	0	0	21	3	0	3	0	**27**
1845 - 1900	0	0	27	3	0	1	0	**31**	0	0	60	1	0	0	0	**61**	0	0	24	4	0	2	0	**30**
Hourly Total	**1**	**2**	**173**	**13**	**1**	**1**	**0**	**191**	**0**	**0**	**240**	**7**	**0**	**5**	**1**	**253**	**0**	**0**	**123**	**21**	**0**	**16**	**5**	**165**
TOTAL	**4**	**10**	**2229**	**273**	**36**	**2**	**9**	**2563**	**1**	**3**	**1681**	**183**	**55**	**44**	**1**	**1968**	**0**	**27**	**2115**	**593**	**78**	**248**	**15**	**3076**

Banbury - Manual Traffic Survey, Thursday 6th October 2011

Junction: (8) A423 Southam Road / A422 Hennef Way / A361 Southam Road / A422 Ruscote Avenue

Approach: A422 Ruscote Avenue

	Left to A423 Southam Road								Ahead to A422 Hennef Way								Right to A361 Southam Road							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	1	0	7	7	0	0	0	**15**	0	0	110	27	4	8	2	**151**	0	0	15	6	0	0	0	**21**
0715 - 0730	0	2	20	4	1	0	0	**27**	0	3	122	16	5	4	2	**152**	0	0	20	5	0	0	0	**25**
0730 - 0745	0	0	16	2	1	0	0	**19**	0	2	144	27	1	6	0	**180**	0	0	42	4	0	2	0	**48**
0745 - 0800	0	0	21	5	0	0	0	**26**	0	0	160	30	2	7	1	**200**	0	0	50	13	0	0	0	**63**
Hourly Total	**1**	**2**	**64**	**18**	**2**	**0**	**0**	**87**	**0**	**5**	**536**	**100**	**12**	**25**	**5**	**683**	**0**	**0**	**127**	**28**	**0**	**2**	**0**	**157**
0800 - 0815	0	1	20	0	1	1	1	**24**	0	2	127	22	7	5	0	**163**	0	2	49	10	0	0	0	**61**
0815 - 0830	0	0	28	6	0	1	0	**35**	0	3	129	21	1	6	1	**161**	0	0	46	7	2	1	0	**56**
0830 - 0845	0	0	21	1	1	0	0	**23**	0	3	152	23	5	3	0	**186**	0	0	39	5	2	0	0	**46**
0845 - 0900	0	0	25	4	1	0	1	**31**	0	2	109	22	3	9	0	**145**	0	0	39	8	1	0	0	**48**
Hourly Total	**0**	**1**	**94**	**11**	**3**	**2**	**2**	**113**	**0**	**10**	**517**	**88**	**16**	**23**	**1**	**655**	**0**	**2**	**173**	**30**	**5**	**1**	**0**	**211**
0900 - 0915	0	0	25	1	4	1	0	**31**	0	1	152	22	3	6	3	**187**	0	0	41	9	1	0	0	**51**
0915 - 0930	0	0	16	2	1	0	0	**19**	0	0	110	26	2	2	1	**141**	0	0	40	8	0	2	0	**50**
0930 - 0945	0	0	16	0	0	0	1	**17**	0	0	87	18	5	3	2	**115**	0	0	28	6	1	1	0	**36**
0945 - 1000	0	0	26	4	1	1	0	**32**	0	0	89	22	1	3	0	**115**	0	0	47	12	2	0	0	**61**
Hourly Total	**0**	**0**	**83**	**7**	**6**	**2**	**1**	**99**	**0**	**1**	**438**	**88**	**11**	**14**	**6**	**558**	**0**	**0**	**156**	**35**	**4**	**3**	**0**	**198**
1000 - 1015	0	0	17	9	1	0	0	**27**	0	1	91	23	2	3	0	**120**	0	0	54	10	1	0	0	**65**
1015 - 1030	0	0	19	4	0	0	0	**23**	0	0	81	21	3	4	0	**109**	0	0	61	10	0	1	0	**72**
1030 - 1045	0	0	30	2	3	1	0	**36**	0	1	91	10	3	4	0	**109**	0	0	56	11	0	0	0	**67**
1045 - 1100	0	0	26	3	1	0	0	**30**	0	0	75	23	2	4	0	**104**	0	0	54	11	0	0	2	**67**
Hourly Total	**0**	**0**	**92**	**18**	**5**	**1**	**0**	**116**	**0**	**2**	**338**	**77**	**10**	**15**	**0**	**442**	**0**	**0**	**225**	**42**	**1**	**1**	**2**	**271**
1100 - 1115	0	0	23	2	0	0	0	**25**	0	0	72	19	6	5	0	**102**	0	0	50	11	0	0	0	**61**
1115 - 1130	0	0	27	6	0	0	0	**33**	0	0	83	13	6	2	0	**104**	0	0	55	0	0	1	0	**56**
1130 - 1145	0	0	27	1	0	2	0	**30**	0	1	81	16	6	5	0	**109**	0	0	51	4	0	0	0	**55**
1145 - 1200	0	0	25	1	0	0	0	**26**	0	2	71	22	6	3	1	**105**	0	0	54	14	0	2	0	**70**
Hourly Total	**0**	**0**	**102**	**10**	**0**	**2**	**0**	**114**	**0**	**3**	**307**	**70**	**24**	**15**	**1**	**420**	**0**	**0**	**210**	**29**	**0**	**3**	**0**	**242**
1200 - 1215	0	0	20	3	1	0	1	**25**	0	0	85	21	2	2	0	**110**	0	1	62	6	0	0	1	**70**
1215 - 1230	0	0	27	2	0	2	0	**31**	1	1	85	14	3	1	0	**105**	0	0	53	8	0	3	0	**64**
1230 - 1245	0	0	34	1	1	1	0	**37**	0	0	136	14	5	2	0	**157**	0	0	55	8	0	0	0	**63**
1245 - 1300	0	0	24	2	1	0	0	**27**	0	5	138	22	4	3	0	**172**	0	0	57	5	0	0	0	**62**
Hourly Total	**0**	**0**	**105**	**8**	**3**	**3**	**1**	**120**	**1**	**6**	**444**	**71**	**14**	**8**	**0**	**544**	**0**	**1**	**227**	**27**	**0**	**3**	**1**	**259**
1300 - 1315	0	0	36	4	0	0	0	**40**	0	1	122	14	1	2	0	**140**	0	1	54	9	1	1	0	**66**
1315 - 1330	0	1	35	1	0	0	0	**37**	0	1	134	22	2	2	0	**161**	0	0	56	11	0	0	0	**67**
1330 - 1345	0	1	37	2	0	0	1	**41**	0	1	150	25	6	4	0	**186**	0	0	60	15	0	0	1	**76**
1345 - 1400	0	0	24	6	0	0	0	**30**	0	0	127	19	2	1	0	**149**	0	0	57	10	0	0	0	**67**
Hourly Total	**0**	**2**	**132**	**13**	**0**	**0**	**1**	**148**	**0**	**3**	**533**	**80**	**11**	**9**	**0**	**636**	**0**	**1**	**227**	**45**	**1**	**1**	**1**	**276**
1400 - 1415	0	0	38	5	0	0	0	**43**	0	0	109	19	2	2	2	**134**	0	0	61	9	0	2	0	**72**
1415 - 1430	0	0	42	4	1	0	0	**47**	0	0	87	15	3	5	1	**111**	0	1	46	13	0	1	1	**62**
1430 - 1445	0	0	42	3	0	0	0	**45**	0	0	113	14	2	2	1	**132**	0	0	47	5	0	1	0	**53**
1445 - 1500	0	0	33	5	1	0	0	**39**	0	0	99	18	1	1	0	**119**	0	0	49	10	0	0	0	**59**
Hourly Total	**0**	**0**	**155**	**17**	**2**	**0**	**0**	**174**	**0**	**0**	**408**	**66**	**8**	**10**	**4**	**496**	**0**	**1**	**203**	**37**	**0**	**4**	**1**	**246**
1500 - 1515	0	0	24	3	0	1	0	**28**	0	0	115	21	0	0	1	**137**	0	0	52	7	0	0	0	**59**
1515 - 1530	0	1	25	6	0	0	0	**32**	0	0	99	22	3	2	0	**126**	0	0	45	5	2	1	0	**53**
1530 - 1545	0	0	32	2	0	1	0	**35**	1	0	120	18	2	1	2	**144**	0	0	50	13	0	0	0	**63**
1545 - 1600	0	0	26	1	0	0	0	**27**	0	1	109	22	1	2	2	**137**	0	1	38	5	1	2	0	**47**
Hourly Total	**0**	**1**	**107**	**12**	**0**	**2**	**0**	**122**	**1**	**1**	**443**	**83**	**6**	**5**	**5**	**544**	**0**	**1**	**185**	**30**	**3**	**3**	**0**	**222**
1600 - 1615	0	1	28	3	1	0	0	**33**	1	0	108	20	0	2	0	**131**	0	0	49	10	0	0	0	**59**
1615 - 1630	0	1	27	3	0	0	0	**31**	0	0	122	14	1	3	4	**144**	1	0	38	14	0	0	0	**53**
1630 - 1645	0	1	28	1	0	0	0	**30**	0	1	151	22	2	1	1	**178**	0	0	35	10	1	1	1	**48**
1645 - 1700	0	0	27	5	0	0	0	**32**	0	1	138	24	2	1	0	**166**	0	0	29	11	0	0	0	**40**
Hourly Total	**0**	**3**	**110**	**12**	**1**	**0**	**0**	**126**	**1**	**2**	**519**	**80**	**5**	**7**	**5**	**619**	**1**	**0**	**151**	**45**	**1**	**1**	**1**	**200**
1700 - 1715	0	0	32	2	0	0	0	**34**	0	1	114	25	0	1	0	**141**	0	0	42	5	1	0	1	**49**
1715 - 1730	0	0	38	3	0	0	0	**41**	1	0	165	24	1	2	0	**193**	1	0	58	9	0	1	0	**69**
1730 - 1745	0	1	33	2	0	0	0	**36**	0	1	147	16	2	5	0	**171**	0	0	71	11	1	0	0	**83**
1745 - 1800	0	0	32	4	0	0	0	**36**	0	2	188	16	2	1	0	**209**	0	0	67	7	0	0	0	**74**
Hourly Total	**0**	**1**	**135**	**11**	**0**	**0**	**0**	**147**	**1**	**4**	**614**	**81**	**5**	**9**	**0**	**714**	**1**	**0**	**238**	**32**	**2**	**1**	**1**	**275**
1800 - 1815	0	0	36	1	1	0	1	**39**	0	1	160	18	0	0	0	**179**	0	0	55	13	0	0	0	**68**
1815 - 1830	0	1	34	1	0	1	0	**37**	0	0	134	9	2	0	0	**145**	0	1	56	9	0	0	0	**66**
1830 - 1845	0	0	36	2	0	0	0	**38**	0	0	139	11	0	1	0	**151**	0	0	38	5	0	0	0	**43**
1845 - 1900	0	1	21	3	0	0	0	**25**	0	0	166	5	0	1	2	**174**	0	0	39	9	0	0	0	**48**
Hourly Total	**0**	**2**	**127**	**7**	**1**	**1**	**1**	**139**	**0**	**1**	**599**	**43**	**2**	**2**	**2**	**649**	**0**	**1**	**188**	**36**	**0**	**0**	**0**	**225**
TOTAL	**1**	**12**	**1306**	**144**	**23**	**13**	**6**	**1505**	**4**	**38**	**5696**	**927**	**124**	**142**	**29**	**6960**	**2**	**7**	**2310**	**416**	**17**	**23**	**7**	**2782**

Banbury - Manual Traffic Survey, Thursday 6th October 2011

Junction: (5) Daventry Road / A422 / Ermont Way

Approach: Daventry Road

	Left to A422 (East)								Ahead to Ermont Way								Right to A422 (West)							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	4	1	0	0	0	**5**	0	0	2	0	0	0	0	**2**	0	0	10	1	2	0	0	**13**
0715 - 0730	0	0	3	0	0	0	0	**3**	0	0	1	0	0	0	0	**1**	0	0	3	1	0	0	0	**4**
0730 - 0745	0	0	2	1	2	0	0	**5**	0	0	2	1	0	0	0	**3**	0	1	8	5	3	1	0	**18**
0745 - 0800	0	0	6	3	0	5	0	**14**	0	0	3	2	0	0	0	**5**	0	0	9	7	1	2	0	**19**
Hourly Total	**0**	**0**	**15**	**5**	**2**	**5**	**0**	**27**	**0**	**0**	**8**	**3**	**0**	**0**	**0**	**11**	**0**	**1**	**30**	**14**	**6**	**3**	**0**	**54**
0800 - 0815	0	0	3	3	2	2	0	**10**	0	0	2	6	0	0	0	**8**	0	0	12	7	1	0	0	**20**
0815 - 0830	0	0	3	3	0	3	0	**9**	0	0	2	1	0	0	0	**3**	0	0	5	3	1	1	0	**10**
0830 - 0845	0	0	3	2	0	2	0	**7**	0	0	1	2	0	0	0	**3**	0	0	8	9	0	0	0	**17**
0845 - 0900	0	0	3	0	2	1	0	**6**	0	0	2	1	0	0	0	**3**	0	0	11	3	0	2	0	**16**
Hourly Total	**0**	**0**	**12**	**8**	**4**	**8**	**0**	**32**	**0**	**0**	**7**	**10**	**0**	**0**	**0**	**17**	**0**	**0**	**36**	**22**	**2**	**3**	**0**	**63**
0900 - 0915	0	0	5	1	2	3	0	**11**	0	0	2	4	2	0	0	**8**	0	0	13	7	2	4	0	**26**
0915 - 0930	0	0	4	1	4	1	0	**10**	0	0	2	2	0	0	0	**4**	0	0	9	4	2	0	0	**15**
0930 - 0945	0	0	5	8	1	2	0	**16**	0	0	3	1	1	0	0	**5**	0	0	14	10	1	0	0	**25**
0945 - 1000	0	0	10	2	0	3	0	**15**	0	0	4	3	0	0	0	**7**	0	0	16	9	1	0	0	**26**
Hourly Total	**0**	**0**	**24**	**12**	**7**	**9**	**0**	**52**	**0**	**0**	**11**	**10**	**3**	**0**	**0**	**24**	**0**	**0**	**52**	**30**	**6**	**4**	**0**	**92**
1000 - 1015	0	0	10	4	1	6	0	**21**	0	0	3	3	2	0	0	**8**	0	0	10	7	2	1	0	**20**
1015 - 1030	0	0	3	1	2	2	0	**8**	0	0	1	1	0	0	0	**2**	0	0	13	2	1	1	0	**17**
1030 - 1045	0	0	5	4	0	2	0	**11**	0	0	3	2	2	0	0	**7**	0	0	12	4	2	2	0	**20**
1045 - 1100	0	0	9	1	0	4	0	**14**	0	1	2	1	0	0	0	**4**	0	0	7	8	2	1	0	**18**
Hourly Total	**0**	**0**	**27**	**10**	**3**	**14**	**0**	**54**	**0**	**1**	**9**	**7**	**4**	**0**	**0**	**21**	**0**	**0**	**42**	**21**	**7**	**5**	**0**	**75**
1100 - 1115	0	0	7	2	0	2	0	**11**	0	0	6	1	0	0	0	**7**	0	0	15	3	2	0	0	**20**
1115 - 1130	0	0	4	5	1	1	0	**11**	0	0	3	1	0	0	0	**4**	0	0	13	4	1	1	0	**19**
1130 - 1145	0	0	16	7	0	4	0	**27**	0	0	2	1	1	0	0	**4**	0	0	14	7	2	5	0	**28**
1145 - 1200	0	0	9	6	0	4	0	**19**	0	0	4	1	1	0	1	**7**	0	0	13	3	1	0	0	**17**
Hourly Total	**0**	**0**	**36**	**20**	**1**	**11**	**0**	**68**	**0**	**0**	**15**	**4**	**2**	**0**	**1**	**22**	**0**	**0**	**55**	**17**	**6**	**6**	**0**	**84**
1200 - 1215	0	0	9	4	1	3	0	**17**	0	0	16	4	0	0	0	**20**	0	0	49	6	1	0	0	**56**
1215 - 1230	0	0	8	4	0	0	0	**12**	0	0	14	2	0	0	0	**16**	0	0	47	4	0	1	0	**52**
1230 - 1245	0	0	10	3	0	4	0	**17**	0	0	3	3	0	0	0	**6**	0	0	59	4	0	0	0	**63**
1245 - 1300	0	0	10	6	0	1	0	**17**	0	0	11	2	3	0	0	**16**	0	0	42	7	0	1	0	**50**
Hourly Total	**0**	**0**	**37**	**17**	**1**	**8**	**0**	**63**	**0**	**0**	**44**	**11**	**3**	**0**	**0**	**58**	**0**	**0**	**197**	**21**	**1**	**2**	**0**	**221**
1300 - 1315	0	0	16	2	2	4	0	**24**	0	0	16	5	0	0	0	**21**	0	0	60	9	0	0	0	**69**
1315 - 1330	0	0	15	5	3	1	0	**24**	0	0	10	2	0	0	0	**12**	0	0	35	8	0	1	0	**44**
1330 - 1345	0	0	9	4	1	4	0	**18**	0	0	5	4	0	0	0	**9**	0	0	28	10	1	1	0	**40**
1345 - 1400	0	0	7	0	4	2	0	**13**	0	0	6	2	0	0	0	**8**	0	0	17	6	1	1	0	**25**
Hourly Total	**0**	**0**	**47**	**11**	**10**	**11**	**0**	**79**	**0**	**0**	**37**	**13**	**0**	**0**	**0**	**50**	**0**	**0**	**140**	**33**	**2**	**3**	**0**	**178**
1400 - 1415	0	0	11	4	2	3	1	**21**	0	0	9	4	0	1	0	**14**	0	0	34	11	1	1	1	**48**
1415 - 1430	0	0	13	2	1	2	0	**18**	0	0	4	3	0	0	0	**7**	0	0	16	7	1	0	0	**24**
1430 - 1445	0	0	5	5	3	1	0	**14**	0	0	4	2	0	0	0	**6**	0	1	19	6	1	0	0	**27**
1445 - 1500	0	0	9	2	2	3	0	**16**	0	0	7	2	0	0	0	**9**	0	0	22	6	2	1	0	**31**
Hourly Total	**0**	**0**	**38**	**13**	**8**	**9**	**1**	**69**	**0**	**0**	**24**	**11**	**0**	**1**	**0**	**36**	**0**	**1**	**91**	**30**	**5**	**2**	**1**	**130**
1500 - 1515	0	0	11	3	0	5	0	**19**	0	0	11	3	1	1	0	**16**	0	0	32	6	0	1	0	**39**
1515 - 1530	0	0	13	5	1	3	0	**22**	0	0	7	4	3	0	0	**14**	0	0	28	9	0	1	0	**38**
1530 - 1545	0	0	12	4	0	3	0	**19**	0	0	4	1	1	0	0	**6**	0	0	14	3	1	1	0	**19**
1545 - 1600	0	0	9	4	3	6	0	**22**	1	0	5	1	1	0	0	**8**	0	0	14	2	3	1	0	**20**
Hourly Total	**0**	**0**	**45**	**16**	**4**	**17**	**0**	**82**	**1**	**0**	**27**	**9**	**6**	**1**	**0**	**44**	**0**	**0**	**88**	**20**	**4**	**4**	**0**	**116**
1600 - 1615	0	1	22	6	0	0	0	**29**	0	0	12	3	0	0	0	**15**	0	0	33	6	0	1	0	**40**
1615 - 1630	0	0	27	7	0	1	0	**35**	0	0	7	1	1	0	0	**9**	0	0	33	2	1	0	0	**36**
1630 - 1645	0	0	30	6	2	2	0	**40**	1	0	8	3	1	0	0	**13**	0	0	57	8	1	0	0	**66**
1645 - 1700	0	0	27	4	2	3	0	**36**	0	0	16	4	1	0	0	**21**	0	0	46	7	1	0	0	**54**
Hourly Total	**0**	**1**	**106**	**23**	**4**	**6**	**0**	**140**	**1**	**0**	**43**	**11**	**3**	**0**	**0**	**58**	**0**	**0**	**169**	**23**	**3**	**1**	**0**	**196**
1700 - 1715	0	0	99	1	0	3	0	**103**	0	0	79	0	1	0	0	**80**	0	2	58	4	4	2	0	**70**
1715 - 1730	0	0	60	0	1	1	0	**62**	0	0	15	0	1	0	0	**16**	0	0	76	7	1	0	0	**84**
1730 - 1745	0	1	79	4	1	2	0	**87**	0	0	10	1	1	0	0	**12**	0	1	87	4	0	0	0	**92**
1745 - 1800	0	1	51	1	0	2	0	**55**	0	0	5	1	3	0	0	**9**	0	0	50	6	1	2	0	**59**
Hourly Total	**0**	**2**	**289**	**6**	**2**	**8**	**0**	**307**	**0**	**0**	**109**	**2**	**6**	**0**	**0**	**117**	**0**	**3**	**271**	**21**	**6**	**4**	**0**	**305**
1800 - 1815	0	0	53	3	0	0	0	**56**	0	0	20	1	1	1	0	**23**	0	1	67	3	1	3	0	**75**
1815 - 1830	0	0	22	1	1	4	0	**28**	0	0	6	1	0	0	0	**7**	0	0	23	1	0	0	0	**24**
1830 - 1845	0	0	22	4	1	0	0	**27**	0	0	7	0	0	0	0	**7**	0	1	24	1	0	1	0	**27**
1845 - 1900	0	0	13	1	1	0	0	**15**	0	0	4	0	0	0	0	**4**	0	0	14	2	0	0	0	**16**
Hourly Total	**0**	**0**	**110**	**9**	**3**	**4**	**0**	**126**	**0**	**0**	**37**	**2**	**1**	**1**	**0**	**41**	**0**	**2**	**128**	**7**	**1**	**4**	**0**	**142**
TOTAL	**0**	**3**	**786**	**150**	**49**	**110**	**1**	**1099**	**2**	**1**	**371**	**93**	**28**	**3**	**1**	**499**	**0**	**7**	**1299**	**259**	**49**	**41**	**1**	**1656**

Banbury - Manual Traffic Survey, Thursday 6th October 2011

Junction: (5) Daventry Road / A422 / Ermont Way

Approach: A422 (East)

	Left to Ermont Way								Ahead to A422 (West)								Right to Daventry Road							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	45	12	1	3	0	**61**	0	0	98	31	10	15	2	**156**	0	0	14	2	0	1	0	**17**
0715 - 0730	0	0	50	7	1	4	0	**62**	0	2	160	48	3	10	2	**225**	0	1	17	2	2	4	0	**26**
0730 - 0745	0	1	75	10	0	5	0	**91**	0	2	221	49	13	8	1	**294**	0	1	12	3	0	1	0	**17**
0745 - 0800	0	0	76	15	4	2	1	**98**	0	1	287	65	11	11	3	**378**	0	1	45	10	0	3	0	**59**
Hourly Total	**0**	**1**	**246**	**44**	**6**	**14**	**1**	**312**	**0**	**5**	**766**	**193**	**37**	**44**	**8**	**1053**	**0**	**3**	**88**	**17**	**2**	**9**	**0**	**119**
0800 - 0815	0	0	63	18	4	3	2	**90**	1	3	340	45	11	12	0	**412**	0	2	53	9	1	0	0	**65**
0815 - 0830	0	2	88	10	2	0	1	**103**	2	3	407	64	8	10	3	**497**	0	0	102	4	1	3	0	**110**
0830 - 0845	0	0	84	5	4	3	2	**98**	0	0	356	44	8	8	4	**420**	0	0	98	3	4	1	0	**106**
0845 - 0900	0	1	85	12	5	4	4	**111**	0	0	343	26	9	8	0	**386**	0	0	98	2	2	6	0	**108**
Hourly Total	**0**	**3**	**320**	**45**	**15**	**10**	**9**	**402**	**3**	**6**	**1446**	**179**	**36**	**38**	**7**	**1715**	**0**	**2**	**351**	**18**	**8**	**10**	**0**	**389**
0900 - 0915	0	0	61	10	1	5	2	**79**	0	0	309	26	8	11	0	**354**	0	0	49	5	3	1	0	**58**
0915 - 0930	0	0	40	5	4	2	2	**53**	0	1	234	27	6	9	0	**277**	0	1	47	3	1	0	0	**52**
0930 - 0945	0	0	33	6	3	3	1	**46**	0	0	222	35	7	13	0	**277**	0	0	47	5	1	2	0	**55**
0945 - 1000	0	2	35	10	1	3	2	**53**	0	1	181	30	9	16	0	**237**	0	0	33	4	3	0	0	**40**
Hourly Total	**0**	**2**	**169**	**31**	**9**	**13**	**7**	**231**	**0**	**2**	**946**	**118**	**30**	**49**	**0**	**1145**	**0**	**1**	**176**	**17**	**8**	**3**	**0**	**205**
1000 - 1015	0	0	21	9	6	3	1	**40**	0	0	184	31	5	7	0	**227**	0	0	13	4	2	2	0	**21**
1015 - 1030	0	0	33	6	2	5	0	**46**	0	0	190	29	9	14	0	**242**	0	0	18	1	4	0	0	**23**
1030 - 1045	0	0	31	4	1	6	1	**43**	0	0	168	40	3	3	1	**215**	0	0	11	2	1	3	0	**17**
1045 - 1100	0	0	31	10	1	5	1	**48**	0	0	154	26	10	9	0	**199**	0	0	15	1	0	1	0	**17**
Hourly Total	**0**	**0**	**116**	**29**	**10**	**19**	**3**	**177**	**0**	**0**	**696**	**126**	**27**	**33**	**1**	**883**	**0**	**0**	**57**	**8**	**7**	**6**	**0**	**78**
1100 - 1115	0	0	35	9	6	4	2	**56**	0	0	152	44	5	6	1	**208**	0	0	21	1	5	2	0	**29**
1115 - 1130	0	1	25	6	4	3	0	**39**	0	1	147	27	7	11	2	**195**	0	0	9	1	1	0	0	**11**
1130 - 1145	0	0	26	10	2	4	1	**43**	0	2	164	29	6	12	2	**215**	0	0	10	2	1	2	0	**15**
1145 - 1200	0	0	28	9	4	4	2	**47**	0	1	141	26	12	7	0	**187**	0	0	12	1	2	1	0	**16**
Hourly Total	**0**	**1**	**114**	**34**	**16**	**15**	**5**	**185**	**0**	**4**	**604**	**126**	**30**	**36**	**5**	**805**	**0**	**0**	**52**	**5**	**9**	**5**	**0**	**71**
1200 - 1215	0	0	32	3	1	3	1	**40**	0	3	123	31	11	11	0	**179**	0	0	10	4	2	1	0	**17**
1215 - 1230	0	0	31	7	0	4	1	**43**	0	0	124	25	5	10	0	**164**	0	0	12	2	2	2	0	**18**
1230 - 1245	0	0	44	5	2	1	2	**54**	0	2	140	23	13	17	1	**196**	0	0	13	4	1	0	0	**18**
1245 - 1300	0	0	29	6	0	2	1	**38**	0	5	127	36	4	9	0	**181**	0	0	19	2	5	1	0	**27**
Hourly Total	**0**	**0**	**136**	**21**	**3**	**10**	**5**	**175**	**0**	**10**	**514**	**115**	**33**	**47**	**1**	**720**	**0**	**0**	**54**	**12**	**10**	**4**	**0**	**80**
1300 - 1315	0	0	28	8	6	3	2	**47**	0	0	144	23	6	9	1	**183**	0	0	28	4	2	1	0	**35**
1315 - 1330	0	1	39	10	7	1	0	**58**	0	0	185	35	8	15	4	**247**	1	0	20	3	3	2	0	**29**
1330 - 1345	0	0	26	5	5	3	1	**40**	0	0	167	37	7	10	1	**222**	0	0	10	3	2	2	0	**17**
1345 - 1400	0	0	32	4	6	0	0	**42**	0	2	136	26	9	9	0	**182**	0	0	17	7	5	1	0	**30**
Hourly Total	**0**	**1**	**125**	**27**	**24**	**7**	**3**	**187**	**0**	**2**	**632**	**121**	**30**	**43**	**6**	**834**	**1**	**0**	**75**	**17**	**12**	**6**	**0**	**111**
1400 - 1415	0	0	26	11	3	2	0	**42**	0	0	139	24	4	10	3	**180**	0	0	18	6	2	1	0	**27**
1415 - 1430	0	0	27	10	6	3	2	**48**	0	3	166	14	7	11	4	**205**	0	0	14	3	2	2	0	**21**
1430 - 1445	0	0	20	12	2	2	0	**36**	0	2	167	26	6	14	2	**217**	0	0	5	2	1	2	0	**10**
1445 - 1500	0	0	33	14	9	2	1	**59**	0	0	186	20	3	11	0	**220**	0	0	9	6	0	0	0	**15**
Hourly Total	**0**	**0**	**106**	**47**	**20**	**9**	**3**	**185**	**0**	**5**	**658**	**84**	**20**	**46**	**9**	**822**	**0**	**0**	**46**	**17**	**5**	**5**	**0**	**73**
1500 - 1515	0	0	25	10	11	1	0	**47**	0	0	149	35	3	14	5	**206**	0	0	10	4	2	3	0	**19**
1515 - 1530	0	2	32	6	7	6	0	**53**	0	2	199	29	6	11	5	**252**	0	0	6	4	0	1	0	**11**
1530 - 1545	0	0	39	10	5	1	2	**57**	0	3	160	33	6	10	2	**214**	0	0	7	4	1	0	0	**12**
1545 - 1600	0	1	31	11	6	2	1	**52**	0	0	194	40	5	10	1	**250**	0	0	7	2	0	4	0	**13**
Hourly Total	**0**	**3**	**127**	**37**	**29**	**10**	**3**	**209**	**0**	**5**	**702**	**137**	**20**	**45**	**13**	**922**	**0**	**0**	**30**	**14**	**3**	**8**	**0**	**55**
1600 - 1615	0	0	30	12	8	3	4	**57**	0	0	165	34	5	11	3	**218**	0	0	7	4	0	1	0	**12**
1615 - 1630	0	0	38	8	5	4	0	**55**	0	1	197	47	8	14	2	**269**	0	0	5	5	0	2	0	**12**
1630 - 1645	0	0	41	11	4	5	1	**62**	0	0	189	43	8	9	1	**250**	0	0	5	3	1	0	0	**9**
1645 - 1700	0	0	43	10	3	8	1	**65**	0	1	252	46	10	11	1	**321**	0	0	4	5	4	1	0	**14**
Hourly Total	**0**	**0**	**152**	**41**	**20**	**20**	**6**	**239**	**0**	**2**	**803**	**170**	**31**	**45**	**7**	**1058**	**0**	**0**	**21**	**17**	**5**	**4**	**0**	**47**
1700 - 1715	0	1	48	17	5	2	1	**74**	0	1	222	31	3	10	0	**267**	0	0	17	3	1	2	0	**23**
1715 - 1730	0	0	62	8	6	4	1	**81**	0	0	265	32	6	6	0	**309**	0	0	11	2	1	2	0	**16**
1730 - 1745	0	1	43	8	6	4	1	**63**	0	1	250	33	0	10	2	**296**	0	0	5	1	4	4	0	**14**
1745 - 1800	0	1	57	6	2	4	1	**71**	0	0	265	20	2	15	2	**304**	0	0	5	1	1	2	0	**9**
Hourly Total	**0**	**3**	**210**	**39**	**19**	**14**	**4**	**289**	**0**	**2**	**1002**	**116**	**11**	**41**	**4**	**1176**	**0**	**0**	**38**	**7**	**7**	**10**	**0**	**62**
1800 - 1815	0	0	40	5	1	6	2	**54**	0	0	235	22	5	7	0	**269**	0	0	9	2	2	0	0	**13**
1815 - 1830	0	0	51	5	2	5	1	**64**	0	2	222	18	4	5	1	**252**	0	0	6	1	0	1	0	**8**
1830 - 1845	0	0	50	4	4	5	0	**63**	0	3	211	18	2	6	0	**240**	0	0	8	2	0	1	0	**11**
1845 - 1900	0	0	32	5	1	2	0	**40**	0	1	201	13	5	2	2	**224**	0	0	7	1	0	1	0	**9**
Hourly Total	**0**	**0**	**173**	**19**	**8**	**18**	**3**	**221**	**0**	**6**	**869**	**71**	**16**	**20**	**3**	**985**	**0**	**0**	**30**	**6**	**2**	**3**	**0**	**41**
TOTAL	**0**	**14**	**1994**	**414**	**179**	**159**	**52**	**2812**	**3**	**49**	**9638**	**1556**	**321**	**487**	**64**	**12118**	**1**	**6**	**1018**	**155**	**78**	**73**	**0**	**1331**

Banbury - Manual Traffic Survey, Thursday 6th October 2011

Junction: (5) Daventry Road / A422 / Ermont Way

Approach: Ermont Way

	Left to A422 (West)								Ahead to Daventry Road								Right to A422 (East)							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	28	3	2	0	0	**33**	0	0	2	0	0	0	0	**2**	0	0	26	7	1	4	1	**39**
0715 - 0730	0	0	40	6	1	0	1	**48**	0	0	8	0	0	3	0	**11**	0	0	53	7	4	5	1	**70**
0730 - 0745	0	1	29	11	1	0	1	**43**	0	0	16	3	0	0	0	**19**	0	0	68	11	4	6	1	**90**
0745 - 0800	0	1	41	17	4	0	0	**63**	1	0	16	3	0	1	0	**21**	0	0	52	12	2	3	1	**70**
Hourly Total	**0**	**2**	**138**	**37**	**8**	**0**	**2**	**187**	**1**	**0**	**42**	**6**	**0**	**4**	**0**	**53**	**0**	**0**	**199**	**37**	**11**	**18**	**4**	**269**
0800 - 0815	0	2	62	5	0	4	0	**73**	0	0	19	3	1	0	0	**23**	0	0	60	15	1	2	2	**80**
0815 - 0830	0	1	61	12	3	1	0	**78**	0	0	21	2	0	2	0	**25**	0	2	41	11	1	7	1	**63**
0830 - 0845	1	2	54	7	2	3	0	**69**	0	0	30	2	0	0	0	**32**	0	0	41	11	0	1	0	**53**
0845 - 0900	0	1	50	12	4	1	0	**68**	0	0	22	3	1	1	0	**27**	0	1	41	10	2	5	1	**60**
Hourly Total	**1**	**6**	**227**	**36**	**9**	**9**	**0**	**288**	**0**	**0**	**92**	**10**	**2**	**3**	**0**	**107**	**0**	**3**	**183**	**47**	**4**	**15**	**4**	**256**
0900 - 0915	0	0	29	11	4	0	0	**44**	0	0	14	4	1	0	0	**19**	0	0	27	11	2	5	1	**46**
0915 - 0930	0	0	40	15	3	1	1	**60**	0	0	8	4	0	1	0	**13**	0	0	32	9	1	5	2	**49**
0930 - 0945	0	0	35	7	4	1	1	**48**	0	0	8	2	1	1	0	**12**	0	0	30	10	2	3	0	**45**
0945 - 1000	0	0	40	10	4	1	0	**55**	0	0	4	2	0	0	0	**6**	0	0	35	13	2	6	1	**57**
Hourly Total	**0**	**0**	**144**	**43**	**15**	**3**	**2**	**207**	**0**	**0**	**34**	**12**	**2**	**2**	**0**	**50**	**0**	**0**	**124**	**43**	**7**	**19**	**4**	**197**
1000 - 1015	0	0	31	7	1	1	1	**41**	0	0	3	2	1	1	0	**7**	0	0	37	9	3	2	1	**52**
1015 - 1030	0	2	30	9	3	3	1	**48**	0	0	7	3	0	0	0	**10**	0	0	22	9	2	7	0	**40**
1030 - 1045	0	1	30	11	1	1	0	**44**	0	0	11	1	0	1	0	**13**	0	0	31	7	3	2	1	**44**
1045 - 1100	0	0	33	7	2	3	1	**46**	0	0	9	1	0	0	0	**10**	0	0	31	4	0	3	0	**38**
Hourly Total	**0**	**3**	**124**	**34**	**7**	**8**	**3**	**179**	**0**	**0**	**30**	**7**	**1**	**2**	**0**	**40**	**0**	**0**	**121**	**29**	**8**	**14**	**2**	**174**
1100 - 1115	0	2	35	7	0	1	0	**45**	0	0	3	1	1	1	0	**6**	0	0	26	7	4	5	1	**43**
1115 - 1130	0	0	31	6	3	3	0	**43**	0	0	2	1	0	0	0	**3**	0	0	26	11	2	5	2	**46**
1130 - 1145	0	0	38	10	7	1	0	**56**	0	0	3	2	1	1	0	**7**	0	0	35	7	4	6	0	**52**
1145 - 1200	0	1	33	7	3	2	1	**47**	0	0	7	1	0	0	0	**8**	0	0	20	14	5	5	1	**45**
Hourly Total	**0**	**3**	**137**	**30**	**13**	**7**	**1**	**191**	**0**	**0**	**15**	**5**	**2**	**2**	**0**	**24**	**0**	**0**	**107**	**39**	**15**	**21**	**4**	**186**
1200 - 1215	0	1	45	11	1	4	0	**62**	0	0	4	3	0	1	0	**8**	0	0	37	13	4	3	1	**58**
1215 - 1230	0	0	41	9	1	0	0	**51**	0	0	3	2	1	1	0	**7**	0	0	30	10	2	4	1	**47**
1230 - 1245	0	0	53	7	3	2	1	**66**	0	0	11	2	0	0	0	**13**	0	0	37	8	4	2	1	**52**
1245 - 1300	0	1	50	11	5	2	0	**69**	0	0	12	4	0	1	0	**17**	0	0	47	9	2	3	1	**62**
Hourly Total	**0**	**2**	**189**	**38**	**10**	**8**	**1**	**248**	**0**	**0**	**30**	**11**	**1**	**3**	**0**	**45**	**0**	**0**	**151**	**40**	**12**	**12**	**4**	**219**
1300 - 1315	0	2	51	4	3	0	0	**60**	0	0	10	4	0	1	0	**15**	0	0	39	9	2	4	2	**56**
1315 - 1330	0	1	43	7	4	1	0	**56**	0	0	10	3	0	1	0	**14**	0	0	40	8	1	3	0	**52**
1330 - 1345	0	1	46	12	4	1	0	**64**	0	0	14	2	1	1	0	**18**	0	0	30	10	1	2	1	**44**
1345 - 1400	0	0	52	11	5	0	0	**68**	0	0	8	3	0	1	0	**12**	0	0	38	8	4	1	2	**53**
Hourly Total	**0**	**4**	**192**	**34**	**16**	**2**	**0**	**248**	**0**	**0**	**42**	**12**	**1**	**4**	**0**	**59**	**0**	**0**	**147**	**35**	**8**	**10**	**5**	**205**
1400 - 1415	2	1	44	9	2	2	1	**61**	0	0	6	2	0	1	0	**9**	0	0	44	7	1	5	2	**59**
1415 - 1430	0	0	35	13	2	0	0	**50**	0	0	3	3	0	1	0	**7**	0	0	38	10	0	1	2	**51**
1430 - 1445	0	1	44	6	1	1	0	**53**	0	0	5	1	1	0	0	**7**	0	0	43	11	5	1	2	**62**
1445 - 1500	0	2	38	6	1	1	2	**50**	0	0	3	3	0	2	0	**8**	0	0	42	13	4	1	0	**60**
Hourly Total	**2**	**4**	**161**	**34**	**6**	**4**	**3**	**214**	**0**	**0**	**17**	**9**	**1**	**4**	**0**	**31**	**0**	**0**	**167**	**41**	**10**	**8**	**6**	**232**
1500 - 1515	0	1	71	19	3	1	2	**97**	0	0	4	1	1	1	0	**7**	0	0	55	11	3	1	3	**73**
1515 - 1530	0	1	66	12	1	1	1	**82**	0	0	2	1	0	2	0	**5**	0	1	43	12	1	1	0	**58**
1530 - 1545	0	0	48	7	3	0	1	**59**	0	0	2	2	1	0	0	**5**	0	0	39	10	2	2	1	**54**
1545 - 1600	0	1	48	10	2	0	1	**62**	0	0	3	2	2	1	0	**8**	0	0	44	9	2	1	2	**58**
Hourly Total	**0**	**3**	**233**	**48**	**9**	**2**	**5**	**300**	**0**	**0**	**11**	**6**	**4**	**4**	**0**	**25**	**0**	**1**	**181**	**42**	**8**	**5**	**6**	**243**
1600 - 1615	0	0	59	6	1	0	2	**68**	0	0	2	1	0	0	0	**3**	0	0	51	5	1	1	1	**59**
1615 - 1630	0	2	55	5	2	1	1	**66**	0	0	1	3	0	1	0	**5**	0	0	45	12	5	3	1	**66**
1630 - 1645	1	2	73	15	4	0	0	**95**	0	0	2	0	0	0	0	**2**	0	0	64	11	2	0	1	**78**
1645 - 1700	0	1	67	8	2	0	0	**78**	0	0	3	1	1	2	0	**7**	0	0	61	12	2	2	1	**78**
Hourly Total	**1**	**5**	**254**	**34**	**9**	**1**	**3**	**307**	**0**	**0**	**8**	**5**	**1**	**3**	**0**	**17**	**0**	**0**	**221**	**40**	**10**	**6**	**4**	**281**
1700 - 1715	0	1	114	12	0	0	0	**127**	0	0	2	1	0	1	0	**4**	0	0	72	10	4	0	0	**86**
1715 - 1730	0	3	99	9	1	1	0	**113**	0	0	4	0	2	1	0	**7**	0	0	74	7	1	1	2	**85**
1730 - 1745	1	0	83	7	1	0	0	**92**	0	1	2	2	0	1	0	**6**	0	1	67	9	3	0	0	**80**
1745 - 1800	0	2	75	11	0	0	2	**90**	0	0	5	1	1	0	0	**7**	0	0	51	6	1	1	2	**61**
Hourly Total	**1**	**6**	**371**	**39**	**2**	**1**	**2**	**422**	**0**	**1**	**13**	**4**	**3**	**3**	**0**	**24**	**0**	**1**	**264**	**32**	**9**	**2**	**4**	**312**
1800 - 1815	1	1	66	9	0	0	1	**78**	0	0	3	2	2	0	0	**7**	0	0	59	6	0	2	0	**67**
1815 - 1830	0	2	57	2	1	0	0	**62**	0	0	2	1	0	1	0	**4**	0	1	53	5	0	2	2	**63**
1830 - 1845	0	1	45	2	1	3	0	**52**	1	0	1	0	0	0	0	**2**	0	0	46	8	0	0	0	**54**
1845 - 1900	0	1	46	3	0	0	0	**50**	0	0	3	0	0	0	0	**3**	0	0	31	3	0	3	0	**37**
Hourly Total	**1**	**5**	**214**	**16**	**2**	**3**	**1**	**242**	**1**	**0**	**9**	**3**	**2**	**1**	**0**	**16**	**0**	**1**	**189**	**22**	**0**	**7**	**2**	**221**
TOTAL	**6**	**43**	**2384**	**423**	**106**	**48**	**23**	**3033**	**2**	**1**	**343**	**90**	**20**	**35**	**0**	**491**	**0**	**6**	**2054**	**447**	**102**	**137**	**49**	**2795**

Banbury - Manual Traffic Survey, Thursday 6th October 2011

Junction: (5) Daventry Road / A422 / Ermont Way

Approach: A422 (West)

	Left to Daventry Road								Ahead to A422 (East)								Right to Ermont Way							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	15	1	0	2	0	**18**	0	0	184	47	10	14	2	**257**	0	0	28	5	2	0	0	**35**
0715 - 0730	0	0	20	1	0	3	0	**24**	0	0	204	33	3	5	2	**247**	0	0	43	11	1	0	0	**55**
0730 - 0745	0	1	39	9	0	1	0	**50**	0	2	202	41	6	13	3	**267**	0	0	47	7	0	0	0	**54**
0745 - 0800	6	1	82	8	0	1	0	**98**	0	2	213	43	6	12	1	**277**	0	1	77	15	1	2	1	**97**
Hourly Total	**6**	**2**	**156**	**19**	**0**	**7**	**0**	**190**	**0**	**4**	**803**	**164**	**25**	**44**	**8**	**1048**	**0**	**1**	**195**	**38**	**4**	**2**	**1**	**241**
0800 - 0815	6	0	80	5	1	0	0	**92**	0	0	239	32	6	14	0	**291**	0	0	58	12	0	4	0	**74**
0815 - 0830	1	0	93	3	0	2	0	**99**	0	0	194	35	11	7	3	**250**	1	0	62	11	1	3	0	**78**
0830 - 0845	0	0	117	6	2	1	0	**126**	0	1	203	33	11	10	3	**261**	0	1	74	9	3	1	0	**88**
0845 - 0900	0	2	70	5	2	4	0	**83**	0	4	177	36	12	10	3	**242**	0	3	60	11	1	2	0	**77**
Hourly Total	**7**	**2**	**360**	**19**	**5**	**7**	**0**	**400**	**0**	**5**	**813**	**136**	**40**	**41**	**9**	**1044**	**1**	**4**	**254**	**43**	**5**	**10**	**0**	**317**
0900 - 0915	0	0	105	8	1	1	0	**115**	0	0	178	30	14	12	4	**238**	0	1	45	11	0	0	1	**58**
0915 - 0930	3	3	23	8	1	2	0	**40**	0	0	132	32	9	12	3	**188**	0	0	27	8	0	2	1	**38**
0930 - 0945	2	0	30	10	1	1	0	**44**	0	0	117	34	13	10	3	**177**	0	0	31	9	0	4	0	**44**
0945 - 1000	1	0	18	9	2	0	0	**30**	0	0	136	33	10	11	1	**191**	0	1	30	11	1	4	0	**47**
Hourly Total	**6**	**3**	**176**	**35**	**5**	**4**	**0**	**229**	**0**	**0**	**563**	**129**	**46**	**45**	**11**	**794**	**0**	**2**	**133**	**39**	**1**	**10**	**2**	**187**
1000 - 1015	1	0	13	4	1	1	0	**20**	0	1	160	34	6	11	2	**214**	0	0	32	7	2	3	0	**44**
1015 - 1030	0	0	8	11	1	0	0	**20**	0	0	120	30	16	7	0	**173**	0	2	28	7	1	1	0	**39**
1030 - 1045	0	0	16	3	1	3	0	**23**	0	4	129	25	7	13	0	**178**	0	1	39	7	1	0	0	**48**
1045 - 1100	0	0	6	11	0	1	0	**18**	0	0	126	30	10	13	2	**181**	0	1	24	11	0	3	0	**39**
Hourly Total	**1**	**0**	**43**	**29**	**3**	**5**	**0**	**81**	**0**	**5**	**535**	**119**	**39**	**44**	**4**	**746**	**0**	**4**	**123**	**32**	**4**	**7**	**0**	**170**
1100 - 1115	0	0	8	10	1	2	0	**21**	0	1	126	31	9	15	2	**184**	0	0	26	12	0	5	0	**43**
1115 - 1130	1	0	8	6	2	0	0	**17**	0	0	149	40	12	13	3	**217**	0	0	25	12	1	2	0	**40**
1130 - 1145	0	0	13	9	2	2	0	**26**	0	1	147	31	10	12	0	**201**	0	0	29	10	4	1	1	**45**
1145 - 1200	0	0	9	8	0	1	0	**18**	0	2	151	30	11	12	1	**207**	0	0	33	10	3	1	0	**47**
Hourly Total	**1**	**0**	**38**	**33**	**5**	**5**	**0**	**82**	**0**	**4**	**573**	**132**	**42**	**52**	**6**	**809**	**0**	**0**	**113**	**44**	**8**	**9**	**1**	**175**
1200 - 1215	0	0	11	5	0	4	0	**20**	0	0	153	30	6	11	2	**202**	0	0	35	11	2	0	0	**48**
1215 - 1230	0	0	16	6	2	3	0	**27**	0	1	174	22	9	9	0	**215**	0	0	31	9	2	2	0	**44**
1230 - 1245	1	0	44	4	0	1	0	**50**	0	0	148	30	12	13	1	**204**	0	0	53	9	1	5	0	**68**
1245 - 1300	0	0	48	8	0	2	0	**58**	0	0	174	28	10	16	0	**228**	0	4	35	12	0	1	0	**52**
Hourly Total	**1**	**0**	**119**	**23**	**2**	**10**	**0**	**155**	**0**	**1**	**649**	**110**	**37**	**49**	**3**	**849**	**0**	**4**	**154**	**41**	**5**	**8**	**0**	**212**
1300 - 1315	0	0	38	7	0	2	0	**47**	0	4	161	20	10	13	0	**208**	0	1	40	6	4	3	0	**54**
1315 - 1330	1	1	36	14	1	1	0	**54**	0	1	148	33	13	8	1	**204**	0	0	55	10	1	1	1	**68**
1330 - 1345	0	1	50	8	2	2	0	**63**	0	2	142	43	7	7	0	**201**	0	0	50	11	1	4	0	**66**
1345 - 1400	1	0	36	7	0	3	0	**47**	0	0	139	31	9	8	0	**187**	0	0	60	5	0	2	0	**67**
Hourly Total	**2**	**2**	**160**	**36**	**3**	**8**	**0**	**211**	**0**	**7**	**590**	**127**	**39**	**36**	**1**	**800**	**0**	**1**	**205**	**32**	**6**	**10**	**1**	**255**
1400 - 1415	1	0	23	8	0	1	0	**33**	0	1	187	42	6	15	1	**252**	0	0	37	13	1	3	1	**55**
1415 - 1430	0	0	13	9	2	6	0	**30**	0	0	176	26	10	13	0	**225**	0	0	38	8	1	3	0	**50**
1430 - 1445	1	0	26	2	1	5	0	**35**	0	0	176	29	7	7	2	**221**	0	0	49	7	2	2	0	**60**
1445 - 1500	2	0	11	6	0	0	0	**19**	0	0	184	37	11	8	5	**245**	0	0	62	11	2	3	0	**78**
Hourly Total	**4**	**0**	**73**	**25**	**3**	**12**	**0**	**117**	**0**	**1**	**723**	**134**	**34**	**43**	**8**	**943**	**0**	**0**	**186**	**39**	**6**	**11**	**1**	**243**
1500 - 1515	0	1	14	6	1	2	0	**24**	0	0	216	30	3	11	1	**261**	0	0	53	11	3	0	1	**68**
1515 - 1530	0	0	11	3	0	6	0	**20**	0	1	222	35	9	7	0	**274**	0	0	54	6	4	1	2	**67**
1530 - 1545	0	0	7	4	1	0	0	**12**	0	2	197	45	4	5	2	**255**	0	0	42	8	2	4	1	**57**
1545 - 1600	3	0	20	12	2	3	0	**40**	0	0	187	37	2	5	5	**236**	0	0	53	8	1	0	2	**64**
Hourly Total	**3**	**1**	**52**	**25**	**4**	**11**	**0**	**96**	**0**	**3**	**822**	**147**	**18**	**28**	**8**	**1026**	**0**	**0**	**202**	**33**	**10**	**5**	**6**	**256**
1600 - 1615	0	1	7	3	0	2	0	**13**	0	0	203	49	6	3	3	**264**	0	1	46	12	5	2	1	**67**
1615 - 1630	0	0	5	5	0	1	0	**11**	0	4	215	33	5	6	2	**265**	0	0	47	16	3	3	2	**71**
1630 - 1645	0	0	9	3	0	0	0	**12**	0	4	241	47	6	11	2	**311**	0	0	68	16	3	1	1	**89**
1645 - 1700	0	0	18	4	2	4	0	**28**	0	2	292	52	4	6	0	**356**	0	0	68	15	1	2	0	**86**
Hourly Total	**0**	**1**	**39**	**15**	**2**	**7**	**0**	**64**	**0**	**10**	**951**	**181**	**21**	**26**	**7**	**1196**	**0**	**1**	**229**	**59**	**12**	**8**	**4**	**313**
1700 - 1715	0	0	4	3	2	3	0	**12**	0	1	317	46	3	4	1	**372**	0	0	33	9	1	0	0	**43**
1715 - 1730	1	0	14	6	0	1	0	**22**	0	1	332	38	4	5	2	**382**	0	0	66	5	3	2	1	**77**
1730 - 1745	1	2	8	5	0	2	0	**18**	0	2	284	23	3	6	1	**319**	0	0	74	10	5	2	1	**92**
1745 - 1800	1	0	35	6	1	2	0	**45**	0	5	320	33	5	6	2	**371**	0	1	77	7	2	1	0	**88**
Hourly Total	**3**	**2**	**61**	**20**	**3**	**8**	**0**	**97**	**0**	**9**	**1253**	**140**	**15**	**21**	**6**	**1444**	**0**	**1**	**250**	**31**	**11**	**5**	**2**	**300**
1800 - 1815	0	0	9	1	1	0	0	**11**	0	2	276	31	1	4	0	**314**	0	0	57	6	1	1	0	**65**
1815 - 1830	0	0	6	1	0	0	0	**7**	0	0	212	16	0	5	3	**236**	0	0	52	4	1	0	0	**57**
1830 - 1845	0	0	6	0	0	1	0	**7**	0	1	179	12	2	5	3	**202**	0	0	41	4	2	1	0	**48**
1845 - 1900	0	0	8	0	0	1	0	**9**	0	0	173	14	2	1	0	**190**	0	0	59	2	0	0	1	**62**
Hourly Total	**0**	**0**	**29**	**2**	**1**	**2**	**0**	**34**	**0**	**3**	**840**	**73**	**5**	**15**	**6**	**942**	**0**	**0**	**209**	**16**	**4**	**2**	**1**	**232**
TOTAL	**34**	**13**	**1306**	**281**	**36**	**86**	**0**	**1756**	**0**	**52**	**9115**	**1592**	**361**	**444**	**77**	**11641**	**1**	**18**	**2253**	**447**	**76**	**87**	**19**	**2901**

Banbury - Manual Traffic Survey, Thursday 6th October 2011

Junction: (7) Grimsbury Green / A422 Hennef Way / A4260 Cherwell Street

Approach: Grimsbury Green

	Left to A422 Hennef Way (East)								Ahead to A4260 Cherwell Street								Right to A422 Hennef Way (West)							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	1	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	0	0	0	0	1	2	0	**3**
0715 - 0730	0	0	1	2	1	1	0	**5**	0	0	0	1	1	0	0	**2**	0	0	3	3	0	0	0	**6**
0730 - 0745	0	0	2	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**	0	0	2	0	2	0	0	**4**
0745 - 0800	0	0	1	3	0	1	0	**5**	0	0	1	0	0	0	0	**1**	0	0	4	1	0	0	0	**5**
Hourly Total	**0**	**0**	**5**	**5**	**1**	**2**	**0**	**13**	**0**	**0**	**1**	**1**	**1**	**0**	**0**	**3**	**0**	**0**	**9**	**4**	**3**	**2**	**0**	**18**
0800 - 0815	0	0	1	1	0	1	0	**3**	0	0	0	0	0	0	0	**0**	0	0	2	2	0	0	0	**4**
0815 - 0830	0	0	0	1	1	0	0	**2**	0	0	1	1	0	0	0	**2**	0	0	3	2	1	0	0	**6**
0830 - 0845	0	0	3	0	1	3	0	**7**	0	0	1	0	0	0	0	**1**	0	0	0	1	0	0	0	**1**
0845 - 0900	0	0	0	4	0	2	0	**6**	0	0	0	0	0	0	0	**0**	0	0	1	1	0	0	0	**2**
Hourly Total	**0**	**0**	**4**	**6**	**2**	**6**	**0**	**18**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**3**	**0**	**0**	**6**	**6**	**1**	**0**	**0**	**13**
0900 - 0915	0	0	2	0	1	0	0	**3**	0	0	1	0	0	0	0	**1**	0	0	1	2	0	0	0	**3**
0915 - 0930	0	0	2	0	2	1	0	**5**	0	0	2	1	0	0	0	**3**	0	0	2	0	0	1	0	**3**
0930 - 0945	0	0	0	0	0	1	0	**1**	0	0	1	1	0	0	0	**2**	0	0	1	1	0	0	0	**2**
0945 - 1000	0	0	0	0	0	2	0	**2**	0	0	2	0	0	0	0	**2**	0	0	4	1	0	0	0	**5**
Hourly Total	**0**	**0**	**4**	**0**	**3**	**4**	**0**	**11**	**0**	**0**	**6**	**2**	**0**	**0**	**0**	**8**	**0**	**0**	**8**	**4**	**0**	**1**	**0**	**13**
1000 - 1015	0	0	1	0	1	1	0	**3**	0	0	1	0	0	1	0	**2**	0	0	2	1	0	0	0	**3**
1015 - 1030	0	0	1	1	2	1	0	**5**	0	0	2	0	0	0	0	**2**	0	0	2	0	0	0	0	**2**
1030 - 1045	0	0	2	1	1	1	0	**5**	0	0	0	0	0	0	0	**0**	0	0	1	1	1	1	0	**4**
1045 - 1100	0	0	1	5	0	1	0	**7**	0	0	1	0	0	0	0	**1**	0	0	3	0	0	0	0	**3**
Hourly Total	**0**	**0**	**5**	**7**	**4**	**4**	**0**	**20**	**0**	**0**	**4**	**0**	**0**	**1**	**0**	**5**	**0**	**0**	**8**	**2**	**1**	**1**	**0**	**12**
1100 - 1115	0	0	2	3	0	0	0	**5**	0	0	1	1	0	0	0	**2**	0	0	2	1	0	1	0	**4**
1115 - 1130	0	0	1	2	0	1	0	**4**	0	0	2	0	0	0	0	**2**	0	0	3	1	1	0	0	**5**
1130 - 1145	0	0	3	2	1	1	0	**7**	0	0	1	0	0	0	0	**1**	0	0	1	0	0	0	0	**1**
1145 - 1200	0	0	1	1	0	1	0	**3**	0	0	1	0	0	0	0	**1**	0	0	1	1	1	0	0	**3**
Hourly Total	**0**	**0**	**7**	**8**	**1**	**3**	**0**	**19**	**0**	**0**	**5**	**1**	**0**	**0**	**0**	**6**	**0**	**0**	**7**	**3**	**2**	**1**	**0**	**13**
1200 - 1215	0	0	2	1	0	0	0	**3**	0	0	2	0	0	0	0	**2**	0	0	3	0	0	0	0	**3**
1215 - 1230	0	0	5	0	1	0	0	**6**	0	0	0	0	0	0	0	**0**	0	0	0	2	0	2	0	**4**
1230 - 1245	0	0	0	1	0	1	0	**2**	0	0	1	1	0	0	0	**2**	0	0	4	2	1	0	0	**7**
1245 - 1300	0	0	3	0	0	1	0	**4**	0	0	1	0	0	0	0	**1**	0	0	1	1	1	0	0	**3**
Hourly Total	**0**	**0**	**10**	**2**	**1**	**2**	**0**	**15**	**0**	**0**	**4**	**1**	**0**	**0**	**0**	**5**	**0**	**0**	**8**	**5**	**2**	**2**	**0**	**17**
1300 - 1315	0	0	3	0	0	0	0	**3**	0	0	1	0	0	0	0	**1**	0	0	2	0	0	0	0	**2**
1315 - 1330	0	0	1	0	1	0	0	**2**	0	0	3	0	0	0	0	**3**	0	0	5	1	0	1	0	**7**
1330 - 1345	0	0	3	1	0	1	0	**5**	0	0	1	0	0	0	0	**1**	0	0	4	0	0	2	0	**6**
1345 - 1400	0	0	2	3	0	1	0	**6**	0	0	0	1	0	0	0	**1**	0	0	0	1	0	0	0	**1**
Hourly Total	**0**	**0**	**9**	**4**	**1**	**2**	**0**	**16**	**0**	**0**	**5**	**1**	**0**	**0**	**0**	**6**	**0**	**0**	**11**	**2**	**0**	**3**	**0**	**16**
1400 - 1415	0	0	0	1	2	2	0	**5**	0	0	0	0	0	0	0	**0**	0	0	4	1	0	0	0	**5**
1415 - 1430	0	0	2	1	0	1	0	**4**	0	0	1	0	0	0	0	**1**	0	0	3	1	1	0	0	**5**
1430 - 1445	0	0	1	1	0	2	0	**4**	0	0	2	0	0	0	0	**2**	0	1	1	0	1	0	0	**3**
1445 - 1500	0	0	2	1	0	0	0	**3**	0	0	1	1	0	0	0	**2**	0	0	2	1	3	1	0	**7**
Hourly Total	**0**	**0**	**5**	**4**	**2**	**5**	**0**	**16**	**0**	**0**	**4**	**1**	**0**	**0**	**0**	**5**	**0**	**1**	**10**	**3**	**5**	**1**	**0**	**20**
1500 - 1515	0	0	2	0	0	1	0	**3**	0	0	2	0	0	0	0	**2**	0	0	3	0	0	0	0	**3**
1515 - 1530	0	0	0	0	0	2	0	**2**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
1530 - 1545	0	0	4	0	0	0	0	**4**	0	0	0	0	0	0	0	**0**	0	0	1	1	0	2	0	**4**
1545 - 1600	0	0	3	2	1	0	0	**6**	0	0	1	0	0	0	0	**1**	0	0	4	1	1	1	0	**7**
Hourly Total	**0**	**0**	**9**	**2**	**1**	**3**	**0**	**15**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**8**	**2**	**1**	**3**	**0**	**14**
1600 - 1615	0	0	2	0	1	1	0	**4**	0	0	1	0	0	0	0	**1**	0	0	1	2	0	0	0	**3**
1615 - 1630	0	0	1	0	0	0	0	**1**	0	0	1	0	0	0	0	**1**	0	0	4	1	0	0	0	**5**
1630 - 1645	0	0	1	0	0	2	0	**3**	0	0	2	1	0	0	0	**3**	0	0	5	2	0	0	0	**7**
1645 - 1700	0	0	0	0	1	0	0	**1**	0	0	1	0	0	0	0	**1**	0	0	4	1	0	0	0	**5**
Hourly Total	**0**	**0**	**4**	**0**	**2**	**3**	**0**	**9**	**0**	**0**	**5**	**1**	**0**	**0**	**0**	**6**	**0**	**0**	**14**	**6**	**0**	**0**	**0**	**20**
1700 - 1715	0	0	4	1	1	0	0	**6**	1	0	1	0	0	0	0	**2**	0	0	8	1	0	0	0	**9**
1715 - 1730	0	0	1	0	0	0	0	**1**	0	0	1	1	0	0	0	**2**	0	0	2	0	0	0	0	**2**
1730 - 1745	0	0	6	0	0	0	0	**6**	0	0	3	0	0	0	0	**3**	0	0	3	0	0	0	0	**3**
1745 - 1800	0	0	1	1	0	3	0	**5**	0	0	1	0	0	0	0	**1**	0	0	6	1	0	0	0	**7**
Hourly Total	**0**	**0**	**12**	**2**	**1**	**3**	**0**	**18**	**1**	**0**	**6**	**1**	**0**	**0**	**0**	**8**	**0**	**0**	**19**	**2**	**0**	**0**	**0**	**21**
1800 - 1815	0	0	3	0	0	0	0	**3**	0	0	1	0	0	0	0	**1**	0	0	5	1	0	0	0	**6**
1815 - 1830	0	0	1	0	0	0	0	**1**	0	0	1	0	0	0	0	**1**	0	0	3	0	0	0	0	**3**
1830 - 1845	0	0	1	1	0	0	0	**2**	0	0	4	0	0	0	0	**4**	0	0	0	0	0	0	0	**0**
1845 - 1900	0	0	3	0	0	0	0	**3**	0	0	3	0	0	0	0	**3**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**8**	**1**	**0**	**0**	**0**	**9**	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**9**	**0**	**0**	**8**	**1**	**0**	**0**	**0**	**9**
TOTAL	**0**	**0**	**82**	**41**	**19**	**37**	**0**	**179**	**1**	**0**	**54**	**10**	**1**	**1**	**0**	**67**	**0**	**1**	**116**	**40**	**15**	**14**	**0**	**186**

Banbury - Manual Traffic Survey, Thursday 6th October 2011

Junction: (7) Grimsbury Green / A422 Hennef Way / A4260 Cherwell Street

Approach: A422 Hennef Way (East)

	Left to A4260 Cherwell Street								Ahead to A422 Hennef Way (West)								Right to Grimsbury Green							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	55	10	3	1	2	**71**	0	0	94	24	8	13	0	**139**	0	0	1	1	2	0	0	**4**
0715 - 0730	0	1	70	12	2	3	0	**88**	0	1	124	38	4	10	3	**180**	0	0	2	4	0	0	0	**6**
0730 - 0745	0	1	84	12	8	2	0	**107**	0	2	156	51	10	5	2	**226**	0	0	2	3	0	0	0	**5**
0745 - 0800	0	1	125	20	6	8	2	**162**	0	0	208	66	6	4	1	**285**	0	0	2	2	2	2	0	**8**
Hourly Total	**0**	**3**	**334**	**54**	**19**	**14**	**4**	**428**	**0**	**3**	**582**	**179**	**28**	**32**	**6**	**830**	**0**	**0**	**7**	**10**	**4**	**2**	**0**	**23**
0800 - 0815	0	2	166	20	4	2	0	**194**	0	0	238	41	7	11	0	**297**	0	0	1	1	0	0	0	**2**
0815 - 0830	0	1	202	17	8	2	0	**230**	0	3	261	53	4	10	3	**334**	0	0	1	4	0	3	0	**8**
0830 - 0845	0	1	190	17	4	2	3	**217**	0	1	221	43	5	9	1	**280**	0	0	7	1	1	0	0	**9**
0845 - 0900	0	0	178	12	5	4	0	**199**	0	1	241	34	7	5	0	**288**	0	0	3	0	0	1	0	**4**
Hourly Total	**0**	**4**	**736**	**66**	**21**	**10**	**3**	**840**	**0**	**5**	**961**	**171**	**23**	**35**	**4**	**1199**	**0**	**0**	**12**	**6**	**1**	**4**	**0**	**23**
0900 - 0915	0	0	166	20	3	3	0	**192**	0	0	163	23	9	8	0	**203**	0	0	4	1	1	1	0	**7**
0915 - 0930	0	3	144	17	3	2	1	**170**	0	0	163	25	8	9	0	**205**	0	0	2	1	1	0	0	**4**
0930 - 0945	1	0	117	13	1	3	0	**135**	0	0	128	37	11	9	1	**186**	0	0	4	1	0	2	0	**7**
0945 - 1000	0	0	115	12	3	4	1	**135**	0	2	129	32	9	12	0	**184**	0	0	2	1	1	1	0	**5**
Hourly Total	**1**	**3**	**542**	**62**	**10**	**12**	**2**	**632**	**0**	**2**	**583**	**117**	**37**	**38**	**1**	**778**	**0**	**0**	**12**	**4**	**3**	**4**	**0**	**23**
1000 - 1015	0	0	115	14	5	0	0	**134**	0	0	129	33	5	8	0	**175**	0	0	0	1	1	0	0	**2**
1015 - 1030	0	1	98	10	6	4	1	**120**	0	1	130	35	7	14	0	**187**	0	0	0	2	1	1	0	**4**
1030 - 1045	0	0	95	12	0	2	1	**110**	0	3	124	36	6	4	1	**174**	0	0	2	1	0	1	0	**4**
1045 - 1100	0	0	83	7	2	2	0	**94**	0	1	115	31	10	10	0	**167**	0	0	2	1	0	1	0	**4**
Hourly Total	**0**	**1**	**391**	**43**	**13**	**8**	**2**	**458**	**0**	**5**	**498**	**135**	**28**	**36**	**1**	**703**	**0**	**0**	**4**	**5**	**2**	**3**	**0**	**14**
1100 - 1115	0	0	99	8	0	1	2	**110**	0	2	118	37	6	8	0	**171**	0	0	2	1	0	1	0	**4**
1115 - 1130	0	0	73	14	3	2	2	**94**	0	0	108	27	8	10	0	**153**	0	0	3	2	1	1	0	**7**
1130 - 1145	0	1	67	7	6	4	1	**86**	0	0	137	32	7	13	0	**189**	0	0	1	1	1	0	0	**3**
1145 - 1200	0	1	73	6	3	2	1	**86**	0	1	133	33	10	5	1	**183**	0	0	1	0	1	1	0	**3**
Hourly Total	**0**	**2**	**312**	**35**	**12**	**9**	**6**	**376**	**0**	**3**	**496**	**129**	**31**	**36**	**1**	**696**	**0**	**0**	**7**	**4**	**3**	**3**	**0**	**17**
1200 - 1215	0	1	75	6	2	2	0	**86**	0	3	141	40	9	11	0	**204**	0	0	0	1	2	1	0	**4**
1215 - 1230	0	0	79	9	3	1	1	**93**	0	0	131	24	4	11	0	**170**	0	0	0	2	0	0	0	**2**
1230 - 1245	0	1	93	4	4	2	1	**105**	0	2	158	38	9	13	0	**220**	0	0	1	0	2	2	0	**5**
1245 - 1300	0	3	79	12	2	2	0	**98**	0	3	144	44	10	9	1	**211**	0	0	0	0	0	2	0	**2**
Hourly Total	**0**	**5**	**326**	**31**	**11**	**7**	**2**	**382**	**0**	**8**	**574**	**146**	**32**	**44**	**1**	**805**	**0**	**0**	**1**	**3**	**4**	**5**	**0**	**13**
1300 - 1315	0	0	98	11	6	0	1	**116**	0	0	156	23	5	10	0	**194**	0	0	2	3	0	0	0	**5**
1315 - 1330	0	0	104	15	4	2	0	**125**	0	1	156	39	7	13	3	**219**	0	0	3	0	0	0	0	**3**
1330 - 1345	0	0	75	14	5	2	2	**98**	0	0	158	38	7	7	0	**210**	0	0	0	2	0	3	0	**5**
1345 - 1400	0	1	81	8	8	2	0	**100**	0	1	125	33	6	6	0	**171**	0	0	2	0	0	4	0	**6**
Hourly Total	**0**	**1**	**358**	**48**	**23**	**6**	**3**	**439**	**0**	**2**	**595**	**133**	**25**	**36**	**3**	**794**	**0**	**0**	**7**	**5**	**0**	**7**	**0**	**19**
1400 - 1415	0	1	74	5	4	3	3	**90**	0	0	158	40	6	6	1	**211**	0	0	2	1	0	2	0	**5**
1415 - 1430	0	0	87	6	5	1	2	**101**	0	4	142	29	5	10	1	**191**	0	0	3	1	0	1	0	**5**
1430 - 1445	0	1	89	14	3	0	2	**109**	0	4	146	30	4	10	1	**195**	0	0	1	0	0	2	0	**3**
1445 - 1500	0	1	92	2	1	3	1	**100**	0	1	135	23	7	11	2	**179**	0	0	1	1	0	1	0	**3**
Hourly Total	**0**	**3**	**342**	**27**	**13**	**7**	**8**	**400**	**0**	**9**	**581**	**122**	**22**	**37**	**5**	**776**	**0**	**0**	**7**	**3**	**0**	**6**	**0**	**16**
1500 - 1515	0	1	85	13	0	1	3	**103**	0	0	157	52	8	11	4	**232**	0	0	1	0	0	2	0	**3**
1515 - 1530	0	0	81	11	4	2	3	**101**	0	4	211	42	3	9	2	**271**	0	0	1	0	0	0	0	**1**
1530 - 1545	0	2	83	8	5	1	1	**100**	0	1	158	39	4	13	3	**218**	0	0	1	1	0	0	0	**2**
1545 - 1600	0	0	84	13	2	1	0	**100**	0	1	163	37	6	11	2	**220**	0	0	0	1	1	0	0	**2**
Hourly Total	**0**	**3**	**333**	**45**	**11**	**5**	**7**	**404**	**0**	**6**	**689**	**170**	**21**	**44**	**11**	**941**	**0**	**0**	**3**	**2**	**1**	**2**	**0**	**8**
1600 - 1615	0	0	72	14	2	2	0	**90**	0	1	178	31	7	9	5	**231**	0	0	2	2	0	0	0	**4**
1615 - 1630	0	1	81	14	2	4	1	**103**	0	2	191	38	8	11	2	**252**	0	0	0	1	0	1	0	**2**
1630 - 1645	0	0	103	12	2	0	0	**117**	0	2	221	49	11	8	0	**291**	0	0	3	1	0	3	0	**7**
1645 - 1700	0	0	112	13	1	1	1	**128**	0	2	224	43	11	8	1	**289**	0	0	3	2	0	1	0	**6**
Hourly Total	**0**	**1**	**368**	**53**	**7**	**7**	**2**	**438**	**0**	**7**	**814**	**161**	**37**	**36**	**8**	**1063**	**0**	**0**	**8**	**6**	**0**	**5**	**0**	**19**
1700 - 1715	0	1	138	9	1	1	0	**150**	0	3	263	37	6	11	0	**320**	0	0	2	0	0	0	0	**2**
1715 - 1730	0	0	151	12	2	0	2	**167**	0	2	286	41	6	7	0	**342**	0	0	2	1	0	0	0	**3**
1730 - 1745	0	1	143	17	1	0	0	**162**	0	1	293	27	2	10	0	**333**	0	0	2	0	0	0	0	**2**
1745 - 1800	0	0	104	7	2	1	1	**115**	0	3	266	30	2	15	2	**318**	0	0	2	1	0	0	0	**3**
Hourly Total	**0**	**2**	**536**	**45**	**6**	**2**	**3**	**594**	**0**	**9**	**1108**	**135**	**16**	**43**	**2**	**1313**	**0**	**0**	**8**	**2**	**0**	**0**	**0**	**10**
1800 - 1815	0	0	132	8	0	0	0	**140**	0	2	238	24	5	11	2	**282**	0	0	2	0	0	0	0	**2**
1815 - 1830	0	1	104	5	1	0	1	**112**	0	2	199	17	3	4	0	**225**	0	0	1	0	0	0	0	**1**
1830 - 1845	0	2	68	6	1	1	0	**78**	0	2	205	17	3	8	0	**235**	0	0	5	0	0	0	0	**5**
1845 - 1900	0	0	81	4	2	1	0	**88**	0	0	177	12	2	2	1	**194**	0	0	1	0	0	0	0	**1**
Hourly Total	**0**	**3**	**385**	**23**	**4**	**2**	**1**	**418**	**0**	**6**	**819**	**70**	**13**	**25**	**3**	**936**	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**9**
TOTAL	**1**	**31**	**4963**	**532**	**150**	**89**	**43**	**5809**	**0**	**65**	**8300**	**1668**	**313**	**442**	**46**	**10834**	**0**	**0**	**85**	**50**	**18**	**41**	**0**	**194**

Banbury - Manual Traffic Survey, Thursday 6th October 2011

Junction: (7) Grimsbury Green / A422 Hennef Way / A4260 Cherwell Street

Approach: A4260 Cherwell Street

	Left to A422 Hennef Way (West)								Ahead to Grimsbury Green								Right to A422 Hennef Way (East)							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	22	3	2	0	0	**27**	0	0	0	1	0	0	0	**1**	0	0	47	17	4	2	0	**70**
0715 - 0730	0	0	10	0	1	0	0	**11**	0	0	0	1	0	0	0	**1**	0	0	60	11	2	0	0	**73**
0730 - 0745	0	0	26	5	0	0	0	**31**	0	0	0	1	0	0	0	**1**	0	0	65	15	3	1	1	**85**
0745 - 0800	0	0	31	5	1	0	1	**38**	0	0	0	0	0	0	0	**0**	0	1	88	12	2	1	1	**105**
Hourly Total	**0**	**0**	**89**	**13**	**4**	**0**	**1**	**107**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**3**	**0**	**1**	**260**	**55**	**11**	**4**	**2**	**333**
0800 - 0815	0	0	27	8	0	1	1	**37**	0	0	0	0	0	0	0	**0**	0	0	112	12	3	4	0	**131**
0815 - 0830	0	1	41	2	0	0	1	**45**	0	0	0	0	0	0	0	**0**	0	0	92	10	5	1	2	**110**
0830 - 0845	0	0	34	4	0	1	0	**39**	0	0	1	0	0	0	0	**1**	0	0	104	16	3	0	3	**126**
0845 - 0900	0	0	40	6	0	0	0	**46**	0	0	1	0	0	0	0	**1**	0	0	98	5	5	1	1	**110**
Hourly Total	**0**	**1**	**142**	**20**	**0**	**2**	**2**	**167**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**406**	**43**	**16**	**6**	**6**	**477**
0900 - 0915	0	0	40	4	1	0	1	**46**	0	0	2	1	0	0	0	**3**	0	0	75	17	1	3	2	**98**
0915 - 0930	0	0	34	9	1	0	1	**45**	0	0	1	0	0	0	0	**1**	0	1	46	11	1	1	4	**64**
0930 - 0945	0	0	27	3	0	0	0	**30**	0	0	1	1	0	0	0	**2**	0	0	45	14	7	3	1	**70**
0945 - 1000	0	0	35	3	1	0	0	**39**	0	0	0	1	0	0	0	**1**	0	1	67	20	4	3	2	**97**
Hourly Total	**0**	**0**	**136**	**19**	**3**	**0**	**2**	**160**	**0**	**0**	**4**	**3**	**0**	**0**	**0**	**7**	**0**	**2**	**233**	**62**	**13**	**10**	**9**	**329**
1000 - 1015	0	0	36	6	0	0	0	**42**	0	0	0	0	0	0	0	**0**	0	1	60	11	5	3	2	**82**
1015 - 1030	0	0	23	6	0	0	1	**30**	0	0	0	1	0	0	0	**1**	0	2	54	12	3	0	0	**71**
1030 - 1045	0	1	42	8	0	1	0	**52**	0	0	1	0	0	0	0	**1**	0	2	61	15	0	3	0	**81**
1045 - 1100	0	0	46	7	1	0	1	**55**	0	0	0	0	0	0	0	**0**	0	0	52	14	5	0	2	**73**
Hourly Total	**0**	**1**	**147**	**27**	**1**	**1**	**2**	**179**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**2**	**0**	**5**	**227**	**52**	**13**	**6**	**4**	**307**
1100 - 1115	0	0	52	2	0	0	1	**55**	0	0	0	0	0	0	0	**0**	0	0	58	11	2	3	2	**76**
1115 - 1130	0	2	52	7	2	0	1	**64**	0	0	1	2	0	0	0	**3**	0	0	63	19	3	3	2	**90**
1130 - 1145	0	0	48	10	1	0	0	**59**	0	0	1	0	0	0	0	**1**	0	0	74	8	3	3	0	**88**
1145 - 1200	0	0	59	9	0	0	1	**69**	0	0	0	0	0	0	0	**0**	0	0	83	14	4	3	1	**105**
Hourly Total	**0**	**2**	**211**	**28**	**3**	**0**	**3**	**247**	**0**	**0**	**2**	**2**	**0**	**0**	**0**	**4**	**0**	**0**	**278**	**52**	**12**	**12**	**5**	**359**
1200 - 1215	0	1	53	7	2	0	0	**63**	0	0	0	0	0	0	0	**0**	0	0	82	12	2	2	1	**99**
1215 - 1230	0	0	37	1	0	0	2	**40**	0	0	0	1	0	0	0	**1**	0	0	87	8	6	4	0	**105**
1230 - 1245	0	4	57	5	0	0	0	**66**	0	0	1	0	0	0	0	**1**	0	0	84	17	0	3	2	**106**
1245 - 1300	0	0	56	7	2	0	1	**66**	0	0	0	0	0	0	0	**0**	0	0	86	10	2	2	0	**100**
Hourly Total	**0**	**5**	**203**	**20**	**4**	**0**	**3**	**235**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**339**	**47**	**10**	**11**	**3**	**410**
1300 - 1315	0	0	59	7	0	0	0	**66**	0	0	1	0	0	0	0	**1**	0	4	98	5	3	3	0	**113**
1315 - 1330	0	1	37	7	2	0	1	**48**	0	0	1	0	0	0	0	**1**	0	0	65	12	6	1	1	**85**
1330 - 1345	0	1	68	4	0	0	1	**74**	0	0	0	1	0	0	0	**1**	0	3	74	14	3	1	0	**95**
1345 - 1400	0	0	68	5	0	0	0	**73**	0	0	1	0	0	0	0	**1**	0	0	90	14	6	2	0	**112**
Hourly Total	**0**	**2**	**232**	**23**	**2**	**0**	**2**	**261**	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**4**	**0**	**7**	**327**	**45**	**18**	**7**	**1**	**405**
1400 - 1415	0	0	58	3	1	1	1	**64**	0	0	1	0	0	0	0	**1**	0	0	102	18	5	3	1	**129**
1415 - 1430	0	1	47	4	1	0	1	**54**	0	0	1	0	0	0	0	**1**	0	0	105	12	7	2	0	**126**
1430 - 1445	0	1	43	5	0	0	0	**49**	0	0	1	0	0	0	0	**1**	0	1	74	9	4	1	0	**89**
1445 - 1500	0	1	51	5	1	1	0	**59**	0	0	0	0	0	0	0	**0**	0	0	100	19	3	3	3	**128**
Hourly Total	**0**	**3**	**199**	**17**	**3**	**2**	**2**	**226**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**	**0**	**1**	**381**	**58**	**19**	**9**	**4**	**472**
1500 - 1515	0	0	47	12	0	0	0	**59**	0	0	0	0	0	0	0	**0**	0	1	93	8	2	2	2	**108**
1515 - 1530	0	0	53	6	0	0	1	**60**	0	0	1	0	0	0	0	**1**	0	0	115	16	1	2	1	**135**
1530 - 1545	1	0	46	4	0	0	0	**51**	0	0	1	0	0	0	0	**1**	0	0	87	13	1	2	2	**105**
1545 - 1600	0	0	53	2	2	0	0	**57**	0	0	0	0	0	0	0	**0**	0	0	100	17	0	0	1	**118**
Hourly Total	**1**	**0**	**199**	**24**	**2**	**0**	**1**	**227**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	**0**	**1**	**395**	**54**	**4**	**6**	**6**	**466**
1600 - 1615	0	2	41	4	0	0	0	**47**	0	0	1	0	0	0	0	**1**	0	0	105	12	4	0	1	**122**
1615 - 1630	0	0	61	5	1	0	1	**68**	0	0	0	1	0	0	0	**1**	0	1	116	16	2	3	1	**139**
1630 - 1645	0	0	47	4	1	0	0	**52**	0	0	1	0	0	1	0	**2**	0	2	86	14	3	3	0	**108**
1645 - 1700	0	0	60	6	0	0	1	**67**	0	0	1	1	0	0	0	**2**	0	0	141	21	2	2	0	**166**
Hourly Total	**0**	**2**	**209**	**19**	**2**	**0**	**2**	**234**	**0**	**0**	**3**	**2**	**0**	**1**	**0**	**6**	**0**	**3**	**448**	**63**	**11**	**8**	**2**	**535**
1700 - 1715	0	0	56	2	0	0	0	**58**	0	0	0	0	0	0	0	**0**	0	0	173	21	2	1	0	**197**
1715 - 1730	0	0	48	6	1	0	0	**55**	0	0	1	0	0	0	0	**1**	0	1	155	12	1	0	3	**172**
1730 - 1745	0	0	47	2	0	0	1	**50**	0	0	1	0	0	0	0	**1**	0	2	149	11	4	1	0	**167**
1745 - 1800	0	2	53	2	1	0	0	**58**	0	0	1	0	0	0	0	**1**	0	2	164	13	0	0	3	**182**
Hourly Total	**0**	**2**	**204**	**12**	**2**	**0**	**1**	**221**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**	**0**	**5**	**641**	**57**	**7**	**2**	**6**	**718**
1800 - 1815	0	0	43	2	0	0	0	**45**	0	0	1	0	0	0	0	**1**	0	0	121	9	1	0	1	**132**
1815 - 1830	0	0	48	1	0	0	0	**49**	0	0	1	0	0	0	0	**1**	0	0	97	6	0	0	1	**104**
1830 - 1845	0	0	36	2	0	0	0	**38**	0	0	0	0	0	0	0	**0**	0	0	57	4	0	1	2	**64**
1845 - 1900	0	0	33	2	0	0	0	**35**	0	0	0	0	0	0	0	**0**	0	0	52	3	1	0	0	**56**
Hourly Total	**0**	**0**	**160**	**7**	**0**	**0**	**0**	**167**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**327**	**22**	**2**	**1**	**4**	**356**
TOTAL	**1**	**18**	**2131**	**229**	**26**	**5**	**21**	**2431**	**0**	**0**	**26**	**13**	**0**	**1**	**0**	**40**	**0**	**25**	**4262**	**610**	**136**	**82**	**52**	**5167**

Banbury - Manual Traffic Survey, Thursday 6th October 2011

Junction: (7) Grimsbury Green / A422 Hennef Way / A4260 Cherwell Street

Approach: A422 Hennef Way (West)

	Left to Grimsbury Green								Ahead to A422 Hennef Way (East)								Right to A4260 Cherwell Street							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	2	3	0	0	0	**5**	0	0	175	36	7	13	2	**233**	0	0	25	8	0	1	1	**35**
0715 - 0730	0	0	2	2	0	0	0	**4**	0	2	218	32	1	8	2	**263**	0	1	25	6	1	0	0	**33**
0730 - 0745	0	0	4	2	0	0	0	**6**	0	4	229	38	3	13	1	**288**	0	0	31	10	0	1	1	**43**
0745 - 0800	0	0	2	0	0	0	0	**2**	4	0	284	52	5	11	2	**358**	0	0	46	8	2	0	0	**56**
Hourly Total	**0**	**0**	**10**	**7**	**0**	**0**	**0**	**17**	**4**	**6**	**906**	**158**	**16**	**45**	**7**	**1142**	**0**	**1**	**127**	**32**	**3**	**2**	**2**	**167**
0800 - 0815	0	0	7	1	0	0	0	**8**	7	2	265	40	6	13	0	**333**	0	0	32	10	0	2	0	**44**
0815 - 0830	0	0	2	2	0	0	0	**4**	1	2	254	33	4	11	1	**306**	0	1	64	10	0	0	0	**75**
0830 - 0845	0	0	3	1	0	0	0	**4**	0	1	281	34	11	12	1	**340**	0	2	44	10	1	0	2	**59**
0845 - 0900	0	0	3	0	0	0	0	**3**	0	8	216	43	10	15	1	**293**	0	0	42	5	0	0	0	**47**
Hourly Total	**0**	**0**	**15**	**4**	**0**	**0**	**0**	**19**	**8**	**13**	**1016**	**150**	**31**	**51**	**3**	**1272**	**0**	**3**	**182**	**35**	**1**	**2**	**2**	**225**
0900 - 0915	0	0	5	0	0	2	0	**7**	0	1	240	40	11	10	3	**305**	0	1	59	5	0	0	0	**65**
0915 - 0930	0	0	7	1	0	0	0	**8**	2	0	152	37	5	11	1	**208**	0	0	40	9	0	2	0	**51**
0930 - 0945	0	0	3	0	0	0	0	**3**	3	0	124	39	9	13	1	**189**	0	0	48	5	2	0	1	**56**
0945 - 1000	0	0	3	0	0	0	0	**3**	2	0	122	28	9	11	0	**172**	0	0	50	9	2	1	0	**62**
Hourly Total	**0**	**0**	**18**	**1**	**0**	**2**	**0**	**21**	**7**	**1**	**638**	**144**	**34**	**45**	**5**	**874**	**0**	**1**	**197**	**28**	**4**	**3**	**1**	**234**
1000 - 1015	0	0	0	1	1	0	0	**2**	2	1	142	35	8	11	0	**199**	0	0	50	9	1	0	0	**60**
1015 - 1030	0	0	3	1	0	0	0	**4**	0	1	125	32	8	8	0	**174**	0	0	48	15	1	1	1	**66**
1030 - 1045	0	0	2	1	0	0	0	**3**	0	1	97	20	8	16	0	**142**	0	2	65	6	0	1	0	**74**
1045 - 1100	0	0	2	2	1	0	0	**5**	0	3	116	32	7	13	1	**172**	0	0	48	7	0	0	0	**55**
Hourly Total	**0**	**0**	**7**	**5**	**2**	**0**	**0**	**14**	**2**	**6**	**480**	**119**	**31**	**48**	**1**	**687**	**0**	**2**	**211**	**37**	**2**	**2**	**1**	**255**
1100 - 1115	0	0	2	1	0	0	0	**3**	0	2	108	40	13	17	1	**181**	0	0	42	14	0	0	1	**57**
1115 - 1130	0	0	0	0	0	0	0	**0**	1	0	115	38	9	12	0	**175**	0	1	58	4	3	0	0	**66**
1130 - 1145	0	0	3	0	0	0	0	**3**	0	2	113	35	13	12	1	**176**	0	0	55	8	1	0	0	**64**
1145 - 1200	0	0	4	3	0	0	0	**7**	0	2	117	34	10	6	1	**170**	0	0	50	8	2	1	0	**61**
Hourly Total	**0**	**0**	**9**	**4**	**0**	**0**	**0**	**13**	**1**	**6**	**453**	**147**	**45**	**47**	**3**	**702**	**0**	**1**	**205**	**34**	**6**	**1**	**1**	**248**
1200 - 1215	0	0	1	1	0	0	0	**2**	0	0	124	31	9	12	1	**177**	0	0	59	9	0	1	1	**70**
1215 - 1230	0	0	2	0	0	0	0	**2**	1	0	129	28	5	11	0	**174**	0	2	52	2	0	0	0	**56**
1230 - 1245	0	0	4	2	0	0	0	**6**	0	0	163	26	11	14	0	**214**	0	1	51	14	0	0	1	**67**
1245 - 1300	0	0	0	1	0	1	0	**2**	0	4	166	36	8	14	0	**228**	0	2	58	13	2	0	0	**75**
Hourly Total	**0**	**0**	**7**	**4**	**0**	**1**	**0**	**12**	**1**	**4**	**582**	**121**	**33**	**51**	**1**	**793**	**0**	**5**	**220**	**38**	**2**	**1**	**2**	**268**
1300 - 1315	0	0	1	0	0	0	1	**2**	0	2	155	30	9	14	0	**210**	0	0	58	7	1	1	1	**68**
1315 - 1330	0	0	6	0	0	2	0	**8**	1	0	161	41	10	10	0	**223**	0	0	51	11	0	2	0	**64**
1330 - 1345	0	0	3	1	0	0	0	**4**	0	2	173	44	9	10	0	**238**	0	2	51	5	0	1	0	**59**
1345 - 1400	0	0	7	2	0	0	0	**9**	1	0	154	32	4	11	0	**202**	0	0	56	9	0	0	0	**65**
Hourly Total	**0**	**0**	**17**	**3**	**0**	**2**	**1**	**23**	**2**	**4**	**643**	**147**	**32**	**45**	**0**	**873**	**0**	**2**	**216**	**32**	**1**	**4**	**1**	**256**
1400 - 1415	0	0	2	1	0	0	0	**3**	0	0	146	39	2	10	2	**199**	0	0	57	15	0	1	2	**75**
1415 - 1430	0	0	1	1	2	0	0	**4**	2	0	128	27	7	20	0	**184**	0	0	38	13	0	1	0	**52**
1430 - 1445	0	0	3	0	0	0	0	**3**	0	0	175	30	4	14	1	**224**	0	0	43	7	0	1	1	**52**
1445 - 1500	0	0	0	0	0	1	0	**1**	2	0	156	33	6	6	0	**203**	0	1	47	14	1	1	0	**64**
Hourly Total	**0**	**0**	**6**	**2**	**2**	**1**	**0**	**11**	**4**	**0**	**605**	**129**	**19**	**50**	**3**	**810**	**0**	**1**	**185**	**49**	**1**	**4**	**3**	**243**
1500 - 1515	0	0	2	0	0	0	0	**2**	0	1	184	40	7	10	1	**243**	0	0	54	4	1	0	1	**60**
1515 - 1530	0	0	0	0	0	2	0	**2**	0	0	165	34	11	11	0	**221**	0	0	41	6	0	0	0	**47**
1530 - 1545	0	0	4	1	1	1	0	**7**	2	2	154	41	7	4	2	**212**	0	2	59	7	1	0	0	**69**
1545 - 1600	1	0	1	0	0	2	0	**4**	1	0	164	29	6	7	4	**211**	0	0	51	10	2	0	0	**63**
Hourly Total	**1**	**0**	**7**	**1**	**1**	**5**	**0**	**15**	**3**	**3**	**667**	**144**	**31**	**32**	**7**	**887**	**0**	**2**	**205**	**27**	**4**	**0**	**1**	**239**
1600 - 1615	0	0	7	1	0	1	0	**9**	0	2	145	48	2	7	0	**204**	0	0	61	7	1	0	0	**69**
1615 - 1630	0	0	1	0	1	0	0	**2**	0	2	152	38	8	7	4	**211**	0	1	54	9	0	2	1	**67**
1630 - 1645	0	0	1	0	0	0	0	**1**	0	2	227	53	6	5	2	**295**	0	0	66	9	0	0	0	**75**
1645 - 1700	0	0	2	0	0	0	0	**2**	0	2	221	54	5	11	0	**293**	0	0	47	10	0	0	0	**57**
Hourly Total	**0**	**0**	**11**	**1**	**1**	**1**	**0**	**14**	**0**	**8**	**745**	**193**	**21**	**30**	**6**	**1003**	**0**	**1**	**228**	**35**	**1**	**2**	**1**	**268**
1700 - 1715	0	0	1	1	0	0	0	**2**	0	1	190	40	3	7	2	**243**	0	2	76	8	1	0	2	**89**
1715 - 1730	0	0	4	0	0	0	0	**4**	1	0	245	43	4	8	2	**303**	0	0	63	6	0	1	0	**70**
1730 - 1745	0	0	5	0	0	0	0	**5**	1	2	221	29	5	8	0	**266**	0	1	53	7	0	0	0	**61**
1745 - 1800	0	0	3	0	0	0	0	**3**	2	4	266	25	7	6	0	**310**	0	0	66	3	0	2	0	**71**
Hourly Total	**0**	**0**	**13**	**1**	**0**	**0**	**0**	**14**	**4**	**7**	**922**	**137**	**19**	**29**	**4**	**1122**	**0**	**3**	**258**	**24**	**1**	**3**	**2**	**291**
1800 - 1815	0	0	5	0	0	0	0	**5**	0	2	215	29	1	7	1	**255**	0	0	49	2	0	1	0	**52**
1815 - 1830	1	0	1	1	0	0	0	**3**	0	1	164	15	0	3	1	**184**	0	0	41	6	0	0	4	**51**
1830 - 1845	0	0	3	0	0	0	0	**3**	0	0	164	15	2	7	1	**189**	0	0	47	3	0	0	0	**50**
1845 - 1900	0	0	2	0	0	0	0	**2**	0	0	179	13	0	3	2	**197**	0	0	46	3	0	0	0	**49**
Hourly Total	**1**	**0**	**11**	**1**	**0**	**0**	**0**	**13**	**0**	**3**	**722**	**72**	**3**	**20**	**5**	**825**	**0**	**0**	**183**	**14**	**0**	**1**	**4**	**202**
TOTAL	**2**	**0**	**131**	**34**	**6**	**12**	**1**	**186**	**36**	**61**	**8379**	**1661**	**315**	**493**	**45**	**10990**	**0**	**22**	**2417**	**385**	**26**	**25**	**21**	**2896**

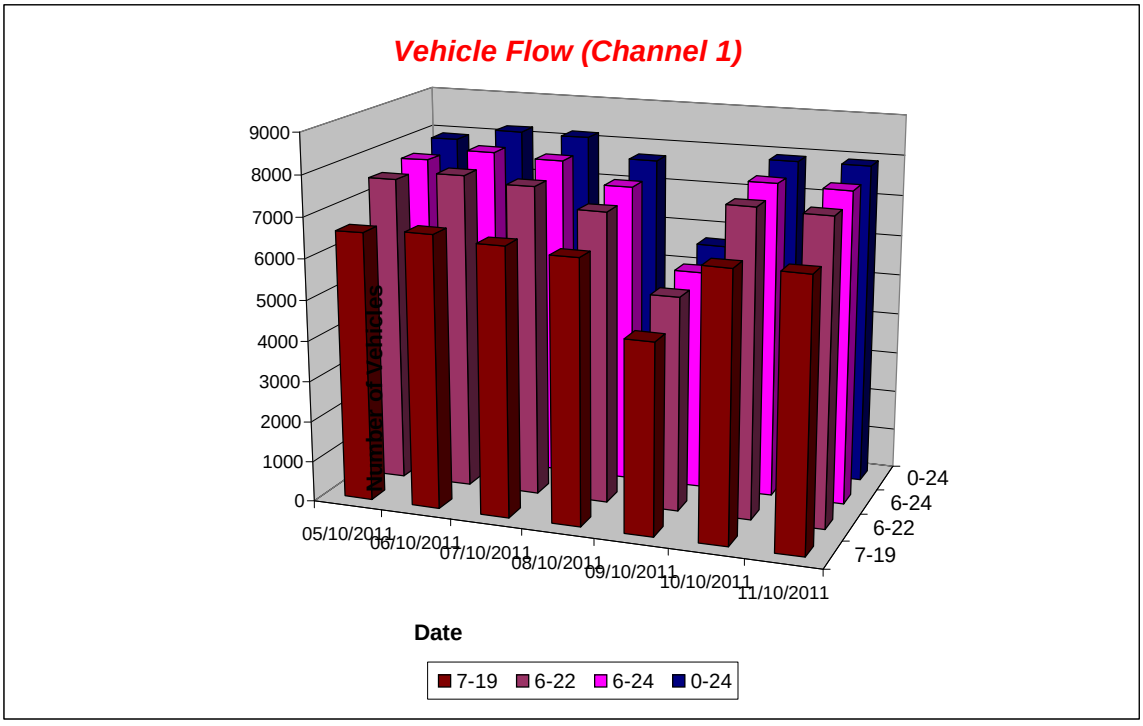
Banbury ATC 16, Southam Road

Produced by PCC Traffic Information Consultancy Ltd.

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

Hr Ending	05/10/2011 Wednesday	06/10/2011 Thursday	07/10/2011 Friday	08/10/2011 Saturday	09/10/2011 Sunday	10/10/2011 Monday	11/10/2011 Tuesday	5 Day Ave	7 Day Ave
1	37	22	49	81	88	28	40	35	49
2	17	20	34	56	39	21	29	24	31
3	13	13	34	63	46	7	25	18	29
4	27	31	26	46	25	27	22	27	29
5	28	33	41	18	25	31	37	34	30
6	91	95	87	50	29	86	96	91	76
7	226	207	207	97	69	217	219	215	177
8	403	396	392	114	55	399	405	399	309
9	524	521	515	284	103	498	495	511	420
10	442	447	416	340	220	446	414	433	389
11	540	534	529	488	485	510	525	528	516
12	550	548	566	679	526	572	561	559	572
13	588	602	542	774	596	608	606	589	617
14	591	633	690	687	582	620	623	631	632
15	608	608	592	686	585	549	642	600	610
16	625	635	616	754	547	593	542	602	616
17	643	640	637	729	377	641	643	641	616
18	578	576	582	553	321	568	560	573	534
19	523	573	511	370	276	520	532	532	472
20	309	353	380	298	219	355	296	339	316
21	208	241	258	167	172	237	215	232	214
22	176	244	188	122	125	195	179	196	176
23	125	159	163	135	107	125	145	143	137
24	36	81	122	110	56	68	76	77	78

7-19	6615	6713	6588	6458	4673	6524	6548	6598	6303
6-22	7534	7758	7621	7142	5258	7528	7457	7580	7185
6-24	7695	7998	7906	7387	5421	7721	7678	7800	7401
0-24	7908	8212	8177	7701	5673	7921	7927	8029	7646



Banbury ATC 16, Southam Road

Produced by PCC Traffic Information Consultancy Ltd.

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

Hr Ending	05/10/2011 Wednesday	06/10/2011 Thursday	07/10/2011 Friday	08/10/2011 Saturday	09/10/2011 Sunday	10/10/2011 Monday	11/10/2011 Tuesday
1	32.9	34.8	35.8	36.3	36.4	34.2	39.1
2	38.3	31.2	34.8	38.8	35.6	37.5	37.1
3	36.7	34.7	36.8	38.6	35.5	29.4	36.9
4	41.1	34.5	36.8	37.0	37.0	38.4	36.0
5	35.8	36.9	35.1	35.9	36.6	35.3	39.6
6	36.9	36.5	36.4	35.5	36.3	37.1	37.5
7	35.5	34.9	35.2	35.1	34.5	34.2	35.3
8	32.3	33.3	32.5	34.9	38.1	33.6	32.5
9	28.7	30.4	31.2	32.5	36.2	30.5	30.2
10	28.8	29.3	28.6	29.3	32.9	29.2	29.4
11	28.7	29.0	28.4	29.3	30.0	28.8	28.9
12	27.8	28.3	27.7	27.1	27.7	28.1	28.6
13	28.9	29.4	29.5	27.5	28.0	29.1	27.6
14	28.3	29.1	28.0	27.7	28.0	29.1	28.5
15	28.4	28.1	28.5	28.6	28.7	28.3	27.9
16	28.3	29.3	28.9	28.3	29.8	29.3	29.8
17	30.4	29.4	29.7	28.2	34.1	29.8	29.4
18	29.0	28.8	30.8	30.4	34.7	28.9	29.7
19	30.8	32.3	31.3	32.7	35.2	30.9	30.2
20	32.0	32.1	32.1	33.3	35.3	31.2	31.7
21	34.0	34.1	33.6	35.2	35.2	35.0	34.5
22	34.9	33.6	35.0	35.5	35.0	34.2	35.0
23	35.2	35.0	35.0	34.7	36.5	36.5	36.9
24	36.9	34.9	35.8	36.0	35.0	37.0	36.5
10-12	28.2	28.6	28.0	28.0	28.8	28.5	28.7
14-16	28.3	28.7	28.7	28.4	29.2	28.8	28.8
0-24	30.0	30.4	30.4	29.9	31.3	30.4	30.3

7 Day Ave	30.4

85th Percentile

Hr Ending	05/10/2011 Wednesday	06/10/2011 Thursday	07/10/2011 Friday	08/10/2011 Saturday	09/10/2011 Sunday	10/10/2011 Monday	11/10/2011 Tuesday
1	38.7	38.6	44.0	43.7	43.9	43.7	48.2
2	43.5	38.3	43.4	43.9	43.7	48.9	43.5
3	43.6	43.3	43.3	43.8	43.5	33.5	43.3
4	48.3	48.8	53.2	48.0	43.4	43.1	48.3
5	43.3	48.8	48.2	43.5	43.1	43.8	48.0
6	43.8	43.6	43.6	43.9	43.8	43.4	43.5
7	43.0	44.0	38.4	43.4	43.5	43.5	43.2
8	38.8	38.9	38.4	43.7	43.8	38.5	38.9
9	33.8	38.2	38.7	38.5	43.6	38.2	38.6
10	38.7	38.7	33.3	38.5	43.8	38.3	38.8
11	33.0	34.0	33.6	33.5	38.0	38.1	33.9
12	33.4	33.2	33.2	33.4	33.2	33.6	33.3
13	33.9	33.5	33.2	33.4	33.1	33.2	33.5
14	33.8	33.1	33.6	33.3	33.1	33.9	33.1
15	33.4	34.0	33.1	33.1	33.3	33.1	33.6
16	34.0	33.7	33.5	33.2	38.1	33.4	33.4
17	38.9	38.0	38.9	34.0	38.0	38.3	39.0
18	33.1	38.6	38.3	38.1	38.5	38.9	38.1
19	38.9	38.1	38.8	38.4	38.7	38.8	38.9
20	38.4	38.1	38.4	38.4	43.5	38.3	38.6
21	38.5	38.8	38.3	38.5	43.8	38.7	38.3
22	38.8	38.3	38.9	38.2	43.1	38.3	38.1
23	43.1	38.0	38.6	43.5	43.2	43.1	43.5
24	43.6	43.3	43.6	43.3	43.7	43.0	48.2
10-12	33.5	33.4	33.4	33.6	33.5	33.3	34.0
14-16	33.3	33.3	33.1	33.5	33.4	33.8	33.1
0-24	38.6	38.9	38.6	38.2	38.1	38.3	38.0

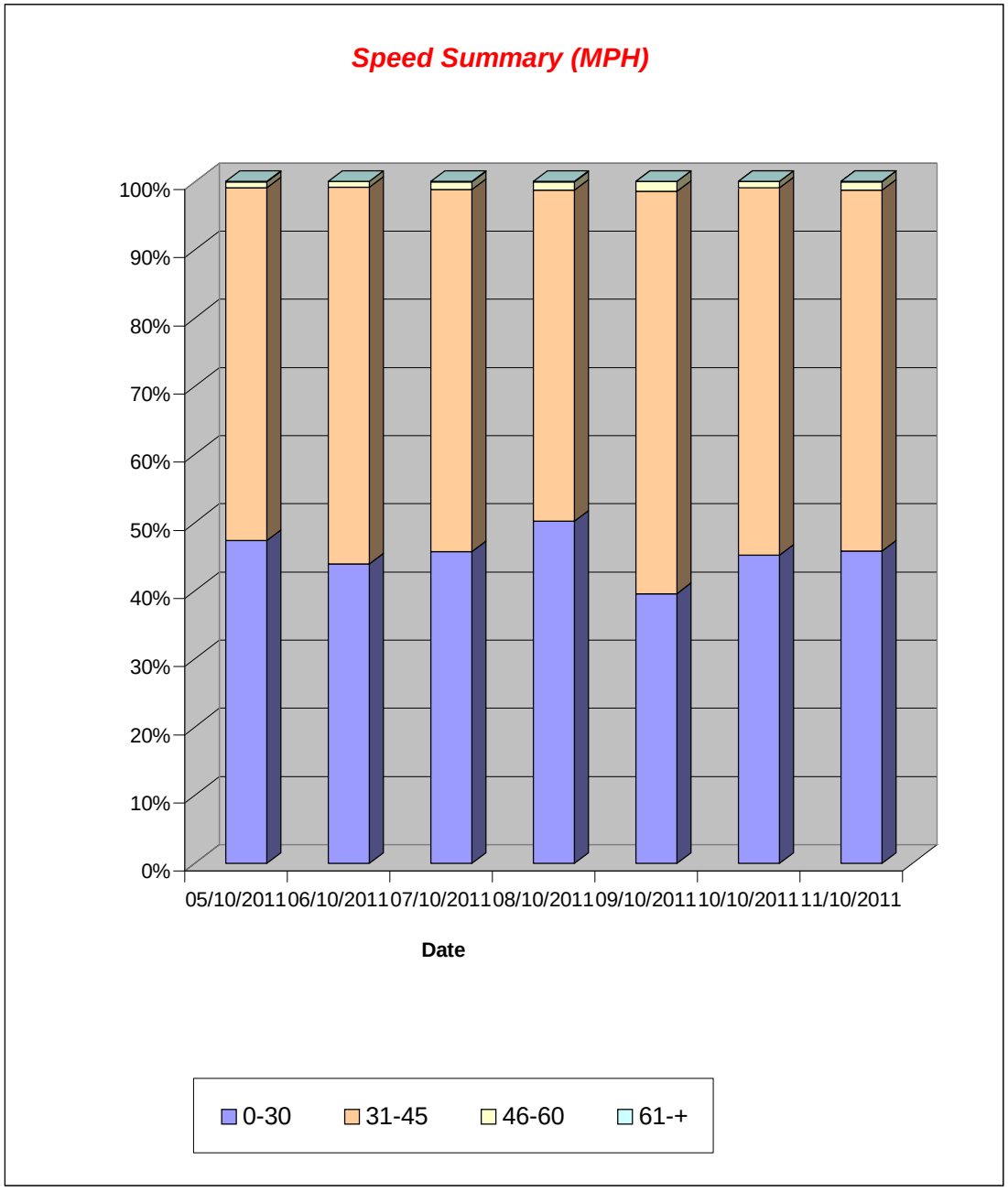
7 Day Ave	38.4

Banbury ATC 16, Southam Road

Produced by PCC Traffic Information Consultancy Ltd.

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

Speed (MPH)	05/10/2011 Wednesday	06/10/2011 Thursday	07/10/2011 Friday	08/10/2011 Saturday	09/10/2011 Sunday	10/10/2011 Monday	11/10/2011 Tuesday
0-30	3745	3602	3740	3862	2244	3582	3632
31-45	4088	4539	4340	3738	3347	4268	4193
46-60	71	70	90	97	82	71	100
61-+	4	1	7	4	0	0	2
TOTAL	**7908**	**8212**	**8177**	**7701**	**5673**	**7921**	**7927**



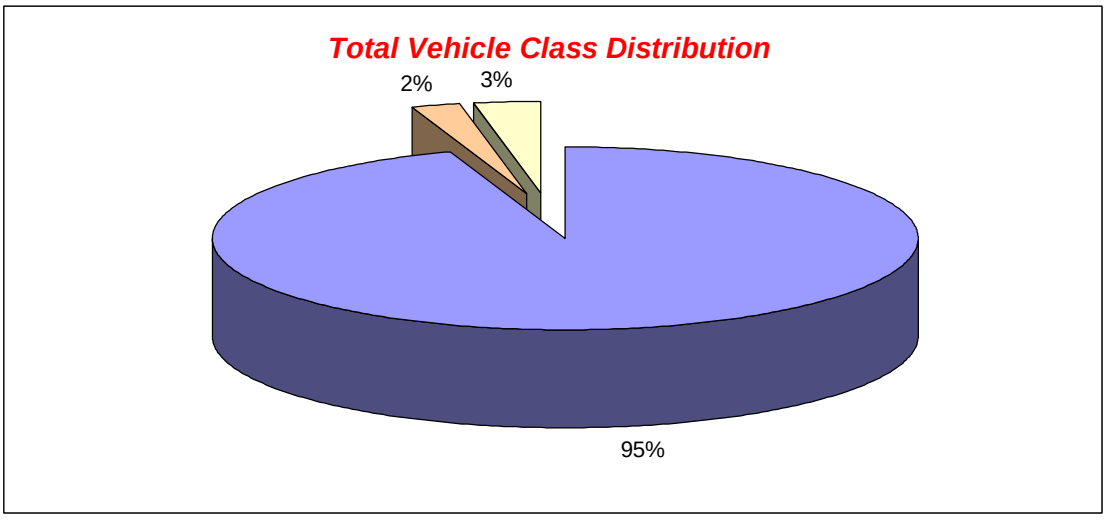
Banbury ATC 16, Southam Road

Produced by PCC Traffic Information Consultancy Ltd.

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

Classes / Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
05/10/2011				
7-19	6193	216	206	6615
6-22	7064	233	237	7534
6-24	7219	233	243	7695
0-24	7396	236	276	7908
06/10/2011				
7-19	6297	193	223	6713
6-22	7306	210	242	7758
6-24	7517	212	269	7998
0-24	7700	213	299	8212
07/10/2011				
7-19	6200	188	200	6588
6-22	7185	204	232	7621
6-24	7459	208	239	7906
0-24	7693	211	273	8177
08/10/2011				
7-19	6356	46	56	6458
6-22	7018	56	68	7142
6-24	7257	60	70	7387
0-24	7533	65	103	7701
09/10/2011				
7-19	4590	32	51	4673
6-22	5160	36	62	5258
6-24	5320	37	64	5421
0-24	5560	37	76	5673
10/10/2011				
7-19	6138	182	204	6524
6-22	7063	200	265	7528
6-24	7242	204	275	7721
0-24	7408	204	309	7921
11/10/2011				
7-19	6132	175	241	6548
6-22	6991	192	274	7457
6-24	7205	194	279	7678
0-24	7410	201	316	7927

Average				
7-19	5987	147	169	6303
6-22	6827	162	197	7185
6-24	7031	164	206	7401
0-24	7243	167	236	7646



Banbury ATC 16, Southam Road

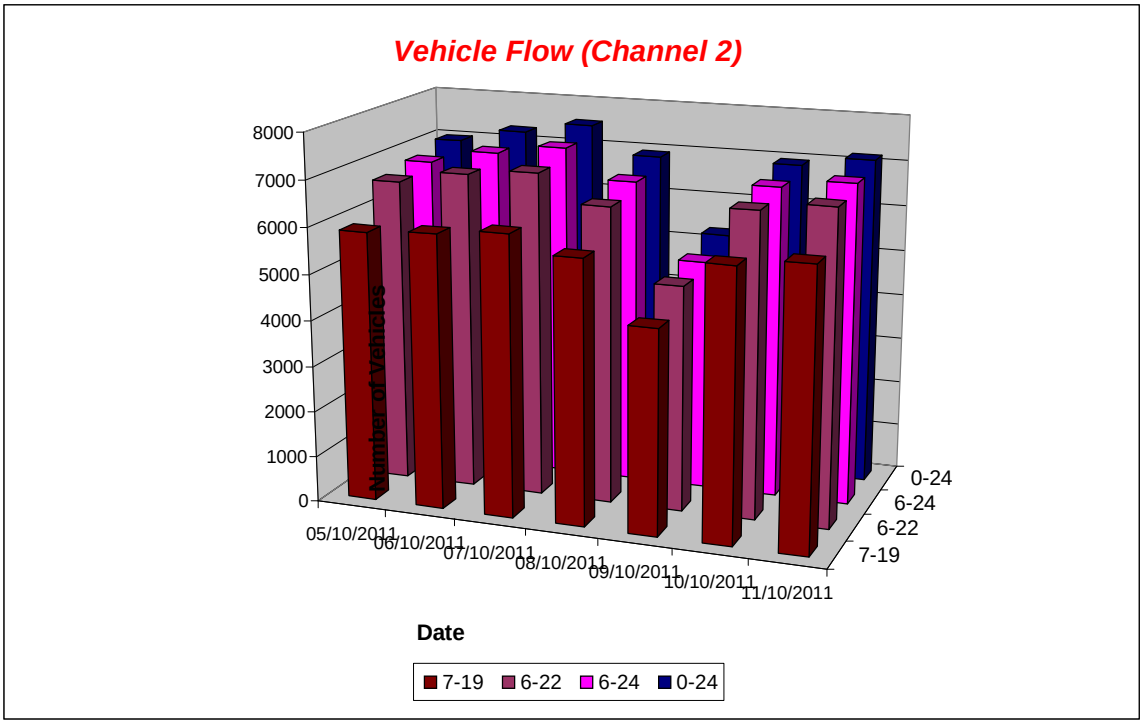
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Channel 2 - Southbound | **Vehicle Flow** | **Week 1**

Hr Ending	05/10/2011 Wednesday	06/10/2011 Thursday	07/10/2011 Friday	08/10/2011 Saturday	09/10/2011 Sunday	10/10/2011 Monday	11/10/2011 Tuesday	5 Day Ave	7 Day Ave
1	34	27	36	60	57	24	36	31	39
2	22	13	21	44	47	18	23	19	27
3	16	19	24	42	41	10	15	17	24
4	14	22	16	26	28	12	14	16	19
5	23	22	25	12	16	17	20	21	19
6	93	94	107	76	54	79	78	90	83
7	141	152	143	86	42	146	133	143	120
8	367	361	357	121	74	339	338	352	280
9	516	527	566	292	111	543	529	536	441
10	457	463	446	365	193	474	453	459	407
11	413	504	533	540	401	427	447	465	466
12	488	502	423	629	525	480	502	479	507
13	497	527	499	643	536	504	502	506	530
14	486	492	525	619	571	429	497	486	517
15	563	532	577	624	520	580	541	559	562
16	493	502	536	605	533	535	526	518	533
17	507	502	499	483	365	509	493	502	480
18	642	613	604	460	333	641	660	632	565
19	454	452	539	350	264	389	529	473	425
20	342	422	405	301	227	315	335	364	335
21	159	207	265	207	127	160	169	192	185
22	123	159	142	135	81	151	158	147	136
23	103	111	131	115	87	111	105	112	109
24	45	68	113	100	50	57	62	69	71

7-19	5883	5977	6104	5731	4426	5850	6017	5966	5713
6-22	6648	6917	7059	6460	4903	6622	6812	6812	6489
6-24	6796	7096	7303	6675	5040	6790	6979	6993	6668
0-24	6998	7293	7532	6935	5283	6950	7165	7188	6879

7-19	12015
0-24	14525
	120.89%



Banbury ATC 16, Southam Road

Produced by PCC Traffic Information Consultancy Ltd.

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

Hr Ending	05/10/2011 Wednesday	06/10/2011 Thursday	07/10/2011 Friday	08/10/2011 Saturday	09/10/2011 Sunday	10/10/2011 Monday	11/10/2011 Tuesday
1	36.2	36.5	32.7	38.4	38.1	33.3	35.5
2	34.8	33.6	31.8	40.2	39.1	39.2	31.2
3	36.8	35.1	37.3	38.8	38.7	37.8	33.2
4	37.5	34.6	42.7	37.2	36.0	35.5	40.0
5	33.2	36.9	37.2	31.8	39.7	32.4	32.6
6	36.0	37.0	37.6	33.9	36.1	35.4	35.6
7	35.3	34.9	35.8	35.3	36.3	34.5	35.5
8	33.0	33.4	32.8	34.5	34.9	34.3	33.2
9	26.2	28.9	30.7	32.2	35.9	31.3	29.4
10	27.5	29.8	29.3	29.7	32.9	29.7	29.2
11	28.2	27.8	27.7	28.8	29.8	28.1	29.4
12	26.6	27.8	27.3	25.8	26.1	27.6	28.1
13	27.5	28.9	27.7	24.3	27.1	28.7	28.3
14	28.6	29.2	28.5	27.2	27.1	28.1	27.4
15	27.9	28.8	27.8	26.0	27.7	28.0	28.4
16	27.8	29.7	27.8	26.4	27.7	29.4	29.0
17	29.3	27.1	30.6	28.0	33.0	29.9	29.2
18	28.9	27.7	30.3	30.2	35.0	30.2	30.1
19	31.0	32.1	31.6	31.6	35.7	31.5	30.7
20	31.2	33.0	32.0	33.3	35.6	31.7	31.5
21	33.4	34.2	34.1	35.2	35.9	34.8	33.3
22	34.9	33.2	35.2	36.8	35.2	35.0	36.0
23	35.4	33.9	34.5	35.2	37.7	36.4	35.2
24	36.4	35.6	37.1	35.6	35.4	35.2	35.5
10-12	27.4	27.8	27.6	27.2	27.7	27.8	28.7
14-16	27.9	29.2	27.8	26.2	27.7	28.7	28.7
0-24	29.3	30.0	30.3	29.1	30.7	30.3	30.0

7 Day Ave	30.0

85th Percentile

Hr Ending	05/10/2011 Wednesday	06/10/2011 Thursday	07/10/2011 Friday	08/10/2011 Saturday	09/10/2011 Sunday	10/10/2011 Monday	11/10/2011 Tuesday
1	38.3	43.3	38.7	43.6	48.2	38.6	43.8
2	38.5	38.3	38.5	48.3	48.2	43.8	38.3
3	43.9	38.2	43.6	48.1	48.3	48.5	38.7
4	48.5	43.5	53.2	43.2	48.8	38.2	48.4
5	43.4	48.2	53.5	43.1	48.1	38.9	38.8
6	43.8	43.6	43.7	43.4	43.5	43.4	43.7
7	43.8	38.4	43.8	44.0	43.8	43.3	43.4
8	38.7	38.9	38.4	43.5	43.8	38.8	38.1
9	38.7	38.5	38.9	38.5	43.3	38.2	38.4
10	34.0	38.2	38.7	39.0	39.0	38.4	38.3
11	33.3	33.7	33.1	38.2	38.8	33.2	38.7
12	33.5	33.7	33.6	33.4	33.7	33.9	33.3
13	33.4	38.6	33.7	33.4	33.9	38.6	33.8
14	33.7	38.8	38.0	33.3	33.9	33.4	33.2
15	33.2	38.2	33.4	33.5	33.4	33.4	38.6
16	33.4	38.8	33.4	33.1	33.1	38.9	39.0
17	38.5	38.2	38.3	38.5	39.0	38.6	38.2
18	38.8	39.0	39.0	39.0	43.8	38.9	38.9
19	38.5	38.1	38.8	38.6	43.7	38.5	38.1
20	38.4	38.1	38.7	38.9	43.4	38.3	39.0
21	38.5	43.8	38.4	38.7	43.0	43.9	38.6
22	43.2	38.4	43.7	43.4	38.2	43.3	43.6
23	43.6	38.5	38.3	43.7	43.2	43.3	38.9
24	48.5	43.1	48.4	43.1	43.5	43.2	43.6
10-12	33.7	33.1	33.4	33.8	38.4	33.3	38.2
14-16	33.9	38.2	33.9	33.7	33.1	38.0	38.9
0-24	38.4	38.0	38.1	38.5	38.3	38.7	38.1

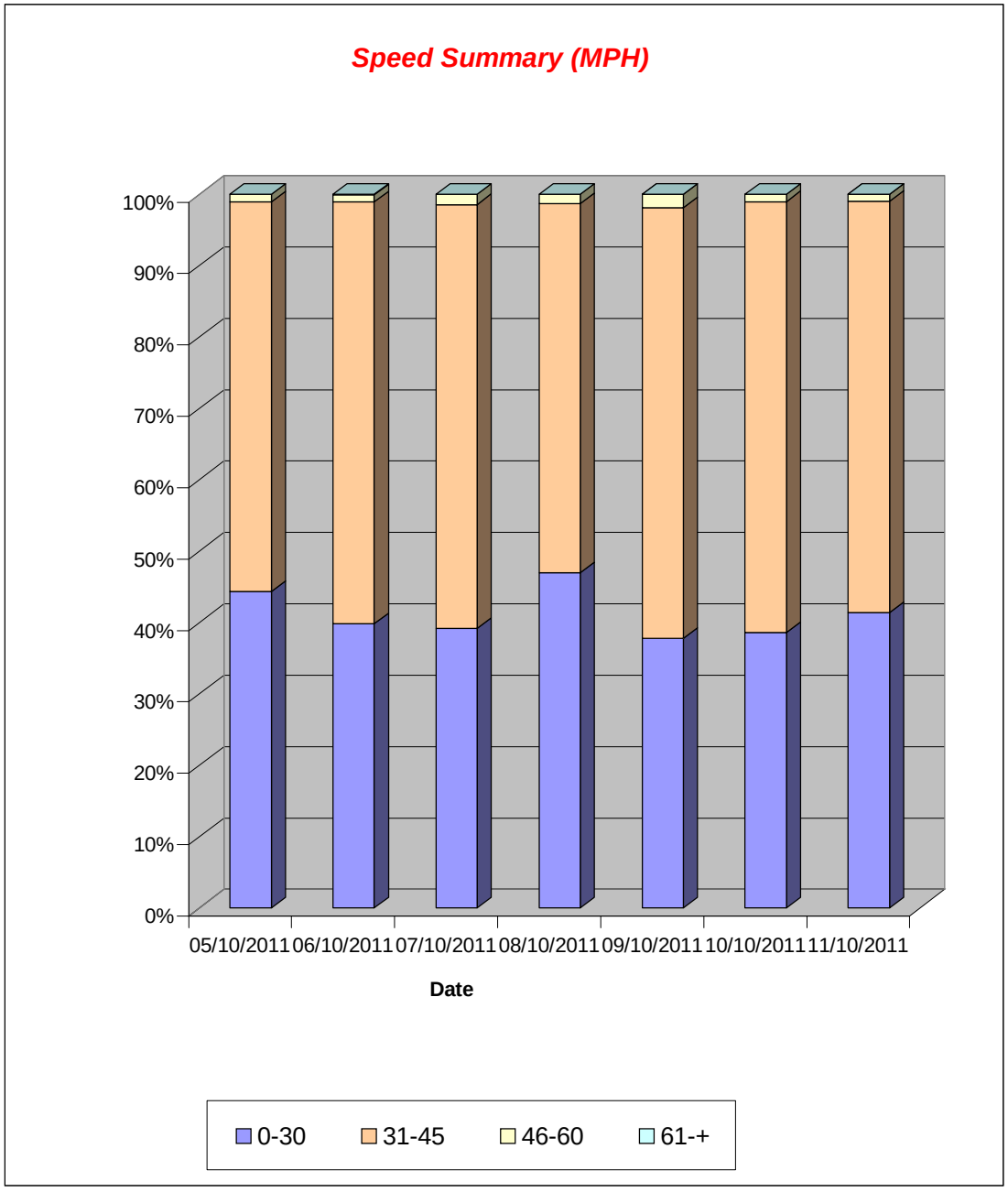
7 Day Ave	38.3

Banbury ATC 16, Southam Road

Produced by PCC Traffic Information Consultancy Ltd.

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

Speed (MPH)	05/10/2011 Wednesday	06/10/2011 Thursday	07/10/2011 Friday	08/10/2011 Saturday	09/10/2011 Sunday	10/10/2011 Monday	11/10/2011 Tuesday
0-30	3102	2903	2950	3259	1997	2684	2967
31-45	3822	4310	4473	3582	3184	4194	4127
46-60	71	74	108	91	102	70	71
61-+	3	6	1	3	0	2	0
TOTAL	**6998**	**7293**	**7532**	**6935**	**5283**	**6950**	**7165**



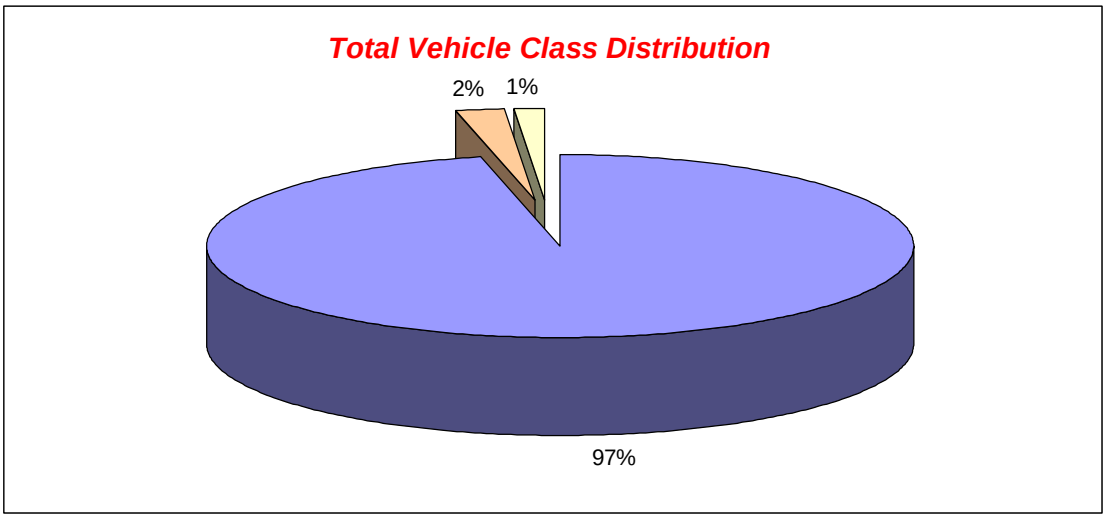
Banbury ATC 16, Southam Road

Produced by PCC Traffic Information Consultancy Ltd.

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

Classes / Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
05/10/2011				
7-19	5646	174	63	5883
6-22	6386	189	73	6648
6-24	6528	193	75	6796
0-24	6705	196	97	6998
06/10/2011				
7-19	5728	149	100	5977
6-22	6639	169	109	6917
6-24	6811	173	112	7096
0-24	6980	188	125	7293
07/10/2011				
7-19	5865	164	75	6104
6-22	6798	173	88	7059
6-24	7029	176	98	7303
0-24	7238	178	116	7532
08/10/2011				
7-19	5632	55	44	5731
6-22	6348	64	48	6460
6-24	6556	69	50	6675
0-24	6791	77	67	6935
09/10/2011				
7-19	4355	45	26	4426
6-22	4823	50	30	4903
6-24	4955	51	34	5040
0-24	5191	52	40	5283
10/10/2011				
7-19	5619	164	67	5850
6-22	6354	181	87	6622
6-24	6516	183	91	6790
0-24	6659	187	104	6950
11/10/2011				
7-19	5783	160	74	6017
6-22	6550	171	91	6812
6-24	6706	175	98	6979
0-24	6865	186	114	7165

Average				
7-19	5518	130	64	5713
6-22	6271	142	75	6489
6-24	6443	146	80	6668
0-24	6633	152	95	6879



Appendix F – Road Safety Data

Southam Road Retail Park, Banbury

Transport Assessment

Accidents between dates **01/01/2006** **and** **31/08/2011** (68) months

Selection:

Selected using Manual Selection

Notes:

Table 1 - Accidents by Month

	2006	2007	2008	2009	2010	2011	Total
January	1	2	-	2	1	2	8
February	1	2	-	-	2	1	6
March	1	3	3	1	-	1	9
April	3	1	2	1	1	1	9
May	-	2	-	-	3	1	6
June	1	1	1	-	1	-	4
July	1	4	-	-	3	3	11
August	2	4	2	-	1	2	11
September	2	2	2	4	-	-	10
October	2	-	-	1	-	-	3
November	-	4	1	1	2	-	8
December	-	3	-	1	2	-	6
TOTAL	14	28	11	11	16	11	91

Table 2 - Casualties by Month

	2006	2007	2008	2009	2010	2011	Total
January	1	2	-	2	1	3	9
February	2	4	-	-	3	1	10
March	1	6	3	1	-	1	12
April	5	3	2	2	1	1	14
May	-	2	-	-	3	1	6
June	1	1	1	-	1	-	4
July	1	5	-	-	4	5	15
August	3	4	3	-	1	5	16
September	2	2	2	4	-	-	10
October	4	-	-	1	-	-	5
November	-	5	1	1	4	-	11
December	-	5	-	1	4	-	10
TOTAL	20	39	12	12	22	17	122

Table 3 - All Accidents by Severity

	2006	2007	2008	2009	2010	2011	Total
Fatal	1	0	0	0	0	0	1
Serious	0	3	1	1	2	1	8
Slight	13	25	10	10	14	10	82
TOTAL	14	28	11	11	16	11	91

Table 4 - Casualties by Severity

	2006	2007	2008	2009	2010	2011	Total
Fatal	1	0	0	0	0	0	1
Serious	0	3	1	1	2	1	8
Slight	19	36	11	11	20	16	113
TOTAL	20	39	12	12	22	17	122

Accidents between dates **01/01/2006** **and** **31/08/2011** (68) months

Selection:

Selected using Manual Selection

Notes:

Table 5 - Pedestrian Accidents by Severity

	2006	2007	2008	2009	2010	2011	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	0	0	0	0
Slight	0	5	1	2	0	1	9
TOTAL	0	5	1	2	0	1	9

Table 6 - Cycle Accidents by Severity

	2006	2007	2008	2009	2010	2011	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	1	0	1	0	2
Slight	2	6	1	0	2	2	13
TOTAL	2	6	2	0	3	2	15

Table 7 - Motor Vehicle Only Accidents by Severity

	2006	2007	2008	2009	2010	2011	Total
Fatal	1	0	0	0	0	0	1
Serious	0	3	0	1	1	1	6
Slight	11	14	8	8	12	7	60
TOTAL	12	17	8	9	13	8	67

Table 8 - OAP Accidents by Severity

	2006	2007	2008	2009	2010	2011	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	0	0	0	0
Slight	3	0	1	1	2	0	7
TOTAL	3	0	1	1	2	0	7

Table 9 - Child Accidents by Severity

	2006	2007	2008	2009	2010	2011	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	0	0	0	0
Slight	2	4	1	1	2	2	12
TOTAL	2	4	1	1	2	2	12

Accidents between dates:
01/01/2006 and 31/08/2011

Oxfordshire County Council - Highways & Transport Service



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1 : 8250

Accidents between dates **01/01/2006** **and** **31/08/2011** (68) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Saturday 28/01/2006 Time 1950 Slight at B4100 WARWICK ROAD J/W BOXHEDGE ROAD AND FOUNDRY STREET BANBURY
E: 445033 N: 240849 Junction Detail: 6 Control 4
Fine without high winds Road surface Dry Darkness: street lights present and lit
C1 TRAV NE ON BOXHEDGE ROAD FAILED TO GIVEWAY TO C2 TRAV NW ON B4100 WARWICK ROAD - UNCLEAR AS TO WHICH DIRECTION C1 WAS INTENDING TO TRAVEL AFTER ENTERING B4100 WARWICK ROAD
Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P2870106 Speed limit 30
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Impaired by alcohol	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from S to NE Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 25 Sex of Driver Female Breath test Positive

Vehicle Reference 2 Car Moving from SE to N Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 33 Sex of Driver Female Breath test Negative

Casualty Reference: 1 Age: 33 Female Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/08/2011** (68) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Tuesday 07/02/2006 Time 0915 Slight at CASTLE ST AT LAYBY ON N SIDE OF ROAD JUST W OF J/W BOLTON RD BANBURY
E: 445451 N: 240781 Junction Detail: 3 Control 4
Fine without high winds Road surface Dry Daylight:street lights present

C1 TRAV E ON CASTLE ST PULLED TO OSIDE TO ALLOW MORE ROOM TO PULL IN TO NSIDE LAYBY-DRIVER OF C1 CLAIMS INDICATING LT WHILST C2 TRAV BEHIND C1 CLAIMS C1 WAS INDICATING RT-C2 MOVED TO NSIDE OF C1 AS C1 TURNED AND HIT C2-C1 THEN HIT C3 PARKED IN LAYBY

Road Type Single carriageway Vehicles 3 Casualties 2 Police Ref. P0990206 Speed limit 30
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Poor turn or manoevre	Vehicle 1	Possible
2nd:	Failed to signal/Misleading signal	Vehicle 1	Possible
3rd:	Failed to judge other persons path or speed	Vehicle 2	
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from W to NE Turning left
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Nearside Age of Driver 35 Sex of Driver Female Breath test Negative
Casualty Reference: 1 Age: 35 Female Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Vehicle Reference 2 Car Moving from W to E Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 41 Sex of Driver Female Breath test Negative
Casualty Reference: 2 Age: 41 Female Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/08/2011** (68) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Vehicle Reference 3 Car Moving from W to 0 Parked
On lay-by or hard shoulder No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver Sex of Driver Not traced Breath test Driver not contacted

Accidents between dates **01/01/2006** **and** **31/08/2011** (68) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Thursday 09/03/2006 Time 1645 Slight at A423 RUSCOTE AVE BY J/W RUSCOTE SQUARE BANBURY
E: 444628 N: 241200 Junction Detail: 3 Control 4
Raining without high winds Road surface Wet/Damp Daylight: no street lighting
C1 TRAV SW ON A423 RUSCOTE AVE FAILED TO SLOW SUFFICIENTLY FOR C2 TRAV SW AHEAD OF C1 SLOWING FOR U/K REASON-C1 HIT R OF C2
Road Type One way street Vehicles 2 Casualties 1 Police Ref. P0850306 Speed limit 30
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
2nd:	Sudden braking	Vehicle 2	Possible
3rd:	Following too close	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from NE to S Stopping
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver Sex of Driver Male Breath test Not requested
Vehicle Reference 2 Car Moving from NE to S Stopping
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 45 Sex of Driver Female Breath test Not requested
Casualty Reference: 1 Age: 45 Female Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/08/2011** (68) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Friday 14/04/2006 Time 1815 Slight at A422 HENNEF WAY J/W A423 SOUTHAM RD RBT BANBURY
E: 445535 N: 241770 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight:street lights present
C1 TRAV W ON A422 HENNEF WAY APPROACHING J/W A423 SOUTHAM RD RBT FAILED TO SLOW SUFFICIENTLY FOR C2
TRAV W STATIONARY AT ENTRY TO RBT-C1 HIT R OF C2
Road Type Roundabout Vehicles 2 Casualties 2 Police Ref. P1520406 Speed limit 40
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Following too close	Vehicle 1	Possible
2nd:	Failed to look properly	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from E to W Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 30 Sex of Driver Male Breath test Driver not contacted
Vehicle Reference 2 Car Moving from E to W Going ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 29 Sex of Driver Female Breath test Driver not contacted
Casualty Reference: 1 Age: 29 Female Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0
Casualty Reference: 2 Age: 6 Male Passenger Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0
Unknown General

Accidents between dates **01/01/2006** **and** **31/08/2011** (68) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Wednesday 19/04/2006 Time 1035 Slight at A422 WARWICK ROAD AT MINI RBT J/W CROMWELL RD BANBURY
E: 444529 N: 241114 Junction Detail: 2 Control 4
Raining without high winds Road surface Wet/Damp Daylight:street lights present
C1 TRAV NE ON CROMWELL RD ENTERING MINI RBT J/W A422 WARWICK ROAD FAILED TO GIVEWAY TO C2 TRAV NW ON A422 WARWICK ROAD-C1 PULLED AWAY AND HIT C2
Road Type Roundabout Vehicles 2 Casualties 1 Police Ref. P1650406 Speed limit 30
Crossing: Control 0 Facilities 8 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from S to SE Turning right
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 28 Sex of Driver Female Breath test Negative
Casualty Reference: 1 Age: 28 Female Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Vehicle Reference 2 Car Moving from SE to N Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Nearside Age of Driver 61 Sex of Driver Male Breath test Negative

Accidents between dates **01/01/2006** **and** **31/08/2011** (68) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Thursday 27/04/2006 Time 1123 Slight at A423 SOUTHAM RD AT J/W ACCESS TO ARC CAR WASH BANBURY
E: 445306 N: 241190 Junction Detail: 8 Control 4
Fine without high winds Road surface Dry Daylight:street lights present
C1 TRAV N ON A423 SOUTHAM RD AT J/W ACCESS TO HARTWELLS GARAGE & ROVER GARAGE FAILED TO SLOW SUFFICIENTLY FOR STATIONARY TRAFFIC AHEAD-C1 HIT R OF C2 TRAV N WHO IN TURN HIT THE R OF C3 TRAV N WAITING TO TURN RT
Road Type Single carriageway Vehicles 3 Casualties 2 Police Ref. P2740406 Speed limit 40
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd:	Distraction in vehicle	Vehicle 1	Possible
3rd:	Distraction outside vehicle	Vehicle 1	Very Likely
4th:	Failed to look properly	Vehicle 1	Very Likely
5th:	Failed to judge other persons path or speed	Vehicle 1	Possible
6th:			

Vehicle Reference 1 Car Moving from S to N Going ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 85 Sex of Driver Male Breath test Negative
Casualty Reference: 1 Age: 85 Female Passenger Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Vehicle Reference 2 Car Moving from S to N Going ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 79 Sex of Driver Male Breath test Negative
Casualty Reference: 2 Age: 79 Male Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/08/2011** (68) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Vehicle Reference 3 Car Moving from S to N Waiting to turn right
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 43 Sex of Driver Male Breath test Negative

Sunday 04/06/2006 Time 0500 Slight at A423 SOUTHAM ROAD RBT J/W A422 HENNEF WAY BANBURY
E: 445490 N: 241765 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight:street lights present

C1 TRAV N ON A423 SOUTHAM ROAD RBT J/W A422 HENNEF WAY WHEN C1 DRIVER APPEARS TO HAVE SUFFERED DIABETIC ATTACK(CONFIRMED BY AMBULANCE STAFF)-C1 CARRIED STRAIGHT ON AT GIVEWAY POINT AND HIT RBT AND OVERTURNED

Road Type Roundabout Vehicles 1 Casualties 1 Police Ref. P0180606 Speed limit 30
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Illness or disability, mental or physical	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from S to N Going ahead other
Not in restricted lane Overturned
First point of impact Front Age of Driver 67 Sex of Driver Male Breath test Negative
Casualty Reference: 1 Age: 67 Male Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/08/2011** (68) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Saturday 08/07/2006 Time 1842 Fatal at A422 RUSCOTE AVE APPROX 100M SW OF RBT J/W LOCKHEED CLOSE BANBURY
E: 445190 N: 241768 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight:street lights present

MC1 TRAV NE ROUNDING RH BEND ON A422 RUSCOTE AVE LOST CONTROL DUE TO EXCESS SPEED -RIDER FELL FROM BIKE AND SUSTAINED FATAL INJURIES-NO OTHER VEHS INVOLVED

Road Type Single carriageway Vehicles 1 Casualties 1 Police Ref. P0530706 Speed limit 40
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Exceeding speed limit	Vehicle 1	Very Likely
2nd:	Loss of control	Vehicle 1	Very Likely
3rd:	Careless/Reckless/In a hurry	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle Reference 1 Motorcycle over 500cc Moving from S to E Going ahead right bend
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Nearside Age of Driver 31 Sex of Driver Male Breath test Not provided (medical reasons)
Casualty Reference: 1 Age: 31 Male Driver/rider Severity: Fatal Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/08/2011** (68) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Sunday 13/08/2006 Time 2140 Slight at A422 RUSCOTE AVE J/W SINCLAIR AVE BANBURY
E: 444602 N: 241218 Junction Detail: 3 Control 4
Fine without high winds Road surface Dry Darkness: street lights present and lit
C1 TRAV SE ON SINCLAIR AVE TURNED LT AT J/W A422 RUSCOTE AVE BUT THEN FAILED TO SEE PC2 TRAV NE ON A422 TO N OF JUNC-C1 PULLED AWAY AND HIT R OF PC2
Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P1230806 Speed limit 30
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Poor turn or manoevre	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from N to NE Turning left
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 55 Sex of Driver Female Breath test Not requested

Vehicle Reference 2 Pedal Cycle Moving from S to NE Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Nearside Age of Driver 50 Sex of Driver Male Breath test Not applicable

Casualty Reference: 1 Age: 50 Male Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/08/2011** (68) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Tuesday 15/08/2006 Time 2150 Slight at A423 SOUTHAM RD RBT J/W A422 RUSCOTE AVE BANBURY
E: 445473 N: 241800 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Darkness: street lights present and lit

MC1 TRAV E ON A422 RUSCOTE AVE APPROACHING J/W A423 SOUTHAM RD RBT SKID DUE TO PATCH OF GRAVEL IN LANE 2 OF CWAY-MC1 LOST CONTROL AND BOTH RIDER AND PASSENGER FELL FROM MC AND MC HIT RBT

Road Type Dual carriageway Vehicles 1 Casualties 2 Police Ref. P1640806 Speed limit 40
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Poor or defective road surface	Vehicle 1	Possible
2nd:	Loss of control	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Motorcycle over 500cc Moving from W to E Going ahead other
Not in restricted lane Skidded and overturned
First point of impact Offside Age of Driver 21 Sex of Driver Male Breath test Not provided (medical reasons)

Casualty Reference: 1 Age: 21 Male Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Casualty Reference: 2 Age: Male Passenger Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/08/2011** (68) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Saturday 02/09/2006 Time 1920 Slight at B4100 WARWICK ROAD APPROX 20M W OF J/W A361 NORTH BAR / SOUTHAM ROAD BANBURY
E: 445322 N: 240787 Junction Detail: 6 Control 2
Raining with high winds Road surface Wet/Damp Daylight: no street lighting

C1 TRAV E ON B4100 WARWICK ROAD APPROACHING XRDS J/W A361 SOUTHAM RD FAILED TO SLOW FOR QUEUING
TRAFFIC TRAV E-C1 HIT R OF C2 TRAV E AT REAR OF QUEUE

Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P0090906 Speed limit 30
Crossing: Control 0 Facilities 5 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Travelling too fast for conditions	Vehicle 1	Possible
3rd:	Careless/Reckless/In a hurry	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from W to E Stopping
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 50 Sex of Driver Female Breath test Driver not contacted

Vehicle Reference 2 Car Moving from W to E Going ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 31 Sex of Driver Male Breath test Driver not contacted

Casualty Reference: 1 Age: 31 Male Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/08/2011** (68) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Saturday 02/09/2006 Time 2331 Slight at A422 RUSCOTE AVE BY ACCESS TO KRAFT FOODS BANBURY
E: 445030 N: 241628 Junction Detail: 3 Control 4
Fine without high winds Road surface Dry Darkness: street lights present and lit
C1 (DRIVER INTOXICATED) TRAV SW FAILED TO SLOW SUFFICENTLY FOR C2 TRAV AHEAD OF C1 SLOWING FOR U/K REASON-SUGGESTION THAT C2 MAY HAVE BEEN STATIONARY IN THE CWAY WITH NO LIGHTS ON
Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P0120906 Speed limit 40
Crossing: Control 0 Facilities 4 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Impaired by alcohol	Vehicle 1	Very Likely
2nd:	Defective lights or indicators	Vehicle 2	Possible
3rd:	Exceeding speed limit	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from NE to S Going ahead other
Not in restricted lane Skidded
First point of impact Front Age of Driver 26 Sex of Driver Male Breath test Positive
Vehicle Reference 2 Car Moving from NE to S Stopping
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 29 Sex of Driver Female Breath test Negative
Casualty Reference: 1 Age: 29 Female Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/08/2011** (68) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Tuesday 17/10/2006 Time 0615 Slight at A422 RUSCOTE AVENUE J/W BEAUMONT ROAD BANBURY
E: 445049 N: 241656 Junction Detail: 3 Control 4
Fine without high winds Road surface Dry Darkness: street lights present and lit
C1 TRAV SE ON BEAUMONT ROAD TURNED RT ONTO A422 RUSCOTE AVE FAILING TO GIVE WAY TO PC2 TRAV NE ON A422 & HIT OCCURRED
Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P2191006 Speed limit 40
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Disobeyed Give Way or Stop sign or markings	Vehicle 1	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from N to S Turning right
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver Sex of Driver Not traced Breath test Not requested
Vehicle Reference 2 Pedal Cycle Moving from S to NE Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 64 Sex of Driver Male Breath test Not applicable
Casualty Reference: 1 Age: 64 Male Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/08/2011** (68) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Thursday 19/10/2006 Time 2155 Slight at A422 RUSCOTE AVE APPROACH RBT J/W A423 SOUTHAM RD
E: 445469 N: 241801 Junction Detail: 1 Control 4
Fine without high winds Road surface Wet/Damp Daylight:street lights present
2 TRAV E ON A422 RUSCOTE AVE APPROACHING RBT FAILED TO STOP AND HIT REAR OF C1 STAT WAITING TO ENTER RBT
Road Type Roundabout Vehicles 2 Casualties 3 Police Ref. P3361006 Speed limit 30
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to judge other persons path or speed	Vehicle 1	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from W to E Going ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 32 Sex of Driver Female Breath test Not requested

Casualty Reference: 1	Age: 32	Female	Driver/rider	Severity: Slight		Injured by vehicle: 1
Ped. Location	Ped. Movement	Ped. Direction	Ped. Injury 0	School pupil: 0		
Casualty Reference: 2	Age: 8	Male	Passenger	Severity: Slight		Injured by vehicle: 1
Ped. Location	Ped. Movement	Ped. Direction	Ped. Injury 0	School pupil: 0		
Unknown		General				
Casualty Reference: 3	Age: 5	Male	Passenger	Severity: Slight		Injured by vehicle: 1
Ped. Location	Ped. Movement	Ped. Direction	Ped. Injury 0	School pupil: 0		
Unknown		General				

Accidents between dates **01/01/2006** **and** **31/08/2011** (68) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Vehicle Reference 2 Car Moving from W to E Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver Sex of Driver Male Breath test Not requested

Thursday 11/01/2007 Time 1820 Slight at B4100 WARWICK ROAD BY NO 135 BANBURY
E: 444781 N: 240982 Junction Detail: 0 Control
Fine with high winds Road surface Dry Darkness: street lights present and lit
C1 TRAV NW ON B4100 WARWICK RD WHEN PED RAN FROM NSIDE HEEDLESS OF TRAFFIC & HIT OCCURRED
Road Type Single carriageway Vehicles 1 Casualties 1 Police Ref. P1940107 Speed limit 30
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Casualty 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from SE to N Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 22 Sex of Driver Male Breath test Negative
Casualty Reference: 1 Age: 24 Female Pedestrian Severity: Slight Injured by vehicle: 1
Ped. Location 5 Ped. Movement 1 Ped. Direction 1 Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/08/2011** (68) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Thursday 25/01/2007 Time 1049 Slight at A361 SOUTHAM RD AT J/W ACCESS TO HOMEBASE BANBURY
E: 445336 N: 241380 Junction Detail: 3 Control 4
Fine without high winds Road surface Wet/Damp Daylight:street lights present
C1 TRAV NE ON A423 SOUTHAM RD ATTEMPTED OVRTK OF PC2 TRAV NE TO THE NSIDE OF C1-PC2 INDICATED AND STARTED PULLING TO RT OF CWAY TO TURN AT J/W ACCESS TO HOMEBASE STORE-C1 HIT PC2
Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P3680107 Speed limit 40
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 2	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from S to NE Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Nearside Age of Driver 49 Sex of Driver Female Breath test Negative

Vehicle Reference 2 Pedal Cycle Moving from S to E Turning right
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver 50 Sex of Driver Male Breath test Negative

Casualty Reference: 1 Age: 50 Male Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/08/2011** (68) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Thursday 15/02/2007 Time 1745 Slight at A423 SOUTHAM ROAD JUST N OF J/W COPE ROAD BANBURY
E: 445359 N: 240952 Junction Detail: 3 Control 4
Fine without high winds Road surface Dry Daylight:street lights present

HGV1 TRAV S ON A423 IN LINE OF SLOW MOVING TRAFFIC APPEARS TO HAVE COLLAPSED DUE TO MEDICAL EVENT & HIT C2 AHEAD WHICH IN TURNED RESULTED IN SHUNTS BETWEEN C3-C6 - ACCIDENT - DRIVER HGV1 DIED LATER (BUT THOUGHT AS A RESULT OF ILLNESS NOT ACCIDENT)

Road Type Single carriageway Vehicles 6 Casualties 3 Police Ref. P1620207 Speed limit 30
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Illness or disability, mental or physical	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Goods 7.5 tonnes mgw and over Moving from N to S Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 63 Sex of Driver Male Breath test Not provided (medical reasons)

Accidents between dates **01/01/2006 and 31/08/2011** (68) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Vehicle Reference 2 Car — Moving from N to S — Going ahead other
Not in restricted lane — No skidding, jack-knifing or overturning
First point of impact Back — Age of Driver 26 — Sex of Driver Male — Breath test Negative
Casualty Reference: 1 — Age: 35 — Female — Passenger — Severity: Slight — Injured by vehicle: 2
Ped. Location — Ped. Movement — Ped. Direction — Ped. Injury 0 — School pupil: 0
Casualty Reference: 2 — Age: 9 — Female — Passenger — Severity: Slight — Injured by vehicle: 2
Ped. Location Unknown — Ped. Movement — Ped. Direction General — Ped. Injury 0 — School pupil: 0
Casualty Reference: 3 — Age: 14 — Female — Passenger — Severity: Slight — Injured by vehicle: 2
Ped. Location Unknown — Ped. Movement — Ped. Direction General — Ped. Injury 0 — School pupil: 0

Vehicle Reference 3 Car — Moving from N to S — Going ahead other
Not in restricted lane — No skidding, jack-knifing or overturning
First point of impact Back — Age of Driver 61 — Sex of Driver Female — Breath test Negative

Vehicle Reference 4 Car — Moving from N to S — Going ahead other
Not in restricted lane — No skidding, jack-knifing or overturning
First point of impact Back — Age of Driver 45 — Sex of Driver Female — Breath test Negative

Vehicle Reference 5 Car — Moving from N to S — Going ahead other
Not in restricted lane — No skidding, jack-knifing or overturning
First point of impact Back — Age of Driver 45 — Sex of Driver Female — Breath test Negative

Vehicle Reference 6 Car — Moving from N to S — Going ahead other
Not in restricted lane — No skidding, jack-knifing or overturning
First point of impact Back — Age of Driver 68 — Sex of Driver Male — Breath test Negative

Accidents between dates **01/01/2006** **and** **31/08/2011** (68) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Sunday 18/02/2007 Time 1300 Slight at A422 WARWICK ROAD AT MINI RBT J/W CROMWELL ROAD BANBURY
E: 444522 N: 241112 Junction Detail: 2 Control 4
Fine without high winds Road surface Dry Daylight:street lights present
C1 (ELDERLY DRIVER) TRAV NE ON CROMWELL ROAD ENTERED MINI RBT J/W A422 WARWICK ROAD BUT FAILED TO GIVEWAY TO MC2 TRAV NW ON A422 WARWICK ROAD-MC2 SWERVED TO OSIDE AND FELL FROM MC-C1 NOT HIT
Road Type Roundabout Vehicles 2 Casualties 1 Police Ref. P2620207 Speed limit 30
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Junction restart	Vehicle 1	Very Likely
2nd:	Poor turn or manoevre	Vehicle 1	Very Likely
3rd:	Careless/Reckless/In a hurry	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from S to E Turning right
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Did not impact Age of Driver 82 Sex of Driver Male Breath test Negative

Vehicle Reference 2 Motorcycle over 500cc Moving from SE to N Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver 41 Sex of Driver Male Breath test Negative

Casualty Reference: 1 Age: 41 Male Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/08/2011** (68) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Saturday 03/03/2007 Time 1704 Serious at A423 SOUTHAM RD APPROX 200M S OF J/W BEAUMONT RD BANBURY
E: 445543 N: 241989 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight: no street lighting
MC1 TRAV N ON A423 SOUTHAM RD ON UNFAMILAR MC LOST CONTROL FELL FROM MC1
Road Type Single carriageway Vehicles 1 Casualties 1 Police Ref. P0270307 Speed limit 40
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Inexperienced or learner driver/rider	Vehicle 1	Very Likely
2nd:	Inexperience with type of vehicle	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Motorcycle over 500cc Moving from S to N Going ahead other
Not in restricted lane Overturned
First point of impact Offside Age of Driver 18 Sex of Driver Male Breath test Negative
Casualty Reference: 1 Age: 18 Male Driver/rider Severity: Serious Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/08/2011** (68) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Thursday 08/03/2007 Time 1530 Slight at A361 NORTH BAR ST AT ATS J/W B4100 WARWICK RD BANBURY
E: 445355 N: 240765 Junction Detail: 6 Control 2
Fine without high winds Road surface Dry Daylight:street lights present

GDS1 TRAV N ON A361 IN CENTRE LANE ON APPROACH TO SIGNALS IN LINE OF TRAFFIC - AS LIGHTS CHANGED TO GREEN LINE OF TRAFFIC MOVED OFF BUT VEH AHEAD THEN SLOWED - GDS1 HIT REAR OF C2

Road Type Single carriageway Vehicles 2 Casualties 3 Police Ref. P1330307 Speed limit 30
Crossing: Control 0 Facilities 5 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Goods over 3.5 tonnes and under 7.5 tonnes mgw Moving from S to N Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 40 Sex of Driver Male Breath test Not requested

Accidents between dates **01/01/2006** **and** **31/08/2011** (68) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Vehicle Reference 2 Car Moving from S to N Stopping
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 18 Sex of Driver Female Breath test Not requested

Casualty Reference: 1 Age: 18 Female Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Casualty Reference: 2 Age: 17 Female Passenger Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Casualty Reference: 3 Age: 17 Female Passenger Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/08/2011** (68) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Friday 09/03/2007 Time 1524 Serious at A423 SOUTHAM RD J/W PIPE LANE BANBURY
E: 445437 N: 241564 Junction Detail: 3 Control 4
Fine without high winds Road surface Dry Daylight:street lights present
C1 TRAV NE ON A423 SOUTHAM RD FAILED TO SLOW SUFFICIENTLY FOR QUEUING TRAFFIC APPROACHING J/W PIPE LANE-C1 HIT R OF C2 WHO IN TURN HIT R OF C3 TRAV NE ON A423
Road Type Single carriageway Vehicles 3 Casualties 2 Police Ref. P0930307 Speed limit 40
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Sudden braking	Vehicle 1	Possible
2nd:	Defective brakes	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from S to NE Stopping
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 32 Sex of Driver Male Breath test Negative
Casualty Reference: 1 Age: 30 Female Passenger Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Vehicle Reference 2 Car Moving from S to NE Stopping
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 29 Sex of Driver Male Breath test Negative
Casualty Reference: 2 Age: 29 Male Driver/rider Severity: Serious Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/08/2011** (68) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Vehicle Reference	3	Car			Moving from	S	to	NE	Going ahead but held up
Not in restricted lane									No skidding, jack-knifing or overturning
First point of impact	Back		Age of Driver	33	Sex of Driver	Male		Breath test	Negative

Accidents between dates **01/01/2006** **and** **31/08/2011** (68) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Saturday 21/04/2007 Time 1034 Slight at B4100 WARWICK RD J/W BOXHEDGE RD BANBURY
E: 445041 N: 240848 Junction Detail: 6 Control 4
Fine without high winds Road surface Dry Daylight:street lights present
TX1 TRAV NE ON BOXHEDGE RD TRND RT INTO B4100 WARWICK RD AND HIT C2 TRAV SW FROM FOUNDRY ST INTO BOXHEDGE RD
Road Type Single carriageway Vehicles 2 Casualties 3 Police Ref. P2130407 Speed limit 30
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 001	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 001	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Taxi/Private hire car Moving from SE to NE Turning right
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver 33 Sex of Driver Male Breath test Negative

Casualty Reference: 1 Age: 19 Female Passenger Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Casualty Reference: 2 Age: 22 Female Passenger Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Casualty Reference: 3 Age: 20 Female Passenger Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/08/2011** (68) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Vehicle Reference 2 Car Moving from N to NE Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 30 Sex of Driver Female Breath test Negative

Friday 18/05/2007 Time 1840 Slight at SERVICE ROAD (FOR WARWICK ROAD) ON S SIDE OF ROAD BETWEEN CROMWELL ROAD & ORCHARD W
E: 444567 N: 241084 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight:street lights present

C1 TRAV NW ON SERVICE ROAD WHEN CHILD PED RAN FROM BETWEEN NSIDE PARKED VEHS INTO THE PATH OF
C1-PED ALLOWED NO TIME FOR C1 TO SLOW AND PED HIT NSIDE OF C1

Road Type Single carriageway Vehicles 1 Casualties 1 Police Ref. P2380507 Speed limit 30
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Crossed road masked by stationary veh	Casualty 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from SE to N Stopping
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Nearside Age of Driver 21 Sex of Driver Male Breath test Negative
Casualty Reference: 1 Age: 13 Male Pedestrian Severity: Slight Injured by vehicle: 1
Ped. Location 5 Ped. Movement 2 Ped. Direction 2 Ped. Injury 0 School pupil: 0
Unknown General

Accidents between dates **01/01/2006** **and** **31/08/2011** (68) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Monday 28/05/2007 Time 0035 Slight at A422 HENNEF WAY AT TOUCAN CROSSING APPROX 30 M E OF J/W A423 SOUTHAM RD RBT BAN
E: 445545 N: 241770 Junction Detail: 0 Control
Raining without high winds Road surface Wet/Damp Darkness: street lights present and lit

C1 (DRIVER REFUSED TO PROVIDE BREATH)TRAV NW ON A422 HENNEF WAY APPROACHING J/W A423 SOUTHAM RD RBT LOST CONTROL AND SWERVED TO OSIDE EXITED CWAY AND HIT TOUCAN CROSSING POLE AND PEDESTRIAN GUARDRAILING AT CROSSING

Road Type Dual carriageway Vehicles 1 Casualties 1 Police Ref. P3590507 Speed limit 50
Crossing: Control 0 Facilities 4 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Impaired by alcohol	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from to 0 Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 28 Sex of Driver Male Breath test Refused to provide

Casualty Reference: 1 Age: 28 Male Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/08/2011** (68) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Monday 18/06/2007 Time 1800 Slight at A422 HENNEF WAY J/W A423 SOUTHAM RD BANBURY
E: 445538 N: 241771 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight:street lights present
C1 TRAV W ON A422 HENNEF WAY IN CENTRE LANE HIT REAR OF C2 WHICH BRAKED SUDDENLY AFTER BEGINNING TO MOVE OFF FROM GIVE WAY LINE
Road Type Roundabout Vehicles 2 Casualties 1 Police Ref. P2030607 Speed limit 40
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Poor turn or manoevre	Vehicle 1	Possible
2nd:	Failed to look properly	Vehicle 1	Possible
3rd:	Failed to judge other persons path or speed	Vehicle 1	Possible
4th:	Sudden braking	Vehicle 1	Possible
5th:			
6th:			

Vehicle Reference 1 Car Moving from E to W Starting
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 25 Sex of Driver Female Breath test Negative

Vehicle Reference 2 Car Moving from E to W Starting
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 41 Sex of Driver Female Breath test Negative

Casualty Reference: 1 Age: 41 Female Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/08/2011** (68) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Sunday 01/07/2007 Time 1245 Slight at CROMWELL ROAD BY J/W SERVICE ROAD APPROX 10M SW OF MINI RBT J/W A422 WARWICK ROAD B
E: 444521 N: 241100 Junction Detail: 3 Control 4
Fine without high winds Road surface Dry Daylight:street lights present
PC1 (CHILD RIDER) APPEARS TO HAVE RIDDEN INTO CWAY FROM W SIDE OF CROMWELL ROAD INTO PATH OF C2
TRAV NE ON CROMWELL ROAD APPROACHING MINI RBT J/W WARWICK ROAD
Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P0050707 Speed limit 20
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Cyclist entering road from pavement	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Pedal Cycle Moving from N to SE Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver 10 Sex of Driver Male Breath test Not applicable
Casualty Reference: 1 Age: 10 Male Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0
Unknown General

Vehicle Reference 2 Car Moving from S to NE Stopping
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 19 Sex of Driver Male Breath test Not requested

Accidents between dates **01/01/2006** **and** **31/08/2011** (68) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Wednesday 04/07/2007 Time 1520 Serious at A423 SOUTHAM ROAD RBT J/W A422 HENNEF WAY & RUSCOTE AVE BANBURY
E: 445481 N: 241802 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight:street lights present

HGV1 TRAV W ON A422 HENNEF WAY INTENDING TO TURN RT TO A423 SOUTHAM ROAD APPEARS TO HAVE ENTERED RBT TOO FAST - ON EXITING TO A423 HGV1 OVERTURNED TO NSIDE INTO RAILINGS

Road Type Roundabout Vehicles 1 Casualties 1 Police Ref. P0420707 Speed limit 40
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 1	Possible
2nd:	Travelling too fast for conditions	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Goods 7.5 tonnes mgw and over Moving from E to N Turning right
Not in restricted lane Overturned
First point of impact Nearside Age of Driver 33 Sex of Driver Male Breath test Negative
Casualty Reference: 1 Age: 33 Male Driver/rider Severity: Serious Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/08/2011** (68) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Tuesday 17/07/2007 Time 1720 Slight at A422 RUSCOTE AVENUE BY PELICAN CROSSING APPROX 100M SW OF J/W LONGELANDES WAY BANBUI
E: 444784 N: 241407 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight:street lights present
C1 TRAV SW ON A422 HIT REAR OF TX2 WHICH BRAKED SHARPLY FOR PELICAN CROSSING (CHILDREN WERE USING CROSSING - UNCLEAR IF LIGHTS HAD CHANGED TO RED FOR TRAFFIC
Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P2140707 Speed limit 40
Crossing: Control 0 Facilities 4 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Tyres illegal, defective or under inflated	Vehicle 1	Possible
2nd:	Following too close	Vehicle 1	Very Likely
3rd:	Sudden braking	Vehicle 2	Possible
4th:	Careless/Reckless/In a hurry	Vehicle 1	Possible
5th:			
6th:			

Vehicle Reference 1 Car Moving from NE to S Going ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 21 Sex of Driver Male Breath test Negative
Vehicle Reference 2 Taxi/Private hire car Moving from NE to S Stopping
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 31 Sex of Driver Male Breath test Negative
Casualty Reference: 1 Age: 31 Male Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/08/2011** (68) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Tuesday 17/07/2007 Time 1815 Slight at A422 RUSCOTE QVE RBT J/W LONGELANDES WAY BANBURY (SOME UNCERTAINTY OVER EXACT L
E: 444797 N: 241425 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight:street lights present

C1 TRAV NW ON A422 RUSCOTE AVE HIT REAR OF STAT C2 WHICH IN TURN HIT REAR OF STAT C3 - APPEARS THAT DRIVER C1 DISTRACTED BY LOOKING AT PREVIOUS COLLISION

Road Type Roundabout Vehicles 3 Casualties 2 Police Ref. P2200707 Speed limit 30
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:	Following too close	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from S to NE Stopping
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 28 Sex of Driver Female Breath test Negative

Vehicle Reference 2 Car Moving from S to NE Going ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 29 Sex of Driver Male Breath test Negative

Casualty Reference: 1 Age: 29 Male Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/08/2011** (68) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Vehicle Reference 3 Car Moving from S to NE Going ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 42 Sex of Driver Female Breath test Negative
Casualty Reference: 2 Age: 42 Female Driver/rider Severity: Slight Injured by vehicle: 3
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006 and 31/08/2011** (68) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Thursday 16/08/2007 Time 2225 Slight at A423 SOUTHAM ROAD RBT J/W A422 RUSCOTE AVE & HENNEF WAY BANBURY
E: 445487 N: 241806 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Darkness: street lights present and lit
C1 TRAV E ON A422 ENTERED RBT BUT CLIPPED KERB OF RBT ISLAND & LOST CONTROL & OVERTURNED - APPEARS C1 DRIVER POSS DISTRACTED (BEING FOLLOWED BY CAR DRIVEN BY HUSBAND - POSS DOMESTIC DIFFICULTIES)
Road Type Roundabout Vehicles 1 Casualties 1 Police Ref. P1670807 Speed limit 40
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Distraction outside vehicle	Vehicle 1	Possible
2nd:	Poor turn or manoevre	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from W to E Going ahead other
Not in restricted lane Overturned
First point of impact Offside Age of Driver 30 Sex of Driver Female Breath test Negative
Casualty Reference: 1 Age: 30 Female Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/08/2011** (68) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Saturday 18/08/2007 Time 0828 Slight at ORCHARD WAY NORTHBOUND CWAY JUST S OF J/W ORCHARD CLOSE BANBURY
E: 444585 N: 240973 Junction Detail: 3 Control 4
Fine without high winds Road surface Dry Daylight:street lights present

C1 TRAV N ON ORCHARD WAY WHEN PED DELIBERATELY RAN INTO CWAY FROM NSIDE (SUICIDE ATTEMPT) INTO PATH OF C1 & HIT OCCURRED - PED SUSTAINED MINOR INJURIES

Road Type Dual carriageway Vehicles 1 Casualties 1 Police Ref. P2280807 Speed limit 30
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Disability or illness, mental or physical	Casualty 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from S to N Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 36 Sex of Driver Female Breath test Negative

Casualty Reference: 1 Age: 26 Male Pedestrian Severity: Slight Injured by vehicle: 1
Ped. Location 5 Ped. Movement 1 Ped. Direction 3 Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/08/2011** (68) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Sunday 19/08/2007 Time 1146 Slight at A422 RUSCOTE AVE APPROX 100M NE OF J/W BEAUMONT ROAD BANBURY
E: 445131 N: 241724 Junction Detail: 0 Control
Fine without high winds Road surface Wet/Damp Daylight:street lights present
C1 (DRIVER INTOXICATED) TRAV NE ON A422 RUSCOTE AVE HIT REAR OF STAT C2 TRAV NE WHICH IN TURN CAUSED SHUNTS BETWEEN C3 AND C4 AHEAD
Road Type Single carriageway Vehicles 4 Casualties 1 Police Ref. P1970807 Speed limit 40
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Impaired by alcohol	Vehicle 1	Possible
2nd:	Failed to look properly	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from S to NE Stopping
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 24 Sex of Driver Male Breath test Positive
Vehicle Reference 2 Car Moving from S to NE Stopping
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 25 Sex of Driver Female Breath test Negative
Casualty Reference: 1 Age: 25 Female Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/08/2011** (68) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Vehicle Reference 3 Car Moving from S to NE Stopping
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 27 Sex of Driver Female Breath test Negative

Vehicle Reference 4 Car Moving from S to NE Stopping
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 29 Sex of Driver Male Breath test Negative

Accidents between dates **01/01/2006** **and** **31/08/2011** (68) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Monday 27/08/2007 Time 1100 Slight at A422 WARWICK RD O/S NO.217 APPROX 25M NW OF J/W CROMWELL ROAD (E) BANBURY
E: 444494 N: 241130 Junction Detail: 8 Control 4
Fine without high winds Road surface Dry Daylight:street lights present
C1 (ELDERLY DRIVER IN NEW CAR) PULLED OUT OF PRIVATE DRIVEWAY ONTO A422 AND HIT PED CROSSING
DRIVEWAY ENTRANCE ON FOOTPATH FROM DRIVER'S OFFSIDE. PED CARRIED SOME DISTANCE ON BONNET OF CAR
Road Type Single carriageway Vehicles 1 Casualties 1 Police Ref. P3150807 Speed limit 30
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Inexperience with type of vehicle	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from S to N Starting
Footway (pavement) No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 75 Sex of Driver Male Breath test Negative
Casualty Reference: 1 Age: 23 Female Pedestrian Severity: Slight Injured by vehicle: 1
Ped. Location 6 Ped. Movement 9 Ped. Direction 7 Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/08/2011** (68) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Monday 17/09/2007 Time 1742 Slight at A422 RUSCOTE AVE RBT J/W B4100 WARWICK ROAD BANBURY
E: 444551 N: 241124 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight:street lights present
C1 TRAV NW ON B4100 WARWICK ROAD TURNED RT AT RBT INTO A422 RUSCOTE AVE BUT HIT REAR OF C2 AHEAD WHICH HAD BRAKED SHARPLY TO AVOID GROUP OF CHILD PEDS WHO HAD RUN INTO ROAD
Road Type Roundabout Vehicles 2 Casualties 1 Police Ref. P1520907 Speed limit 30
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Sudden braking	Vehicle 2	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from S to NE Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 17 Sex of Driver Male Breath test Not requested
Vehicle Reference 2 Car Moving from S to NE Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 29 Sex of Driver Female Breath test Not requested
Casualty Reference: 1 Age: 29 Female Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/08/2011** (68) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Thursday 27/09/2007 Time 1530 Slight at A361 NORTH BAR AT J/W ACCES TO CAR PARK APPROX 30M S OF J/W B4100 WARWICK ROAD & CASTLE S
E: 445371 N: 240741 Junction Detail: 3 Control 4
Raining without high winds Road surface Wet/Damp Daylight:street lights present

PC2 (TEENAGE RIDER) TRAV N ON FOOTWAY ON E SIDE OF A361 NORTH BAR CROSSED J/W EXIT FROM CAR PARK AS C1 ENTERED A361 FROM CAR PARK & HIT OCCURRED

Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P2830907 Speed limit 30
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Passing too close to cyclist, horse rider or pedestrian	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from E to W Starting
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver Sex of Driver Female Breath test Not requested

Vehicle Reference 2 Pedal Cycle Moving from S to N Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 15 Sex of Driver Male Breath test Not applicable

Casualty Reference: 1 Age: 15 Male Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 1
Unknown General

Accidents between dates **01/01/2006** **and** **31/08/2011** (68) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Monday 19/11/2007 Time 1805 Slight at A422 RUSCOTE AVE AT PELICAN/TOUCAN XING BANBURY
E: 444872 N: 241492 Junction Detail: 0 Control
Raining without high winds Road surface Wet/Damp Darkness: street lights present and lit

PC1 (TEENAGE RIDER - NO LIGHTS) CYCLED FROM FOOTWAY N SE SIDE OF A422 RUSCOTE AVE ACROSS CROSSING AS LIGHTS HAD JUST CHANGED TO GREEN FOR TRAFFIC - C2 TRAV NE ON A422 MOVING OFF FROM STAT HIT PC1

Road Type Single carriageway Vehicles 2 Casualties 2 Police Ref. P2141107 Speed limit 40
Crossing: Control 0 Facilities 4 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Not displaying lights at night or in poor visibility	Vehicle 1	Very Likely
2nd:	Cyclist wearing dark clothing at night	Vehicle 1	Possible
3rd:	Failed to look properly	Vehicle 1	Very Likely
4th:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
5th:	Cyclist entering road from pavement	Vehicle 1	Very Likely
6th:			

Vehicle Reference 1 Pedal Cycle Moving from SE to N Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Nearside Age of Driver 16 Sex of Driver Male Breath test Not applicable
Casualty Reference: 1 Age: 16 Male Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Vehicle Reference 2 Car Moving from S to NE Starting
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Nearside Age of Driver 41 Sex of Driver Male Breath test Negative
Casualty Reference: 2 Age: 41 Male Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/08/2011** (68) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Monday 19/11/2007 Time 1645 Slight at SERVICE RD JUST N OF A422 RUSCOTE AVE AT RBT J/W LOCKHEED CLOSE BANBURY
E: 445296 N: 241838 Junction Detail: 3 Control 4
Fine without high winds Road surface Dry Daylight:street lights present
C1 THOUGHT TO BE TRAV E ON A422 RUSCOTE AVE AT RBT TURNED LT AND HIT PED IN CWAY WITING TO CROSS SBOUND SIDE OF CWAY-NO FURTHER DETAILS SUPPLIED
Road Type Single carriageway Vehicles 1 Casualties 1 Police Ref. P2601107 Speed limit 30
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Poor turn or manoevre	Vehicle 1	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from W to N Going ahead left bend
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver Sex of Driver Not traced Breath test Not requested
Casualty Reference: 1 Age: 55 Male Pedestrian Severity: Slight Injured by vehicle: 1
Ped. Location 5 Ped. Movement 1 Ped. Direction 3 Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/08/2011** (68) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Tuesday 20/11/2007 Time 1645 Slight at A422 RUSCOTE AVE RBT J/W LONGELANDES WAY BANBURY
E: 444835 N: 241452 Junction Detail: 1 Control 4
Raining without high winds Road surface Wet/Damp Darkness: street lights present and lit
TX1 TRAV SW ON A422 RUSCOTE AVE ENTERED RBT FAILING TO GIVE WAY TO PC2 TURNING RT FROM LONGELANDES WAY ONTO A422 RUSCOTE AVE & HIT OCCURRED
Road Type Roundabout Vehicles 2 Casualties 1 Police Ref. P2491107 Speed limit 30
Crossing: Control 0 Facilities 4 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Poor turn or manoevre	Vehicle 1	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Taxi/Private hire car Moving from NE to S Going ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 40 Sex of Driver Male Breath test Negative
Vehicle Reference 2 Pedal Cycle Moving from N to S Turning right
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver 37 Sex of Driver Male Breath test Not applicable
Casualty Reference: 1 Age: 37 Male Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/08/2011** (68) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Wednesday 21/11/2007 Time 1740 Slight at A422 HENNEF WAY BY TOUCAN CROSSING - VERY LIMITED INFORMATION SUPPLIED - PLOTTED TO WB
E: 445548 N: 241768 Junction Detail: 0 Control
Fine without high winds Road surface Dry Darkness: street lights present and lit
C1 (TEENAGE DRIVER) ASSUMED TRAV W HIT REAR OF STAT C2 ASSUMED WAITING AT OR ON APPROACH TO TOUCAN CROSSING - POSS C1 TOO FAST / FOLLOWING TOO CLOSE
Road Type Dual carriageway Vehicles 2 Casualties 1 Police Ref. P2821107 Speed limit 50
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Travelling too fast for conditions	Vehicle 1	Possible
2nd:	Following too close	Vehicle 1	Possible
3rd:	Failed to look properly	Vehicle 1	Possible
4th:	Failed to judge other persons path or speed	Vehicle 1	Possible
5th:			
6th:			

Vehicle Reference 1 Car Moving from SE to N Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 18 Sex of Driver Male Breath test Not requested
Vehicle Reference 2 Car Moving from SE to N Going ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 31 Sex of Driver Female Breath test Not requested
Casualty Reference: 1 Age: 31 Female Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/08/2011** (68) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Saturday 01/12/2007 Time 1640 Slight at A423 / A361 SOUTHAM ROAD RBT J/W A422 RUSCOTE AVE & HENNEF WAY BANBURY
E: 445491 N: 241750 Junction Detail: 1 Control 4
Fine without high winds Road surface Wet/Damp Darkness: street lights present and lit
C1 TRAV N ON A361 SOUTHAM ROAD HIT REAR OF STAT C2 STOPPED AT GIVE WAY LINE - APPEARS C1 THEN DROVE OFF WITHOUT GIVING DETAILS - POSS DRIVER INTOXICATED
Road Type Roundabout Vehicles 2 Casualties 1 Police Ref. P0041207 Speed limit 40
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
3rd:	Travelling too fast for conditions	Vehicle 1	Very Likely
4th:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
5th:	Impaired by alcohol	Vehicle 1	Possible
6th:			

Vehicle Reference 1 Car Moving from S to N Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver Sex of Driver Male Breath test Driver not contacted

Vehicle Reference 2 Car Moving from S to N Going ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 27 Sex of Driver Male Breath test Not requested

Casualty Reference: 1 Age: 27 Male Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/08/2011** (68) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Tuesday 04/12/2007 Time 1610 Slight at A422 HENNEF WAY RBT J/W A361 / A423 SOUTHAM RD
E: 445527 N: 241769 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Darkness: street lights present and lit
C1 TRAV W ON HENNEF WAY ENTERED RBT AND HIT PC2 TRAV S FROM SOUTHAM RD
Road Type Roundabout Vehicles 2 Casualties 1 Police Ref. P0311207 Speed limit 40
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
3rd:	Careless/Reckless/In a hurry	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from E to W Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 27 Sex of Driver Female Breath test Negative
Vehicle Reference 2 Pedal Cycle Moving from N to S Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 54 Sex of Driver Male Breath test Not applicable
Casualty Reference: 1 Age: 54 Male Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/08/2011** (68) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Tuesday 25/12/2007 Time 1400 Slight at A422 RUSCOTE AVE APPROX 200M SW OF RBT J/W LOCKHEED CLOSE BANBURY
E: 445120 N: 241714 Junction Detail: 0 Control
Fine without high winds Road surface Wet/Damp Daylight:street lights present
C1 TRAV NE ON A422 RUSCOTE AVE HIT REAR OF C2 ALSO TRAV NE (C2 HAD PREVIOUSLY TURNED ONTO A422 FROM BEAUMONT ROAD) - C1 FAILED TO STOP
Road Type Single carriageway Vehicles 2 Casualties 3 Police Ref. P3141207 Speed limit 40
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to judge other persons path or speed	Vehicle 1	Possible
2nd:	Aggressive driving	Vehicle 1	Possible
3rd:	Travelling too fast for conditions	Vehicle 1	Possible
4th:	Poor turn or manoevre	Vehicle 2	Possible
5th:			
6th:			

Vehicle Reference 1 Car Moving from S to NE Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 22 Sex of Driver Male Breath test Not requested

Accidents between dates **01/01/2006** **and** **31/08/2011** (68) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Vehicle Reference 2 Car Moving from S to NE Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 19 Sex of Driver Male Breath test Not requested

Casualty Reference:	1	Age: 19	Male	Driver/rider	Severity:	Slight	Injured by vehicle:	2	
Ped. Location		Ped. Movement		Ped. Direction	Ped. Injury	0	School pupil:	0	
Casualty Reference:	2	Age: 19	Male	Passenger	Severity:	Slight	Injured by vehicle:	2	
Ped. Location		Ped. Movement		Ped. Direction	Ped. Injury	0	School pupil:	0	
Casualty Reference:	3	Age: 19	Male	Passenger	Severity:	Slight	Injured by vehicle:	2	
Ped. Location		Ped. Movement		Ped. Direction	Ped. Injury	0	School pupil:	0	

Accidents between dates **01/01/2006 and 31/08/2011** (68) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Saturday 01/03/2008 Time 1534 Slight at A422 RUSCOTE AVE APPROX 90M SW OF J/W BEAUMONT ROAD BANBURY
E: 444983 N: 241590 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight:street lights present
C1 TRAV SE ON A422 RUSCOTE AVE HIT REAR OF STAT TX2 ALSO TRAV SE - TX2 HAD STOPPED HAVING JUST HIT REAR OF STAT C3 ALSO TRAV SE IN SLOW MOVING TRAFFIC (APPEARS SUDDEN BRAKING ON PART OF TX2 & C3 CONTRIBUTORY)
Road Type Single carriageway Vehicles 3 Casualties 1 Police Ref. P0100308 Speed limit 40
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Sudden braking	Vehicle 2	Very Likely
2nd:	Sudden braking	Vehicle 3	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from NE to S Stopping
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver Sex of Driver Male Breath test Not requested
Casualty Reference: 1 Age: 77 Female Passenger Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Vehicle Reference 2 Taxi/Private hire car Moving from NE to S Stopping
Not in restricted lane Skidded
First point of impact Front Age of Driver Sex of Driver Male Breath test Not requested

Accidents between dates **01/01/2006** **and** **31/08/2011** (68) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Vehicle Reference	3	Car		Moving from	NE to S	Stopping	
Not in restricted lane						No skidding, jack-knifing or overturning	
First point of impact	Did not impact	Age of Driver		Sex of Driver	Female	Breath test	Not requested

Accidents between dates **01/01/2006** **and** **31/08/2011** (68) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Wednesday 05/03/2008 Time 1555 Slight at B4100 WARWICK ROAD J/W BATH ROAD BANBURY
E: 445106 N: 240770 Junction Detail: 3 Control 4
Fine without high winds Road surface Dry Daylight:street lights present

C1 (TEENAGE DRIVER) TRAV NE ON BATH ROAD TURNED RT AT J/W B4100 WARWICK ROAD BUT FAILED TO NOTICE THAT C2 TRAV SE ON B4100 WOARWICK ROAD WAS INDICATING AND SLOWING TO TURN RT AT J/W BATH RD-C1 PULLED OUT AND HIT REAR OF C2

Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P0540308 Speed limit 30
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Disobeyed Give Way or Stop sign or markings	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from S to E Turning right
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 18 Sex of Driver Female Breath test Not requested

Vehicle Reference 2 Car Moving from N to SE Waiting to turn right
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver 35 Sex of Driver Male Breath test Not requested

Casualty Reference: 1 Age: 35 Male Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/08/2011** (68) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Monday 31/03/2008 Time 1600 Slight at A423 RUSCOTE AVE BY J/W RUSCOTE SQUARE BANBURY
E: 444623 N: 241197 Junction Detail: 3 Control 4
Fine without high winds Road surface Dry Daylight:street lights present
C1 TRAV SW ON A423 RUSCOTE AVE BY J/W RUSCOTE SQUARE WHEN PC2 (CHILD AGED 5) CYCLED FROM NSIDE PAVEMENT TRAV NW ONTO A423 RUSCOTE AVE-C1 HIT PC2 CAUSING RIDER TO FALL
Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P3210308 Speed limit 30
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 2	Possible
2nd:	Inexperienced or learner driver/rider	Vehicle 2	Possible
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from NE to S Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 68 Sex of Driver Male Breath test Negative

Vehicle Reference 2 Pedal Cycle Moving from SE to N Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver 5 Sex of Driver Male Breath test Not applicable

Casualty Reference: 1 Age: 5 Male Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0
Unknown General

Accidents between dates **01/01/2006** **and** **31/08/2011** (68) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Tuesday 01/04/2008 Time 1450 Slight at B4100 WARWICK ROAD APPROX 20M W OF J/W A361 NORTH BAR / SOUTHAM ROAD BANBURY
E: 445329 N: 240789 Junction Detail: 6 Control 2
Fine without high winds Road surface Dry Daylight:street lights present

C1 TRAV E ON B4100 WARWICK ROAD APPROACHING J/W A361 NORTH BAR / SOUTHAM RD FAILED TO SLOW SUFFICIENTLY FOR LGV2 TRAV E AHEAD OF C1 STATIONARY WAITING TO TURN LT-C1 DRIVER CLAIMED POSS BRAKE FAILURE

Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P0680408 Speed limit 30
Crossing: Control 0 Facilities 5 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Defective brakes	Vehicle 1	Possible
2nd:	Nervous/Uncertain/Panic	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from W to E Stopping
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 70 Sex of Driver Male Breath test Negative

Vehicle Reference 2 Goods 3.5 tonnes mgw and under Moving from W to E Waiting to turn left
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 32 Sex of Driver Male Breath test Negative

Casualty Reference: 1 Age: 27 Female Passenger Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/08/2011** (68) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Friday 18/04/2008 Time 1016 Slight at A423 SOUTHAM RD AT PELICAN CROSSING JUST N OF RBT J/W J/W HENNEF WAY BANBURY
E: 445528 N: 241876 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight:street lights present
INCIDENT INVOLVING C1 AND PED AT A423 SOUTHAM RD AT PELICAN CROSSING JUST N OF RBT J/W J/W HENNEF WAY
- NO FURTHER DETAILS SUPPLIED
Road Type Single carriageway Vehicles 1 Casualties 1 Police Ref. P1630408 Speed limit 40
Crossing: Control 0 Facilities 4 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:			
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from to 0 Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Did not impact Age of Driver Sex of Driver Not traced Breath test Driver not contacted
Casualty Reference: 1 Age: 20 Male Pedestrian Severity: Slight Injured by vehicle: 1
Ped. Location 1 Ped. Movement 1 Ped. Direction 3 Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/08/2011** (68) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Monday 30/06/2008 Time 0610 Serious at A423 SOUTHAM ROAD RBT J/W A422 RUSCOTE AVE & HENNEF WAY BANBURY
E: 445521 N: 241807 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight:street lights present

PC1 TRAV SE ROUNDING A423 SOUTHAM ROAD RBT J/W A422 RUSCOTE AVE & HENNEF WAY HIT PATCH OF DIESEL ON CWAY AND LOST CONTROL OF PC2 CAUSING RIDER TO FALL AND SUSTAIN SERIOUS INJURY-NO OTHER VEHS HIT

Road Type Roundabout Vehicles 1 Casualties 1 Police Ref. P3860608 Speed limit 40
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Deposit on road (eg oil, mud, chippings)	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Pedal Cycle Moving from W to SE Going ahead right bend
Not in restricted lane Skidded
First point of impact Offside Age of Driver 38 Sex of Driver Male Breath test Not applicable
Casualty Reference: 1 Age: 38 Male Driver/rider Severity: Serious Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/08/2011** (68) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Wednesday 06/08/2008 Time 1745 Slight at A422 RUSCOTE AVE BY ACCESS TO KRAFT FOODS BANBURY
E: 445035 N: 241634 Junction Detail: 8 Control 4
Fine without high winds Road surface Dry Daylight:street lights present
C1 (POSS NON UK DRIVER) TRAV SW ON A422 RUSCOTE AVE APPROACHING QUEUING TRAFFIC FAILED TO SLOW SUFFICIENTLY FOR C2 TRAV SW AT R OF QUEUE -C1 HIT R OF C2 - LIMITED DETAILS EXCHANGED.
Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P0430808 Speed limit 40
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from NE to S Going ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver Sex of Driver Male Breath test Driver not contacted
Vehicle Reference 2 Car Moving from NE to S Going ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 19 Sex of Driver Female Breath test Driver not contacted
Casualty Reference: 1 Age: 19 Female Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/08/2011** (68) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Saturday 09/08/2008 Time 1745 Slight at A422 RUSCOTE AVE APPROX 100M NE OF J/W SINCLAIR AVE BANBURY
E: 444665 N: 241304 Junction Detail: 0 Control
Raining without high winds Road surface Wet/Damp Daylight:street lights present
C1 TRAV NE ON A422 RUSCOTE AVE FOLLOWING C2 AHEAD TOO CLOSELY & HIT REAR OF C2 AS C2 SLOWED FOR UNKNOWN REASON
Road Type Single carriageway Vehicles 2 Casualties 2 Police Ref. P0740808 Speed limit 30
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Slippery road (due to weather)	Vehicle 1	Possible
2nd:	Following too close	Vehicle 1	Very Likely
3rd:	Careless/Reckless/In a hurry	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from S to NE Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver Sex of Driver Male Breath test Not requested
Vehicle Reference 2 Car Moving from S to NE Stopping
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 23 Sex of Driver Female Breath test Not requested
Casualty Reference: 1 Age: 23 Female Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0
Casualty Reference: 2 Age: 23 Female Passenger Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/08/2011** (68) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Saturday 20/09/2008 Time 0001 Slight at A423 SOUTHAM ROAD RBT J/W A422 RUSCOTE AVE & HENNEF WAY BANBURY
E: 445483 N: 241769 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Darkness: street lights present and lit
C2 (DRIVER REFUSED TO PROVIDE BREATH) TRAV W ON A422 HENNEF WAY BEING CHASED BY LGV2 (POLICE VEH)-C2
LOST CONTROL AND HIT RBT OVERTURNED AND CAME TO REST TOWARDS NSIDE OF RBT-LGV1 NOT HIT
Road Type Roundabout Vehicles 2 Casualties 1 Police Ref. P2120908 Speed limit 40
Crossing: Control 0 Facilities 4 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Impaired by alcohol	Vehicle 2	Very Likely
2nd:	Aggressive driving	Vehicle 2	Possible
3rd:	Junction overshoot	Vehicle 2	
4th:			
5th:			
6th:			

Vehicle Reference 1 Goods 3.5 tonnes mgw and under Moving from E to W Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Did not impact Age of Driver 30 Sex of Driver Male Breath test Negative
Vehicle Reference 2 Car Moving from E to W Going ahead other
Not in restricted lane Overturned
First point of impact Offside Age of Driver 24 Sex of Driver Male Breath test Refused to provide
Casualty Reference: 1 Age: 24 Male Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/08/2011** (68) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Saturday 20/09/2008 Time 2250 Slight at A422 RUSCOTE AVE APPROX 80M SW OF RBT J/W LONGELANDES WAY BANBURY
E: 444756 N: 241385 Junction Detail: 0 Control
Fine without high winds Road surface Dry Darkness: street lights present and lit
MC1 TRAV NE ON A422 RUSCOTE AVE WHEN FOR U/K REASON MC1 LOST CONTROL OF VEH AND HIT NSIDE KERB AND OVERTURNED CAUSING RIDER TO FALL (RIDER GAVE POSITIVE BREATH TEST)
Road Type Single carriageway Vehicles 1 Casualties 1 Police Ref. P2170908 Speed limit 30
Crossing: Control 0 Facilities 4 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Poor turn or manoevre	Vehicle 1	Possible
2nd:	Swerved	Vehicle 1	Possible
3rd:	Loss of control	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc Moving from S to NE Going ahead other
Not in restricted lane Skidded
First point of impact Front Age of Driver 24 Sex of Driver Male Breath test Positive
Casualty Reference: 1 Age: 24 Male Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/08/2011** (68) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Friday 21/11/2008 Time 2320 Slight at A361 NORTH BAR STREET J/W CASTLE ST & WARWICK ROAD BANBURY
E: 445354 N: 240762 Junction Detail: 6 Control 2
Fine without high winds Road surface Dry Darkness: street lights present and lit
C1 (GAVE POS BREATH TEST) TRAV IN UNSPECIFIED DIRECTION APPROACHING RED ATS AT J/W PARSONS ST HIT R OF STAT C2 WAITING AT RED ATS - LIMITED INFO ON LOCATION / DIRECTION OF TRAVEL -
Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P3291108 Speed limit 30
Crossing: Control 0 Facilities 4 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Impaired by alcohol	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from S to N Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 27 Sex of Driver Male Breath test Positive
Vehicle Reference 2 Car Moving from S to N Stopping
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 25 Sex of Driver Female Breath test Driver not contacted
Casualty Reference: 1 Age: 25 Female Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/08/2011** (68) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Thursday 08/01/2009 Time 1504 Slight at B4100 WARWICK RD J/W PARK CLOSE BANBURY
E: 445157 N: 240766 Junction Detail: 3 Control 4
Fine without high winds Road surface Wet/Damp Daylight:street lights present
C1 TRAV E ON B4100 WARWICK RD FAILED TO STOP AT PED XING DISPLAYING RED SIGNAL FOR VEH AND HIT PED TRAV N XING CWAY FROM C1 OSIDE
Road Type Single carriageway Vehicles 1 Casualties 1 Police Ref. P0690109 Speed limit 30
Crossing: Control 0 Facilities 4 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Disobeyed pedestrian crossing facility	Vehicle 1	Possible
2nd:	Failed to look properly	Casualty 1	Possible
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from W to E Going ahead other
Not in restricted lane Skidded
First point of impact Front Age of Driver 41 Sex of Driver Male Breath test Negative
Casualty Reference: 1 Age: 20 Male Pedestrian Severity: Slight Injured by vehicle: 1
Ped. Location 1 Ped. Movement 3 Ped. Direction 1 Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/08/2011** (68) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Monday 19/01/2009 Time 1745 Slight at A422 RUSCOTE AVE APPROACH RBT J/W A423 SOUTHAM RD BANBURY
E: 445468 N: 241798 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Darkness: street lights present and lit
C1 TRAV E ON A422 RUSCOTE AVE APPROACH RBT IN CENTRE LANE J/W A423 SOUTHAM RD HIT R OF C2 QUEUING TO ENTER RBT BOTH IN MIDDLE LANE OF CWAY
Road Type Roundabout Vehicles 2 Casualties 1 Police Ref. P2810109 Speed limit 40
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Following too close	Vehicle 1	Very Likely
2nd:	Travelling too fast for conditions	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from S to NE Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 27 Sex of Driver Male Breath test Not requested
Vehicle Reference 2 Car Moving from S to NE Going ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 47 Sex of Driver Male Breath test Not requested
Casualty Reference: 1 Age: 47 Male Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/08/2011** (68) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Tuesday 17/03/2009 Time 0715 Slight at B4100 WARWICK RD J/W A361 NORTH BAR / SOUTHAM RD BANBURY
E: 445340 N: 240788 Junction Detail: 6 Control 2
Fine without high winds Road surface Dry Daylight:street lights present
C1 TRAV E ON B4100 WARWICK RD AT J/W A361 NORTH BAR WHEN C2 TRAV DIRECTLY AHEAD STALLED C2 WHEN PULLING AWAY FROM RED LIGHT AND C1 HIT R OF C2
Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P1220309 Speed limit 30
Crossing: Control 0 Facilities 5 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Junction restart	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:	Sudden braking	Vehicle 2	Very Likely
4th:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
5th:	Distraction in vehicle	Vehicle 1	Possible
6th:	Inexperienced or learner driver/rider	Vehicle 1	Possible

Vehicle Reference 1 Car Moving from W to E Starting
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 19 Sex of Driver Male Breath test Negative
Casualty Reference: 1 Age: 28 Male Passenger Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0
Vehicle Reference 2 Car Moving from W to E Starting
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 28 Sex of Driver Female Breath test Negative

Accidents between dates **01/01/2006** **and** **31/08/2011** (68) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Wednesday 15/04/2009 Time 1650 Slight at A422 RUSCOTE AVE BY ACCESS TO KRAFT FOODS BANBURY
E: 445014 N: 241623 Junction Detail: 3 Control 4
Fine without high winds Road surface Dry Daylight:street lights present
C1 TRAV NE ON A422 RUSCOTE AVE HIT R OF STAT C2 WHO IN TURN HIT R OF C3 IN QUEUEING TRAFFIC
Road Type Single carriageway Vehicles 3 Casualties 2 Police Ref. P1100409 Speed limit 40
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to judge other persons path or speed	Vehicle 1	Possible
2nd:	Failed to judge other persons path or speed	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from S to NE Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 36 Sex of Driver Female Breath test Negative
Casualty Reference: 1 Age: 36 Female Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Vehicle Reference 2 Car Moving from S to NE Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 47 Sex of Driver Male Breath test Negative
Casualty Reference: 2 Age: 47 Male Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/08/2011** (68) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Vehicle Reference 3 Car Moving from S to NE Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 28 Sex of Driver Female Breath test Negative

Accidents between dates **01/01/2006** **and** **31/08/2011** (68) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Monday 14/09/2009 Time 1448 Slight at A422 RUSCOTE AVE SERVICE RD / NURSERY DRIVE J/W A422 RUSCOTE AVE BANBURY
E: 444746 N: 241361 Junction Detail: 3 Control 4
Fine without high winds Road surface Dry Daylight:street lights present

C1 TRAV SW ON NURSERY DRIVE ENTERED J/W A422 RUSCOTE AVE BUT FAILED TO GIVE WAY TO C2 TRAV SE ROUNDING CENTRAL ISLAND - EXACT CIRUMSTANCES UNCLEAR BUT APPEARS C1 DRIVER ANTICIPATED C2 WAS CONTINUING TO NE ON A422

Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P1900909 Speed limit 30
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
2nd:	Failed to signal/Misleading signal	Vehicle 2	Possible
3rd:	Careless/Reckless/In a hurry	Vehicle 2	Possible
4th:	Failed to look properly	Vehicle 1	Possible
5th:			
6th:			

Vehicle Reference 1 Car Moving from NE to S Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 32 Sex of Driver Female Breath test Driver not contacted
Casualty Reference: 1 Age: 32 Female Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Vehicle Reference 2 Car Moving from N to S Turning right
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 21 Sex of Driver Male Breath test Driver not contacted

Accidents between dates **01/01/2006** **and** **31/08/2011** (68) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Wednesday 16/09/2009 Time 1330 Slight at A422 HENNEF WAY AT TOUCAN CROSSING APPROX 50M SE OF RBT J/W SOUTHAM ROAD BANBUI
E: 445561 N: 241778 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight:street lights present

HGV1 TRAV SE ON A422 HENNEF WAY HAVING EXITED RBT J/W SOUTHAM ROAD - HGV1 HIT R OF C2 WHO HIT R OF C3 WHO IN TURN HIT R OF C4 WAITING AT RED SIGNAL AT TOUCAN CROSSING

Road Type Roundabout Vehicles 4 Casualties 1 Police Ref. P1500909 Speed limit 50
Crossing: Control 0 Facilities 4 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:	Following too close	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle Reference 1 Goods 7.5 tonnes mgw and over Moving from N to SE Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 29 Sex of Driver Male Breath test Negative

Vehicle Reference 2 Car Moving from N to SE Going ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 45 Sex of Driver Female Breath test Negative

Casualty Reference: 1 Age: 45 Female Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/08/2011** (68) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Vehicle Reference	3	Car			Moving from	N	to	SE	Going ahead but held up	
Not in restricted lane									No skidding, jack-knifing or overturning	
First point of impact	Back	Age of Driver	56	Sex of Driver	Male			Breath test	Negative	
Vehicle Reference	4	Car			Moving from	N	to	SE	Going ahead but held up	
Not in restricted lane									No skidding, jack-knifing or overturning	
First point of impact	Back	Age of Driver	45	Sex of Driver	Male			Breath test	Negative	

Accidents between dates **01/01/2006** **and** **31/08/2011** (68) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Monday 21/09/2009 Time 1540 Slight at B4100 WARWICK RD AT PELICAN CROSSING APPROX 40M NW OF RBT J/W ORCHARD WAY BANBU
E: 444600 N: 241078 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight:street lights present
C1 THOUGHT TO BE TRAV NW ON B4100 WARWICK RD FAILED TO STOP AT RED SIGNAL AND HIT CHILD PED (12YRS)
TRAV N ON PED XING WITH GREEN SIGNAL - NO FURTHER DETAILS SUPPLIED
Road Type Single carriageway Vehicles 1 Casualties 1 Police Ref. P2080909 Speed limit 30
Crossing: Control 0 Facilities 4 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Disobeyed automatic traffic signal	Vehicle 1	Possible
2nd:	Failed to look properly	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from SE to N Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 24 Sex of Driver Male Breath test Driver not contacted
Casualty Reference: 1 Age: 12 Female Pedestrian Severity: Slight Injured by vehicle: 1
Ped. Location 1 Ped. Movement 1 Ped. Direction 1 Ped. Injury 0 School pupil: 1
Drayton School (secondary) Banbury

Accidents between dates **01/01/2006** **and** **31/08/2011** (68) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Sunday 27/09/2009 Time 0941 Slight at A423 SOUTHAM ROAD RBT J/W A422 RUSCOTE AVE & HENNEF WAY BANBURY
E: 445529 N: 241772 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight:street lights present

C1 TRAV S (POSS AT SPEED) ON A423 SOUTHAM ROAD RBT J/W A422 RUSCOTE AVE & HENNEF WAY SKIDDED LOST CONTROL AND ENDED SKID FACING IN WRONG DIRECTION - MC2 (ELDERLY RIDER - 74YRS) TRAV S ON RBT TOOK EVASIVE ACTION LOST CONTROL AND RIDER FELL - C1 NOT HIT

Road Type Roundabout Vehicles 2 Casualties 1 Police Ref. P2920909 Speed limit 40
Crossing: Control 0 Facilities 4 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Loss of control	Vehicle 1	Possible
2nd:	Careless/Reckless/In a hurry	Vehicle 1	Possible
3rd:	Travelling too fast for conditions	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from N to S Going ahead other
Not in restricted lane Skidded
First point of impact Did not impact Age of Driver 28 Sex of Driver Male Breath test Driver not contacted

Vehicle Reference 2 Motorcycle over 500cc Moving from N to S Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Nearside Age of Driver 74 Sex of Driver Male Breath test Negative

Casualty Reference: 1 Age: 74 Male Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/08/2011** (68) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Wednesday 21/10/2009 Time 1615 Slight at COPE ROAD JUST W OF J/W A361 SOUTHAM ROAD BANBURY
E: 445340 N: 240945 Junction Detail: 3 Control 4
Fine without high winds Road surface Dry Daylight:street lights present

C1 TRAV N ON A361 TURNED LEFT TO COPE ROAD - DRIVER STATED THAT U/K V2 (ASSUMED CAR) WAS TRAV E ON COPE ROAD ON TO OSIDE POSS DRIVER C2 ON PHONE - C1 SWERVED TO NSIDE TO AVOID HIT BUT WENT ONTO FOOTWAY AND HIT TELEGRAPH POLE -C2 NOT HIT / NON STOP

Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P3221009 Speed limit 30
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Driver using mobile phone	Vehicle 2	Possible
2nd:	Inexperience of driving on the left	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from S to W Turning left
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 48 Sex of Driver Female Breath test Negative
Casualty Reference: 1 Age: 48 Female Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Vehicle Reference 2 Car Moving from W to E Reversing
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Did not impact Age of Driver Sex of Driver Male Breath test Driver not contacted

Accidents between dates **01/01/2006** **and** **31/08/2011** (68) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Friday 27/11/2009 Time 0220 Slight at B4100 WARWICK RD XRDS J/W A361 NORTH BAR / SOUTHAM RD BANBURY
E: 445353 N: 240784 Junction Detail: 6 Control 2
Other Road surface Wet/Damp Darkness: street lights present and lit
C1 (DRIVER REFUSED TO PROVIDE BREATH SAMPLE) TRAV E ON B4100 WARWICK RD TURNED LEFT AT XRDS J/W A361 NORTH BAR AND LOST CONTROL - C1 EXITED CWAY TO OSIDE AND HIT ATS
Road Type Single carriageway Vehicles 1 Casualties 1 Police Ref. P3781109 Speed limit 30
Crossing: Control 0 Facilities 5 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Impaired by alcohol	Vehicle 1	Possible
2nd:	Slippery road (due to weather)	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from W to N Turning left
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver 22 Sex of Driver Female Breath test Refused to provide
Casualty Reference: 1 Age: 22 Female Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/08/2011** (68) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Tuesday 08/12/2009 Time 1935 Serious at LONGELANDES WAY J/W EVENLODE BANBURY
E: 444784 N: 241489 Junction Detail: 3 Control 4
Raining without high winds Road surface Wet/Damp Darkness: street lights present and lit
TX1 TRAV NE ON EVENLODE STOPPED TO GIVE WAY TO TRAFFIC ON LONGELANDES WAY BUT THEN STARTED TO TURN RT FAILING TO GIVE WAY TO MC2 TRAV NW ON LONGELANDES WAY
Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P0871209 Speed limit 30
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Disobeyed Give Way or Stop sign or markings	Vehicle 1	Very Likely
2nd:	Junction restart	Vehicle 1	Very Likely
3rd:	Failed to look properly	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from S to SE Turning right
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver 26 Sex of Driver Male Breath test Negative

Vehicle Reference 2 Motorcycle over 500cc Moving from SE to N Going ahead other
Not in restricted lane Overturned
First point of impact Front Age of Driver 33 Sex of Driver Male Breath test Negative

Casualty Reference: 1 Age: 33 Male Driver/rider Severity: Serious Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006 and 31/08/2011** (68) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Thursday 28/01/2010 Time 1320 Slight at A422 HENNEF WAY EBOUND CWAY AT PED XING JUST E OF J/W A423 SOUTHAM ROAD BANBURY (P
E: 445547 N: 241771 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight:street lights present
LGV1 TRAV E ON A422 HENNEF WAY EBOUND CWAY IN OSIDE LANE (QUEUING TRAFFIC IN NSIDE LANE) HIT PC2 CROSSING FROM N TO S
Road Type Dual carriageway Vehicles 2 Casualties 1 Police Ref. P2570110 Speed limit 50
Crossing: Control 0 Facilities 4 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 2	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Goods 3.5 tonnes mgw and under Moving from to 0 Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver Sex of Driver Male Breath test Driver not contacted
Vehicle Reference 2 Pedal Cycle Moving from to 0 Stopping
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver 41 Sex of Driver Male Breath test Driver not contacted
Casualty Reference: 1 Age: 41 Male Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/08/2011** (68) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Wednesday 17/02/2010 Time 2033 Slight at A422 RUSCOTE AVE AT RBT J/W LOCKHEED CLOSE BANBURY
E: 445330 N: 241806 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Darkness: street lights present and lit
C1 TRAV W ON A422 RUSCOTE AVE HIT R OF C2 ALSO TRAV W STOPPING TO GIVE WAY TO TRAFFIC ON RBT - C1 THEN FTS
Road Type Single carriageway Vehicles 2 Casualties 2 Police Ref. P1840210 Speed limit 40
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to judge other persons path or speed	Vehicle 1	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from E to W Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 28 Sex of Driver Male Breath test Positive
Vehicle Reference 2 Car Moving from E to W Stopping
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 37 Sex of Driver Female Breath test Driver not contacted
Casualty Reference: 1 Age: 37 Female Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0
Casualty Reference: 2 Age: Female Passenger Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/08/2011** (68) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Tuesday 23/02/2010 Time 1430 Slight at A423 SOUTHAM ROAD J/W COPE ROAD BANBURY
E: 445359 N: 240949 Junction Detail: 3 Control 4
Snowing without high winds Road surface Wet/Damp Daylight:street lights present
C1 TRAV S ON A423 SOUTHAM ROAD FOR U/K REASON (POSS WET CWAY) HIT R OF C2 WAITING TO TURN RT AT J/W COPE ROAD
Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P2380210 Speed limit 30
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Slippery road (due to weather)	Vehicle 1	Possible
2nd:	Failed to judge other persons path or speed	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from N to S Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver Sex of Driver Female Breath test Driver not contacted
Vehicle Reference 2 Car Moving from N to W Waiting to turn right
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 37 Sex of Driver Female Breath test Driver not contacted
Casualty Reference: 1 Age: 37 Female Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/08/2011** (68) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Friday 30/04/2010 Time 1655 Serious at A422 RUSCOTE AVE AT PELICAN CROSSING APPROX 60M E OF RBT J/W LOCKHEED CLOSE BANB
E: 445395 N: 241799 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight:street lights present

C1 TRAV W ON A422 RUSCOTE AVE WENT TO OSIDE OF QUEUING TRAFFIC & DROVE THROUGH RED LIGHT AT
PELICAN CROSSING ATS AND HIT PC2 TRAV N ON GREEN ATS FOR XING-RIDER OF PC2 SUSTAINED SERIOUS INJURY

Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P3090410 Speed limit 40
Crossing: Control 0 Facilities 4 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Disobeyed automatic traffic signal	Vehicle 1	Very Likely
2nd:	Disobeyed pedestrian crossing facility	Vehicle 1	Very Likely
3rd:	Cyclist entering road from pavement	Vehicle 2	Possible
4th:	Careless/Reckless/In a hurry	Vehicle 1	Possible
5th:			
6th:			

Vehicle Reference 1 Car Moving from E to W Overtaking stat vehicle O/S
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 35 Sex of Driver Female Breath test Negative

Vehicle Reference 2 Pedal Cycle Moving from S to N Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver 21 Sex of Driver Male Breath test Not provided (medical reasons)

Casualty Reference: 1 Age: 21 Male Driver/rider Severity: Serious Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/08/2011** (68) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Saturday 01/05/2010 Time 1045 Slight at A422 RUSCOTE AVE AT RBT J/W LOCKHEED CLOSE BANBURY
E: 445333 N: 241806 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight:street lights present
C1 TRAV W ON A422 RUSCOTE AVE HIT R OF C2 TRAV W WAITING AND INDICATING TO TURN RT AT RBT J/W LOCKHEED CLOSE AND C1 THEN FTS
Road Type Roundabout Vehicles 2 Casualties 1 Police Ref. P0060510 Speed limit 40
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
3rd:	Following too close	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from E to W Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver Sex of Driver Not traced Breath test Driver not contacted

Vehicle Reference 2 Car Moving from E to W Waiting to turn right
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 47 Sex of Driver Male Breath test Driver not contacted

Casualty Reference: 1 Age: 70 Female Passenger Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/08/2011** (68) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Monday 10/05/2010 Time 1459 Slight at B4100 WARWICK RD J/W TEXACO GARAGE BANBURY
E: 445052 N: 240827 Junction Detail: 8 Control 4
Fine without high winds Road surface Dry Daylight:street lights present
C1 TRAV SE ON B4100 WARWICK RD TURNED RT AT J/W TEXACO GARAGE AFTER U/K VEH STOPPED TO ALLOW TURN -
C1 FAILED TO GIVEWAY TO PC2 TRAV NW TO NSIDE OF U/K VEHICLE AND C1 NSIDE HIT F OF PC2
Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P0690510 Speed limit 30
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Stationary or parked vehicle	Vehicle 1	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from N to S Turning right
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Nearside Age of Driver 21 Sex of Driver Female Breath test Negative

Vehicle Reference 2 Pedal Cycle Moving from SE to N Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 32 Sex of Driver Male Breath test Not applicable

Casualty Reference: 1 Age: 32 Male Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/08/2011** (68) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Wednesday 12/05/2010 Time 1315 Slight at BEAUMONT ROAD AT J/W A422 RUSCOTE AVENUE BANBURY
E: 445049 N: 241664 Junction Detail: 3 Control 4
Fine without high winds Road surface Dry Daylight:street lights present
C1 TRAV SE ON BEAUMONT ROAD HIT R OF C2 STRATIONARY (STALLED) WAITING TO TURN LT AT J/W A422 RUSCOTE AVENUE
Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P1540510 Speed limit 30
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Possible
2nd:	Failed to judge other persons path or speed	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from N to SE Stopping
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver Sex of Driver Male Breath test Driver not contacted
Vehicle Reference 2 Car Moving from N to SE Waiting to turn left
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 20 Sex of Driver Female Breath test Driver not contacted
Casualty Reference: 1 Age: 20 Female Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/08/2011** (68) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Friday 11/06/2010 Time 0856 Slight at A422 RUSCOTE AVE APPROX 50M SW OF J/W ACCESS TO KRAFT FOODS BANBURY
E: 444978 N: 241591 Junction Detail: 0 Control 0
Fine without high winds Road surface Dry Daylight:street lights present
C1 TRAV NE ON A422 RUSCOTE AVENUE IN HEAVY TRAFFIC FAILED TO SEE QUEUE AHEAD - C1 HIT R OF C2 TRAV NE AHEAD
Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P0960610 Speed limit 40
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from S to NE Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 40 Sex of Driver Female Breath test Negative
Casualty Reference: 1 Age: 10 Male Passenger Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0
Unknown General
Vehicle Reference 2 Car Moving from S to NE Stopping
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 34 Sex of Driver Male Breath test Negative

Accidents between dates **01/01/2006** **and** **31/08/2011** (68) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Wednesday 14/07/2010 Time 1210 Slight at A422 RUSCOTE AVENUE J/W BEAUMONT ROAD BANBURY
E: 445042 N: 241655 Junction Detail: 3 Control 4
Raining without high winds Road surface Wet/Damp Daylight:street lights present

MC1 RIDER 18 YRS) TRAV NE ON A422 RUSCOTE AVENUE IN WET CONDITIONS TURNED LT AT J/W BEAUMONT ROAD
LOST CONTROL AND RIDER FELL TO NSIDE-NO OTHER VEHS HIT

Road Type Single carriageway Vehicles 1 Casualties 1 Police Ref. P1190710 Speed limit 40
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Slippery road (due to weather)	Vehicle 1	Very Likely
2nd:	Loss of control	Vehicle 1	Very Likely
3rd:	Inexperienced or learner driver/rider	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle Reference 1 Motorcycle 50cc and under Moving from S to N Turning left
Not in restricted lane Skidded
First point of impact Nearside Age of Driver 18 Sex of Driver Female Breath test Negative
Casualty Reference: 1 Age: 18 Female Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/08/2011** (68) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Saturday 24/07/2010 Time 0947 Slight at B4100 WARWICK ROAD J/W ACCESS FROM MAGISTRATES CAR PARK BANBURY
E: 445270 N: 240781 Junction Detail: 8 Control 4
Fine without high winds Road surface Dry Daylight:street lights present
C1 TRAV S ON EXIT FROM MAGISTRATES COURT TURNED RT HAVING BEEN WAVED TO TURN BY DRIVER OF STAT LGV IN NSIDE LANE BUT FAILED TO SEE C2 TRAV E IN OSIDE LANE & HIT OCCURRED
Road Type Single carriageway Vehicles 2 Casualties 2 Police Ref. P2420710 Speed limit 30
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Possible
2nd:	Distraction outside vehicle	Vehicle 1	Possible
3rd:	Vehicle blind spot	Vehicle 1	Very Likely
4th:	Vehicle blind spot	Vehicle 2	Very Likely
5th:			
6th:			

Vehicle Reference 1 Car Moving from N to W Turning right
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 42 Sex of Driver Female Breath test Negative
Casualty Reference: 1 Age: 42 Female Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Vehicle Reference 2 Car Moving from W to E Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 33 Sex of Driver Male Breath test Negative
Casualty Reference: 2 Age: 11 Male Passenger Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0
Unknown General

Accidents between dates **01/01/2006** **and** **31/08/2011** (68) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Friday 30/07/2010 Time 1400 Slight at B4100 WARWICK ROAD J/W BATH ROAD BANBURY
E: 445102 N: 240774 Junction Detail: 3 Control 4
Fine without high winds Road surface Dry Daylight:street lights present
C1 TRAV SE ON B4100 WARWICK ROAD HIT R OD C2 WAITING TO TURN RT AT J/W BATH ROAD AND C1 THEN PERFORMED U-TURN AND FTS
Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P3070710 Speed limit 30
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from N to SE Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver Sex of Driver Male Breath test Driver not contacted

Vehicle Reference 2 Car Moving from N to SE Waiting to turn right
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 42 Sex of Driver Female Breath test Driver not contacted

Casualty Reference: 1 Age: 42 Female Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/08/2011** (68) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Thursday 26/08/2010 Time 1035 Slight at CROMWELL ROAD BY J/W SERVICE ROAD APPROX 10M SW OF MINI RBT J/W A422 WARWICK ROAD B
E: 444518 N: 241093 Junction Detail: 8 Control 4
Fine without high winds Road surface Dry Daylight:street lights present
C1 TRAV E REVERSING ONTO CROMWELL ROAD FROM PRIVATE DRIVEWAY FOR HOUSE NO 2 AND R OF C1 HIT OSIDE OF C2 STATIONARY FACING S ON CROMWELL ROAD AND C1 FTS
Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P2380810 Speed limit 30
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from W to E Reversing
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver Sex of Driver Male Breath test Driver not contacted
Vehicle Reference 2 Car Moving from N to 0 Parked
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver 73 Sex of Driver Male Breath test Negative
Casualty Reference: 1 Age: 73 Male Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/08/2011** (68) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Friday 12/11/2010 Time 1910 Slight at A423 SOUTHAM RD RBT J/W A422 RUSCOTE AVE & HENNEF WAY BANBURY
E: 445516 N: 241818 Junction Detail: 1 Control 4
Raining without high winds Road surface Wet/Damp Darkness: street lights present and lit
C1 (DRIVER GAVE POS BT) TRAV S ON A423 SOUTHAM RD IN WET CONDITIONS IN OSIDE LANE APPEARS TO HAVE GONE TO NSIDE IN LANE & HIT FRONT OSIDE OF TX2 ALSO TRAV S IN THE MIDDLE LANE
Road Type Roundabout Vehicles 2 Casualties 1 Police Ref. P1381110 Speed limit 40
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Impaired by alcohol	Vehicle 1	Very Likely
2nd:	Slippery road (due to weather)	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from N to S Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 31 Sex of Driver Female Breath test Positive

Vehicle Reference 2 Taxi/Private hire car Moving from N to S Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver 33 Sex of Driver Male Breath test Negative

Casualty Reference: 1 Age: 44 Female Passenger Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006 and 31/08/2011** (68) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Saturday 27/11/2010 Time 1810 Serious at LOCKHEED CLOSE RBT J/W ACCESS TO TESCOS BANBURY
E: 445289 N: 241890 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight:street lights present
C1 TRAV N FROM RUSCOTE AVE ENTERED RBT J/W LOCKHEED CLOSE BUT FAILED TO GIVEWAY TO C2 TRAV W FROM TESCOS TO BANBUIRY CROSS RETAIL PARK
Road Type Roundabout Vehicles 2 Casualties 3 Police Ref. P2941110 Speed limit 30
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Disobeyed Give Way or Stop sign or markings	Vehicle 1	Possible
2nd:	Poor turn or manoevre	Vehicle 1	Very Likely
3rd:	Failed to look properly	Vehicle 1	Very Likely
4th:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
5th:			
6th:			

Vehicle Reference 1 Car Moving from S to N Going ahead left bend
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 35 Sex of Driver Female Breath test Negative
Casualty Reference: 1 Age: 35 Female Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/08/2011** (68) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Vehicle Reference 2 Car Moving from E to W Starting
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Nearside Age of Driver 57 Sex of Driver Male Breath test Negative
Casualty Reference: 2 Age: 20 Female Passenger Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0
Casualty Reference: 3 Age: 21 Male Passenger Severity: Serious Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/08/2011** (68) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Saturday 25/12/2010 Time 1850 Slight at A422 RUSCOTE AVE AT PELICAN CROSSING APPROX 60M E OF RBT J/W LOCKHEED CLOSE BANB
E: 445392 N: 241802 Junction Detail: 0 Control
Other Road surface Frost/Ice Darkness: street lights present and lit

C1 (DRIVER GAVE POS BREATH TEST) TRAV E ON A422 RUSCOTE AVE IN ICY CONDITIONS HIT R OF STAT C2 WAITING AT RED SIGNAL FOR PEDESTRIAN CROSSING

Road Type Single carriageway Vehicles 2 Casualties 2 Police Ref. P2221210 Speed limit 30
Crossing: Control 0 Facilities 4 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Impaired by alcohol	Vehicle 1	Very Likely
2nd:	Slippery road (due to weather)	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from W to E Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 24 Sex of Driver Female Breath test Positive

Vehicle Reference 2 Car Moving from W to E Going ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 38 Sex of Driver Male Breath test Negative

Casualty Reference: 1 Age: 16 Female Passenger Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Casualty Reference: 2 Age: 18 Male Passenger Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/08/2011** (68) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Wednesday 29/12/2010 Time 1825 Slight at A423 RUSCOTE AVE 20M N OF J/W RUSCOTE SQUARE BANBURY
E: 444640 N: 241221 Junction Detail: 6 Control 4
Fine without high winds Road surface Wet/Damp Darkness: street lights present and lit
C1TRAV SW ON A422 RUSCOTE AV3E HITREAR OF C2 STOPPING TO ALLOW C3 REVERSING FROM DRIVEWAY ONTO RUSCOTE AVE - C2 THEN HIT C3 - C3 WAS IN TURN PUSHED INTO PARKED & C4
Road Type Dual carriageway Vehicles 4 Casualties 2 Police Ref. P2691210 Speed limit 30
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
2nd:	Following too close	Vehicle 1	Very Likely
3rd:	Sudden braking	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from to 0 Stopping
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 18 Sex of Driver Male Breath test Negative
Casualty Reference: 2 Age: 19 Female Passenger Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Vehicle Reference 2 Car Moving from to 0 Going ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 21 Sex of Driver Female Breath test Negative
Casualty Reference: 1 Age: 21 Female Passenger Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/08/2011** (68) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Vehicle Reference 3 Car Moving from to 0 Reversing
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 22 Sex of Driver Female Breath test Negative
Vehicle Reference 4 Car Moving from to 0 Parked
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 53 Sex of Driver Male Breath test Driver not contacted

Accidents between dates **01/01/2006** **and** **31/08/2011** (68) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Monday 10/01/2011 Time 0623 Serious at A423 SOUTHAM RD RBT J/W A422 RUSCOTE AVE & HENNEF WAY BANBURY
E: 445507 N: 241815 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Darkness: street lights present and lit
HGV1 (ARTICULATED) TRAV NE ROUNDING A423 SOUTHAM RD RBT J/W A422 LOST CONTROL (POSS POORLY LOADED VEH) & HGV1 OVERTURNED & HIT NSIDE BARRIER
Road Type Roundabout Vehicles 1 Casualties 2 Police Ref. P0610111 Speed limit 50
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Overloaded or poorly loaded vehicle or trailer	Vehicle 1	Possible
2nd:	Road layout (eg bend, hill etc.)	Vehicle 1	Possible
3rd:	Poor turn or manoevre	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle Reference 1 Goods 7.5 tonnes mgw and over Moving from S to E Going ahead right bend
Not in restricted lane Overturned
First point of impact Nearside Age of Driver 39 Sex of Driver Male Breath test Negative
Casualty Reference: 1 Age: 39 Male Driver/rider Severity: Serious Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0
Casualty Reference: 2 Age: 40 Female Passenger Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/08/2011** (68) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Friday 21/01/2011 Time 1530 Slight at A422 WARWICK RD AT MINI RBT J/W CROMWELL RD BANBURY
E: 444520 N: 241114 Junction Detail: 2 Control 4
Fine without high winds Road surface Dry Daylight:street lights present

PC1 (CHILD RIDER ON JOURNEY BACK FROM SCHOOL) THOUGHT TO BE TRAV NE ON CROMWELL RD ENTERED AT J/W A422 WARWICK RD BUT FAILED TO GIOVEWAY TO HGV2 THOUGHT TO BE TRAV NW EXITING RBT ON A422 & F OF PC1 HIT NSIDE OF HGV2

Road Type Roundabout Vehicles 2 Casualties 1 Police Ref. P1960111 Speed limit 30
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Pedal Cycle Moving from S to NE Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 12 Sex of Driver Male Breath test Not applicable
Casualty Reference: 1 Age: 12 Male Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0
Banbury School (Secondary) Ruskin Rd Banbury

Vehicle Reference 2 Goods over 3.5 tonnes and under 7.5 tonnes mgw Moving from SE to N Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Nearside Age of Driver 24 Sex of Driver Male Breath test Negative

Accidents between dates **01/01/2006** **and** **31/08/2011** (68) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Thursday 03/02/2011 Time 0650 Slight at A422 RUSCOTE AVE APPROX 70M NE OF J/W SINCLAIR AVE BANBURY
E: 444643 N: 241274 Junction Detail: 0 Control
Fine without high winds Road surface Wet/Damp Darkness: street lights present and lit
C1 TRAV NE ON A422 RUSCOTE AVE HIT REAR OF C2 - NO FURTHER DETAILS SUPPLIED ON CIRCUMSTANCES - REPORT LISTS (PROB IN ERROR) BOTH VEHS AS REVERSING
Road Type One way street Vehicles 2 Casualties 1 Police Ref. P0170211 Speed limit 30
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Exceeding speed limit	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:	Aggressive driving	Vehicle 1	Very Likely
4th:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
5th:			
6th:			

Vehicle Reference 1 Car Moving from to 0 Reversing
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 25 Sex of Driver Male Breath test Driver not contacted
Vehicle Reference 2 Car Moving from to 0 Reversing
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 24 Sex of Driver Female Breath test Driver not contacted
Casualty Reference: 1 Age: 24 Female Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/08/2011** (68) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Friday 25/03/2011 Time 0305 Slight at A423 SOUTHAM RD RBT J/W A422 HENNEF WAY BANBURY
E: 445488 N: 241760 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Darkness: street lights present and lit
C1 TRAV W ROUNDING RH BEND ON A423 SOUTHAM RD RBT J/W A422 HENNEF WAY (DRIVER CLAIMS ANIMAL ENTERED CWAY) LOST CONTROL & SKIDDED TO NSIDE & EXITED CWAY & HIT BARRIER
Road Type Roundabout Vehicles 1 Casualties 1 Police Ref. P2240311 Speed limit 40
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Animal or object in carriageway	Vehicle 1	Possible
2nd:	Swerved	Vehicle 1	Possible
3rd:	Careless/Reckless/In a hurry	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from E to N Going ahead right bend
Not in restricted lane Skidded
First point of impact Front Age of Driver 30 Sex of Driver Male Breath test Negative
Casualty Reference: 1 Age: 30 Male Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/08/2011** (68) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Monday 04/04/2011 Time 1930 Slight at NEITHROP AVE APPROX 40M N OF J/W B4100 WARWICK RD BY NO 10 BANBURY
E: 444954 N: 240984 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight: street lighting unknown
C1 TRAV S ON NEITHROP AVE HIT PED STOOD FACING E ON FOOTWAY WITH BACK TO CWAY (C1 MIRROR THOUGHT TO HAVE HIT PED) & C1 MAY HAVE ENTERED FOOTWAY - C1 THEN SPED UP AND FTS
Road Type Single carriageway Vehicles 1 Casualties 1 Police Ref. P0390411 Speed limit 30
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Junction overshoot	Vehicle 1	Very Likely
2nd:	Poor turn or manoevre	Vehicle 1	Very Likely
3rd:	Passing too close to cyclist, horse rider or pedestrian	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from N to S Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Nearside Age of Driver Sex of Driver Not traced Breath test Driver not contacted
Casualty Reference: 1 Age: 20 Female Pedestrian Severity: Slight Injured by vehicle: 1
Ped. Location 6 Ped. Movement 9 Ped. Direction 0 Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/08/2011** (68) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Sunday 08/05/2011 Time 1940 Slight at B4100 WARWICK RD APPROX 30M W OF UNION ST BANBURY
E: 444855 N: 240964 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight:street lights present
C1 (DRIVER 20 YRS) TRAV W ON B4100 WARWICK RD MISJUDGED POSITIONING WHEN APPEROACHING PARKED CARS TO NSIDE & HIT OSIDE OF C2 TRAV E ON B4100 & C2 THEN HIT OSIDE OF C3 & C4 PARKED TO NSIDE FACING E
Road Type Single carriageway Vehicles 4 Casualties 1 Police Ref. P0470511 Speed limit 30
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from SE to N Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 20 Sex of Driver Female Breath test Negative

Vehicle Reference 2 Car Moving from N to SE Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 30 Sex of Driver Male Breath test Negative

Casualty Reference: 1 Age: 30 Male Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/08/2011** (68) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Vehicle Reference 3 Car Moving from N to 0 Parked
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver Sex of Driver Not traced Breath test Not requested

Vehicle Reference 4 Car Moving from N to 0 Parked
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver Sex of Driver Not traced Breath test Not requested

Accidents between dates **01/01/2006** **and** **31/08/2011** (68) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Sunday 03/07/2011 Time 1747 Slight at B4100 WARWICK RD J/W BATH RD BANBURY - EXACT LOCATION NOT SUPPLIED
E: 445110 N: 240766 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight:street lights present
C1 TRAV SE ON B4100 WARWICK ROAD NEG LH BEND WENT TO OSIDE & HIT ONCOMING C2 - DISTRACTION IN VEH POSS FACTOR
Road Type Single carriageway Vehicles 2 Casualties 3 Police Ref. P0580711 Speed limit 30
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 1	Possible
2nd:	Distraction in vehicle	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from N to E Going ahead left bend
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 37 Sex of Driver Male Breath test Negative
Casualty Reference: 1 Age: 37 Male Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0
Casualty Reference: 2 Age: 36 Female Passenger Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/08/2011** (68) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Vehicle Reference 2 Car Moving from E to N Going ahead right bend
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 33 Sex of Driver Female Breath test Negative
Casualty Reference: 3 Age: 33 Female Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/08/2011** (68) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Friday 15/07/2011 Time 1447 Slight at B4100 WARWICK RD XRDS J/W A361 NORTH BAR / SOUTHAM RD BANBURY
E: 445363 N: 240784 Junction Detail: 6 Control 2
Fine without high winds Road surface Dry Daylight:street lights present

C2 (APPEARS DRIVER FLEEING FROM CRIME SCENE) TRAV E ON B4100 WARWICK ROAD WENT THROUGH RED LIGHT & HIT C3 TRAV S ON A361 SOUTHAM ROAD TURNING LEFT TO CASTLE STREET - C2 WAS BEING FOLLOWED AT DISTANCE BY POLICE C1 -

Road Type Single carriageway Vehicles 3 Casualties 1 Police Ref. P1250711 Speed limit 30
Crossing: Control 0 Facilities 5 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Stolen vehicle	Vehicle 2	Very Likely
2nd:	Exceeding speed limit	Vehicle 2	Very Likely
3rd:	Disobeyed automatic traffic signal	Vehicle 2	Very Likely
4th:	Aggressive driving	Vehicle 2	Very Likely
5th:	Vehicle in course of crime	Vehicle 2	Very Likely
6th:			

Vehicle Reference 1 Car Moving from W to E Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Did not impact Age of Driver 52 Sex of Driver Male Breath test Negative

Vehicle Reference 2 Car Moving from W to E Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Did not impact Age of Driver Sex of Driver Male Breath test Driver not contacted

Accidents between dates **01/01/2006** **and** **31/08/2011** (68) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Vehicle Reference 3 Car Moving from N to E Turning left
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Did not impact Age of Driver 21 Sex of Driver Female Breath test Negative
Casualty Reference: 1 Age: 21 Female Driver/rider Severity: Slight Injured by vehicle: 3
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/08/2011** (68) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Thursday 21/07/2011 Time 1740 Slight at B4100 WARWICK RD J/W BATH RD BANBURY
E: 445097 N: 240771 Junction Detail: 3 Control 4
Fine without high winds Road surface Dry Daylight:street lights present
C1 TRAV NE ON BATH ROAD TURNED RT TO B4100 WARWICK ROAD FAILING TO GIVE WAY TO PC2 TRAV W ON B4100 & HIT OCCURRED
Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P2620711 Speed limit 30
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
3rd:	Careless/Reckless/In a hurry	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from S to E Turning right
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Did not impact Age of Driver Sex of Driver Male Breath test Driver not contacted

Vehicle Reference 2 Pedal Cycle Moving from E to W Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Did not impact Age of Driver 30 Sex of Driver Male Breath test Not applicable

Casualty Reference: 1 Age: 30 Male Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/08/2011** (68) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Monday 01/08/2011 Time 1115 Slight at A423 SOUTHAM ROAD RBT J/W A422 HENNEF WAY BANBURY
E: 445522 N: 241768 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight:street lights present

C1 (FOREIGN VEH - CARAVAN IN TOW) TRAV W ON A422 HENNEF WAY ENTERED RBT JBUT FAILED TO GIVEWAY TO C2 & C3 TRAV S ROUNDING RBT & C2 BRAKED HARD & C3 HIT R OF C2 - C1 NOT HIT BUT STOPPED & EXCHANGED DETAILS

Road Type Roundabout Vehicles 3 Casualties 1 Police Ref. P0020811 Speed limit 40
Crossing: Control 0 Facilities 4 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to signal/Misleading signal	Vehicle 1	Possible
2nd:	Inexperience of driving on the left	Vehicle 1	Possible
3rd:	Sudden braking	Vehicle 2	Very Likely
4th:	Swerved	Vehicle 2	Very Likely
5th:	Failed to look properly	Vehicle 3	Possible
6th:	Failed to judge other persons path or speed	Vehicle 3	Possible

Vehicle Reference 1 Car Moving from E to N Turning right
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Did not impact Age of Driver 24 Sex of Driver Male Breath test Negative

Vehicle Reference 2 Car Moving from N to S Going ahead other
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 46 Sex of Driver Male Breath test Negative

Casualty Reference: 1 Age: 46 Male Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006** **and** **31/08/2011** (68) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Vehicle Reference 3 Car Moving from N to W Turning right
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 72 Sex of Driver Female Breath test Negative

Accidents between dates **01/01/2006** **and** **31/08/2011** (68) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Friday 19/08/2011 Time 1213 Slight at B4100 WARWICK RD APPROX 70M NW OF J/W BOXHEDGE RD BANBURY
E: 444985 N: 240903 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight:street lights present
C1 TRAV NW ON B4100 WARWICK RD IN STOP / START TRAFFIC HIT R OF C2 TRAV NW AHEAD OF C1 WHICH HAD MOVED OFF BUT THEN STOPPED SUDDENLY
Road Type Single carriageway Vehicles 2 Casualties 4 Police Ref. P1620811 Speed limit 30
Crossing: Control 0 Facilities 0 Local Authority: 481 Parish: 0120

Causation

	Factor:	Participant:	Confidence:
1st:	Defective brakes	Vehicle 1	Possible
2nd:	Illness or disability, mental or physical	Vehicle 1	Possible
3rd:	Failed to judge other persons path or speed	Vehicle 1	Possible
4th:	Inexperience with type of vehicle	Vehicle 1	Possible
5th:	Sudden braking	Vehicle 2	Possible
6th:			

Vehicle Reference 1 Car Moving from SE to N Going ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 47 Sex of Driver Female Breath test Negative
Casualty Reference: 4 Age: 47 Female Driver/rider Severity: Slight Injured by vehicle: 1
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/01/2006 and 31/08/2011** (68) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: *The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Vehicle Reference 2 Car Moving from SE to N Stopping
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 39 Sex of Driver Female Breath test Negative

Casualty Reference: 1 Age: 10 Male Passenger Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0
Unknown General
Casualty Reference: 2 Age: 22 Female Passenger Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0
Casualty Reference: 3 Age: 39 Female Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents involving:

	Fatal	Serious	Slight	Total
Vehicles only	0	4	64	68
Motor cycles	1	2	5	8
Bicycles	0	2	13	15
Total	1	8	82	91

Casualties:

	Fatal	Serious	Slight	Total
Vehicle Driver	0	3	52	55
Passenger	0	1	34	35
Motorcyclist	1	2	5	8
Cyclist	0	2	13	15
Pedestrian	0	0	9	9
Total	1	8	113	122

Appendix G – TRICS Outputs

Southam Road Retail Park, Banbury

Transport Assessment

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 14 - CAR SHOW ROOMS
Category : A - CAR SHOW ROOMS
VEHICLES

Selected regions and areas:

04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	1 days
	NR	NORTHAMPTONSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	WY	WEST YORKSHIRE	1 days
09	NORTH		
	CB	CUMBRIA	1 days
	TW	TYNE & WEAR	1 days

Filtering Stage 2 selection:

Parameter: Gross floor area
Range: 1100 to 1920 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/03 to 15/11/10

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	1 days
Friday	3 days

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	1
Edge of Town	5

Selected Location Sub Categories:

Industrial Zone	2
Commercial Zone	2
No Sub Category	2

LIST OF SITES relevant to selection parameters

1 CA-14-A-01 VAUXHALL, CAMBRIDGE CAMBRIDGESHIRE
HISTON ROAD

CAMBRIDGE
Edge of Town Centre
No Sub Category
Total Gross floor area: 1150 sqm

2 CB-14-A-02 FORD/CITROEN, PENRITH CUMBRIA
HAWESWATER ROAD

PENRITH
Edge of Town
Industrial Zone
Total Gross floor area: 1900 sqm

3 LN-14-A-01 HONDA, GRANTHAM LINCOLNSHIRE
TOLLEMACHE ROAD

GRANTHAM
Edge of Town
Commercial Zone
Total Gross floor area: 1350 sqm

4 NR-14-A-01 TOYOTA, NORTHAMPTON NORTHAMPTONSHIRE
FERRIS ROW
RIVERSIDE BUSINESS PARK
NORTHAMPTON
Edge of Town
Commercial Zone
Total Gross floor area: 1100 sqm

5 TW-14-A-01 SAAB, NEWCASTLE TYNE & WEAR
A191 WHITLEY ROAD
BELLWAY IND. ESTATE
NEWCASTLE
Edge of Town
Industrial Zone
Total Gross floor area: 1920 sqm

6 WY-14-A-02 FORD, NEAR HALIFAX WEST YORKSHIRE
MOORSIDE
MOORSIDE
NEAR HALIFAX
Edge of Town
No Sub Category
Total Gross floor area: 1870 sqm

TRIP RATE for Land Use 14 - CAR SHOW ROOMS/A - CAR SHOW ROOMS
VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	1	1350	0.000	1	1350	0.000	1	1350	0.000
07:00 - 08:00	4	1380	1.141	4	1380	0.326	4	1380	1.467
08:00 - 09:00	6	1548	1.819	6	1548	0.807	6	1548	2.626
09:00 - 10:00	6	1548	1.356	6	1548	0.915	6	1548	2.271
10:00 - 11:00	6	1548	1.281	6	1548	1.249	6	1548	2.530
11:00 - 12:00	6	1548	1.249	6	1548	1.259	6	1548	2.508
12:00 - 13:00	6	1548	1.076	6	1548	1.087	6	1548	2.163
13:00 - 14:00	6	1548	1.302	6	1548	1.238	6	1548	2.540
14:00 - 15:00	6	1548	1.184	6	1548	1.324	6	1548	2.508
15:00 - 16:00	6	1548	1.292	6	1548	1.389	6	1548	2.681
16:00 - 17:00	6	1548	1.001	6	1548	1.238	6	1548	2.239
17:00 - 18:00	6	1548	0.571	6	1548	1.539	6	1548	2.110
18:00 - 19:00	5	1478	0.176	5	1478	0.663	5	1478	0.839
19:00 - 20:00	2	1485	0.101	2	1485	0.337	2	1485	0.438
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			13.549			13.371			26.920

Parameter summary

Trip rate parameter range selected:	1100 - 1920 (units: sqm)
Survey date date range:	01/01/03 - 15/11/10
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	6

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : D - DIY SUPERSTORE - WITH GARDEN CENTRE
VEHICLES

Selected regions and areas:

03	SOUTH WEST		
	DC	DORSET	1 days
08	NORTH WEST		
	LC	LANCASHIRE	1 days

Filtering Stage 2 selection:

Parameter: Gross floor area
Range: 2230 to 4650 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/03 to 18/09/10

Selected survey days:

Saturday	2 days

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	2

Selected Location Sub Categories:

Commercial Zone	1
No Sub Category	1

LIST OF SITES relevant to selection parameters

1 DC-01-D-01 FOCUS, DORCHESTER DORSET
GREAT WESTERN ROAD

DORCHESTER
Edge of Town Centre
No Sub Category
Total Gross floor area: 2230 sqm

2 LC-01-D-05 B&Q, PRESTON LANCASHIRE
BROOKFIELD STREET
MOOR PARK
PRESTON
Edge of Town Centre
Commercial Zone
Total Gross floor area: 4650 sqm

TRIP RATE for Land Use 01 - RETAIL/D - DIY SUPERSTORE - WITH GARDEN CENTRE

VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	1	4650	0.065	1	4650	0.000	1	4650	0.065
07:00 - 08:00	2	3440	0.102	2	3440	0.087	2	3440	0.189
08:00 - 09:00	2	3440	0.552	2	3440	0.392	2	3440	0.944
09:00 - 10:00	2	3440	1.453	2	3440	1.076	2	3440	2.529
10:00 - 11:00	2	3440	2.587	2	3440	2.064	2	3440	4.651
11:00 - 12:00	2	3440	2.980	2	3440	2.587	2	3440	5.567
12:00 - 13:00	2	3440	2.747	2	3440	2.733	2	3440	5.480
13:00 - 14:00	2	3440	2.980	2	3440	2.616	2	3440	5.596
14:00 - 15:00	2	3440	2.602	2	3440	3.198	2	3440	5.800
15:00 - 16:00	2	3440	2.776	2	3440	2.442	2	3440	5.218
16:00 - 17:00	2	3440	2.529	2	3440	2.573	2	3440	5.102
17:00 - 18:00	2	3440	1.047	2	3440	1.933	2	3440	2.980
18:00 - 19:00	2	3440	0.698	2	3440	0.887	2	3440	1.585
19:00 - 20:00	2	3440	0.305	2	3440	0.494	2	3440	0.799
20:00 - 21:00	2	3440	0.000	2	3440	0.015	2	3440	0.015
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			23.423			23.097			46.520

Parameter summary

Trip rate parameter range selected:	2230 - 4650 (units: sqm)
Survey date date range:	01/01/03 - 18/09/10
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	2
Number of Sundays:	0
Surveys manually removed from selection:	0

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : A - FOOD SUPERSTORE

VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	KC	KENT	1 days
03	SOUTH WEST		
	GS	GLOUCESTERSHIRE	1 days
04	EAST ANGLIA		
	SF	SUFFOLK	1 days
05	EAST MIDLANDS		
	LE	LEICESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	SY	SOUTH YORKSHIRE	1 days
09	NORTH		
	CB	CUMBRIA	1 days

Filtering Stage 2 selection:

Parameter: Gross floor area
Range: 4850 to 7950 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/03 to 08/07/10

Selected survey days:

Thursday	1 days
Friday	5 days

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town	6

Selected Location Sub Categories:

Industrial Zone	2
Commercial Zone	1
Residential Zone	2
Retail Zone	1

LIST OF SITES relevant to selection parameters

1 CB-01-A-05 TESCO, CARLISLE CUMBRIA
WARWICK ROAD

CARLISLE
Edge of Town
Industrial Zone
Total Gross floor area: 6050 sqm
Survey date: FRIDAY 31/10/03 Survey Type: MANUAL

2 GS-01-A-03 SAINSBURYS, GLOUCESTER GLOUCESTERSHIRE
BARNETT WAY
BARNWOOD
GLOUCESTER
Edge of Town
Commercial Zone
Total Gross floor area: 7950 sqm
Survey date: FRIDAY 30/04/10 Survey Type: MANUAL

3 KC-01-A-19 SAFEWAY, GRAVESEND KENT
COLDHARBOUR ROAD
NORTHFLEET
GRAVESEND
Edge of Town
Residential Zone
Total Gross floor area: 5439 sqm
Survey date: THURSDAY 18/09/03 Survey Type: MANUAL

4 LE-01-A-01 SAINSBURYS, LEICESTER LEICESTERSHIRE
GLEN ROAD
OADBY
LEICESTER
Edge of Town
Residential Zone
Total Gross floor area: 4850 sqm
Survey date: FRIDAY 19/06/09 Survey Type: MANUAL

5 SF-01-A-01 TESCO, NEAR IPSWICH SUFFOLK
ANSON ROAD
MARTLESHAM HEATH
NEAR IPSWICH
Edge of Town
Industrial Zone
Total Gross floor area: 5780 sqm
Survey date: FRIDAY 10/10/03 Survey Type: MANUAL

6 SY-01-A-01 TESCO, BARNSLEY SOUTH YORKSHIRE
WOMBWELL LANE

BARNSLEY
Edge of Town
Retail Zone
Total Gross floor area: 7000 sqm
Survey date: FRIDAY 11/04/03 Survey Type: MANUAL

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE
VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	6	6178	2.965	6	6178	2.250	6	6178	5.215
08:00 - 09:00	6	6178	4.826	6	6178	3.636	6	6178	8.462
09:00 - 10:00	6	6178	6.350	6	6178	4.629	6	6178	10.979
10:00 - 11:00	6	6178	7.087	6	6178	6.304	6	6178	13.391
11:00 - 12:00	6	6178	6.868	6	6178	7.068	6	6178	13.936
12:00 - 13:00	6	6178	7.192	6	6178	7.281	6	6178	14.473
13:00 - 14:00	6	6178	6.617	6	6178	7.000	6	6178	13.617
14:00 - 15:00	6	6178	6.474	6	6178	6.488	6	6178	12.962
15:00 - 16:00	6	6178	6.609	6	6178	7.184	6	6178	13.793
16:00 - 17:00	6	6178	7.041	6	6178	6.930	6	6178	13.971
17:00 - 18:00	6	6178	7.602	6	6178	7.974	6	6178	15.576
18:00 - 19:00	6	6178	6.833	6	6178	7.446	6	6178	14.279
19:00 - 20:00	6	6178	5.468	6	6178	6.178	6	6178	11.646
20:00 - 21:00	6	6178	3.372	6	6178	4.157	6	6178	7.529
21:00 - 22:00	6	6178	2.048	6	6178	2.722	6	6178	4.770
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			87.352			87.247			174.599

Parameter summary

Trip rate parameter range selected:	4850 - 7950 (units: sqm)
Survey date date range:	01/01/03 - 08/07/10
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
VEHICLES

Selected regions and areas:
09 NORTH
CB CUMBRIA 1 days

Filtering Stage 2 selection:

Parameter: Gross floor area
Range: 2500 to 2500 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/03 to 27/10/10

Selected survey days:
Friday 1 days

Selected survey types:
Manual count 1 days
Directional ATC Count 0 days

Selected Locations:
Edge of Town Centre 1

Selected Location Sub Categories:
Built-Up Zone 1

LIST OF SITES relevant to selection parameters

1 CB-01-G-02 STAPLES, CARLISLE CUMBRIA
JAMES STREET

CARLISLE
Edge of Town Centre
Built-Up Zone
Total Gross floor area: 2500 sqm
Survey date: FRIDAY 05/02/10 Survey Type: MANUAL

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	1	2500	0.080	1	2500	0.000	1	2500	0.080
08:00 - 09:00	1	2500	0.840	1	2500	0.640	1	2500	1.480
09:00 - 10:00	1	2500	1.760	1	2500	1.560	1	2500	3.320
10:00 - 11:00	1	2500	1.520	1	2500	1.680	1	2500	3.200
11:00 - 12:00	1	2500	1.880	1	2500	2.000	1	2500	3.880
12:00 - 13:00	1	2500	1.960	1	2500	1.720	1	2500	3.680
13:00 - 14:00	1	2500	1.320	1	2500	1.400	1	2500	2.720
14:00 - 15:00	1	2500	1.600	1	2500	1.280	1	2500	2.880
15:00 - 16:00	1	2500	1.320	1	2500	1.520	1	2500	2.840
16:00 - 17:00	1	2500	1.440	1	2500	1.040	1	2500	2.480
17:00 - 18:00	1	2500	0.920	1	2500	1.040	1	2500	1.960
18:00 - 19:00	1	2500	0.360	1	2500	0.600	1	2500	0.960
19:00 - 20:00	1	2500	0.000	1	2500	0.360	1	2500	0.360
20:00 - 21:00	1	2500	0.000	1	2500	0.160	1	2500	0.160
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			15.000			15.000			30.000

Parameter summary

Trip rate parameter range selected:	2500 - 2500 (units: sqm)
Survey date date range:	01/01/03 - 27/10/10
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	3

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	1	2500	0.000	1	2500	0.000	1	2500	0.000
08:00 - 09:00	1	2500	0.000	1	2500	0.000	1	2500	0.000
09:00 - 10:00	1	2500	0.000	1	2500	0.000	1	2500	0.000
10:00 - 11:00	1	2500	0.000	1	2500	0.000	1	2500	0.000
11:00 - 12:00	1	2500	0.000	1	2500	0.000	1	2500	0.000
12:00 - 13:00	1	2500	0.000	1	2500	0.000	1	2500	0.000
13:00 - 14:00	1	2500	0.000	1	2500	0.000	1	2500	0.000
14:00 - 15:00	1	2500	0.000	1	2500	0.000	1	2500	0.000
15:00 - 16:00	1	2500	0.080	1	2500	0.080	1	2500	0.160
16:00 - 17:00	1	2500	0.000	1	2500	0.000	1	2500	0.000
17:00 - 18:00	1	2500	0.000	1	2500	0.000	1	2500	0.000
18:00 - 19:00	1	2500	0.000	1	2500	0.000	1	2500	0.000
19:00 - 20:00	1	2500	0.000	1	2500	0.000	1	2500	0.000
20:00 - 21:00	1	2500	0.000	1	2500	0.000	1	2500	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.080			0.080			0.160

Parameter summary

Trip rate parameter range selected:	2500 - 2500 (units: sqm)
Survey date date range:	01/01/03 - 27/10/10
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	3

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : F - WAREHOUSING (COMMERCIAL)
VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	HC	HAMPSHIRE	1 days
	HF	HERTFORDSHIRE	1 days
	SC	SURREY	1 days
03	SOUTH WEST		
	CW	CORNWALL	1 days
05	EAST MIDLANDS		
	DS	DERBYSHIRE	1 days
	LN	LINCOLNSHIRE	1 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 days
08	NORTH WEST		
	LC	LANCASHIRE	1 days
09	NORTH		
	TV	TEES VALLEY	1 days
10	WALES		
	NW	NEWPORT	1 days

Filtering Stage 2 selection:

Parameter: Gross floor area
Range: 1200 to 80066 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/03 to 05/07/11

Selected survey days:

Monday	1 days
Tuesday	4 days
Wednesday	2 days
Thursday	1 days
Friday	2 days

Selected survey types:

Manual count	10 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	1
Edge of Town	7

Selected Location Sub Categories:

Industrial Zone	3
Commercial Zone	2
Residential Zone	1
No Sub Category	4

LIST OF SITES relevant to selection parameters

1 CW-02-F-01 WAREHOUSING, TRURO CORNWALL
A390
THREEMILESTONE
NEAR TRURO
Edge of Town
No Sub Category
Total Gross floor area: 5150 sqm
Survey date: TUESDAY 18/09/07 Survey Type: MANUAL

2 DS-02-F-01 SELF-STORAGE, DERBY DERBYSHIRE
FORRESTERS BUSINESS P..
SINFIN LANE
DERBY
Edge of Town Centre
Commercial Zone
Total Gross floor area: 1900 sqm
Survey date: TUESDAY 05/07/11 Survey Type: MANUAL

3 HC-02-F-01 WAREHOUSING, SOUTHAMPTON HAMPSHIRE
MAURETANIA ROAD
NURSLING INDUSTRIAL ESTATE
SOUTHAMPTON
Edge of Town
Industrial Zone
Total Gross floor area: 4000 sqm
Survey date: WEDNESDAY 21/11/07 Survey Type: MANUAL

4 HF-02-F-03 DISTRIBUTION CEN., HATFIELD HERTFORDSHIRE

HATFIELD BUSINESS CEN.
HATFIELD
Edge of Town
Commercial Zone
Total Gross floor area: 80000 sqm
Survey date: THURSDAY 10/07/08 Survey Type: MANUAL

5 LC-02-F-02 WAREHOUSING, PRESTON LANCASHIRE
CHORLEY ROAD
WALTON-LE-DALE
PRESTON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 1200 sqm
Survey date: FRIDAY 22/06/07 Survey Type: MANUAL

6 LN-02-F-01 BOOK SERVICE, GRANTHAM LINCOLNSHIRE
TRENT ROAD

GRANTHAM
Edge of Town
No Sub Category
Total Gross floor area: 32300 sqm
Survey date: MONDAY 29/11/10 Survey Type: MANUAL

7 NW-02-F-01 LOGISTICS CENTRE, NEWPORT NEWPORT
TREDEGAR TERRACE
CROSSKEYS
NEWPORT
Edge of Town
No Sub Category
Total Gross floor area: 16275 sqm
Survey date: FRIDAY 12/10/07 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8 SC-02-F-04 WAREHOUSING, CHERTSEY SURREY
PRETORIA ROAD

CHERTSEY
Edge of Town
No Sub Category
Total Gross floor area: 4460 sqm
Survey date: TUESDAY 27/11/07 Survey Type: MANUAL

9 TV-02-F-02 ARGOS WAREHOUSE, DARL'TON TEES VALLEY
ROUNDHOUSE ROAD
FAVERDALE
DARLINGTON
Edge of Town
Industrial Zone
Total Gross floor area: 80066 sqm
Survey date: TUESDAY 07/10/08 Survey Type: MANUAL

10 WM-02-F-01 LEGETT LOGIS., BIRMINGHAM WEST MIDLANDS
SAMPSON ROAD NORTH

BIRMINGHAM
Edge of Town Centre
Industrial Zone
Total Gross floor area: 4000 sqm
Survey date: WEDNESDAY 17/06/09 Survey Type: MANUAL

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	10	22935	0.090	10	22935	0.055	10	22935	0.145
08:00 - 09:00	10	22935	0.077	10	22935	0.045	10	22935	0.122
09:00 - 10:00	10	22935	0.068	10	22935	0.051	10	22935	0.119
10:00 - 11:00	10	22935	0.048	10	22935	0.051	10	22935	0.099
11:00 - 12:00	10	22935	0.053	10	22935	0.051	10	22935	0.104
12:00 - 13:00	10	22935	0.062	10	22935	0.063	10	22935	0.125
13:00 - 14:00	10	22935	0.106	10	22935	0.082	10	22935	0.188
14:00 - 15:00	10	22935	0.082	10	22935	0.106	10	22935	0.188
15:00 - 16:00	10	22935	0.077	10	22935	0.102	10	22935	0.179
16:00 - 17:00	10	22935	0.065	10	22935	0.098	10	22935	0.163
17:00 - 18:00	10	22935	0.032	10	22935	0.083	10	22935	0.115
18:00 - 19:00	10	22935	0.015	10	22935	0.050	10	22935	0.065
19:00 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.775			0.837			1.612

Parameter summary

Trip rate parameter range selected:	1200 - 80066 (units: sqm)
Survey date date range:	01/01/03 - 05/07/11
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	10	22935	0.011	10	22935	0.013	10	22935	0.024
08:00 - 09:00	10	22935	0.014	10	22935	0.014	10	22935	0.028
09:00 - 10:00	10	22935	0.014	10	22935	0.017	10	22935	0.031
10:00 - 11:00	10	22935	0.017	10	22935	0.016	10	22935	0.033
11:00 - 12:00	10	22935	0.018	10	22935	0.022	10	22935	0.040
12:00 - 13:00	10	22935	0.015	10	22935	0.016	10	22935	0.031
13:00 - 14:00	10	22935	0.018	10	22935	0.009	10	22935	0.027
14:00 - 15:00	10	22935	0.027	10	22935	0.015	10	22935	0.042
15:00 - 16:00	10	22935	0.021	10	22935	0.017	10	22935	0.038
16:00 - 17:00	10	22935	0.021	10	22935	0.011	10	22935	0.032
17:00 - 18:00	10	22935	0.009	10	22935	0.009	10	22935	0.018
18:00 - 19:00	10	22935	0.004	10	22935	0.012	10	22935	0.016
19:00 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.189			0.171			0.360

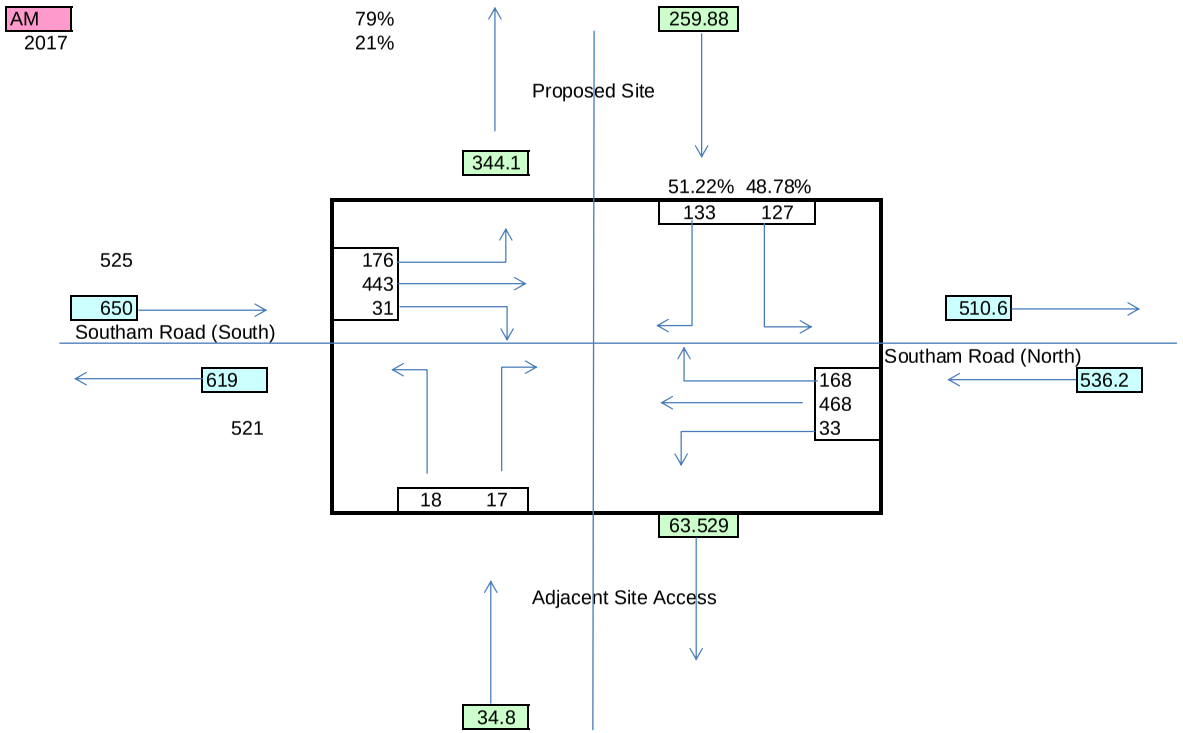
Parameter summary

Trip rate parameter range selected:	1200 - 80066 (units: sqm)
Survey date date range:	01/01/03 - 05/07/11
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

Appendix H – Network Diagrams

Southam Road Retail Park, Banbury

Transport Assessment



ATC

	AM	PM	AM
Northbound	511	573	510.6
Southbound	536	632	536.2
	1047	1205	1047

Development Trips Combined

	AM	PM	AM
IN	344	506	344.1
OUT	260	537	259.9
			604

Development Trips (60,000sqft foodstore+PFS & 80,000sqft Non Food

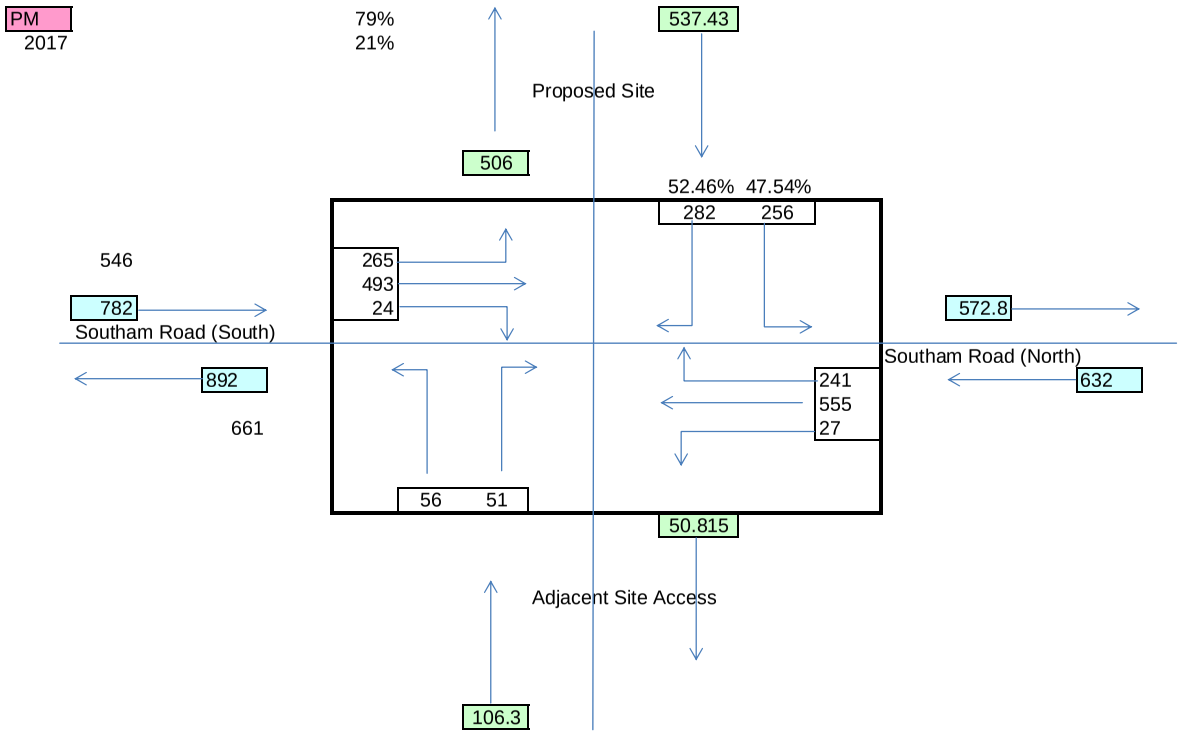
	AM	PM	AM
IN	331	492	331.4
OUT	250	522	250.2
			581.7

Adjacent Site

	AM	PM	AM
IN	64	51	63.53
OUT	35	106	34.8
			98.33

Development - 80,000sqft Non Food Retail Mezz (30%)

	AM	PM	AM
IN	13	14	12.64
OUT	10	16	9.632
			22.27



ATC

	AM	PM	PM
Northbound	511	573	572.8
Southbound	536	632	632
	1047	1205	1205

Development Trips Combined

	AM	PM	PM
IN	344	506	506
OUT	260	537	537.4
			1043

Development Trips (60,000sqft foodstore+PFS & 80,000sqft Non Food

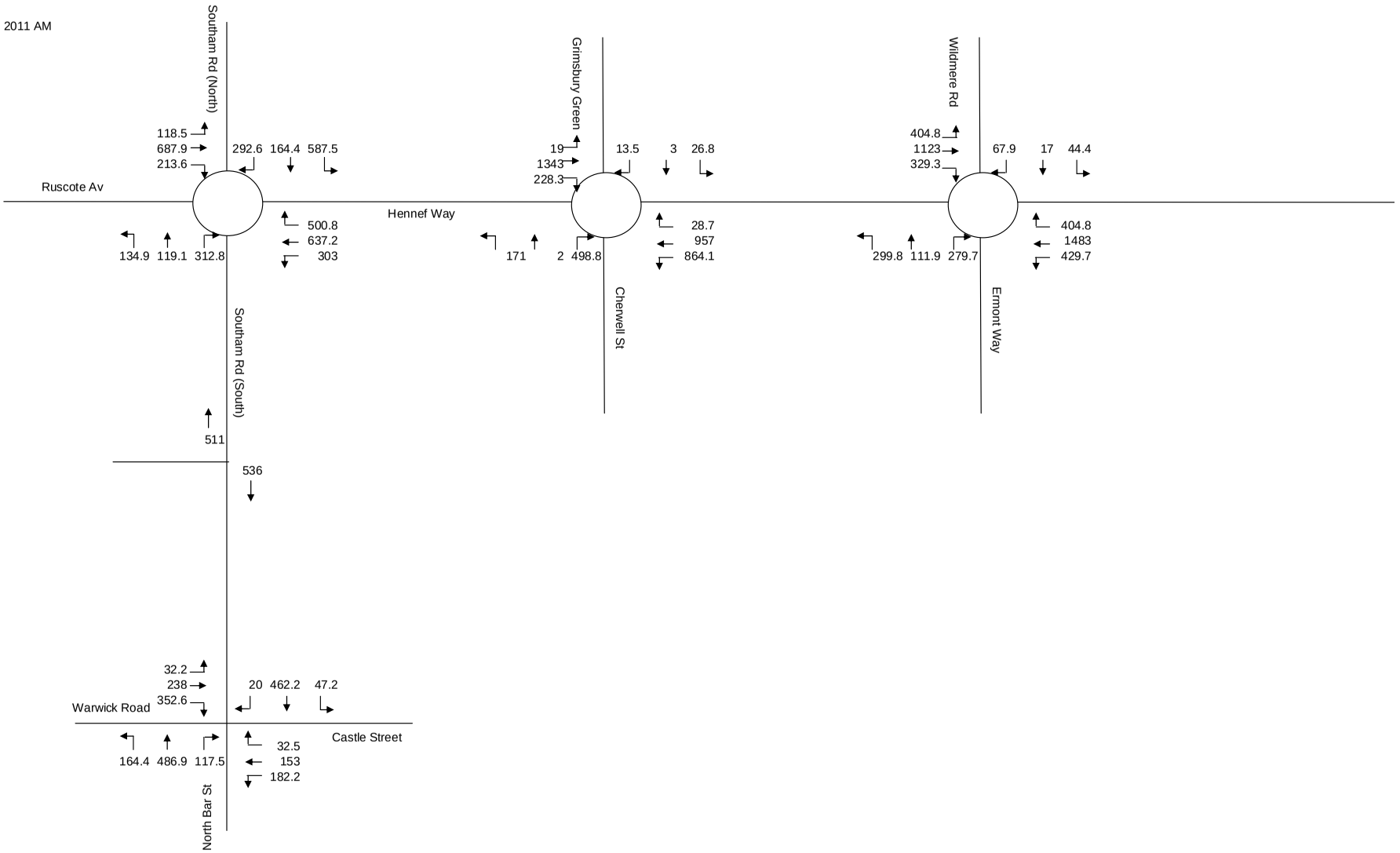
	AM	PM	PM
IN	331	492	492.1
OUT	250	522	521.8
			1014

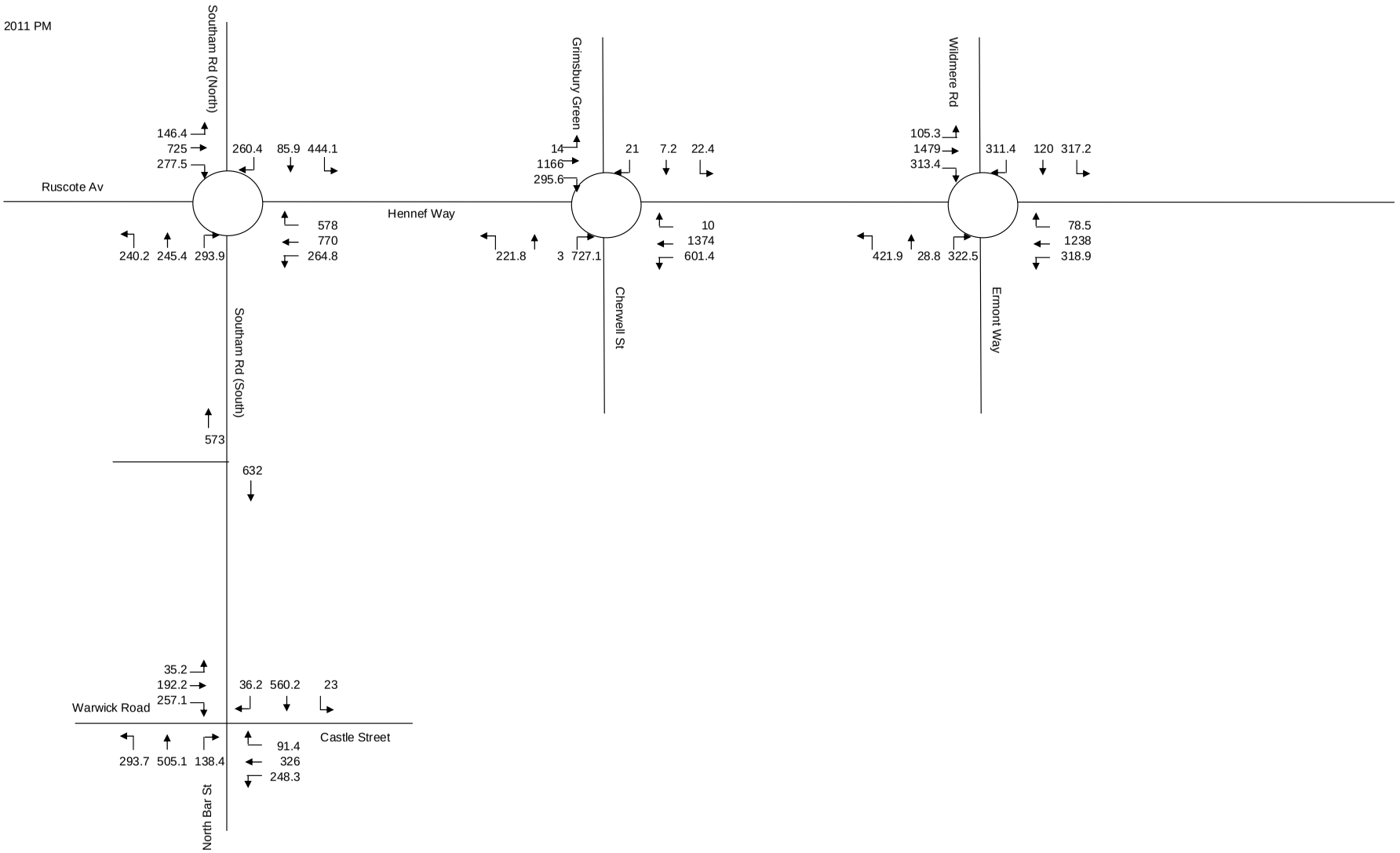
Adjacent Site

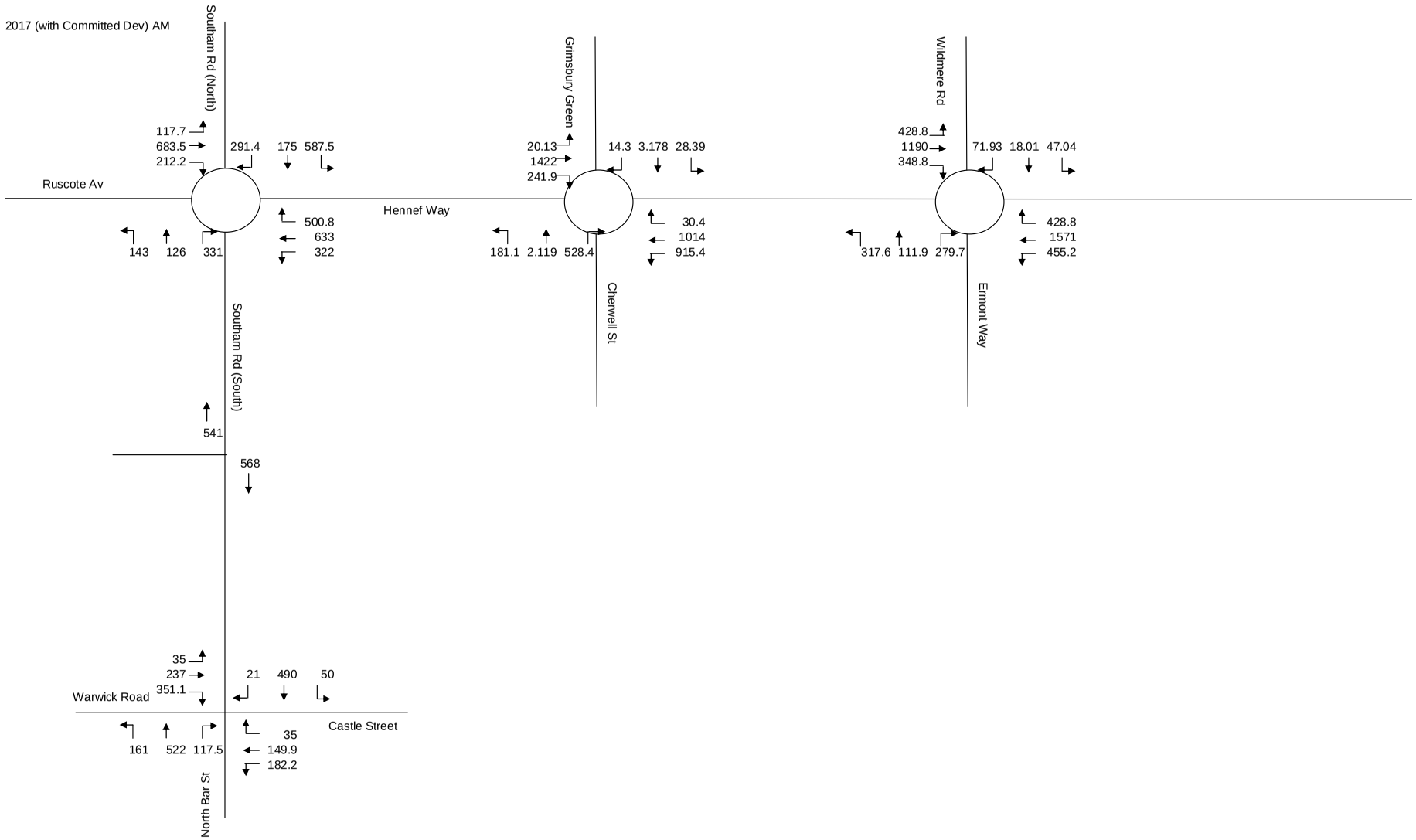
	AM	PM	PM
IN	64	51	50.82
OUT	35	106	106.3
			157.1

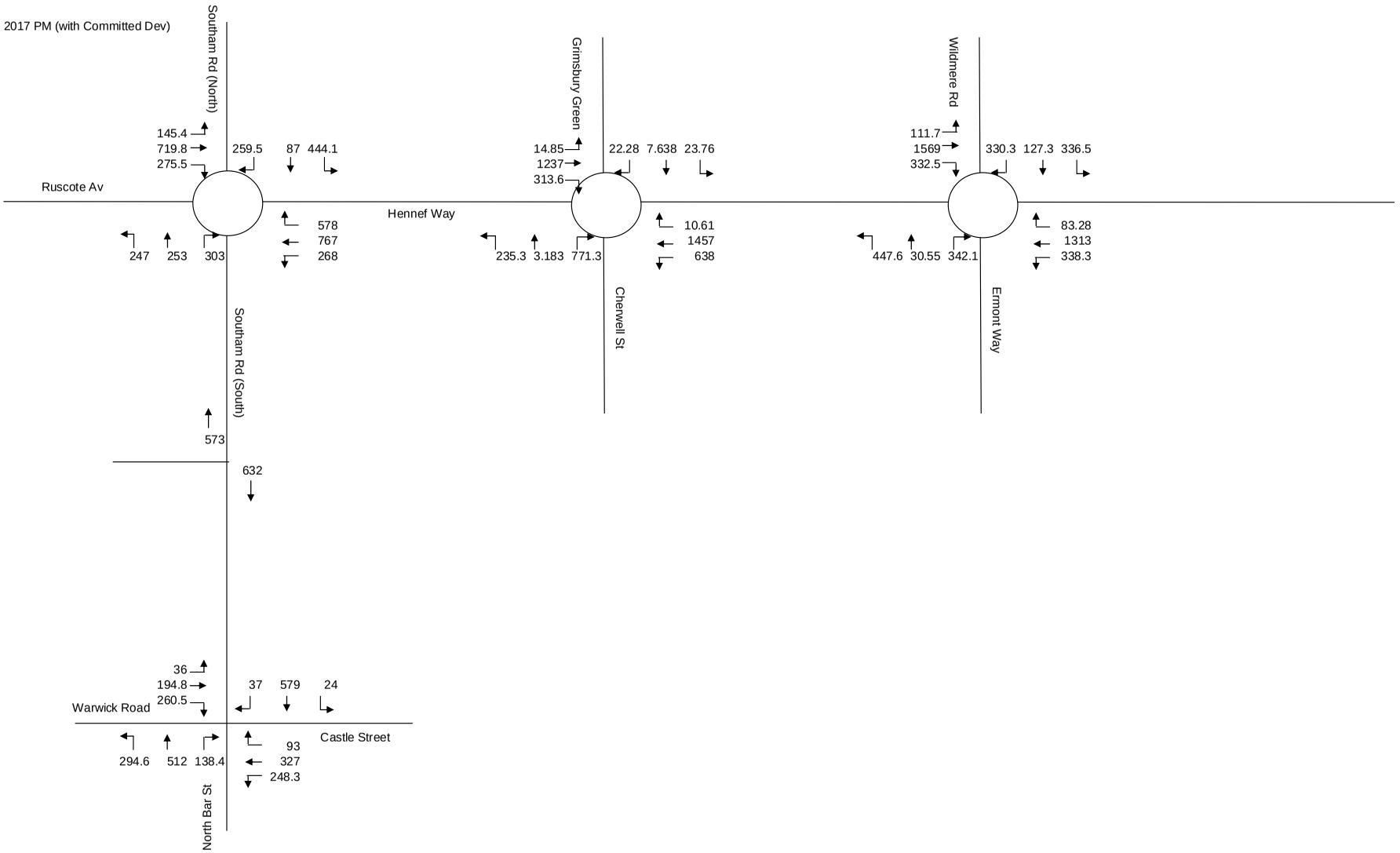
Development - 80,000sqft Non Food Retail Mezz (30%)

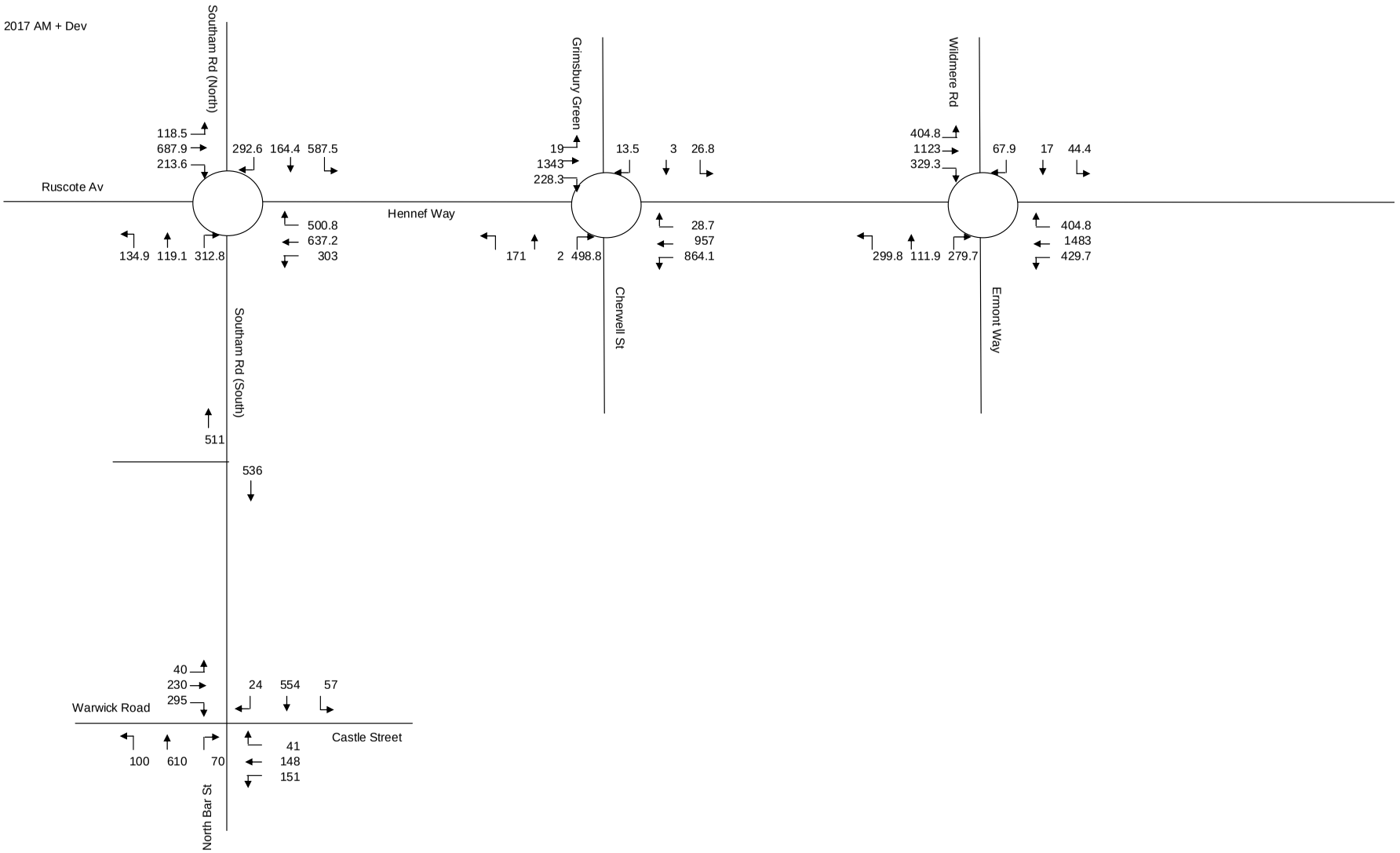
	AM	PM	PM
IN	13	14	13.85
OUT	10	16	15.65
			29.5

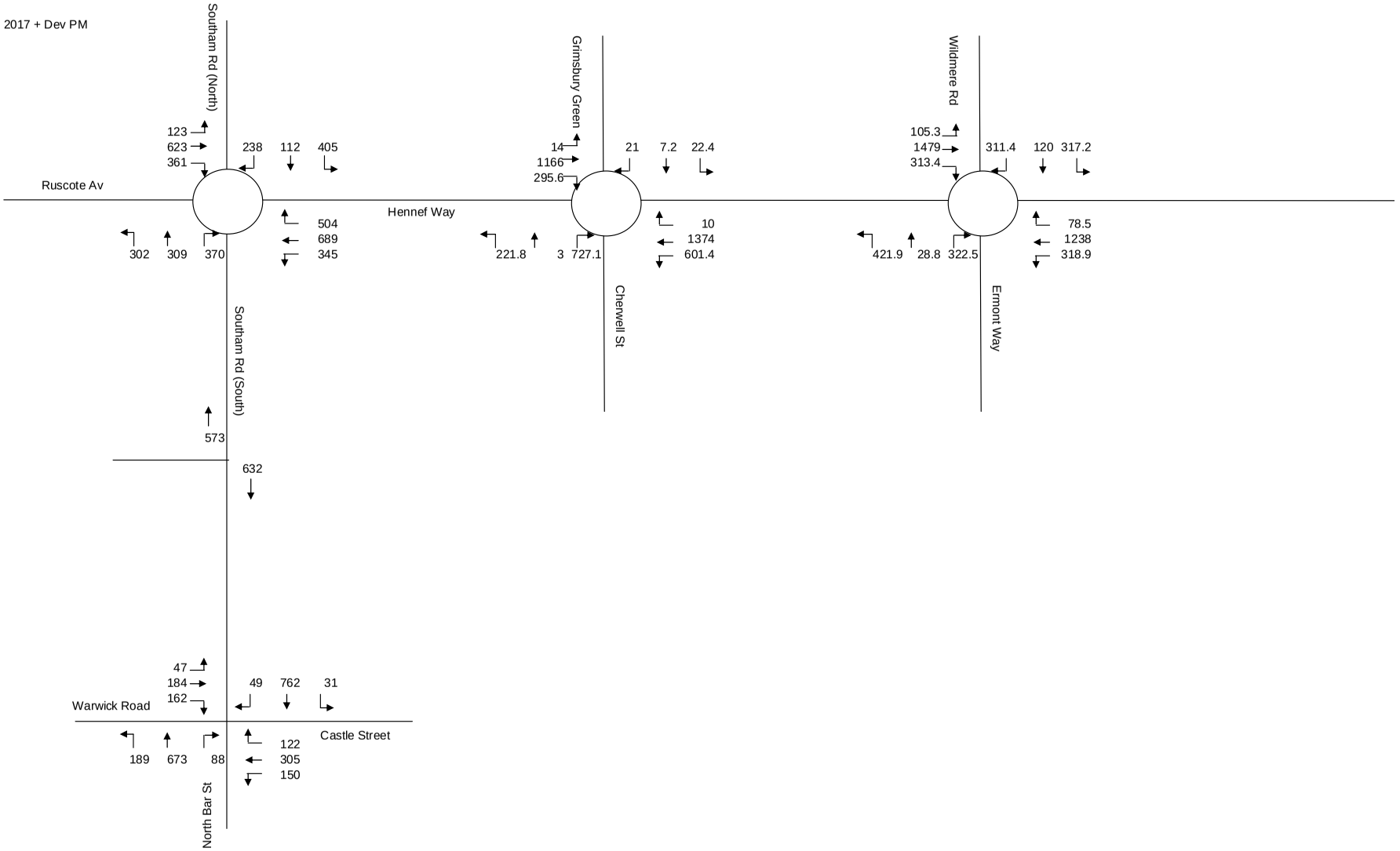

2011 AM
Southam Rd (North)
Grimsbury Green
Wildmere Rd
Ruscote Av
Hennef Way
Southam Rd (South)
Cherwell St
Ermont Way
Warwick Road
Castle Street
North Bar St
118.5
687.9
213.6
292.6
164.4
587.5
500.8
637.2
303
134.9
119.1
312.8
19
1343
228.3
13.5
3
26.8
28.7
957
864.1
171
2
498.8
404.8
1123
329.3
67.9
17
44.4
404.8
1483
429.7
299.8
111.9
279.7
511
536
32.2
238
352.6
20
462.2
47.2
32.5
153
182.2
164.4
486.9
117.5

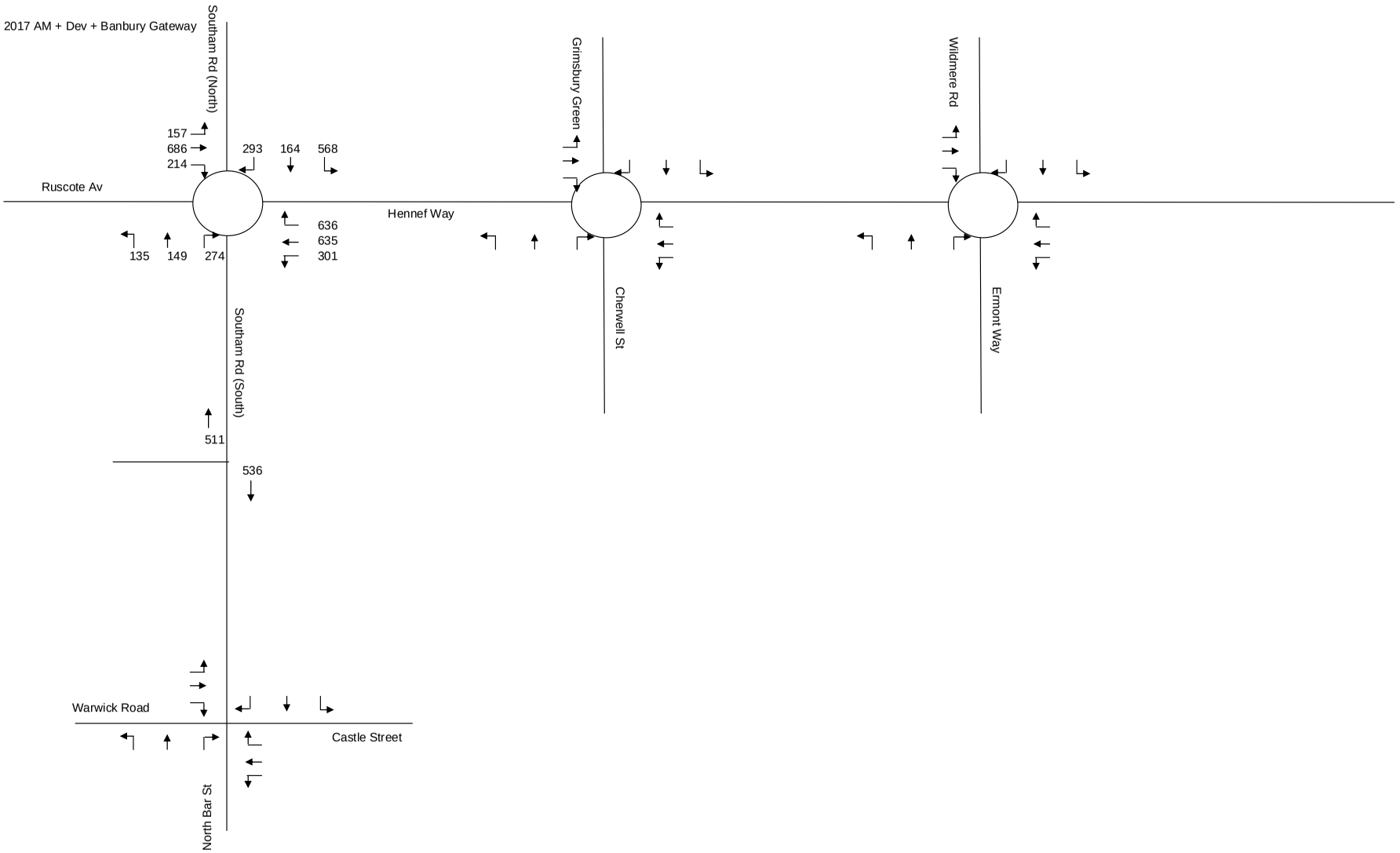

2011 PM
Southam Rd (North)
Grimsbury Green
Wildmere Rd
Ruscote Av
Hennef Way
Cherwell St
Ermont Way
Southam Rd (South)
Warwick Road
Castle Street
North Bar St
146.4
725
277.5
260.4
85.9
444.1
578
770
264.8
240.2
245.4
293.9
14
1166
295.6
21
7.2
22.4
10
1374
601.4
221.8
3
727.1
105.3
1479
313.4
311.4
120
317.2
78.5
1238
318.9
421.9
28.8
322.5
573
632
35.2
192.2
257.1
36.2
560.2
23
91.4
326
248.3
293.7
505.1
138.4

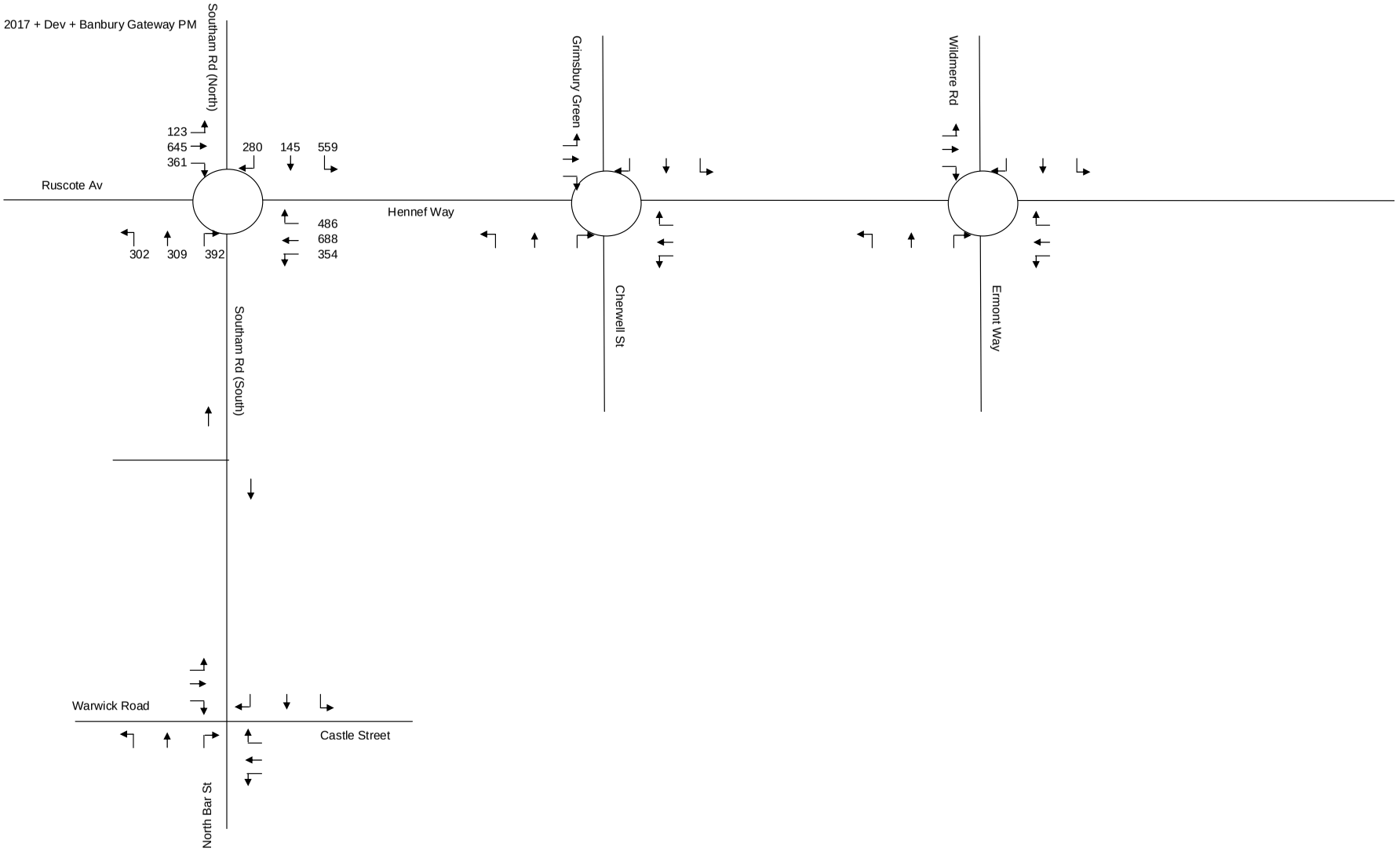

2017 (with Committed Dev) AM
Southam Rd (North)
Grimsbury Green
Wildmere Rd
Ruscote Av
Hennef Way
Southam Rd (South)
Cherwell St
Ermont Way
North Bar St
Warwick Road
Castle Street
117.7
683.5
212.2
291.4
175
587.5
500.8
633
322
143
126
331
20.13
1422
241.9
14.3
3.178
28.39
30.4
1014
915.4
181.1
2.119
528.4
428.8
1190
348.8
71.93
18.01
47.04
428.8
1571
455.2
317.6
111.9
279.7
541
568
35
237
351.1
21
490
50
35
149.9
182.2
161
522
117.5

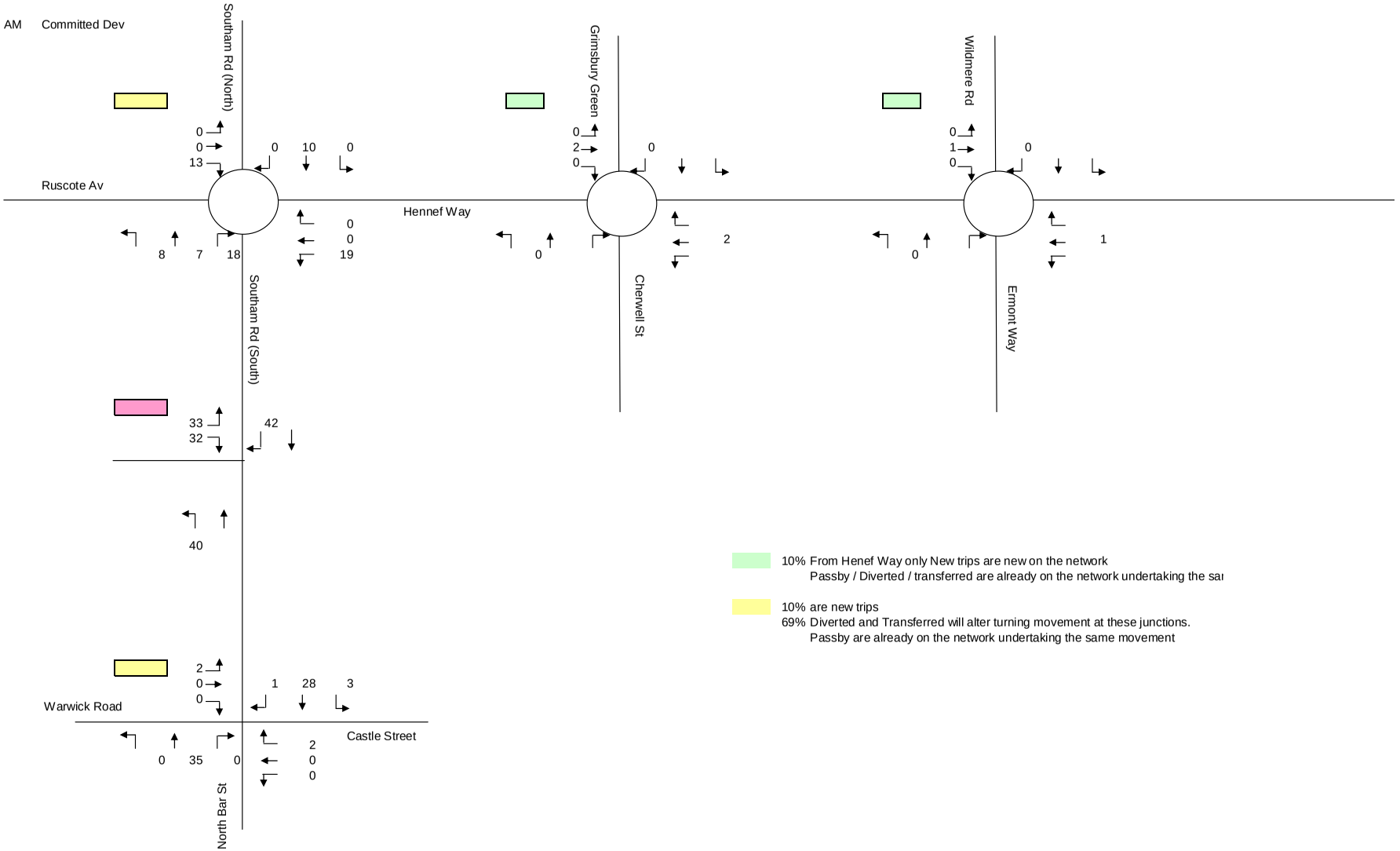

2017 PM (with Committed Dev)
Southam Rd (North)
Grimsbury Green
Wildmere Rd
Ruscote Av
Hennef Way
Southam Rd (South)
Cherwell St
Ermont Way
Warwick Road
Castle Street
North Bar St
145.4
719.8
275.5
259.5
87
444.1
578
767
268
247
253
303
14.85
1237
313.6
22.28
7.638
23.76
10.61
1457
638
235.3
3.183
771.3
111.7
1569
332.5
330.3
127.3
336.5
83.28
1313
338.3
447.6
30.55
342.1
573
632
36
194.8
260.5
37
579
24
93
327
248.3
294.6
512
138.4

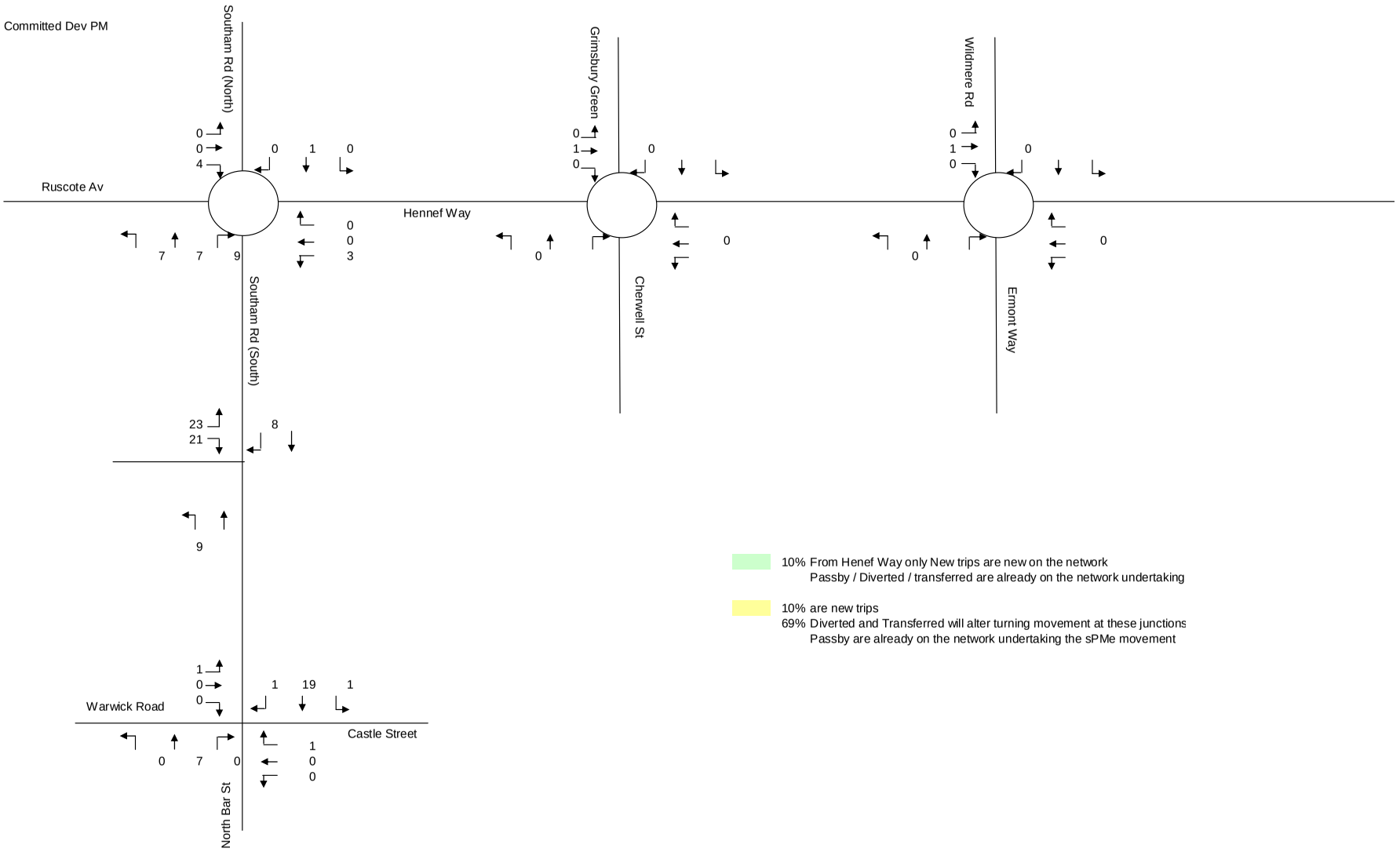

2017 AM + Dev
Southam Rd (North)
Grimsbury Green
Wildmere Rd
Ruscote Av
Hennef Way
Southam Rd (South)
Cherwell St
Ermont Way
Warwick Road
Castle Street
North Bar St
118.5
687.9
213.6
292.6
164.4
587.5
500.8
637.2
303
134.9
119.1
312.8
19
1343
228.3
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3
26.8
28.7
957
864.1
171
2
498.8
404.8
1123
329.3
67.9
17
44.4
404.8
1483
429.7
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279.7
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40
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295
24
554
57
41
148
151
100
610
70

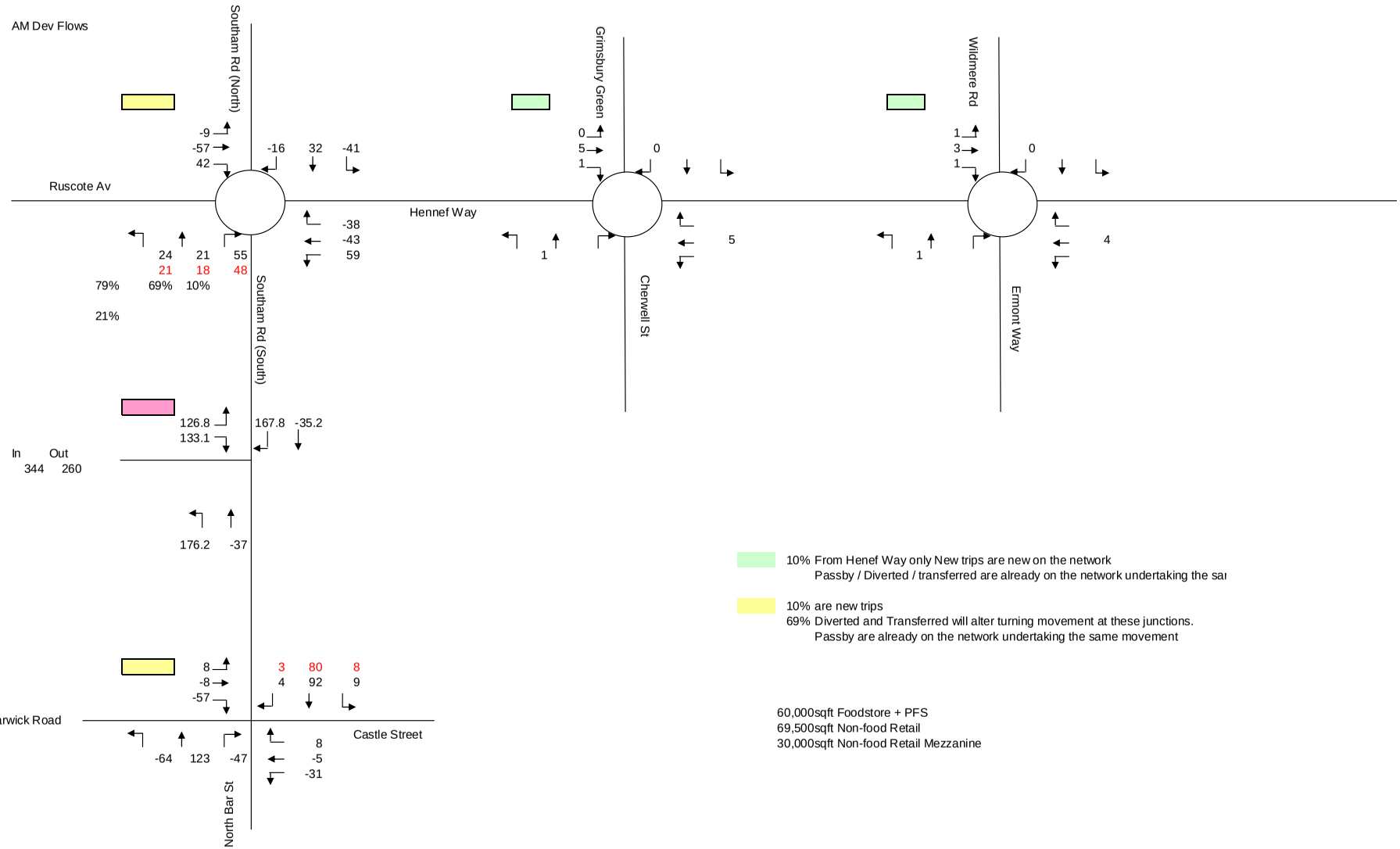

2017 + Dev PM
Southam Rd (North)
Grimsbury Green
Wildmere Rd
Ruscote Av
Hennef Way
Southam Rd (South)
Cherwell St
Ermont Way
Warwick Road
Castle Street
North Bar St
123
623
361
238
112
405
504
689
345
302
309
370
14
1166
295.6
21
7.2
22.4
10
1374
601.4
221.8
3
727.1
105.3
1479
313.4
311.4
120
317.2
78.5
1238
318.9
421.9
28.8
322.5
573
632
47
184
162
49
762
31
122
305
150
189
673
88

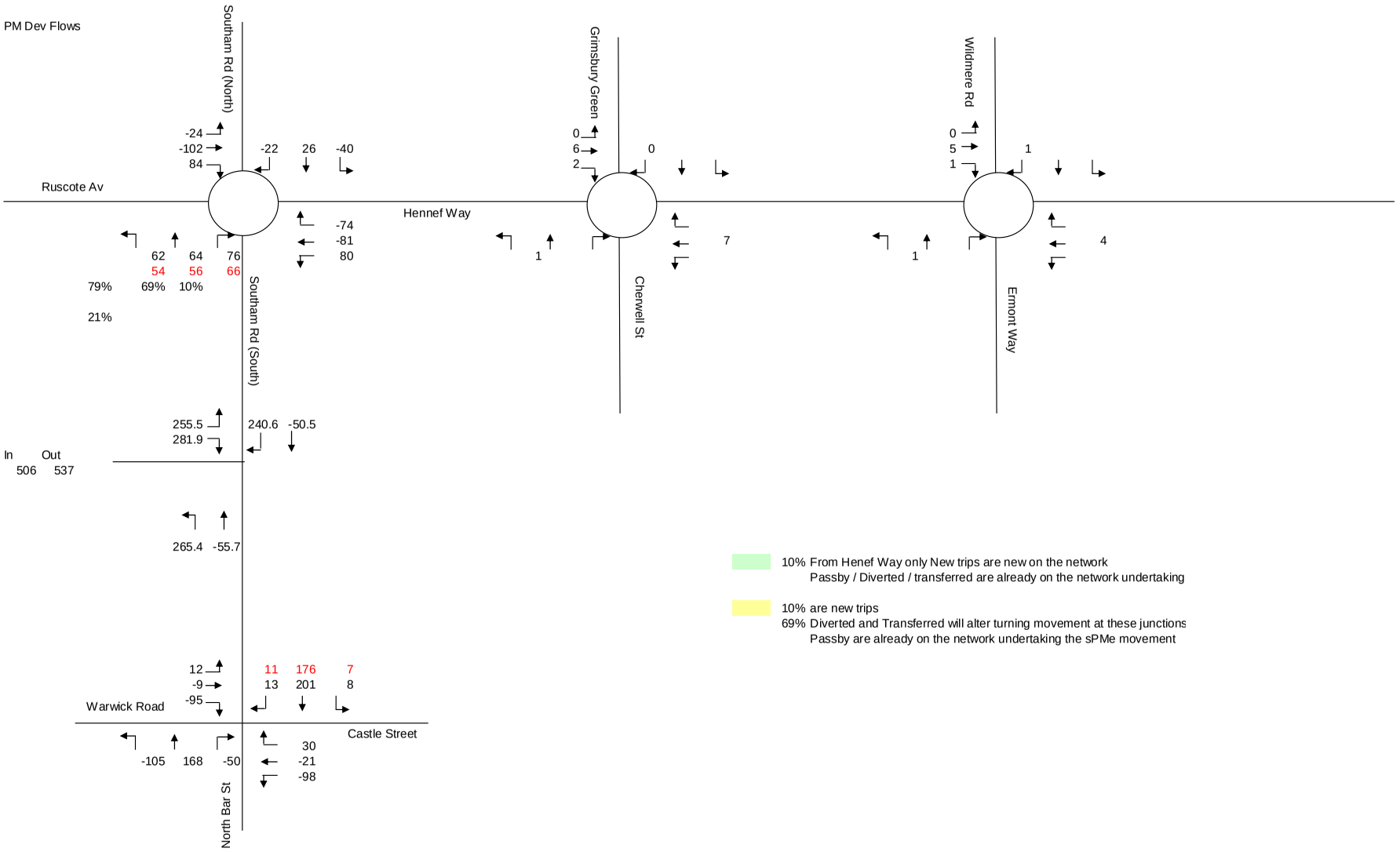

2017 AM + Dev + Banbury Gateway
Southam Rd (North)
Grimsbury Green
Wildmere Rd
157
686
214
293
164
568
Ruscote Av
Hennef Way
636
635
301
135
149
274
Southam Rd (South)
Cherwell St
Ermont Way
511
536
Warwick Road
Castle Street
North Bar St


2017 + Dev + Banbury Gateway PM
Southam Rd (North)
123
645
361
280
145
559
Ruscote Av
Hennef Way
486
688
354
302
309
392
Grimsbury Green
Wildmere Rd
Cherwell St
Ermont Way
Southam Rd (South)
Warwick Road
Castle Street
North Bar St


AM
Committed Dev
Southam Rd (North)
Grimsbury Green
Wildmere Rd
Ruscote Av
Hennef Way
Southam Rd (South)
Cherwell St
Ermont Way
Warwick Road
Castle Street
North Bar St
10% From Henef Way only New trips are new on the network
Passby / Diverted / transferred are already on the network undertaking the sa
10% are new trips
69% Diverted and Transferred will alter turning movement at these junctions.
Passby are already on the network undertaking the same movement

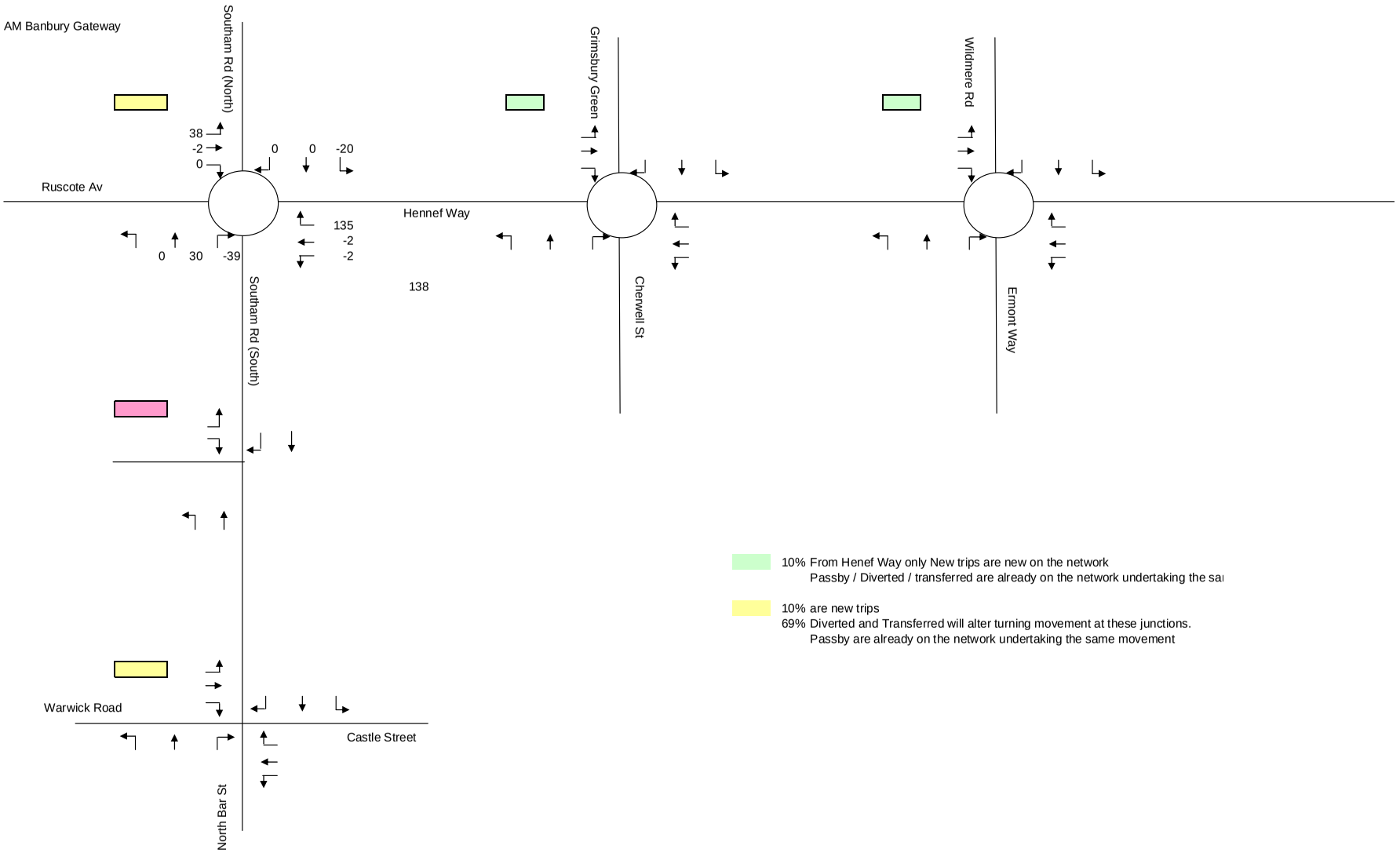

Committed Dev PM
Southam Rd (North)
Grimsbury Green
Wildmere Rd
Ruscote Av
Hennef Way
Cherwell St
Ermont Way
Southam Rd (South)
Warwick Road
Castle Street
North Bar St
10% From Henef Way only New trips are new on the network
Passby / Diverted / transferred are already on the network undertaking
10% are new trips
69% Diverted and Transferred will alter turning movement at these junctions
Passby are already on the network undertaking the sPMe movement

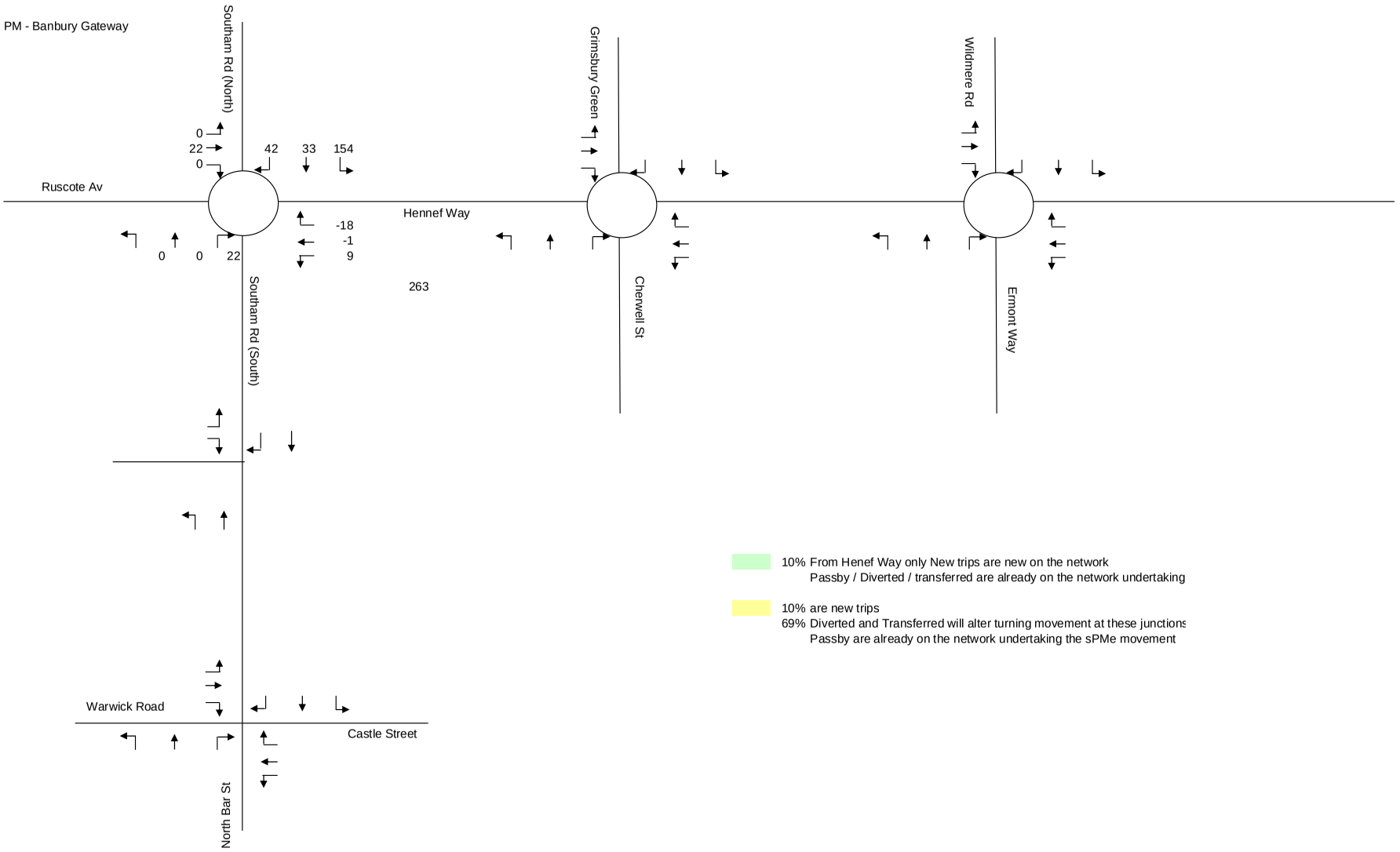

AM Dev Flows
Southam Rd (North)
Grimsbury Green
Wildmere Rd
Ruscote Av
Hennef Way
Cherwell St
Ermont Way
Southam Rd (South)
In
Out
344
260
Warwick Road
Castle Street
North Bar St
10% From Henef Way only New trips are new on the network
Passby / Diverted / transferred are already on the network undertaking the sa
10% are new trips
69% Diverted and Transferred will alter turning movement at these junctions.
Passby are already on the network undertaking the same movement
60,000sqft Foodstore + PFS
69,500sqft Non-food Retail
30,000sqft Non-food Retail Mezzanine



10% From Henef Way only New trips are new on the network
Passby / Diverted / transferred are already on the network undertaking

10% are new trips
69% Diverted and Transferred will alter turning movement at these junctions
Passby are already on the network undertaking the sPMe movement


AM Banbury Gateway
Southam Rd (North)
Grimsbury Green
Wildmere Rd
38
-2
0
0
0
-20
Ruscote Av
Hennef Way
135
-2
-2
0
30
-39
138
Southam Rd (South)
Cherwell St
Ermont Way
Warwick Road
Castle Street
North Bar St
10% From Henef Way only New trips are new on the network
Passby / Diverted / transferred are already on the network undertaking the sa
10% are new trips
69% Diverted and Transferred will alter turning movement at these junctions.
Passby are already on the network undertaking the same movement


PM - Banbury Gateway
Southam Rd (North)
Grimsbury Green
Wildmere Rd
Ruscote Av
Hennef Way
Southam Rd (South)
Cherwell St
Ermont Way
Warwick Road
Castle Street
North Bar St
0
22
0
42
33
154
-18
-1
9
0
0
22
263
10% From Henef Way only New trips are new on the network
Passby / Diverted / transferred are already on the network undertaking
10% are new trips
69% Diverted and Transferred will alter turning movement at these junctions
Passby are already on the network undertaking the sPMe movement

Appendix I – Junction Assessment Outputs

Southam Road Retail Park, Banbury

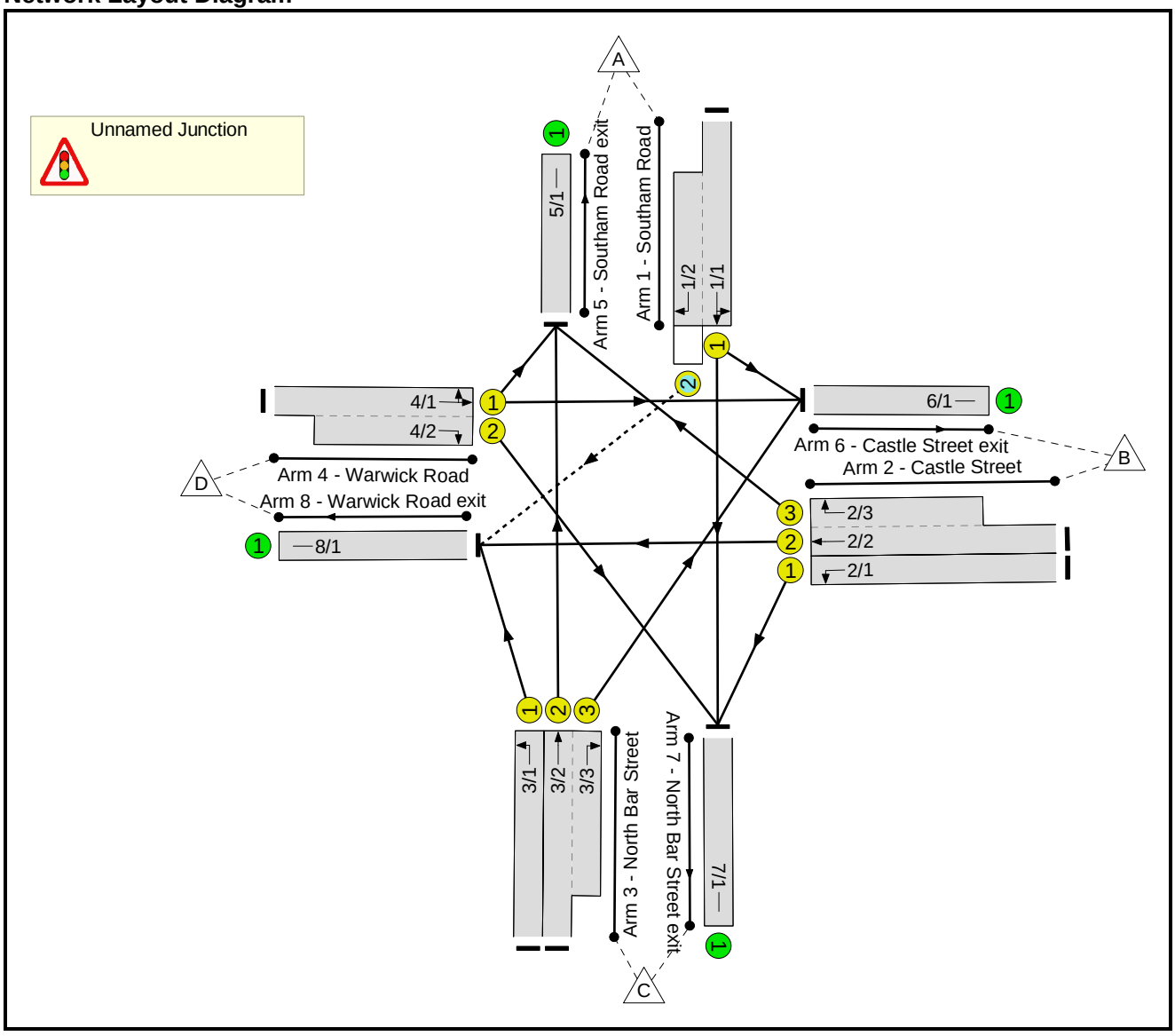
Transport Assessment

Full Input Data And Results

User and Project Details

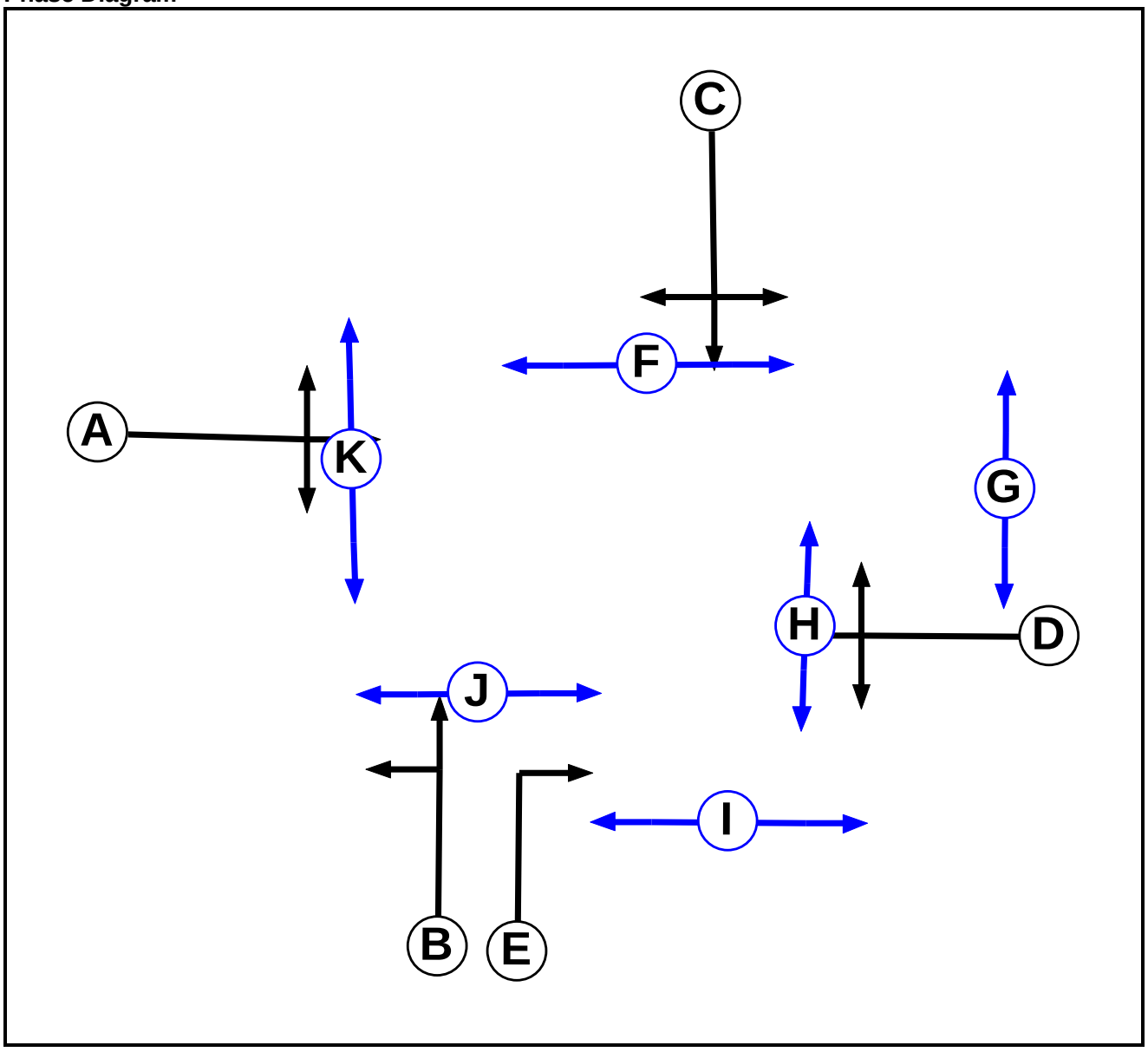
Project:	**Southam Road Retail - 26004**
Title:	
Location:	
File name:	120221 Castle Street southam Road final no peds.lsg3x
Author:	
Company:	
Address:	
Notes:	2011 Base, 2017 with Committed Dev & 2017 Do Something Final Masterplan: 80K Foodstore, 80k Non-food Retail, 54k Non-food Retail Mezzanine

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7
F	Pedestrian		10	10
G	Pedestrian		4	4
H	Pedestrian		6	6
I	Pedestrian		4	4
J	Pedestrian		6	6
K	Pedestrian		10	10

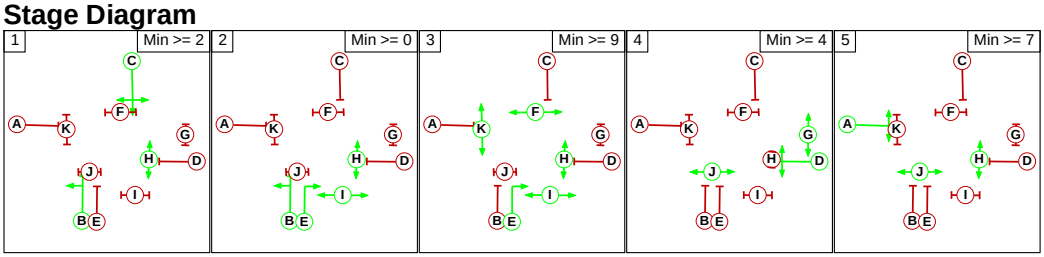
Phase Intergreens Matrix

		Starting Phase										
		A	B	C	D	E	F	G	H	I	J	K
Terminating Phase	A		6	6	7	6	11	11	-	12	-	5
	B	6		-	5	-	9	-	-	-	5	7
	C	5	-		5	5	5	11	-	9	-	9
	D	9	6	5		6	12	-	7	7	-	10
	E	6	-	5	5		-	12	-	-	5	-
	F	13	13	13	10	-		-	-	-	-	-
	G	4	-	4	-	4	-		-	-	-	-
	H	-	-	-	5	-	-	-		-	-	-
	I	6	-	6	6	-	-	-	-		-	-
	J	-	10	-	-	10	-	-	-	-		-
	K	13	8	8	8	-	-	-	-	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	B C H
2	B E H I
3	E F H I K
4	D G J
5	A H J

Stage Diagram



Full Input Data And Results

Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

From Stage \ To Stage	1	2	3	4	5
1		9	9	11	6
2	6		9	12	6
3	13	13		12	13
4	10	10	12		9
5	10	12	12	11	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Unnamed Junction

Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
1/2 (Southam Road)	8/1 (Right)	1440	3/1	1.09	3/1	2.00	-	0.50	2	2.00
			3/2	1.09	3/2					

Full Input Data And Results

Lane Input Data

Junction: Unnamed Junction

Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Southam Road)	U	C	2	3	60.0	Geom	-	3.10	0.00	Y	Arm 6 Left	10.00
											Arm 7 Ahead	Inf
1/2 (Southam Road)	O	C	2	3	8.0	Geom	-	3.30	0.00	Y	Arm 8 Right	11.00
2/1 (Castle Street)	U	D	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 7 Left	9.00
2/2 (Castle Street)	U	D	2	3	60.0	Geom	-	3.00	0.00	N	Arm 8 Ahead	Inf
2/3 (Castle Street)	U	D	2	3	9.0	Geom	-	3.00	0.00	Y	Arm 5 Right	14.00
3/1 (North Bar Street)	U	B	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 8 Left	18.00
3/2 (North Bar Street)	U	B	2	3	60.0	Geom	-	3.00	0.00	N	Arm 5 Ahead	Inf
3/3 (North Bar Street)	U	E	2	3	11.0	Geom	-	3.00	0.00	Y	Arm 6 Right	11.00
4/1 (Warwick Road)	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Left	18.00
											Arm 6 Ahead	Inf
4/2 (Warwick Road)	U	A	2	3	15.0	Geom	-	3.00	0.00	Y	Arm 7 Right	18.00
5/1 (Southam Road exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Castle Street exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (North Bar Street exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (Warwick Road exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Scenario 1: '2011 AM' (FG1: '2011 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	47	462	20	529
	B	33	0	182	153	368
	C	487	118	0	164	769
	D	32	238	353	0	623
	Tot.	552	403	997	337	2289

Traffic Lane Flows

Lane	Scenario 1: 2011 AM
Junction: Unnamed Junction	
1/1 (with short)	529(In) 509(Out)
1/2 (short)	20
2/1	182
2/2 (with short)	186(In) 153(Out)
2/3 (short)	33
3/1	164
3/2 (with short)	605(In) 487(Out)
3/3 (short)	118
4/1 (with short)	623(In) 270(Out)
4/2 (short)	353
5/1	552
6/1	403
7/1	997
8/1	337

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Southam Road)	3.10	0.00	Y	Arm 6 Left	10.00	9.2 %	1899	1899
				Arm 7 Ahead	Inf	90.8 %		
1/2 (Southam Road)	3.30	0.00	Y	Arm 8 Right	11.00	100.0 %	1712	1712
2/1 (Castle Street)	3.00	0.00	Y	Arm 7 Left	9.00	100.0 %	1641	1641
2/2 (Castle Street)	3.00	0.00	N	Arm 8 Ahead	Inf	100.0 %	2055	2055
2/3 (Castle Street)	3.00	0.00	Y	Arm 5 Right	14.00	100.0 %	1730	1730
3/1 (North Bar Street)	3.50	0.00	Y	Arm 8 Left	18.00	100.0 %	1814	1814
3/2 (North Bar Street)	3.00	0.00	N	Arm 5 Ahead	Inf	100.0 %	2055	2055
3/3 (North Bar Street)	3.00	0.00	Y	Arm 6 Right	11.00	100.0 %	1685	1685
4/1 (Warwick Road)	3.00	0.00	Y	Arm 5 Left	18.00	11.9 %	1896	1896
				Arm 6 Ahead	Inf	88.1 %		
4/2 (Warwick Road)	3.00	0.00	Y	Arm 7 Right	18.00	100.0 %	1768	1768
5/1 (Southam Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Castle Street exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (North Bar Street exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Warwick Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2011 PM' (FG2: '2011 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	23	562	36	621
	B	91	0	248	326	665
	C	505	138	0	294	937
	D	35	192	257	0	484
	Tot.	631	353	1067	656	2707

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2011 PM
Junction: Unnamed Junction	
1/1 (with short)	621(In) 585(Out)
1/2 (short)	36
2/1	248
2/2 (with short)	417(In) 326(Out)
2/3 (short)	91
3/1	294
3/2 (with short)	643(In) 505(Out)
3/3 (short)	138
4/1 (with short)	484(In) 227(Out)
4/2 (short)	257
5/1	631
6/1	353
7/1	1067
8/1	656

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Southam Road)	3.10	0.00	Y	Arm 6 Left	10.00	3.9 %	1914	1914
				Arm 7 Ahead	Inf	96.1 %		
1/2 (Southam Road)	3.30	0.00	Y	Arm 8 Right	11.00	100.0 %	1712	1712
2/1 (Castle Street)	3.00	0.00	Y	Arm 7 Left	9.00	100.0 %	1641	1641
2/2 (Castle Street)	3.00	0.00	N	Arm 8 Ahead	Inf	100.0 %	2055	2055
2/3 (Castle Street)	3.00	0.00	Y	Arm 5 Right	14.00	100.0 %	1730	1730
3/1 (North Bar Street)	3.50	0.00	Y	Arm 8 Left	18.00	100.0 %	1814	1814
3/2 (North Bar Street)	3.00	0.00	N	Arm 5 Ahead	Inf	100.0 %	2055	2055
3/3 (North Bar Street)	3.00	0.00	Y	Arm 6 Right	11.00	100.0 %	1685	1685
4/1 (Warwick Road)	3.00	0.00	Y	Arm 5 Left	18.00	15.4 %	1891	1891
				Arm 6 Ahead	Inf	84.6 %		
4/2 (Warwick Road)	3.00	0.00	Y	Arm 7 Right	18.00	100.0 %	1768	1768
5/1 (Southam Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Castle Street exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (North Bar Street exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Warwick Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2017 AM' (FG4: '2017 AM + com dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	50	490	21	561
	B	35	0	182	150	367
	C	522	118	0	161	801
	D	35	237	351	0	623
	Tot.	592	405	1023	332	2352

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2017 AM
Junction: Unnamed Junction	
1/1 (with short)	561(In) 540(Out)
1/2 (short)	21
2/1	182
2/2 (with short)	185(In) 150(Out)
2/3 (short)	35
3/1	161
3/2 (with short)	640(In) 522(Out)
3/3 (short)	118
4/1 (with short)	623(In) 272(Out)
4/2 (short)	351
5/1	592
6/1	405
7/1	1023
8/1	332

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Southam Road)	3.10	0.00	Y	Arm 6 Left	10.00	9.3 %	1899	1899
				Arm 7 Ahead	Inf	90.7 %		
1/2 (Southam Road)	3.30	0.00	Y	Arm 8 Right	11.00	100.0 %	1712	1712
2/1 (Castle Street)	3.00	0.00	Y	Arm 7 Left	9.00	100.0 %	1641	1641
2/2 (Castle Street)	3.00	0.00	N	Arm 8 Ahead	Inf	100.0 %	2055	2055
2/3 (Castle Street)	3.00	0.00	Y	Arm 5 Right	14.00	100.0 %	1730	1730
3/1 (North Bar Street)	3.50	0.00	Y	Arm 8 Left	18.00	100.0 %	1814	1814
3/2 (North Bar Street)	3.00	0.00	N	Arm 5 Ahead	Inf	100.0 %	2055	2055
3/3 (North Bar Street)	3.00	0.00	Y	Arm 6 Right	11.00	100.0 %	1685	1685
4/1 (Warwick Road)	3.00	0.00	Y	Arm 5 Left	18.00	12.9 %	1895	1895
				Arm 6 Ahead	Inf	87.1 %		
4/2 (Warwick Road)	3.00	0.00	Y	Arm 7 Right	18.00	100.0 %	1768	1768
5/1 (Southam Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Castle Street exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (North Bar Street exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Warwick Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2017 PM' (FG5: '2017 PM + com dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	24	579	37	640
	B	93	0	248	327	668
	C	512	138	0	295	945
	D	36	195	260	0	491
	Tot.	641	357	1087	659	2744

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2017 PM
Junction: Unnamed Junction	
1/1 (with short)	640(In) 603(Out)
1/2 (short)	37
2/1	248
2/2 (with short)	420(In) 327(Out)
2/3 (short)	93
3/1	295
3/2 (with short)	650(In) 512(Out)
3/3 (short)	138
4/1 (with short)	491(In) 231(Out)
4/2 (short)	260
5/1	641
6/1	357
7/1	1087
8/1	659

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Southam Road)	3.10	0.00	Y	Arm 6 Left	10.00	4.0 %	1914	1914
				Arm 7 Ahead	Inf	96.0 %		
1/2 (Southam Road)	3.30	0.00	Y	Arm 8 Right	11.00	100.0 %	1712	1712
2/1 (Castle Street)	3.00	0.00	Y	Arm 7 Left	9.00	100.0 %	1641	1641
2/2 (Castle Street)	3.00	0.00	N	Arm 8 Ahead	Inf	100.0 %	2055	2055
2/3 (Castle Street)	3.00	0.00	Y	Arm 5 Right	14.00	100.0 %	1730	1730
3/1 (North Bar Street)	3.50	0.00	Y	Arm 8 Left	18.00	100.0 %	1814	1814
3/2 (North Bar Street)	3.00	0.00	N	Arm 5 Ahead	Inf	100.0 %	2055	2055
3/3 (North Bar Street)	3.00	0.00	Y	Arm 6 Right	11.00	100.0 %	1685	1685
4/1 (Warwick Road)	3.00	0.00	Y	Arm 5 Left	18.00	15.6 %	1890	1890
				Arm 6 Ahead	Inf	84.4 %		
4/2 (Warwick Road)	3.00	0.00	Y	Arm 7 Right	18.00	100.0 %	1768	1768
5/1 (Southam Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Castle Street exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (North Bar Street exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Warwick Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2017 AM + dev 60k FS 80K NF 54k Mezz @ 30%' (FG10: '2017 AM + proposed dev (60K Foodstore & 80K Retail 54K Mezz @ 30%)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	57	554	24	635
	B	41	0	148	151	340
	C	610	70	0	100	780
	D	40	230	295	0	565
	Tot.	691	357	997	275	2320

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2017 AM + dev 60k FS 80K NF 54k Mezz @ 30%
Junction: Unnamed Junction	
1/1 (with short)	635(In) 611(Out)
1/2 (short)	24
2/1	148
2/2 (with short)	192(In) 151(Out)
2/3 (short)	41
3/1	100
3/2 (with short)	680(In) 610(Out)
3/3 (short)	70
4/1 (with short)	565(In) 270(Out)
4/2 (short)	295
5/1	691
6/1	357
7/1	997
8/1	275

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Southam Road)	3.10	0.00	Y	Arm 6 Left	10.00	9.3 %	1898	1898
				Arm 7 Ahead	Inf	90.7 %		
1/2 (Southam Road)	3.30	0.00	Y	Arm 8 Right	11.00	100.0 %	1712	1712
2/1 (Castle Street)	3.00	0.00	Y	Arm 7 Left	9.00	100.0 %	1641	1641
2/2 (Castle Street)	3.00	0.00	N	Arm 8 Ahead	Inf	100.0 %	2055	2055
2/3 (Castle Street)	3.00	0.00	Y	Arm 5 Right	14.00	100.0 %	1730	1730
3/1 (North Bar Street)	3.50	0.00	Y	Arm 8 Left	18.00	100.0 %	1814	1814
3/2 (North Bar Street)	3.00	0.00	N	Arm 5 Ahead	Inf	100.0 %	2055	2055
3/3 (North Bar Street)	3.00	0.00	Y	Arm 6 Right	11.00	100.0 %	1685	1685
4/1 (Warwick Road)	3.00	0.00	Y	Arm 5 Left	18.00	14.8 %	1892	1892
				Arm 6 Ahead	Inf	85.2 %		
4/2 (Warwick Road)	3.00	0.00	Y	Arm 7 Right	18.00	100.0 %	1768	1768
5/1 (Southam Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Castle Street exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (North Bar Street exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Warwick Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2017 PM + dev 60k FS 80k NF 54k Mezz @ 30%' (FG11: '2017 PM + proposed dev (60K Foodstore & 80K Retail & 54k Mezz @ 30%)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	31	762	49	842
	B	122	0	150	305	577
	C	673	88	0	189	950
	D	47	184	163	0	394
	Tot.	842	303	1075	543	2763

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2017 PM + dev 60k FS 80k NF 54k Mezz @ 30%
Junction: Unnamed Junction	
1/1 (with short)	842(In) 793(Out)
1/2 (short)	49
2/1	150
2/2 (with short)	427(In) 305(Out)
2/3 (short)	122
3/1	189
3/2 (with short)	761(In) 673(Out)
3/3 (short)	88
4/1 (with short)	394(In) 231(Out)
4/2 (short)	163
5/1	842
6/1	303
7/1	1075
8/1	543

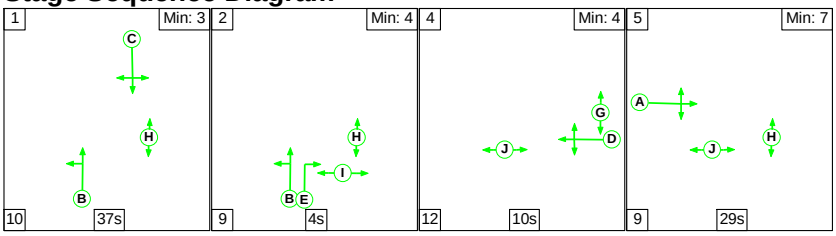
Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Southam Road)	3.10	0.00	Y	Arm 6 Left	10.00	3.9 %	1914	1914
				Arm 7 Ahead	Inf	96.1 %		
1/2 (Southam Road)	3.30	0.00	Y	Arm 8 Right	11.00	100.0 %	1712	1712
2/1 (Castle Street)	3.00	0.00	Y	Arm 7 Left	9.00	100.0 %	1641	1641
2/2 (Castle Street)	3.00	0.00	N	Arm 8 Ahead	Inf	100.0 %	2055	2055
2/3 (Castle Street)	3.00	0.00	Y	Arm 5 Right	14.00	100.0 %	1730	1730
3/1 (North Bar Street)	3.50	0.00	Y	Arm 8 Left	18.00	100.0 %	1814	1814
3/2 (North Bar Street)	3.00	0.00	N	Arm 5 Ahead	Inf	100.0 %	2055	2055
3/3 (North Bar Street)	3.00	0.00	Y	Arm 6 Right	11.00	100.0 %	1685	1685
4/1 (Warwick Road)	3.00	0.00	Y	Arm 5 Left	18.00	20.3 %	1883	1883
				Arm 6 Ahead	Inf	79.7 %		
4/2 (Warwick Road)	3.00	0.00	Y	Arm 7 Right	18.00	100.0 %	1768	1768
5/1 (Southam Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Castle Street exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (North Bar Street exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Warwick Road exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2011 AM' (FG1: '2011 AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

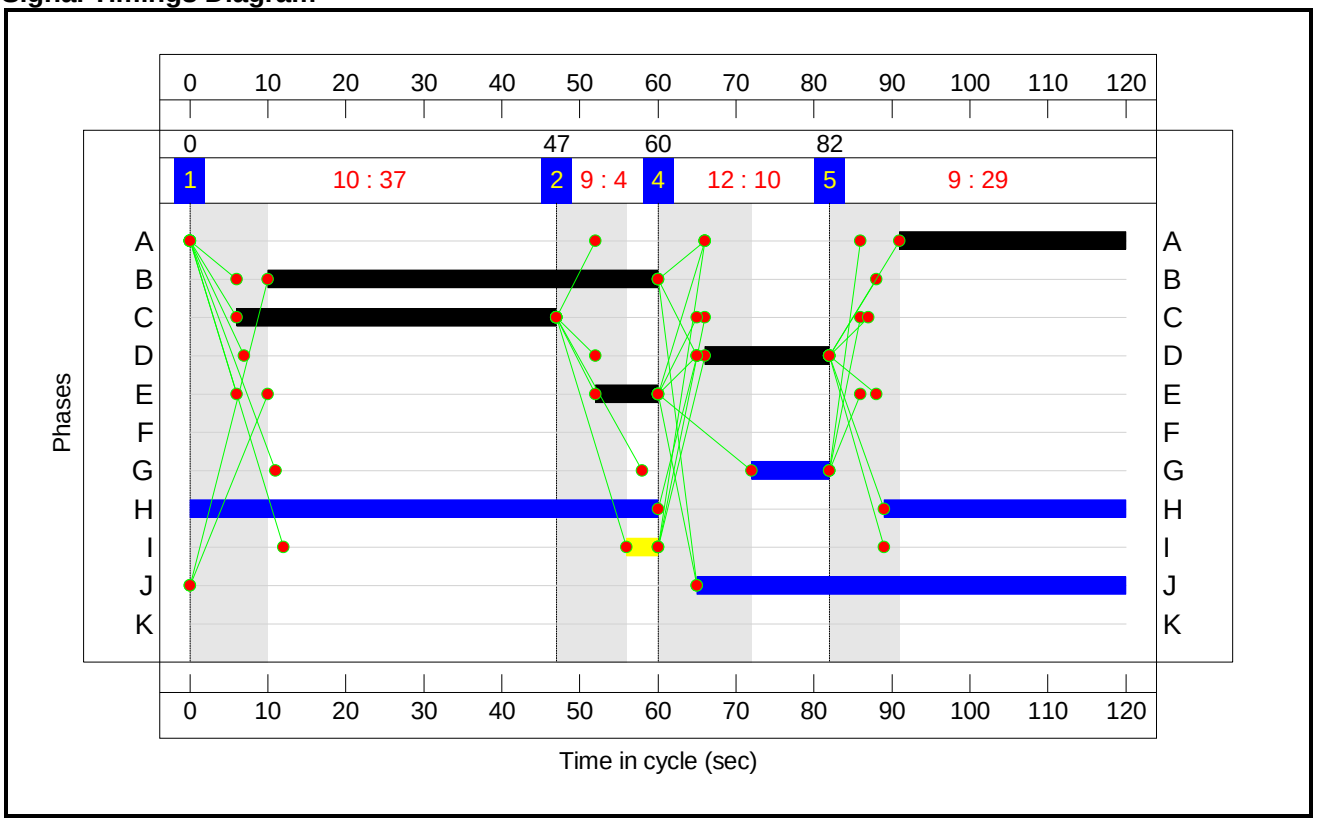


Stage Timings

Stage	1	2	4	5
Duration	37	4	10	29
Change Point	0	47	60	82

Full Input Data And Results

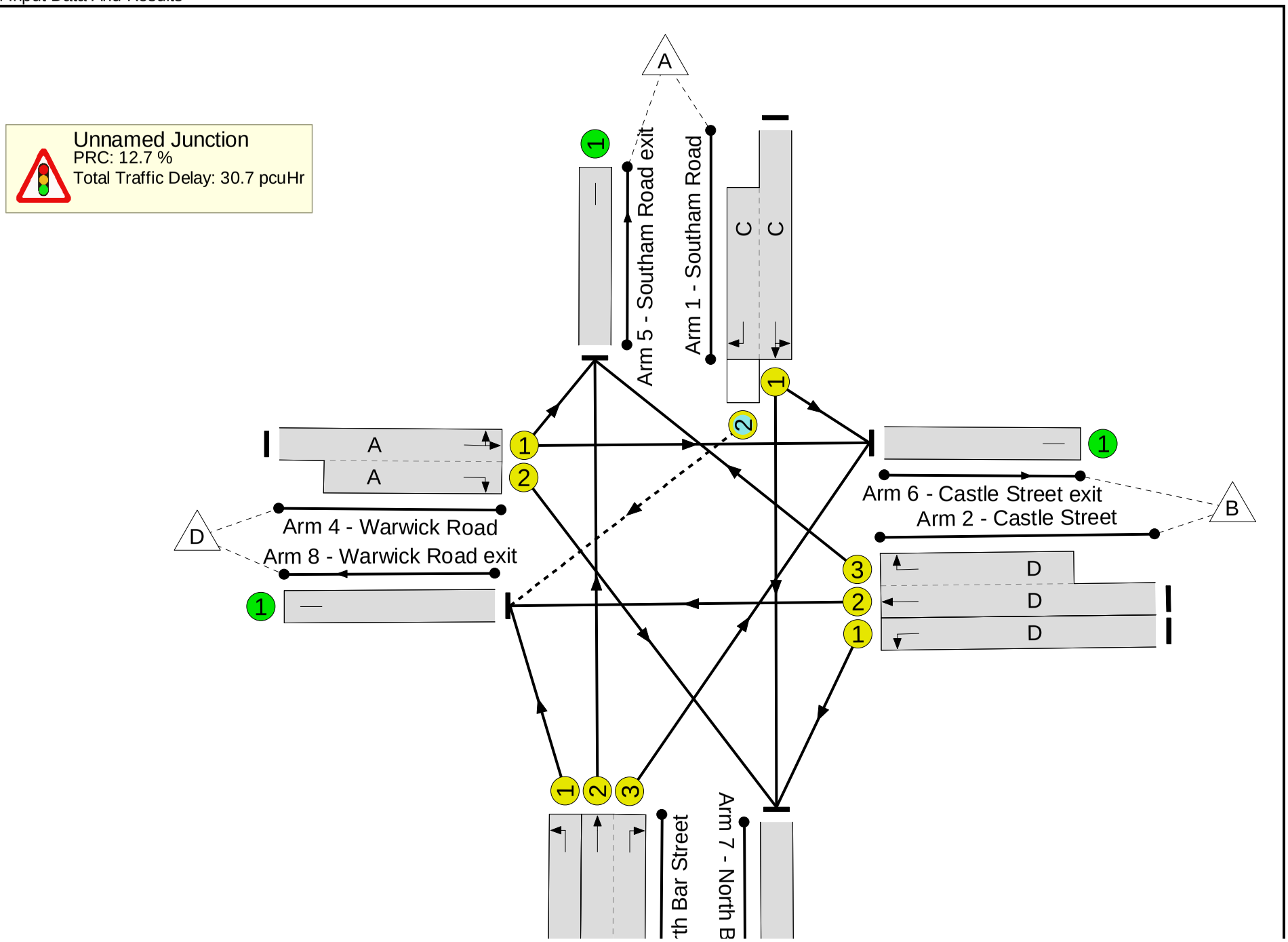
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**79.9%**
Unnamed Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**79.9%**
1/1+1/2	Southam Road Left Ahead Right	U+O	N/A	N/A	C		1	41	-	529	1899:1712	675	78.4%
2/1	Castle Street Left	U	N/A	N/A	D		1	16	-	182	1641	232	78.3%
2/2+2/3	Castle Street Right Ahead	U	N/A	N/A	D		1	16	-	186	2055:1730	345	53.9%
3/1	North Bar Street Left	U	N/A	N/A	B		1	50	-	164	1814	771	21.3%
3/2+3/3	North Bar Street Ahead Right	U	N/A	N/A	B E		1	50:8	-	605	2055:1685	879	68.8%
4/1+4/2	Warwick Road Left Ahead Right	U	N/A	N/A	A		1	29	-	623	1896:1768	780	79.9%
5/1	Southam Road exit	U	N/A	N/A	-		-	-	-	552	Inf	Inf	0.0%
6/1	Castle Street exit	U	N/A	N/A	-		-	-	-	403	Inf	Inf	0.0%
7/1	North Bar Street exit	U	N/A	N/A	-		-	-	-	997	Inf	Inf	0.0%
8/1	Warwick Road exit	U	N/A	N/A	-		-	-	-	337	Inf	Inf	0.0%

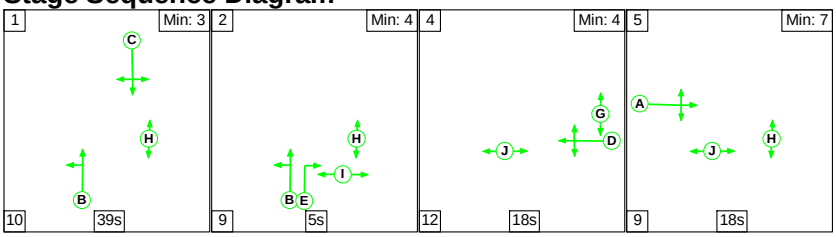
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**10**	**10**	**0**	**23.4**	**7.2**	**0.0**	**30.7**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**10**	**10**	**0**	**23.4**	**7.2**	**0.0**	**30.7**	**-**	**-**	**-**	**-**
1/1+1/2	529	529	10	10	0	5.1	1.8	0.0	6.9	46.7	15.4	1.8	17.2
2/1	182	182	-	-	-	2.5	1.7	-	4.2	83.1	5.8	1.7	7.5
2/2+2/3	186	186	-	-	-	2.4	0.6	-	3.0	58.5	4.7	0.6	5.3
3/1	164	164	-	-	-	1.0	0.1	-	1.1	24.8	3.4	0.1	3.6
3/2+3/3	605	605	-	-	-	5.3	1.1	-	6.4	38.2	12.5	1.1	13.6
4/1+4/2	623	623	-	-	-	7.1	1.9	-	9.0	52.1	11.0	1.9	12.9
5/1	552	552	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	403	403	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	997	997	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	337	337	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 12.7 Total Delay for Signalled Lanes (pcuHr): 30.66 Cycle Time (s): 120
PRC Over All Lanes (%): 12.7 Total Delay Over All Lanes(pcuHr): 30.66

Full Input Data And Results
Scenario 2: '2011 PM' (FG2: '2011 PM', Plan 1: 'Network Control Plan 1')

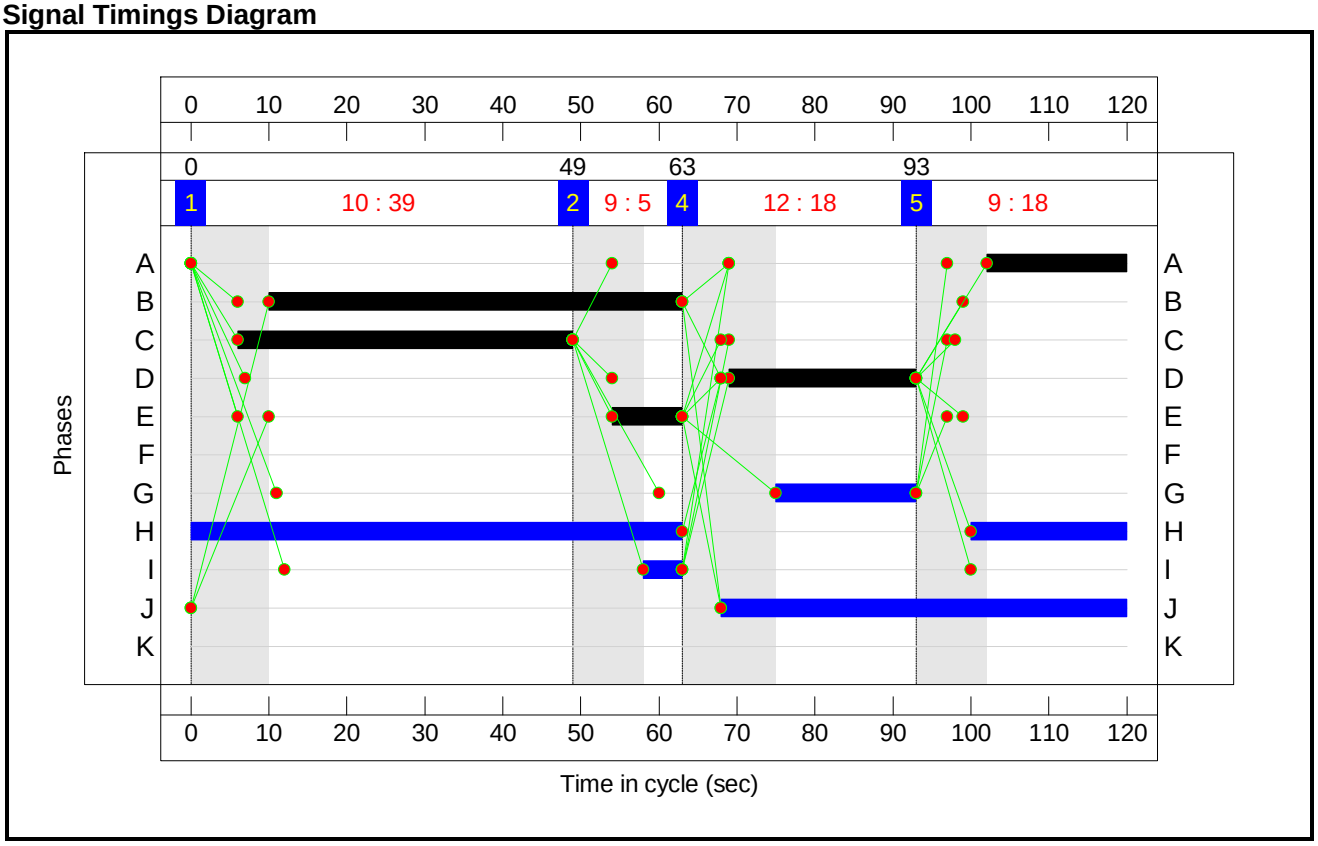
Stage Sequence Diagram



Stage Timings

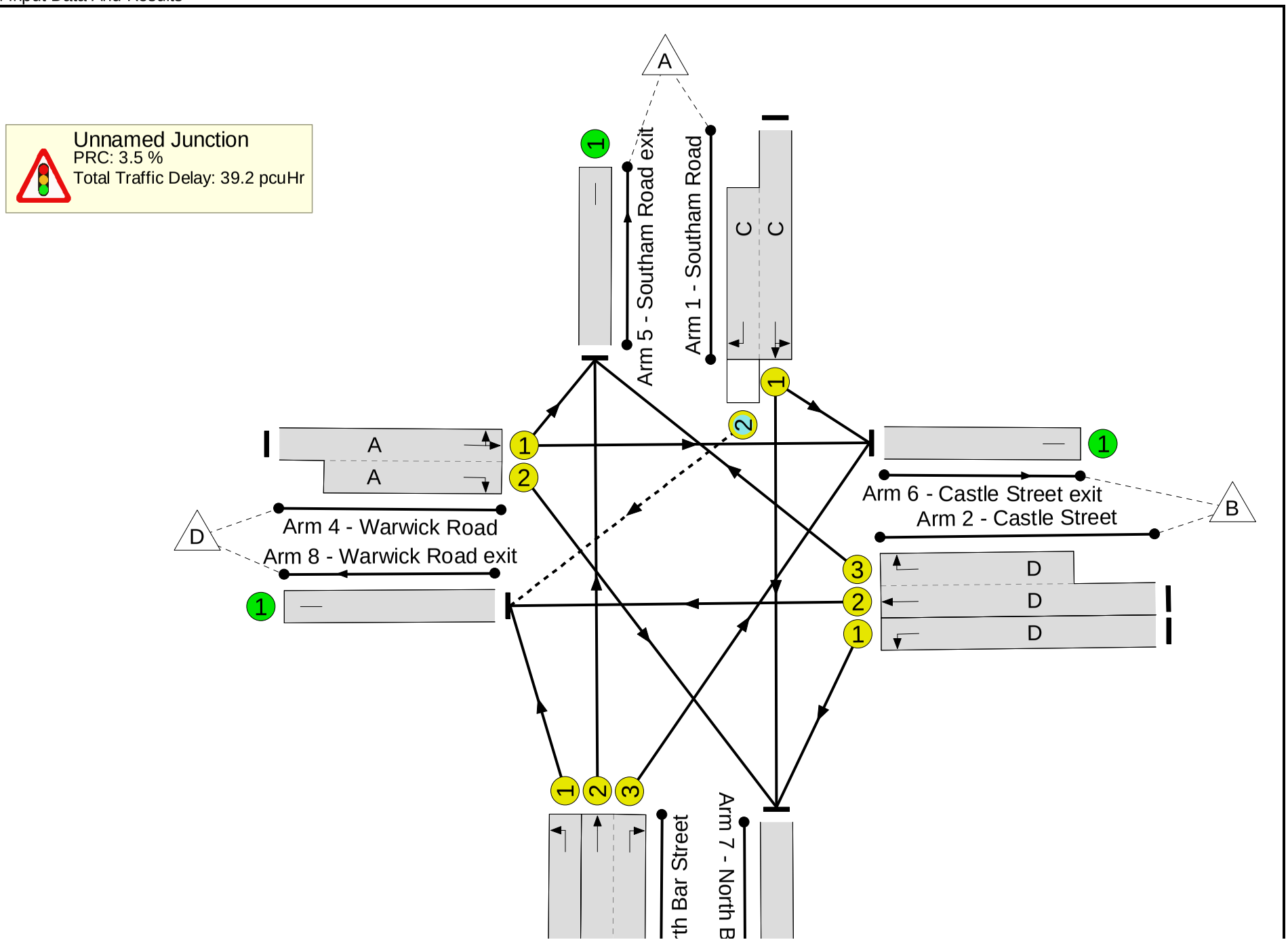
Stage	1	2	4	5
Duration	39	5	18	18
Change Point	0	49	63	93

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Unnamed Junction
PRC: 3.5 %
Total Traffic Delay: 39.2 pcuHr
A
Arm 5 - Southam Road exit
Arm 1 - Southam Road
C
C
A
A
D
Arm 4 - Warwick Road
Arm 8 - Warwick Road exit
Arm 6 - Castle Street exit
Arm 2 - Castle Street
B
D
D
D
th Bar Street
Arm 7 - North B

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**87.0%**
Unnamed Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**87.0%**
1/1+1/2	Southam Road Left Ahead Right	U+O	N/A	N/A	C		1	43	-	621	1914:1712	714	87.0%
2/1	Castle Street Left	U	N/A	N/A	D		1	24	-	248	1641	342	72.5%
2/2+2/3	Castle Street Right Ahead	U	N/A	N/A	D		1	24	-	417	2055:1730	493	84.5%
3/1	North Bar Street Left	U	N/A	N/A	B		1	53	-	294	1814	816	36.0%
3/2+3/3	North Bar Street Ahead Right	U	N/A	N/A	B E		1	53:9	-	643	2055:1685	851	75.5%
4/1+4/2	Warwick Road Left Ahead Right	U	N/A	N/A	A		1	18	-	484	1891:1768	579	83.5%
5/1	Southam Road exit	U	N/A	N/A	-		-	-	-	631	Inf	Inf	0.0%
6/1	Castle Street exit	U	N/A	N/A	-		-	-	-	353	Inf	Inf	0.0%
7/1	North Bar Street exit	U	N/A	N/A	-		-	-	-	1067	Inf	Inf	0.0%
8/1	Warwick Road exit	U	N/A	N/A	-		-	-	-	656	Inf	Inf	0.0%

Full Input Data And Results

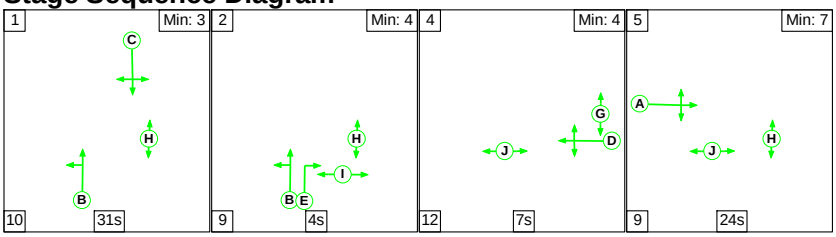
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**21**	**15**	**0**	**28.0**	**11.2**	**0.0**	**39.2**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**21**	**15**	**0**	**28.0**	**11.2**	**0.0**	**39.2**	**-**	**-**	**-**	**-**
1/1+1/2	621	621	21	15	0	6.0	3.1	0.0	9.1	53.0	18.7	3.1	21.8
2/1	248	248	-	-	-	3.1	1.3	-	4.3	63.0	7.6	1.3	8.9
2/2+2/3	417	417	-	-	-	5.1	2.6	-	7.6	65.9	10.7	2.6	13.2
3/1	294	294	-	-	-	1.8	0.3	-	2.1	25.1	6.4	0.3	6.7
3/2+3/3	643	643	-	-	-	5.5	1.5	-	7.0	39.2	12.8	1.5	14.3
4/1+4/2	484	484	-	-	-	6.6	2.4	-	9.0	67.0	8.4	2.4	10.8
5/1	631	631	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	353	353	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1067	1067	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	656	656	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 3.5 Total Delay for Signalled Lanes (pcuHr): 39.18 Cycle Time (s): 120
PRC Over All Lanes (%): 3.5 Total Delay Over All Lanes(pcuHr): 39.18

Full Input Data And Results

Scenario 3: '2017 AM' (FG4: '2017 AM + com dev', Plan 1: 'Network Control Plan 1')

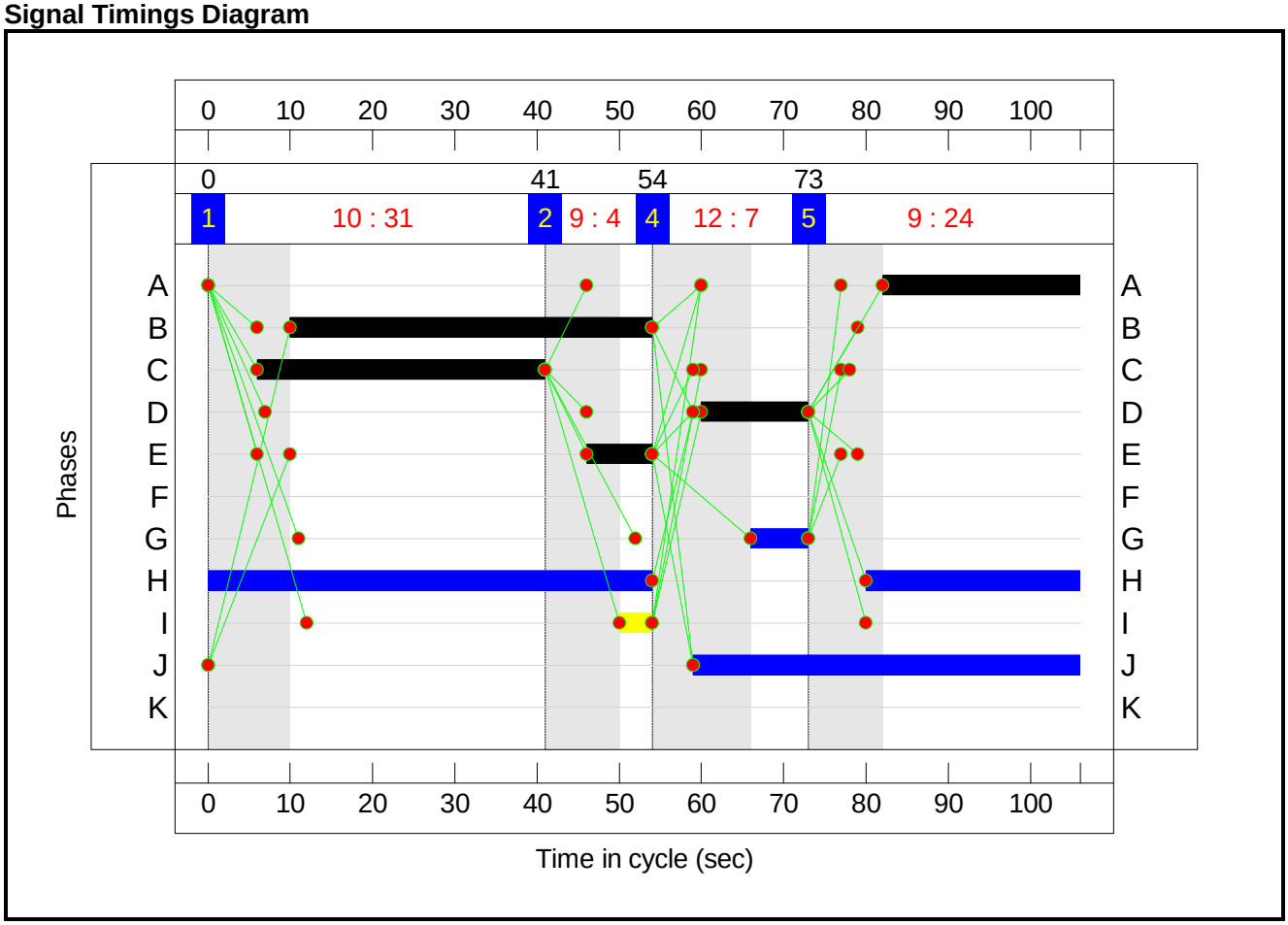
Stage Sequence Diagram



Stage Timings

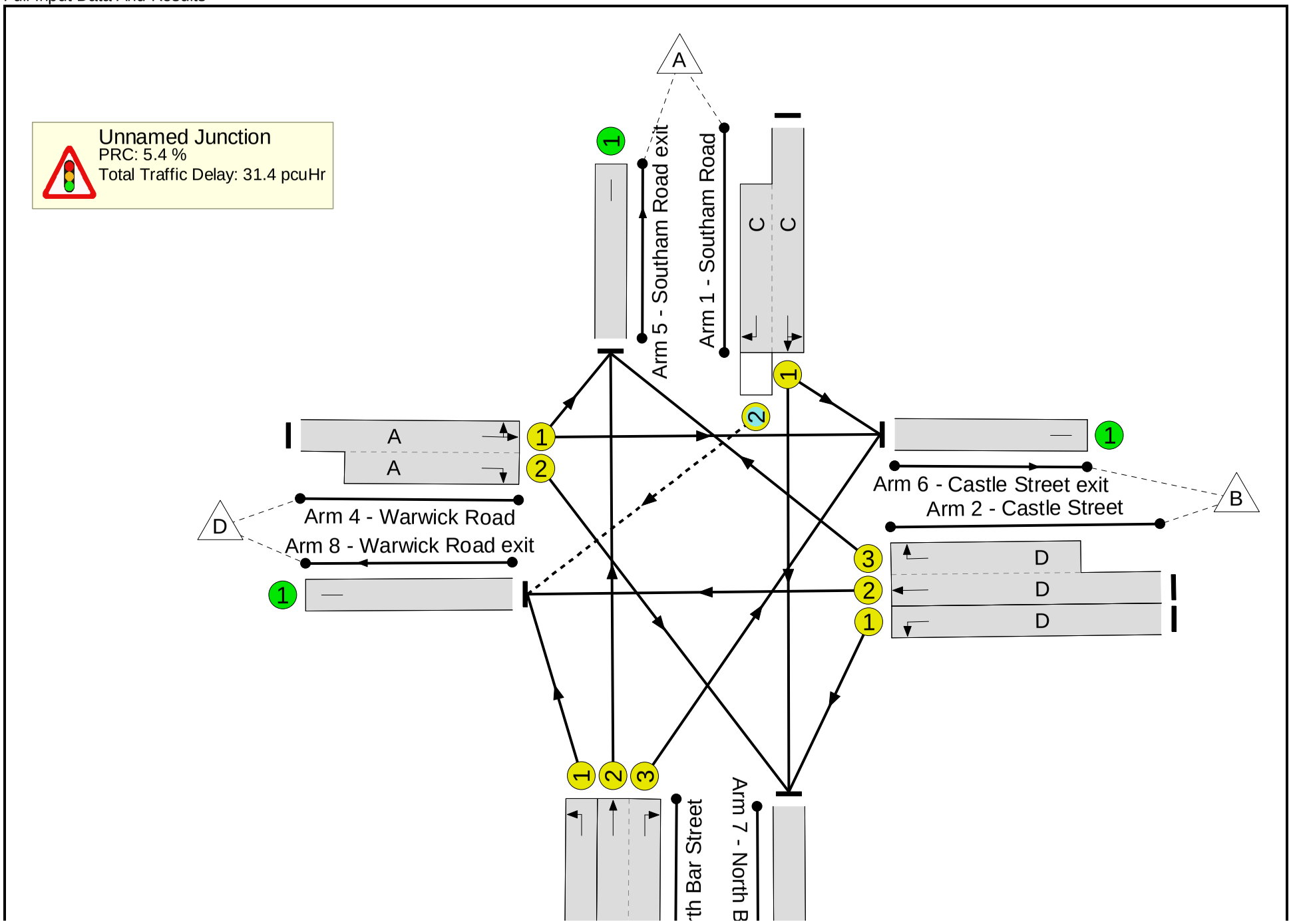
Stage	1	2	4	5
Duration	31	4	7	24
Change Point	0	41	54	73

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Unnamed Junction
PRC: 5.4 %
Total Traffic Delay: 31.4 pcuHr
A
B
D
Arm 5 - Southam Road exit
Arm 1 - Southam Road
Arm 6 - Castle Street exit
Arm 2 - Castle Street
Arm 4 - Warwick Road
Arm 8 - Warwick Road exit
Arm 7 - North B
th Bar Street
C
C
A
A
D
D
D

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**85.4%**
Unnamed Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**85.4%**
1/1+1/2	Southam Road Left Ahead Right	U+O	N/A	N/A	C		1	35	-	561	1899:1712	657	85.4%
2/1	Castle Street Left	U	N/A	N/A	D		1	13	-	182	1641	217	84.0%
2/2+2/3	Castle Street Right Ahead	U	N/A	N/A	D		1	13	-	185	2055:1730	335	55.3%
3/1	North Bar Street Left	U	N/A	N/A	B		1	44	-	161	1814	770	20.9%
3/2+3/3	North Bar Street Ahead Right	U	N/A	N/A	B E		1	44:8	-	640	2055:1685	912	70.2%
4/1+4/2	Warwick Road Left Ahead Right	U	N/A	N/A	A		1	24	-	623	1895:1768	740	84.2%
5/1	Southam Road exit	U	N/A	N/A	-		-	-	-	592	Inf	Inf	0.0%
6/1	Castle Street exit	U	N/A	N/A	-		-	-	-	405	Inf	Inf	0.0%
7/1	North Bar Street exit	U	N/A	N/A	-		-	-	-	1023	Inf	Inf	0.0%
8/1	Warwick Road exit	U	N/A	N/A	-		-	-	-	332	Inf	Inf	0.0%

Full Input Data And Results

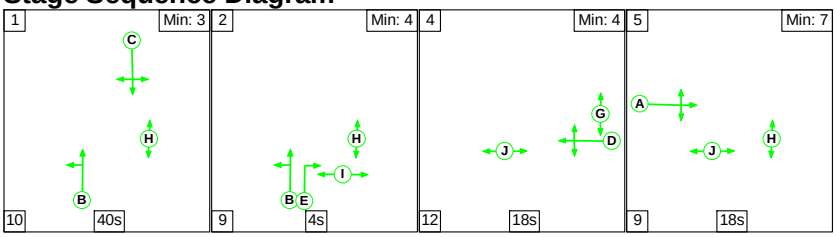
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**10**	**11**	**0**	**21.8**	**9.5**	**0.0**	**31.4**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**10**	**11**	**0**	**21.8**	**9.5**	**0.0**	**31.4**	**-**	**-**	**-**	**-**
1/1+1/2	561	561	10	11	0	5.0	2.8	0.0	7.8	50.0	15.0	2.8	17.7
2/1	182	182	-	-	-	2.3	2.3	-	4.6	90.6	5.2	2.3	7.5
2/2+2/3	185	185	-	-	-	2.2	0.6	-	2.8	54.6	4.1	0.6	4.7
3/1	161	161	-	-	-	0.9	0.1	-	1.0	22.2	3.0	0.1	3.1
3/2+3/3	640	640	-	-	-	5.0	1.2	-	6.1	34.6	12.1	1.2	13.2
4/1+4/2	623	623	-	-	-	6.5	2.5	-	9.0	52.3	9.8	2.5	12.4
5/1	592	592	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	405	405	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1023	1023	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	332	332	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 5.4 Total Delay for Signalled Lanes (pcuHr): 31.36 Cycle Time (s): 106
PRC Over All Lanes (%): 5.4 Total Delay Over All Lanes(pcuHr): 31.36

Full Input Data And Results

Scenario 4: '2017 PM' (FG5: '2017 PM + com dev', Plan 1: 'Network Control Plan 1')

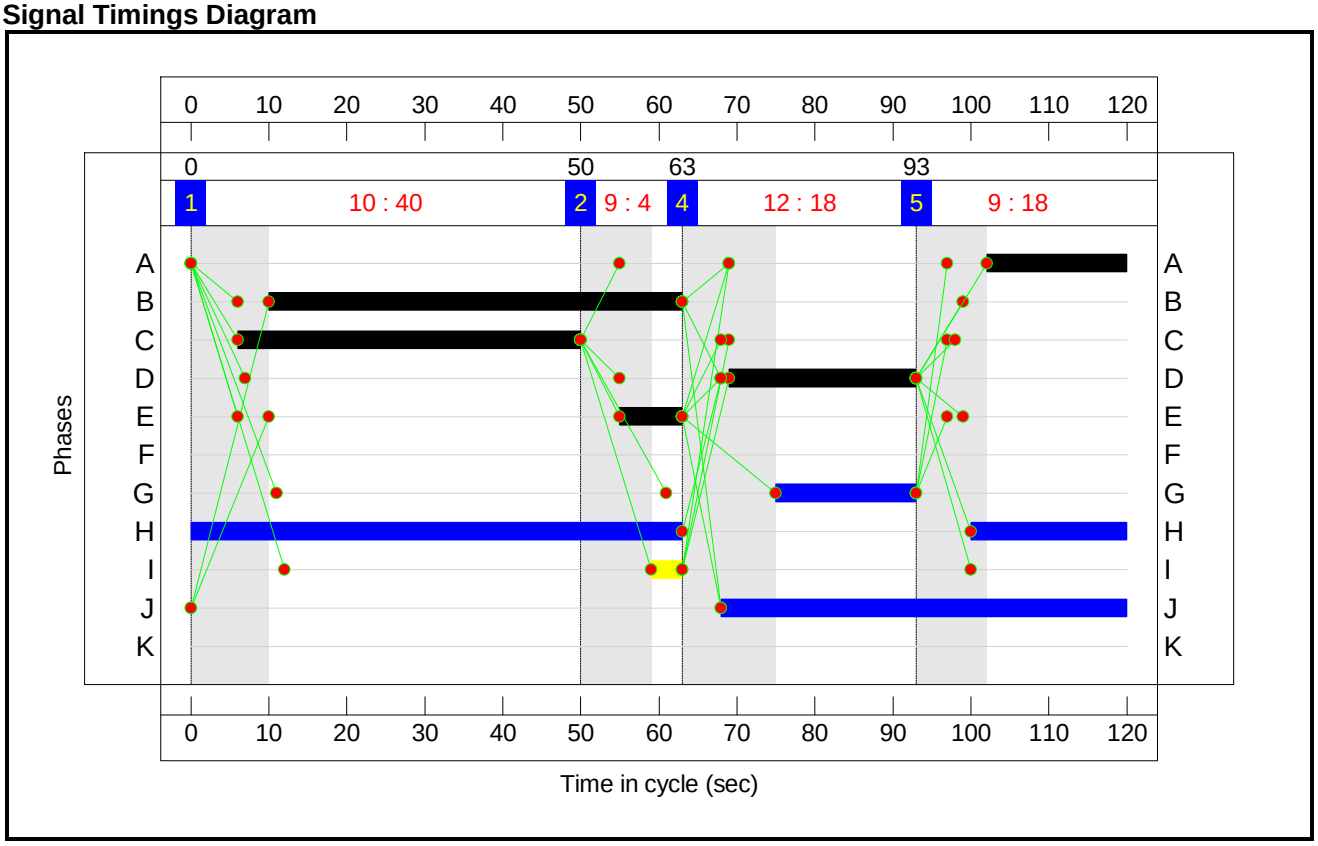
Stage Sequence Diagram



Stage Timings

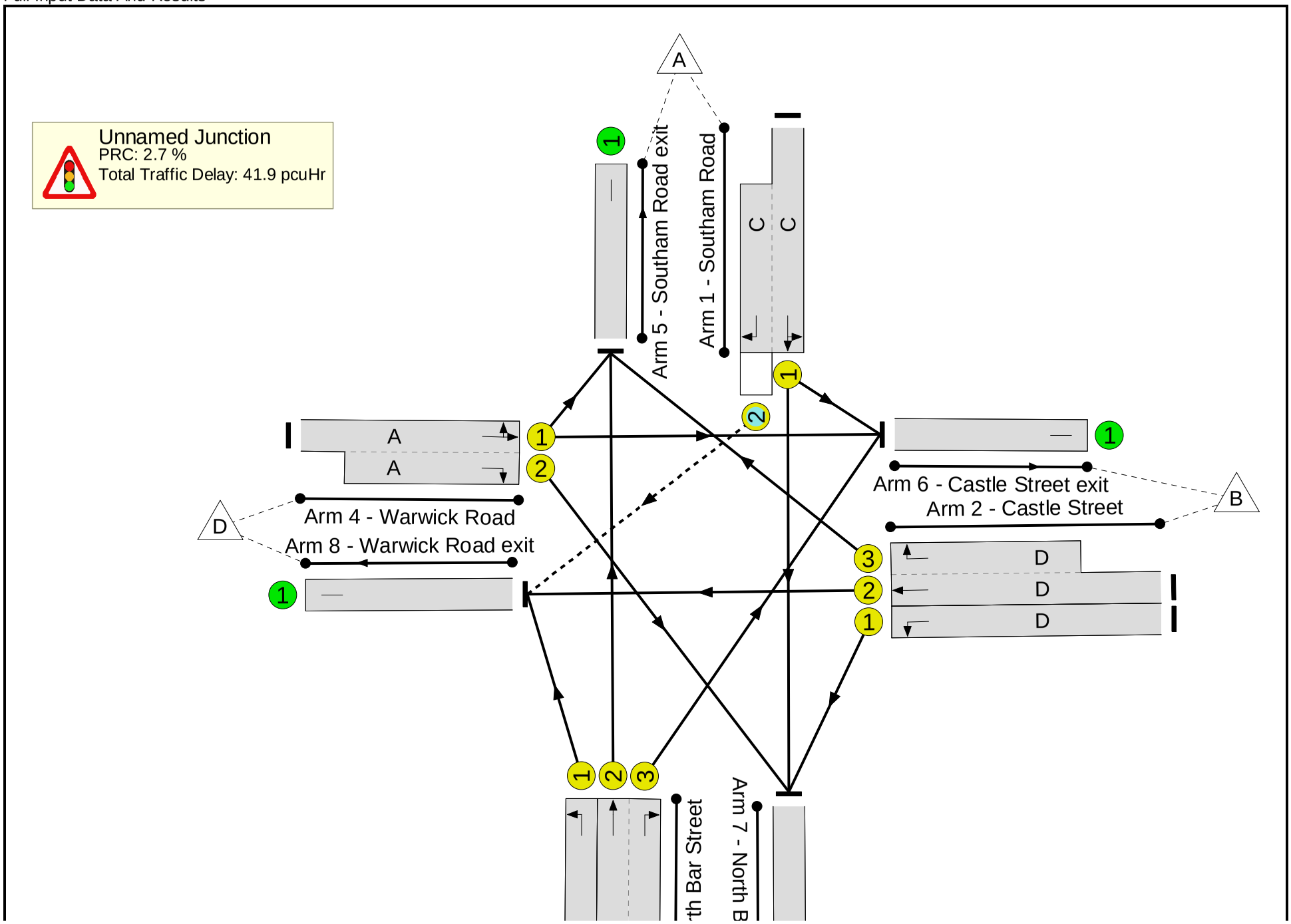
Stage	1	2	4	5
Duration	40	4	18	18
Change Point	0	50	63	93

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Unnamed Junction
PRC: 2.7 %
Total Traffic Delay: 41.9 pcuHr
A
B
D
Arm 5 - Southam Road exit
Arm 1 - Southam Road
Arm 6 - Castle Street exit
Arm 2 - Castle Street
Arm 4 - Warwick Road
Arm 8 - Warwick Road exit
Arm 7 - North B
th Bar Street

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**87.7%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**87.7%**
1/1+1/2	Southam Road Left Ahead Right	U+O	N/A	N/A	C		1	44	-	640	1914:1712	730	87.7%
2/1	Castle Street Left	U	N/A	N/A	D		1	24	-	248	1641	342	72.5%
2/2+2/3	Castle Street Right Ahead	U	N/A	N/A	D		1	24	-	420	2055:1730	495	84.9%
3/1	North Bar Street Left	U	N/A	N/A	B		1	53	-	295	1814	816	36.1%
3/2+3/3	North Bar Street Ahead Right	U	N/A	N/A	B E		1	53:8	-	650	2055:1685	760	85.5%
4/1+4/2	Warwick Road Left Ahead Right	U	N/A	N/A	A		1	18	-	491	1890:1768	579	84.8%
5/1	Southam Road exit	U	N/A	N/A	-		-	-	-	641	Inf	Inf	0.0%
6/1	Castle Street exit	U	N/A	N/A	-		-	-	-	357	Inf	Inf	0.0%
7/1	North Bar Street exit	U	N/A	N/A	-		-	-	-	1087	Inf	Inf	0.0%
8/1	Warwick Road exit	U	N/A	N/A	-		-	-	-	659	Inf	Inf	0.0%

Full Input Data And Results

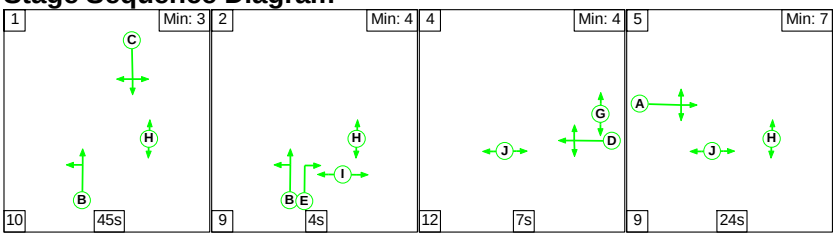
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**22**	**15**	**0**	**28.9**	**12.9**	**0.0**	**41.9**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**22**	**15**	**0**	**28.9**	**12.9**	**0.0**	**41.9**	**-**	**-**	**-**	**-**
1/1+1/2	640	640	22	15	0	6.1	3.3	0.0	9.4	53.1	19.2	3.3	22.6
2/1	248	248	-	-	-	3.1	1.3	-	4.3	63.0	7.6	1.3	8.9
2/2+2/3	420	420	-	-	-	5.1	2.6	-	7.7	66.4	10.7	2.6	13.4
3/1	295	295	-	-	-	1.8	0.3	-	2.1	25.1	6.4	0.3	6.7
3/2+3/3	650	638	-	-	-	6.1	2.8	-	9.0	49.6	13.0	2.8	15.8
4/1+4/2	491	491	-	-	-	6.7	2.6	-	9.3	68.4	8.5	2.6	11.1
5/1	641	641	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	345	345	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1087	1087	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	659	659	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 2.7 Total Delay for Signalled Lanes (pcuHr): 41.88 Cycle Time (s): 120
PRC Over All Lanes (%): 2.7 Total Delay Over All Lanes(pcuHr): 41.88

Full Input Data And Results

Scenario 5: '2017 AM + dev 60k FS 80K NF 54k Mezz @ 30%' (FG10: '2017 AM + proposed dev (60K Foodstore & 80K Retail 54K Mezz @ 30%)', Plan 1: 'Network Control Plan 1')

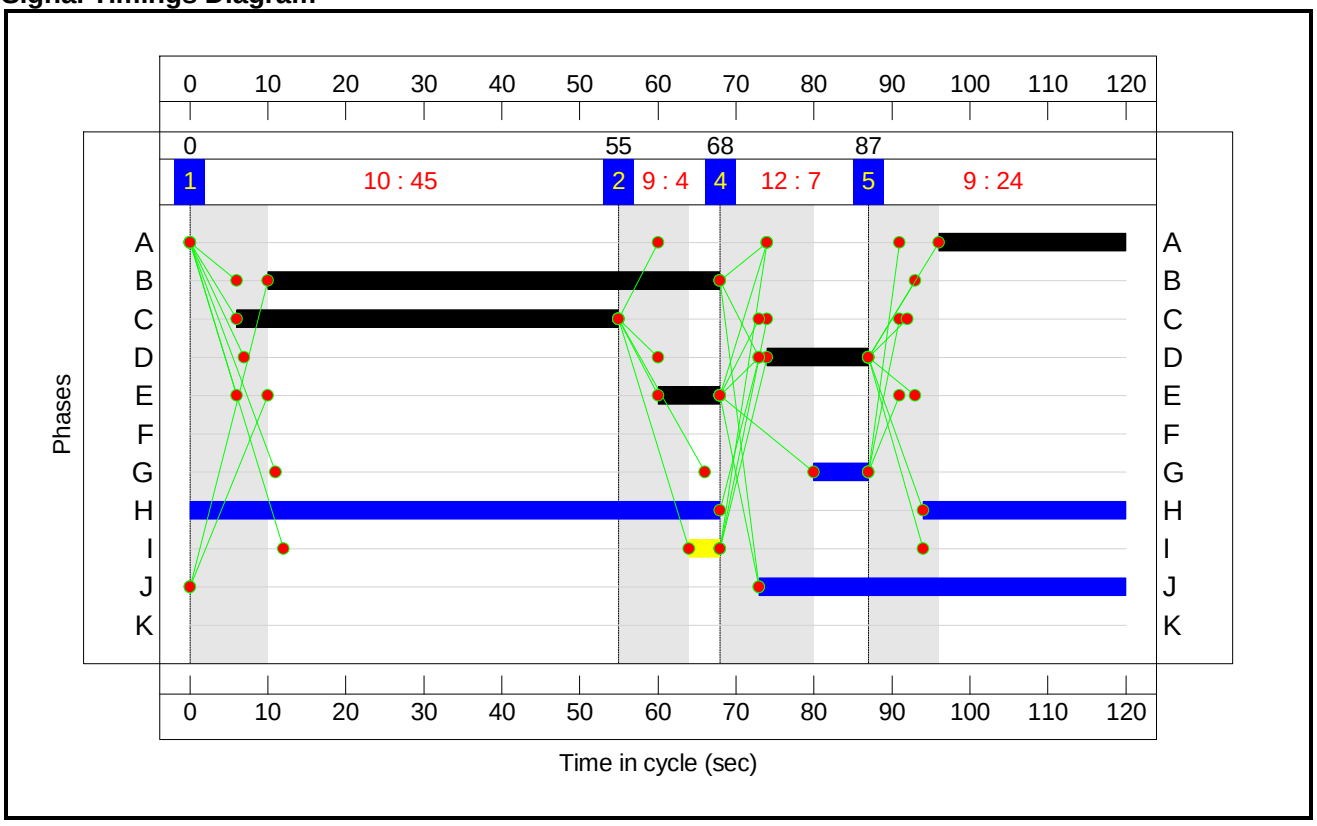
Stage Sequence Diagram



Stage Timings

Stage	1	2	4	5
Duration	45	4	7	24
Change Point	0	55	68	87

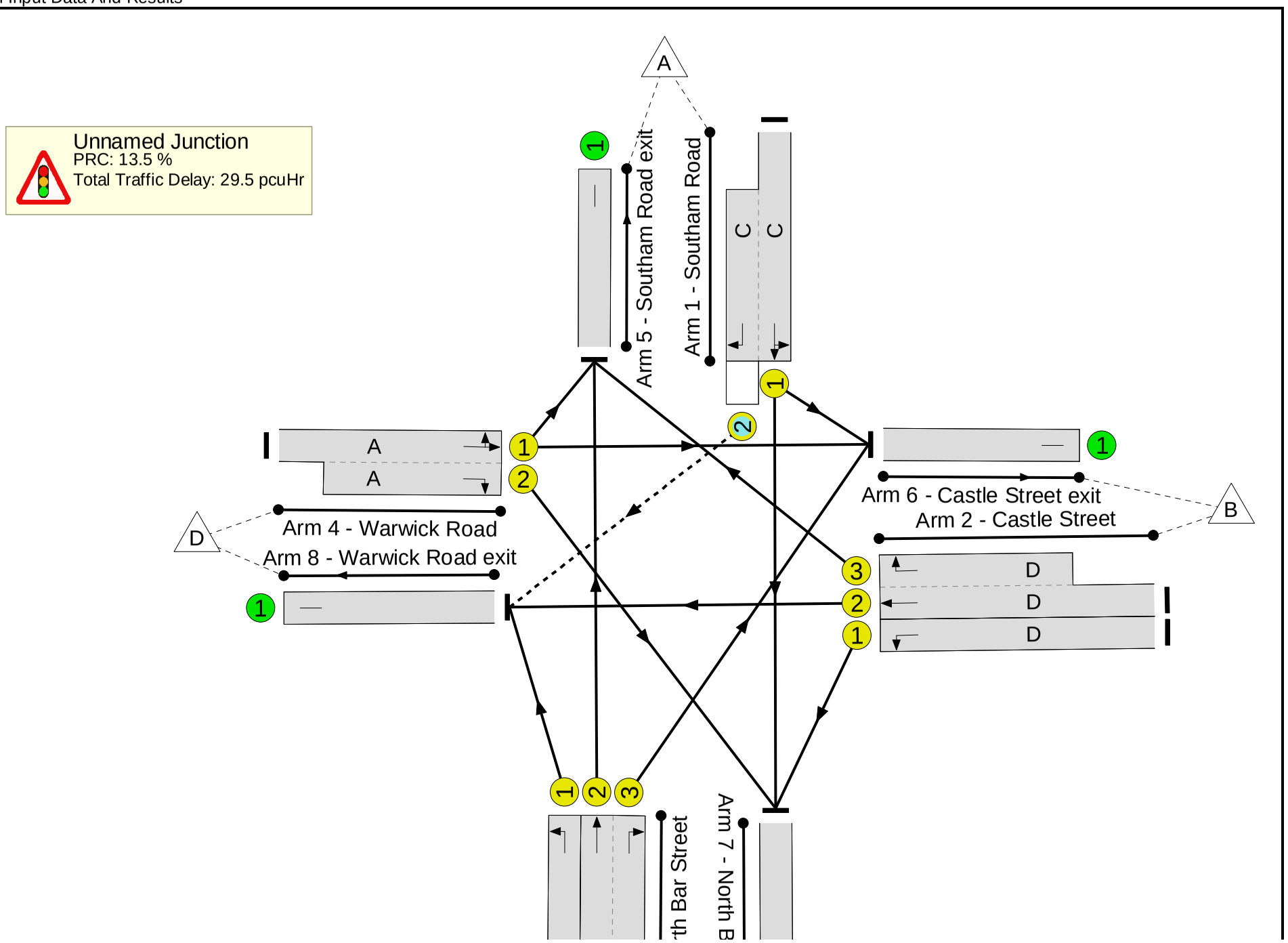
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**79.3%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**79.3%**
1/1+1/2	Southam Road Left Ahead Right	U+O	N/A	N/A	C		1	49	-	635	1898:1712	801	79.3%
2/1	Castle Street Left	U	N/A	N/A	D		1	13	-	148	1641	191	77.3%
2/2+2/3	Castle Street Right Ahead	U	N/A	N/A	D		1	13	-	192	2055:1730	305	63.0%
3/1	North Bar Street Left	U	N/A	N/A	B		1	58	-	100	1814	892	11.2%
3/2+3/3	North Bar Street Ahead Right	U	N/A	N/A	B E		1	58:8	-	680	2055:1685	1038	65.5%
4/1+4/2	Warwick Road Left Ahead Right	U	N/A	N/A	A		1	24	-	565	1892:1768	713	79.2%
5/1	Southam Road exit	U	N/A	N/A	-		-	-	-	691	Inf	Inf	0.0%
6/1	Castle Street exit	U	N/A	N/A	-		-	-	-	357	Inf	Inf	0.0%
7/1	North Bar Street exit	U	N/A	N/A	-		-	-	-	997	Inf	Inf	0.0%
8/1	Warwick Road exit	U	N/A	N/A	-		-	-	-	275	Inf	Inf	0.0%

Full Input Data And Results

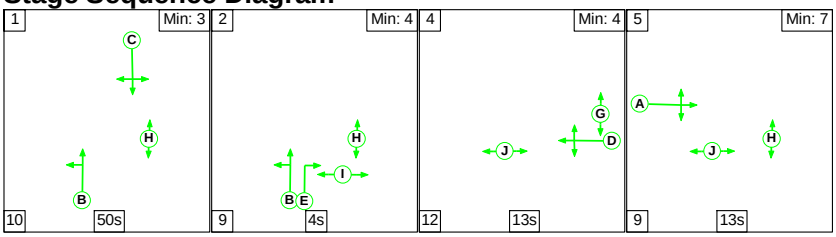
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**14**	**10**	**0**	**22.3**	**7.2**	**0.0**	**29.5**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**14**	**10**	**0**	**22.3**	**7.2**	**0.0**	**29.5**	**-**	**-**	**-**	**-**
1/1+1/2	635	635	14	10	0	5.3	1.9	0.0	7.2	40.9	18.0	1.9	19.9
2/1	148	148	-	-	-	2.1	1.6	-	3.7	90.1	4.8	1.6	6.4
2/2+2/3	192	192	-	-	-	2.7	0.8	-	3.5	65.7	4.8	0.8	5.6
3/1	100	100	-	-	-	0.5	0.1	-	0.5	18.7	1.8	0.1	1.8
3/2+3/3	680	680	-	-	-	4.8	0.9	-	5.7	30.3	15.2	0.9	16.1
4/1+4/2	565	565	-	-	-	7.0	1.9	-	8.8	56.4	9.3	1.9	11.2
5/1	691	691	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	357	357	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	997	997	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	275	275	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 13.5 Total Delay for Signalled Lanes (pcuHr): 29.51 Cycle Time (s): 120
PRC Over All Lanes (%): 13.5 Total Delay Over All Lanes(pcuHr): 29.51

Full Input Data And Results

Scenario 6: '2017 PM + dev 60k FS 80k NF 54k Mezz @ 30%' (FG11: '2017 PM + proposed dev (60K Foodstore & 80K Retail & 54k Mezz @ 30%)', Plan 1: 'Network Control Plan 1')

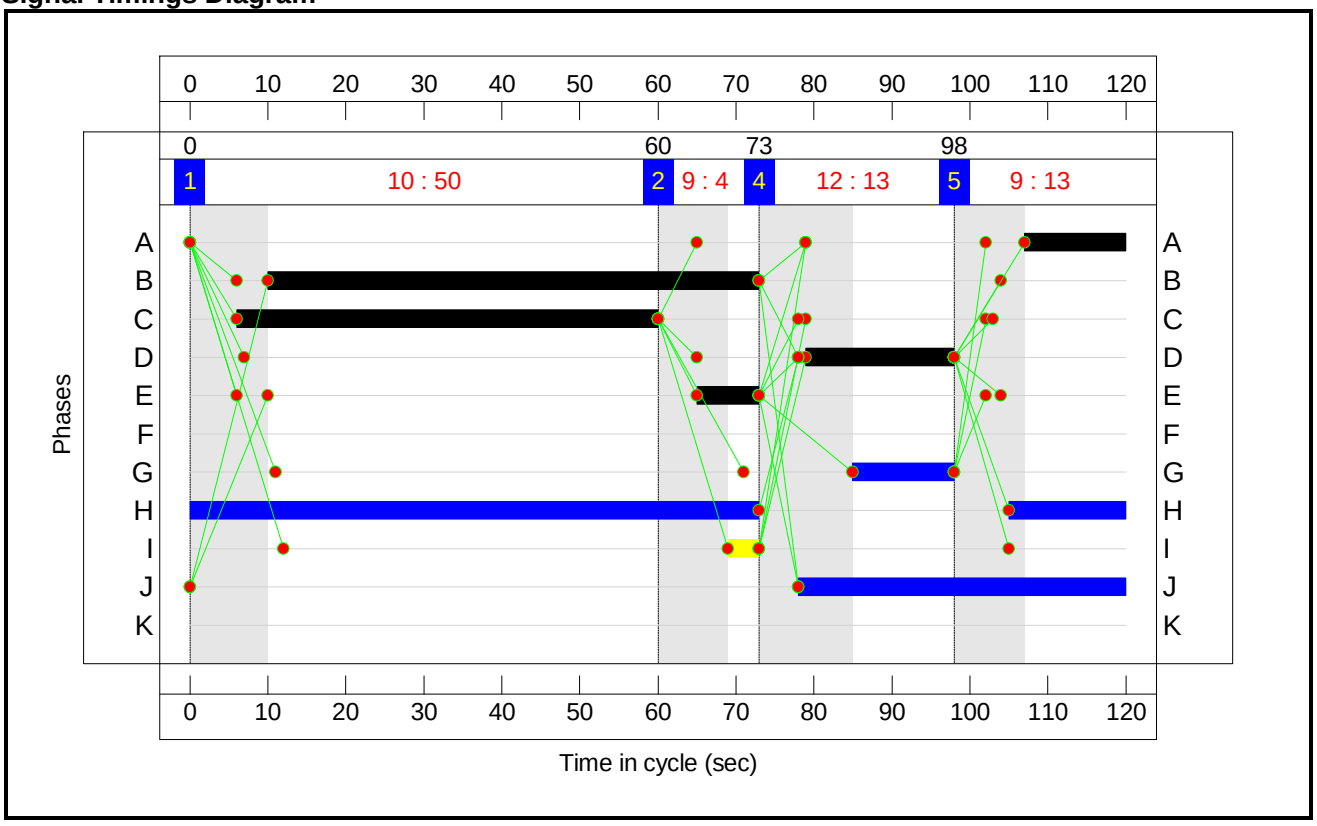
Stage Sequence Diagram



Stage Timings

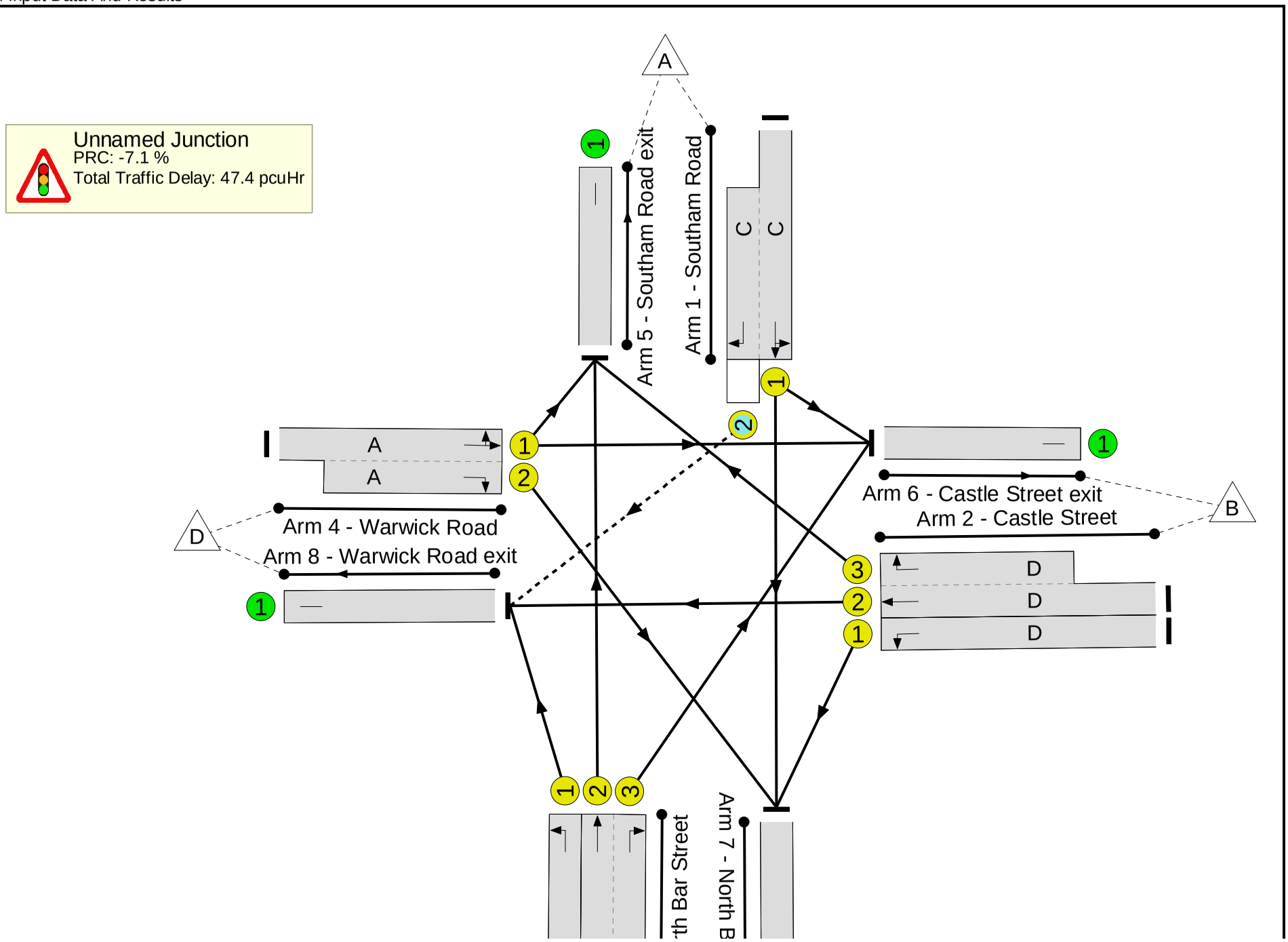
Stage	1	2	4	5
Duration	50	4	13	13
Change Point	0	60	73	98

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Unnamed Junction
PRC: -7.1 %
Total Traffic Delay: 47.4 pcuHr
A
Arm 5 - Southam Road exit
Arm 1 - Southam Road
C
C
A
A
Arm 4 - Warwick Road
Arm 8 - Warwick Road exit
D
Arm 6 - Castle Street exit
Arm 2 - Castle Street
B
D
D
D
Arm 7 - North B
th Bar Street

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**96.4%**
Unnamed Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**96.4%**
1/1+1/2	Southam Road Left Ahead Right	U+O	N/A	N/A	C		1	54	-	842	1914:1712	888	94.8%
2/1	Castle Street Left	U	N/A	N/A	D		1	19	-	150	1641	273	54.8%
2/2+2/3	Castle Street Right Ahead	U	N/A	N/A	D		1	19	-	427	2055:1730	443	96.4%
3/1	North Bar Street Left	U	N/A	N/A	B		1	63	-	189	1814	967	19.5%
3/2+3/3	North Bar Street Ahead Right	U	N/A	N/A	B E		1	63:8	-	761	2055:1685	1121	67.9%
4/1+4/2	Warwick Road Left Ahead Right	U	N/A	N/A	A		1	13	-	394	1883:1768	426	92.5%
5/1	Southam Road exit	U	N/A	N/A	-		-	-	-	842	Inf	Inf	0.0%
6/1	Castle Street exit	U	N/A	N/A	-		-	-	-	303	Inf	Inf	0.0%
7/1	North Bar Street exit	U	N/A	N/A	-		-	-	-	1075	Inf	Inf	0.0%
8/1	Warwick Road exit	U	N/A	N/A	-		-	-	-	543	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**33**	**16**	**0**	**26.8**	**20.6**	**0.0**	**47.4**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**33**	**16**	**0**	**26.8**	**20.6**	**0.0**	**47.4**	**-**	**-**	**-**	**-**
1/1+1/2	842	842	33	16	0	7.2	7.0	0.0	14.2	60.6	26.2	7.0	33.1
2/1	150	150	-	-	-	1.9	0.6	-	2.5	60.3	4.6	0.6	5.2
2/2+2/3	427	427	-	-	-	5.9	7.1	-	13.0	109.2	10.4	7.1	17.5
3/1	189	189	-	-	-	0.8	0.1	-	0.9	16.9	3.3	0.1	3.4
3/2+3/3	761	761	-	-	-	5.0	1.1	-	6.0	28.5	16.3	1.1	17.4
4/1+4/2	394	383	-	-	-	6.1	4.8	-	10.9	99.4	7.9	4.8	12.6
5/1	840	840	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	294	294	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1075	1075	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	543	543	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -7.1 Total Delay for Signalled Lanes (pcuHr): 47.43 Cycle Time (s): 120
PRC Over All Lanes (%): -7.1 Total Delay Over All Lanes(pcuHr): 47.43

ARCADY 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 3.0 (JUNE 2005)

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RG40 3GA,UK

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Run with file:-
"j:\26004 - Banbury Southam Road Retail\Technical\Calcs\Transport\Junction Assessments\Site Access\120220 - Final Masterplan\120220 - Site Access - 2017 AM Peak - Rdbt Option.vai"
(drive-on-the-left) at 15:39:11 on Monday, 20 February 2012

FILE PROPERTIES

RUN TITLE: Site Access - 2017 Flows + Dev Traffic - AM (08:00-09:00)
LOCATION: Banbury
DATE: 20/02/2012
CLIENT:
ENUMERATOR: jburke [BIR-DSK-009]
JOB NUMBER: 26004
STATUS:
DESCRIPTION:

INPUT DATA

ARM A - Southam Road (North)
ARM B - Adjacent Site
ARM C - Southam Road (South)
ARM D - Site Access

GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	3.00	8.00	23.40	20.00	45.00	35.0	0.638	29.623
ARM B	4.00	10.00	6.50	8.50	45.00	39.0	0.562	25.150
ARM C	3.70	7.00	15.00	43.00	45.00	14.0	0.681	30.790
ARM D	3.50	7.00	16.70	20.00	45.00	13.0	0.664	29.921

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

ARM	FLOW SCALE(%)
A	100
B	100
C	100
D	100

TIME PERIOD BEGINS 07.45 AND ENDS 09.15

LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

DEMAND SET TITLE: Site Access - 2017 Flows + Dev Traffic - AM (08:00-09:00)

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	TOP OF PEAK IS REACHED	FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	8.36	12.54	8.36
ARM B	15.00	45.00	75.00	0.44	0.66	0.44
ARM C	15.00	45.00	75.00	8.13	12.19	8.13
ARM D	15.00	45.00	75.00	3.25	4.88	3.25

DEMAND SET TITLE: Site Access - 2017 Flows + Dev Traffic - AM (08:00-09:00)

TURNING PROPORTIONS
TURNING COUNTS (VEH/HR)
(PERCENTAGE OF H.V.S)

TIME	FROM/TO	ARM A	ARM B	ARM C	ARM D
07.45 - 09.15	ARM A	0.000	0.049	0.700	0.251
		0.0	33.0	468.0	168.0
		(0.0)	(0.0)	(1.9)	(0.0)
	ARM B	0.486	0.000	0.514	0.000
		17.0	0.0	18.0	0.0
		(0.0)	(0.0)	(0.0)	(0.0)
	ARM C	0.682	0.048	0.000	0.271
		443.0	31.0	0.0	176.0
		(1.4)	(0.0)	(0.0)	(0.0)
	ARM D	0.488	0.000	0.512	0.000
		127.0	0.0	133.0	0.0
		(0.0)	(0.0)	(0.0)	(0.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
07.45-08.00									
ARM A	8.36	27.95	0.299		0.0	0.4	6.2		0.05
ARM B	0.44	19.71	0.022		0.0	0.0	0.3		0.05
ARM C	8.13	28.94	0.281		0.0	0.4	5.7		0.05
ARM D	3.25	25.81	0.126		0.0	0.1	2.1		0.04

EFFECT ON CAPACITY (PCU/MIN) OF MARGINAL CHANGES IN:

MARGINAL CHANGE:	ENTRY WIDTH (.1M)	FLARE LENGTH (M)	INSCRIBED CIRC DIAM (M)	ENTRY ANGLE (10 DEGS)
ARM A	0.171	0.250	0.007	-0.999
ARM B	0.026	0.704	0.029	-0.756
ARM C	0.183	0.283	0.008	-0.936
ARM D	0.178	0.250	0.022	-0.844

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15									
ARM A	9.99	27.69	0.361		0.4	0.6	8.3		0.06
ARM B	0.52	18.63	0.028		0.0	0.0	0.4		0.06
ARM C	9.70	28.64	0.339		0.4	0.5	7.5		0.05
ARM D	3.88	25.00	0.155		0.1	0.2	2.7		0.05

EFFECT ON CAPACITY (PCU/MIN) OF MARGINAL CHANGES IN:

MARGINAL CHANGE:	ENTRY WIDTH (.1M)	FLARE LENGTH (M)	INSCRIBED CIRC DIAM (M)	ENTRY ANGLE (10 DEGS)
ARM A	0.170	0.248	0.008	-0.990
ARM B	0.025	0.687	0.034	-0.715
ARM C	0.182	0.282	0.010	-0.926
ARM D	0.175	0.246	0.026	-0.818

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
ARM A	12.23	27.35	0.447		0.6	0.8	11.8		0.07
ARM B	0.64	17.17	0.037		0.0	0.0	0.6		0.06
ARM C	11.88	28.22	0.421		0.5	0.7	10.6		0.06
ARM D	4.75	23.89	0.199		0.2	0.2	3.7		0.05

EFFECT ON CAPACITY (PCU/MIN) OF MARGINAL CHANGES IN:

MARGINAL CHANGE:	ENTRY WIDTH (.1M)	FLARE LENGTH (M)	INSCRIBED CIRC DIAM (M)	ENTRY ANGLE (10 DEGS)
ARM A	0.169	0.247	0.010	-0.977
ARM B	0.024	0.662	0.042	-0.659
ARM C	0.181	0.280	0.012	-0.913
ARM D	0.171	0.241	0.032	-0.782

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
ARM A	12.23	27.35	0.447		0.8	0.8	12.1		0.07
ARM B	0.64	17.16	0.037		0.0	0.0	0.6		0.06
ARM C	11.88	28.22	0.421		0.7	0.7	10.9		0.06
ARM D	4.75	23.89	0.199		0.2	0.2	3.7		0.05

EFFECT ON CAPACITY (PCU/MIN) OF MARGINAL CHANGES IN:

MARGINAL CHANGE:	ENTRY WIDTH (.1M)	FLARE LENGTH (M)	INSCRIBED CIRC DIAM (M)	ENTRY ANGLE (10 DEGS)
ARM A	0.169	0.247	0.010	-0.977
ARM B	0.024	0.662	0.042	-0.658
ARM C	0.181	0.280	0.012	-0.913
ARM D	0.171	0.241	0.032	-0.781

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.45-09.00									
ARM A	9.99	27.69	0.361		0.8	0.6	8.7		0.06
ARM B	0.52	18.62	0.028		0.0	0.0	0.4		0.06
ARM C	9.70	28.63	0.339		0.7	0.5	7.9		0.05
ARM D	3.88	24.99	0.155		0.2	0.2	2.8		0.05

EFFECT ON CAPACITY (PCU/MIN) OF MARGINAL CHANGES IN:

MARGINAL CHANGE:	ENTRY WIDTH (.1M)	FLARE LENGTH (M)	INSCRIBED CIRC DIAM (M)	ENTRY ANGLE (10 DEGS)
ARM A	0.170	0.248	0.008	-0.989
ARM B	0.025	0.686	0.035	-0.714
ARM C	0.182	0.282	0.010	-0.926
ARM D	0.175	0.246	0.026	-0.817

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
09.00-09.15									
ARM A	8.36	27.94	0.299		0.6	0.4	6.5		0.05
ARM B	0.44	19.68	0.022		0.0	0.0	0.3		0.05
ARM C	8.13	28.94	0.281		0.5	0.4	6.0		0.05
ARM D	3.25	25.79	0.126		0.2	0.1	2.2		0.04

EFFECT ON CAPACITY (PCU/MIN) OF MARGINAL CHANGES IN:

MARGINAL CHANGE:	ENTRY WIDTH (.1M)	FLARE LENGTH (M)	INSCRIBED CIRC DIAM (M)	ENTRY ANGLE (10 DEGS)
ARM A	0.171	0.249	0.007	-0.998
ARM B	0.026	0.704	0.029	-0.755
ARM C	0.183	0.283	0.008	-0.936
ARM D	0.178	0.250	0.022	-0.844

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.4	
08.15	0.6	*
08.30	0.8	*
08.45	0.8	*
09.00	0.6	*
09.15	0.4	

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.0
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0
09.15	0.0

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.4	
08.15	0.5	*
08.30	0.7	*
08.45	0.7	*
09.00	0.5	*
09.15	0.4	

QUEUE AT ARM D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.1
08.15	0.2
08.30	0.2
08.45	0.2
09.00	0.2
09.15	0.1

TRL TRL VIEWER 3.0 AC j:\.. \120220 - Final Masterplan\120220 - Site Access - 2017 AM Peak - Rdbt Option.vao -

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	917.3	611.6	53.6	0.06	53.6	0.06
B	48.0	32.0	2.7	0.06	2.7	0.06
C	891.3	594.2	48.6	0.05	48.6	0.05
D	356.5	237.7	17.2	0.05	17.2	0.05
ALL	2213.1	1475.4	122.0	0.06	122.0	0.06

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

========== end of file ==========

[Printed at 15:39:17 on 20/02/2012]

ARCADY 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 3.0 (JUNE 2005)

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RG40 3GA,UK

THE USER OF THIS COMPUTER PROGRAM FOR THE SOLUTION OF AN ENGINEERING PROBLEM IS IN NO WAY RELIEVED OF THEIR RESPONSIBILITY FOR THE CORRECTNESS OF THE SOLUTION

Run with file:-
"j:\26004 - Banbury Southam Road Retail\Technical\Calcs\Transport\Junction Assessments\Site Access\120220 - Final Masterplan\120220 - Site Access - 2017 PM Peak - Rdbt Option.vai"
(drive-on-the-left) at 15:40:17 on Monday, 20 February 2012

FILE PROPERTIES

RUN TITLE: Site Access - 2017 Flows + Dev Traffic - PM (17:00-18:00)
LOCATION: Banbury
DATE: 20/02/2012
CLIENT:
ENUMERATOR: jburke [BIR-DSK-009]
JOB NUMBER: 26004
STATUS:
DESCRIPTION:

INPUT DATA

ARM A - Southam Road (North)
ARM B - Adjacent Site
ARM C - Southam Road (South)
ARM D - Site Access

GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	3.00	8.00	23.40	20.00	45.00	35.0	0.638	29.623
ARM B	4.00	10.00	6.50	8.50	45.00	39.0	0.562	25.150
ARM C	3.70	7.00	15.00	43.00	45.00	14.0	0.681	30.790
ARM D	3.50	7.00	16.70	20.00	45.00	13.0	0.664	29.921

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

ARM	FLOW SCALE(%)
A	100
B	100
C	100
D	100

TIME PERIOD BEGINS 16.45 AND ENDS 18.15

LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

DEMAND SET TITLE: Site Access - 2017 Flows + Dev Traffic - PM (17:00-18:00)

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	TOP OF PEAK IS REACHED	FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	10.29	15.43	10.29
ARM B	15.00	45.00	75.00	1.34	2.01	1.34
ARM C	15.00	45.00	75.00	9.77	14.66	9.77
ARM D	15.00	45.00	75.00	6.72	10.09	6.72

DEMAND SET TITLE: Site Access - 2017 Flows + Dev Traffic - PM (17:00-18:00)

TURNING PROPORTIONS
TURNING COUNTS (VEH/HR)
(PERCENTAGE OF H.V.S)

TIME	FROM/TO	ARM A	ARM B	ARM C	ARM D
16.45 - 18.15	ARM A	0.000	0.033	0.674	0.293
		0.0	27.0	555.0	241.0
		(0.0)%	(0.0)%	(1.9)%	(0.0)%
	ARM B	0.477	0.000	0.523	0.000
		51.0	0.0	56.0	0.0
		(0.0)%	(0.0)%	(0.0)%	(0.0)%
	ARM C	0.630	0.031	0.000	0.339
		493.0	24.0	0.0	265.0
		(1.4)%	(0.0)%	(0.0)%	(0.0)%
	ARM D	0.476	0.000	0.524	0.000
		256.0	0.0	282.0	0.0
		(0.0)%	(0.0)%	(0.0)%	(0.0)%

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
ARM A	10.29	26.85	0.383		0.0	0.6	9.0		0.06
ARM B	1.34	17.54	0.076		0.0	0.1	1.2		0.06
ARM C	9.77	28.07	0.348		0.0	0.5	7.8		0.05
ARM D	6.72	25.17	0.267		0.0	0.4	5.3		0.05

EFFECT ON CAPACITY (PCU/MIN) OF MARGINAL CHANGES IN:

MARGINAL CHANGE:	ENTRY WIDTH (.1M)	FLARE LENGTH (M)	INSCRIBED CIRC DIAM (M)	ENTRY ANGLE (10 DEGS)
ARM A	0.167	0.244	0.013	-0.959
ARM B	0.025	0.668	0.040	-0.673
ARM C	0.180	0.279	0.013	-0.907
ARM D	0.176	0.247	0.025	-0.823

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
ARM A	12.28	26.38	0.466		0.6	0.9	12.7		0.07
ARM B	1.60	16.03	0.100		0.1	0.1	1.6		0.07
ARM C	11.67	27.58	0.423		0.5	0.7	10.7		0.06
ARM D	8.03	24.23	0.331		0.4	0.5	7.3		0.06

EFFECT ON CAPACITY (PCU/MIN) OF MARGINAL CHANGES IN:

MARGINAL CHANGE:	ENTRY WIDTH (.1M)	FLARE LENGTH (M)	INSCRIBED CIRC DIAM (M)	ENTRY ANGLE (10 DEGS)
ARM A	0.166	0.242	0.015	-0.942
ARM B	0.024	0.644	0.048	-0.615
ARM C	0.179	0.276	0.016	-0.891
ARM D	0.172	0.242	0.030	-0.793

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
ARM A	15.05	25.73	0.585		0.9	1.4	20.1		0.09
ARM B	1.96	14.00	0.140		0.1	0.2	2.4		0.08
ARM C	14.30	26.93	0.531		0.7	1.1	16.3		0.08
ARM D	9.84	22.96	0.428		0.5	0.7	10.9		0.08

EFFECT ON CAPACITY (PCU/MIN) OF MARGINAL CHANGES IN:

MARGINAL CHANGE:	ENTRY WIDTH (.1M)	FLARE LENGTH (M)	INSCRIBED CIRC DIAM (M)	ENTRY ANGLE (10 DEGS)
ARM A	0.164	0.239	0.019	-0.919
ARM B	0.022	0.610	0.059	-0.537
ARM C	0.176	0.273	0.019	-0.870
ARM D	0.168	0.236	0.037	-0.751

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
ARM A	15.05	25.73	0.585		1.4	1.4	20.9		0.09
ARM B	1.96	13.97	0.140		0.2	0.2	2.4		0.08
ARM C	14.30	26.92	0.531		1.1	1.1	16.9		0.08
ARM D	9.84	22.94	0.429		0.7	0.7	11.2		0.08

EFFECT ON CAPACITY (PCU/MIN) OF MARGINAL CHANGES IN:

MARGINAL CHANGE:	ENTRY WIDTH (.1M)	FLARE LENGTH (M)	INSCRIBED CIRC DIAM (M)	ENTRY ANGLE (10 DEGS)
ARM A	0.164	0.239	0.019	-0.919
ARM B	0.022	0.609	0.059	-0.536
ARM C	0.176	0.273	0.019	-0.870
ARM D	0.168	0.236	0.037	-0.750

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.45-18.00									
ARM A	12.28	26.37	0.466		1.4	0.9	13.6		0.07
ARM B	1.60	16.00	0.100		0.2	0.1	1.7		0.07
ARM C	11.67	27.57	0.423		1.1	0.7	11.4		0.06
ARM D	8.03	24.21	0.332		0.7	0.5	7.6		0.06

EFFECT ON CAPACITY (PCU/MIN) OF MARGINAL CHANGES IN:

MARGINAL CHANGE:	ENTRY WIDTH (.1M)	FLARE LENGTH (M)	INSCRIBED CIRC DIAM (M)	ENTRY ANGLE (10 DEGS)
ARM A	0.166	0.242	0.015	-0.942
ARM B	0.024	0.643	0.048	-0.614
ARM C	0.178	0.276	0.016	-0.891
ARM D	0.172	0.242	0.030	-0.792

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
18.00-18.15									
ARM A	10.29	26.84	0.383		0.9	0.6	9.6		0.06
ARM B	1.34	17.49	0.076		0.1	0.1	1.3		0.06
ARM C	9.77	28.05	0.348		0.7	0.5	8.2		0.05
ARM D	6.72	25.14	0.267		0.5	0.4	5.6		0.05

EFFECT ON CAPACITY (PCU/MIN) OF MARGINAL CHANGES IN:

MARGINAL CHANGE:	ENTRY WIDTH (.1M)	FLARE LENGTH (M)	INSCRIBED CIRC DIAM (M)	ENTRY ANGLE (10 DEGS)
ARM A	0.167	0.244	0.013	-0.958
ARM B	0.025	0.668	0.041	-0.671
ARM C	0.180	0.279	0.013	-0.907
ARM D	0.175	0.247	0.025	-0.823

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.6	*
17.15	0.9	*
17.30	1.4	*
17.45	1.4	*
18.00	0.9	*
18.15	0.6	*

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.1
17.15	0.1
17.30	0.2
17.45	0.2
18.00	0.1
18.15	0.1

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.5	*
17.15	0.7	*
17.30	1.1	*
17.45	1.1	*
18.00	0.7	*
18.15	0.5	*

QUEUE AT ARM D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.4	
17.15	0.5	
17.30	0.7	*
17.45	0.7	*
18.00	0.5	
18.15	0.4	

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QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	1128.5	752.3	85.8	0.08	85.8	0.08
B	146.7	97.8	10.6	0.07	10.6	0.07
C	1072.3	714.9	71.2	0.07	71.2	0.07
D	737.7	491.8	47.9	0.06	47.9	0.06
ALL	3085.2	2056.8	215.6	0.07	215.6	0.07

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

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[Printed at 15:40:23 on 20/02/2012]

ARCADY 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 3.0 (JUNE 2005)

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Run with file:-
"j:\26004 - Banbury Southam Road Retail\Technical\Calcs\Transport\Junction Assessments\Site Access\120220 - Final Masterplan\120220 - Site Access - 2017 AM Peak (Sensitivity) - Rdbt Option.vai"
(drive-on-the-left) at 15:32:31 on Monday, 20 February 2012

FILE PROPERTIES

RUN TITLE: Site Access - 2017 Flows + Dev Traffic (Sensitivity Test) - AM (08:00-09:00)
LOCATION: Banbury
DATE: 20/02/2012
CLIENT:
ENUMERATOR: jburke [BIR-DSK-009]
JOB NUMBER: 26004
STATUS:
DESCRIPTION:

INPUT DATA

ARM A - Southam Road (North)
ARM B - Adjacent Site
ARM C - Southam Road (South)
ARM D - Site Access

GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	3.00	8.00	23.40	20.00	45.00	35.0	0.638	29.623
ARM B	4.00	10.00	6.50	8.50	45.00	39.0	0.562	25.150
ARM C	3.70	7.00	15.00	43.00	45.00	14.0	0.681	30.790
ARM D	3.50	7.00	16.70	20.00	45.00	13.0	0.664	29.921

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

ARM	FLOW SCALE(%)
A	100
B	100
C	100
D	100

TIME PERIOD BEGINS 07.45 AND ENDS 09.15

LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

DEMAND SET TITLE: Site Access - 2017 Flows + Dev Traffic - AM (08:00-09:00)

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	NUMBER OF MINUTES FROM START WHEN TOP OF PEAK IS REACHED	NUMBER OF MINUTES FROM START WHEN FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	RATE OF FLOW (VEH/MIN) AT TOP OF PEAK	RATE OF FLOW (VEH/MIN) AFTER PEAK
ARM A	15.00	45.00	75.00	8.76	13.14	8.76
ARM B	15.00	45.00	75.00	0.44	0.66	0.44
ARM C	15.00	45.00	75.00	8.50	12.75	8.50
ARM D	15.00	45.00	75.00	3.25	4.88	3.25

DEMAND SET TITLE: Site Access - 2017 Flows + Dev Traffic - AM (08:00-09:00)

TURNING PROPORTIONS
TURNING COUNTS (VEH/HR)
(PERCENTAGE OF H.V.S)

TIME	FROM/TO	ARM A	ARM B	ARM C	ARM D
07.45 - 09.15	ARM A	0.000	0.047	0.713	0.240
		0.0	33.0	500.0	168.0
		(0.0)	(0.0)	(1.9)	(0.0)
	ARM B	0.486	0.000	0.514	0.000
		17.0	0.0	18.0	0.0
		(0.0)	(0.0)	(0.0)	(0.0)
	ARM C	0.696	0.046	0.000	0.259
		473.0	31.0	0.0	176.0
		(1.4)	(0.0)	(0.0)	(0.0)
	ARM D	0.488	0.000	0.512	0.000
		127.0	0.0	133.0	0.0
		(0.0)	(0.0)	(0.0)	(0.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
07.45-08.00									
ARM A	8.76	27.94	0.314		0.0	0.5	6.7		0.05
ARM B	0.44	19.48	0.022		0.0	0.0	0.3		0.05
ARM C	8.50	28.94	0.294		0.0	0.4	6.1		0.05
ARM D	3.25	25.56	0.127		0.0	0.1	2.1		0.04

EFFECT ON CAPACITY (PCU/MIN) OF MARGINAL CHANGES IN:

MARGINAL CHANGE:	ENTRY WIDTH (.1M)	FLARE LENGTH (M)	INSCRIBED CIRC DIAM (M)	ENTRY ANGLE (10 DEGS)
ARM A	0.171	0.250	0.007	-0.999
ARM B	0.026	0.701	0.030	-0.747
ARM C	0.183	0.283	0.008	-0.936
ARM D	0.177	0.248	0.023	-0.836

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15									
ARM A	10.46	27.69	0.378		0.5	0.6	8.9		0.06
ARM B	0.52	18.36	0.028		0.0	0.0	0.4		0.06
ARM C	10.15	28.63	0.354		0.4	0.5	8.1		0.05
ARM D	3.88	24.70	0.157		0.1	0.2	2.8		0.05

EFFECT ON CAPACITY (PCU/MIN) OF MARGINAL CHANGES IN:

MARGINAL CHANGE:	ENTRY WIDTH (.1M)	FLARE LENGTH (M)	INSCRIBED CIRC DIAM (M)	ENTRY ANGLE (10 DEGS)
ARM A	0.170	0.248	0.008	-0.990
ARM B	0.025	0.682	0.036	-0.704
ARM C	0.182	0.282	0.010	-0.926
ARM D	0.174	0.244	0.028	-0.808

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
ARM A	12.81	27.34	0.469		0.6	0.9	12.8		0.07
ARM B	0.64	16.84	0.038		0.0	0.0	0.6		0.06
ARM C	12.43	28.22	0.441		0.5	0.8	11.5		0.06
ARM D	4.75	23.53	0.202		0.2	0.3	3.7		0.05

EFFECT ON CAPACITY (PCU/MIN) OF MARGINAL CHANGES IN:

MARGINAL CHANGE:	ENTRY WIDTH (.1M)	FLARE LENGTH (M)	INSCRIBED CIRC DIAM (M)	ENTRY ANGLE (10 DEGS)
ARM A	0.169	0.247	0.010	-0.977
ARM B	0.024	0.657	0.044	-0.646
ARM C	0.181	0.280	0.012	-0.913
ARM D	0.170	0.239	0.034	-0.769

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
ARM A	12.81	27.34	0.469		0.9	0.9	13.2		0.07
ARM B	0.64	16.83	0.038		0.0	0.0	0.6		0.06
ARM C	12.43	28.21	0.441		0.8	0.8	11.8		0.06
ARM D	4.75	23.52	0.202		0.3	0.3	3.8		0.05

EFFECT ON CAPACITY (PCU/MIN) OF MARGINAL CHANGES IN:

MARGINAL CHANGE:	ENTRY WIDTH (.1M)	FLARE LENGTH (M)	INSCRIBED CIRC DIAM (M)	ENTRY ANGLE (10 DEGS)
ARM A	0.169	0.247	0.010	-0.977
ARM B	0.024	0.657	0.044	-0.645
ARM C	0.181	0.280	0.012	-0.913
ARM D	0.170	0.239	0.034	-0.769

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.45-09.00									
ARM A	10.46	27.68	0.378		0.9	0.6	9.4		0.06
ARM B	0.52	18.34	0.028		0.0	0.0	0.4		0.06
ARM C	10.15	28.63	0.355		0.8	0.6	8.4		0.05
ARM D	3.88	24.69	0.157		0.3	0.2	2.8		0.05

EFFECT ON CAPACITY (PCU/MIN) OF MARGINAL CHANGES IN:

MARGINAL CHANGE:	ENTRY WIDTH (.1M)	FLARE LENGTH (M)	INSCRIBED CIRC DIAM (M)	ENTRY ANGLE (10 DEGS)
ARM A	0.170	0.248	0.008	-0.989
ARM B	0.025	0.682	0.036	-0.704
ARM C	0.182	0.282	0.010	-0.926
ARM D	0.174	0.244	0.028	-0.807

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
09.00-09.15									
ARM A	8.76	27.94	0.314		0.6	0.5	7.0		0.05
ARM B	0.44	19.45	0.022		0.0	0.0	0.4		0.05
ARM C	8.50	28.93	0.294		0.6	0.4	6.4		0.05
ARM D	3.25	25.54	0.127		0.2	0.1	2.2		0.04

EFFECT ON CAPACITY (PCU/MIN) OF MARGINAL CHANGES IN:

MARGINAL CHANGE:	ENTRY WIDTH (.1M)	FLARE LENGTH (M)	INSCRIBED CIRC DIAM (M)	ENTRY ANGLE (10 DEGS)
ARM A	0.171	0.249	0.007	-0.998
ARM B	0.026	0.700	0.030	-0.746
ARM C	0.183	0.283	0.008	-0.936
ARM D	0.177	0.248	0.023	-0.835

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.5	
08.15	0.6	*
08.30	0.9	*
08.45	0.9	*
09.00	0.6	*
09.15	0.5	

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.0
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0
09.15	0.0

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.4	
08.15	0.5	*
08.30	0.8	*
08.45	0.8	*
09.00	0.6	*
09.15	0.4	

QUEUE AT ARM D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.1
08.15	0.2
08.30	0.3
08.45	0.3
09.00	0.2
09.15	0.1

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	961.2	640.8	57.9	0.06	57.9	0.06
B	48.0	32.0	2.7	0.06	2.7	0.06
C	932.4	621.6	52.2	0.06	52.2	0.06
D	356.5	237.7	17.5	0.05	17.5	0.05
ALL	2298.1	1532.1	130.3	0.06	130.3	0.06

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

========== end of file ==========

[Printed at 15:32:50 on 20/02/2012]

ARCADY 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 3.0 (JUNE 2005)

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Run with file:-
"j:\26004 - Banbury Southam Road Retail\Technical\Calcs\Transport\Junction Assessments\Site Access\
120220 - Final Masterplan\120220 - Site Access - 2017 PM Peak (Sensitivity) - Rdbt Option.vai"
(drive-on-the-left) at 15:36:09 on Monday, 20 February 2012

FILE PROPERTIES

RUN TITLE: Site Access - 2017 Flows + Dev Traffic (Sensitivity Test) - PM (17:00-18:00)
LOCATION: Banbury
DATE: 20/02/2012
CLIENT:
ENUMERATOR: jburke [BIR-DSK-009]
JOB NUMBER: 26004
STATUS:
DESCRIPTION:

INPUT DATA

ARM A - Southam Road (North)
ARM B - Adjacent Site
ARM C - Southam Road (South)
ARM D - Site Access

GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	3.00	8.00	23.40	20.00	45.00	35.0	0.638	29.623
ARM B	4.00	10.00	6.50	8.50	45.00	39.0	0.562	25.150
ARM C	3.70	7.00	15.00	43.00	45.00	14.0	0.681	30.790
ARM D	3.50	7.00	16.70	20.00	45.00	13.0	0.664	29.921

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

ARM	FLOW SCALE(%)
A	100
B	100
C	100
D	100

TIME PERIOD BEGINS 16.45 AND ENDS 18.15

LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

DEMAND SET TITLE: Site Access - 2017 Flows + Dev Traffic - PM (17:00-18:00)

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	TOP OF PEAK IS REACHED	FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	10.76	16.14	10.76
ARM B	15.00	45.00	75.00	1.34	2.01	1.34
ARM C	15.00	45.00	75.00	10.21	15.32	10.21
ARM D	15.00	45.00	75.00	6.72	10.09	6.72

DEMAND SET TITLE: Site Access - 2017 Flows + Dev Traffic - PM (17:00-18:00)

TURNING PROPORTIONS
TURNING COUNTS (VEH/HR)
(PERCENTAGE OF H.V.S)

TIME	FROM/TO	ARM A	ARM B	ARM C	ARM D
16.45 - 18.15	ARM A	0.000	0.031	0.689	0.280
		0.0	27.0	593.0	241.0
		(0.0)	(0.0)	(1.9)	(0.0)
	ARM B	0.477	0.000	0.523	0.000
		51.0	0.0	56.0	0.0
		(0.0)	(0.0)	(0.0)	(0.0)
	ARM C	0.646	0.029	0.000	0.324
		528.0	24.0	0.0	265.0
		(1.4)	(0.0)	(0.0)	(0.0)
	ARM D	0.476	0.000	0.524	0.000
		256.0	0.0	282.0	0.0
		(0.0)	(0.0)	(0.0)	(0.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
ARM A	10.76	26.84	0.401		0.0	0.7	9.7		0.06
ARM B	1.34	17.27	0.077		0.0	0.1	1.2		0.06
ARM C	10.21	28.06	0.364		0.0	0.6	8.3		0.06
ARM D	6.72	24.88	0.270		0.0	0.4	5.4		0.05

EFFECT ON CAPACITY (PCU/MIN) OF MARGINAL CHANGES IN:

MARGINAL CHANGE:	ENTRY WIDTH (.1M)	FLARE LENGTH (M)	INSCRIBED CIRC DIAM (M)	ENTRY ANGLE (10 DEGS)
ARM A	0.167	0.244	0.013	-0.959
ARM B	0.024	0.664	0.042	-0.662
ARM C	0.180	0.279	0.013	-0.907
ARM D	0.175	0.245	0.027	-0.814

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
ARM A	12.85	26.37	0.487		0.7	0.9	13.8		0.07
ARM B	1.60	15.71	0.102		0.1	0.1	1.7		0.07
ARM C	12.19	27.58	0.442		0.6	0.8	11.6		0.06
ARM D	8.03	23.88	0.336		0.4	0.5	7.4		0.06

EFFECT ON CAPACITY (PCU/MIN) OF MARGINAL CHANGES IN:

MARGINAL CHANGE:	ENTRY WIDTH (.1M)	FLARE LENGTH (M)	INSCRIBED CIRC DIAM (M)	ENTRY ANGLE (10 DEGS)
ARM A	0.166	0.242	0.015	-0.942
ARM B	0.023	0.638	0.050	-0.603
ARM C	0.179	0.276	0.016	-0.891
ARM D	0.171	0.240	0.032	-0.781

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
ARM A	15.74	25.73	0.612		0.9	1.6	22.4		0.10
ARM B	1.96	13.60	0.144		0.1	0.2	2.5		0.09
ARM C	14.94	26.92	0.555		0.8	1.2	17.9		0.08
ARM D	9.84	22.53	0.437		0.5	0.8	11.2		0.08

EFFECT ON CAPACITY (PCU/MIN) OF MARGINAL CHANGES IN:

MARGINAL CHANGE:	ENTRY WIDTH (.1M)	FLARE LENGTH (M)	INSCRIBED CIRC DIAM (M)	ENTRY ANGLE (10 DEGS)
ARM A	0.164	0.239	0.019	-0.919
ARM B	0.022	0.603	0.061	-0.521
ARM C	0.176	0.273	0.019	-0.870
ARM D	0.167	0.234	0.039	-0.737

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
ARM A	15.74	25.72	0.612		1.6	1.6	23.4		0.10
ARM B	1.96	13.58	0.144		0.2	0.2	2.5		0.09
ARM C	14.94	26.91	0.555		1.2	1.2	18.5		0.08
ARM D	9.84	22.51	0.437		0.8	0.8	11.6		0.08

EFFECT ON CAPACITY (PCU/MIN) OF MARGINAL CHANGES IN:

MARGINAL CHANGE:	ENTRY WIDTH (.1M)	FLARE LENGTH (M)	INSCRIBED CIRC DIAM (M)	ENTRY ANGLE (10 DEGS)
ARM A	0.164	0.239	0.019	-0.919
ARM B	0.022	0.603	0.061	-0.520
ARM C	0.176	0.273	0.019	-0.870
ARM D	0.167	0.234	0.039	-0.736

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.45-18.00									
ARM A	12.85	26.36	0.488		1.6	1.0	14.8		0.07
ARM B	1.60	15.67	0.102		0.2	0.1	1.7		0.07
ARM C	12.19	27.56	0.442		1.2	0.8	12.3		0.07
ARM D	8.03	23.86	0.337		0.8	0.5	7.8		0.06

EFFECT ON CAPACITY (PCU/MIN) OF MARGINAL CHANGES IN:

MARGINAL CHANGE:	ENTRY WIDTH (.1M)	FLARE LENGTH (M)	INSCRIBED CIRC DIAM (M)	ENTRY ANGLE (10 DEGS)
ARM A	0.166	0.242	0.015	-0.942
ARM B	0.023	0.638	0.050	-0.601
ARM C	0.178	0.276	0.016	-0.891
ARM D	0.171	0.240	0.032	-0.780

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
18.00-18.15									
ARM A	10.76	26.83	0.401		1.0	0.7	10.3		0.06
ARM B	1.34	17.22	0.078		0.1	0.1	1.3		0.06
ARM C	10.21	28.05	0.364		0.8	0.6	8.8		0.06
ARM D	6.72	24.85	0.271		0.5	0.4	5.7		0.06

EFFECT ON CAPACITY (PCU/MIN) OF MARGINAL CHANGES IN:

MARGINAL CHANGE:	ENTRY WIDTH (.1M)	FLARE LENGTH (M)	INSCRIBED CIRC DIAM (M)	ENTRY ANGLE (10 DEGS)
ARM A	0.167	0.244	0.013	-0.958
ARM B	0.024	0.663	0.042	-0.661
ARM C	0.180	0.279	0.013	-0.907
ARM D	0.174	0.245	0.027	-0.813

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.7	*
17.15	0.9	*
17.30	1.6	**
17.45	1.6	**
18.00	1.0	*
18.15	0.7	*

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.1
17.15	0.1
17.30	0.2
17.45	0.2
18.00	0.1
18.15	0.1

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.6	*
17.15	0.8	*
17.30	1.2	*
17.45	1.2	*
18.00	0.8	*
18.15	0.6	*

QUEUE AT ARM D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.4	
17.15	0.5	*
17.30	0.8	*
17.45	0.8	*
18.00	0.5	*
18.15	0.4	

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	1180.6	787.1	94.4	0.08	94.4	0.08
B	146.7	97.8	10.9	0.07	10.9	0.07
C	1120.3	746.9	77.4	0.07	77.4	0.07
D	737.7	491.8	49.1	0.07	49.1	0.07
ALL	3185.3	2123.5	231.8	0.07	231.9	0.07

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

========== end of file ==========

[Printed at 15:36:15 on 20/02/2012]

ARCADY 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 3.0 (JUNE 2005)

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Run with file:-
"j:\26004 - Banbury Southam Road Retail\Technical\Calcs\Transport\Junction Assessments\ARCADY\
Ruscote Ave-Southam Road-Hennef Way\120112 - For TA\
A422-A423-A361 Roundabout BASE 2011 AM 300 vehicle test.vai"
(drive-on-the-left) at 10:58:44 on Friday, 13 January 2012

FILE PROPERTIES

RUN TITLE: A422/A423/A361 Roundabout 2011 AM Base
LOCATION: Banbury
DATE: 06/01/2012
CLIENT: Barwood Homes
ENUMERATOR: groseff [BIR-DSK-009]
JOB NUMBER: 26004
STATUS:
DESCRIPTION:

INPUT DATA

ARM A - A423 - Southam Road
ARM B - A422 - Hennef Way
ARM C - A361
ARM D - A422 - Ruscote Ave

GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	7.87	10.37	17.10	25.80	66.90	26.0	0.732	49.547
ARM B	7.48	10.17	14.70	20.40	66.90	29.0	0.698	46.547
ARM C	5.67	10.43	20.10	48.80	66.90	21.0	0.695	44.851
ARM D	5.92	9.56	26.60	41.10	66.90	22.0	0.694	44.936

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

ARM	FLOW SCALE(%)
A	100
B	100
C	100
D	100

TIME PERIOD BEGINS 07.45 AND ENDS 09.15

LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

DEMAND SET TITLE: A422/A423/A361 Roundabout AM

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	TOP OF PEAK IS REACHED	FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	13.06	19.59	13.06
ARM B	15.00	45.00	75.00	18.01	27.02	18.01
ARM C	15.00	45.00	75.00	7.09	10.63	7.09
ARM D	15.00	45.00	75.00	12.75	19.13	12.75

DEMAND SET TITLE: A422/A423/A361 Roundabout AM

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (VEH/HR) (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C	ARM D
07.45 - 09.15	ARM A	0.000	0.563	0.157	0.280
		0.0	588.0	164.0	293.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM B	0.348	0.000	0.210	0.442
		501.0	0.0	303.0	637.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM C	0.210	0.552	0.000	0.238
		119.0	313.0	0.0	135.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM D	0.116	0.675	0.210	0.000
		118.0	688.0	214.0	0.0
		(10.0)	(10.0)	(10.0)	(10.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
07.45-08.00									
ARM A	13.06	33.96	0.385		0.0	0.6	9.1		0.05
ARM B	18.01	36.48	0.494		0.0	1.0	14.1		0.05
ARM C	7.09	28.38	0.250		0.0	0.3	4.9		0.05
ARM D	12.75	32.78	0.389		0.0	0.6	9.3		0.05

EFFECT ON CAPACITY (PCU/MIN) OF MARGINAL CHANGES IN:

MARGINAL CHANGE:	ENTRY WIDTH (.1M)	FLARE LENGTH (M)	INSCRIBED CIRC DIAM (M)	ENTRY ANGLE (10 DEGS)
ARM A	0.201	0.138	0.116	-1.262
ARM B	0.184	0.197	0.061	-1.384
ARM C	0.140	0.252	0.130	-1.020
ARM D	0.225	0.135	0.085	-1.186

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15									
ARM A	15.60	31.78	0.491		0.6	1.0	14.0		0.06
ARM B	21.51	35.34	0.609		1.0	1.5	22.4		0.07
ARM C	8.46	25.95	0.326		0.3	0.5	7.1		0.06
ARM D	15.22	31.20	0.488		0.6	0.9	13.9		0.06

EFFECT ON CAPACITY (PCU/MIN) OF MARGINAL CHANGES IN:

MARGINAL CHANGE:	ENTRY WIDTH (.1M)	FLARE LENGTH (M)	INSCRIBED CIRC DIAM (M)	ENTRY ANGLE (10 DEGS)
ARM A	0.194	0.132	0.139	-1.181
ARM B	0.180	0.193	0.073	-1.341
ARM C	0.134	0.240	0.155	-0.932
ARM D	0.219	0.131	0.101	-1.129

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
ARM A	19.10	28.83	0.663		1.0	1.9	27.6		0.10
ARM B	26.34	33.78	0.780		1.5	3.4	47.5		0.13
ARM C	10.37	22.67	0.457		0.5	0.8	12.2		0.08
ARM D	18.65	29.05	0.642		0.9	1.8	25.3		0.10

EFFECT ON CAPACITY (PCU/MIN) OF MARGINAL CHANGES IN:

MARGINAL CHANGE:	ENTRY WIDTH (.1M)	FLARE LENGTH (M)	INSCRIBED CIRC DIAM (M)	ENTRY ANGLE (10 DEGS)
ARM A	0.183	0.125	0.170	-1.071
ARM B	0.175	0.188	0.089	-1.281
ARM C	0.125	0.224	0.190	-0.814
ARM D	0.211	0.126	0.124	-1.051

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
ARM A	19.10	28.78	0.664		1.9	2.0	29.1		0.10
ARM B	26.34	33.76	0.780		3.4	3.5	51.8		0.13
ARM C	10.37	22.59	0.459		0.8	0.8	12.6		0.08
ARM D	18.65	29.01	0.643		1.8	1.8	26.6		0.10

EFFECT ON CAPACITY (PCU/MIN) OF MARGINAL CHANGES IN:

MARGINAL CHANGE:	ENTRY WIDTH (.1M)	FLARE LENGTH (M)	INSCRIBED CIRC DIAM (M)	ENTRY ANGLE (10 DEGS)
ARM A	0.183	0.125	0.170	-1.070
ARM B	0.175	0.188	0.090	-1.280
ARM C	0.125	0.224	0.191	-0.811
ARM D	0.210	0.126	0.124	-1.050

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.45-09.00									
ARM A	15.60	31.72	0.492		2.0	1.0	15.1		0.06
ARM B	21.51	35.30	0.609		3.5	1.6	24.7		0.07
ARM C	8.46	25.84	0.327		0.8	0.5	7.5		0.06
ARM D	15.22	31.14	0.489		1.8	1.0	14.9		0.06

EFFECT ON CAPACITY (PCU/MIN) OF MARGINAL CHANGES IN:

MARGINAL CHANGE:	ENTRY WIDTH (.1M)	FLARE LENGTH (M)	INSCRIBED CIRC DIAM (M)	ENTRY ANGLE (10 DEGS)
ARM A	0.194	0.132	0.140	-1.179
ARM B	0.180	0.193	0.074	-1.339
ARM C	0.134	0.240	0.157	-0.928
ARM D	0.219	0.131	0.102	-1.127

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
09.00-09.15									
ARM A	13.06	33.91	0.385		1.0	0.6	9.6		0.05
ARM B	18.01	36.45	0.494		1.6	1.0	15.1		0.05
ARM C	7.09	28.31	0.250		0.5	0.3	5.1		0.05
ARM D	12.75	32.74	0.389		1.0	0.6	9.8		0.05

EFFECT ON CAPACITY (PCU/MIN) OF MARGINAL CHANGES IN:

MARGINAL CHANGE:	ENTRY WIDTH (.1M)	FLARE LENGTH (M)	INSCRIBED CIRC DIAM (M)	ENTRY ANGLE (10 DEGS)
ARM A	0.201	0.138	0.117	-1.260
ARM B	0.184	0.197	0.061	-1.383
ARM C	0.140	0.251	0.131	-1.017
ARM D	0.225	0.135	0.085	-1.185

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.6	*
08.15	1.0	*
08.30	1.9	**
08.45	2.0	**
09.00	1.0	*
09.15	0.6	*

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	1.0	*
08.15	1.5	**
08.30	3.4	***
08.45	3.5	***
09.00	1.6	**
09.15	1.0	*

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.3	
08.15	0.5	
08.30	0.8	*
08.45	0.8	*
09.00	0.5	
09.15	0.3	

QUEUE AT ARM D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.6	*
08.15	0.9	*
08.30	1.8	**
08.45	1.8	**
09.00	1.0	*
09.15	0.6	*

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	1432.9	955.3	104.5	0.07	104.5	0.07
B	1975.9	1317.3	175.6	0.09	175.6	0.09
C	777.5	518.3	49.3	0.06	49.3	0.06
D	1398.6	932.4	99.7	0.07	99.8	0.07
ALL	5584.9	3723.3	429.2	0.08	429.2	0.08

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

========== end of file ==========

[Printed at 10:58:58 on 13/01/2012]

ARCADY 6

GUI Version: 6.00 AC
Analysis Program: Release 3.0 (JUNE 2005)
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Run Information

Run with file:- **j:\26004 - Banbury Southam Road Retail\Technical\Calcs\Transport\Junction Assessments\A422-A423-A361 Roundabout BASE 2011 PM.vai**
At: **16:10:08 on Friday, January 06, 2012**
Mode: **Drive On The Left**
Units: **Metric**

Arm Labelling

Arm	Full Arm Names
Arm A	A423 - Southam Road
Arm B	A422 - Hennef Way
Arm C	A361
Arm D	A422 - Ruscote Ave

Flow Scaling Factor

Arm	Flow Scaling Factor (%)
Arm A	100
Arm B	100
Arm C	100
Arm D	100

File Properties

Run Title	A422/A423/A361 Roundabout PM
Location	Banbury
Date	06/01/2012
Client	Barwood Homes
Enumerator	groseff [BIR-DSK-009]
Job Number	26004
Status	
Description	

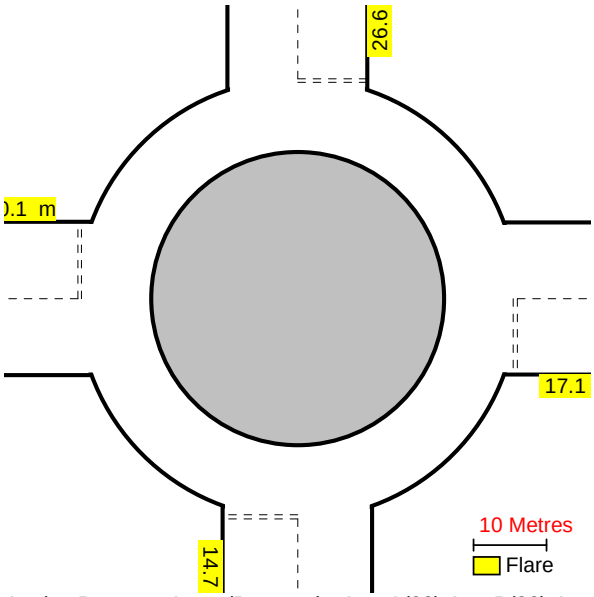
Errors and Warnings

[No errors or warnings]

Geometric Data

Data Item	Arm A	Arm B	Arm C	Arm D
Approach Road Half-Width (m)	7.87	7.48	5.67	5.92
Entry Width (m)	10.37	10.17	10.43	9.56
Flare Length (m)	17.10	14.70	20.10	26.60
Entry Radius (m)	25.80	20.40	48.80	41.10
Inscribed Circle Diameter (m)	66.90	66.90	66.90	66.90
Entry Angle (degrees)	26.00	29.00	21.00	22.00
Slope	0.732	0.698	0.695	0.694
Intercept (PCU/Min)	49.547	46.547	44.851	44.936

Junction Diagram: (View Extent = 80m)



Angles Between Arms (Degrees): Arm A(90) Arm B(90) Arm C(90) Arm D(90)

Demand Data

Demand Profiles are Synthesised using **ODTAB** Data
Period of interest (for Queue and Delay calculations): **16:45 to 18:15**
Length of Time Period: **90 min**
Length of Time Segment: **15 min**

Total Traffic Demand (Vehicles/Hour) for Demand Set: A422/A423/A361 Roundabout PM

From/To	Arm A	Arm B	Arm C	Arm D
Arm A	0.0	444.0	86.0	260.0
Arm B	578.0	0.0	265.0	770.0
Arm C	245.0	294.0	0.0	240.0
Arm D	146.0	725.0	278.0	0.0

Entry Flow Data for Demand Set: A422/A423/A361 Roundabout PM

Arms	Number of Minutes From Start When			Rate of flow (Veh/Min)		
	Flow Starts To Rise	Top of Peak is Reached	Flow Stops Falling	Before Peak	At Top of Peak	After Peak
Arm A	15.00	45.00	75.00	9.88	14.81	9.88
Arm B	15.00	45.00	75.00	20.16	30.24	20.16
Arm C	15.00	45.00	75.00	9.74	14.61	9.74
Arm D	15.00	45.00	75.00	14.36	21.54	14.36

Turning Proportions

ODTAB Demand Data type is used, no turning proportions available.

Heavy Vehicle Percentages for Demand Set: A422/A423/A361 Roundabout PM

Default vehicle percentages

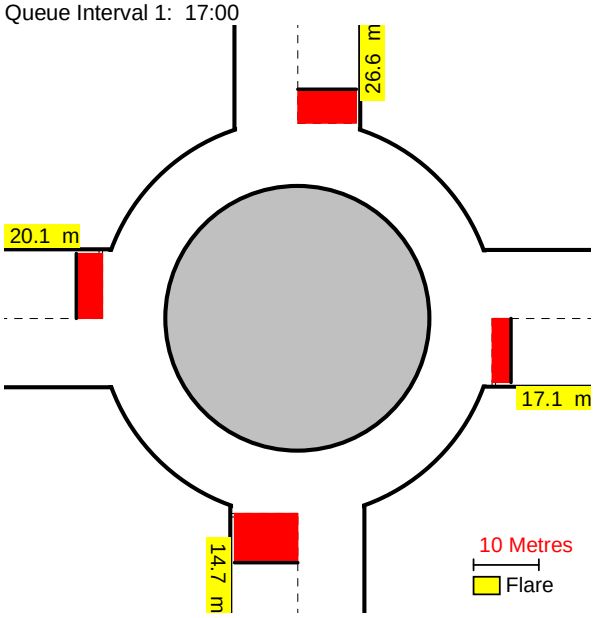
Time Period	From/To	Arm A	Arm B	Arm C	Arm D
16:45 to 18:15	Arm A	10.0	10.0	10.0	10.0
	Arm B	10.0	10.0	10.0	10.0
	Arm C	10.0	10.0	10.0	10.0

Time Period	From/To	Arm A	Arm B	Arm C	Arm D
	Arm D	10.0	10.0	10.0	10.0

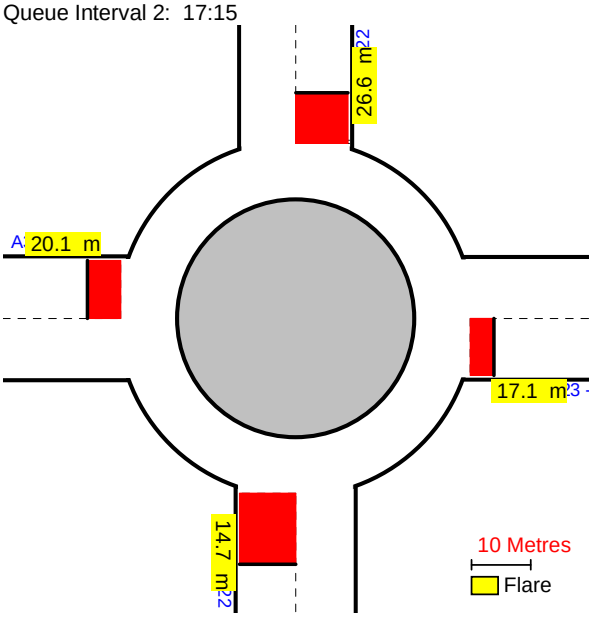
Queue Diagrams: (View Extent = 80m)

Start Time: 16:45---> End Time: 18:15

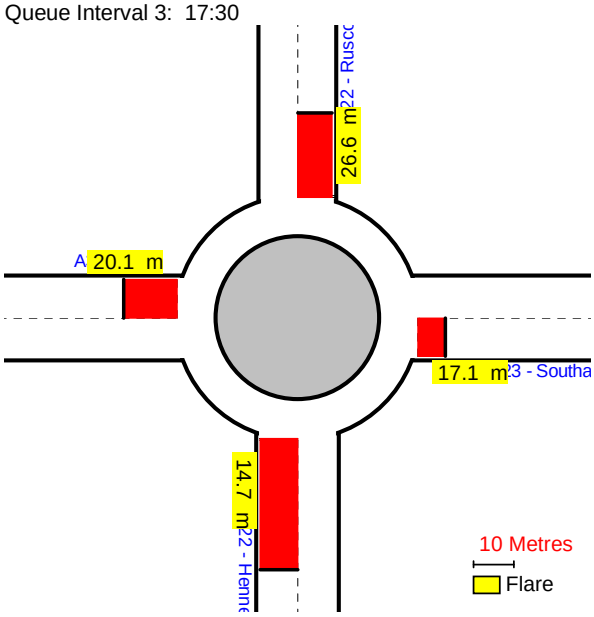
Queue Interval 1: 17:00



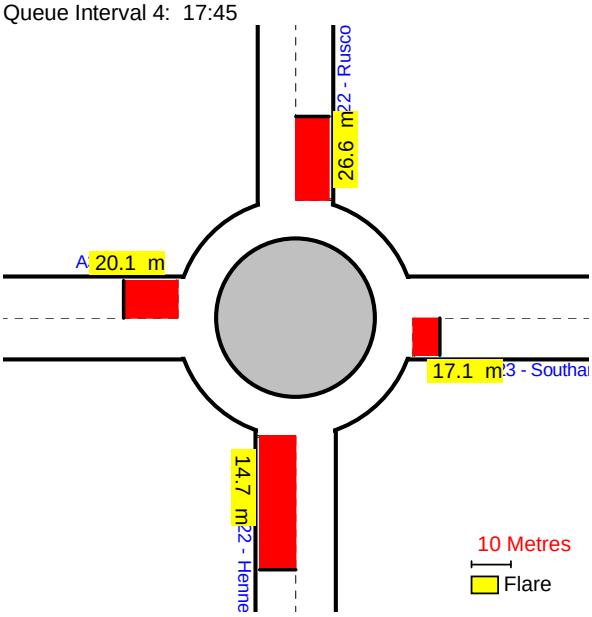
Queue Interval 2: 17:15



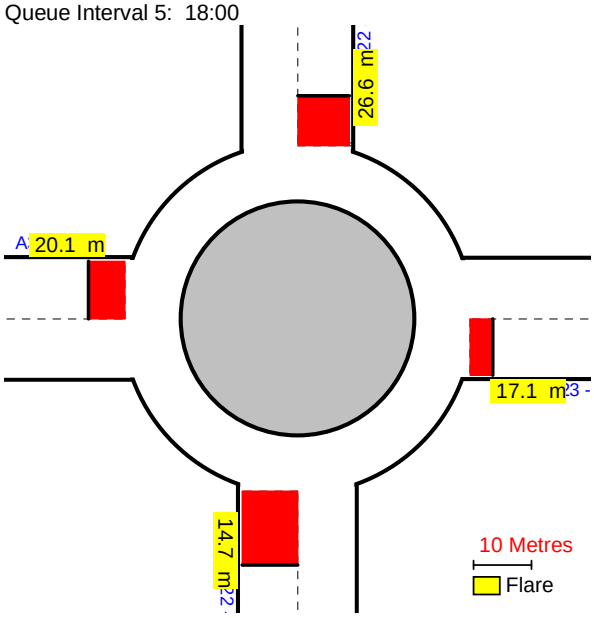
Queue Interval 3: 17:30



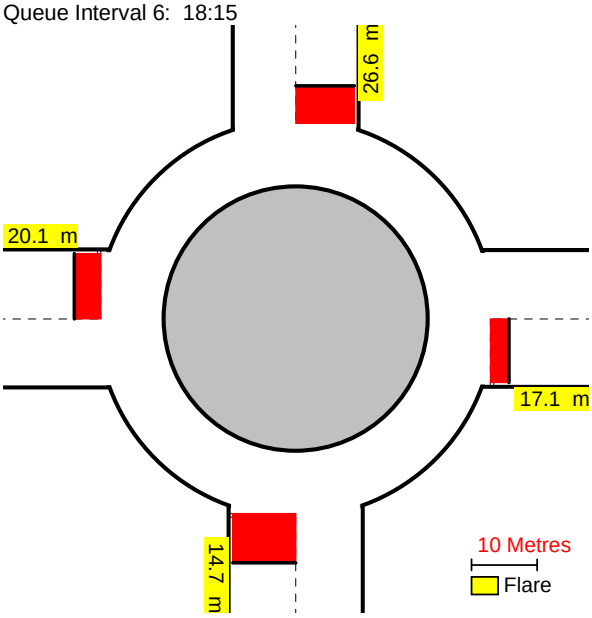
Queue Interval 4: 17:45



Queue Interval 5: 18:00



Queue Interval 6: 18:15

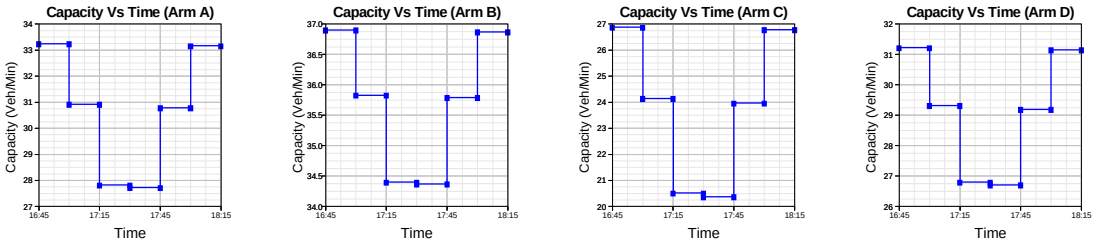


Demand Data Graphs

No graph available

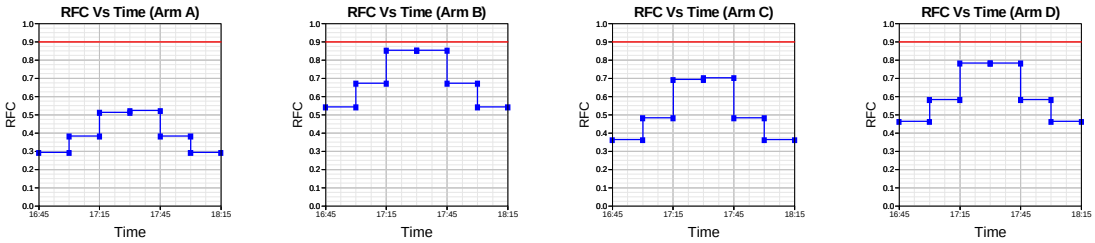
Capacity (against Time) Graphs, for each 15min Interval (16:45 - 18:15)

(QUEUEING DELAY INFORMATION OVER WHOLE PERIOD)



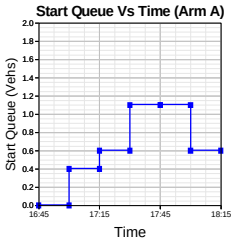
RFC (against Time) Graphs, for each 15min Interval (16:45 - 18:15)

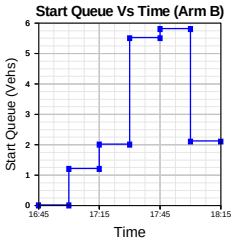
(QUEUEING DELAY INFORMATION OVER WHOLE PERIOD)

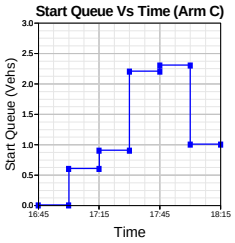


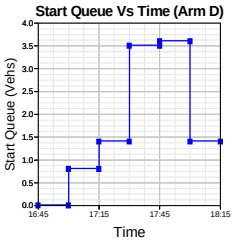
Start Queue (against Time) Graphs, for each 15min Interval (16:45 - 18:15)

(QUEUEING DELAY INFORMATION OVER WHOLE PERIOD)



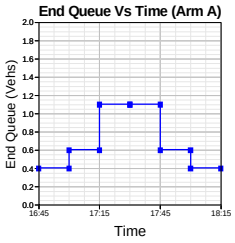


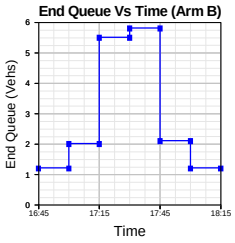


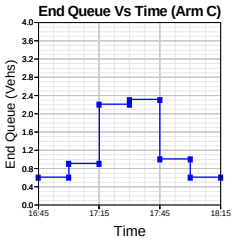


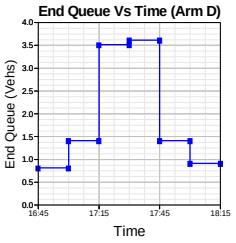
End Queue (against Time) Graphs, for each 15min Interval (16:45 - 18:15)

(QUEUEING DELAY INFORMATION OVER WHOLE PERIOD)







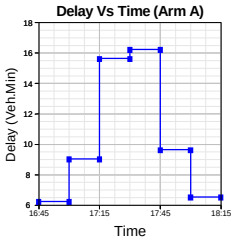


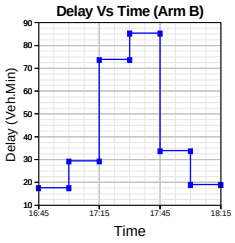
Geometric Delay Graph

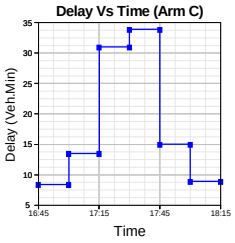
No Data. Please select 'Geometric Delay' in 'Principal Options' and try again.

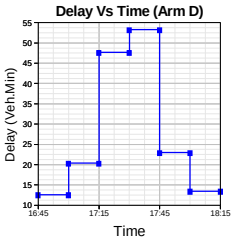
Delay (against Time) Graphs, for each 15min Interval (16:45 - 18:15)

(QUEUEING DELAY INFORMATION OVER WHOLE PERIOD)









Queues and Delay:

Segment	Arm	Demand (Veh/ Min)	Capacity (Veh/ Min)	Demand/ Capacity (RFC)	Ped Flow (Ped/ Min)	Start Queue (Veh)	End Queue (Veh)	Delay (Veh.Min/ Time Segment)	Geometric Delay (Veh.Min/ Time Segment)	Arrival Delay (Min/ Veh)
Segment : 1 - 16:45 to 17:00	Arm A	9.88	33.22	0.297	-	0.0	0.4	6.2	-	0.04
	Arm B	20.16	36.89	0.547	-	0.0	1.2	17.4	-	0.06
	Arm C	9.74	26.85	0.363	-	0.0	0.6	8.3	-	0.06
	Arm D	14.36	31.20	0.460	-	0.0	0.8	12.4	-	0.06
Segment : 2 - 17:00 to 17:15	Arm A	11.79	30.90	0.382	-	0.4	0.6	9.0	-	0.05
	Arm B	24.08	35.82	0.672	-	1.2	2.0	29.1	-	0.08
	Arm C	11.63	24.12	0.482	-	0.6	0.9	13.4	-	0.08
	Arm D	17.15	29.30	0.585	-	0.8	1.4	20.2	-	0.08
Segment : 3 - 17:15 to 17:30	Arm A	14.44	27.80	0.519	-	0.6	1.1	15.6	-	0.07
	Arm B	29.49	34.39	0.857	-	2.0	5.5	73.6	-	0.19
	Arm C	14.24	20.49	0.695	-	0.9	2.2	30.9	-	0.16
	Arm D	21.00	26.78	0.784	-	1.4	3.5	47.5	-	0.17
Segment : 4 - 17:30 to 17:45	Arm A	14.44	27.70	0.521	-	1.1	1.1	16.2	-	0.08
	Arm B	29.49	34.36	0.858	-	5.5	5.8	85.2	-	0.20
	Arm C	14.24	20.35	0.700	-	2.2	2.3	33.8	-	0.16
	Arm D	21.00	26.69	0.787	-	3.5	3.6	53.1	-	0.18
Segment : 5 - 17:45 to 18:00	Arm A	11.79	30.76	0.383	-	1.1	0.6	9.6	-	0.05
	Arm B	24.08	35.78	0.673	-	5.8	2.1	33.6	-	0.09
	Arm C	11.63	23.94	0.486	-	2.3	1.0	14.9	-	0.08
	Arm D	17.15	29.17	0.588	-	3.6	1.4	22.8	-	0.09
Segment : 6 - 18:00 to 18:15	Arm A	9.88	33.14	0.298	-	0.6	0.4	6.5	-	0.04
	Arm B	20.16	36.86	0.547	-	2.1	1.2	18.8	-	0.06
	Arm C	9.74	26.76	0.364	-	1.0	0.6	8.8	-	0.06
	Arm D	14.36	31.13	0.461	-	1.4	0.9	13.3	-	0.06

Queuing Delay Information Over Whole Period

Arm	Total Demand		Queueing Delay		Inclusive Queueing Delay	
	(Veh)	(Veh/Hr)	(Min)	(Min/Veh)	(Min)	(Min/Veh)
A	1083.3	722.2	63.1	0.06	63.1	0.06
B	2211.8	1474.5	257.7	0.12	257.7	0.12
C	1068.2	712.1	110.1	0.10	110.1	0.10
D	1575.5	1050.3	169.3	0.11	169.3	0.11
ALL	5938.7	3959.1	600.2	0.10	600.2	0.10

Delay is that occuring only within the time period.
Inclusive delay includes delay suffered by vehicles that are still queueing after the end of the time period.
These will only be significantly different if there is a large queue remaining at the end of the time period.

Accident Data

No Data, please select the 'Accident Analysis' option in 'Principal Options' and try again.

Accident Results

No Data, please select the 'Accident Analysis' option in 'Principal Options' and try again.

ARCADY 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 3.0 (JUNE 2005)

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THE USER OF THIS COMPUTER PROGRAM FOR THE SOLUTION OF AN ENGINEERING PROBLEM IS IN NO WAY RELIEVED OF THEIR RESPONSIBILITY FOR THE CORRECTNESS OF THE SOLUTION

Run with file:-
"j:\26004 - Banbury Southam Road Retail\Technical\Calcs\Transport\Junction Assessments\ARCADY\
Ruscote Ave-Southam Road-Hennef Way\120112 - For TA\A422-A423-A361 Roundabout 2017 Do Min 300 vehicle AM.vai"
(drive-on-the-left) at 13:37:05 on Friday, 13 January 2012

FILE PROPERTIES

RUN TITLE: A422/A423/A361 Roundabout 2017 AM Do Min
LOCATION: Banbury
DATE: 06/01/2012
CLIENT: Barwood Homes
ENUMERATOR: groseff [BIR-DSK-009]
JOB NUMBER: 26004
STATUS:
DESCRIPTION:

INPUT DATA

ARM A - A423 - Southam Road
ARM B - A422 - Hennef Way
ARM C - A361
ARM D - A422 - Ruscote Ave

GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	7.87	10.37	17.10	25.80	66.90	26.0	0.732	49.547
ARM B	7.48	10.17	14.70	20.40	66.90	29.0	0.698	46.547
ARM C	5.67	10.43	20.10	48.80	66.90	21.0	0.695	44.851
ARM D	5.92	9.56	26.60	41.10	66.90	22.0	0.694	44.936

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

ARM	FLOW SCALE(%)
A	100
B	100
C	100
D	100

TIME PERIOD BEGINS 07.45 AND ENDS 09.15

LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

DEMAND SET TITLE: A422/A423/A361 Roundabout AM

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	TOP OF PEAK IS REACHED	FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	13.18	19.76	13.18
ARM B	15.00	45.00	75.00	18.20	27.30	18.20
ARM C	15.00	45.00	75.00	7.50	11.25	7.50
ARM D	15.00	45.00	75.00	12.68	19.01	12.68

DEMAND SET TITLE: A422/A423/A361 Roundabout AM

TURNING PROPORTIONS
TURNING COUNTS (VEH/HR)
(PERCENTAGE OF H.V.S)

TIME	FROM/TO	ARM A	ARM B	ARM C	ARM D
07.45 - 09.15	ARM A	0.000	0.558	0.166	0.276
		0.0	588.0	175.0	291.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM B	0.344	0.000	0.221	0.435
		501.0	0.0	322.0	633.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM C	0.210	0.552	0.000	0.238
		126.0	331.0	0.0	143.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM D	0.116	0.675	0.209	0.000
		118.0	684.0	212.0	0.0
		(10.0)	(10.0)	(10.0)	(10.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
07.45-08.00									
ARM A	13.18	33.85	0.389		0.0	0.6	9.3		0.05
ARM B	18.20	36.42	0.500		0.0	1.0	14.5		0.05
ARM C	7.50	28.44	0.264		0.0	0.4	5.3		0.05
ARM D	12.68	32.57	0.389		0.0	0.6	9.3		0.05

EFFECT ON CAPACITY (PCU/MIN) OF MARGINAL CHANGES IN:

MARGINAL CHANGE:	ENTRY WIDTH (.1M)	FLARE LENGTH (M)	INSCRIBED CIRC DIAM (M)	ENTRY ANGLE (10 DEGS)
ARM A	0.201	0.137	0.117	-1.258
ARM B	0.184	0.197	0.062	-1.382
ARM C	0.140	0.252	0.129	-1.022
ARM D	0.224	0.134	0.087	-1.179

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15									
ARM A	15.73	31.65	0.497		0.6	1.0	14.4		0.06
ARM B	21.73	35.26	0.616		1.0	1.6	23.0		0.07
ARM C	8.96	26.01	0.344		0.4	0.5	7.7		0.06
ARM D	15.14	30.94	0.489		0.6	0.9	13.9		0.06

EFFECT ON CAPACITY (PCU/MIN) OF MARGINAL CHANGES IN:

MARGINAL CHANGE:	ENTRY WIDTH (.1M)	FLARE LENGTH (M)	INSCRIBED CIRC DIAM (M)	ENTRY ANGLE (10 DEGS)
ARM A	0.193	0.132	0.140	-1.176
ARM B	0.180	0.193	0.074	-1.338
ARM C	0.134	0.240	0.155	-0.934
ARM D	0.218	0.131	0.104	-1.120

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
ARM A	19.27	28.67	0.672		1.0	2.0	28.7		0.10
ARM B	26.62	33.69	0.790		1.6	3.6	50.0		0.14
ARM C	10.97	22.75	0.482		0.5	0.9	13.4		0.08
ARM D	18.54	28.74	0.645		0.9	1.8	25.6		0.10

EFFECT ON CAPACITY (PCU/MIN) OF MARGINAL CHANGES IN:

MARGINAL CHANGE:	ENTRY WIDTH (.1M)	FLARE LENGTH (M)	INSCRIBED CIRC DIAM (M)	ENTRY ANGLE (10 DEGS)
ARM A	0.183	0.125	0.172	-1.065
ARM B	0.175	0.188	0.090	-1.278
ARM C	0.125	0.225	0.189	-0.817
ARM D	0.209	0.125	0.127	-1.040

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
ARM A	19.27	28.62	0.673		2.0	2.0	30.4		0.11
ARM B	26.62	33.67	0.791		3.6	3.7	54.9		0.14
ARM C	10.97	22.67	0.484		0.9	0.9	13.9		0.09
ARM D	18.54	28.70	0.646		1.8	1.8	27.0		0.10

EFFECT ON CAPACITY (PCU/MIN) OF MARGINAL CHANGES IN:

MARGINAL CHANGE:	ENTRY WIDTH (.1M)	FLARE LENGTH (M)	INSCRIBED CIRC DIAM (M)	ENTRY ANGLE (10 DEGS)
ARM A	0.183	0.125	0.172	-1.064
ARM B	0.175	0.188	0.091	-1.277
ARM C	0.125	0.224	0.190	-0.814
ARM D	0.209	0.125	0.127	-1.038

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.45-09.00									
ARM A	15.73	31.59	0.498		2.0	1.0	15.5		0.06
ARM B	21.73	35.22	0.617		3.7	1.6	25.6		0.08
ARM C	8.96	25.90	0.346		0.9	0.5	8.2		0.06
ARM D	15.14	30.88	0.490		1.8	1.0	15.0		0.06

EFFECT ON CAPACITY (PCU/MIN) OF MARGINAL CHANGES IN:

MARGINAL CHANGE:	ENTRY WIDTH (.1M)	FLARE LENGTH (M)	INSCRIBED CIRC DIAM (M)	ENTRY ANGLE (10 DEGS)
ARM A	0.193	0.132	0.141	-1.174
ARM B	0.180	0.193	0.074	-1.336
ARM C	0.134	0.240	0.156	-0.930
ARM D	0.218	0.130	0.105	-1.117

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
09.00-09.15									
ARM A	13.18	33.80	0.390		1.0	0.6	9.8		0.05
ARM B	18.20	36.39	0.500		1.6	1.0	15.5		0.06
ARM C	7.50	28.36	0.264		0.5	0.4	5.5		0.05
ARM D	12.68	32.52	0.390		1.0	0.6	9.8		0.05

EFFECT ON CAPACITY (PCU/MIN) OF MARGINAL CHANGES IN:

MARGINAL CHANGE:	ENTRY WIDTH (.1M)	FLARE LENGTH (M)	INSCRIBED CIRC DIAM (M)	ENTRY ANGLE (10 DEGS)
ARM A	0.201	0.137	0.118	-1.256
ARM B	0.183	0.197	0.062	-1.381
ARM C	0.140	0.252	0.130	-1.019
ARM D	0.224	0.134	0.087	-1.177

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.6	*
08.15	1.0	*
08.30	2.0	**
08.45	2.0	**
09.00	1.0	*
09.15	0.6	*

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	1.0	*
08.15	1.6	**
08.30	3.6	****
08.45	3.7	****
09.00	1.6	**
09.15	1.0	*

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.4	
08.15	0.5	*
08.30	0.9	*
08.45	0.9	*
09.00	0.5	*
09.15	0.4	

QUEUE AT ARM D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.6	*
08.15	0.9	*
08.30	1.8	**
08.45	1.8	**
09.00	1.0	*
09.15	0.6	*

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	1445.3	963.5	108.0	0.07	108.0	0.07
B	1996.5	1331.0	183.5	0.09	183.5	0.09
C	822.7	548.5	53.9	0.07	53.9	0.07
D	1390.4	926.9	100.6	0.07	100.6	0.07
ALL	5654.9	3769.9	446.0	0.08	446.0	0.08

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

========== end of file ==========

[Printed at 13:37:17 on 13/01/2012]

ARCADY 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 3.0 (JUNE 2005)

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Run with file:-
"j:\26004 - Banbury Southam Road Retail\Technical\Calcs\Transport\Junction Assessments\ARCADY\
Ruscote Ave-Southam Road-Hennef Way\120112 - For TA\A422-A423-A361 Roundabout 2017 Do Min PM.vai"
(drive-on-the-left) at 13:40:39 on Friday, 13 January 2012

FILE PROPERTIES

RUN TITLE: A422/A423/A361 Roundabout 2017 Do Min
LOCATION: Banbury
DATE: 06/01/2012
CLIENT: Barwood Homes
ENUMERATOR: groseff [BIR-DSK-009]
JOB NUMBER: 26004
STATUS:
DESCRIPTION:

INPUT DATA

ARM A - A423 - Southam Road
ARM B - A422 - Hennef Way
ARM C - A361
ARM D - A422 - Ruscote Ave

GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	7.87	10.37	17.10	25.80	66.90	26.0	0.732	49.547
ARM B	7.48	10.17	14.70	20.40	66.90	29.0	0.698	46.547
ARM C	5.67	10.43	20.10	48.80	66.90	21.0	0.695	44.851
ARM D	5.92	9.56	26.60	41.10	66.90	22.0	0.694	44.936

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

ARM	FLOW SCALE(%)
A	100
B	100
C	100
D	100

TIME PERIOD BEGINS 16.45 AND ENDS 18.15

LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

DEMAND SET TITLE: A422/A423/A361 Roundabout PM

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	TOP OF PEAK IS REACHED	FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	9.89	14.83	9.89
ARM B	15.00	45.00	75.00	20.16	30.24	20.16
ARM C	15.00	45.00	75.00	10.04	15.06	10.04
ARM D	15.00	45.00	75.00	14.27	21.41	14.27

DEMAND SET TITLE: A422/A423/A361 Roundabout PM

TURNING PROPORTIONS
TURNING COUNTS (VEH/HR)
(PERCENTAGE OF H.V.S)

TIME	FROM/TO	ARM A	ARM B	ARM C	ARM D
16.45 - 18.15	ARM A	0.000	0.561	0.110	0.329
		0.0	444.0	87.0	260.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM B	0.358	0.000	0.166	0.476
		578.0	0.0	268.0	767.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM C	0.315	0.377	0.000	0.308
		253.0	303.0	0.0	247.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM D	0.128	0.630	0.242	0.000
		146.0	720.0	276.0	0.0
		(10.0)	(10.0)	(10.0)	(10.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
ARM A	9.89	33.20	0.298		0.0	0.4	6.2		0.04
ARM B	20.16	36.90	0.546		0.0	1.2	17.4		0.06
ARM C	10.04	26.88	0.373		0.0	0.6	8.7		0.06
ARM D	14.27	31.05	0.460		0.0	0.8	12.3		0.06

EFFECT ON CAPACITY (PCU/MIN) OF MARGINAL CHANGES IN:

MARGINAL CHANGE:	ENTRY WIDTH (.1M)	FLARE LENGTH (M)	INSCRIBED CIRC DIAM (M)	ENTRY ANGLE (10 DEGS)
ARM A	0.199	0.136	0.124	-1.234
ARM B	0.185	0.198	0.057	-1.400
ARM C	0.136	0.244	0.146	-0.966
ARM D	0.218	0.131	0.103	-1.124

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
ARM A	11.81	30.88	0.382		0.4	0.6	9.1		0.05
ARM B	24.08	35.84	0.672		1.2	2.0	29.0		0.08
ARM C	11.99	24.16	0.496		0.6	1.0	14.2		0.08
ARM D	17.05	29.13	0.585		0.8	1.4	20.2		0.08

EFFECT ON CAPACITY (PCU/MIN) OF MARGINAL CHANGES IN:

MARGINAL CHANGE:	ENTRY WIDTH (.1M)	FLARE LENGTH (M)	INSCRIBED CIRC DIAM (M)	ENTRY ANGLE (10 DEGS)
ARM A	0.191	0.130	0.148	-1.148
ARM B	0.182	0.195	0.068	-1.360
ARM C	0.129	0.231	0.174	-0.868
ARM D	0.211	0.126	0.123	-1.054

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
ARM A	14.46	27.78	0.521		0.6	1.1	15.7		0.07
ARM B	29.49	34.40	0.857		2.0	5.5	73.5		0.19
ARM C	14.68	20.52	0.715		1.0	2.4	33.6		0.17
ARM D	20.88	26.57	0.786		1.4	3.5	47.8		0.17

EFFECT ON CAPACITY (PCU/MIN) OF MARGINAL CHANGES IN:

MARGINAL CHANGE:	ENTRY WIDTH (.1M)	FLARE LENGTH (M)	INSCRIBED CIRC DIAM (M)	ENTRY ANGLE (10 DEGS)
ARM A	0.180	0.123	0.181	-1.032
ARM B	0.177	0.190	0.083	-1.305
ARM C	0.119	0.214	0.212	-0.737
ARM D	0.201	0.120	0.150	-0.961

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
ARM A	14.46	27.67	0.523		1.1	1.1	16.2		0.08
ARM B	29.49	34.37	0.858		5.5	5.8	85.0		0.20
ARM C	14.68	20.39	0.720		2.4	2.5	37.1		0.17
ARM D	20.88	26.47	0.789		3.5	3.6	53.5		0.18

EFFECT ON CAPACITY (PCU/MIN) OF MARGINAL CHANGES IN:

MARGINAL CHANGE:	ENTRY WIDTH (.1M)	FLARE LENGTH (M)	INSCRIBED CIRC DIAM (M)	ENTRY ANGLE (10 DEGS)
ARM A	0.179	0.123	0.182	-1.028
ARM B	0.177	0.190	0.083	-1.304
ARM C	0.119	0.213	0.214	-0.732
ARM D	0.200	0.120	0.151	-0.957

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.45-18.00									
ARM A	11.81	30.73	0.384		1.1	0.6	9.6		0.05
ARM B	24.08	35.79	0.673		5.8	2.1	33.6		0.09
ARM C	11.99	23.97	0.500		2.5	1.0	15.8		0.08
ARM D	17.05	28.99	0.588		3.6	1.4	22.8		0.09

EFFECT ON CAPACITY (PCU/MIN) OF MARGINAL CHANGES IN:

MARGINAL CHANGE:	ENTRY WIDTH (.1M)	FLARE LENGTH (M)	INSCRIBED CIRC DIAM (M)	ENTRY ANGLE (10 DEGS)
ARM A	0.190	0.130	0.150	-1.142
ARM B	0.182	0.195	0.068	-1.358
ARM C	0.129	0.231	0.176	-0.861
ARM D	0.210	0.126	0.124	-1.049

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
18.00-18.15									
ARM A	9.89	33.12	0.299		0.6	0.4	6.5		0.04
ARM B	20.16	36.87	0.547		2.1	1.2	18.8		0.06
ARM C	10.04	26.79	0.375		1.0	0.6	9.3		0.06
ARM D	14.27	30.98	0.461		1.4	0.9	13.2		0.06

EFFECT ON CAPACITY (PCU/MIN) OF MARGINAL CHANGES IN:

MARGINAL CHANGE:	ENTRY WIDTH (.1M)	FLARE LENGTH (M)	INSCRIBED CIRC DIAM (M)	ENTRY ANGLE (10 DEGS)
ARM A	0.198	0.136	0.125	-1.231
ARM B	0.185	0.198	0.057	-1.399
ARM C	0.136	0.244	0.147	-0.962
ARM D	0.218	0.131	0.103	-1.121

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.4	
17.15	0.6	*
17.30	1.1	*
17.45	1.1	*
18.00	0.6	*
18.15	0.4	

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	1.2	*
17.15	2.0	**
17.30	5.5	******
17.45	5.8	******
18.00	2.1	**
18.15	1.2	*

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.6	*
17.15	1.0	*
17.30	2.4	**
17.45	2.5	***
18.00	1.0	*
18.15	0.6	*

QUEUE AT ARM D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.8	*
17.15	1.4	*
17.30	3.5	***
17.45	3.6	****
18.00	1.4	*
18.15	0.9	*

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	1084.6	723.1	63.3	0.06	63.3	0.06
B	2211.8	1474.5	257.3	0.12	257.3	0.12
C	1101.1	734.1	118.7	0.11	118.7	0.11
D	1565.9	1043.9	170.0	0.11	170.0	0.11
ALL	5963.4	3975.6	609.3	0.10	609.3	0.10

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

========== end of file ==========

[Printed at 13:40:55 on 13/01/2012]

ARCADY 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 3.0 (JUNE 2005)

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Run with file:-
"j:\26004 - Banbury Southam Road Retail\Technical\Calcs\Transport\Junction Assessments\ARCADY\
Ruscote Ave-Southam Road-Hennef Way\120112 - For TA\A422-A423-A361 Roundabout 2017 + Dev 300 vehicle AM.vai"
(drive-on-the-left) at 13:35:18 on Friday, 13 January 2012

FILE PROPERTIES

RUN TITLE: A422/A423/A361 Roundabout 2017 AM + Dev
LOCATION: Banbury
DATE: 06/01/2012
CLIENT: Barwood Homes
ENUMERATOR: groseff [BIR-DSK-009]
JOB NUMBER: 26004
STATUS:
DESCRIPTION:

INPUT DATA

ARM A - A423 - Southam Road
ARM B - A422 - Hennef Way
ARM C - A361
ARM D - A422 - Ruscote Ave

GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	7.87	10.37	17.10	25.80	66.90	26.0	0.732	49.547
ARM B	7.48	10.17	14.70	20.40	66.90	29.0	0.698	46.547
ARM C	5.67	10.43	20.10	48.80	66.90	21.0	0.695	44.851
ARM D	5.92	9.56	26.60	41.10	66.90	22.0	0.694	44.936

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

ARM	FLOW SCALE(%)
A	100
B	100
C	100
D	100

TIME PERIOD BEGINS 07.45 AND ENDS 09.15

LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

DEMAND SET TITLE: A422/A423/A361 Roundabout AM

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	TOP OF PEAK IS REACHED	FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	13.06	19.59	13.06
ARM B	15.00	45.00	75.00	18.01	27.02	18.01
ARM C	15.00	45.00	75.00	7.09	10.63	7.09
ARM D	15.00	45.00	75.00	12.76	19.14	12.76

DEMAND SET TITLE: A422/A423/A361 Roundabout AM

TURNING PROPORTIONS
TURNING COUNTS (VEH/HR)
(PERCENTAGE OF H.V.S)

TIME	FROM/TO	ARM A	ARM B	ARM C	ARM D
07.45 - 09.15	ARM A	0.000	0.563	0.157	0.280
		0.0	588.0	164.0	293.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM B	0.348	0.000	0.210	0.442
		501.0	0.0	303.0	637.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM C	0.210	0.552	0.000	0.238
		119.0	313.0	0.0	135.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM D	0.117	0.674	0.210	0.000
		119.0	688.0	214.0	0.0
		(10.0)	(10.0)	(10.0)	(10.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
07.45-08.00									
ARM A	13.06	33.96	0.385		0.0	0.6	9.1		0.05
ARM B	18.01	36.48	0.494		0.0	1.0	14.1		0.05
ARM C	7.09	28.38	0.250		0.0	0.3	4.9		0.05
ARM D	12.76	32.78	0.389		0.0	0.6	9.3		0.05

EFFECT ON CAPACITY (PCU/MIN) OF MARGINAL CHANGES IN:

MARGINAL CHANGE:	ENTRY WIDTH (.1M)	FLARE LENGTH (M)	INSCRIBED CIRC DIAM (M)	ENTRY ANGLE (10 DEGS)
ARM A	0.201	0.138	0.116	-1.262
ARM B	0.184	0.197	0.061	-1.384
ARM C	0.140	0.252	0.130	-1.020
ARM D	0.225	0.135	0.085	-1.186

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15									
ARM A	15.60	31.78	0.491		0.6	1.0	14.0		0.06
ARM B	21.51	35.34	0.609		1.0	1.5	22.4		0.07
ARM C	8.46	25.95	0.326		0.3	0.5	7.1		0.06
ARM D	15.24	31.20	0.488		0.6	0.9	13.9		0.06

EFFECT ON CAPACITY (PCU/MIN) OF MARGINAL CHANGES IN:

MARGINAL CHANGE:	ENTRY WIDTH (.1M)	FLARE LENGTH (M)	INSCRIBED CIRC DIAM (M)	ENTRY ANGLE (10 DEGS)
ARM A	0.194	0.132	0.139	-1.181
ARM B	0.180	0.193	0.073	-1.341
ARM C	0.134	0.240	0.155	-0.932
ARM D	0.219	0.131	0.101	-1.129

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
ARM A	19.10	28.83	0.663		1.0	1.9	27.6		0.10
ARM B	26.34	33.78	0.780		1.5	3.4	47.5		0.13
ARM C	10.37	22.67	0.457		0.5	0.8	12.2		0.08
ARM D	18.66	29.05	0.642		0.9	1.8	25.4		0.10

EFFECT ON CAPACITY (PCU/MIN) OF MARGINAL CHANGES IN:

MARGINAL CHANGE:	ENTRY WIDTH (.1M)	FLARE LENGTH (M)	INSCRIBED CIRC DIAM (M)	ENTRY ANGLE (10 DEGS)
ARM A	0.183	0.125	0.170	-1.071
ARM B	0.175	0.188	0.089	-1.281
ARM C	0.125	0.224	0.190	-0.814
ARM D	0.211	0.126	0.124	-1.051

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
ARM A	19.10	28.78	0.664		1.9	2.0	29.1		0.10
ARM B	26.34	33.76	0.780		3.4	3.5	51.8		0.13
ARM C	10.37	22.59	0.459		0.8	0.8	12.6		0.08
ARM D	18.66	29.01	0.643		1.8	1.8	26.7		0.10

EFFECT ON CAPACITY (PCU/MIN) OF MARGINAL CHANGES IN:

MARGINAL CHANGE:	ENTRY WIDTH (.1M)	FLARE LENGTH (M)	INSCRIBED CIRC DIAM (M)	ENTRY ANGLE (10 DEGS)
ARM A	0.183	0.125	0.170	-1.070
ARM B	0.175	0.188	0.090	-1.280
ARM C	0.125	0.224	0.191	-0.811
ARM D	0.210	0.126	0.124	-1.050

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.45-09.00									
ARM A	15.60	31.72	0.492		2.0	1.0	15.1		0.06
ARM B	21.51	35.30	0.609		3.5	1.6	24.7		0.07
ARM C	8.46	25.84	0.327		0.8	0.5	7.5		0.06
ARM D	15.24	31.14	0.489		1.8	1.0	14.9		0.06

EFFECT ON CAPACITY (PCU/MIN) OF MARGINAL CHANGES IN:

MARGINAL CHANGE:	ENTRY WIDTH (.1M)	FLARE LENGTH (M)	INSCRIBED CIRC DIAM (M)	ENTRY ANGLE (10 DEGS)
ARM A	0.194	0.132	0.140	-1.179
ARM B	0.180	0.193	0.074	-1.339
ARM C	0.134	0.240	0.157	-0.928
ARM D	0.219	0.131	0.102	-1.127

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
09.00-09.15									
ARM A	13.06	33.91	0.385		1.0	0.6	9.6		0.05
ARM B	18.01	36.45	0.494		1.6	1.0	15.1		0.05
ARM C	7.09	28.31	0.250		0.5	0.3	5.1		0.05
ARM D	12.76	32.74	0.390		1.0	0.6	9.8		0.05

EFFECT ON CAPACITY (PCU/MIN) OF MARGINAL CHANGES IN:

MARGINAL CHANGE:	ENTRY WIDTH (.1M)	FLARE LENGTH (M)	INSCRIBED CIRC DIAM (M)	ENTRY ANGLE (10 DEGS)
ARM A	0.201	0.138	0.117	-1.260
ARM B	0.184	0.197	0.061	-1.383
ARM C	0.140	0.251	0.131	-1.017
ARM D	0.225	0.135	0.085	-1.185

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.6	*
08.15	1.0	*
08.30	1.9	**
08.45	2.0	**
09.00	1.0	*
09.15	0.6	*

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	1.0	*
08.15	1.5	**
08.30	3.4	***
08.45	3.5	***
09.00	1.6	**
09.15	1.0	*

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.3	
08.15	0.5	
08.30	0.8	*
08.45	0.8	*
09.00	0.5	
09.15	0.3	

QUEUE AT ARM D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.6	*
08.15	0.9	*
08.30	1.8	**
08.45	1.8	**
09.00	1.0	*
09.15	0.6	*

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	1432.9	955.3	104.5	0.07	104.5	0.07
B	1975.9	1317.3	175.6	0.09	175.6	0.09
C	777.5	518.3	49.3	0.06	49.3	0.06
D	1400.0	933.3	100.0	0.07	100.0	0.07
ALL	5586.3	3724.2	429.4	0.08	429.4	0.08

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

========== end of file ==========

[Printed at 13:35:30 on 13/01/2012]

ARCADY 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 3.0 (JUNE 2005)

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Run with file:-
"j:\26004 - Banbury Southam Road Retail\Technical\Calcs\Transport\Junction Assessments\ARCADY\
Ruscote Ave-Southam Road-Hennef Way\120112 - For TA\PM Test\A422-A423-A361 Roundabout 2017 + Dev PM test.vai"
(drive-on-the-left) at 14:20:15 on Tuesday, 7 February 2012

FILE PROPERTIES

RUN TITLE: A422/A423/A361 Roundabout 2017 + Dev
LOCATION: Banbury
DATE: 06/01/2012
CLIENT: Barwood Homes
ENUMERATOR: groseff [BIR-DSK-009]
JOB NUMBER: 26004
STATUS:
DESCRIPTION:

INPUT DATA

ARM A - A423 - Southam Road
ARM B - A422 - Hennef Way
ARM C - A361
ARM D - A422 - Ruscote Ave

GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	7.87	10.37	17.10	25.80	66.90	26.0	0.732	49.547
ARM B	7.48	10.17	14.70	20.40	66.90	29.0	0.698	46.547
ARM C	5.67	10.43	20.10	48.80	66.90	21.0	0.695	44.851
ARM D	5.92	9.56	26.60	41.10	66.90	22.0	0.694	44.936

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

ARM	FLOW SCALE(%)
A	100
B	100
C	100
D	100

TIME PERIOD BEGINS 16.45 AND ENDS 18.15

LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

DEMAND SET TITLE: A422/A423/A361 Roundabout PM

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	TOP OF PEAK IS REACHED	FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	9.45	14.17	9.45
ARM B	15.00	45.00	75.00	19.23	28.84	19.23
ARM C	15.00	45.00	75.00	12.24	18.36	12.24
ARM D	15.00	45.00	75.00	13.85	20.78	13.85

DEMAND SET TITLE: A422/A423/A361 Roundabout PM

TURNING PROPORTIONS
TURNING COUNTS (VEH/HR)
(PERCENTAGE OF H.V.S)

TIME	FROM/TO	ARM A	ARM B	ARM C	ARM D
16.45 - 18.15	ARM A	0.000	0.536	0.148	0.316
		0.0	405.0	112.0	239.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM B	0.328	0.000	0.224	0.449
		504.0	0.0	344.0	690.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM C	0.315	0.377	0.000	0.308
		308.0	369.0	0.0	302.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM D	0.111	0.563	0.326	0.000
		123.0	624.0	361.0	0.0
		(10.0)	(10.0)	(10.0)	(10.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
ARM A	9.45	32.70	0.289		0.0	0.4	6.0		0.04
ARM B	19.23	36.12	0.532		0.0	1.1	16.4		0.06
ARM C	12.24	28.37	0.431		0.0	0.8	11.0		0.06
ARM D	13.85	30.64	0.452		0.0	0.8	11.9		0.06

EFFECT ON CAPACITY (PCU/MIN) OF MARGINAL CHANGES IN:

MARGINAL CHANGE:	ENTRY WIDTH (.1M)	FLARE LENGTH (M)	INSCRIBED CIRC DIAM (M)	ENTRY ANGLE (10 DEGS)
ARM A	0.197	0.135	0.129	-1.216
ARM B	0.183	0.196	0.065	-1.371
ARM C	0.140	0.252	0.130	-1.019
ARM D	0.217	0.130	0.107	-1.109

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
ARM A	11.28	30.28	0.373		0.4	0.6	8.7		0.05
ARM B	22.96	34.91	0.658		1.1	1.9	27.3		0.08
ARM C	14.61	25.94	0.563		0.8	1.3	18.5		0.09
ARM D	16.54	28.64	0.577		0.8	1.3	19.6		0.08

EFFECT ON CAPACITY (PCU/MIN) OF MARGINAL CHANGES IN:

MARGINAL CHANGE:	ENTRY WIDTH (.1M)	FLARE LENGTH (M)	INSCRIBED CIRC DIAM (M)	ENTRY ANGLE (10 DEGS)
ARM A	0.189	0.129	0.155	-1.125
ARM B	0.179	0.192	0.078	-1.324
ARM C	0.134	0.240	0.156	-0.932
ARM D	0.209	0.125	0.128	-1.036

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
ARM A	13.82	27.06	0.511		0.6	1.0	15.1		0.08
ARM B	28.12	33.27	0.845		1.9	5.1	67.9		0.18
ARM C	17.90	22.69	0.789		1.3	3.5	47.7		0.20
ARM D	20.26	25.99	0.779		1.3	3.4	46.2		0.17

EFFECT ON CAPACITY (PCU/MIN) OF MARGINAL CHANGES IN:

MARGINAL CHANGE:	ENTRY WIDTH (.1M)	FLARE LENGTH (M)	INSCRIBED CIRC DIAM (M)	ENTRY ANGLE (10 DEGS)
ARM A	0.177	0.121	0.189	-1.005
ARM B	0.174	0.186	0.095	-1.262
ARM C	0.125	0.224	0.190	-0.815
ARM D	0.198	0.119	0.156	-0.940

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
ARM A	13.82	26.94	0.513		1.0	1.0	15.6		0.08
ARM B	28.12	33.24	0.846		5.1	5.3	77.8		0.19
ARM C	17.90	22.57	0.793		3.5	3.7	54.3		0.21
ARM D	20.26	25.88	0.783		3.4	3.5	51.7		0.18

EFFECT ON CAPACITY (PCU/MIN) OF MARGINAL CHANGES IN:

MARGINAL CHANGE:	ENTRY WIDTH (.1M)	FLARE LENGTH (M)	INSCRIBED CIRC DIAM (M)	ENTRY ANGLE (10 DEGS)
ARM A	0.177	0.121	0.190	-1.001
ARM B	0.174	0.186	0.095	-1.261
ARM C	0.125	0.224	0.191	-0.811
ARM D	0.198	0.119	0.157	-0.936

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.45-18.00									
ARM A	11.28	30.11	0.375		1.0	0.6	9.2		0.05
ARM B	22.96	34.86	0.659		5.3	2.0	31.3		0.09
ARM C	14.61	25.78	0.567		3.7	1.3	21.1		0.09
ARM D	16.54	28.49	0.581		3.5	1.4	22.1		0.09

EFFECT ON CAPACITY (PCU/MIN) OF MARGINAL CHANGES IN:

MARGINAL CHANGE:	ENTRY WIDTH (.1M)	FLARE LENGTH (M)	INSCRIBED CIRC DIAM (M)	ENTRY ANGLE (10 DEGS)
ARM A	0.188	0.128	0.157	-1.119
ARM B	0.179	0.191	0.078	-1.322
ARM C	0.133	0.239	0.157	-0.926
ARM D	0.208	0.125	0.130	-1.031

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
18.00-18.15									
ARM A	9.45	32.62	0.290		0.6	0.4	6.2		0.04
ARM B	19.23	36.09	0.533		2.0	1.1	17.7		0.06
ARM C	12.24	28.29	0.433		1.3	0.8	11.8		0.06
ARM D	13.85	30.57	0.453		1.4	0.8	12.8		0.06

EFFECT ON CAPACITY (PCU/MIN) OF MARGINAL CHANGES IN:

MARGINAL CHANGE:	ENTRY WIDTH (.1M)	FLARE LENGTH (M)	INSCRIBED CIRC DIAM (M)	ENTRY ANGLE (10 DEGS)
ARM A	0.197	0.134	0.130	-1.212
ARM B	0.183	0.196	0.065	-1.369
ARM C	0.140	0.251	0.131	-1.016
ARM D	0.217	0.130	0.108	-1.106

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.4	
17.15	0.6	*
17.30	1.0	*
17.45	1.0	*
18.00	0.6	*
18.15	0.4	

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	1.1	*
17.15	1.9	**
17.30	5.1	*****
17.45	5.3	*****
18.00	2.0	**
18.15	1.1	*

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.8	*
17.15	1.3	*
17.30	3.5	****
17.45	3.7	****
18.00	1.3	*
18.15	0.8	*

QUEUE AT ARM D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.8	*
17.15	1.3	*
17.30	3.4	***
17.45	3.5	***
18.00	1.4	*
18.15	0.8	*

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	1036.6	691.1	60.8	0.06	60.8	0.06
B	2108.9	1405.9	238.5	0.11	238.5	0.11
C	1342.4	894.9	164.4	0.12	164.4	0.12
D	1519.3	1012.9	164.4	0.11	164.4	0.11
ALL	6007.3	4004.9	628.1	0.10	628.1	0.10

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

========== end of file ==========

[Printed at 14:20:38 on 07/02/2012]

ARCADY 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 3.0 (JUNE 2005)

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THE USER OF THIS COMPUTER PROGRAM FOR THE SOLUTION OF AN ENGINEERING PROBLEM IS IN NO WAY RELIEVED OF THEIR RESPONSIBILITY FOR THE CORRECTNESS OF THE SOLUTION

Run with file:-
"j:\26004 - Banbury Southam Road Retail\Technical\Calcs\Transport\Junction Assessments\ARCADY\
Ruscote Ave-Southam Road-Hennef Way\120112 - For TA\with LXB\
A422-A423-A361 Roundabout 2017 + Dev 300 vehicle sensitivity AM.vai"
(drive-on-the-left) at 15:15:36 on Thursday, 1 March 2012

FILE PROPERTIES

RUN TITLE: A422/A423/A361 Roundabout 2017 AM + Dev
LOCATION: Banbury
DATE: 06/01/2012
CLIENT: Barwood Homes
ENUMERATOR: groseff [BIR-DSK-009]
JOB NUMBER: 26004
STATUS:
DESCRIPTION:

INPUT DATA

ARM A - A423 - Southam Road
ARM B - A422 - Hennef Way
ARM C - A361
ARM D - A422 - Ruscote Ave

GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	7.87	10.37	17.10	25.80	66.90	26.0	0.732	49.547
ARM B	7.48	10.17	14.70	20.40	66.90	29.0	0.698	46.547
ARM C	5.67	10.43	20.10	48.80	66.90	21.0	0.695	44.851
ARM D	5.92	9.56	26.60	41.10	66.90	22.0	0.694	44.936

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

ARM	FLOW SCALE(%)
A	100
B	100
C	100
D	100

TIME PERIOD BEGINS 07.45 AND ENDS 09.15

LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

DEMAND SET TITLE: A422/A423/A361 Roundabout AM

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	NUMBER OF MINUTES FROM START WHEN TOP OF PEAK IS REACHED	NUMBER OF MINUTES FROM START WHEN FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	RATE OF FLOW (VEH/MIN) AT TOP OF PEAK	RATE OF FLOW (VEH/MIN) AFTER PEAK
ARM A	15.00	45.00	75.00	13.94	20.91	13.94
ARM B	15.00	45.00	75.00	19.65	29.47	19.65
ARM C	15.00	45.00	75.00	6.97	10.46	6.97
ARM D	15.00	45.00	75.00	13.21	19.82	13.21

DEMAND SET TITLE: A422/A423/A361 Roundabout AM

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (VEH/HR) (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C	ARM D
07.45 - 09.15	ARM A	0.000	0.590	0.147	0.263
		0.0	658.0	164.0	293.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM B	0.405	0.000	0.191	0.404
		636.0	0.0	301.0	635.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM C	0.267	0.491	0.000	0.242
		149.0	274.0	0.0	135.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM D	0.149	0.649	0.202	0.000
		157.0	686.0	214.0	0.0
		(10.0)	(10.0)	(10.0)	(10.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
07.45-08.00									
ARM A	13.94	34.34	0.406		0.0	0.7	10.0		0.05
ARM B	19.65	36.48	0.539		0.0	1.2	16.8		0.06
ARM C	6.97	27.24	0.256		0.0	0.3	5.0		0.05
ARM D	13.21	31.70	0.417		0.0	0.7	10.4		0.05

EFFECT ON CAPACITY (PCU/MIN) OF MARGINAL CHANGES IN:

MARGINAL CHANGE:	ENTRY WIDTH (.1M)	FLARE LENGTH (M)	INSCRIBED CIRC DIAM (M)	ENTRY ANGLE (10 DEGS)
ARM A	0.203	0.139	0.112	-1.276
ARM B	0.184	0.197	0.061	-1.384
ARM C	0.137	0.246	0.142	-0.978
ARM D	0.221	0.132	0.096	-1.147

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15									
ARM A	16.64	32.24	0.516		0.7	1.1	15.5		0.06
ARM B	23.46	35.34	0.664		1.2	1.9	28.1		0.08
ARM C	8.33	24.58	0.339		0.3	0.5	7.5		0.06
ARM D	15.78	29.90	0.528		0.7	1.1	16.2		0.07

EFFECT ON CAPACITY (PCU/MIN) OF MARGINAL CHANGES IN:

MARGINAL CHANGE:	ENTRY WIDTH (.1M)	FLARE LENGTH (M)	INSCRIBED CIRC DIAM (M)	ENTRY ANGLE (10 DEGS)
ARM A	0.195	0.134	0.134	-1.198
ARM B	0.180	0.193	0.073	-1.341
ARM C	0.130	0.233	0.170	-0.883
ARM D	0.214	0.128	0.115	-1.082

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
ARM A	20.38	29.39	0.693		1.1	2.2	31.4		0.11
ARM B	28.74	33.79	0.851		1.9	5.3	70.3		0.18
ARM C	10.20	21.04	0.485		0.5	0.9	13.5		0.09
ARM D	19.32	27.49	0.703		1.1	2.3	32.6		0.12

EFFECT ON CAPACITY (PCU/MIN) OF MARGINAL CHANGES IN:

MARGINAL CHANGE:	ENTRY WIDTH (.1M)	FLARE LENGTH (M)	INSCRIBED CIRC DIAM (M)	ENTRY ANGLE (10 DEGS)
ARM A	0.185	0.127	0.164	-1.092
ARM B	0.175	0.188	0.089	-1.282
ARM C	0.121	0.217	0.207	-0.755
ARM D	0.204	0.122	0.140	-0.994

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
ARM A	20.38	29.34	0.695		2.2	2.2	33.5		0.11
ARM B	28.74	33.76	0.851		5.3	5.5	81.0		0.20
ARM C	10.20	20.91	0.488		0.9	0.9	14.1		0.09
ARM D	19.32	27.42	0.705		2.3	2.3	35.0		0.12

EFFECT ON CAPACITY (PCU/MIN) OF MARGINAL CHANGES IN:

MARGINAL CHANGE:	ENTRY WIDTH (.1M)	FLARE LENGTH (M)	INSCRIBED CIRC DIAM (M)	ENTRY ANGLE (10 DEGS)
ARM A	0.185	0.127	0.165	-1.090
ARM B	0.175	0.188	0.090	-1.280
ARM C	0.120	0.216	0.208	-0.751
ARM D	0.204	0.122	0.141	-0.992

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.45-09.00									
ARM A	16.64	32.15	0.518		2.2	1.1	16.8		0.07
ARM B	23.46	35.29	0.665		5.5	2.0	32.3		0.09
ARM C	8.33	24.40	0.341		0.9	0.5	8.0		0.06
ARM D	15.78	29.80	0.529		2.3	1.1	17.6		0.07

EFFECT ON CAPACITY (PCU/MIN) OF MARGINAL CHANGES IN:

MARGINAL CHANGE:	ENTRY WIDTH (.1M)	FLARE LENGTH (M)	INSCRIBED CIRC DIAM (M)	ENTRY ANGLE (10 DEGS)
ARM A	0.195	0.133	0.135	-1.195
ARM B	0.180	0.193	0.074	-1.339
ARM C	0.130	0.233	0.172	-0.876
ARM D	0.213	0.128	0.116	-1.078

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
09.00-09.15									
ARM A	13.94	34.28	0.407		1.1	0.7	10.5		0.05
ARM B	19.65	36.45	0.539		2.0	1.2	18.2		0.06
ARM C	6.97	27.15	0.257		0.5	0.3	5.3		0.05
ARM D	13.21	31.64	0.418		1.1	0.7	11.1		0.05

EFFECT ON CAPACITY (PCU/MIN) OF MARGINAL CHANGES IN:

MARGINAL CHANGE:	ENTRY WIDTH (.1M)	FLARE LENGTH (M)	INSCRIBED CIRC DIAM (M)	ENTRY ANGLE (10 DEGS)
ARM A	0.203	0.138	0.113	-1.274
ARM B	0.184	0.197	0.061	-1.383
ARM C	0.137	0.246	0.143	-0.975
ARM D	0.221	0.132	0.097	-1.145

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.7	*
08.15	1.1	*
08.30	2.2	**
08.45	2.2	**
09.00	1.1	*
09.15	0.7	*

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	1.2	*
08.15	1.9	**
08.30	5.3	*****
08.45	5.5	*****
09.00	2.0	**
09.15	1.2	*

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.3	
08.15	0.5	*
08.30	0.9	*
08.45	0.9	*
09.00	0.5	*
09.15	0.3	

QUEUE AT ARM D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.7	*
08.15	1.1	*
08.30	2.3	**
08.45	2.3	**
09.00	1.1	*
09.15	0.7	*

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	1528.9	1019.3	117.7	0.08	117.7	0.08
B	2155.5	1437.0	246.7	0.11	246.7	0.11
C	765.1	510.1	53.4	0.07	53.4	0.07
D	1449.4	966.2	122.9	0.08	122.9	0.08
ALL	5899.0	3932.6	540.7	0.09	540.7	0.09

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

========== end of file ==========

[Printed at 15:15:58 on 01/03/2012]

ARCADY 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 3.0 (JUNE 2005)

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THE USER OF THIS COMPUTER PROGRAM FOR THE SOLUTION OF AN ENGINEERING PROBLEM IS IN NO WAY RELIEVED OF THEIR RESPONSIBILITY FOR THE CORRECTNESS OF THE SOLUTION

Run with file:-
"j:\26004 - Banbury Southam Road Retail\Technical\Calcs\Transport\Junction Assessments\ARCADY\
Ruscote Ave-Southam Road-Hennef Way\120112 - For TA\with LXB\
A422-A423-A361 Roundabout 2017 + Dev PM sensitivity.vai"
(drive-on-the-left) at 14:57:33 on Thursday, 1 March 2012

FILE PROPERTIES

RUN TITLE: A422/A423/A361 Roundabout 2017 + Dev sensitivity
LOCATION: Banbury
DATE: 06/01/2012
CLIENT: Barwood Homes
ENUMERATOR: groseff [BIR-DSK-009]
JOB NUMBER: 26004
STATUS:
DESCRIPTION:

INPUT DATA

ARM A - A423 - Southam Road
ARM B - A422 - Hennef Way
ARM C - A361
ARM D - A422 - Ruscote Ave

GEOMETRIC DATA

ARM	V (M)	E (M)	L (M)	R (M)	D (M)	PHI (DEG)	SLOPE	INTERCEPT (PCU/MIN)
ARM A	7.87	10.37	17.10	25.80	66.90	26.0	0.732	49.547
ARM B	7.48	10.17	14.70	20.40	66.90	29.0	0.698	46.547
ARM C	5.67	10.43	20.10	48.80	66.90	21.0	0.695	44.851
ARM D	5.92	9.56	26.60	41.10	66.90	22.0	0.694	44.936

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

ARM	FLOW SCALE(%)
A	100
B	100
C	100
D	100

TIME PERIOD BEGINS 16.45 AND ENDS 18.15

LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

DEMAND SET TITLE: A422/A423/A361 Roundabout PM

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	NUMBER OF MINUTES FROM START WHEN TOP OF PEAK IS REACHED	NUMBER OF MINUTES FROM START WHEN FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	RATE OF FLOW (VEH/MIN) AT TOP OF PEAK	RATE OF FLOW (VEH/MIN) AFTER PEAK
ARM A	15.00	45.00	75.00	12.30	18.45	12.30
ARM B	15.00	45.00	75.00	19.10	28.65	19.10
ARM C	15.00	45.00	75.00	12.54	18.81	12.54
ARM D	15.00	45.00	75.00	14.11	21.17	14.11

DEMAND SET TITLE: A422/A423/A361 Roundabout PM

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (VEH/HR) (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C	ARM D
16.45 - 18.15	ARM A	0.000	0.568	0.147	0.285
		0.0	559.0	145.0	280.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM B	0.318	0.000	0.232	0.450
		486.0	0.0	354.0	688.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM C	0.308	0.391	0.000	0.301
		309.0	392.0	0.0	302.0
		(10.0)	(10.0)	(10.0)	(10.0)
	ARM D	0.109	0.571	0.320	0.000
		123.0	645.0	361.0	0.0
		(10.0)	(10.0)	(10.0)	(10.0)

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
ARM A	12.30	32.30	0.381		0.0	0.6	9.0		0.05
ARM B	19.10	35.48	0.538		0.0	1.2	16.8		0.06
ARM C	12.54	28.19	0.445		0.0	0.8	11.6		0.06
ARM D	14.11	30.59	0.461		0.0	0.8	12.4		0.06

EFFECT ON CAPACITY (PCU/MIN) OF MARGINAL CHANGES IN:

MARGINAL CHANGE:	ENTRY WIDTH (.1M)	FLARE LENGTH (M)	INSCRIBED CIRC DIAM (M)	ENTRY ANGLE (10 DEGS)
ARM A	0.196	0.134	0.134	-1.201
ARM B	0.181	0.194	0.072	-1.346
ARM C	0.140	0.251	0.132	-1.013
ARM D	0.217	0.130	0.108	-1.107

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
ARM A	14.69	29.80	0.493		0.6	1.0	14.1		0.07
ARM B	22.81	34.14	0.668		1.2	2.0	28.5		0.09
ARM C	14.97	25.72	0.582		0.8	1.4	19.9		0.09
ARM D	16.85	28.58	0.590		0.8	1.4	20.5		0.08

EFFECT ON CAPACITY (PCU/MIN) OF MARGINAL CHANGES IN:

MARGINAL CHANGE:	ENTRY WIDTH (.1M)	FLARE LENGTH (M)	INSCRIBED CIRC DIAM (M)	ENTRY ANGLE (10 DEGS)
ARM A	0.187	0.128	0.160	-1.107
ARM B	0.177	0.189	0.086	-1.295
ARM C	0.133	0.239	0.158	-0.924
ARM D	0.209	0.125	0.129	-1.034

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
ARM A	17.99	26.50	0.679		1.0	2.1	29.4		0.12
ARM B	27.93	32.35	0.864		2.0	5.8	75.8		0.20
ARM C	18.34	22.45	0.817		1.4	4.1	54.9		0.22
ARM D	20.64	25.94	0.796		1.4	3.7	50.1		0.18

EFFECT ON CAPACITY (PCU/MIN) OF MARGINAL CHANGES IN:

MARGINAL CHANGE:	ENTRY WIDTH (.1M)	FLARE LENGTH (M)	INSCRIBED CIRC DIAM (M)	ENTRY ANGLE (10 DEGS)
ARM A	0.175	0.120	0.194	-0.984
ARM B	0.171	0.183	0.105	-1.227
ARM C	0.124	0.223	0.192	-0.806
ARM D	0.198	0.119	0.156	-0.938

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
ARM A	17.99	26.36	0.682		2.1	2.1	31.5		0.12
ARM B	27.93	32.29	0.865		5.8	6.1	89.1		0.23
ARM C	18.34	22.31	0.822		4.1	4.4	64.2		0.25
ARM D	20.64	25.81	0.800		3.7	3.9	56.8		0.19

EFFECT ON CAPACITY (PCU/MIN) OF MARGINAL CHANGES IN:

MARGINAL CHANGE:	ENTRY WIDTH (.1M)	FLARE LENGTH (M)	INSCRIBED CIRC DIAM (M)	ENTRY ANGLE (10 DEGS)
ARM A	0.175	0.119	0.196	-0.979
ARM B	0.171	0.183	0.105	-1.225
ARM C	0.124	0.223	0.194	-0.801
ARM D	0.198	0.118	0.158	-0.933

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.45-18.00									
ARM A	14.69	29.61	0.496		2.1	1.0	15.4		0.07
ARM B	22.81	34.07	0.669		6.1	2.1	33.3		0.09
ARM C	14.97	25.53	0.586		4.4	1.4	23.1		0.10
ARM D	16.85	28.40	0.593		3.9	1.5	23.4		0.09

EFFECT ON CAPACITY (PCU/MIN) OF MARGINAL CHANGES IN:

MARGINAL CHANGE:	ENTRY WIDTH (.1M)	FLARE LENGTH (M)	INSCRIBED CIRC DIAM (M)	ENTRY ANGLE (10 DEGS)
ARM A	0.186	0.127	0.162	-1.100
ARM B	0.176	0.189	0.086	-1.292
ARM C	0.133	0.238	0.160	-0.917
ARM D	0.208	0.125	0.131	-1.027

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
18.00-18.15									
ARM A	12.30	32.21	0.382		1.0	0.6	9.5		0.05
ARM B	19.10	35.44	0.539		2.1	1.2	18.2		0.06
ARM C	12.54	28.10	0.446		1.4	0.8	12.5		0.06
ARM D	14.11	30.52	0.462		1.5	0.9	13.3		0.06

EFFECT ON CAPACITY (PCU/MIN) OF MARGINAL CHANGES IN:

MARGINAL CHANGE:	ENTRY WIDTH (.1M)	FLARE LENGTH (M)	INSCRIBED CIRC DIAM (M)	ENTRY ANGLE (10 DEGS)
ARM A	0.195	0.133	0.135	-1.197
ARM B	0.181	0.193	0.072	-1.345
ARM C	0.140	0.250	0.133	-1.010
ARM D	0.216	0.130	0.108	-1.104

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.6	*
17.15	1.0	*
17.30	2.1	**
17.45	2.1	**
18.00	1.0	*
18.15	0.6	*

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	1.2	*
17.15	2.0	**
17.30	5.8	******
17.45	6.1	******
18.00	2.1	**
18.15	1.2	*

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.8	*
17.15	1.4	*
17.30	4.1	****
17.45	4.4	****
18.00	1.4	*
18.15	0.8	*

QUEUE AT ARM D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.8	*
17.15	1.4	*
17.30	3.7	****
17.45	3.9	****
18.00	1.5	*
18.15	0.9	*

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	1349.3	899.5	108.8	0.08	108.8	0.08
B	2095.2	1396.8	261.7	0.12	261.8	0.12
C	1375.3	916.9	186.2	0.14	186.2	0.14
D	1548.1	1032.1	176.7	0.11	176.7	0.11
ALL	6367.9	4245.3	733.4	0.12	733.4	0.12

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

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