

**Marina at Boddington Road  
Claydon  
Cherwell District**

**Transport Statement**

**July 2019**





Transport Planning Ltd

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Unit 23  
The Maltings  
Stanstead Abbots  
Hertfordshire SG12 8HG  
Tel 01920 871 777



Transport Planning Ltd

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

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# 1 Introduction

- 1.1 EAS has been commissioned to prepare a Transport Statement to support a proposed marina on the Oxford Canal off Boddington Road, Claydon, Cherwell District, Oxfordshire.
- 1.2 A location plan and red line boundary plan are enclosed at **Appendix A**.
- 1.3 The marina will comprise moorings for 192 narrow boats with up to four hectares of water, plus a clubhouse including a café for use of the boaters.
- 1.4 The access from Boddington Road will be at a new location in the northwest corner of the site.
- 1.5 142 parking spaces are proposed located across the site including along the access road which extends around the marina. **Appendix B** shows the layout of the proposed development.
- 1.6 The contents of this Transport Statement are:
  - Section 2 – describes relevant policy including national and local guidance;
  - Section 3 – describes the site location and baseline conditions;
  - Section 4 - describes the proposed development;
  - Section 5 – describes the expected impact on the local transport network; and
  - Section 6– provides a summary and conclusions.

## 2 Planning and Transport Policy

### Introduction

2.1 This section identifies the current planning policy documents at National, Regional and Local levels that are relevant to the development. The policy documents reviewed include:

- National Planning Policy Framework;
- Successive editions of the Cherwell Local Plan in 1996, 2004 and 2015.

2.2 A brief description of the above documents and their potential relevance is given below.

### National Planning Policy Framework

2.3 Paragraph 14 of the NPPF states:

At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking.

Paragraph 17 of the NPPF sets out 12 core planning principles including core principle 11 which states that planning should:

actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable.

2.4 Section 4 of the NPPF on transport includes advice on Transport Assessments at paragraph 32:

All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
- safe and suitable access to the site can be achieved for all people; and
- improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

2.5 Paragraph 39 discusses parking policy:

If setting local parking standards for residential and non-residential development, local planning authorities should take into account:

- the accessibility of the development;
- the type, mix and use of development;
- the availability of and opportunities for public transport;
- local car ownership levels; and
- an overall need to reduce the use of high-emission vehicles.

## **Cherwell Local Plan 1996**

- 2.6 Certain policies in this document have been saved pending adoption of the complete new Cherwell Local Plan.
- 2.7 Saved Policy TR1 states that before proposals for development are permitted the Council will require to be satisfied that new highways, highway improvement works, traffic-management measures, additional public transport facilities or other transport measures that would be required as a consequence of allowing the development to proceed will be provided.
- 2.8 Saved Policy TR7 states that development that would regularly attract large commercial vehicles or large numbers of cars onto unsuitable minor roads will not normally be permitted. Similarly, Saved Policy TR10 states that development that would generate frequent heavy goods vehicle movements through residential areas or on unsuitable urban or rural roads will not be permitted. It should be noted that heavy goods vehicles will probably only need to have access to the site in significant numbers during construction.
- 2.9 Saved Policy TR11 states that proposals that would result in the transfer of freight to the Oxford Canal will normally be permitted subject to the other policies in this plan. It is not expected that this would apply except conceivably during construction.

## **The Non-Statutory Cherwell Local Plan 2011**

- 2.10 The Council approved this document in 2004 as interim planning policy for development control purposes. Part 1 of the Cherwell Local Plan (see below) supersedes the non-statutory plan in some respects.
- 2.11 Policy TR1 requires all traffic generating development to contribute to achieving the objectives of the Oxfordshire Local Transport Plan. Policy TR2 states that major generators of travel demand should be located in existing centres which are highly accessible by means other than the private car. Policy TR3 states that a Transport Assessment and a Travel Plan must accompany development proposals that are likely to generate significant levels of traffic.
- 2.12 Policy TR4 states that before proposals for development are permitted the Council will need to be satisfied that all appropriate mitigation measures required to support it 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.

2.13 Policy TR5 adds that the Council will also need to be satisfied that:

- 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
- the development does not compromise the safe movement and free flow of traffic or the safe use of roads by others.

2.14 It states that proposals that do not comply with relevant standards of road safety will not be permitted.

2.15 Policies TR8 and TR9 state that development that would prejudice pedestrian and cycle circulation or route provision will not be permitted and that all new development shall provide cycle parking to Oxfordshire County Council standards.

2.16 Policy TR11 requires developments likely to attract vehicular traffic to:

- accommodate within the site the necessary highway safety requirements relating to access, turning and servicing.
  - include appropriate measures to minimise the visual impact of vehicles and parking areas.
  - comply with maximum standards for car parking.
  - provide parking for people with disabilities in accordance with the council's standards.
  - provide cycle parking in accordance with the council's standards.
- Development proposals which do not have regard to these criteria will not be permitted.

2.17 Policy TR36 supports the implementation of traffic management schemes in villages and on rural roads that reduce traffic speeds and create safe and convenient conditions for pedestrians, horse riders, cyclists and public transport operators. Development that militates against the effective implementation of this policy will not be permitted.

2.18 Appendix B to the document sets out maximum car parking standards for various land uses but does not include marinas or anything comparable.

### **The Cherwell Local Plan 2011 – 2031, Part 1 (2015)**

2.19 Policy SLE 4 on Improved Transport and Connections supports the implementation of the proposals in the Movement Strategies and the Local Transport Plan to deliver key connections, to support modal shift and to support more sustainable locations for employment growth. New development in the District will be required to provide financial and / or in-kind contributions to mitigate the transport impacts of development.

2.20 All development, where reasonable to do so, should facilitate the use of sustainable modes of transport to make the fullest possible use of public transport, walking and cycling. Encouragement will be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. Development

which is not suitable for the roads that serve the development and which have a severe traffic impact will not be supported.

- 2.21 Policy ESD 16 seeks to protect and enhance the Oxford Canal corridor as a green transport route. It supports proposals to promote transport, recreation, leisure and tourism related uses of the Canal where appropriate. It aims to ensure that the towpath alongside the canal becomes an accessible long distance trail for all users, particularly for walkers, cyclists and horse riders where appropriate. Other than appropriately located small scale car parks and picnic facilities, new facilities for canal users should be located within or immediately adjacent to settlements. The Council encourages pre-application discussions to help identify significant issues associated with a site.



## 3 Site Location and Baseline Conditions

### Site location

- 3.1 The site is located on the east side of Boddington Road, linking Claydon with Upper Boddington. It comprises a field, currently in arable use, immediately north of Hay Bridge, where the road crosses the Oxford Canal. Boddington Road is a rural road with a width of around three to four metres with passing places. The road is unlit and is nominally subject to the national speed limit. A location plan is contained in **Appendix A**.
- 3.2 Correspondence with the Canal and Rivers Trust identified that the canal bridge (Bridge 143) had a 13 tonne weight limit while another bridge to the north (referred to in documents as Bridge 5 and crossing a canal feeder channel southwest of Claydon Hay Farm) had a limit of ten tonnes. However, follow up correspondence with Oxfordshire County Council stated that the limits on weight have been removed from Bridge 143 and there is effectively no limit on Bridge 5 as its short span of 2.2 metres means that a truck could not apply all its weight on it owing to axle spacing.
- 3.3 All cut and fill will be internal within the site and as such no materials other than for the construction of the buildings will be required to be brought into the site. This is discussed later in this report.
- 3.4 Directly opposite the existing field access into the site there is a priority junction with a private unmetalled road that leads to Haybridge Meadow. On the same side as the site there is a wide gravel-surfaced verge from which a gate leads into the field.
- 3.5 To the north Boddington Road has a priority crossroads junction with a road linking with the A423 at Fenny Compton Wharf to the west and with the A361 near Chipping Warden to the east. The A423 runs north to Southam and Coventry and the A361 runs northeast to Daventry. To the south both roads link with Banbury and the M40.
- 3.6 To the south Boddington Road runs to Claydon village. From here other minor roads run northwest and southwest to the A423, south to Cropredy and thence the A423 and the A361, and east to Chipping Warden.

### Walking and cycling

- 3.7 The roads in the area are quiet and suitable for cycling. Cycling is also permitted along the Oxford Canal towpath; to the west this intersects with the A423 Coventry – Banbury road while to the south the towpath forms a reasonably direct link with Banbury itself. The towpath is naturally a walking route as well and east of Claydon it intersects with the MacMillan Way (PROW 170/3/20).
- 3.8 A public footpath (PROW 170/6/20) runs from the junction of Boddington Road and Fenny Compton

Road in Claydon village to Bridge 144 over the canal, from which the site can be reached from the very north-eastern corner of the marina site.

- 3.9 For pedestrians walking between the marina and Claydon village via PROW 170/6/20, they can walk into the adjacent field in the northeastern corner of the marina (owned by the applicant), immediately turn southeast and pick up the PROW as it heads southwest past the marina site towards Claydon Village. **Appendix C** illustrates the PROW and route out of the marina.

### **Public transport accessibility**

- 3.10 There is one bus route serving Claydon village, route 503 operated by Catterall's Coaches. It runs on Thursdays only between Long Itchington and Banbury via Napton, Southam and Fenny Compton, calling at Manor Park, Claydon, at 10:18 southbound and 13:54 northbound. The stop is 1.3 kilometres walk from the site access.
- 3.11 The nearest railway station is Banbury, 12.5 kilometres to the south. Although the Chiltern and Cross Country routes linking London and Oxford with Birmingham pass the village there has never been a station there.

### **Accidents**

- 3.12 The Crashmap website was interrogated for injury accidents in the area around Claydon for the most recent five year period available, between 2013 and 2017. Figure 3.1 shows the results.

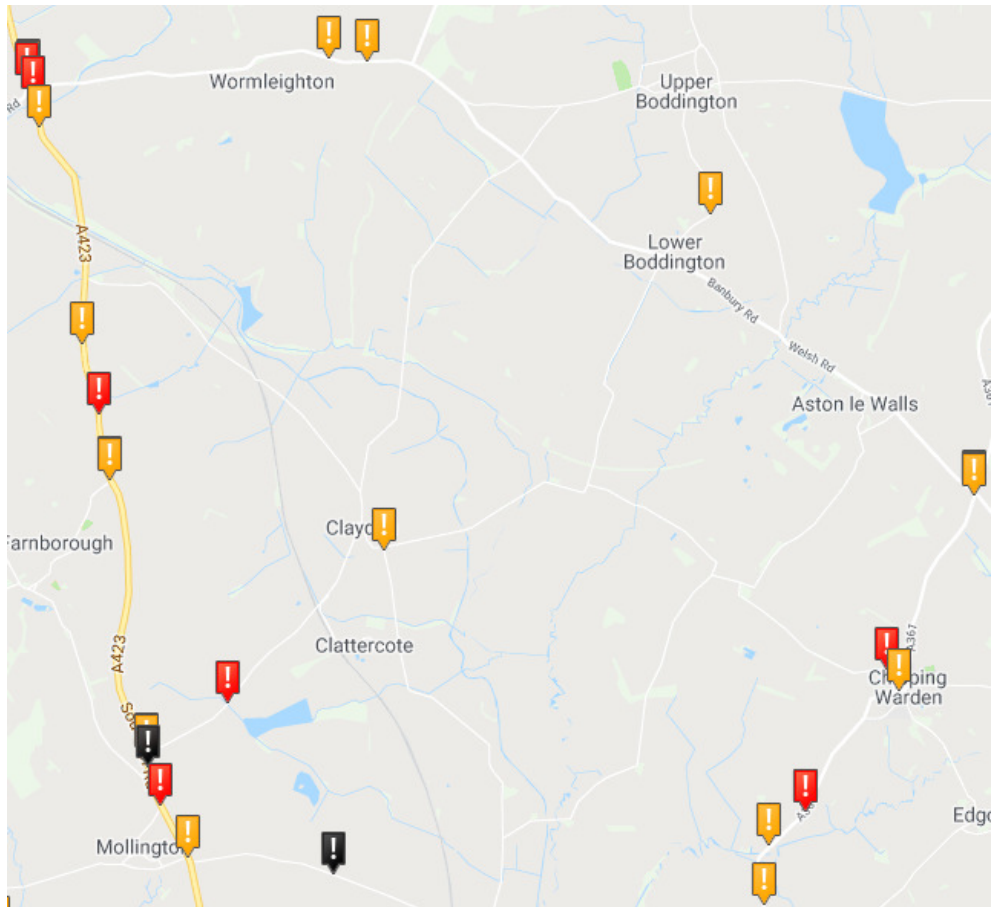


Figure 3.1:

Accidents 2013 – 2017 (Crashmap)

- 3.13 While there were several accidents on the A423 and the A361, and two on the local road between Fenny Compton Wharf and the A361, there were only three in the area between them – one slight (single car) accident on the southeast fringe of Claydon village itself, a serious accident on the road linking Claydon with Mollington and a fatal accident on the road between Mollington and Croppedy, which is not a direct route to the site.
- 3.14 The accident in Claydon village is not part of the route to the site and has not been considered further.
- 3.15 Details from the Crashmap website of the serious accident on the road linking Claydon to Mollington identify that two cars had a head on collision, given at the location where the accident occurred there is clear forward visibility along Mollington Road this is likely to be driver error rather than the characteristics of the road.
- 3.16 Regarding the three accidents at or near the junction of Mollington Road with the A423 the following details were available:
- The fatal accident to the south of the junction was a result of a pedestrian with his back to the traffic walking in the carriageway being struck by a HGV in the darkness, it was noted that no footway or lighting are present in this location. It is expected that pedestrians would

rarely attempt to walk along the highway in these conditions and therefore the marina development will have not have an impact upon type of accident occurring in the future.

- The serious accident recorded at the junction of Mollington Road and the A423, appears to have been a result of a vehicle turning right into Mollington road into the path of a motorcyclist travelling southbound on the A423, the accident occurred in damp or wet conditions. It is unknown whether the speed of the motorcycle is a factor in the accident.
- The slight accident recorded at the same junction, appears to have been a result of shunt accident involving two northbound cars and a car waiting to turn right into Millington Road. The accident occurred in darkness.

- 3.17 The accidents involving right turning vehicles could potentially be a result of the characteristics of the result, however it is noted that there is a good level of visibility towards the junction from both directions along the A423, that either direction of the junction overtaking is prohibited by double lining in the centre of the highway, and that two accidents at a priority junction in a rural location over a 5 year period does not highlight a particular accident pattern that would usually require further consideration.
- 3.18 On the basis of the above it may be concluded that the risk of an injury-accident on the roads near the site is remote.

### Traffic count data

- 3.19 K&M Traffic Surveys collected automatic traffic count (ATC) data over seven days beginning on Saturday 5<sup>th</sup> August 2017 at a point immediately south of the access to Haybridge Meadow, 40 metres north of the centre of the canal bridge. The data are presented in **Appendix D**.
- 3.20 24 hour two way traffic was 251 vehicles on Friday, 171 vehicles on Saturday and 200 on Sunday. The average Monday to Friday daily traffic was 190 vehicles with the number rising from Monday to Friday. The busiest hourly two-way flow on Friday was 27 vehicles (17:00 – 18:00) with a mid-day peak of 23 – 24 (13:00 – 15:00) and a morning peak of 18 (08:00 – 09:00). On Saturday the peak was 20 – 21 vehicles (10 :00 – 12:00) and on Sunday it was 30 vehicles (11:00 – 12:00). The busiest hour recorded therefore saw an average of one vehicle every two minutes, both directions combined.
- 3.21 Very few HGVs were recorded and no buses. During most hours there were no HGVs at all. On Friday there were never more than one per hour and only three in total; on Saturday there were three during 10:00 – 11:00 but none for the rest of the day. On Sunday there were four between 11:00 – 12:00 and throughout the day there were 15, more than on any other day.
- 3.22 Table 3.1 shows the mean and 85<sup>th</sup> percentile speeds recorded between 07:00 and 19:00.



	Northbound		Southbound	
	Mean	85 <sup>th</sup> %ile	Mean	85 <sup>th</sup> %ile
Monday	23.1	28.0	20.4	25.4
Tuesday	22.8	27.4	21.1	26.9
Wednesday	22.3	27.6	20.6	26.6
Thursday	22.1	27.8	21.3	25.7
Friday	21.8	27.5	19.3	25.6
Saturday	22.5	27.4	19.9	25.8
Sunday	21.1	25.8	19.3	25.9

Table 3.1: Mean and 85<sup>th</sup> percentile speeds on Boddington Road near the site access (mph)

3.23 Clearly the speeds are quite low (and are lower for southbound vehicles, as they are approaching the hazard of the hump-back bridge). On only one occasion was a speed of over 35 mph recorded.

## 4 Development Proposals

- 4.1 It is proposed to develop the site as a marina basin that will provide secure offline moorings for 192 narrow boats. The basin would be approximately four hectares in size but eight hectares of land would also be used for access, car parking, landscaping and ecological enhancement.
- 4.2 Some of the current ground level is below the existing water level in the canal and therefore the excavated material from the higher part of the basin will be used to form a bund that will complete the construction of the basin. The fill volume will be supplemented by cut from a new agricultural reservoir proposed to be excavated to the east of the Marina. As a result of the spoil excavated on-site being used for the construction of the Marina, there will be no need to import any additional fill material to the site.
- 4.3 In addition to the marina basin the development will also include sufficient car parking for the 192 berths, and a clubhouse building including office and workshop space.
- 4.4 The basin will be connected to the Oxford Canal via an entrance, the exact design and specification of which is to be agreed with the Canal and River Trust. A footbridge will be provided over the water access to allow for access along the towpath.
- 4.5 142 parking spaces are proposed, located in across the site including around the outer access road which extends around the marina. A parking demand assessment is undertaken in the next section of this report.
- 4.6 The access road extending around the marina is to be constructed of permeable material and includes an inner loop around the basin edge and an outer loop at the bottom of the embankment of the basin for parking. The main car park is also proposed to be constructed of a permeable gravel construction.
- 4.7 The first section of the proposed access road, around the proposed building, the small yard/boat maintenance area, as well as a footpath around the basin edge will be constructed of concrete. All other access roads and parking areas will be of a permeable gravel construction.
- 4.8 **Appendix B** shows the layout of the proposed development and includes sections through the marina.

### Access

- 4.9 The proposed access arrangements are illustrated on SK01 REV F contained in **Appendix E**. A 10m wide access road with 10m radii is proposed as suitable for HGV access and refuse collection.
- 4.10 Some recent maintenance of the hedgerows outside the site along Boddington Road has been undertaken which results in the following visibility splays being available in each direction from the site:

- A 2.4m x 82 m visibility splay to the south of the access to the centre of the carriageway to the bottom of the hump-back bridge over the canal suitable for a 35mph design speed based on DMRB standards; and
  - A 2.4m x 101m visibility to the north of the access to the centre of the carriageway suitable for a 40mph design speed based on DMRB standards.
- 4.11 The 85<sup>th</sup> percentile speeds measured on Boddington Road near the site access as detailed in Table 3.1 were all well below the 35mph design speed in both directions, due to the presence of the hump-back bridge over the canal. Therefore the available splay to the south of the access is in excess of the requirement based on the measured speeds.
- 4.12 The 40mph design speed assumed for vehicles travelling south towards the site access is deemed to be suitable as the hump-back bridge requires vehicles to slow to well below this speed. The splay can be extended to the centre of the carriageway as it would not be possible for a vehicle to overtake; the carriageway is around three metres wide with passing places.
- 4.13 The land within the visibility splays would be kept clear of vegetation in perpetuity.
- 4.14 The access arrangement and visibility splays have been agreed with Rashid Bbosa a Senior Transport Planner at Oxfordshire County Council.
- 4.15 Swept path analysis for a large refuse vehicle entering and exiting the site in a forward gear is included in **Appendix F**.
- 4.16 It has been verbally agreed with Oxfordshire County Council (OCC) that the clients will provide three passing bays on Boddington Road as per the request of the Transport planner at OCC. This will be subject to a Section 106 agreement or a Section 278 agreement at a later stage.

## 5 Expected Impact on the Local Transport Network

5.1 Marinas vary in the facilities that they provide and, as the TRICS website points out, this could affect the number of vehicle trips that they attract.

5.2 The TRICS website has data for coastal, lakeside and canal-side marinas. A search was made for canal-side marinas in Great Britain outside London. Five sites were identified; for all of them data were only available for weekends. Table 5.1 summarises the results for the standard AM and PM peaks, between 13:00 – 14:00 (the busiest hour for vehicle movements) and also between 07:00 – 19:00. The trip rates shown are per berth and the trip numbers are for a marina with 192 berths. The TRICS data is included in **Appendix G**.

	07:00 – 08:00			17:00 – 18:00			13:00 – 14:00			07:00 – 19:00		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
Trip rates per berth												
Vehicles	0.046	0.050	0.096	0.037	0.065	0.102	0.127	0.090	0.217	0.853	0.839	1.692
OGVs	0.000	0.000	0.000	0.000	0.003	0.003	0.000	0.000	0.000	0.019	0.016	0.035
Cyclists	0.006	0.000	0.006	0.003	0.003	0.006	0.009	0.003	0.012	0.073	0.067	0.140
Trips with 192 berths												
Vehicles	9	10	18	7	12	20	24	17	42	164	161	325
OGVs	0	0	0	0	1	1	0	0	0	4	3	7
Cyclists	1	0	1	1	1	1	2	1	2	14	13	27

Table 5.1: Trip rates per berth and numbers for marinas (TRICS 7.4.1)

5.3 It should be noted that most of the TRICS marinas have a full range of facilities including catering, boat repairs and sales and, in two cases, a boat hire business. Some admit the general public and have shops and catering to suit.

5.4 Data collected by the former British Waterways Board (BWB) in 2008, at a large marina at Sawley on the river Trent, give a breakdown between the different activities that attract vehicle trips. Table 5.2 presents the findings for a Sunday afternoon, in terms of vehicle trips per hour (inbound and outbound combined) per 100 berths. It is worth noting that the figures are quite close to those that BWB obtained at a similar survey at three marinas, including Sawley, in 1996.

5.5 The data make it clear that trips related purely to visiting and using a boat moored there, and to the operation of the marina, are outnumbered by trips by sightseers and those wishing to buy boats or equipment, or use the catering facilities.



Boat related traffic:	Vehicle trips per hour	%
Private boats	5	16.1%
Hire boats	1	3.2%
Marina management & servicing	1	3.2%
<b>Total, moorings-only marina</b>	<b>7</b>	<b>22.6%</b>
Incidental marina traffic:		
Visits related to boat or equipment sales	9	29.0%
Looking around	9	29.0%
Catering related visits (café etc.)	5	16.1%
Others (shops, etc.)	1	3.2%
<b>Total, incidental</b>	<b>24</b>	<b>77.4%</b>
<b>Total for a marina with all facilities</b>	<b>31</b>	<b>100.0%</b>

Table 5.2: Purposes of marina visits (*BWB Road traffic generation and car parking requirements of marinas, 2008, page 2*)

- 5.6 As noted in Section 4, the proposed facility at Claydon will have more limited facilities and will be aimed at boaters themselves, whether hiring berths for permanent use or for short (perhaps overnight) stopovers. As Table 5.2 suggests, the BWB data make it possible to examine scenarios with and without the “incidental” facilities.
- 5.7 In addition, a transport assessment was carried out in 2006 for the expansion of a marina at Crick, Northamptonshire, from 185 to its current 272 berths. This was based on traffic counts at Crick in 2004 and the same data were used in the TA for a proposed marina at Cropredy, four kilometres to the south of the Claydon site, which opened in 2013. Cropredy and Crick, which are under the same ownership, offer mainly private long term moorings and have laundries, showers and maintenance services but not boat sales, shops or catering. They serve boaters only and are not open to the general public.
- 5.8 Table 5.3 compares the estimated trip numbers generated by a marina with 192 berths using the TRICS, BWB and Crick data and methodologies. It should be noted that whereas the BWB and Crick studies collected traffic data on both weekdays and at weekends, the TRICS data are for a weekend only. However, the Crick data showed that traffic levels on summer weekdays and weekends (other than Bank Holidays) are remarkably constant. During the winters the traffic can be considerably less.
- 5.9 The table shows estimates for weekday AM and PM peak hours, for the mid-day peak hour both on weekdays and at weekends, and for the twelve hours 07:00 – 19:00 at weekends. The Crick mid-day values and the splits between inward and outward traffic for both BWB and Crick have been estimated using the TRICS data, which show movements over the whole day in both directions.

	Weekday 08:00 - 09:00			Weekday 17:00 - 18:00			Weekday 13:00 - 14:00		
	In	Out	Total	In	Out	Total	In	Out	Total
BWB moorings only	5	5	10	3	6	10	8	5	13
BWB all facilities	10	11	21	8	13	21	17	12	29
Crick	4	4	8	4	7	11	7	5	12
Crick (Bank Holiday)									
TRICS	9	10	18	7	12	20			
	Weekend 13:00 - 14:00			Weekend 07:00 - 19:00					
	In	Out	Total	In	Out	Total			
BWB moorings only	8	6	13						
BWB all facilities	35	25	60						
Crick	7	5	12	43	52	94			
Crick (Bank Holiday)	12	9	21	89	74	163			
TRICS	24	17	42	164	161	325			

Table 5.3: Comparison of estimates of trip generation (vehicle movements) for a marina with 192 berths

- 5.10 The table bears out that estimates based on the more limited facilities at Crick and the “moorings only” scenario in the BWB data are well below the TRICS estimates whereas the BWB estimates for a marina with full facilities are somewhat higher. This is partly because of the varying facilities at the different TRICS sites.
- 5.11 In assessing the traffic impact of the marina, account should be taken of the Bank Holiday traffic, although this will only apply on a few weekends. The Crick figures suggest that during the busiest hours there could be 12 vehicles per hour entering the site and 9 leaving; this would represent just over one vehicle every 3 minutes.
- 5.12 Other than on Bank Holidays the figures suggest roughly one vehicle every 4½ minutes at the busiest time of the day and one every 5½ minutes during the AM and PM peaks. To ensure robust estimates we have used either the BWB “moorings only” or the Crick figures, depending on which are higher.
- 5.13 Table 5.4 compares the highest two-way trip generation estimates for different time periods with the traffic counts that were discussed in Section 3. In the case of the mid-day figures we have used the highest traffic levels counted around that time, even if they were not at exactly 13:00 – 14:00. As above,



the trip generation estimates use the BWB “moorings only” or the Crick figures, whichever is higher. For Bank Holidays the Crick Bank Holiday figures are used.

Period:	Summer, not Bank Holidays			Bank Holiday weekends		
	Counted	Generated	Total	Generated	Total	
Friday	08:00 – 09:00	18	10	28	-	-
	13:00 – 14:00	24	13	37	-	-
	17:00 – 18:00	27	11	38	-	-
Saturday	13:00 – 14:00	21	13	34	21	42
Sunday	13:00 – 14:00	30	13	43	21	51

Table 5.4: Comparison of trip generation estimate and traffic counts for selected periods

- 5.14 On Sundays and Bank Holiday Saturdays there could be just under one per minute. These estimates do not allow for the possibility of background traffic being higher at Bank Holidays but it is not thought that the difference would be great.
- 5.15 **In view of Boddington Road being lightly trafficked and the identified maximum traffic generation, it is not considered that this level of traffic generation would cause congestion at the site access junction or the local road network and no mitigation measures would be required to accommodate the traffic generation.**
- 5.16 The TRICS data suggest that there will be very few HGV movements and this is borne out by the Crick data.

### Trip distribution

- 5.17 A survey by British Waterways reported that boat owners live an average of 56 miles from their boats’ home moorings. Based on the Claydon site this would represent an area bounded by the West Midlands conurbation (except Wolverhampton), Loughborough, Corby, Luton, High Wycombe, Gloucester and Worcester. This suggests that a small majority of owners would travel to the site from the north, probably using the M40 as far south as Junction 12. Those coming from the southeast would probably use the M40, leaving it at Junction 11. Those from the northeast might use the A361 and those from Coventry the A423.
- 5.18 Closer to the site, a possible approach from the north, whether from the M40 or the A423, would be via Fenny Compton Wharf and Wormleighton to Boddington Road. An alternative approach from the A423 would be via Mollington Road to Claydon village and then the south end of Boddington Road. As discussed three passing bays are proposed on Boddington at the request of the highway authority, with the position and details to be agreed at post planning.

- 5.19 Visitors from the south would probably approach via the A423, Mollington Road and Claydon village. Those from the northeast would probably use the A361 to Byfield, heading for Upper Boddington before turning south along Boddington Road.
- 5.20 Since the marina will not be open to the general public it would be possible for the management to send guidance to users about routes. This would warn that long vehicles, or vehicles hauling trailers, should not approach from the south because of the hump back bridge. This would also apply to vehicles servicing the marina, such as tankers or refuse vehicles which would be instructed to enter and leave the marina via the north only. Boats would be brought to the site by canal only.
- 5.21 The operators are prepared to enter into a routing agreement with the Local Highway Authority to ensure that all construction traffic arrives via Springfield Farm and all other traffic during the operational phase will be directed to and from the site from the north.

### Construction traffic

- 5.22 As noted in Section 4, there will be no need to import soil and similar material to the site, or to export it. Spoil excavated during construction of the marina and the reservoir to the east will be used for landscaping and to form bunds to enclose the basins. Apart from staff cars, construction related visits will be confined to bringing in plant at the beginning and end of operations and importing of materials for the construction of the clubhouse building.
- 5.23 Contractors and construction traffic will not be permitted to access the site via the new highway access off Boddington Road and all construction equipment will be brought to the site via Springfield Farm and through the fields, to the east. The farm and route across the fields are wholly within the applicant's land ownership. This can be approached from either the A423 or the A361 via Lower Boddington village. A sketch illustrating the route from the farm access to the site has been demonstrated in **Appendix H**.
- 5.24 A construction Traffic Management Plan will be provided post planning and secured with by way of condition as per the pre-application response from Oxfordshire County Council dated 3<sup>rd</sup> April 2019 (ref: 18/00904/F-2).

### Parking

- 5.25 The British Waterways Board 2008 report *Road traffic generation and car parking requirements of marinas*, referred to above, suggested that at peak periods, i.e. summer weekends, there would be a demand for 64 parking spaces per 100 berths.
- 5.26 This would factor up to 123 spaces for the 192 berths at the proposed site. As such the 142 car parking spaces is likely to be more than sufficient to accommodate parking for visitors and staff members at peak times and no overspill parking would be required.

## 6 Summary and Conclusions

- 6.1 This Transport Statement has been drawn up to support a proposed marina on the Oxford Canal off Boddington Road, Claydon, Cherwell District. The marina will comprise moorings for 192 narrow boats with up to four hectares of water, plus a clubhouse building including offices and a workshop area.
- 6.2 There will be access from Boddington Road at a new location in the northwest corner of the site. 142 parking spaces are proposed around the site including parking bays along the access road which extends around the marina. The marina will be principally for the use of boaters and more extensive facilities and attractions for visitors without boats will not be provided.
- 6.3 Access to the marina will be along Boddington Road, either from the south via Claydon village or from the north via Fenny Compton or the Boddingtons. Traffic flows on this road are low, with no more than one vehicle every two minutes (both directions combined) at the busiest periods. Speeds are also low and no injury accidents on Boddington Road have been reported over the last five years. Large vehicles will be directed to avoid using the approach from the south, across the hump-backed canal bridge.
- 6.4 Three passing bays will be provided on Boddington Road at the request of the highway authority and the positions and details are to be agreed post planning.
- 6.5 There will be no need to import soil and similar material to the site, or to export it. Spoil excavated during construction of the marina and the reservoir to the east will be used for landscaping and to form bunds to enclose the basins. Apart from staff cars, construction related visits will be confined to bringing in plant at the beginning and end of operations and importing of materials for the construction of the clubhouse building.
- 6.6 Contractors and construction traffic will not be permitted to access the site via the new highway access off Boddington Road and all construction equipment will be brought to the site via Springfield Farm and through the fields, to the east.
- 6.7 A construction Traffic Management Plan will be provided post planning and secured with by way of condition as per the formal statutory consultation response from Oxfordshire County Council dated 3rd April 2019 (ref: 18/00904/F-2).
- 6.8 The roads in the area are quiet and suitable for cycling. Cycling is also permitted along the Oxford Canal towpath; to the west this intersects with the A423 Coventry – Banbury road while to the south the towpath forms a reasonably direct link with Banbury itself. The towpath is naturally a walking route as well and east of Claydon it intersects with the MacMillan Way (PROW 170/3/20).
- 6.9 A public footpath (PROW 170/6/20) runs from the junction of Boddington Road and Fenny Compton Road in Claydon village to Bridge 144 over the canal, from which the site can be reached from the very

north-eastern corner of the marina site.

- 6.10 For pedestrians walking between the marina and Claydon village via PROW 170/6/20, they can walk into the adjacent field in the northeastern corner of the marina (owned by the applicant), immediately turn southeast and pick up the PROW as it heads southwest past the marina site towards Claydon Village.
- 6.11 Data from other marinas suggest that where the facility is aimed primarily at boaters vehicle traffic will amount to approximately one vehicle every 3 minutes on Bank Holiday weekends, one every 4½ minutes in the middle of the day on summer weekdays or non-Bank Holiday weekends, and one every 5½ minutes during conventional weekday peak periods (08:00 – 09:00 and 17:00 – 18:00). There will be very little HGV traffic.
- 6.12 The local roads will be able to accommodate these levels of traffic and on Bank Holidays visitors with moorings at the site will be encouraged to approach it from the north and leave it to the south in order to minimise right turns at the entrance and the need for vehicles to pass on Boddington Road.
- 6.13 The data analysed within this assessment supports the amount of parking provided and there will be no risk of overspill parking on local roads.
- 6.14 The proposed marina therefore complies with local and national transport planning policy.



## Appendices

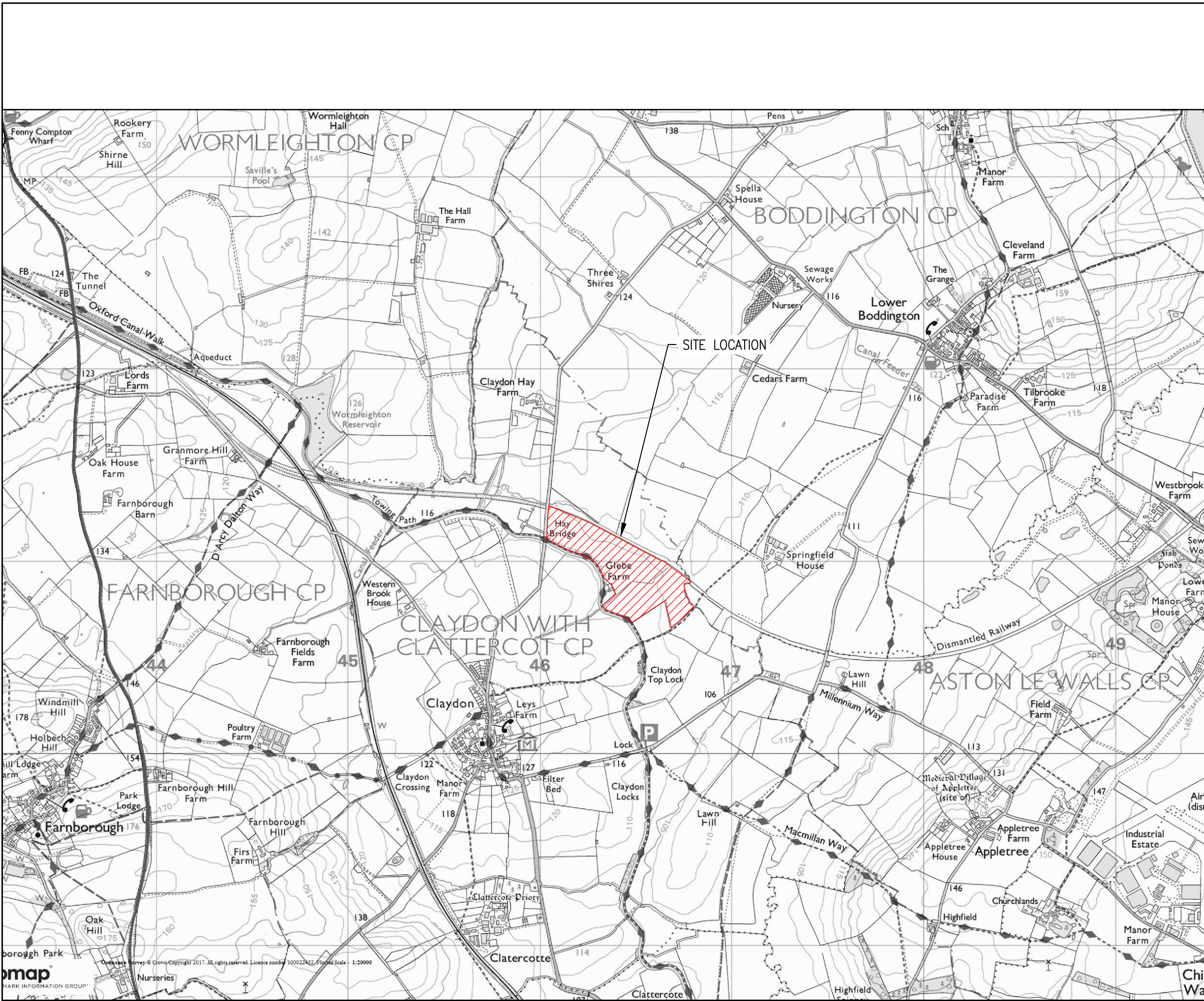
- Appendix: A Location Plan
- Appendix: B Site Layout Plan
- Appendix: C Footpath Access
- Appendix: D Traffic Count Data
- Appendix: E Visibility Splays
- Appendix: F Swept Path Analysis
- Appendix: G Trics Data
- Appendix: H Construction Route Plan



## Appendix: A

## LOCATION PLAN





REV	DATE	BY	DESCRIPTION	CHK	APD

DRAWING STATUS:



Unit 23, The Maltings, Stanstead Abbots, Hertfordshire, SG12 8HG  
Tel: 01920 871777  
www.eastp.co.uk

CLIENT:

ARCHITECT:

PROJECT:

**CLAYDON MARINA  
CHERWELL**

TITLE:

**LOCATION PLAN**

SCALE @ A3: <b>1:20000</b>	DESIGN-DRAWN: <b>MC</b>	DATE: <b>27/11/2017</b>
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PROJECT No: <b>1319</b>	DRAWING No: <b>FIG 01</b>
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## Appendix: B

## SITE LAYOUT PLAN

DO NOT SCALE FROM THIS DRAWING  
 Except for planning purposes  
 Copyright reserved

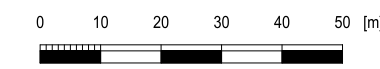
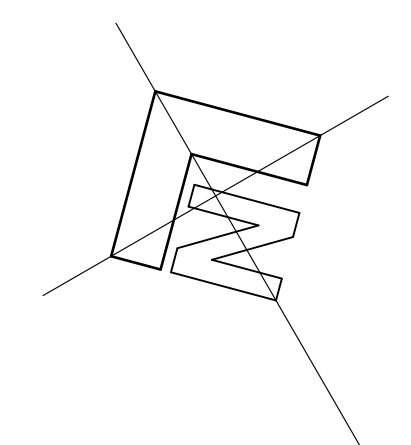
Revisions		
Rev. No.	Date	Revision
A	07 11 18	Revised Planning Issue.
B	21 01 19	Scale amended to 1:1250. Footpaths revised.
C	28 01 19	Minor amendments to notes.
D	29 05 19	Revised site access road. Proposed works in flood zone relocated.
E	01 07 19	Revised landscaping & annotation.
F	15 07 19	Revised landscaping & annotation.

Notes  
 Total number of berths: 192 (recreational)  
 Total number of parking spaces: 142  
 All roads & footpaths are to be constructed/surfaced with local permeable stone



**LEGEND**

- Concrete road surface
- Stone surfacing  
Local permeable stone
- Concrete footpath
- Trees at 2.0m centres
- Woodland trees at 3.0m centres
- Proposed scrub regeneration on LWS & land adjacent to it
- Individual trees
- Shrubs
- Grass / wild flowers / margins next to roads, paths & woodland etc - 2.0m wide
- Amenity grass
- Grassland
- Exg vegetation to remain
- Exg hedge retained, gapped up & allowed to grow taller
- Soft bank planted with coir rolls
- Marginal shallows
- Marina water area
- Bottom of earthworks / bank & extent of EA flood zone
- Extent of EA flood zone only
- Landscaping references
- Marker indicating end of access ramp to bridge (50m from centre of bridge)



**PLANNING**



planning · design · architecture  
 mobile: 07900 366568 · alex@langtonarchitecture.co.uk

Job Title

**PROPOSED MARINA AT  
 BODDINGTON ROAD, CLAYDON,  
 BANBURY**

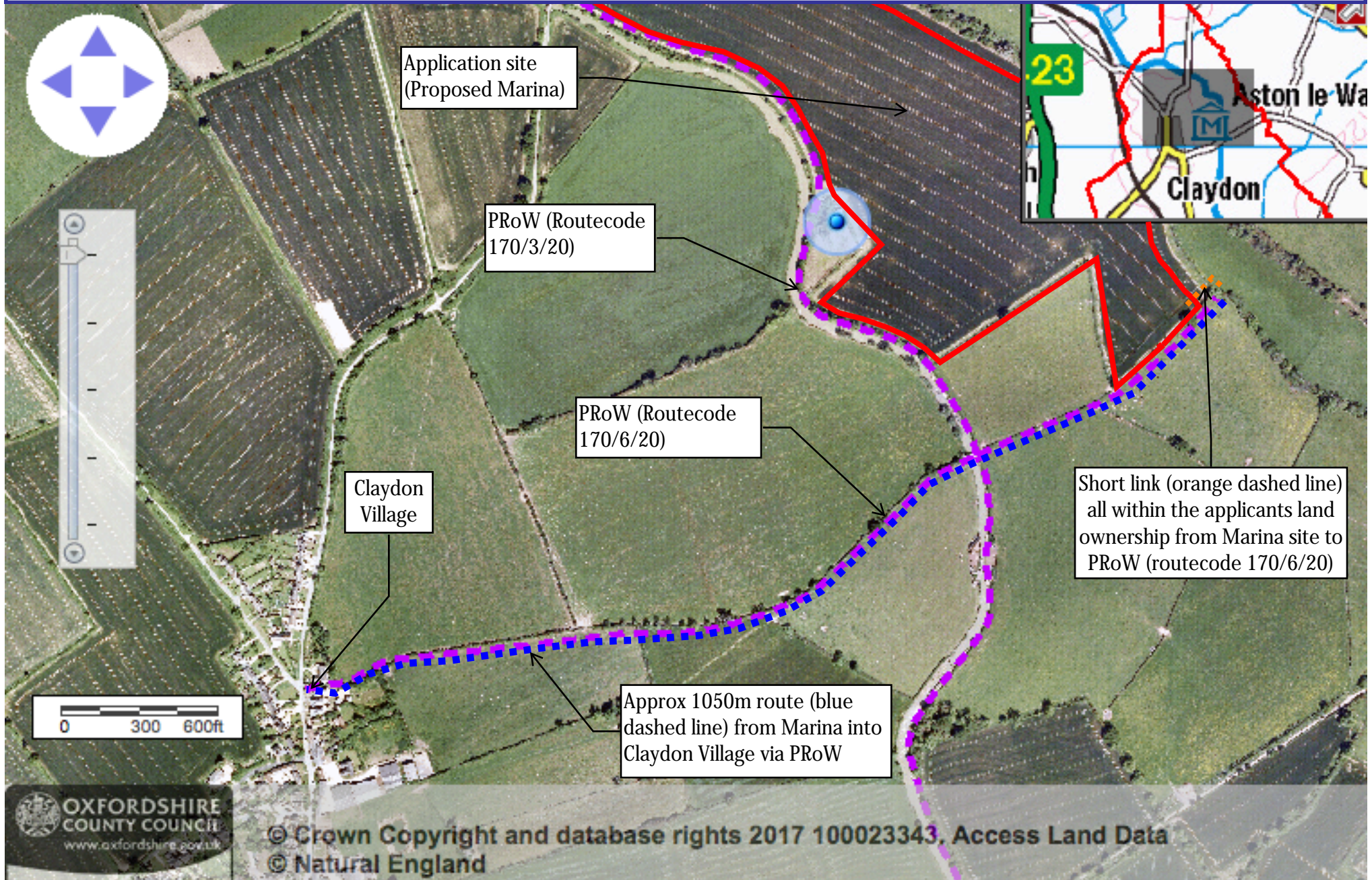
Drawing Scale / Sheet Size 1:1250 @ A1	Issue Date 15/07/2019	Drawn By ALB
Drawing Title <b>PROPOSED SITE PLAN</b>		Drawing Number <b>A05/020 F</b>

CAD File Name  
 L:\Banbury Marina\A05-020F\_Pro site plans



## Appendix: C

## FOOTPATH ACCESS



0 300 600ft



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## Appendix: D

## TRAFFIC COUNT DATA



K & M TRAFFIC SURVEYS

Site No: 22003001  
 Boddington Road, Claydon (TG Pole)  
 Speed Report-Limit 60 Mph

Channel: Northbound

Data and Time (Hour Beginning)	Average 85th Percentile Speed
Monday 07th Aug 17	
07 :00 - 19:00	28
Tuesday 8th Aug 17	
07 :00 - 19:00	27.4
Wednesday 9th Aug 17	
07 :00 - 19:00	27.6
Thursday 10th Aug 17	
07 :00 - 19:00	27.8
Friday 11th Aug 17	
07 :00 - 19:00	27.5
Total 85th Percentile Speed	27.66mph

Channel: Southbound

Data and Time (Hour Beginning)	Average 85th Percentile Speed
Monday 07th Aug 17	
07 :00 - 19:00	25.4
Tuesday 8th Aug 17	
07 :00 - 19:00	26.9
Wednesday 9th Aug 17	
07 :00 - 19:00	26.6
Thursday 10th Aug 17	
07 :00 - 19:00	25.7
Friday 11th Aug 17	
07 :00 - 19:00	25.6
Total 85th Percentile Speed	26.04mph



Site No: 22003001

Grid Reference: SP46026,51129

Boddington Road, Claydon (TG Pole)

Speed Report-Limit 60 Mph

Sat 05-Aug-17

Channel: Northbound

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6Mph	Bin 2 6-<11	Bin 3 11-<16	Bin 4 16-<21	Bin 5 21-<26	Bin 6 26-<31	Bin 7 31-<36	Bin 8 36-<41	Bin 9 41-<46	Bin 10 46-<51	Bin 11 51-<56	Bin 12 =>56
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
07:00	2	-	21	3.5	0	0	0	1	1	0	0	0	0	0	0	0
08:00	7	-	22.1	7	0	1	0	1	3	2	0	0	0	0	0	0
09:00	4	-	22.3	6.4	0	0	1	0	2	1	0	0	0	0	0	0
10:00	15	25.3	23.2	3.3	0	0	1	0	13	1	0	0	0	0	0	0
11:00	8	-	24.1	4.4	0	0	0	2	3	3	0	0	0	0	0	0
12:00	5	-	19.5	4.4	0	0	1	2	2	0	0	0	0	0	0	0
13:00	6	-	21.8	4.3	0	0	0	3	2	1	0	0	0	0	0	0
14:00	9	-	23.5	7.2	0	1	0	1	4	2	1	0	0	0	0	0
15:00	5	-	22.5	4.4	0	0	0	2	2	1	0	0	0	0	0	0
16:00	6	-	22.7	5.1	0	0	1	0	4	1	0	0	0	0	0	0
17:00	6	-	23.5	8.4	0	0	2	0	1	2	1	0	0	0	0	0
18:00	5	-	20.5	3.1	0	0	0	3	2	0	0	0	0	0	0	0
19:00	3	-	21.8	7.6	0	0	1	0	1	1	0	0	0	0	0	0
20:00	2	-	26	3.5	0	0	0	0	1	1	0	0	0	0	0	0
21:00	2	-	26	3.5	0	0	0	0	1	1	0	0	0	0	0	0
22:00	4	-	22.3	2.8	0	0	0	1	3	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	78	27.4	22.5	5.2	0	2	6	15	39	14	2	0	0	0	0	0
16H,6-22	85	27.7	22.7	5.2	0	2	7	15	42	17	2	0	0	0	0	0
18H,6-24	89	27.5	22.7	5.1	0	2	7	16	45	17	2	0	0	0	0	0
24H,0-24	89	27.5	22.7	5.1	0	2	7	16	45	17	2	0	0	0	0	0
Am	10:00 -	-	-	-	-	08:00	10:00	11:00	10:00	11:00 -	-	-	-	-	-	-
Peak	15 -	-	-	-	-	1	1	2	13	3 -	-	-	-	-	-	-
Pm	14:00 -	-	-	-	-	14:00	17:00	18:00	16:00	17:00	17:00 -	-	-	-	-	-
Peak	9 -	-	-	-	-	1	2	3	4	2	1 -	-	-	-	-	-

Site No: 22003001

Grid Reference: SP46026,51129

Boddington Road, Claydon (TG Pole)

Speed Report-Limit 60 Mph

Sun 06-Aug-17

Channel: Northbound

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6Mph	Bin 2 6-<11	Bin 3 11-<16	Bin 4 16-<21	Bin 5 21-<26	Bin 6 26-<31	Bin 7 31-<36	Bin 8 36-<41	Bin 9 41-<46	Bin 10 46-<51	Bin 11 51-<56	Bin 12 =>56
00:00		1 -	23.5 -		0	0	0	0	0	1	0	0	0	0	0	0
01:00		0 -	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00		1 -	28.5 -		0	0	0	0	0	0	1	0	0	0	0	0
03:00		0 -	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00		1 -	23.5 -		0	0	0	0	0	1	0	0	0	0	0	0
05:00		0 -	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00		0 -	-	-	0	0	0	0	0	0	0	0	0	0	0	0
07:00		2 -	11	3.5	0	1	1	0	0	0	0	0	0	0	0	0
08:00		4 -	21	5.2	0	0	1	0	3	0	0	0	0	0	0	0
09:00		1 -	18.5 -		0	0	0	1	0	0	0	0	0	0	0	0
10:00		7 -	17.1	4	0	0	3	3	1	0	0	0	0	0	0	0
11:00		9 -	17.4	8.3	0	3	1	2	1	2	0	0	0	0	0	0
12:00	13	24.3	18.9	5.4	0	0	6	0	7	0	0	0	0	0	0	0
13:00	15	25.5	22.5	3.7	0	0	0	5	8	2	0	0	0	0	0	0
14:00	8 -		22.9	3.5	0	0	0	2	5	1	0	0	0	0	0	0
15:00	11	25.6	20.8	5.8	0	0	3	2	4	2	0	0	0	0	0	0
16:00	15	30.1	24.5	5.9	0	0	1	3	5	4	2	0	0	0	0	0
17:00	6 -		23.5	3.4	0	0	0	1	4	1	0	0	0	0	0	0
18:00	14	24.9	22.1	4.4	0	1	0	1	12	0	0	0	0	0	0	0
19:00	8 -		21.6	4.7	0	0	1	2	4	1	0	0	0	0	0	0
20:00	3 -		18.5	8.8	0	1	0	0	2	0	0	0	0	0	0	0
21:00	2 -		21	3.5	0	0	0	1	1	0	0	0	0	0	0	0
22:00	0 -	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
23:00	2 -		31	3.5	0	0	0	0	0	1	1	0	0	0	0	0

12H,7-19	105	25.8	21.1	5.7	0	5	16	20	50	12	2	0	0	0	0	0
16H,6-22	118	25.7	21	5.6	0	6	17	23	57	13	2	0	0	0	0	0
18H,6-24	120	25.9	21.2	5.7	0	6	17	23	57	14	3	0	0	0	0	0
24H,0-24	123	25.9	21.3	5.7	0	6	17	23	59	15	3	0	0	0	0	0

Am	11:00 -	-	-	-	-	11:00	10:00	10:00	08:00	11:00 -	-	-	-	-	-	-
Peak	9 -	-	-	-	-	3	3	3	3	2 -	-	-	-	-	-	-
Pm	16:00 -	-	-	-	-	20:00	12:00	13:00	18:00	16:00	16:00 -	-	-	-	-	-
Peak	15 -	-	-	-	-	1	6	5	12	4	2 -	-	-	-	-	-

Site No: 22003001

Grid Reference: SP46026,51129

Boddington Road, Claydon (TG Pole)

Speed Report-Limit 60 Mph

Mon 07-Aug-17

Channel: Northbound

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6Mph	Bin 2 6-<11	Bin 3 11-<16	Bin 4 16-<21	Bin 5 21-<26	Bin 6 26-<31	Bin 7 31-<36	Bin 8 36-<41	Bin 9 41-<46	Bin 10 46-<51	Bin 11 51-<56	Bin 12 =>56
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
07:00	5	-	23.5	3.7	0	0	0	1	3	1	0	0	0	0	0	0
08:00	3	-	21.8	3.1	0	0	0	1	2	0	0	0	0	0	0	0
09:00	6	-	26	4.4	0	0	0	1	1	4	0	0	0	0	0	0
10:00	7	-	22.8	4.7	0	0	1	0	5	1	0	0	0	0	0	0
11:00	9	-	20.2	4.5	0	0	1	5	2	1	0	0	0	0	0	0
12:00	4	-	28.5	4.2	0	0	0	0	1	2	1	0	0	0	0	0
13:00	3	-	18.5	5	0	0	1	1	1	0	0	0	0	0	0	0
14:00	2	-	21	3.5	0	0	0	1	1	0	0	0	0	0	0	0
15:00	5	-	20.5	3.1	0	0	0	3	2	0	0	0	0	0	0	0
16:00	9	-	24.1	3.3	0	0	0	1	6	2	0	0	0	0	0	0
17:00	5	-	23.5	3.7	0	0	0	1	3	1	0	0	0	0	0	0
18:00	2	-	28.5	1.8	0	0	0	0	0	2	0	0	0	0	0	0
19:00	8	-	27.3	4.6	0	0	0	1	1	5	1	0	0	0	0	0
20:00	2	-	23.5	1.8	0	0	0	0	2	0	0	0	0	0	0	0
21:00	1	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
22:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
23:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0

12H,7-19	60	28	23.1	4.6	0	0	3	15	27	14	1	0	0	0	0	0
16H,6-22	72	28.7	23.6	4.7	0	0	3	17	30	20	2	0	0	0	0	0
18H,6-24	73	28.6	23.5	4.7	0	0	3	18	30	20	2	0	0	0	0	0
24H,0-24	73	28.6	23.5	4.7	0	0	3	18	30	20	2	0	0	0	0	0

Am	11:00	-	-	-	-	-	11:00	11:00	10:00	09:00	-	-	-	-	-	-
Peak	9	-	-	-	-	-	1	5	5	4	-	-	-	-	-	-
Pm	16:00	-	-	-	-	-	13:00	15:00	16:00	19:00	19:00	-	-	-	-	-
Peak	9	-	-	-	-	-	1	3	6	5	1	-	-	-	-	-

Site No: 22003001

Grid Reference: SP46026,51129

Boddington Road, Claydon (TG Pole)

Speed Report-Limit 60 Mph

Tue 08-Aug-17

Channel: Northbound

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6Mph	Bin 2 6-<11	Bin 3 11-<16	Bin 4 16-<21	Bin 5 21-<26	Bin 6 26-<31	Bin 7 31-<36	Bin 8 36-<41	Bin 9 41-<46	Bin 10 46-<51	Bin 11 51-<56	Bin 12 =>56
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
06:00	1	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0
07:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
08:00	8	-	22.3	6.5	0	1	0	1	4	2	0	0	0	0	0	0
09:00	8	-	21.6	5.5	0	0	1	3	2	2	0	0	0	0	0	0
10:00	3	-	26.8	3.1	0	0	0	0	1	2	0	0	0	0	0	0
11:00	4	-	23.5	4.2	0	0	0	1	2	1	0	0	0	0	0	0
12:00	9	-	24.6	3.6	0	0	0	1	5	3	0	0	0	0	0	0
13:00	4	-	21	5.2	0	0	1	0	3	0	0	0	0	0	0	0
14:00	8	-	19.1	4.4	0	0	2	3	3	0	0	0	0	0	0	0
15:00	5	-	23.5	3.7	0	0	0	1	3	1	0	0	0	0	0	0
16:00	7	-	22.8	4.7	0	0	1	0	5	1	0	0	0	0	0	0
17:00	8	-	23.5	3	0	0	0	1	6	1	0	0	0	0	0	0
18:00	8	-	24.8	3.8	0	0	0	1	4	3	0	0	0	0	0	0
19:00	3	-	23.5	1.7	0	0	0	0	3	0	0	0	0	0	0	0
20:00	6	-	23.5	7.1	0	0	1	1	2	1	1	0	0	0	0	0
21:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
22:00	1	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0

12H,7-19	73	27.4	22.8	4.7	0	1	5	13	38	16	0	0	0	0	0	0
16H,6-22	83	27.5	22.9	4.7	0	1	6	14	44	17	1	0	0	0	0	0
18H,6-24	84	27.4	22.9	4.7	0	1	6	14	45	17	1	0	0	0	0	0
24H,0-24	85	27.6	23	4.7	0	1	6	14	45	18	1	0	0	0	0	0

Am	09:00	-	-	-	-	08:00	09:00	09:00	08:00	10:00	-	-	-	-	-	-
Peak	8	-	-	-	-	1	1	3	4	2	-	-	-	-	-	-
Pm	12:00	-	-	-	-	-	14:00	14:00	17:00	18:00	20:00	-	-	-	-	-
Peak	9	-	-	-	-	-	2	3	6	3	1	-	-	-	-	-

Site No: 22003001

Grid Reference: SP46026,51129

Boddington Road, Claydon (TG Pole)

Speed Report-Limit 60 Mph

Wed 09-Aug-17

Channel: Northbound

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6Mph	Bin 2 6-<11	Bin 3 11-<16	Bin 4 16-<21	Bin 5 21-<26	Bin 6 26-<31	Bin 7 31-<36	Bin 8 36-<41	Bin 9 41-<46	Bin 10 46-<51	Bin 11 51-<56	Bin 12 =>56
00:00		0 -	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00		1 -	18.5 -	-	0	0	0	1	0	0	0	0	0	0	0	0
02:00		0 -	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00		0 -	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00		0 -	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00		0 -	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00		1 -	28.5 -	-	0	0	0	0	0	1	0	0	0	0	0	0
07:00		2 -	21	3.5	0	0	0	1	1	0	0	0	0	0	0	0
08:00		9 -	24.1	5.4	0	0	1	1	3	4	0	0	0	0	0	0
09:00		5 -	19.5	4.4	0	0	1	2	2	0	0	0	0	0	0	0
10:00		9 -	21.8	2.9	0	0	0	3	6	0	0	0	0	0	0	0
11:00		4 -	22.3	6.4	0	0	1	0	2	1	0	0	0	0	0	0
12:00		8 -	23.5	4	0	0	0	2	4	2	0	0	0	0	0	0
13:00		5 -	21.5	4.7	0	0	1	0	4	0	0	0	0	0	0	0
14:00		6 -	21.8	6.2	0	0	1	2	1	2	0	0	0	0	0	0
15:00		8 -	21	6.1	0	0	2	2	2	2	0	0	0	0	0	0
16:00		6 -	26.8	3	0	0	0	0	2	4	0	0	0	0	0	0
17:00		11	25.3	21.7	6.2	0	0	2	3	4	1	1	0	0	0	0
18:00		7 -	21.4	4.2	0	0	0	4	2	1	0	0	0	0	0	0
19:00		8 -	22.3	5.3	0	0	1	2	3	2	0	0	0	0	0	0
20:00		3 -	26.8	3.1	0	0	0	0	1	2	0	0	0	0	0	0
21:00		2 -	28.5	7.1	0	0	0	0	1	0	1	0	0	0	0	0
22:00		1 -	23.5 -	-	0	0	0	0	1	0	0	0	0	0	0	0
23:00		1 -	28.5 -	-	0	0	0	0	0	1	0	0	0	0	0	0

12H,7-19	80	27.6	22.3	5	0	0	9	20	33	17	1	0	0	0	0	0
16H,6-22	94	28.1	22.6	5.1	0	0	10	22	38	22	2	0	0	0	0	0
18H,6-24	96	28.2	22.7	5.1	0	0	10	22	39	23	2	0	0	0	0	0
24H,0-24	97	28.2	22.7	5.1	0	0	10	23	39	23	2	0	0	0	0	0

Am	10:00 -	-	-	-	-	-	11:00	10:00	10:00	08:00 -	-	-	-	-	-	-
Peak	9 -	-	-	-	-	-	1	3	6	4 -	-	-	-	-	-	-
Pm	17:00 -	-	21:00 -	-	-	-	17:00	18:00	17:00	16:00	21:00 -	-	-	-	-	-
Peak	11 -	-	28.5 -	-	-	-	2	4	4	4	1 -	-	-	-	-	-

Site No: 22003001

Grid Reference: SP46026,51129

Boddington Road, Claydon (TG Pole)

Speed Report-Limit 60 Mph

Thu 10-Aug-17

Channel: Northbound

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6Mph	Bin 2 6-<11	Bin 3 11-<16	Bin 4 16-<21	Bin 5 21-<26	Bin 6 26-<31	Bin 7 31-<36	Bin 8 36-<41	Bin 9 41-<46	Bin 10 46-<51	Bin 11 51-<56	Bin 12 =>56
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	2	-	16	-	3.5	0	0	1	1	0	0	0	0	0	0	0
06:00	1	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
07:00	8	-	24.1	-	5.1	0	0	1	0	4	3	0	0	0	0	0
08:00	8	-	24.1	-	5.1	0	0	1	0	4	3	0	0	0	0	0
09:00	5	-	21.5	-	4.6	0	0	0	3	1	1	0	0	0	0	0
10:00	10	26	19	-	7.7	0	2	2	1	3	2	0	0	0	0	0
11:00	9	-	22.4	-	5.6	0	0	1	2	5	0	1	0	0	0	0
12:00	7	-	23.5	-	5.9	0	0	1	1	2	3	0	0	0	0	0
13:00	8	-	22.9	-	5.8	0	0	1	1	5	0	1	0	0	0	0
14:00	7	-	23.5	-	4.3	0	0	0	2	3	2	0	0	0	0	0
15:00	8	-	21	-	4	0	0	0	5	2	1	0	0	0	0	0
16:00	12	27.2	23.5	-	4	0	0	0	3	6	3	0	0	0	0	0
17:00	13	24.2	18.5	-	5.9	0	1	4	3	4	1	0	0	0	0	0
18:00	3	-	26.8	-	5.9	0	0	0	0	2	0	1	0	0	0	0
19:00	4	-	23.5	-	6	0	0	0	2	0	2	0	0	0	0	0
20:00	7	-	23.5	-	4.3	0	0	0	2	3	2	0	0	0	0	0
21:00	2	-	23.5	-	1.8	0	0	0	0	2	0	0	0	0	0	0
22:00	3	-	25.2	-	3.1	0	0	0	0	2	1	0	0	0	0	0
23:00	6	-	21.8	-	4.3	0	0	1	0	5	0	0	0	0	0	0

12H,7-19	98	27.8	22.1	5.6	0	3	11	21	41	19	3	0	0	0	0	0
16H,6-22	112	28	22.3	5.5	0	3	11	25	46	24	3	0	0	0	0	0
18H,6-24	121	27.9	22.4	5.4	0	3	12	25	53	25	3	0	0	0	0	0
24H,0-24	124	27.8	22.3	5.4	0	3	13	26	54	25	3	0	0	0	0	0

Am	10:00 -	-	-	-	-	10:00	10:00	09:00	11:00	08:00	11:00 -	-	-	-	-	-
Peak	10 -	-	-	-	-	2	2	3	5	3	1 -	-	-	-	-	-
Pm	17:00 -	-	18:00	19:00 -	-	17:00	17:00	15:00	16:00	16:00	18:00 -	-	-	-	-	-
Peak	13 -	-	26.8	6 -	-	1	4	5	6	3	1 -	-	-	-	-	-

Site No: 22003001

Grid Reference: SP46026,51129

Boddington Road, Claydon (TG Pole)

Speed Report-Limit 60 Mph

Fri 11-Aug-17

Channel: Northbound

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6Mph	Bin 2 6-<11	Bin 3 11-<16	Bin 4 16-<21	Bin 5 21-<26	Bin 6 26-<31	Bin 7 31-<36	Bin 8 36-<41	Bin 9 41-<46	Bin 10 46-<51	Bin 11 51-<56	Bin 12 =>56
00:00	2	-	26	3.5	0	0	0	0	0	1	1	0	0	0	0	0
01:00	1	-	23.5	-	0	0	0	0	0	1	0	0	0	0	0	0
02:00	1	-	23.5	-	0	0	0	0	0	1	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	2	-	23.5	7.1	0	0	0	1	0	1	0	0	0	0	0	0
07:00	5	-	22.5	5.6	0	0	1	0	3	1	0	0	0	0	0	0
08:00	7	-	24.9	4	0	0	0	1	3	3	0	0	0	0	0	0
09:00	7	-	22.8	6.2	0	0	1	2	1	3	0	0	0	0	0	0
10:00	12	25.1	21.4	4.7	0	0	2	2	7	1	0	0	0	0	0	0
11:00	6	-	21.8	3	0	0	0	2	4	0	0	0	0	0	0	0
12:00	8	-	19.1	7.4	0	2	0	2	3	1	0	0	0	0	0	0
13:00	13	24.9	21.2	5.8	0	1	1	3	6	2	0	0	0	0	0	0
14:00	8	-	16	4.8	0	1	3	3	1	0	0	0	0	0	0	0
15:00	7	-	23.5	4.3	0	0	0	2	3	2	0	0	0	0	0	0
16:00	8	-	24.1	4.4	0	0	0	2	3	3	0	0	0	0	0	0
17:00	8	-	21	8.1	0	1	2	0	2	3	0	0	0	0	0	0
18:00	10	27.7	24	4	0	0	0	2	5	3	0	0	0	0	0	0
19:00	3	-	25.2	5.9	0	0	0	1	0	2	0	0	0	0	0	0
20:00	2	-	21	3.5	0	0	0	1	1	0	0	0	0	0	0	0
21:00	5	-	24.5	2.6	0	0	0	0	4	1	0	0	0	0	0	0
22:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
23:00	2	-	26	3.5	0	0	0	0	1	1	0	0	0	0	0	0

12H,7-19	99	27.5	21.8	5.6	0	5	10	21	41	22	0	0	0	0	0	0
16H,6-22	111	27.7	22	5.5	0	5	10	24	46	26	0	0	0	0	0	0
18H,6-24	114	27.7	22.1	5.5	0	5	10	25	47	27	0	0	0	0	0	0
24H,0-24	118	27.8	22.1	5.5	0	5	10	25	50	28	0	0	0	0	0	0

Am	10:00 -	-	-	-	-	-	10:00	11:00	10:00	09:00 -	-	-	-	-	-	-
Peak	12 -	-	-	-	-	-	2	2	7	3 -	-	-	-	-	-	-
Pm	13:00 -	-	23:00 -	-	-	12:00	14:00	14:00	13:00	18:00 -	-	-	-	-	-	-
Peak	13 -	-	26 -	-	-	2	3	3	6	3 -	-	-	-	-	-	-

Site No: 22003001

Grid Reference: SP46026,51129

Boddington Road, Claydon (TG Pole)

Speed Report-Limit 60 Mph

Sat 05-Aug-17

Channel: Southbound

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6Mph	Bin 2 6-<11	Bin 3 11-<16	Bin 4 16-<21	Bin 5 21-<26	Bin 6 26-<31	Bin 7 31-<36	Bin 8 36-<41	Bin 9 41-<46	Bin 10 46-<51	Bin 11 51-<56	Bin 12 =>56
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
07:00	2	-	13.5	7.1	0	1	0	1	0	0	0	0	0	0	0	0
08:00	5	-	17.5	7.5	0	1	1	2	0	1	0	0	0	0	0	0
09:00	3	-	20.2	3.1	0	0	0	2	1	0	0	0	0	0	0	0
10:00	6	-	19.3	5.1	0	0	2	1	3	0	0	0	0	0	0	0
11:00	12	25.3	21	6	0	1	1	3	5	2	0	0	0	0	0	0
12:00	9	-	22.4	5.6	0	0	1	3	2	3	0	0	0	0	0	0
13:00	10	25.2	22	6.4	0	1	0	2	6	0	1	0	0	0	0	0
14:00	6	-	22.7	7.5	0	0	2	0	1	3	0	0	0	0	0	0
15:00	6	-	18.5	5.6	0	1	0	3	2	0	0	0	0	0	0	0
16:00	5	-	17.5	4.4	0	0	2	2	1	0	0	0	0	0	0	0
17:00	6	-	15.4	6.5	1	0	2	2	1	0	0	0	0	0	0	0
18:00	7	-	19.9	6.4	0	0	1	5	0	0	1	0	0	0	0	0
19:00	1	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0
20:00	1	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0
21:00	1	-	8.5	-	0	1	0	0	0	0	0	0	0	0	0	0
22:00	1	-	8.5	-	0	1	0	0	0	0	0	0	0	0	0	0
23:00	1	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0

12H,7-19	77	25.8	19.9	6.2	1	5	12	26	22	9	2	0	0	0	0	0
16H,6-22	80	25.7	19.8	6.2	1	6	12	26	24	9	2	0	0	0	0	0
18H,6-24	82	25.6	19.7	6.3	1	7	12	26	25	9	2	0	0	0	0	0
24H,0-24	82	25.6	19.7	6.3	1	7	12	26	25	9	2	0	0	0	0	0

Am	11:00	-	-	-	-	11:00	10:00	11:00	11:00	11:00	-	-	-	-	-	-
Peak	12	-	-	-	-	1	2	3	5	2	-	-	-	-	-	-
Pm	13:00	-	19:00	-	17:00	22:00	17:00	18:00	13:00	14:00	18:00	-	-	-	-	-
Peak	10	-	23.5	-	1	1	2	5	6	3	1	-	-	-	-	-



Site No: 22003001

Grid Reference: SP46026,51129

Boddington Road, Claydon (TG Pole)

Speed Report-Limit 60 Mph

Sun 06-Aug-17

Channel: Southbound

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6Mph	Bin 2 6-<11	Bin 3 11-<16	Bin 4 16-<21	Bin 5 21-<26	Bin 6 26-<31	Bin 7 31-<36	Bin 8 36-<41	Bin 9 41-<46	Bin 10 46-<51	Bin 11 51-<56	Bin 12 =>56
00:00		0 -	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00		0 -	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00		3 -	26.8	3.1	0	0	0	0	1	2	0	0	0	0	0	0
03:00		0 -	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00		0 -	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00		0 -	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00		1 -	28.5 -	-	0	0	0	0	0	1	0	0	0	0	0	0
07:00		4 -	14.8	4.9	0	1	1	2	0	0	0	0	0	0	0	0
08:00		6 -	26	5.4	0	0	0	1	2	2	1	0	0	0	0	0
09:00		6 -	21	4.4	0	0	0	4	1	1	0	0	0	0	0	0
10:00	10	26	21.5	6.9	0	1	0	4	3	1	1	0	0	0	0	0
11:00	21	23.3	18.5	5.9	0	1	6	9	3	1	1	0	0	0	0	0
12:00	11	20.6	16.7	5.3	0	2	2	5	2	0	0	0	0	0	0	0
13:00	7 -		17.8	5.5	0	1	1	3	2	0	0	0	0	0	0	0
14:00	3 -		21.8	5.9	0	0	0	2	0	1	0	0	0	0	0	0
15:00	11	30.6	19.9	8.2	0	0	5	3	0	1	2	0	0	0	0	0
16:00	8 -		15.4	6.1	0	1	5	1	0	1	0	0	0	0	0	0
17:00	7 -		18.5	7.1	0	1	2	1	2	1	0	0	0	0	0	0
18:00	11	25.6	21.2	6.2	0	1	1	2	5	2	0	0	0	0	0	0
19:00	4 -		16	5.2	0	0	3	0	1	0	0	0	0	0	0	0
20:00	7 -		16.4	5.8	0	2	0	4	1	0	0	0	0	0	0	0
21:00	2 -		18.5	7.1	0	0	1	0	1	0	0	0	0	0	0	0
22:00	4 -		24.8	2.8	0	0	0	0	3	1	0	0	0	0	0	0
23:00	1 -		18.5 -	-	0	0	0	1	0	0	0	0	0	0	0	0

12H,7-19	105	25.9	19.3	6.5	0	9	23	37	20	11	5	0	0	0	0	0
16H,6-22	119	25.7	19	6.4	0	11	27	41	23	12	5	0	0	0	0	0
18H,6-24	124	25.8	19.2	6.4	0	11	27	42	26	13	5	0	0	0	0	0
24H,0-24	127	26.2	19.4	6.4	0	11	27	42	27	15	5	0	0	0	0	0

Am	11:00 -	-	-	-	-	11:00	11:00	11:00	11:00	08:00	11:00 -	-	-	-	-	-
Peak	21 -	-	-	-	-	1	6	9	3	2	1 -	-	-	-	-	-
Pm	18:00 -	-	22:00 -	-	-	20:00	16:00	12:00	18:00	18:00	15:00 -	-	-	-	-	-
Peak	11 -	-	24.8 -	-	-	2	5	5	5	2	2 -	-	-	-	-	-

Site No: 22003001

Grid Reference: SP46026,51129

Boddington Road, Claydon (TG Pole)

Speed Report-Limit 60 Mph

Mon 07-Aug-17

Channel: Southbound

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6Mph	Bin 2 6-<11	Bin 3 11-<16	Bin 4 16-<21	Bin 5 21-<26	Bin 6 26-<31	Bin 7 31-<36	Bin 8 36-<41	Bin 9 41-<46	Bin 10 46-<51	Bin 11 51-<56	Bin 12 =>56
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	2	-	21	10.6	0	0	1	0	0	1	0	0	0	0	0	0
07:00	2	-	26	3.5	0	0	0	0	1	1	0	0	0	0	0	0
08:00	4	-	21	5.2	0	0	0	3	0	1	0	0	0	0	0	0
09:00	1	-	13.5	-	0	0	1	0	0	0	0	0	0	0	0	0
10:00	4	-	23.5	4.2	0	0	0	1	2	1	0	0	0	0	0	0
11:00	5	-	21.5	3.1	0	0	0	2	3	0	0	0	0	0	0	0
12:00	7	-	17.1	7.5	0	2	1	2	1	1	0	0	0	0	0	0
13:00	7	-	21.4	3.1	0	0	0	3	4	0	0	0	0	0	0	0
14:00	3	-	16.8	3.1	0	0	1	2	0	0	0	0	0	0	0	0
15:00	11	23.3	18.5	5.7	0	2	0	5	4	0	0	0	0	0	0	0
16:00	4	-	23.5	6	0	0	0	2	0	2	0	0	0	0	0	0
17:00	7	-	22.8	3.7	0	0	0	2	4	1	0	0	0	0	0	0
18:00	4	-	19.8	2.8	0	0	0	3	1	0	0	0	0	0	0	0
19:00	3	-	20.2	3.1	0	0	0	2	1	0	0	0	0	0	0	0
20:00	2	-	21	3.5	0	0	0	1	1	0	0	0	0	0	0	0
21:00	1	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0
22:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
23:00	1	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0

12H,7-19	59	25.4	20.4	5.2	0	4	3	25	20	7	0	0	0	0	0	0
16H,6-22	67	25.4	20.5	5.1	0	4	4	28	23	8	0	0	0	0	0	0
18H,6-24	68	25.6	20.6	5.2	0	4	4	28	23	9	0	0	0	0	0	0
24H,0-24	68	25.6	20.6	5.2	0	4	4	28	23	9	0	0	0	0	0	0

Am	11:00	-	-	-	-	-	09:00	08:00	11:00	10:00	-	-	-	-	-	-
Peak	5	-	-	-	-	-	1	3	3	1	-	-	-	-	-	-
Pm	15:00	-	-	-	-	15:00	14:00	15:00	17:00	16:00	-	-	-	-	-	-
Peak	11	-	-	-	-	2	1	5	4	2	-	-	-	-	-	-

Site No: 22003001

Grid Reference: SP46026,51129

Boddington Road, Claydon (TG Pole)

Speed Report-Limit 60 Mph

Tue 08-Aug-17

Channel: Southbound

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6Mph	Bin 2 6-<11	Bin 3 11-<16	Bin 4 16-<21	Bin 5 21-<26	Bin 6 26-<31	Bin 7 31-<36	Bin 8 36-<41	Bin 9 41-<46	Bin 10 46-<51	Bin 11 51-<56	Bin 12 =>56
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
06:00	2	-	16	10.6	0	1	0	0	1	0	0	0	0	0	0	0
07:00	4	-	24.8	4.9	0	0	0	1	1	2	0	0	0	0	0	0
08:00	8	-	20.4	6.1	0	0	2	3	1	2	0	0	0	0	0	0
09:00	6	-	20.2	6.9	0	1	0	2	2	1	0	0	0	0	0	0
10:00	2	-	23.5	1.8	0	0	0	0	2	0	0	0	0	0	0	0
11:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
12:00	7	-	22.8	3.7	0	0	0	2	4	1	0	0	0	0	0	0
13:00	5	-	18.5	7.9	0	1	1	1	1	1	0	0	0	0	0	0
14:00	5	-	24.5	4.4	0	0	0	1	2	2	0	0	0	0	0	0
15:00	7	-	18.5	7.2	0	2	0	1	4	0	0	0	0	0	0	0
16:00	3	-	25.2	3.1	0	0	0	0	2	1	0	0	0	0	0	0
17:00	6	-	19.3	6	0	1	0	2	3	0	0	0	0	0	0	0
18:00	3	-	20.2	10.4	0	1	0	0	1	1	0	0	0	0	0	0
19:00	7	-	23.5	3.2	0	0	0	1	5	1	0	0	0	0	0	0
20:00	1	-	13.5	-	0	0	1	0	0	0	0	0	0	0	0	0
21:00	2	-	21	3.5	0	0	0	1	1	0	0	0	0	0	0	0
22:00	3	-	23.5	5	0	0	0	1	1	1	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0

12H,7-19	57	26.9	21.1	6.1	0	6	3	14	23	11	0	0	0	0	0	0
16H,6-22	69	26.5	21.1	6	0	7	4	16	30	12	0	0	0	0	0	0
18H,6-24	72	26.7	21.2	5.9	0	7	4	17	31	13	0	0	0	0	0	0
24H,0-24	73	26.6	21.2	5.9	0	7	4	18	31	13	0	0	0	0	0	0

Am	08:00	-	-	-	-	09:00	08:00	08:00	10:00	08:00	-	-	-	-	-	-
Peak	8	-	-	-	-	1	2	3	2	2	-	-	-	-	-	-
Pm	19:00	-	-	-	-	15:00	20:00	17:00	19:00	14:00	-	-	-	-	-	-
Peak	7	-	-	-	-	2	1	2	5	2	-	-	-	-	-	-

Site No: 22003001

Grid Reference: SP46026,51129

Boddington Road, Claydon (TG Pole)

Speed Report-Limit 60 Mph

Wed 09-Aug-17

Channel: Southbound

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6Mph	Bin 2 6-<11	Bin 3 11-<16	Bin 4 16-<21	Bin 5 21-<26	Bin 6 26-<31	Bin 7 31-<36	Bin 8 36-<41	Bin 9 41-<46	Bin 10 46-<51	Bin 11 51-<56	Bin 12 =>56
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0
06:00	1	-	8.5	-	0	1	0	0	0	0	0	0	0	0	0	0
07:00	5	-	19.5	10.9	0	2	0	0	2	0	1	0	0	0	0	0
08:00	10	23.5	20.5	3.8	0	0	0	7	2	1	0	0	0	0	0	0
09:00	3	-	21.8	3.1	0	0	0	1	2	0	0	0	0	0	0	0
10:00	6	-	18.5	6.4	0	1	1	1	3	0	0	0	0	0	0	0
11:00	7	-	20.6	7.7	0	0	3	0	3	0	1	0	0	0	0	0
12:00	3	-	26.8	7.6	0	0	0	1	0	1	1	0	0	0	0	0
13:00	8	-	20.4	7.6	0	1	1	3	0	3	0	0	0	0	0	0
14:00	8	-	21.6	4	0	0	0	4	3	1	0	0	0	0	0	0
15:00	5	-	17.5	5.6	0	1	0	3	1	0	0	0	0	0	0	0
16:00	6	-	21	5.4	0	0	1	2	2	1	0	0	0	0	0	0
17:00	12	25.3	19.8	6.9	0	2	1	3	4	2	0	0	0	0	0	0
18:00	8	-	22.3	5.3	0	0	1	2	3	2	0	0	0	0	0	0
19:00	3	-	16.8	10.4	0	1	1	0	0	1	0	0	0	0	0	0
20:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
21:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
22:00	3	-	26.8	3.1	0	0	0	0	1	2	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	81	26.6	20.6	6.2	0	7	8	27	25	11	3	0	0	0	0	0
16H,6-22	86	26.7	20.3	6.4	0	9	9	28	25	12	3	0	0	0	0	0
18H,6-24	89	27.1	20.5	6.5	0	9	9	28	26	14	3	0	0	0	0	0
24H,0-24	90	27.1	20.6	6.4	0	9	9	28	27	14	3	0	0	0	0	0
Am Peak	08:00 - 10	-	-	-	-	07:00 - 2	11:00 - 3	08:00 - 7	11:00 - 3	08:00 - 1	11:00 - 1	-	-	-	-	-
Pm Peak	17:00 - 12	-	-	-	-	17:00 - 2	19:00 - 1	14:00 - 4	17:00 - 4	13:00 - 3	12:00 - 1	-	-	-	-	-

Site No: 22003001

Grid Reference: SP46026,51129

Boddington Road, Claydon (TG Pole)

Speed Report-Limit 60 Mph

Thu 10-Aug-17

Channel: Southbound

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6Mph	Bin 2 6-<11	Bin 3 11-<16	Bin 4 16-<21	Bin 5 21-<26	Bin 6 26-<31	Bin 7 31-<36	Bin 8 36-<41	Bin 9 41-<46	Bin 10 46-<51	Bin 11 51-<56	Bin 12 =>56
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
07:00	2	-	31	3.5	0	0	0	0	0	1	1	0	0	0	0	0
08:00	13	24.9	22	4	0	0	0	6	5	2	0	0	0	0	0	0
09:00	6	-	25.2	11.3	0	1	0	0	3	1	0	0	1	0	0	0
10:00	8	-	21	4	0	0	1	2	5	0	0	0	0	0	0	0
11:00	7	-	19.2	6.8	0	1	1	2	2	1	0	0	0	0	0	0
12:00	6	-	16	5.4	0	1	2	2	1	0	0	0	0	0	0	0
13:00	10	24.3	20.5	4.4	0	0	1	5	3	1	0	0	0	0	0	0
14:00	6	-	22.7	4	0	0	0	2	3	1	0	0	0	0	0	0
15:00	12	25.3	23.1	2.9	0	0	0	2	9	1	0	0	0	0	0	0
16:00	8	-	22.3	3.8	0	0	0	3	4	1	0	0	0	0	0	0
17:00	7	-	18.5	5.9	0	1	1	2	3	0	0	0	0	0	0	0
18:00	6	-	19.3	6	0	0	2	2	1	1	0	0	0	0	0	0
19:00	4	-	21	5.2	0	0	0	3	0	1	0	0	0	0	0	0
20:00	4	-	21	3.2	0	0	0	2	2	0	0	0	0	0	0	0
21:00	3	-	21.8	3.1	0	0	0	1	2	0	0	0	0	0	0	0
22:00	1	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0
23:00	1	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0

12H,7-19	91	25.7	21.3	5.7	0	4	8	28	39	10	1	0	1	0	0	0
16H,6-22	102	25.7	21.3	5.5	0	4	8	34	43	11	1	0	1	0	0	0
18H,6-24	104	25.8	21.4	5.5	0	4	8	34	44	12	1	0	1	0	0	0
24H,0-24	104	25.8	21.4	5.5	0	4	8	34	44	12	1	0	1	0	0	0

Am Peak	08:00 - 13	-	-	-	-	11:00 - 1	11:00 - 1	08:00 - 6	10:00 - 5	08:00 - 2	07:00 - 1	-	09:00 - 1	-	-	-
Pm Peak	15:00 - 12	-	23:00 - 28.5	-	-	17:00 - 1	18:00 - 2	13:00 - 5	15:00 - 9	23:00 - 1	-	-	-	-	-	-

Site No: 22003001

Grid Reference: SP46026,51129

Boddington Road, Claydon (TG Pole)

Speed Report-Limit 60 Mph

Fri 11-Aug-17

Channel: Southbound

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6Mph	Bin 2 6-<11	Bin 3 11-<16	Bin 4 16-<21	Bin 5 21-<26	Bin 6 26-<31	Bin 7 31-<36	Bin 8 36-<41	Bin 9 41-<46	Bin 10 46-<51	Bin 11 51-<56	Bin 12 =>56
00:00	1	-	23.5	-	0	0	0	0	0	1	0	0	0	0	0	0
01:00	1	-	28.5	-	0	0	0	0	0	0	1	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	-	23.5	-	0	0	0	0	0	1	0	0	0	0	0	0
06:00	2	-	13.5	7.1	0	1	0	1	0	0	0	0	0	0	0	0
07:00	4	-	22.3	9.5	0	1	0	0	1	2	0	0	0	0	0	0
08:00	11	25.3	22.6	5.5	0	0	1	3	5	1	1	0	0	0	0	0
09:00	5	-	22.5	4.4	0	0	0	2	2	1	0	0	0	0	0	0
10:00	8	-	19.8	6.5	0	0	3	2	1	2	0	0	0	0	0	0
11:00	5	-	15.5	3.1	0	0	3	2	0	0	0	0	0	0	0	0
12:00	6	-	21.8	4.3	0	0	0	3	2	1	0	0	0	0	0	0
13:00	10	28.5	21.5	8	0	2	0	2	2	4	0	0	0	0	0	0
14:00	16	19.6	15.1	4.9	0	4	4	7	1	0	0	0	0	0	0	0
15:00	2	-	18.5	7.1	0	0	1	0	1	0	0	0	0	0	0	0
16:00	8	-	16.6	5.5	0	1	3	2	2	0	0	0	0	0	0	0
17:00	19	23.7	18.5	5.9	0	1	6	6	5	0	1	0	0	0	0	0
18:00	9	-	21.3	4.6	0	0	1	3	4	1	0	0	0	0	0	0
19:00	7	-	23.5	3.2	0	0	0	1	5	1	0	0	0	0	0	0
20:00	3	-	20.2	3.1	0	0	0	2	1	0	0	0	0	0	0	0
21:00	8	-	26	3.1	0	0	0	0	4	4	0	0	0	0	0	0
22:00	3	-	26.8	3.1	0	0	0	0	1	2	0	0	0	0	0	0
23:00	4	-	28.5	4.2	0	0	0	0	1	2	1	0	0	0	0	0

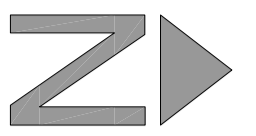
12H,7-19	103	25.6	19.3	6.2	0	9	22	32	26	12	2	0	0	0	0	0
16H,6-22	123	26	19.9	6.2	0	10	22	36	36	17	2	0	0	0	0	0
18H,6-24	130	27	20.3	6.3	0	10	22	36	38	21	3	0	0	0	0	0
24H,0-24	133	27	20.4	6.3	0	10	22	36	40	22	3	0	0	0	0	0


Am	08:00 -	-	-	-	-	07:00	11:00	08:00	08:00	10:00	08:00 -	-	-	-	-	-
Peak	11 -	-	-	-	-	1	3	3	5	2	1 -	-	-	-	-	-
Pm	17:00 -	-	23:00	13:00 -	-	14:00	17:00	14:00	19:00	21:00	23:00 -	-	-	-	-	-
Peak	19 -	-	28.5	8 -	-	4	6	7	5	4	1 -	-	-	-	-	-



## Appendix: E

## VISIBILITY SPLAYS



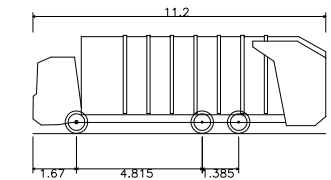
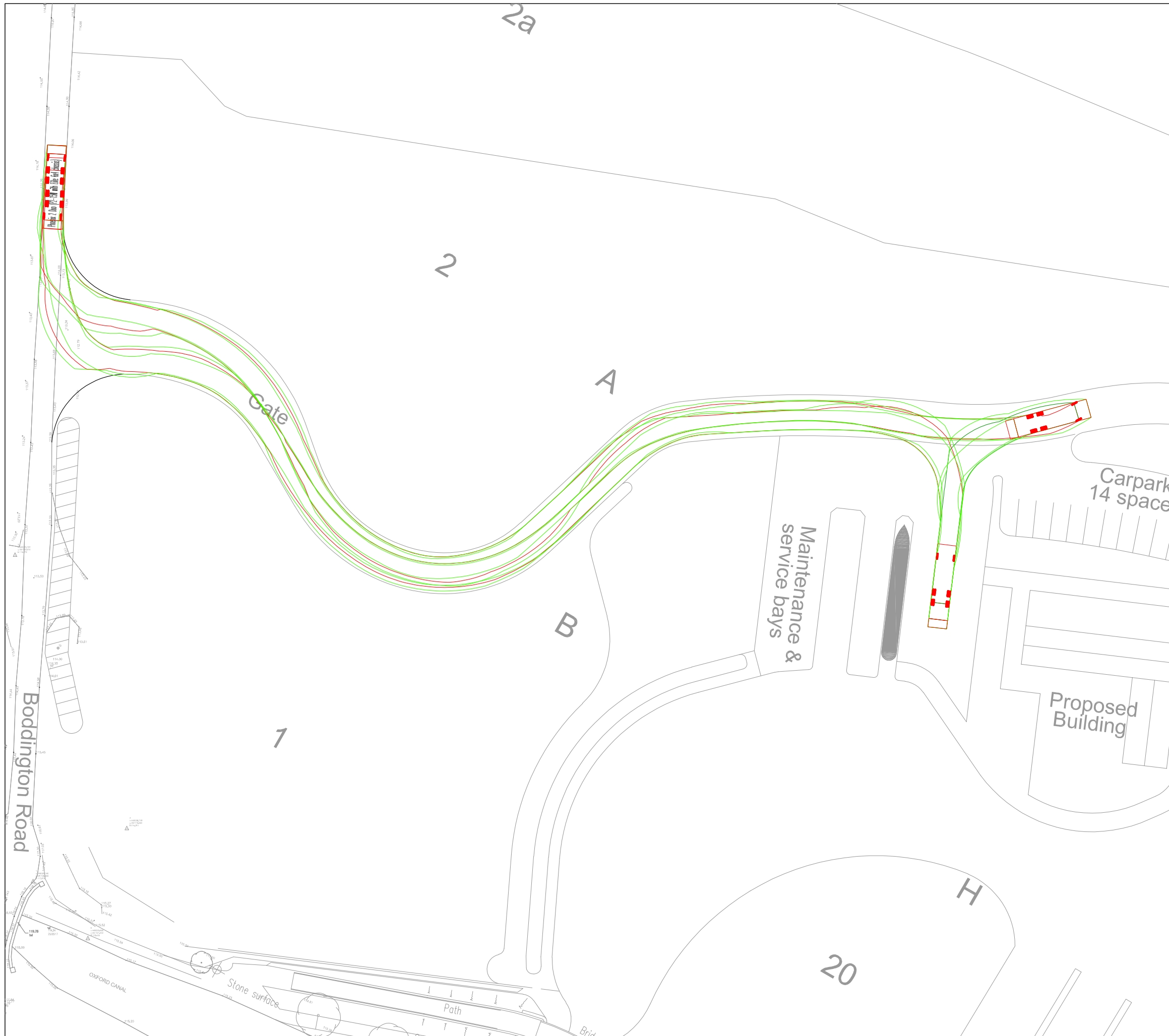
REV	DATE	BY	DESCRIPTION	CHK	APP
DRAWING STATUS:					
Ordnance Survey (c) Crown Copyright 2018. All rights reserved. Licence number 100022432					
 Unit 23, The Maltings, Stansted Abbots, Hertfordshire, SG12 8HG Tel: 01920 871777 <a href="http://www.easfp.co.uk">www.easfp.co.uk</a>					
CLIENT:					
ARCHITECT:					
PROJECT: CLAYDON MARINA BODDINGTON ROAD					
TITLE: PROPOSED ACCESS ARRANGEMENT WITH VISIBILITY SPLAYS					
SCALE @ A1: 1:250		DESIGN-DRAWN: EC		DATE: 09/07/2019	
PROJECT No: 1319		DRAWING No: SK01 REV F			





## Appendix: F

## SWEPT PATH ANALYSIS



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)  
 Overall Length 11.200m  
 Overall Width 2.530m  
 Overall Body Height 3.751m  
 Min Body Ground Clearance 0.304m  
 Track Width 2.500m  
 Lock to lock time 4.00s  
 Kerb to Kerb Turning Radius 9.500m

REV	DATE	BY	DESCRIPTION	CHK	APD

DRAWING STATUS:

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Unit 23, The Maltings, Stanstead Abbots, Hertfordshire, SG12 8HG  
 Tel: 01920 871777

www.eastp.co.uk

CLIENT:

ARCHITECT:

PROJECT:

CLAYDON MARINA  
 CHERWELL

TITLE:

SWEPT PATH ANALYSIS

SCALE ● A3: 1:500	DESIGN-DRAWN: EC	DATE: 10/09/2019
----------------------	---------------------	---------------------

PROJECT No: 1319	DRAWING No: SK10 REV A
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## Appendix: G

## TRICS DATA

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 08 - MARINAS  
 Category : A - MARINAS  
 VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	BA BATH & NORTH EAST SOMERSET	1 days
06	WEST MIDLANDS	
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	LC LANCASHIRE	2 days

## Secondary Filtering selection:

Parameter: Number of berths  
 Actual Range: 27 to 105 (units: )  
 Range Selected by User: 10 to 1800 (units: )

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 28/06/14

Selected survey days:

Saturday	3 days
Sunday	2 days

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

Selected Locations:

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

Selected Location Sub Categories:

Village	1
No Sub Category	4

## Secondary Filtering selection:

Use Class:

Not Known	1 days
D2	4 days

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	2 days
10,001 to 15,000	1 days
20,001 to 25,000	1 days

## Secondary Filtering selection (Cont.):

Population within 5 miles:

5,001 to 25,000	1 days
125,001 to 250,000	3 days
500,001 or More	1 days

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	2 days
1.6 to 2.0	2 days

Travel Plan:

No	5 days
----	--------

PTAL Rating:

No PTAL Present	5 days
-----------------	--------

LIST OF SITES relevant to selection parameters

1	BA-08-A-01	MARINA		BATH & NORTH EAST SOMERSET
	THE SHALLOWS SALTFORD NEAR BRISTOL Neighbourhood Centre (PPS6 Local Centre) Village Total Number of berths: 93 Survey date: SATURDAY 31/10/09			Survey Type: MANUAL
2	LC-08-A-04	MARINA		LANCASHIRE
	PARK ROAD ADLINGTON CHORLEY Edge of Town Centre No Sub Category Total Number of berths: 105 Survey date: SUNDAY 13/05/12			Survey Type: MANUAL
3	LC-08-A-05	MARINA		LANCASHIRE
	KELBROOK ROAD  BARNOLDSWICK Edge of Town No Sub Category Total Number of berths: 50 Survey date: SUNDAY 16/06/13			Survey Type: MANUAL
4	WO-08-A-01	MARINA		WORCESTERSHIRE
	SCARFIELD WHARF  ALVECHURCH Free Standing (PPS6 Out of Town) No Sub Category Total Number of berths: 48 Survey date: SATURDAY 13/06/09			Survey Type: MANUAL
5	WY-08-A-01	MARINA		WEST YORKSHIRE
	REDCOTE LANE BURLEY LEEDS Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of berths: 27 Survey date: SATURDAY 12/06/10			Survey Type: MANUAL

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
CB-08-A-01	Yacht club
CO-08-A-01	Coastal
EB-08-A-01	Coastal
NA-08-A-02	Coastal
NO-08-A-01	Coastal
TV-08-A-01	Coastal

TRIP RATE for Land Use 08 - MARINAS/A - MARINAS  
VEHICLES

Calculation factor: 1 BERTHS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BERTHS	Trip Rate	No. Days	Ave. BERTHS	Trip Rate	No. Days	Ave. BERTHS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	68	0.018	4	68	0.026	4	68	0.044
08:00 - 09:00	5	65	0.046	5	65	0.050	5	65	0.096
09:00 - 10:00	5	65	0.093	5	65	0.077	5	65	0.170
10:00 - 11:00	5	65	0.050	5	65	0.050	5	65	0.100
11:00 - 12:00	5	65	0.099	5	65	0.096	5	65	0.195
12:00 - 13:00	5	65	0.077	5	65	0.090	5	65	0.167
13:00 - 14:00	5	65	0.127	5	65	0.090	5	65	0.217
14:00 - 15:00	5	65	0.090	5	65	0.105	5	65	0.195
15:00 - 16:00	5	65	0.111	5	65	0.096	5	65	0.207
16:00 - 17:00	5	65	0.065	5	65	0.065	5	65	0.130
17:00 - 18:00	5	65	0.037	5	65	0.065	5	65	0.102
18:00 - 19:00	4	68	0.040	4	68	0.029	4	68	0.069
19:00 - 20:00	3	56	0.077	3	56	0.024	3	56	0.101
20:00 - 21:00	3	56	0.042	3	56	0.048	3	56	0.090
21:00 - 22:00	2	60	0.008	2	60	0.008	2	60	0.016
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>0.980</b>			<b>0.919</b>			<b>1.899</b>

#### Parameter summary

Trip rate parameter range selected: 27 - 105 (units: )  
 Survey date range: 01/01/09 - 28/06/14  
 Number of weekdays (Monday-Friday): 0  
 Number of Saturdays: 3  
 Number of Sundays: 2  
 Surveys automatically removed from selection: 0  
 Surveys manually removed from selection: 6

TRIP RATE for Land Use 08 - MARINAS/A - MARINAS  
OGVS

Calculation factor: 1 BERTHS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BERTHS	Trip Rate	No. Days	Ave. BERTHS	Trip Rate	No. Days	Ave. BERTHS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	68	0.004	4	68	0.004	4	68	0.008
08:00 - 09:00	5	65	0.000	5	65	0.000	5	65	0.000
09:00 - 10:00	5	65	0.003	5	65	0.000	5	65	0.003
10:00 - 11:00	5	65	0.003	5	65	0.000	5	65	0.003
11:00 - 12:00	5	65	0.000	5	65	0.000	5	65	0.000
12:00 - 13:00	5	65	0.000	5	65	0.000	5	65	0.000
13:00 - 14:00	5	65	0.000	5	65	0.000	5	65	0.000
14:00 - 15:00	5	65	0.000	5	65	0.003	5	65	0.003
15:00 - 16:00	5	65	0.006	5	65	0.003	5	65	0.009
16:00 - 17:00	5	65	0.003	5	65	0.003	5	65	0.006
17:00 - 18:00	5	65	0.000	5	65	0.003	5	65	0.003
18:00 - 19:00	4	68	0.000	4	68	0.000	4	68	0.000
19:00 - 20:00	3	56	0.000	3	56	0.000	3	56	0.000
20:00 - 21:00	3	56	0.000	3	56	0.000	3	56	0.000
21:00 - 22:00	2	60	0.000	2	60	0.000	2	60	0.000
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.019			0.016			0.035

#### Parameter summary

Trip rate parameter range selected: 27 - 105 (units: )  
Survey date range: 01/01/09 - 28/06/14  
Number of weekdays (Monday-Friday): 0  
Number of Saturdays: 3  
Number of Sundays: 2  
Surveys automatically removed from selection: 0  
Surveys manually removed from selection: 6



TRIP RATE for Land Use 08 - MARINAS/A - MARINAS  
CYCLISTS

Calculation factor: 1 BERTHS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BERTHS	Trip Rate	No. Days	Ave. BERTHS	Trip Rate	No. Days	Ave. BERTHS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	68	0.004	4	68	0.000	4	68	0.004
08:00 - 09:00	5	65	0.006	5	65	0.000	5	65	0.006
09:00 - 10:00	5	65	0.009	5	65	0.009	5	65	0.018
10:00 - 11:00	5	65	0.012	5	65	0.006	5	65	0.018
11:00 - 12:00	5	65	0.003	5	65	0.009	5	65	0.012
12:00 - 13:00	5	65	0.012	5	65	0.019	5	65	0.031
13:00 - 14:00	5	65	0.009	5	65	0.003	5	65	0.012
14:00 - 15:00	5	65	0.009	5	65	0.009	5	65	0.018
15:00 - 16:00	5	65	0.003	5	65	0.006	5	65	0.009
16:00 - 17:00	5	65	0.003	5	65	0.003	5	65	0.006
17:00 - 18:00	5	65	0.003	5	65	0.003	5	65	0.006
18:00 - 19:00	4	68	0.000	4	68	0.000	4	68	0.000
19:00 - 20:00	3	56	0.000	3	56	0.000	3	56	0.000
20:00 - 21:00	3	56	0.000	3	56	0.000	3	56	0.000
21:00 - 22:00	2	60	0.000	2	60	0.000	2	60	0.000
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>0.073</b>			<b>0.067</b>			<b>0.140</b>

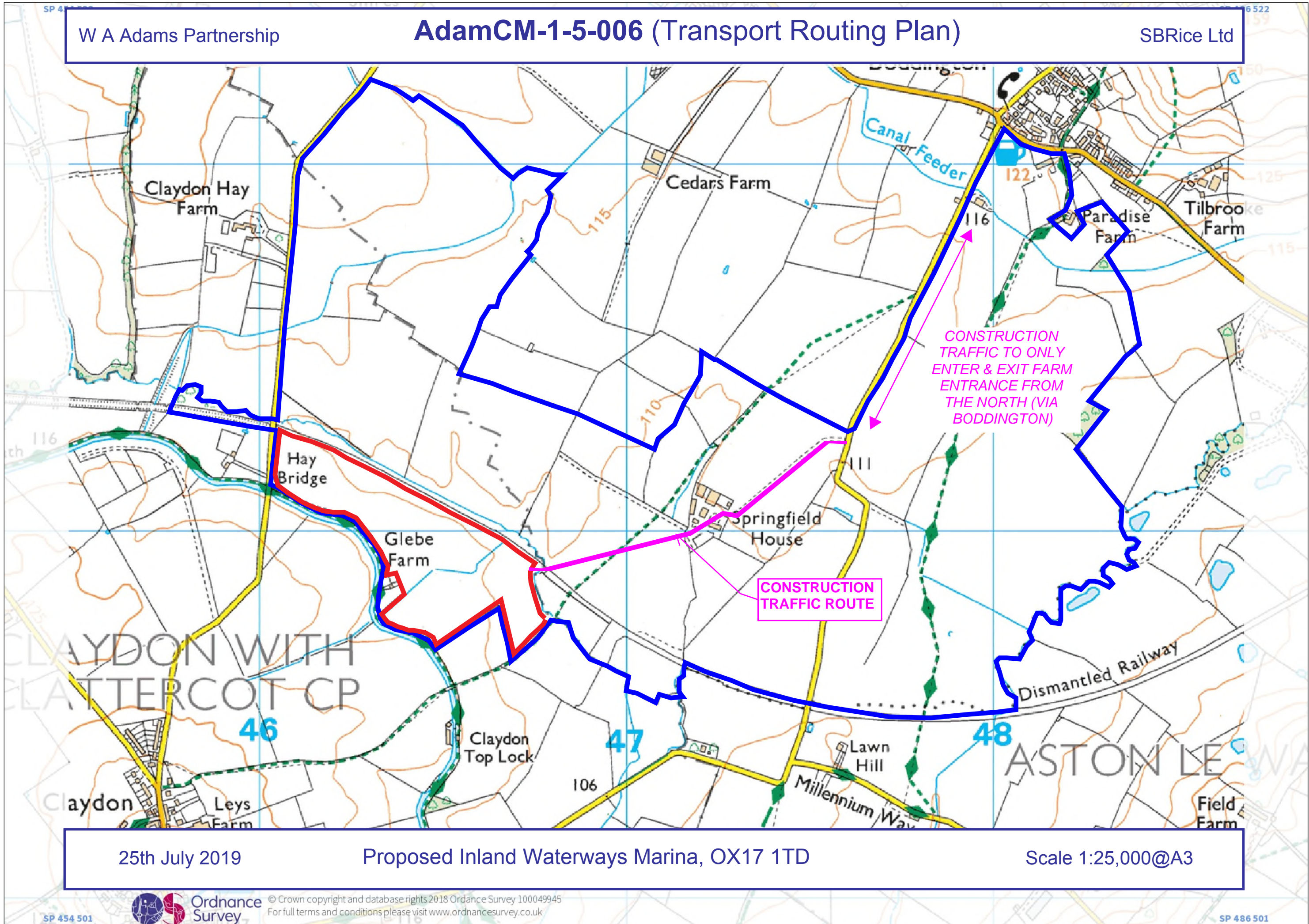
Parameter summary

Trip rate parameter range selected: 27 - 105 (units: )  
 Survey date range: 01/01/09 - 28/06/14  
 Number of weekdays (Monday-Friday): 0  
 Number of Saturdays: 3  
 Number of Sundays: 2  
 Surveys automatically removed from selection: 0  
 Surveys manually removed from selection: 6



## **Appendix: H      CONSTRUCTION ROUTE PLAN**

OS Maps: online mapping and walking, running and cycling routes



25th July 2019

Proposed Inland Waterways Marina, OX17 1TD

Scale 1:25,000@A3

06/11/2018

SP 454 501



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SP 486 501

<https://osmaps.ordnancesurvey.co.uk/52.15692,-1.31321,16>